BAGIT!

PLEASE DON'T EAT ON THE BUS OR "L".



COURTESY IS A GOOD TRIP FOR EVERYONE...THE CTA.

PLUG IN!

PLEASE KEEP YOUR MUSIC TO YOURSELF.



COURTESY IS A GOOD TRIP FOR EVERYONE...THE CTA.

Public Awareness Campaign

The CTA has posted 6,000 illustrated car cards on its buses and rapid transit trains as a major part of a special public awareness campaign against the loud playing of radios, littering, and smoking.

"Courtesy Is a Good Trip for Everyone" is the theme of the campaign, as shown by the car card photos above and on the back cover.

The objective is to appeal to riders to be considerate of their fellow riders on buses and trains.

As indicated by the heading, "Plug In," the purpose of this car card is to induce persons playing radios to use earphones. The antilitter car card is intended to discourage riders

not only from littering, but also from eating on buses and trains.

A resolution calling for the public awareness campaign was adopted by the CTA Board. The resolution was sponsored by Mrs. Mathilda Jakubowski, Board member.

In addition to making its own announcements, the CTA also is enlisting the aid of radio stations in broadcasting public service announcements against the loud playing of radios.

Cta TRANSIT NEWS
FOR EMPLOYEES AND RETIREES
AUGUST, 1978



Reprinted courtesy the Chicago Defender.



The CTA is especially grateful for the support given the public awareness campaign by the editors of the Chicago Defender and by award-winning cartoonist Chester Commodore. The above cartoon by Commodore illustrated an article published July 18 by the Defender under the headline, "Watch what you carry on the CTA." Commodore, who has received international recognition for his political and social cartoons, has been a member of the Defender editorial staff 26 years.

'Happy Train' Conductor Brings Smiles to Riders

Reprinted from United Press International

Work-weary passengers do unheard of things – like smile, talk and even laugh – on Michael Powell's "Happy Train."

Powell, 23, is a conductor with the Chicago Transit Authority. But instead of just announcing the stops for his elevated train, he tries to add a little extra to the ride.

"All aboard," he tells passengers over the train microphone. "You have five more seconds to make up your mind. Let's go. There's plenty of seats on the Happy Train. One way or another we'll try to get you home."

As the train pulls out of the station, Powell already is bringing smiles to the faces of passengers.

"Sit back and enjoy the ride," he says. "Smoking is not permitted on the train — it's a no-no. And if it's getting stuffy and your roll-on isn't working, please roll down the windows."

At the next stop he tells departing passengers: "Have a nice day — and I'm thanking you for riding the CTA. We're like McDonald's. We do it all for you."

By now Powell's good humor is infectious. The remaining passengers are smiling, talking and even laughing — a rarity on a crowded commuter train after a long day of work.

Between stops the lanky, bearded conductor moves up and down the train making small talk with the passengers.

"I've always wanted to meet the face behind that voice," said one passenger.

"I like people," Powell said. "I think they really deserve this. It makes things nicer for them. There doesn't have to be that distance between passenger and conductor."

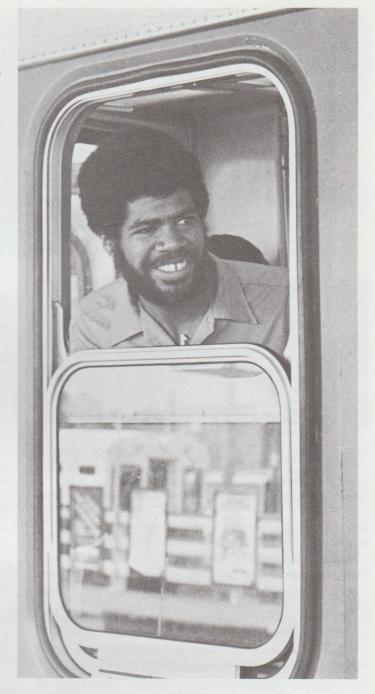
Powell has been working for the CTA for six months. Very early into his job he decided to do more than just the usual conducting.

"What I do is spontaneous," he said. "It's a combination of entertaining, disc jockeying and tour guiding. I get a few people who ask if I'm high or they'll look at me like I'm a screwball. But most like it."

Powell said he has come to know a good portion of the passengers on his run. And they seem to appreciate his efforts.

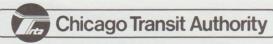
At night, Powell will wake dozing passengers to make sure they don't miss their stop. He's been known to break out in song on occasion.

And as the train approaches another station, he waves goodbye to the passengers and sing-songs: "This is Howard Street. Off your seats. On your feet. Let's go."



George Krambles (right), Executive Director, describes CTA's new rapid transit cars to Gerald Kalk (left), Consul General in Chicago for South Africa, and E. F. Niksch (third from left), South African Deputy Secretary of Transport and National Commissioner of Urban Transport. Mr. Niksch visited Chicago several days to discuss transit matters with CTA officials, including Harold Geissenheimer (second from left), General Operations Manager, and officials of the Regional Transportation Authority.





Culture Bus North

Sundays & Holidays

11 a.m. to 5 p.m.

Starting Point



The Art Institute of Chicago

Displays outstanding works in all media from ancient times to Especially noteworthy are its world famous the present. paintings, including its renowned Impressionist and Post-Impressionist collections, and the new Chagall stained glass

Open Sundays and holidays: noon to 5 p.m. fee: \$2 adults; \$1 senior citizens, students and children.

Issued July, 1978, by CTA, P. O. Box 3555, Chicago, III. 60654, in conjunction with the Regional Transportation Authority and the Chicago Council on Fine Arts.



The Chicago Public Library Cultural Center

Concerts, exhibits, lectures, film and slide presentations are among the cultural offerings in what was once the city's main public library. An architectural masterpiece, built in 1897, the refurbished Cultural Center has magnificent marble staircases, mosaic covered walls and and two Tiffany ceilings, stained glass domes. Open Sundays: 1 to 5 p.m. Admission free.



Ahead



The Magnificent Mile

The construction of the Michigan avenue bridge in 1920 brought the first surge of development of North Michigan avenue. A still greater development of this thoroughfare, with shops, hotels and office and apartment buildings, has continued since the 1950s, when it became known as the Magnificent Mile

(Convenience stop at Pioneer Court, just north of bridge)



The Culture Bus Guide, covering both the South and North routes, is being reprinted in TRANSIT NEWS for two reasons:

*As an invitation to you and your family to spend a Sunday (or Labor Day) riding the Culture Buses for sightseeing or for visiting the museums and other popular places, such as Lincoln Park Zoo and Navy Pier.

*As a guide to visit these locations of great interest throughout the week when the Culture Buses are not operating.

The 1978 season of the Sunday and holiday operation of the RTA/CTA Culture Buses will extend into the fall. The Culture Buses offer an especially convenient way to visit the museums and other points of interest.

