

Poetry on the CTA

Illinois Arts Council Produces Car Cards

Riders of CTA buses and trains now have an unusual opportunity of reading poetry as they ride.

One thousand car cards with the first poem-of-the-month went up in February.

In each of the next five months, 1,000 car cards with a new poem-of-the-month will be added.

So that by July there will be 6,000 car cards with six poems to be enjoyed by CTA riders.

"This new program will afford CTA riders an engaging opportunity to enjoy an art form that does not generally have a wide readership," explained Miss Jennifer Moyer, artists' program coordinator for the Illinois Arts Council.

"In addition, the poets welcome the wider recognition that this unique project will bring to their writing," she said. "We hope to expand the project next year to include more poems and to incorporate a set of poems by children."

The poetry car card program was announced Jan. 27 at a reception given by the Illinois Arts Council in The Chicago Public Library Cultural Center.

Mrs. Mathilda Jakubowski, CTA Board member, who took part in the announcement program, said the poetry car cards are expected to be a "very successful program that will benefit our more than 2 million daily riders."

"We at the CTA are looking forward to making this an on-going program with the Illinois Arts Council," said Mrs. Jakubowski.

The six poems for this year's program were selected by judges for the Arts Council from among poems submitted by 40 Illinois poets. The poems were limited to 10 lines or a maximum of 75 words. Subject matter was not restricted to poems about city

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Jennifer Moyer
Illinois Arts Council

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



FAME

Of the twenty thousand leaves of the oak tree
about twelve thousand were burned
six thousand rotted on the ground
two thousand disappeared in the river
and one was pressed in a book
pasted on paper
hung on the kindergarten wall
and considered by everyone to be
quite a miraculous thing.

John Dickson

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ASTATE AGENCY
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life or transit riding, but entries were judged on the basis of both literary quality and public appeal.

At the reception, John Dickson, of Evanston, read his poem, "Fame," which is featured on the February car card.

The other poets, who were introduced, and the titles of their car card poems are Walter Bradford, Chicago, "This Poem" for March posting; Maxine Chernoff, Chicago, "Blueprint," April; Richard Friedman, Chicago, "Discipline," May; Ted Schaefer, Antioch, "Natural Protection," June, and Ardyth Bradley, Libertyville, "Mad Girl at Union Station," July. Kerig Pope was in charge of designing the car cards.

William DuVall, chairman of the Illinois Arts Council, was the moderator for the reception program. Others taking part, in addition to Mrs. Jakubowski and Miss Moyer, were Noel Ebrahim, an assistant to Gov. Thompson; E. B. Smith, member of the Chicago Council on Fine Arts, and James Ballowe, chairman of the Literature Advisory Panel of the Illinois Arts Council, who was one of the judges for the selection of the poems. The other judges were Lisel Mueller and Robie Macauley.

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Mrs. Jakubowski thanks the Illinois Arts Council.





John Dickson, whose "Fame" is featured on the February car card, explained that the poem is a "symbolical representation of life."

"The poem is a form of free verse and uses line endings as punctuations," he said.

"What it means is that fame is accidental-- just as out of all of the thousands of fallen oak leaves, one is chosen."

Dickson does not remember exactly when he wrote the poem, but he may have thought of it while riding the "L."

He is a regular rider of the "L" between his home in Evanston and his work as a grain merchant in the Board of Trade downtown.

Most CTA riders read newspapers or pocketbooks, or just look out the window or at the car cards and the scene around them.

But, while riding, Dickson makes notes and thinks about his writing.

"Writing to me is more than a hobby," said Dickson. "It is an inner expression that will not be denied, and I willingly obey it and put it on paper."

Dickson, who has been writing poems since he was 11, is listed in the Directory of American Poets, and is a poet in residence for the Illinois Arts Council.

He has had several dozen short stories published in magazines, and in the last five years has had nearly 100 poems published in such magazines as Harpers, Prairie Schooner and Atlantic.

In a competition, a poem, "Cocktail Party", won him a prize of a two-week trip on the Adriatic Sea.



The poets plus the designer.

Standing left to right:

John Dickson, Maxine Chernoff and Ardyth Bradley.

