

POMPEII ^{A.D.} 79

Fascinating Exhibit at Chicago Art Institute

Fish mosaic, originally about three feet square.



Chicago is offering another unusual opportunity to see how people lived many centuries ago.

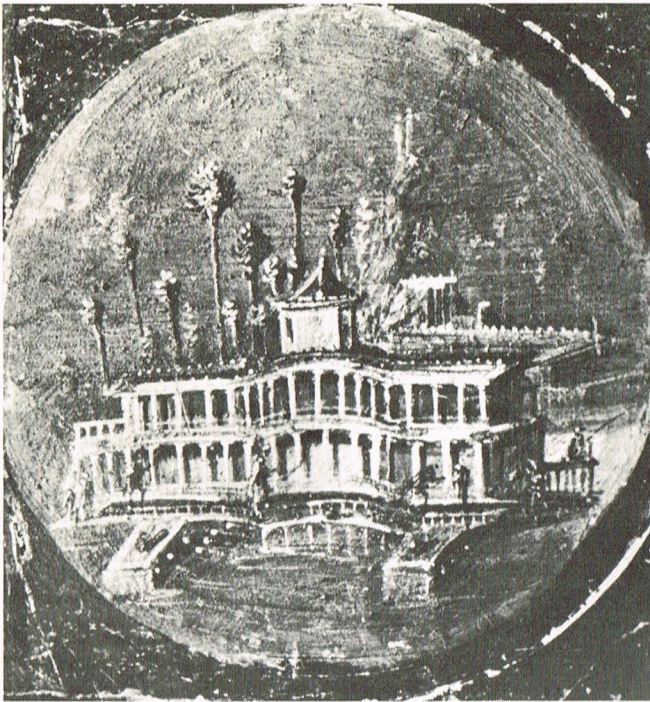
This opportunity is being provided by the Art Institute of Chicago which is featuring a special exhibit--Pompeii AD 79--from Aug. 12 through Nov. 12.

Pompeii was an ancient city in Italy on the Gulf of Naples, about 15 miles southeast of the city of Naples. The city of Pompeii was less than a mile from the foot of Mt. Vesuvius.

On the morning of Aug. 24, in the year of 79 A.D.,

or nearly 1,900 years ago, Mt. Vesuvius erupted. For two days, white volcanic ashes fell, somewhat like a heavy snowstorm. The city of Pompeii was completely buried, as were the nearby city of Herculaneum and the little town of Stabiae. (Continued Page 2)

cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
JULY, 1978



Painting of a villa beside the sea.

Most of the people escaped as the eruption began. But those who sought refuge in cellars were suffocated by sulfur fumes or crushed under falling roofs. In Pompeii alone, 2,000 perished. The city's normal population was 20,000, but there were always many who came there for summer vacations.

The most famous casualty was the elder Pliny, commander of a Roman fleet who took ships across the bay in an unsuccessful rescue attempt. He died in Stabiae, overcome by the sulfur fumes.

ruins hidden many centuries

The ruins of Pompeii were hidden under the volcanic ash for 16 centuries, until excavation began 300 years ago. The site is considered to be one of the richest sources of knowledge of the Hellenistic (Greek) and Roman world.

The Art Institute's exhibit of Pompeii AD 79 presents more than 300 rare and beautiful artworks and artifacts recovered from the ruins. The works include magnificent examples of gold jewelry, silverware, and sculptures, as well as mosaics and frescoes that adorned the houses and villas of the wealthy.

daily life of Pompeii

But more than that, the exhibit is designed to take visitors back to the city of Pompeii as it was on the day of the disaster 1,900 years ago. The daily life of the Pompeians is recreated in works illustrating how the city lived, worked, worshiped and played. The exhibit also shows how life in that thriving city came to an end on the dark August morning in A.D. 79.

The American tour of the exhibit, Pompeii AD 79, has been made possible through grants from the Na-



Rectangular panel with theatre masks in relief.

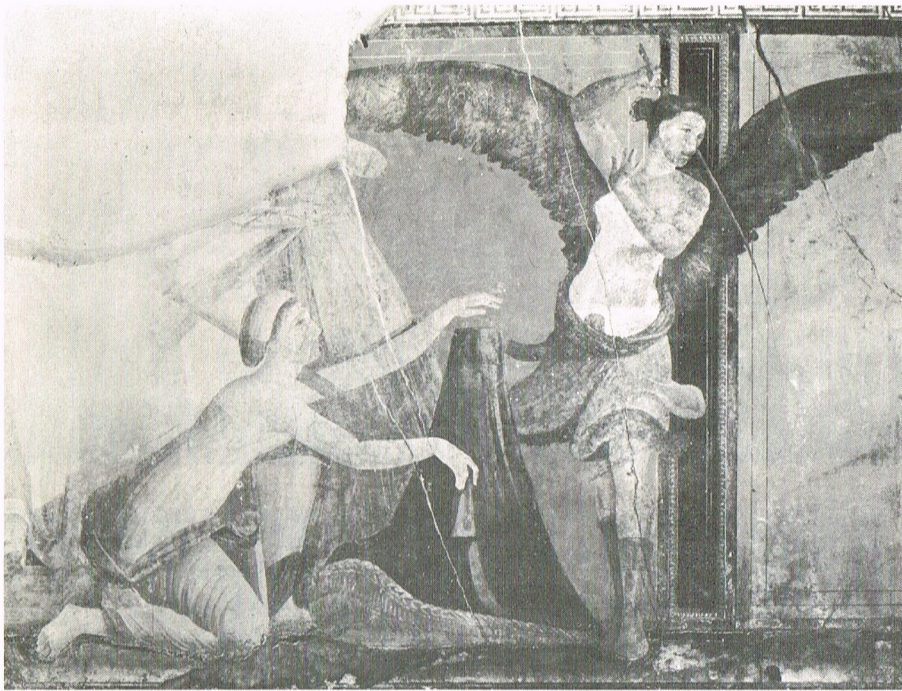


Bust of a middle-aged man; large grained, transparent white marble.

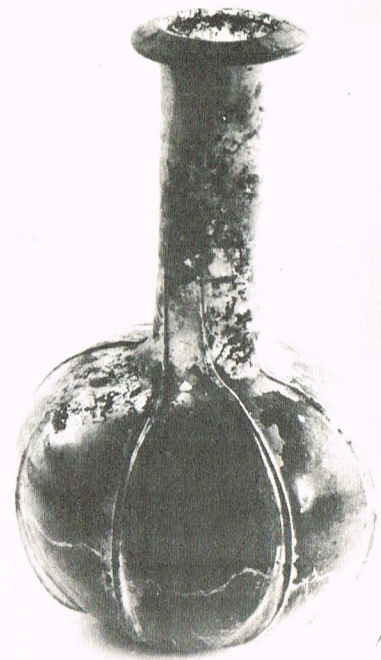
tional Endowment for the Humanities, and the Xerox Corporation.

Before being brought to the United States, the Pompeii exhibit was viewed in London by more persons than the popular King Tut exhibit. It also attracted unprecedented crowds in Denmark.

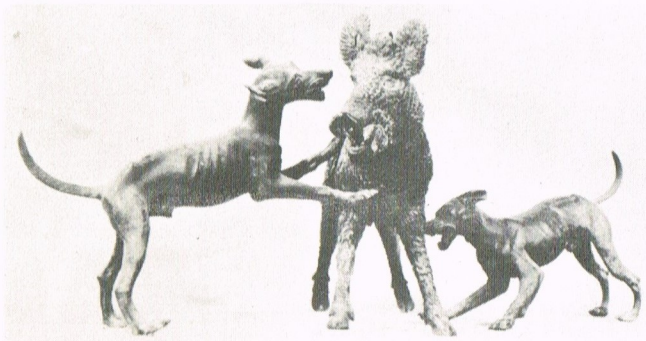
Earlier this year, the exhibit proved to be highly successful in Boston at the Museum of Fine Arts. After its showing at the Art Institute of Chicago, it will be taken to Dallas and New York City.



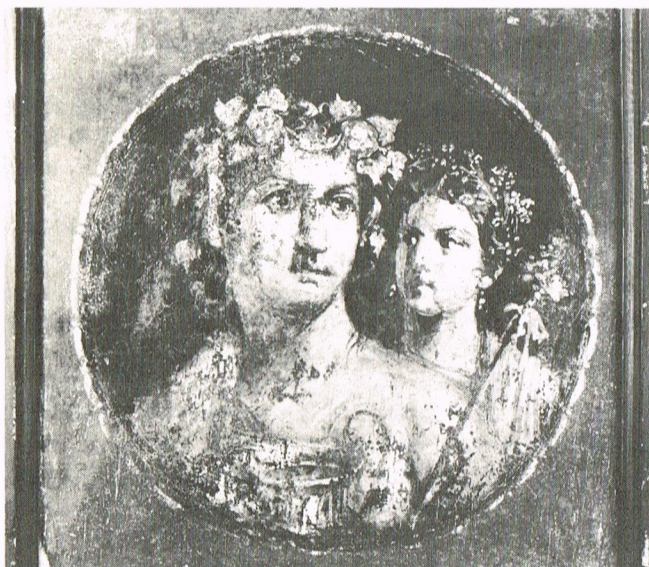
Painted frieze from the Hall of Mysteries (reproduction).



Long-necked glass flask.



Bronze fountain group: two hounds attacking a boar.



Wall painting: medallion with busts of Dionysus and a maenad.

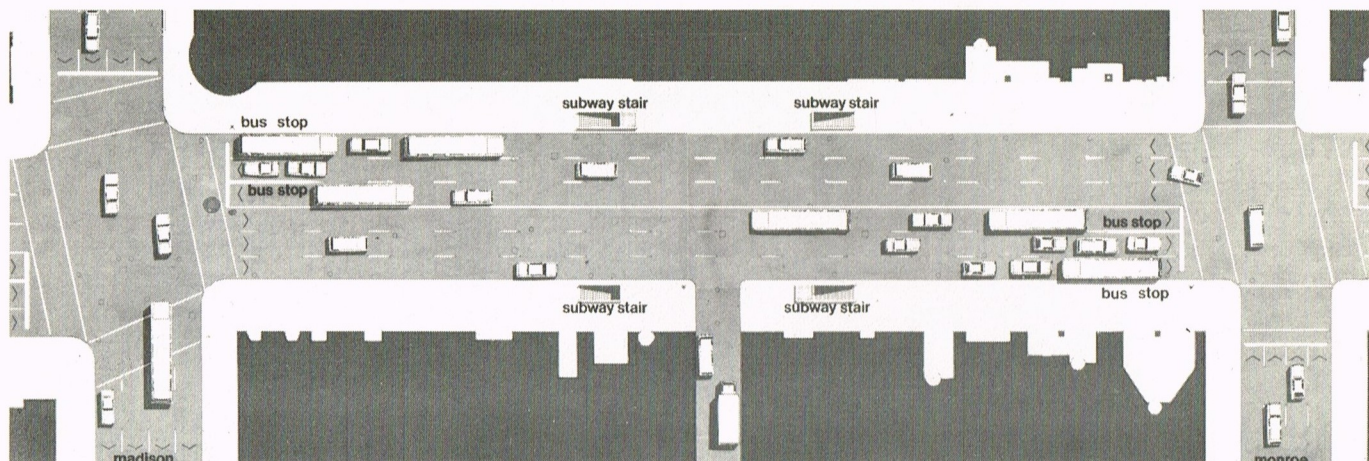
Exhibit items shown are on loan from the Naples Museum, except top left on this page, which is on loan from Imperial Tobacco Limited.