More than 2,000 persons are taking at least 4,000 rides on the Culture Buses each Sunday. While some riders are from other states and other countries, most of them are from Chicago and the suburbs. They are enjoying the great attractions that help to make Chicago a great city.

On two Sundays, Aug. 6 and 12, Navy Pier on the North Culture Bus route became an especially popular stop because of the successful Chicago Fest which was held there.

In August, the CTA began promoting the Culture Bus service with a new TV commercial shown on five stations. The Culture Bus service also received still greater attention as a result of the special exhibit, Pompeii AD 79, which opened Aug. 12 at the Art Institute. This special exhibit will continue through Nov. 12.

The fare for the Culture Buses is the Super Transferpass, which sells for 80 cents for adults and 50 cents for senior citizens, children and handicapped persons. Culture Bus riders may buy the Super Transferpass when boarding, or they may use the Super Transferpasses already purchased elsewhere on the CTA system.

Second stop

Water Tower Place

This busy location on North Michigan avenue is named after the Chicago Water Tower, the symbol of the city's survival and reconstruction after the Great Fire of 1871. The Water Tower is being remodelled for use be-ginning this fall as a visitor information center.





John Hancock Center

You can enjoy an exciting bird's-eye view of Chicago from the 94th floor observatory of the Hancock building just north of Water Tower Place stop. Open: 9 a.m. to midnight. Admission: \$1.50 adults; \$1

CTA transfer stop at Clark and Division streets at subway station of the North-South rapid transit route.





Third Stop



The Chicago Historical Society

Chicago's past is dramatically chronicled in dioramas, period room settings and displays of artifacts from every generation of settlement in the area. Demonstrations of pioneer crafts and skills are given by volunteers dressed in authentic cos-

Open Sundays: noon to 5 p.m. Also open holidays. Admission: \$1 adults; 50 cents children; 25 cents senior citizens.

Fourth Stop



The Farm in the Zoo

Inside these bright red farm buildings in Lincoln Park, city dwellers can learn about the raising and care of animals and poultry that may be found on a traditional Illinois farm. Visitors may watch cows being milked mechanically; chickens hatching in an incubator; and hogs, steers, lambs and horses being fed.

Open: 9:45 a.m. to 5 p.m. Admission free.



Also at Fourth Stop

students and children under 12.

page N5



The Chicago Academy of Sciences

Walk-through exhibits showing the natural habitat of the Chicago area are among the unusual features of this museum, which introduces visitors to the various natural life systems of the world. Also of interest are dioramas of the wildlife that once flourished in the Great Lakes region. Open: 10 a.m. to 5 p.m. Admission free.

Fifth Stop



Lincoln Park Zoo

Since the zoo purchased its first bear cub in 1874, its collection of animals has grown to more than 2,000, including 600 species and subspecies of mammals, birds, reptiles and amphibians. The Children's Zoo next to the main entrance permits visitors to get closer to some of the new-born animals and watch as they are hand-fed by

attendants.
Open: 9 a.m. to 5 p.m.
Admission free. Lion feeding time: 4 p.m.

Also at Fifth Stop





Lincoln Park Conservatory

The conservatory, which dates to 1891, now includes four large glassed buildings, 18 propagating houses, cold frames and hot beds on a three-acre site. The Palm House offers a year-round display of rare orchids. In the Fernery is a collection of Cycads, regarded as among the oldest known plants. Open: 9 a.m. to 5 p.m. Admission free.

Ahead



View south from North Avenue on Lake Shore Drive





The International Museum of Surgical Science

Telling the story of healing from ancient times to the present, this museum at 1524 Lake Shore drive offers 32 rooms of exhibits under the sponsorship of the International College of Surgeons. The exhibits outline the history of surgery in different countries.

Open Sundays: 10 a.m. to 4 p.m. Also on July 4. Admission free.

Near Sixth Stop, one block west



Astor Street

The east side of the 1400 block of Astor street is the only remaining unbroken frontage of this landmark residential street that is complete with homes of yesteryear. Culture Bus riders may want to take a walking tour of this area from the Sixth Stop.

page N9



Jardine Water Purification Plant

This world's largest water purification plant, built in the early 1960s by the City of Chicago, has a capacity of treating more than one million gallons of water per minute. It supplies treated and filtered water to a population of three million in a large part of Chicago and in nearby suburbs. It was opened in 1964 and has been named after the late James W. Jardine, former commissioner, Department of Water and Sewers.



State Street

View of Chicago's famous State Street before construction began June 17 to create State Street Mall by late 1979.



Seventh Stop

page N8 Water Tower Place

Ahead



Northwestern Memorial Hospital

Bridges connect Wesley Pavilion, a new Health Sciences building and Passavant Pavilion. Together with the Prentice Women's Hospital and the Institute of Psychiatry, these facilities make up Northwestern Memorial Hospital, which is affiliated with Northwestern University. The downtown campus of this Evanston-based university lies to the north and east.

Eighth Stop



Navy Pier

Navy Pier, which serves as a terminal for overseas shipping via the St. Lawrence Seaway, has been restored also as a site of summertime cultural activities under the sponsorship of the City of Chicago. Programming includes Sundays and holidays at varying hours and admission charges.



Ninth stop



page N10

Richard J. Daley Civic Center

Named after the late mayor of Chicago, this masterpiece in civic architecture houses the state courts and local government offices. The plaza features a sculpture designed as a gift to Chicago by Pablo Picasso, and is used frequently for civic functions.

To your left

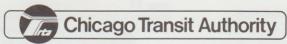


First National Plaza

An unusual mosaic, "The Four Seasons," by Marc Chagall highlights the plaza of the First National Bank of Chicago. More than 350 shades and hues of stone and glass from many countries were used by the French mosaicist.

Last stop

The Art Institute of Chicago
South Route on Reverse Side



Culture Bus South

Sundays & Holidays

11 a.m. to 5 p.m.

Starting Point



The Art Institute of Chicago

Displays outstanding works in all media from ancient times to the present. Especially noteworthy are its world famous paintings, including its renowned Impressionist and Post-Impressionist collections, and the new Chagall stained glass windows.

Open Sundays and holidays: noon to 5 p.m. Suggested fee: \$2 adults; \$1 senior citizens, students and children.

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Chicago Stock Exchange Arch

Design masterpiece by Louis Sullivan was entrance to original Exchange. Reconstructed trading room is inside nearby wing of Art Institute.

First Stop



Spertus Museum of Judaica

Presents a distinguished collection of Judaica, including ceremonial objects of gold, silver, bronze and ivory; sculpture, paintings, textiles, scrolls, and other ethnic artifacts.

Open Sundays (except June 11): 10 a.m. to 4 p.m. Admission: \$1 adults; 50 cents senior citizens, students and children. (Transfer here to No. 126 Jackson buses for direct service to Field Museum, Adler Planetarium and Shedd Aquarium.)