Seated left to right:

William Bradford, Ted Schaefer, Kerig Pope (car card designer), and Richard Friedman.

No. 99M Midway Park 'N' Ride: New CTA Express Bus Service

A new rush-period service known as the No. 99M Midway Park 'N' Ride route was begun Feb. 6 to provide express bus runs between a free parking lot at Midway Airport and the Loop.

On the first morning, Mayor Michael A. Bilandic was joined by other city officials and members of the Chicago Transit Board in taking one of the first runs which, despite a heavy snow, still made it downtown in good time.

CTA Board members making the trip were James J. McDonough, chairman; Edward F. Brabec, vice-chairman; and members Mathilda Jakubowski and Ernie Banks. Milton Pikarsky, RTA chairman, also was on board.

Under the direction of Mayor Bilandic, the city has

made available the Midway parking lot with 1,200 spaces for free parking. In effect, this large lot represents the CTA's largest park 'n' ride facility.

In effect, the CTA also has gained its largest bus stop shelter; inasmuch as the modern terminal building at Midway is available for persons waiting for the buses. At the suggestion of Mayor Bilandic, signs were posted near the parking lot and at the bus stops calling attention to the waiting area in the terminal building.

The express buses, which use the Stevenson Expressway for the largest part of the trip, make eight runs downtown between 0647 hours and 0757 hours in the morning and nine runs outbound between 1611 hours and 1732 hours in the late afternoon, from Wacker drive and State street.

The new service met with immediate success. In the first week, approximately 6,000 rides (or 3,000 roundtrips) were taken.



Among those joining Mayor Bilandic for the start of the new Midway Park 'N' Ride service were (left to right) Ald. Vito Marzullo (25th), chairman of the City Council's Local Transportation Committee; CTA Chairman James J. McDonough, and CTA Vice-Chairman Edward F. Brabec.



Riders of the new CTA service use Midway Terminal Building as a good waiting place.



Melvin E. Turner, driver of a Pullman bus (Beverly garage), was praised for "the professional way in which he carries out his responsibilities" by Dr. Andrew J. Brislen, of St. Lawrence avenue. "This driver has, on numerous occasions, acted to prevent potential accidents or injuries by warning passengers who were crossing the street in front of his vehicle of oncoming traffic, etc. He has signalled intersecting buses to wait for passengers leaving his bus. He has used judgment, particularly on rainy or snowy days, to avoid stopping at places where mire or drifts would make boarding unpleasant or unsafe. He always insists upon payment of appropriate fares and asks to be shown authorization for special fares."

Charles A. Dowling, conductor, West Section, won the admiration and respect of Roberta Moskova, of Sherwin avenue, for the way he handled a difficult situation one night on a Douglas-Milwaukee train. "One passenger apparently threatened another with a knife. Conductor #22766 persuaded the hot-headed one to go to the other car, and stayed talking with him until police arrived at the station where the train was stopped."

"The conductor kept the situation under control and acted at all times in a very calm and confident manner. When the train started again, he made an announcement apologizing for the inconvenience and thanking the passengers for their patience."

Dowling also received two other commendations during the same week for alerting the police and helping a robbery victim.



commendation corner

ROBBIE M. BROWN (Limits garage) was commended by Elaine Seltzer, of North Sheridan road, for not letting illegally-boarding riders stay on her Wilson-Michigan bus. "I was on her bus when five teenagers hopped on without paying their fares and rushed through and around the bus. In no uncertain terms she got them off. Later, two other teenagers got on at the back entrance when some passengers were getting off. She saw this despite the crowd on the bus, and again stopped and ordered them off. She really gives people a feeling of security."

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RICARDO LEIVA, driver of a North California bus (North Park garage), received a note of appreciation from Debbie Herman, of Touhy avenue. "This driver greets the passengers as they get on the bus. If he sees someone running for the bus, he will stop and wait. He helps passengers on the bus when they have heavy packages. I think there should be more drivers like him."

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CLARENCE N. PARKS (77th Street garage) was called "the best driver in your business" by Mrs. R. F. Inger, of Brompton avenue, who rides his Halsted bus every morning to Circle Campus. "He is a real gentleman and speaks to all with decent human concern. An older person who is slow to get in or out gets only encouragement from him. Children who seem to need 'shepherding' to reach their destinations get that also. He is unflappable in bad traffic. He makes riding the CTA a satisfactory experience. I am grateful to be in his hands as a passenger and as a human being."