First come, First served

Tickets for Pompeii AD 79 at the Art Institute of Chicago are available to the general public on a first-come, first-served basis each day of the exhibit. All tickets will be numbered, and visitors will learn what time they can enter the exhibit from monitor screens set up throughout the Art Institute.

The Pompeii admission is included in the recommended admission price to the Art Institute: \$2 for adults and \$1 for children, students, and senior citizens. On Thursdays, although there is no admission charge to the museum, the recommended admission price will still be required of visitors entering the Pompeii exhibit. (Members of the Art Institute admitted free.)

Art Institute hours during the Pompeii exhibit: Monday, Tuesday, Wednesday, and Friday, 10:30 a.m. to 4:30 p.m. Thursday, 10:30 a.m. to 8 p.m. Saturday and Sunday, 10 a.m. to 5 p.m.



Former street and sidewalk layout.

Late afternoon photo taken the day before State Street was closed to private vehicular traffic.



State Street Becoming Transit Mall

State Street--"that Great Street" in downtown Chicago--is undergoing its greatest change in history.

For the nine blocks from Wacker drive to Congress street, State Street is being transformed into a Transit Mall with a two-lane exclusive busway for use solely by buses and emergency vehicles.

Private vehicular traffic came to an end at 6 a.m. June 17 when State Street was closed for the start of construction.

2,329 bus trips

Using two temporary lanes, CTA buses are continuing to serve State Street with 2,329 trips each weekday, 1,174 trips on Saturday and 675 on Sunday, for a total of 13,495 bus trips each week.

And, according to Harold Geissenheimer, General Operations Manager, the concept of the Transit Mall even during the construction period is proving its worth to the CTA and the many thousands of riders of buses in State Street.

Uninhibited by other traffic, the CTA buses are moving considerably faster in State Street than before, said Geissenheimer.

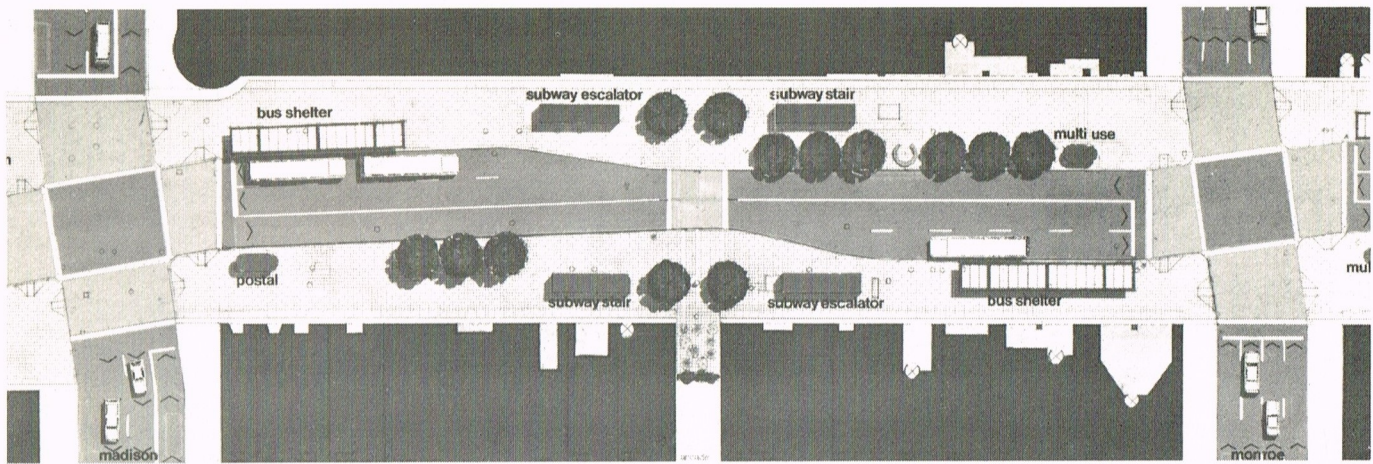
To facilitate this movement, CTA buses move three at a time to the bus stops and then through the intersections on the change of the traffic signals. For the start of construction, the buses are using the two lanes on the east side of the street. Temporary wooden decks have been provided at bus stops of the south-bound lane which is removed from the curb.

\$17-million project

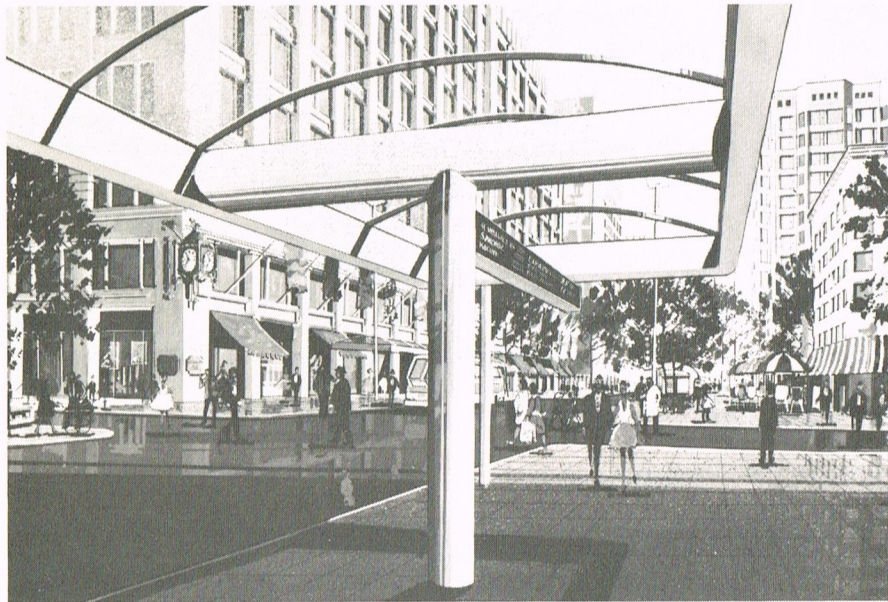
The creation of the State Street Transit Mall is a \$17-million project which is scheduled for completion by mid-fall of next year (1979). Work will be suspended in November for this year's Christmas shopping season, and then resumed after the first of the year.

"This important project re-affirms the 'I Will' spirit of Chicago," said Mayor Michael A. Bilandic at a groundbreaking ceremony.

Arthur E. Osborne, chairman of Marshall Field & Co., Chicago Stores Division, commented: "The greatness of a city depends on a great downtown. Here on State Street we have devoted more than 140 years to that premise. We are behind the Transit Mall all the way...as another positive move in keeping State Street



Street and sidewalk design for Transit Mall.



Artist's concept of the Mall showing canopy at bus stop.

'that Great Street'."

The Transit Mall will narrow State Street from six former traffic lanes to the two exclusive lanes for buses and emergency vehicles. Bus boarding bays will be provided to accommodate three buses at a time at stops and to afford passing room for other buses. Transparent, acrylic domed canopies at bus stops will protect waiting passengers.

escalators to subway mezzanines

Another especially important transit improvement will be the installation of covered escalators from the street level to the mezzanine level of subway stations in each block on both sides of the street.

Sidewalks will be extended from the present curbs toward the center line of the street, in some areas as much as 24 feet. All sidewalk areas will be resurfaced. Midblock pedestrian crossing will be permitted.

Landscaping, seating areas, unmanned postal stations, drinking fountains, street directories, a year-around information center, public telephones, and small entertainment areas will be provided.

Cab stands will be at most intersections on the

east-west streets, and thus waiting cabs will not be more than 180 feet from any point on State Street.

three objectives

The State Street Transit Mall has been designed to meet three objectives: (1) To improve transit service; (2) To improve State Street's pedestrian environment, and (3) To provide increased economic stimulus to the State Street business community.

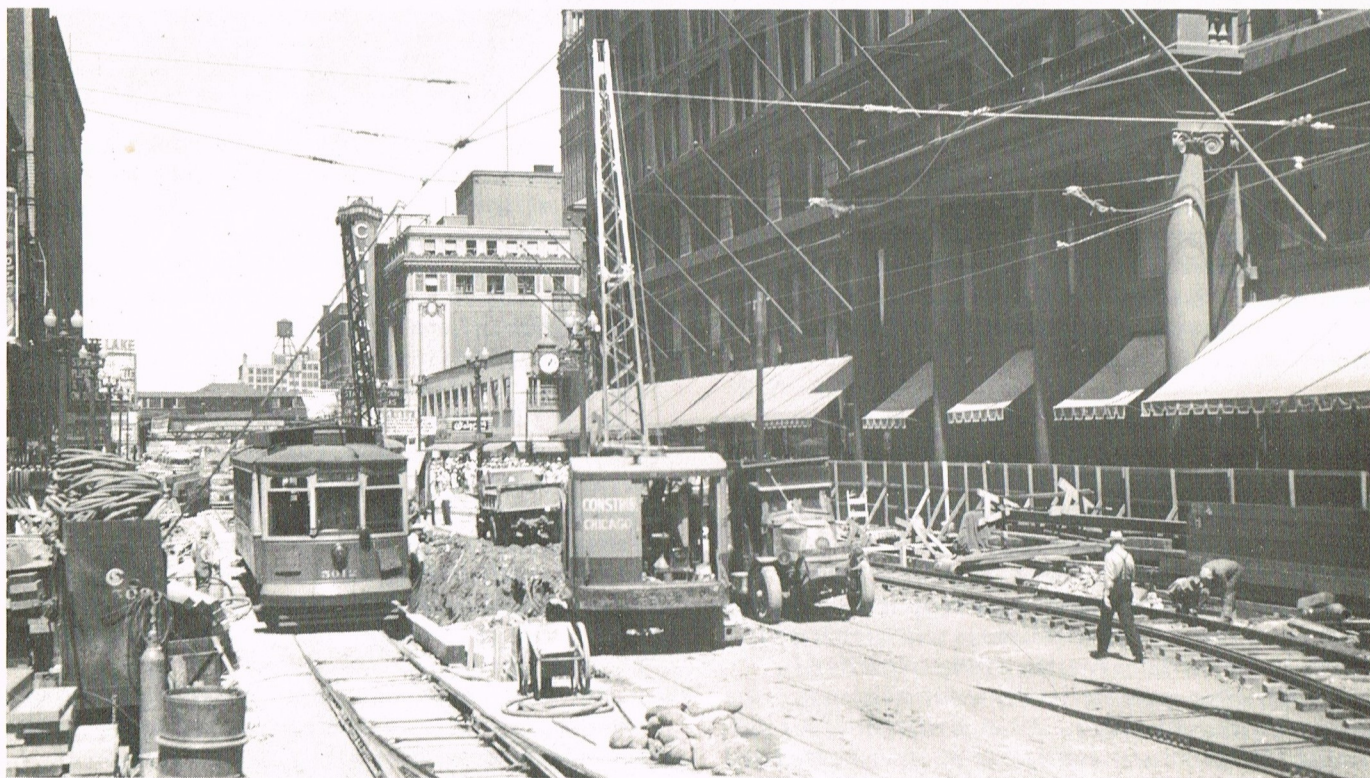
Seventy-five per cent of the cost of creating the State Street Transit Mall will be paid by the Urban Mass Transportation Administration and the Federal Highway Administration of the U.S. Department of Transportation. The remainder will be paid by State Street property owners and the City of Chicago.