Culture Bus fans on Sundays line up in two lines - one for South Route and the other the North route - for boarding buses at Art Institute starting point.

Prairie Avenue Historic District

In this landmark residential setting now being restored, the Glessner House, with furnishings of the 1880s, offers tours conducted by the Chicago Architecture Foundation.

Open Sundays and holidays: 11 a.m. to 4 p.m. Tour: \$2 adults; \$1 senior citizens and students; children under 12 free.

To your left



Michael Reese Medical Center

Renowned private medical center with 26 buildings and staff of 650 physicians and dentists. Among its many achievements in medical research were the application of insulin; the incubator for premature babies, and the method of freezing blood plasma that enabled transfusions on the battlegrounds of World War II.



Stephen A. Douglas Memorial

In this memorial park is the tomb of the Illinois senator, known as "the Little Giant," who debated with Abraham Lincoln. The Douglas family farm, named Oakenwald, comprised the surrounding area, and was the site of prisoner-of-war camp during the Civil War. Open: 9 a.m. to 5 p.m.



Fourth Stop



The Museum of Science and Industry

This outstanding "hands-on" museum presents exhibits related to science, industry and technology. Among new exhibits are Chicago Bicentennial Exhibit, Air Force Exhibit, Energy Lab and Nobel Hall of Science.

Open: 9:30 a.m. to 5:30 p.m. Admission free.



page S5

To your right

Rockefeller Memorial Chapel

The University of Chicago chapel was built in 1928 with a grant from John D. Rockefeller, who founded the university in 1891. After his death, the chapel was renamed in his honor. Nondenominational religious services and university convocations are held here. The chapel houses a 72-bell carillon, one of the largest in the world.



Fifth Stop



The Oriental Institute

Details the development of civilization through collections of antiquities from Institute excavations in Egypt, Turkey, Iraq, Iran and other parts of the Near East. A new feature is a Mesopotamia gallery. As part of the university, the Institute was founded in 1919 by the famed Egyptologist James Henry

Open Sundays: noon to 4 p.m. Admission free.



page S6

To your right

Nuclear Energy Sculpture

Moore's Henry sculpture marks the place where Enrico Fermi and 41 other scientists achieved the first nuclear chain reaction, on December 1942, ushering in the Atomic Age.



Sixth Stop



The DuSable Museum of African American History

Named after Chicago's first permanent settler, Jean Baptiste Pointe du Sable, this museum features paintings, sculpture, artifacts, and other works documenting contributions by blacks in science, freedom and civil rights, art and other fields. Open: noon to 5 p.m. Admission: 50 cents adults; 25 cents students and children.





The David and Alfred Smart Gallery

As part of the university's Cochrane-Woods Art Center, the Smart Gallery presents a diversified collection ranging from classical Greek and Roman art to 20th Century painting and sculpture.

Open: Sundays noon to 4 p.m. Admission free. (Closed in September)

Eighth Stop

The Museum of Science and Industry

To your right



McCormick Place

This modern lakefront exposition center, with 700,000 square feet of exhibit space, is the largest facility of its type in the United States. It is the scene of many public and industry events, and houses the Arie Crown Theater.

page S9





The Field Museum of Natural History

This world famous museum tells the story of man, the animal world, plant world and the earth itself. Our native heritage is reflected in settings recreating early American Indian life. Prehistoric man, dinosaurs, Egyptian mummies, and carved Chinese jade are subjects of other noted exhibits.

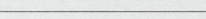
9 a.m. to 6 p.m. Admission: \$1.50 adults; \$3.50 parents with children; 50 cents students and children; 35 cents senior citizens.

To your left



Copernicus Statue

This tribute to the famous Polish astronomer was a gift of the Polish-American Community of Chicago on the 500th anniversary in 1973 of Copernicus' birth.





Adler Planetarium

The major attraction is an audio-visual Sky Show presented in a cosmic theater and portraying our scientific understanding of the universe. Other highlights are astronomy, navigation and space-related exhibits, including a display of antique instruments.

Open: 9:30 a.m. to 5 p.m. (to 9 p.m. June 16 — Aug. 31.) Sky Shows at 11 a.m. and at 1, 2, 3 and 4 p.m. (also 8 p.m. June 16 — Aug. 31). Planetarium admission free. Sky Show: \$1.50 adults; 75 cents children. (Children under 6 not admitted to show.)

Ahead and to your right



Downtown Skyline

The Planetarium peninsula offers a spectacular view dominated by the Sears Tower to the west (world's tallest building at 1,454 feet); the white Standard Oil building (fourth tallest at 1,136 feet); and, to the north, the tapered black steel John Hancock Center (fifth tallest at 1,127 feet).

Eleventh Stop



page S10

Shedd Aquarium

More than 5,000 fresh and salt water fish are on exhibit. At a coral reef exhibit with over 50 species in 90,000 gallons of water, a diver gives a commentary while feeding the fish - - at 11 a.m. and 2 and 3 p.m. A new exhibit named "Ship, Sank, Sunk" displays items recovered from sunken ships in the Great Lakes.

Open: 9 a.m. to 5 p.m. Admission: \$1.50 adults; \$3.50 parents with children; 50 cents students and children; and 35 cents senior citizens.

To your right



Buckingham Fountain

This Grant Park landmark of 51 years was donated by Kate Buckingham in memory of her brother, Clarence, a director of the Art Institute. On summer evenings between 9 and 10 o'clock, the fountain becomes a brilliant display as colored lights play upon the jets of water.

Last Stop

The Art Institute of Chicago North Route on Reverse Side



Transit of Yesteryear



Wabash Avenue and Monroe Street, Looking Northwest, 1906.



The CTA's Pullman streetcar No. 460 was built in 1909 and was one of the last "red rockets" to run in Chicago, making its last passenger trips on Halsted street on May 29, 1954. Since then, No. 460 has been kept in storage along with seven other pieces of vintage transit equipment. On Sunday, July 16, the car was moved from the old Lincoln carhouse at Wrightwood avenue to the former Lawndale carhouse at Cermak and Ogden - - now the Maintenance Department Technical and Behavior Education Center.

Promotions

Louis L. Dixon has been appointed superintendent, Central District, Transportation. He most recently was assistant superintendent, District B. Dixon began his CTA career as a bus driver at Archer garage in 1958. He was named traffic supervisor in 1965, assistant superintendent in 1974, and assistant district superintendent two years later. Dixon and his wife, Laura, live in Bolingbrook.

Joseph G. Steinbach has been named superintendent at Archer garage, where he previously served as assistant superintendent. Steinbach joined the Chicago Surface Lines in 1946 as a streetcar conductor at 69th Street. He became a bus driver in 1953, supervisor in 1959, and instructor in 1965, before being selected assistant superintendent in 1974. He and his wife, Alice, make their home in Oak Lawn.