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THOMAS M. PHILPOTT, driver of a Belmont bus (North Avenue garage), is considered by Mrs. Gerald

J. Blaski, of Melrose street, to be "the best driver employed by CTA. He is most courteous and polite to everyone who rides with him. I have never seen him lose his temper or be rude even when circumstances would have made others lose patience. He drives his bus as if it were his own automobile and his passengers were members of his own family. He always brings the bus to a comfortable and easy stop so that you never fear falling. He always seems to be on time, and if he is late, you know there is a good reason for it."

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THOMAS J. ROAN (Forest Glen garage) is appreciated by Sandy Lynch, of Sunnyside avenue, who is a regular passenger on his O'Hare Express bus. "He is friendly to everyone, and when someone asks for help, he goes out of his way. He also calls out all the airlines so people won't miss their terminals. But what I love about this man is that he won't allow anyone to smoke on his bus. He announces to anyone who lights a cigarette that there is no smoking--and I have yet to see someone disobey. In my opinion he really excels."

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The "commendable courtesy" exhibited by JAMES BIBBS on his 63rd Street bus (69th Street garage) was noted by Patrolman Frederick Nelson, of the Englewood District police station. "In addition to his safe driving, passengers boarding his bus were greeted by 'Good morning,' 'Take your time,' and 'Be careful.' I also observed his calm and professional manner, courteous but firm, while being verbally abused by some passengers who were somewhat 'under the influence.' When a female passenger dropped some change on the floor, he slowed the bus to prevent her from falling. His overall conduct made the trip from Stony Island to Racine a most pleasurable ride."

Favorite Vacations

In this month's survey by TRANSIT NEWS of lifestyles, CTAers were asked to tell about their favorite vacations.

Mrs. Jeanne Diehl, material control clerk, South Shops:

"I had a real fun vacation when I went to Jamaica with my husband on our honeymoon four years ago. We went swimming (the water's so warm there) boating, and water skiing. We stayed at Montego Bay and Ocho Rios, and met a lot of other honeymooners. The big thing at night was the crab races. With their shells painted bright colors, the crabs ran an obstacle course; and we placed bets on which one would win. There were outdoor barbecues, too, and lots of calypso music."

J. P. Flynn, assistant superintendent, West Section:

"My wife, Mary, and I had our favorite vacation just last March. We went to Florida, and stayed at Treasure Island, 10 miles out of St. Petersburg. Our accommodations were perfect. The weather was wonderful -- in the 70s and 80s -- and it rained only once. I rented a car, and we put 1,500 miles on it. We had such a wonderful time we are going back again this year late in February. We loved the blue-green color of the Gulf of Mexico, the brilliant blue sky and the dazzling white sand of the beaches on Florida's west coast."

Mrs. Terri Kramer, receptionist, Law:

"Three years ago my husband, Jerry, and I were in Hawaii on vacation during the New Year holiday. The way they welcome in the new year there is unbelievable. Many Hawaiians are of Chinese ancestry, and they shoot off fireworks at midnight on New Year's Eve. The noise of the fireworks was thunderous, and the night sky looked like noon with the glare of thousands of rockets. The next morning, the lawn of our hotel and the street gutters were overflowing with debris from the fireworks. We visited all the attractions and enjoyed the beauty of the islands and the leisurely lifestyle people have there. And the weather was just wonderful."

Gladys Burris, administrative secretary, Data Center:

"The year I graduated from junior high school in Champaign, Ill., my parents gave me a surprise vacation of visiting an aunt in Grand Rapids, Mich. I was reluctant to go because I thought Grand Rapids would be a dull town. But after arriving there, I found it was just the contrary. I met a lot of young people my age, and I had a very enjoyable stay. I had such a good

time I returned to Grand Rapids the next year, and now my husband, Howard, and I often visit there."