The project is being carried out by the Chicago Department of Public Works under Commissioner Marshall Suloway.

CTA representatives of three departments--Transportation, Operations Planning, and Engineering--are working closely with the city on the project.



Old streetcar track is turned up as excavation begins for State Street Mall.



Old timers will remember when State Street was torn up about 1940 to build subway stations.

(George Krambles Photo)

historical highlights

Surface transit on fixed routes and schedules began operating in Chicago on April 25, 1859, when the Chicago City Railway Company first operated its horse-drawn cars in State street between Randolph street and Roosevelt road. Four months later, the North Chicago City Railway Company began similar operations in North Clark street.

As a forerunner to these scheduled operations, omnibuses (large horse-drawn carriages) had begun operating seven years earlier (1852) between the city's first railroad depots. The success of the omnibus prompted Franklin Parmalee, one of the major omnibus operators, to create the Chicago City Railway Company.

By the fall of 1859, horsecars were running south to 35th street, west to Damen avenue, and north to Division street, serving nine miles of street. The street railway system grew to ten times that size in the next two decades, but it still remained dependent upon horses for motive power, except for a few steam "dummies" serving Cottage Grove avenue and Broadway.

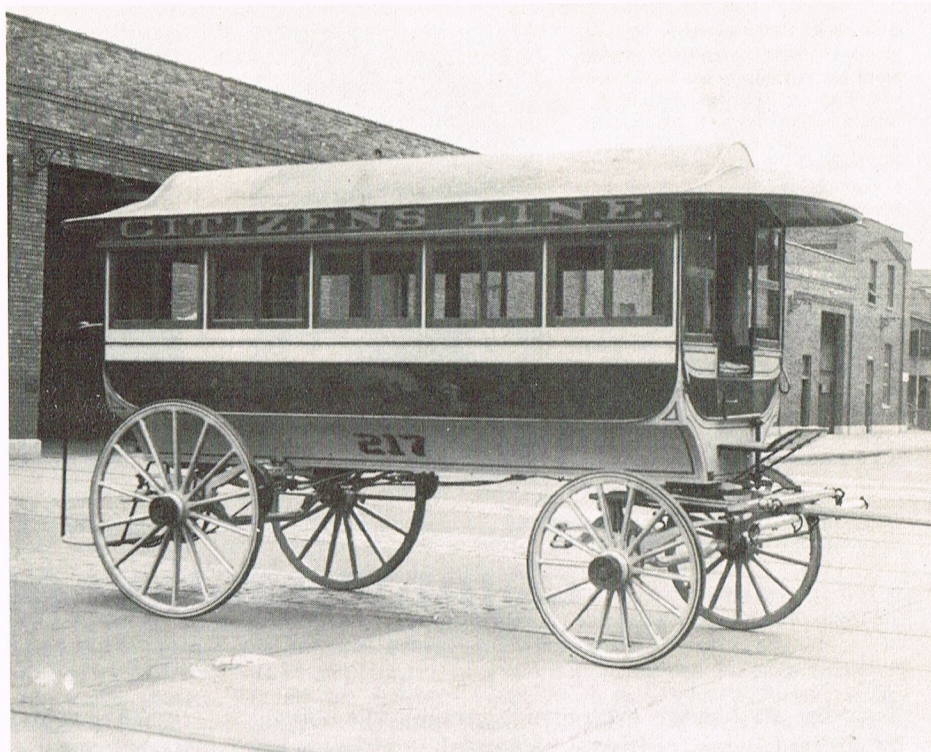
The cable car made its Chicago debut in State street in 1882. By 1893, the cable system reached a peak of 86 track miles. Routes extended south to 71st street, west to Pulaski road, and north to Diversey avenue. Grip cars, which grasped moving underground cables, could travel at speeds of up to 14 miles an hour, with as many as three passenger trailer cars in tow.

Electric streetcars, which first operated in 93rd street in 1890, brought about a major change in the surface transit system. The change was facilitated by motorizing hundreds of rebuilt cable trailers and horsecars. Streetcar operations were extended to many new routes, which were one-half mile apart in conformance with Chicago's grid pattern of streets. This grid pattern made for comprehensive service, which exists to this day. By 1896, 344 miles of city streets had transit service.

The last horsecars and cable cars operated in 1906.

Until 1914, as many as 18 surface transit companies served Chicago, each charging a separate fare. On Feb. 1, 1914, all of the companies were unified under the management of the Chicago Surface Lines. As a result of the consolidation, this company ranked as the largest surface transit operator in the United States, with 2,763 streetcars operating over 927 miles of track.

Another new era in local transportation started on March 25, 1917, when buses began operating in Sheridan road



The omnibus of 1852, predecessor to scheduled transit operations.

cta bus system

(average riding in school, non-vacation period)

	Weekday	Saturday	Sunday
Originating Riders	929,500	617,000	590,500
Transfer from another CTA bus	654,300	436,400	176,900
Transfer from CTA "L"	106,800	109,300	12,700
Transfer from RTA bus	<u>7,200</u>	<u>3,700</u>	<u>700</u>
Total Riders	1,697,800	1,166,400	780,800
Scheduled Buses	2,164	1,064	802
Routes Operated	134	105	99
Route Miles	2,115	1,650	1,462

The CTA has 13,400 posted bus stops. On a weekday, 31,140 bus trips are made.

on Chicago's north side. That was the beginning of the Chicago Motor Coach system which by 1928 served 146 miles of streets, mostly boulevards and park drives.

This "boulevard system," as it was known, was served in early years mostly by double-deck buses - first, by open-top buses, and then, until their last use in 1950, by closed-top double-deckers.

The Chicago Surface Lines acquired its first buses (single-deck) in 1927, and on April 17, 1930, it placed in operation its first electric trolley buses, on the Diversey route. The last trolley buses were used in 1973.

The Chicago Transit Authority began operating the Surface Lines system on Oct. 1, 1947, when it also acquired the properties of the Chicago Rapid Transit Company. On Oct. 1, 1952, the CTA

became the sole operator of local transit facilities when it purchased the Chicago Motor Coach system.

In the late 1940s, the CTA began converting the streetcar system of 1,100 track miles to buses. This conversion to buses was completed on June 21, 1958, when streetcar operations ceased on the last route, Wentworth avenue.

In discontinuing the use of streetcars, the CTA used components of 570 Green Hornet streetcars in the fabrication of a like number of rapid transit cars.

From 1950 to 1973, part of the CTA surface fleet consisted of propane (liquefied gas) buses, which at one time numbered 1,650.

Today, the CTA's surface fleet consists of 2,400 diesel buses, of which 78 per cent are air-conditioned.

Lawrence Craig (Archer garage) received notes or calls of thanks from six passengers on his Stevenson Express bus for retrieving a rider's wallet from a pickpocket. Sandy Resner, of West 63rd place, the would-be victim, wrote: "After I got on the bus at State and Madison, a woman started yelling that someone took my wallet and ran off the bus. I stood there not knowing what to do. The bus driver, L. Craig, ran after the man, grabbed him and got my purse back. I think he should be commended for what he did, and I would like his superiors to hear about it."



(CTA photos by Bert Cadney)



Nemesio Hernandez (North Avenue) was praised by Mrs. Joseph Roberts, of Elmwood Park, for looking out for her seven-year-old daughter. "Due to an inexcusable error on my part, I put my little girl on a Belmont bus, thinking it was an Addison bus, and asked the driver to let her off at Elston. When he stopped at Elston and my daughter told him it didn't look like the right place, he took her back on the bus until he found a phone to help her call home. Then he dropped her off at a restaurant where her father could pick her up. I thank God he did not leave her standing on the wrong corner all by herself. It makes me feel good to know the CTA has drivers who care."

commendation corner

Irving R. Roudez (69th Street garage) was noticed by Michael Dates, of Drexel boulevard, a rider on his 71st Street bus. "He was so kind and courteous, it seemed he could really relate to the passengers. He would call out every stop and he would wait if an elderly person was a bit slow reaching the bus. I even saw him help a pregnant woman with two shopping bags and two small children get on the bus, making sure she was seated before starting up again."

####

William Chrishon, janitor foreman, Rail Vehicle Maintenance, was thanked by Kris Grude, of North avenue, for his help in providing directions for herself and a friend at the Jackson stop in the State Street subway. "Not only did he give us explicit directions to Hyde Park, as well as alternative modes of transportation, but he gave us his own system map to aid us in further ventures in and about Chicago. Being from California, we were not too familiar with the CTA, and we certainly appreciated it when he offered his assistance."

####

Willie G. Floyd and Santo A. Siciliano (West Section), motorman and conductor, respectively, on a Lake/Dan Ryan "B" train, were complimented by C. O. Jones, of Lafayette avenue, for their courtesy. "It is remarkable what a difference a few cheerful words like 'Good Morning. How are you today?' can make. The conductor announces which train the passengers have boarded and then distinctly calls out each station. The motorman provides a smooth ride devoid of jerks at starts and stops, especially when traversing the area around 18th street."