Hugh Masterson, former assistant superintendent at Kedzie, is now superintendent at Limits garage. He started with CTA in 1960 as a bus driver at North Avenue. Chosen traffic supervisor in 1967, he became an instructor in 1971 and assistant superintendent in 1974. Masterson, his wife, Nora, and their four sons and four daughters live in the Oriole Park neighborhood on the Northwest Side.

Manny Wenger, former controller, Control Center, has been named assistant superintendent, Service, Area D. Four other former controllers have become assistant superintendents in the Control Center. They are Herman F. Miles, Joseph Daquilante, Lino Alcarez, and James Washington.

Newly assigned to the Control Center as management/professional interns are former bus service supervisors Robert L. Chambers, John A. Wallace, James W. Young, and Stanley E. Wiggins; former



(CTA photo by Eric Blakely)

Joseph J. Repplinger, CTA manager of maintenance, right, was awarded the Maintenance Management Award for this year by Fleet Owner magazine. The award was in recognition of many CTA innovations in bus maintenance, such as the computerized vehicle-maintenance system.

In behalf of the Vehicle Maintenance Section, James Pankonen, CTA director of vehicle maintenance, left, received an award from Fleet Owner magazine. The award was in recognition of the excellent work by the CTA vehicle maintenance employees.



Louis L. Dixon



Joseph G. Steinbach



Hugh Masterson (CTA photos by Mike Hoffert)

rail service supervisors William J. Nichols and Fontaine Winston; and Andrew L. Bishop, former project planner, Operations Planning.

Also in Transportation, former South Section conductors George E. New and Earl D. Jones have been selected yard foremen in the same section, and former North Avenue bus repairers Edward Bielawski and Billy Graham have become service truck chauffeurs, Utility.

Richard Gay, former personnel research clerk, Human Resources - Employment & Placement, has been selected personnel analyst, Job Classification, in the same department. Patrick Durkin, former conductor, North Section, has become education coordinator, Claims/Real Estate/Sales.

In Operations Planning, former traffic checkers Robert H. Owens and Earnest Phelps have been named traffic clerks. Teresa Alarcon, former data entry operator, Financial Services, has become keypunch operator, Datacenter.

Nine former bus repairers, Vehicle

Maintenance, have been appointed relief foremen. In his new assignment, Harbhajan Gakhal moves from Archer to Beverly garage; Thomas Lyons, from North Park to Limits; James Beauchamp, from Archer to 77th Street; Aidan Murphy, from Forest Glen to Archer; and Guido Mrzena, from Limits to 69th Street.

Remaining in the same locations are William Wilson and Leonard C. Link, both at Forest Glen; Roderick Connahvichnah, North Park; and Salvador Contreras, 77th Street.

New as stock clerks, Materials Management - Stores, are Walter Tucker Jr. and Billy Thompson, both former laborers in the same section, and Nelson J. Dowell, former bus driver, North Park.

Walter Onysio, former trackman, Plant Maintenance, has become production clerk in the same department; Darryl Sloan, former ticket agent, West Section, has been selected unit exchange clerk, South Shops; and Richard Spolec has moved from senior combination clerk to combination clerk coordinator at Skokie Shop.

Suggestion Bonus Awards

The first 20 eligible suggestions received by the CTA Employee Suggestion Plan office in the month of October will earn the suggester a bonus award of two tickets to the show "Divorce Me Darling," starring Lana Turner, at the Drury Lane East Theater in McCormick Place, on Saturday, November 25.

A super bonus award, in the form of a color television set, will go to the employee whose suggestion results in the greatest savings to the CTA in 1978. All CTA employees and retirees are urged to help make our jobs easier or safer by making suggestions that can also earn them cash and/or a bonus award.



Scott Wolfe, son of Virginia Wolfe, Pension Department, has been accepted for admission to Wayland Academy, Beaver Dam, Wisconsin, for enrollment in the tenth grade. His admission was based on academic and personal qualifications.

Albert R. Croarkin (77th Street garage) is admired by Mrs. Vernice L. Taylor, of Oglesby avenue, for the way he operates his South Chicago bus. "He's the most cheerful, nicest driver I ever met. He cares about his passengers and has our safety and welfare foremost in mind. He's always on time. He talks to you as a person and not just another fare. He helps the older and handicapped on and off the bus and tries to save a seat up front for the blind people who ride. He's very patient with mothers and children. With him you have a feeling of security and a safe ride home."





Salvador Soler (North Park garage) was commended by Janet Holmes, of Sandburg terrace, "for his part in maintaining order on the CTA. I was a passenger on his Clark Street bus when a man boarded at Erie with a knapsack and a can of gasoline with fumes that permeated the bus. The driver politely told him to get off the bus. The would-be passenger responded with abusive language and, when he refused to leave, the driver signaled for help and a squad car arrived within minutes. I am pleased with this driver's concern for his passengers' well-being."

(CTA photos by Julius Brazil)

commendation corner

Samuel Hart (Archer garage) was commended ''for the wonderful way he handles his job'' by seven riders of his 35th Street bus who signed a letter written by Nita Natkowski, of West 37th place. 'He is a very considerate and polite driver. He always has a smile and a 'hello' for everyone, and is very helpful to the aged and the handicapped. It takes a very patient man to contend with the children from Greene School, but he is very tolerant towards them. To Sam we say 'Thank you for taking care of us.' Riding with him is like riding with a good friend.''

####

Marco A. Flores (North Park garage) was observed by Mrs. Marcella Schreiber, of North Lake Shore drive, who sat near the front of his Wilson/Michigan bus. 'When we approached Diversey, he saw an elderly, partially crippled lady struggling to walk to the bus. He stopped, stepped out to help her, and actually lifted her up the steps and into a seat. It brought tears to my eyes to see him perform such an act of human kindness, and I told him so. For years, while riding the CTA, I have seen many thoughtful drivers, but I never witnessed anyone do what he did."

####

Earl D. Terry (Forest Glen garage) won the praise of Barbara R. Leonard, whose office is on North Wacker drive, for being 'an outstandingly nice driver' on his Milwaukee run. 'He called out stops clearly and with appropriate advance notice. He was very patient with a blind passenger, and gave precise directions to several people unfamiliar with the Loop. His driving ability was superb, as he provided a smooth ride despite noon-hour jaywalkers and the usual automobile chaos. He was cheerful, and pleasantly greeted everyone who boarded. It was a pleasure to ride with him."