Jim Blanchard, procedural analyst, Grant Programming/Administration:

"In 1974 I took a one week cruise to Alaska and that was my best vacation yet. The scenery and the relaxed atmosphere were absolutely great. I took a plane from Chicago to Vancouver, British Columbia, and boarded the ship there. The cruise went up to Skagway, 75 miles northwest of Juneau, where we disembarked and took a narrow gauge railroad trip through White Pass to Lake Bennett. I especially enjoyed the wilderness."

Ezra J. Watson, bus supervisor, Central District:

"Last year we had our best vacation ever. My wife, her sister and her husband, and I took a three week trip out west in a motor home. We visited Glacier National Park, Salt Lake City, Twin Falls and Boise in Idaho, Aspen, Colorado, and Kansas City. We felt we saw the beauty of God's work as we viewed the towering mountains. We men shared the driving and everyone took turns cooking."

Alex Wilson, assistant superintendent, rail, West Section:

"Las Vegas is the place for me. Last August, Frederick Meade of our Safety Department and I stayed there for five days; and we had a ball. The lights there never go out. I love to play blackjack, but don't ask me if I won anything. We took in the shows, visited the glitter places, such as the MGM Hotel, the Landmark, Caesar's Palace and every other place on the 'strip.' We stayed in the Westward Ho motel on the 'strip.' We enjoyed the daytime poolside activities and the nightlife."

John Miller, night clerk, North Park:

"Back in July of 1972 I took my wife and two sons on a camping vacation in Canada. We met some really nice people and became particularly friendly with a young Canadian couple who were camping with their baby."

"One evening, as we were walking toward their campsite, we heard screams--and then we saw a huge brown bear tearing at their tent."

"The mother was inside holding her baby. Her husband had gone to town on an errand."

"Nearby there happened to be an ax in a log, so I pulled out the ax. The bear began moving away, and I began chasing it with the ax. I don't know why I did it, but I guess I was too angry to be scared."

"After about a quarter of a mile, the bear stopped and stood on its hind legs as if ready to fight."

"I kept moving up until I was about 10 feet away--and then I threw the ax at the bear's head as hard as I could. It was a direct hit. That was the end of the bear--all 400 pounds."

"After we got home, I received a letter from the

director of the Canadian National Parks thanking me and inviting us back as his guests. We haven't taken him up on it yet, but we expect to one of these years."

Harriet Ibrahim, secretary, Skokie Shops:

"When I lived in the Middle East, I attended the wedding of a close friend, and had a holiday of my own.

"I arrived in the Arabic village, 10 miles north of Jerusalem, Wednesday night to help with preparations. As many as 3,000 guests were expected at an open house on the weekend. Friday night the women had a party; Saturday my friend took her vows in a private ceremony. The festivities, including belly dancing (both men and women belly dance), culminated in the evening.

"In this village, the custom is for the bride to appear in her finest clothes and dance for her husband. She wears various costumes, but the last is always her wedding dress. The bridegroom sits watching her, looking neither to the right nor to the left, and wears a solemn expression. And he collects gift money.

"All the weddings in this village follow this format, and are held in the summer to allow everyone to participate outside."

Louis P. Olandese, CTA mailman:

"I like Las Vegas as a vacation spot because I like to play blackjack, and Vegas is the only place where that card game is played the way I like it. Last November two friends and I went there for four days and five nights, and, besides seeing the shows, I played blackjack most of the time. I won a little, and I left a little. You know, gambling is like swimming. If you don't know what you are doing, you will drown. One of my friends drowned at the blackjack table. The other friend did okay. I'm going back to Vegas next March with 40 members of the Fox Lake American Legion Post. We're all booked up, and I can't wait to get back there."

Richard Bryar, equipment technician:

"Last summer my wife, Raymonde, and I returned to France for the first time in 17 years. It was while I was stationed with an army hospital in Bussac that we met. So we drove 3,500 miles through Switzerland, Italy, and France, reviewing some of the experiences we had when we were dating. We found a lot of modernization and changes, but the food and wine are the same---excellent!"