####

Eugene L. Johnson and Clarence L. Speights (Kedzie garage) were praised by K. E. Cahill, of Oak Park, for the kindness and consideration they give his handicapped daughter on their Jackson boulevard buses.

"Each morning driver 6210 (Speights) pulls into the curb, cautions her to be careful and to take her time, and gives her the same advice on leaving the bus. Driver 5395 (Johnson) is pleasant, helpful, and courteous at all times. At Austin, he tells my daughter to let the other riders off first, and then he helps her with her crutches. We are very grateful, and we think you should be, too, for having such fine drivers."

####

Lynn C. Wilkerson (North Park garage) "is a most considerate driver," according to Mrs. R. Feathers-ton, of Lakewood avenue, a regular rider on his Clark street run. "He is absolutely terrific. He knows his steady riders and watches for them. I get him around 11 o'clock at night, and I'm sure grateful that I don't have to stand on that corner wondering what time his bus will get there, or if I just missed it."

####

John C. Planthaber (Forest Glen garage), a collector at Addison on the Jefferson Park route, was commended by Bernice J. Grossklas, a Marshall Field employee in the Merchandise Mart, for "the remarkable job he is performing under difficult circumstances at times. This fellow has made traveling a pleasure, helping line up riders for rapid boarding of buses, keeping unruly riders from harassing other passengers, as well as detaining empty buses for a trainload of people."

####

Robert C. Mumbower (North Avenue garage) was admired by E. T. Frateschi, of Oakdale avenue, for the way he handled his Belmont avenue bus. "He went out of his way to stop for people who would otherwise have missed the bus. As a nursing student who takes the bus home after night classes, I sure appreciate this sympathetic gesture toward my fellow riders. He even went so far as to apologize to an elderly person who was exiting for a rough stop he had made."

####

Among other operating employees receiving commendations recently were:

Thomas L. Abel Jr., Limits; Juan R. Alvarez, North Park; Eddie Andros, North Section; and Albert A. Armes, David F. Arreguin, and Wilfredo Arvelo, all of North Park.

Alan E. Baker and Thomas E. Brown, both of Archer; Robert Barclay and James A. Burns, both of 77th Street; Arthur G. Battle and Alvin Bond, both of North Avenue; Les Baughn, District B; Thomas L. Bell, South Section; Michael G. Boyk, North Park; Harry L. Brown, Beverly; and Otis L. Brown, Kedzie.

Orlando A. Cardona, Forest Glen; Earl B. Carson, Joseph T. Catalano, Anthony Ceriale, and Mary B. Cobleigh, all of North Park; Tyree E. Cobb Jr., Beverly; Raul G. Colon, North Avenue; David Copeland, Kedzie; and Enoch C. Cox, Archer.

Edmund J. Daddezio, Eugene J. Daskowski, and Electra P. DeAlba, all of North Avenue; William H. Dandridge, 77th Street; and Robert P. Dulaitis and George R. Duszynski, both of Forest Glen.

Sidney Edwards, South Section; and Madisson Edwards, 77th Street.

Bobbie E. Floyd and Theo Freeman, both of Kedzie; James B. Flores, Forest Glen; Kathleen Forbis, South Section; and Elbert L. Ford, 77th Street.

James Gardner, North Park; David Gas-

ton and Keith J. Griffin, both of 69th Street; Robert L. Gray, North Avenue; Edwin Green, Forest Glen; George H. Greene, Limits; and Lesly Griffin, 77th Street.

Niki A. Hansen, Forest Glen; Walter Harris, Archer; Miguel A. Hernandez, Ernest Houston, Otto T. Houston, and James F. Howland, all of North Park; Willie A. Hoskin and Roger R. Hudson, both of 77th Street; and Thomas C. Houston, 69th Street.

Billie Jett and James E. Johnson, both of Archer; Fred Jones, Lester Jones, and Thomas Johnson Jr., all of North Park; and Hearthel W. Johnson, Beverly.

Gustav A. Kappertz and William T. Knudsen, both of Forest Glen; and Ronald Kramer, North Section.

Robert L. Lay and Paul D. Lewis, both of Kedzie; Alfred Lee and Casar J. Lovera, both of Beverly; Riccardo Leiva, North Park; and Michael Locassio, Forest Glen.

Michael C. Maddox, Limits; Raphael Manuel and Ellis May, both of Archer; Enrique A. Marquez, Robert Martinez, and Leonard C. Morris, all of North Park; William H. McClellan, William McCotry Jr., and Donald Minefee, all of 69th Street; Sherman Martin and Na'im Muhammed, both of North Avenue; Thomas Menon Jr., Kedzie; Seymour M. Motin, Forest Glen; and Eugene S. Motyka, North Section.

Hector Nieves, Forest Glen.

James O'Connor, District B.

Roberto Parza Jr., Archer; Michael J. Powell, North Section; and Douglas Price, Kedzie.

Jeffery Qualls, 77th Street.

Oswald C. Ramsay and Ramon Rodriguez, both of North Park; Juan M. Rodriguez, Forest Glen; Curtis E. Rogers, 77th Street; and Angel L. Roman, Kedzie.

Luis A. Santiago, Daniel Shelton Sr., and Marion T. Stubbs, all of North Avenue; Dennis P. Sebo, Limits; Johnny B. Sherrod and Tuesday V. Simpson, both of Kedzie; Barnett Simmons and Edward L. Smith, both of 69th Street; Dorothy M. Smith, North Park; and Eddie Sneed, 77th Street.

Wendell J. Talbert and Johnny Taylor, both of North Park; Renee Thomas, 52nd Street; Bobby J. Townsend, Archer; and Jerry J. Turner, North Avenue.

Eugene Vann, Archer; Richard Vaughn, North Park; and Jose R. Vizcarrindo, Limits.

William A. Walter, 69th Street; Cleven Wardlow, Limits; Willie Webb, Kedzie; and William J. White, Forest Glen.

Maurice Willis and Patricia Williams, both of North Park; Isaac Williams, Limits; Leon Williams, 52nd Street; and Naamon Williams, Beverly.

Jacques H. Yezzequielian, Forest Glen; and Charles Young, West Section.

Suggestion Promotion Winners

The first 20 employees who submitted eligible suggestions to the CTA Employee Suggestion Plan in August received bonus awards of two box seat tickets for a baseball doubleheader Sept. 3 at Wrigley Field between the Cubs and the Houston Astros.

The awards were part of an ongoing campaign to encourage maximum participation in the suggestion program that was announced in the April issue of Transit News by Roger Wood, manager of Management Services, who is also chairman of

the Suggestion Plan's Executive Decision Committee. Through Transit News and in Suggestion Plan posters, employees were informed that the first 25 persons to submit eligible suggestions in June would receive a bonus award of a CTA T-shirt.

The June winners, announced recently by Bill Anderson, suggestion plan analyst, included bus repairers Robert Adamczyk and Richard Creal (Archer), Joseph Citro (North Park), Daniel F. Costley and Robert McCabe (North Avenue), and John W. Kochopoulos (Forest Glen).

Winners among bus drivers were: Luke D. Gong (69th Street), Peter A. Guidizi (Forest Glen), Clifton Hall (77th Street), Zeke B. Jagst (North Park), and Otis L. Ross (Kedzie).

Others were: John Ambroglio, janitor, Forest Glen; Robert Blicharz, material coordinator, Production/Supply Control, Skokie Shop; Enrique Gonzalez and Amy D. Horn, travel information representatives, Travel Information Center; Felipe Gonzalez, interviewer, Human Resources; David Harris, ticket agent, Central Assignment; and Michael Healy, welder, Skokie Shop.

Also: Robert O. Kiehn, technician, Methods & Standards, South Shops; George Kuenstle, retired; Donald Liberko, rail janitor, North Section; Don Prendergast, shopman, Skokie Shop; Robert Rees, supervisor, Central District; Lawrence Rosebar, supervisor, Howard; and Lawrence Walker, electrical worker, Skokie Shop.

Announcements

The Hispanic American Transportation Association invites all CTAs to their first international picnic on Saturday, Aug. 26, at Labagh Woods, Foster and Cicero.

There will be entertainment from 10 a.m. to 6 p.m., including a talent show, a children's hour, and dancing. Bring your own lunch or buy it at the picnic.

####

A family picnic sponsored by the CTA Senior Citizens Organization will be held Aug. 19, starting at 10 a.m., in the National Woods Grove No. 2 at 2900 S. Desplaines av., North Riverside. For further informa-

tion call Joe Nolan, the organization's general manager, at 287-9058.

####

The CTA Pioneers will hold a special Ladies Day luncheon-meeting starting at 1:30 p.m. Sept. 12 in the Golden Flame restaurant, Nagle avenue and Higgins road.

All CTA retirees are welcome to attend along with their spouses. No reservations are necessary. The \$3.50 per person family-style luncheon will include soup, salad, three entrees, vegetables, rolls, and coffee. For further information, telephone RO 3-6379.

CTA TRANSIT NEWS

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Jack Sowchin, Graphics Editor

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How I Met My Mate

More reports in a survey of CTA employees and retirees:

Mrs. Linda Papins, ticket agent,
Kennedy route:

"Andrew and I first met in 1946 when I was attending high school in Würzburg, Germany. We were both from Latvia, but at this meeting I was too young to do any dating.

"Following graduation I became a student nurse in a Würzburg hospital. One day Andrew was admitted to my ward as a surgery patient. He kept ringing his bell for a nurse when I was on duty.

"After he left the hospital, we went our separate ways -- in the same direction -- to the United States. I moved to California and Andrew moved to Philadelphia. That was in 1949.

"The next year I moved to Chicago and lived in an apartment building. In 1951 Andrew moved to Chicago -- he didn't know my whereabouts -- and applied for a vacant apartment in my building.

"We met, again, for the third time, and we started dating. In 1952 we were married. That's the way it happened."

####

George F. Wallace, bus driver, Archer:

"I was at an Army base in California when a pal asked me to stand up for him at his wedding. The bride-to-be was coming in by train from Chicago with another girl who was to be her attendant.

"A complication caused my friend to back out of the wedding at the last minute. I went to meet the girls at the station and tried to explain the situation. I spent most of the weekend taking them around San Diego.

"The bride's friend and I really hit it off. The following Monday Katherine and I were married. We'll be celebrating our 35th anniversary later this year."

####

James Nesbitt, retiree:

"Marjorie and I met in 1925. I was 11 and she was 5 or 6. Her family lived two doors down from our home on the north side.