Willie J. Fowler, motorman, and Linda S. Tart, conductor (both of West Section), were praised by Danae D. Adames, of Arlington Heights, for their efforts to avert a tragedy one Saturday night on the Congress/Milwaukee route. "Around Montrose the train came to a halt and the motorman jumped down to talk to a woman who was on the tracks. He called to the lady conductor and she jumped down herself. After talking to the woman, she convinced her to get on the train, and practically carried her up. I was very impressed by the way they handled the situation, with so much concern for a human life."

####

William McKinnon Jr. was the motorman, and Michael C. Kennedy, the conductor (both of North Section), on an Evanston Express train ridden by Robert S. Felton, of Evanston. "Somewhere before the Sheridan Road station, a young woman was taken ill. The motorman radioed ahead for an ambulance, stating that she was having trouble breathing, and requested that they bring oxygen. While waiting for the ambulance, the motorman made sure the woman was as comfortable as possible. The conductor made announcements advising the passengers of the situation. They acted like real professionals."

####

Joseph E. Hendrickson (North Park garage) is admired by Rita Halpern, of Fitch avenue, a regular rider on his Devon bus. 'He is not only very pleasant and courteous, but clearly calls out street names in advance. When he sees a person running to catch the bus he waits, which is especially appreciated in bad weather. His pleasantness is contagious, and I am able to start my workday in a better mood, so that the people I come in contact with thank him also.''

Among other operating employes receiving commendations recently were:

Louis E. Arias, Forest Glen.

Jacquelyn Baldwin and Catherine M. Bares, both of Kedzie; Fred O. Bee, Jimmy L. Boyd, and Robert L. Buie, all of North Park; Thomas L. Bell, South Section; Richard L. Bender, Forest Glen; James V. Bernstein and Susie P. Brown, both of 77th Street; Ersel Bilakbasi, Alvin Bond, Carl A. Brown, and Bobbye Byrd, all of North Avenue; John F. Brugess, Limits; and John D. Butler, Beverly.

Luis G. Cabrera, Forest Glen; John W. Cadenhead, Rafael A. Castro, and Mary B. Cobleigh, all of North Park; Charles E. Carter, Joseph Christy, and Eugene R. Church, all of North Avenue; Edward L. Colding and Richard Corbett, both of North Section.

Marie Daniels, Limits; David W. Davies Jr., and Eugene J. Daskowski, both of North Avenue; Charlie L. Davis, Kedzie; Anthony M. DeMayo, Forest Glen; Peter Dolan and Lawrence F. Dungga, both of North Park, and Llewellyn B. Domingo, North Section.

Morris H. Ellison, 77th Street.

Edward V. Farmer, 77th Street; Kevin P. Fewell, North Park; and Henry L. Fields, North Avenue.

Ronald J. Garfield, North Park; James M. Gibson, Kedzie; and Noble Graves, Limits. Eldred W. Hall, Joe L. Hodge, and James F. Howland, all of North Park; Ronald Hargrave, Kedzie; Leon S. Hegwood and Walter J. Holmes, both of North Section; and Homer Hill, Jr., North Avenue.

Gloria Jackson, Beverly; Eddie L. Johnson, 77th Street; Vincent J. Johnson, 69th Street; Howard Jones, Archer.

Edward S. Kazmierczak, Limits; John R. Kephart, North Park; Thomas J. Kirby, 69th Street; Thomas S. Kissel and John A. Kurinec, both of Forest Glen; and Albert D. Kunickis, Archer.

James Larry and Arthur B. Lewis, both of 77th Street; Gregory N. Leadingham, Archer; Judith J. Leavell, 52nd Street; Delia M. Lee, Forest Glen; and Alfonza Lucious, 69th Street.

Michael J. Marren, Jesse Marshall, Jr., Robert Martinez, and Edgar G. Mollinedo, all of North Park; Sherman Martin and Robert R. Moreno, both of North Avenue; William McCotry, Jr., 69th Street; J. D. McClendon, Paul L. McCoy, Kenneth Mixon, Joe McWane, and Alice F. Mosley, all of Kedzie; Paul P. Michaels, Archer; Jerry A. Miller, Forest Glen; Albert N. Moore and Eugene S. Motyka, of North Section; and Leonard C. Moore, 77th Street.

Lawrence Nalls, North Park; Jackie M. Neal, 77th Street; and James L. Neely, Kedzie.

Juan E. Paladines, North Park;

Chicago Transit Authority

Lawrence D. Parrish, Kedzie; William E. Payne, South Section; and Michael J. Powell, North Section.

Arthur Ramirez, Beverly; Jose A. Ramos, North Avenue; Robert Reese, District C; James P. Richardson, 69th Street; Andrew C. Robinson, North Section; William Robinson and Curtis E. Rogers, both of North Park; Angel L. Roman, Kedzie.

J. H. Sanders, Beverly; Awilda Sierra, Limits; Roosevelt F. Sims and Willie J. Stewart, both of North Avenue; William Smith, Kedzie; Eddie Sneed, 77th Street; and Daniel B. Stronach, North Park.

Wendell J. Talbert, North Park; Reuben C. Thomas, Kedzie; James Thompson and Jerry J. Turner, both of North Avenue; Archie Tiner, West Section; Joe L. Trotter, 69th Street; and Chester F. Tylinski, Archer.

Jimmie E. Walker, North Avenue; Lonnie E. Walker and Johnnie A. Winston, both of 77th Street; Willie J. Walker, Otho R. Williams, Maurice Willis, Lloyd K. Winston, and Sammie L. Woods, all of North Park; Edward White, District C; Earl R. Wiley, North Section; Henderson L. Williams, Forest Glen; William F. Wittstock, 69th Street; and Geraldine Woods, South Section.

Alphonso Young, Kedzie.

Two Major Changes in Retirement Plan

Two major changes have been made in the CTA retirement plan, it was announced by the Insurance and Pensions Department.

One change pertains to death before retirement and the other to death after retirement.

Under the first change, a spouse of an employe may receive a monthly payment if the employe dies before retiring. Through a pre-retirement option, the spouse can receive a monthly payment for life instead of a lump sum payment. To exercise this option, the employe agrees to a small reduction in the amount of pension to be received upon retirement.

Any active employe who is 55 years or older and who has three years of continuous service is eligible to exercise this preretirement option. The option, which is available without medical certification, can become effective the first day of the month following the completion of a pre-retirement election form.

Under the change pertaining to death after retirement, the spouse will receive a monthly payment for life if the employe completed the necessary forms before retirement.

An information booklet explaining the changes is being distributed at all CTA work locations to eligible employes and to

How to Use Your Pension to Protect Your Survivors

With out Having an Extra Penny Taken Out Control of Your Ray Cneck of Your Ray Cneck

those who soon will be eligible. Forms to elect the new option are contained in the booklet. Employes and their spouses are urged to study the information booklet.

Employes who may not have received the booklet at their work locations should write (not call) for a copy by addressing a letter to the Secretary of the Retirement Allowance Committee, Room 746, Merchandise Mart, P.O. Box 3555, Chicago, Illinois 60654.

Group Travel Plan

CTA employes and retirees now have an opportunity to enjoy trips together, both in this country and abroad, under a new group travel plan administered by the Employe Welfare Fund.

A one-day trip to the Nippersink Manor Resort in Genoa City, Wisconsin, was scheduled for Sept. 17 as the start of the new program. Future trips are to vary from one-day outings to three-week tours of other countries.

The next trip being planned is for January. This is to be a seven-night Caribbean cruise, with an extra event in Florida.

Other trips proposed for next year would be to Mexico, Europe, California, Las Vegas, New Orleans by way of a Mississippi river cruise, and Aspen.

Mrs. Harriett Murphy, special projects coordinator in the Department of Human Resoures, who is in charge of the travel program, said employes are urged to submit ideas for trips. She may be contacted in Room 444 of the Merchandise Mart, telephone extension 751.

The Employe Welfare Fund, which is separate from the CTA, derives its funds from profits of vending machines accessible only to CTA employes at various work locations. Its principal activities have been assisting employes in times of dire emergency and supporting organized employe athletic programs.

CTA Employes Keep Transit Mall Traffic Moving

CTA personnel are keeping the buses moving and directing our riders to temporary bus loading zones during the construction of the State Street Transit Mall. Since June 17, traffic on State street has been limited to CTA buses and emergency vehicles. The \$17 million improvement to State street is expected to be completed by mid-fall of 1979. Because of the use of exclusive bus lanes, plus the efforts of CTA personnel, CTA buses are moving faster in State street than before.



Frank Barker, Superintendent, Street Traffic, Wayne C. Williams, and Harold Geissenheimer, General Operations Manager, discuss details of Transit Mall operations.





Collectors promote efficient traffic flow by helping riders board quickly: (1) Warren Tyson; (2) Louis Grant; (3) Hilteray McGhee; (4) Gerardo Perez; (5) left to right, Gordon Balazs, Area Superintendent, Bus, Salvador Perce, Assistant Superintendent, Earl Bryant, and James Jeffery; (6) Denis Kippes.









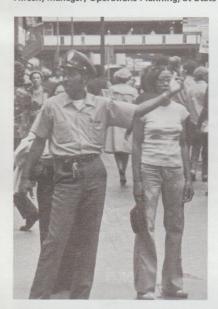
6



Steve Legler, Director, Routes and Systems, Edgar Greer, Jr., and Harold Hirsch, Manager, Operations Planning, at State and Lake.



Tom Wolgemuth, Manager, Engineering, left, and Bill Christiansen, Engineering, inspect excavation around subway ventilation shaft.



David Garrison directing bus traffic.



"Watch the buses!" George Weathers prevents a pedestrian from walking in bus lane. $\,$



Lemuel Collins instructing bus driver.



Harold Rowbottom, Street Traffic, left, and Bill Christiansen inspecting temporary boarding platform and bus stop signs.



Larry Morris, left, responding to a question from Gordon Balazs.

Camping, A Wonderful Pastime

By David Bremer Stores Department, Storeroom 61 (Mart)



"There are lovely hiking trails, cliffs to be climbed, and excellent swimming and fishing areas."





Camping is a wonderful pastime that gives you the pleasure of taking a close look at the treasures this amazing continent has to offer.

I have been camping since I was very young, in every type of campground and environment, in rain, snow, and shine. There is nothing like it—of being able to curl up in front of a camp fire or watch a hawk doing lazy loops on a summer's day, beavers building dams, or deer feeding by a river.

Within easy driving distance from Chicago, there are beautiful camping areas, national forests and wild life refuges where you may camp in natural settings without a parking-lot feeling of crowded campgrounds.

Wisconsin, for instance, offers many close-by camping areas for Chicagoans. The North Kettle Morraine near Kewaskum and Fond du Lac is particularly enjoyable. It is an area of long ravines, rolling hills, big fields, and deep forests. You may see white-tailed deer herds, kit foxes and a dew hawk or two. Early last spring, we were walking along one of the lakes when a flock of Canadian geese burst out of a low fog to make a splashy but graceful landing on the lake. It was a sight we will never forget.

About 50 miles west of the North Kettle Morraine is the Devil's Lake area which, although somewhat crowded on weekends, is still quite enjoyable for camping. It is a U.S. geophysical preserve as well as a state park, so it is carefully managed. There are lovely hiking trails, cliffs to be climbed, and excellent swimming and fishing areas. Clear deep water attracts the skin divers. Pike, perch, and pan fish of all types are plentiful until after mid-June when fishing tends to taper off. This area is within a weekend driving range of about five hours from Chicago.

Rocky Arbor State Park is a few miles north of Devil's Lake. This is a secluded area with cliffs in the middle of the forest. Quiet and peaceful, it is especially ideal for family camping. On fall mornings, the low fog and bright colors of birch and pin oak make for a breath-taking sight.

Among other delightful Wisconsin areas are Two Rivers along Lake Michigan near Green Bay and Governor Dodge State Park, west of Madison, with its two lakes.

Governor Dodge State Park is exceptional. I have been going there for years, and still have not seen the whole area. Campsites are limited, which adds to the sense of space. The limitation on campsites allows nature to come into her own, so it is not unusual to see beavers building dams over the many creeks. Egrets, herons, cranes, and their nesting young also are a common sight.

In winter, it is a paradise for snow-shoers, tour skiers, and campers who love the peace of a forest in winter. One early spring, the snow had just melted, and we spent a soggy afternoon sliding down mud slides on the sides of a hill. It was muddy and exhausting, but lots of fun.

I am of the old school who still believes that the best way to see nature is with a tent or sleeping bag.





"...the best way to see nature is with a tent or sleeping bag."

Camping vans or trailers are not for me.

Many improvements have been made in camping equipment in recent years. Tents, for instance, are no longer the bulky, hard-to-assemble, easy-to-knock-down things they used to be.

New tent designs have produced light-weight tents of 8 pounds maximum, which do not rot or mildew, rip, or leak, and which can take winds of up to 75 miles an hour--and sleep quite a few persons.

These tents are made of rip-stop nylon, with poles of aluminum in A-frame, tripod, or igloo designs. They are very easy to assemble.

The new tents also come with a wonder called the rain fly. The rain fly is a treated nylon shell fitted over but not touching the tent. The tent is not water proof, but the rain fly is. Moisture 'breathes' through the tent seams and collects on the treated fly. The fly deflects rain, sleet, and hail, leaving the tent dry and comfortable.

Once, during an 11-hour storm, we experienced 75-mile winds, rain and hail in perfect comfort. The tent didn't even budge!

Sleeping bags also are no longer the heavy mattress type of equipment they used to be. Now, they have ripstop nylon shells, are filled with insular material, and weigh only about 2 pounds.