"Then both of our families left the neighborhood. I didn't see Marjorie for the next 13 years, but I never forgot her.

"A cousin of a friend of mine invited me to a party and there was my Marjorie, all grown up. We were married in 1938. You could say I carried a torch for her for a long time."

Mrs. Sandra Mitchell, ticket agent,
Englewood route:

"I first met my husband-to-be when I was 14 and he was 17. We both were invited to a Christmas party in 1949. We started dating right then, but my father was strict and soon broke up our dating.

"Later, we began seeing each other again and we dated for three and a half years until I was graduated from high school. We were married in 1953, four months after my graduation.

"You know my husband -- Edward Mitchell, Director, Support Services, in the Transportation Department."

####

Mrs. Marianna Hunt, clerk, Rail Maintenance Janitor's Office:

"I met my Arnett in Stuttgart, Germany, in 1961. I was a member of the German-American Friendship club and attended monthly dances at the army base where he was stationed.

"Arnett was the military policeman at the gate who checked everyone's identification on the chartered bus that brought us to the base. He later told me he knew he was going to marry me the first day he checked my identification. I was 18 and he was 19.

"Now that I recall, I saw him everywhere at the dances, even though he was on duty. He always kept his eye on me to be sure no one got fresh.

"I couldn't speak English very well and he didn't know any German, but he got to know my brother, Joseph, who spoke excellent English.

"We were introduced to each other by Joseph who translated for us. Later, I learned more English and Arnett learned some German, so we started dating. We dated for three years.

"We were married in Stuttgart in April, 1964, just before Arnett was to be discharged from the army. He returned to the United States, and I joined him that December."

####

George May, retiree:

"Sophie my wife and I met 49 years ago when we danced the first time to the music of Wayne King and his orchestra in the Aragon ballroom.

"Sophie had gone there with a girlfriend who was a schoolmate of mine. After the schoolmate introduced us, I knew that was the end of me and bachelorhood.

"That was in 1929. I took her dancing three times a week. We went to the Aragon on the north side and the Trianon on the south side. We danced to the music of Victor Young and Ted Fiorito and many of the other great bands. In 1933 we got married, and we have been dancing together ever since."

Frank Zima, retiree:

"Eleanor first caught my eye 44 years ago. She was a catcher on a girls' softball team, and I was playing in the same park with a boys' team. There was no mixing of boys and girls in sports back then.

"I kept watching her on the other diamond, and I liked her style. When I got to know her I nicknamed her Kelly.

"Later, my family moved out of the neighborhood, but then we moved back again. It was then that we began dating. You can say that we have been playing ball together ever since."

####

Jay Dobbs, janitor, Rail Maintenance:

"A new family built a home at 86th and State street, just a block from my parent's home. When the family moved in, I became a schoolmate of the boy in the family. He invited me home and I met his sister, Marsha. That was in 1965. Marsha and I later started dating and we were married in 1971."

####

Anna Boothroyd, bilingual agent,
Travel Information:

"It happened in Cuba in May, 1946. A group of U. S. servicemen from Key West, Fla., were visiting a Baptist church. I was one of the few single young ladies who could speak English to welcome the visitors. Soon after that, Owen started writing. A very solid relationship developed and an engagement ring arrived by mail a year later. We were married in May 1948."

During the courtship period the couple were able to see each other only on two visits made by Owen to Cuba, but according to Anna, "You can really get to know a person very well through correspondence. I knew he was the right man for me. We have been married for 30 years and I am ready for another 30 years," she said.

####

John O'Connor, retiree:

"Delia and I met in 1926 at a St. Patrick's Day party here in Chicago. We dated for two years and were married on June 30, 1928. We will be celebrating our golden wedding anniversary this year. I have always loved the way she dances and we still go out dancing."

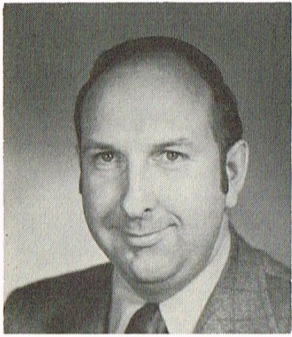
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Jack Harty, retiree:

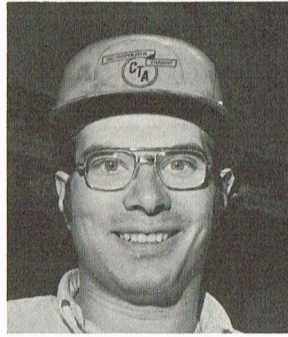
"Marianne, and I were both living in Milwaukee, and we met through friends in a cafe there. The first thing she did was to try to cut my hair because she said it was hanging in my face. That was in 1938.

"We started dating, and on Jan. 6, 1940, we were married. As you can see, I wear my hair combed back from my face."

CTA Scholars Earn Degrees



James Pankonen



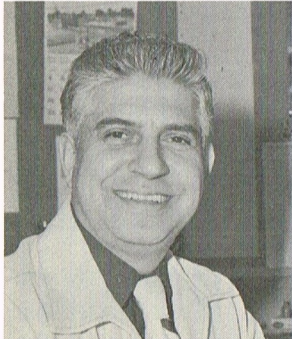
David Wilson



Michael Smith



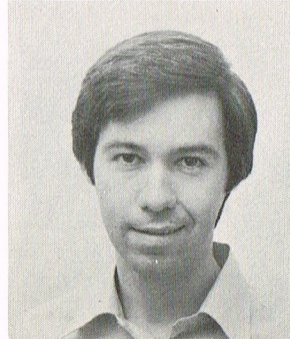
Leon Fields



Joseph Lazzara



Lloyd Hillock



Thomas Walsh



Ms. Marjorie Holmes

Eight CTA employees have earned college degrees this year with the help of the CTA's Tuition Aid Plan. Another 156 employees currently are receiving tuition aid to help them earn their degrees in their chosen fields of study. The eight who were graduated this year are:

JAMES PANKONEN, 35, director, Vehicle Maintenance Department, received a bachelor of science degree in commerce from DePaul University. Pankonen said he studied at Wright City College for his first two years before he entered DePaul in 1975. Pankonen has been with the CTA since 1961.

DAVID WILSON, 25, instructor, Technical and Behavioral Education Center (TABEC), earned an associate degree in liberal arts from Richard J. Daley City College. Wilson has since enrolled in the electrical engineering program at the Illinois Institute of Technology. Wilson has been a CTA employee four years. He helps train bus servicers and repairers.

MICHAEL SMITH, superintendent, management and career development, Training Development Programs Section, Human Resources Department, received a bachelor of arts degree from DePaul University. Smith majored in managing and developing organizations. He has since won a fellowship to the Keller Graduate School of Management in Chicago. Smith has been a CTA employee 15 years.

LEON FIELDS, 30, foreman, inspections, 61st Street Maintenance Terminal, received a bachelor of science degree in business administration from Chicago State University. Fields began his studies at Kennedy-King City College in 1972 and also has attended the Uni-

versity of Illinois at Chicago Circle and the Illinois Institute of Technology. Fields said he plans to work toward his master's degree at DePaul University. He joined the CTA in 1969.

JOSEPH LAZZARA, 41, project controller for program implementation, Grant Programming/Administration Department, earned a bachelor of arts degree in management and developing organizations from DePaul University. Lazzara, who joined the CTA in 1955, began his studies in 1964 at Wright City College where he received an associate degree in art. His wife, Marlene, received a bachelor of arts degree in June at Northeastern Illinois University.

LLOYD HILLOCK, 31, schedule maker, Operations Planning Department, received a master in business administration degree from DePaul University. Hillock's high grades qualified him for membership in the Delta Mu Delta national honor society for business administration. He joined the CTA in 1969.

THOMAS WALSH, 28, ticket agent, North Section, earned a law degree at DePaul University. Walsh has worked nights so he could attend classes and study during the day. He joined the CTA in 1969.

MS. MARJORIE HOLMES, supervisor, Human Resources Department, has received a master's degree in business administration from Roosevelt University. Ms. Holmes joined the CTA in 1970 and the Human Relations Department in 1974.

For information on the CTA's Tuition Aid Plan, contact Mrs. Norine Stratton in the Training Development Programs Section, Human Resources Department, Room 752 in the Mart.

28 in Latest Class of Bus Service Supervisors

Twenty-eight bus drivers have been graduated in the latest class of training for bus service supervisors. Certificates were presented June 29 at a ceremony in the CTA Board Room.

(CTA photos by Mike Hoffert)

Upon graduation, the new supervisors were placed in a pool to fill positions as they become available.

Shown on this page are photographs of 23 of the graduates attending the ceremony.



Pete Marselle, Bob Rowe, Pat Rohlicek and Richard Long, Jr.



Leon Hayden, Ricky Witt, Perry Howard and Wayne Williams



Anthony Ross, Bobbie Sernek, Jose Madrigal and James McDonald



Jerry Rodriguez, Robert Gray, David Schaefer and Harvey Wilson

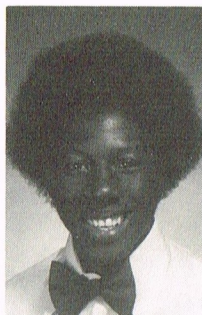


Marcellus Cortez, Carl Fields, Willie Shepherd and Paul Spencer



Merced Davila, Victor Martin and Pedro Mola

More June Graduates In CTA Families



CHARLES COTTON
Proviso East H.S.
Charles Cotton
Desplaines



DERRICK GIVENS
Dunbar H.S.
Scott Givens
95th Dan Ryan



YOLANDE C. JACKSON
Walther Lutheran H.S.
Willie C. Jackson
Kedzie



ARNOLD JOHNSON JR.
South Shore H.S.
Arnold Johnson Sr.
Desplaines



STEPHANIE R. JOHNSON
South Shore H.S.
Arnold Johnson Sr.
Desplaines



GREGORY LEE
University of Illinois
William Lee
District A



SHERMAN MARTIN JR.
Prosser H.S.
Sherman Martin Sr.
North Avenue



JEFFREY C. PICKETT
Harlan H.S.
W. C. Pickett
South Shops



RICHARD W. RAPPOLD
Loyola University
Bill Rappold
Power



LOLA THROWER
Little Rock H.S.
James Thrower
District A

CTA Adds Pizzazz To London Pizza Parlor

Bob Payton, a former Chicagoan, owns the Chicago Pizza Pie Factory restaurant in the lively West End section of London, England. And to give his customers an idea about his home town as they savor his deep dish pizza, Payton has displayed all kinds of signs about Chicago on the walls of his restaurant.