The miracle sleeping bag filler is called Polar Guard. It is synthetic down which is mold free and is guaranteed to last 10 years. It keeps you warm in sub-zero weather, even when soaking wet. It is machine washable, less expensive than goose down, and just as light.

Other good sleeping bag fillers to look for are Fiberfill Π , Holofill Π , and the ever popular goose down.

Stoves for camping also have been improved. The newer types of stoves have tanks of propane. Put in a tank, turn a valve, and light the pilot—and cook. These stoves are safer to store and easier to take care of. They work in all weather, are durable, and cost about the same as the older type of pump stove.

Every camper should know something about wildlife. Inexperienced campers can have camping mishaps



simply because they do not know how to deal with wildlife.

Wild animals are not house pets, and they should not be treated like pets. They live by exacting laws of nature.

Junk food and table scraps can make them sick and even kill them. Once they get the taste of processed food, they want more and more. They also will lose a respect for human presence, and will go for your food at the first chance.

Raccoons can unlatch and open coolers and food lockers. They can rip into tents and tear open back packs and gear, and at night they will make a lot of noise fighting over what they have stolen.

Never eat in a tent. And during the night, always keep food in the car or in some other safe place. That way raccoons and opossums and their friends will eat what they are supposed to, and you will have a more satisfying camping trip.

Never leave a campfire unattended. Always make sure the fire is out when you leave your campsite or before you sleep. And never allow children to play with matches or the campfire.

Also clean up your campsite when breaking camp. Make it look like no people were ever there. Animals can cut themselves on cans and broken glass. They also will try to eat foil and plastic that are crusted with food.

A clean campsite helps to preserve the wilderness experience for others—and for you, for once you have tried camping, the chances are that you, too, will take up camping as a wonderful pastime.

Sweet Walter
Wants Sweet Salary

By W. B. Wolfan

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Walter Payton is the Chicago Bear franchise, which is the best way to describe an athlete who carries a football like Gale Sayers and George McAfee.

And with Payton playing out his option, it means that there is every likelihood he'll be gone in 1979, unless wisdom prevails.

Without Payton, the Bears could fall right back into the morass of mediocrity that prevailed prior to the arrival of Jack Pardee and glorious Walter on the local scene.

No matter how much money the club has in the boxoffice before or after the season, no one has yet seen dollar bills running for first downs or touchdowns.

The lineage that has greeted Walter's decision to play out his option year for a \$66,000 paycheck is not unexpected. Much advice has been forthcoming for Payton from every possible source including the corner neighborhood saloon where Walter's turndown of the Bears' offer replaced Alydar's 13-length victory in the Arlington classic as the week-end conversation piece.

The crux of all this talk, of course, deals with Walter's statement that "money isn't everything," and that it is for the "good of the team" that he will be playing for a modest sum this fall.

We think that philosophy is purely part of the negotiating process, somewhat

similar to negotiating with OPEC's oil cartel. The oil producing nations hold all the cards, and so does Walter Payton in his contract dispute with the Chicago Bears. Make no mistake about that.

The published reports are that the Bears offered Walter around \$375,000 per season, a very fair offer.

There are some who say he would have settled for about \$500,000 but the Bears would not go that high.

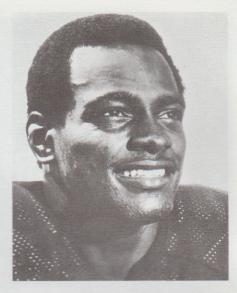
The salary that the Buffalo Bills paid O.J. Simpson last year is being bandied about as the main objective for Payton. But we believe Simpson's pay was merely used for negotiating reasons. This strategy is to ask for more than you think you will get, then come down when the other party makes a lesser offer. Apparently the Bears came down 50 per cent, and Payton decided he will get more at the end of his option year from another pro team or that the Bears may yield and meet a higher pay figure.

It is our belief that Payton's statement "money isn't everything" does not have an authentic ring. No question about it, "money is everything" for today's pro athlete and Walter Payton is no exception. At least we don't think so.

His willingness to undergo the risk of injury for a lesser salary is commendable, but the cloud of playing out an option will hang not only over Payton himself but the team as well.

Building a versatile offense around Payton under new coach Neill Armstrong is a principal goal this fall. Thus Payton's option year would mean that rebuilding would have to start all over again in 1979 if he leaves.

It is neither a comfortable coaching situation nor optimistic future planning



Walter Payton

(Photo Courtesy of Chicago Bears) operation anyway you look at it. As guard Noah Jackson put it: "He (Walter) is our future" and he is absolutely right about that.

It all adds up to how badly the Bears need Payton, and how much they are prepared to spend to keep him.

Walter Payton must remain a Chicago Bear. We have had great sports stars leave this city and no one ever fills their shoes once they are gone. There is no argument that Bear fans want a winner. Until Payton came along, nothing was happening for the Bears.

The Bears need Walter and that means compromise -- not an option season for a truly great athlete and exciting performer who has yet to reach his prime as a football player.

CTA's Sandy Ganun A Real Sailor

By W. B. Wolfan

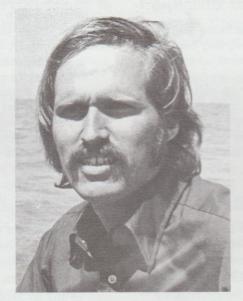
The Chicago-Mackinac Island race is the longest freshwater sailing race in the world. The fleet which annually sails out of Chicago to the Upper Michigan resort island covers a distance of 333 miles.

Charles (Sandy) Ganun of CTA's operations Planning Section was one of the hardy sailors who participated in this year's Mackinac, which attracted a record total of 264 boats. He was a crew member of the Jenny L, representing the Columbia Yacht Club.

The 30-foot Tartan sloop competed in the LMYA (Lake Michigan Yachting Association) third division and finished in 65th place in the final fleet standings.

Ganun's boat ran into rough weather the first day with high winds, rain squalls, and six-foot waves.

By the end of the first 24 hours, the Jenny L had covered nearly 200 miles.



Ganun said that others were not so fortunate.

"We saw one boat lose its mast about

50 yards away from us," he said. Our skipper charted a course that took us out toward the middle of the lake and that was to our advantage at the start. But after entering the Manitou Straits, the Jenny L was becalmed on Sunday and lost all chance for a high placed finish in its division for smaller boats."

The Jenny L crossed the finish line at Mackinac Island at 8 a.m. on Tuesday morning after 68 hours on Lake Michigan, a grueling test of sailing endurance.

Ganun has been a sailor since he was 12 years old, learning the ropes on Long Island Sound and in the waters of Buzzard's Bay off Cape Cod. This was his first Chicago-Mackinac race although he has participated in other races in this area.

In the Mackinac event, elapsed time according to handicap is the determining factor in deciding the winners. The fastest boats give handicap times to the others to even up the competition in the various divisions.