Prominent in this decor are surplus CTA signs Payton purchased during a recent visit in Chicago.

"The English people--particularly Londoners--are fascinated by Chicago," said Payton.

"They think of Chicago as the city that works--the city with the tallest, largest, greatest and best. They also associate Chicago with pizza."

Displayed in Payton's restaurant are CTA bus destination signs, rapid transit maps, and a variety of bus stop signs.

Also on the wall is a street sign: State Street--that Great Street. As customers enter, they also see an overhead sign: \$50 Cash To Redeem Your Car--Lincoln Towing Service.

"That sign really breaks up anyone from Chicago," said Payton.

If you visit London, you can find the Chicago Pizza Pie Factory in Crown Passage just off Pall Mall.

Bob Payton shows off some of the CTA signs he uses as decor in his restaurant, the Chicago Pizza Pie Factory, in London.



Promotions

James A. Blanchard has been appointed superintendent, Technical Studies, Grant Programming/Administration. Since 1974, he had been a procedural analyst in the same section. He joined CTA in 1972 as a graduate trainee after receiving a degree in civil engineering from Northwestern University. He received his professional engineer's license earlier this year. Blanchard and his wife, Debra, stenographer in Criminal Traffic, Corporate Law, make their home in Morton Grove.

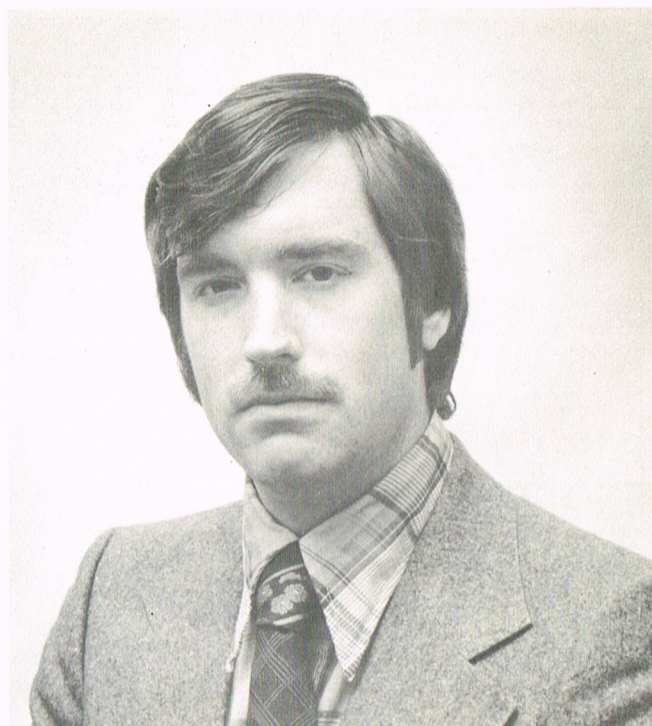
Two new project planners have been selected by Operations Planning from within the same office: Andrew L. Bishop, former senior transit planner, and Peter A. Mrozik, former planner. Now serving as schedule clerks in Operations Planning are Richard Mitchell and Robert D. Spooner, both former traffic clerks, and Chester Urban, former stock clerk, Materials Management-Stores.

In the Human Resources Department, John E. Cannon, former personnel research clerk, Employment & Placement, has become position control analyst, Job Classification.

New as service truck chauffeurs, Transportation-Utility, are Thomas Lynch, former bus servicer, North Park, and Edward Bielawski, former bus repairer, North Avenue. Michael Planthaber, former bus servicer, North Park, has become token clerk, Treasury, and in Financial Services, Lee E. Cherry has moved from balance clerk to field audit clerk.

Jeffrey Keating, former duplicator operator, has been selected stripper/platemaker, Management Services. Also in Management Services, Charles Clayton, former bus driver, 77th Street, has been named travel information representative. Now serving as clerk III, Medical Department, is Michele Hawkins, former clerk-typist, Transportation.

Appointed shop clerks, Vehicle Maintenance, South Shops, were Mary K. Garrett, former clerk III in the



James A. Blanchard

(CTA photo by Julius Brazil)

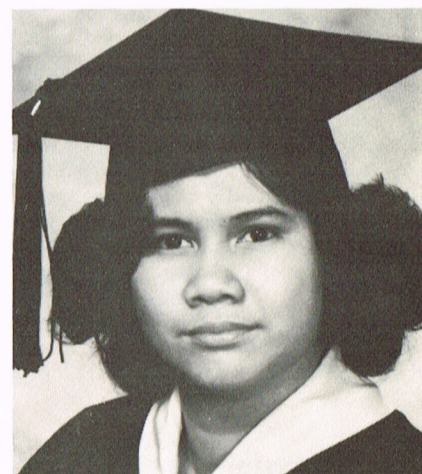
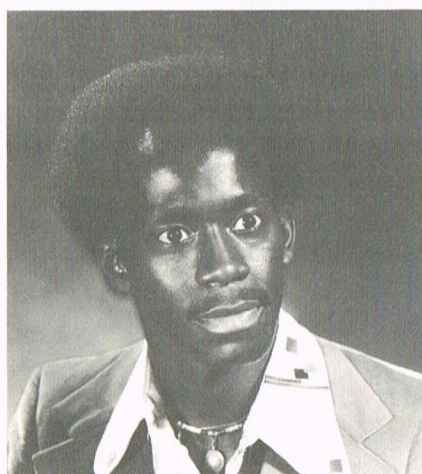
same location, and Doris Johnson, former ticket agent, West Section. Also at South Shops, Michael A. Bay has moved from combination clerk to production record clerk. At Skokie Shop, Magdaleno Morfin, former bus servicer, Archer, has become electrical worker "A." Elsewhere in Vehicle Maintenance, Stephen Wojnicki has been promoted from combination clerk, North Park, to senior combination clerk.

In Materials Management-Stores, Joseph E. Jami-son has moved from stock clerk I to stock clerk II; Dorothy Harmon, former records clerk, has become salvage control clerk; and Willie Hennings, former bus driver, North Park, has been selected laborer. New in Materials Management as secretarial steno-grapher is Patricia Flynn, who previously held the same position in Security.

Congratulations to...

Left: Theodore Manuel, traffic checker, Schedules Section, Operations Planning, who was graduated from Northwestern Illinois University June 17 with a bachelor of science degree in business administration.

Right: Amelita M. Barreras, applications analyst, Datacenter-Systems Development, who was graduated from DePaul University with a bachelor of science degree in commerce.



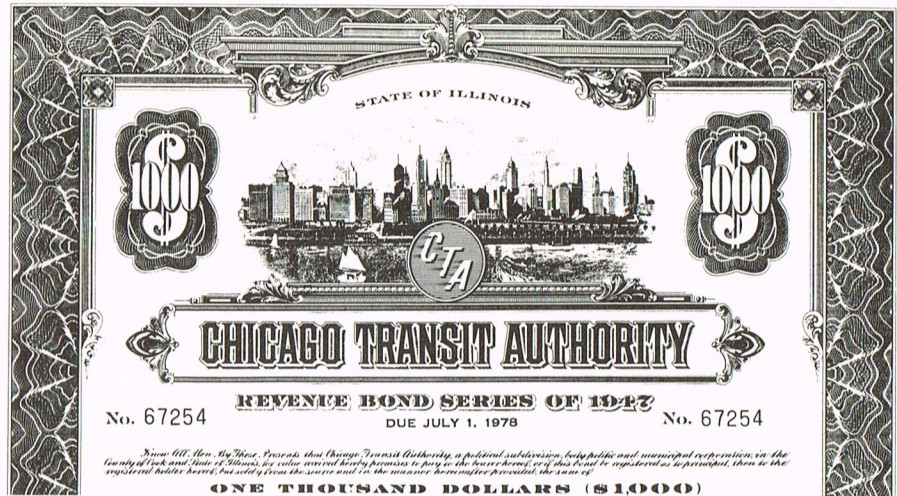
'47 Bonds Paid Off

A remaining \$20,601,000 of CTA revenue bonds of the 1947 series was paid upon maturity as of July 1.

These bonds with a coupon or interest rate of 3 3/4 per cent were the remainder of an original issue of \$105,000,000 of CTA 1947 series. The bonds were sold to purchase the properties of two privately owned predecessor companies, the Chicago Surface Lines and the Chicago Rapid Transit Company.

The final payment of the remaining bond principal on the 1947 series was made possible by a CTA Debt Service Reserve Fund of \$6,904,689 and an enabling ordinance passed by the board of the Regional Transportation Authority.

Still outstanding are \$18,005,000 of 4 1/2 per cent CTA revenue bonds of series 1952 and 1953.



Poet for July

(Please see back cover for July car card.)

A news story she read while living in Washington, D.C., inspired Mrs. Ardyth Bradley to write the poem, "Mad Girl at Union Station," which is featured on the CTA poetry car card for July.

Mrs. Bradley, who has three children, now lives in Libertyville, Lake County. She has also lived in England, California, Missouri, and "in tiny villages all over Colorado which were an important part of my life." Her poems have appeared in numerous publications.

The July car card is the last of a series of 1978 CTA poetry car cards which were procured by the Illinois Arts Council. The six car cards will remain on display in buses and trains for the rest of the year.

New CTA Service to McCormick Place

The CTA is providing direct service every day of the week between the downtown area and McCormick Place as a result of an extension of the No. 126 Jackson bus route.

The hours of this new CTA service to the lakefront exposition center are from 6 a.m. to 11:05 p.m. on Monday through Friday; 6:15 a.m. to 11:30 p.m. on Saturdays, and from 6:30 a.m. to 10:30 p.m. on Sundays. In general, the buses are scheduled to operate every 15 minutes on Monday through Friday, every 20 minutes on Saturdays, and every half hour on Sundays.



The Culture Buses on Sundays are attracting more than 1,800 persons who take more than 4,000 rides in getting on and off the buses to visit museums and other points of interest along the two routes - the expanded South Route that goes as far south as the University of Chicago area and the new North Route that serves North Michigan avenue, Lincoln Park and

the Navy Pier and Loop areas. The North Culture Bus Route was modified to take riders through the heart of the Loop. On this new part of the North Route, riders get a view of State Street with the start of work on the Transit Mall, of the Daley Civic Center Plaza with the Picasso sculpture, and of the First National Plaza with the Chagall mosaic.

Sol Polk Promotes RTA/CTA Culture Bus

Sol Polk, president of Polk Bros., is lending a hand in the promotion of the RTA/CTA Culture Bus service.

Polk, a native Chicagoan and an ardent booster of the city, has mailed thousands of special invitations to manufacturing executives, civic and government officials, convention and trade show visitors and Chicagoans to take advantage of Chicago's cultural activities.