NEW PENSIONERS

HARRY R. ANDERSON, Electrician B, Maintenance, Emp. 6-10-46 CHARLES H. BAKER, Operator, Archer, Emp. 4-12-51 LESTER A. BATES, Operator, North Park, Emp. 5-05-48 CHARLES L. BOWMAN, Bus Repairer, Archer, Emp. 12-28-42 CHESTER E. CREMIEUX, Bus Handler, South Shops, Emp. 7-31-50 WILLIAM E. CRIGLER, Chauffeur, Utility, Emp. 8-22-42 CHARLES F. DERRICK, Chief Clerk, Central Counting, Emp. 11-18-42 FRED GIBBS, Operator, Beverly, Emp. 12-20-54 CHARLES R. GILTMIER, Operator, Beverly, Emp. 2-24-43 GEORGE W. ISAAC, Supv. Money Handlers, Central Counting, Emp. 6-27-57 FRANK W. NEXBOUER, Operator, Kedzie, Emp. 10-22-45 FRANK PATANELLA, Track Foreman I, Maintenance, Emp. 7-17-42 CASEY P. PESKOR, Painter, South Shops, Emp. 6-19-39 JAMES E. TOUHY, Sr. Accts. Payable Clerk, Financial Serv. Operations, Emp. 8-21-44

DISABILITY RETIREMENTS

FRED E. FUQUA, Motorman,
South Section, Emp. 6-06-52
ROBERT G. GAFENEY, Unassigned,
Human Resources, Emp. 1-06-58
JAMES R. HUNTER, Operator,
52nd Street, Emp. 4-09-53
WILLIE D. OWENS, Operator,
69th Street, Emp. 3-21-66
JAMES PRESTON, Motorman,
South Section, Emp. 11-24-67
PETER YUSKA, Janitor,
77th Street, Emp. 2-14-45

CTA TRANSIT NEWS

Volume 31

Number 8

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Tom Buck, Public Affairs Manager Production Staff: Christine Borcic, Jack Sowchin, Mel Alexander

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Service anniversaries in August

35 years

F. Adelizzi, Real Estate V. A. Bowman, Payroll M. E. Havlik, Off. Proc. & Budget R. H. Kramer, 69th Street

25 years

E. Armstrong, Ashland/95th R. H. Boyd, Limits A. B. Brown, 52nd Street C. W. Browning, North Park W. Candy Jr., Kedzie E. J. Collins, Skokie Shop F. Farrelly, North Avenue A. L. Foster, North Park R. Griffith, 69th Street W. Guthrie, Instruction J. R. Hickman, 69th Street W. W. Killion, 77th Street M. R. Kotin, Tort Litigation T. Lowery, Electrical L. Mims, District C C. F. Oldham, Utility T. Phillips, Kedzie D. F. Powell, Stores

C. J. Roberson, Forest Glen

30 years

H. L. Beaty Jr., 77th Street
S. Chudoba, South Shops
J. A. Chunowitz, Claims
J. E. Chwistek, Electrical
L. H. Collins, Adm. Services
M. Cunnane, Ashland/95th
C. A. Draper, North Avenue
R. L. Eichelberger, Howard/Kimball

J. M. Fahey, Rail-North J. Glynn, 52nd Street E. P. Henry, Safety F. Jacobs, Forest Glen E. S. Kazmierczak, Limits

H. Keane, Maintenance B. Kivlehan, Skokie Shop M. Leibovitz, Jefferson Park

C. Mimms, Plant Production W. Motyko, Beverly A. P. Nichols, 77th Street

F. H. Parker, 77th Street
D. Peters, North Park
J. Pietrowski, Jefferson Park

D. E. Ruroede, Skokie Shop
C. C. Rusakiewicz, Civil Engineering

E. R. Smolinski, 69th Street S. A. Stachovic, Archer

P. C. Staudt, Electrical R. H. Vernon, Security

S. Romanosky, South Shops S. Rudokas, Ashland/95th A. F. Rykaczewski, Agents West M. Salmanoff, North Park E. Tonsil, Agents West L. A. Tuggle, 77th Street G. Valdez, Archer

IN MEMORIAM

FREDERICK BACHMANN, 87, North Section, Emp. 3-06-25, Died 5-30-78 FRANK BARTUS, 72, Limits, Emp. 10-07-42, Died 6-02-78 JAMES W. BLACKBURN, 88, Rosemont, Emp. 6-13-30, Died 6-27-78 FRANK CARBONARO, 86, Ways & Struct., Emp. 5-02-22, Died 6-26-78 JOHN L. CLARK, 71, West Section, Emp. 6-07-27, Died 6-08-78 JAMES T. DOUGHERTY, 83, D.A.I., Emp. 2-20-29, Died 6-29-78 LOUIS FOSHEE, 77, 77th Street, Emp. 10-25-29, Died 1978 JAMES GIOVENCO, 76, Engineering, Emp. 6-06-41, Died 6-16-78 ARTHURE, HANSEN, 83, West Section, Emp. 6-29-28, Died 6-11-78 ALBERT JOHNSON, 86, Kedzie, Emp. 3-05-14, Died 6-26-78 LAWRENCE M. JOHNSON, 76, Lawndale, Emp. 10-05-26, Died 6-30-78 GEORGE JONASON, 73, North Park, Emp. 12-13-29, Died 6-19-78 CHARLES KEELER, 69, Oper. Planning, Emp. 8-13-36, Died 6-26-78

THEODORE R. KINDERMAN, 66, North Park, Emp. 8-19-37, Died 6-14-78 PAUL KOVARIK, 77, Repro. Services, Emp. 1-15-26, Died 6-30-78 DANIEL McLAUGHLIN, 86, West Section, Emp. 3-31-16, Died 5-27-78 JOHN MURTAUGH, 87, Kedzie, Emp. 6-13-17, Died 6-20-78 JOSEPH NEBOSKA, 82, Skokie Shop, Emp. 3-12-20, Died 6-28-78 HARRY B. NEUMANN, 75, North Section, Emp. 7-19-44, Died 6-20-78 LOUIS PRACKO, 76, South Shops, Emp. 2-14-45, Died 6-12-78 NELLIE M. REIDY, 92, West Section, Emp. 6-21-17, Died 6-11-78 WILLIAM H. SHIVENANE, 76, 77th Street, Emp. 5-09-23, Died 6-09-78 ALBERT W. VINCEK, 75, West Section, Emp. 6-02-27, Died 6-14-78 LEONARD H. VOGT, 74, South Section, Emp. 12-26-25, Died 5-03-78 GARRETT D. WHITEMORE, 75, Trng. Ctr., Emp. 1-09-43, Died 5-13-78

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Public Awareness Campaign Car Card

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(See Story on Front Cover)