Each invitation included two tickets that can be exchanged for CTA Super Transfer-

passes for taking the Culture Buses on Sundays and Labor Day from their starting point at the Art Institute. Polk is paying the full 80-cent fare for each Super Transferpass exchanged for the tickets.

The announcement of Polk's participating in the Culture Bus promotion was made July 6 at Mayor Bilandic's press conference.

Included in the invitation sent out by Polk were copies of the CTA's promotional leaflets and Culture Bus Guides.

Sox Need '59 Spirit

By W. B. Wolfan

It has been 18 years since the White Sox last won a pennant for the home town fans.

And when they won the flag in 1959, it climaxed a 40-year wait. It had indeed been a long famine since the days of "Shoeless Joe" Jackson and the scandal-ridden 1919 White Sox.

The White Sox, then as now owned and operated by the irrepressible Bill Veeck, won the flag with the same kind of club that might have done it in the days of baseball's dead ball.

What is the difference between the 1978 Sox and the "Go-Go" Sox of 1959? As one who witnessed two White Sox world series games with the Dodgers in 1959 and who ardently followed White Sox fortunes under Senor Al Lopez, we would have to say that the major difference is in the pitching. No question about it. Whoever said that "pitching is the name of the game" knew what he was talking about. You don't win pennants without it. In 1959, the White Sox starting pitchers were Billy Pierce, Early Wynn, Bob Shaw and Dick Donovan, with Gerry Staley and Turk Lown in the bullpen. That was some staff.

There was only one lefthander in the American league the equal of Billy Pierce and that was the Yankees' Whitey Ford. Pierce was a tremendous southpaw who possessed indomitable courage. To beat Pierce, you had to work at it for a full 9 innings. He had some of the best "stuff" we have ever seen for a lefthander and used it to his advantage; and then there was right hander Early Wynn, a 300-game winner in majors, who won 22 and lost 10 games that pennant winning season. He captured the Cy Young award as he led the club to the American league pennant. Wynn was one of the greatest pitchers in American league history. The White Sox finished 15 games ahead of the Yankees, who wound up in third place that year. Cleveland was the runner-up, five games behind the Sox.

It would behoove the current White Sox to study how a good-field, no hit club went about winning ball games in 1959.

The late Nellie Fox at 2nd base and Louie Aparicio at short were the defensive keystone combination that stopped the opposition with fielding gems on almost every single play. They were magnificent infielders.

And at bat, Fox and Aparicio had their own system for scoring runs for the Sox. The game plan was for Aparicio to get on base, steal second and come home on a base hit by Fox, whose batting consistency had few equals. There are people who say

that baseball's most valuable players have great statistical records, but few have ever equalled the little fellow's reliability. Nellie Fox was the "heart" of the Sox ball club. His shortstop, Aparicio, stole 56 bases to lead the American league, and was the perfect partner for Fox.

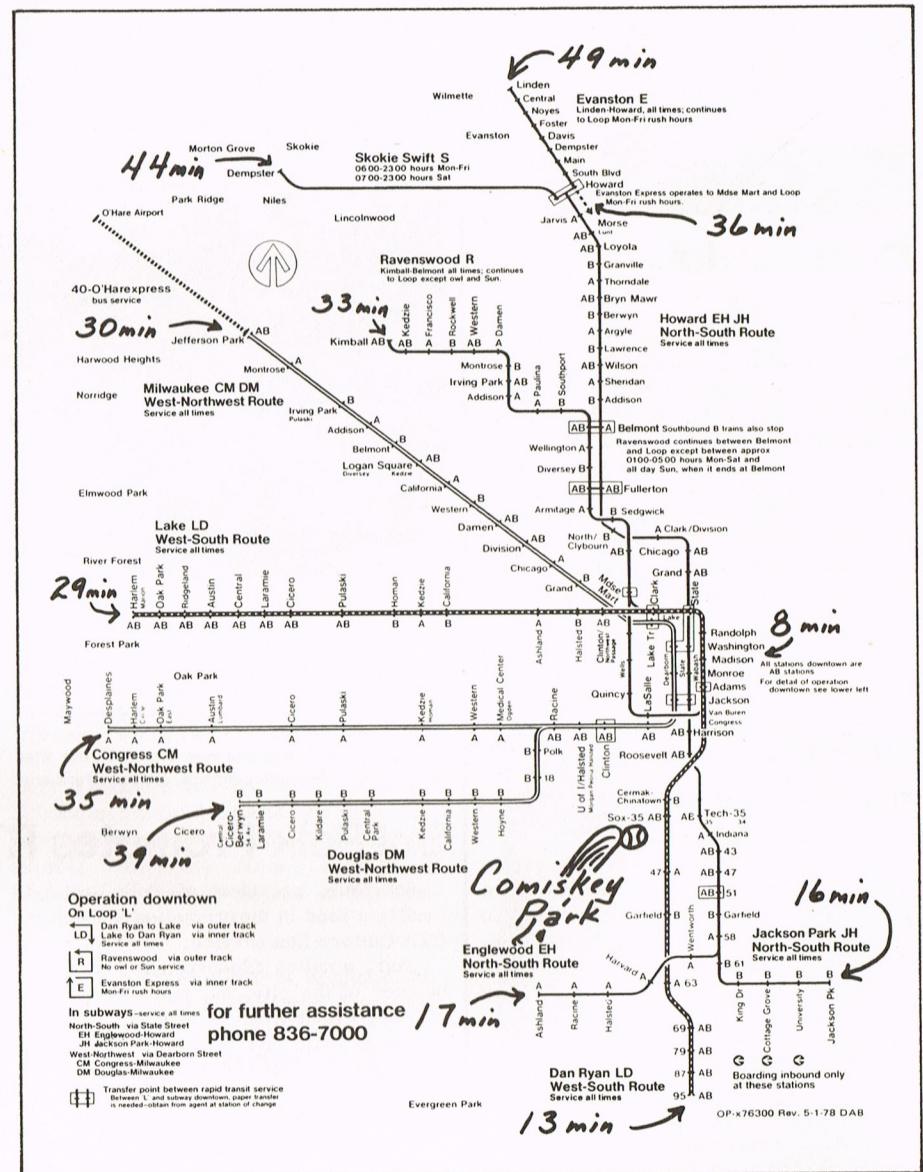
The White Sox also had a fellow in center field who had superlative defensive ability. His name was Jim Landis and Jim saved many a ball game for the Veeck entry during that 1959 season.

So these are the differences—pitching, defense and a never-say-die spirit—that distinguish the White Sox of 1959 from this year's club. The "Go-Go" Sox were never out of any ball game.

There are optimists on this season's team like Chet Lemon who believes the Sox will be a challenger in the late summer, the August "dog days" of baseball. The Sox surge in late May and June was promising. But it is going to require consistency for the club to win the western division of the American league, as well as some of that same victory spirit shown by the "Go-Go" White Sox who were Chicago's favorite heroes in their pennant year.

The White Sox made a mid-season managerial change with Larry Doby now at the helm. But nobody can remotely claim there is a leader like Nellie Fox on the scene. And perhaps therein lies the difference between a winning and losing team.

CTA TO COMISKEY PARK



CTA Camera Shoots Par At Local 241's Golf Outing



Tied for the tournament championship with a score of 79 were (left) G. Kubin, Archer, and (second from left) C. Bridges, North Avenue. Presenting the award was Charles Hall, right, Div. 241 treasurer, who flipped the coin to determine who would receive the cash award. Kubin won the toss. Looking on was W. Scholl, coordinator for the tournament.
(CTA photos by Art Tonner)



Some of the participants in this year's Division 241 golf tournament at Cog Hill posed for this picture prior to teeing off. Standing, left to right, are: E. Weston, North Park; M. Stroden, Employee Counseling; A. Schmidt, Labor Relations; W. Falls, 52nd Street; W. Candy, Kedzie, and W. Williams, a former employee in Labor Relations. Kneeling, left to right, are: L. Morton, Limits; C. Bridges, North Avenue, and W. Thames, Kedzie Repair.



These four young golfers were happy to pose on the 18th green as their toil and labor to break a 100 was over. Pictured, left to right, are: B. Reynolds, District C; W. Falls and T. Govan, 52nd Street, and W. McDaniels, Limits.



Bill Reynolds, District C supervisor, is shown here doing what comes hazardly—blasting out of a sand trap.



Stopping at the check-in table to pay their fee were, back row, left to right: J. Kubicki, Archer; M. Dermody, retired supervisor Central District, and V. Zimmerman, West Towns. Leaning over is G. Kubin, Archer. Receiving the fees is W. Scholl, golf tournament coordinator.

Trying for a birdie (right) is State Senator Richard J. Guidice, 19th District, who was a guest of Mike Stroden, Employee Counseling, pictured in the background.



Transit of Yesteryear



Dearborn and Randolph Streets, looking northeast, about 1904

CTA Riding Increases in First Six Months

There were significant increases in riding on the CTA in the first half of this year.

For the entire CTA System, originating and transfer riders increased 4.3 per cent, or 13,792,086, to a total of 331,499,552 riders in the six months ended June 30, as contrasted with 317,707,466 riders in the comparable period a year ago.

Riding on the rapid transit system rose 6.6 per cent--to a total of 62,804,092 riders. This represented a gain of 3,913,694 riders over a total of 58,890,398 "L"-subway riders in the first six months of last year.

On the CTA bus system, riding increased 3.8 per cent, or 9,878,392 riders, to a total of 268,695,460 riders from a total of 258,817,068 in the comparable period a year ago.

A breakdown of the total riders of 331,499,552 for

the entire CTA operations in the six-month period of this year showed that more than 76 per cent of the riders purchased the standard transfer.

The CTA transfer may be used for all kinds of trips, including even round trips, as long as the last ride is begun within one hour after the time punched on the transfer at purchase. This is the transfer that sells for 10 cents for adults and 5 cents for senior citizens and handicapped riders.

Because of the fact the transfer may be used more than once, the actual number of rides on the CTA is higher than the recorded totals.

"We believe that the increases in riding for the first half of this year demonstrate that the public has confidence in CTA's services and operations," said George Krambles, CTA Executive Director.

NEW PENSIONERS



JOINING THE ranks of the retired on July 1 was ROBERT E. HACKBATH who had more than 41 years of service with CTA and its predecessor companies.

JOHN R. ANDERSON, Motorman,
North Section, Emp. 1-06-39
HOWARD P. BOWERS, Operator,
Forest Glen, Emp. 11-27-45
JOHN BUCZKO, Carpenter,
Vehicle Maintenance, Emp. 12-03-73
JOSEPH R. BUTKUS, Machinist,
Maintenance, Emp. 6-07-45
BENEDETTA E. CARAKER, Ticket Agent,
North Section, Emp. 11-20-65
MICHAEL J. DERMODY, Supervisor,
Central District, Emp. 11-17-55
VINCENZO DI VITA, Shopman I,
Skokie Shop, Emp. 12-02-40
STANLEY DOBEK, Car Repairer A,
Kimball, Emp. 10-02-51
FRANCIS A. FAWCETT, Car Servicer,
Kimball, Emp. 10-21-47
JOHN J. FITZMAURICE, Wrapper,
South Shops, Emp. 11-24-41
AUGUST F. FLOHR, Operator,
Archer, Emp. 11-29-45
CHESTER A. GAZINSKI, Bus Repairer,
Forest Glen, Emp. 10-14-47

ROBERT E. HACKBATH, Electrical Wkr.
Leader A, South Shops, Emp. 9-21-36
ROMUALD J. HOWARD, Supervisor,
Central District, Emp. 12-11-43
HARRY P. JACKSON, Operator,
North Park, Emp. 5-10-66
VICTORIA J. JARECKAS, Transfer Pre-
Punch Ldr., South Shops, Emp. 4-19-56
STANLEY J. KAULES, Foot Collector,
North Section, Emp. 9-15-47
WALTER L. KULIKAUSKAS, Bus Repairer,
69th Street, Emp. 10-11-42
WILLIAM A. MC GRATH, Transfer Counter,
Financial Service, Emp. 12-17-48
VERNE L. NORSTROM, Chief Foot Collector,
West Section, Emp. 4-18-46
LOUIS P. OLANDESE, Mail Clerk,
Administrative Services, Emp. 1-04-47
ERNST PUSCH, Machinist,
Skokie Shop, Emp. 1-04-72
LAWRENCE ROCKMORE, Collector,
77th Street, Emp. 6-22-48
ROY SMITH, Operator,
52nd Street, Emp. 6-17-52
WERNER F. STOKELL, Asst. Dist. Supt.,
District D, Emp. 8-19-41
RALPH N. VOLGARINO, Supervisor,
District D, Emp. 5-06-46

DISABILITY RETIREMENTS

ELANDRIS DAVENPORT, Rail Janitor,
Maintenance, Emp. 10-20-59
EDWARD IVY, Traffic Checker,
Schedules, Emp. 5-10-51
JAMES E. LANE, Conductor,
West Section, Emp. 2-21-49
PAUL M. LOCASSIO, Supervisor,
District C, Emp. 2-10-55
JAMES D. ROEBER, Lineman,
Maintenance, Emp. 1-12-56

IN MEMORIAM

LOY M. BAKER, 74, Kedzie,
Emp. 10-16-28, Died 5-14-78
JOSEPH D. BURK, 76, 77th Street,
Emp. 2-06-43, Died 5-29-78
EDWARD C. BURKE, 86, Internal Auditing,
Emp. 7-16-40, Died 5-16-78
ALOYSIUS BYKOWSKI, 81, South Shops,
Emp. 7-09-20, Died 4-24-78
GUGLELMO CHASSEUR, 86, South Shops,
Emp. 8-30-26, Died 5-09-78
WILLARD A. DIETZ, 68, Forest Glen,
Emp. 8-31-36, Died 5-09-78
RICHARD J. FITZGIBBON, 90, Kedzie,
Emp. 7-14-20, Died 5-26-78
MICHAEL J. FOGARTY, 85, District C,
Emp. 5-03-18, Died 1-26-78
JAMES A. GLYNN, 69, District A,
Emp. 5-19-42, Died 5-04-78
HARRY H. HESTERBERG, 74, Kimball,
Emp. 3-30-43, Died 4-10-78
ELDON A. IMHOFF, 82, Supt. Personnel,
Emp. 4-24-19, Died 5-29-78
JOHN J. JOYCE, 74, Schedules,
Emp. 12-26-25, Died 5-18-78

THOMAS P. KEOUGH, 87, North Avenue,
Emp. 7-29-16, Died 4-29-78
THADDEUS J. KOLMAN, 59, West Section,
Emp. 7-28-47, Died 5-17-78
CHESTER C. KRAJEWSKI, 65, Archer,
Emp. 11-26-45, Died 5-27-78
ANDREW G. LENARD, 64, Beverly,
Emp. 5-19-47, Died 5-07-78
SHERMAN LLOYD, 52, 52nd Street,
Emp. 1-26-45, Died 6-01-78
JOHN J. LURITO, 62, Accounting,
Emp. 5-16-42, Died 5-05-78
ALFRED LUTTRELL, 77, Limits,
Emp. 1-23-23, Died 4-21-78
JOHN M. MAGNUSON, 82, South Shops,
Emp. 10-13-42, Died 5-21-78
JOHN J. MAHONEY, 69, District D,
Emp. 10-20-33, Died 5-14-78
SALVATORE MESSINA, 96, Maintenance,
Emp. 5-05-23, Died 5-04-78
LEANDRO MILANETTO, 54, Limits,
Emp. 5-24-56, Died 6-07-78
JAMES F. MUDRA, 70, South Shops,
Emp. 4-05-46, Died 5-08-78
WALTER F. O'CONNOR, 77, Beverly,
Emp. 5-05-27, Died 5-16-78
DONG SOO PARK, 35, Forest Glen,
Emp. 5-02-77, Died 6-10-78

Service anniversaries in July

35 years

T. F. Collopy, Archer
R. W. Kura, South Shops

30 years

P. Brennan, Forest Glen
L. A. Brubach, North Park
W. Cooper, Campaign Area
F. L. Fiore, Utility
R. Grod, 77th Street
G. J. Gullery, Skokie Shop
P. J. Maroncelli, Forest Park
E. McDonnell, Limits
J. R. Miller, North Park
E. A. Mrozek, 77th Street
F. J. Neubauer, North Avenue
W. T. O'Brien, Beverly
W. Odom, 77th Street
P. O'Shea, Electrical
P. O'Sullivan, South Shops
R. Paus, South Shops
T. Rawlings, 77th Street
E. T. Slater, Agents West

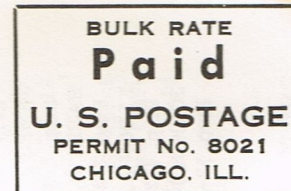
25 years

J. Byrd, District B
A. J. Cunningham, Stores South
J. E. Eckel, Datacenter
T. J. Kelly, North Park
G. F. Leuenberger, Limits
M. J. McCarthy, Safety
V. C. Penn Jr., Kedzie
R. F. Tieri, Claims
L. A. Wakefield, Ashland/95th

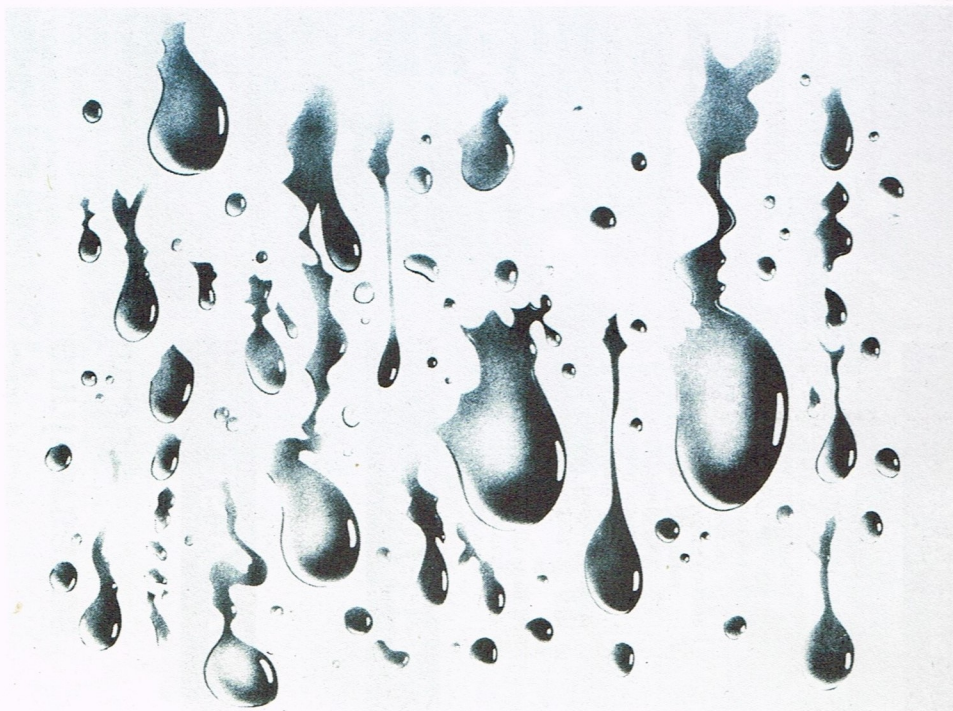
PETER J. PAYETTA, 84, West Shops,
Emp. 11-01-28, Died 5-19-78
ANTHONY T. REED, 65, Beverly,
Emp. 8-11-42, Died 5-18-78
OTHAS RICHARDSON, 62, Maintenance,
Emp. 6-12-51, Died 5-11-78
THOMAS O. SANSONE, 71, North Park,
Emp. 5-18-45, Died 5-06-78
ALVIN H. SAYERS, 79, Howard Street,
Emp. 8-17-43, Died 4-26-78
VERNON SEAVER JR., 76, North Section,
Emp. 1-26-63, Died 5-09-78
TOMMIE SIMMONS, 52, North Park,
Emp. 1-05-53, Died 5-05-78
EDWIN P. STENZEL, 60, North Park,
Emp. 11-05-41, Died 5-23-78
STANLEY J. SWIEC, 70, 77th Street,
Emp. 11-14-42, Died 5-16-78
ROY O. WILSON, 81, Accounting,
Emp. 9-15-13, Died 5-05-78
JOSEPH F. WOJCIK, 65, Forest Glen,
Emp. 5-05-43, Died 5-06-78

CHICAGO TRANSIT AUTHORITY
P. O. Box 3555, Chicago, Illinois 60654

Address Correction Requested



CTA Poetry Car Card For July



Mad Girl at Union Station

In an age when astronauts are practicing isometrics
what and where I am have become movement.
I have, among other things, no problems.
I have friends around, but I'm en route.
Oh, St. James of Compostela, visit me —
I wait at the station, in the rain, with my two sacks.

Ardyth Bradley

Illustration by Dennis Magdich

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