Sam Vaughan, electrician, timekeeper, West Shops:

"Last August my wife, Willie, and our daughter, Joyce, and I went to Hawaii for two weeks. Everything was exciting right from the time we boarded our nonstop flight at O'Hare airport. When we landed in Honolulu, we were greeted by hula girls who kissed us and put leis of flowers around our necks. We stayed

on the island of Oahu for a week and then stayed on the island of Maui. We loved Maui's beautiful black sand beaches and gorgeous homes. On our way back, we visited my father-in-law in San Francisco for two days. That was some vacation."

Bill Limanowski, station superintendent, Howard Terminal:

"My wife, Jean, and I took a most enjoyable cruise last September; it was our first vacation trip in years.

"We docked at Haiti, St. Thomas, Puerto Plata, and Puerto Rico, spending a day at each, touring the islands and shopping. On board ship, we enjoyed the games and entertainment. But the best of all was just getting away and relaxing, and being soothed by the soft breezes of the ocean."

Mrs. Olga Rodriguez, clerk, Labor Relations:

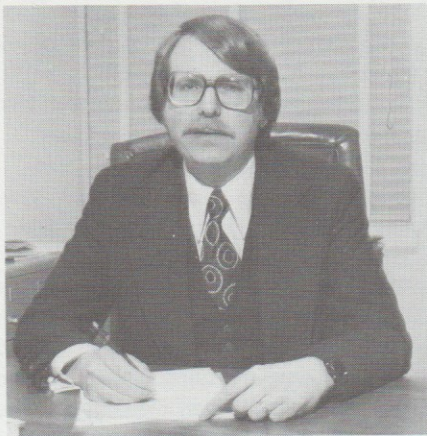
"Our California trip last May was great. My husband and I went with another couple. We spent four days in San Francisco during which we ate at Demagios on the Wharf, visited Sausalito and Chinatown, and rode the cable cars. Then we took Route 1 by the ocean, driving down to Los Angeles and San Diego. And because the weather was cold -- 60 degrees -- we decided to go to Palm Springs, where it was 100. I had always wanted to go to California, and when I got there I really felt at home."

Joseph Vodvarka, superintendent, administration, Support Services:

"My family is originally from Chicago. But after I got married in 1951, my mother and brothers and sisters moved to southern California. I didn't get to see them until two years ago when I took a week's vacation by myself in March. I had written my mother that a friend would be visiting and that it would be nice to pick him up at the airport. Of course, I was the friend. It was a great week, getting reacquainted with my brothers and sisters and their families."

Roy Vaughn, clerk, Public Affairs:

"Last year my wife, Helen, and I took a very enjoyable Caribbean cruise to the Virgin Islands, Puerto Rico and other islands. People on the ship were very friendly. It was exciting every evening to see a helicopter arrive, bringing performers for the nightly show aboard. We also enjoyed watching schools of dolphins swimming at sunrise alongside the ship, waiting for the passengers to feed them. My most unforgettable memory of that vacation was watching Helen lead a donkey up a mountain of the Virgin Islands. Because riding was too rough, she found it easier to dismount and climb the mountain. We found Puerto Rico, with the white beaches, to be especially enjoyable. We also purchased paintings there at reasonable prices."



Stephen L. Legler



Marjorie M. Holmes

new promotions

Stephen L. Legler, superintendent of Service Planning since 1976, has been appointed director, Routes and Systems, Operations Planning. Legler, who joined CTA as a graduate trainee in the Transportation Department in 1967, became a transit planner in 1969, and superintendent of Plan Development in 1974. He and his wife, Shari, and their daughter, Sheryl, live in the Oriole Park neighborhood on the Northwest Side.

Marjorie M. Holmes, former human relations specialist, Human Relations, is now supervisor in the same section. Ms. Holmes started with CTA in 1970 as a clerk-typist and became a hospitalization clerk in the Insurance Department the following year. She joined Human Relations in 1974. Ms. Holmes, who is working toward a master's degree in business administration at Roosevelt University, lives on the Near North Side with her daughter, Lyndel.

James Saviano, former reproduction

technician II, Administrative Services, has been named unit supervisor, Copy Center-Finishing in the same department. Other recently appointed unit supervisors include James K. Johnson (Structural Maintenance), former design draftsman, Engineering; Richard Lorimer (Terminals), former terminal foreman, Vehicle Maintenance, and Glenn J. Schofield (Sales Services, Claims-Real Estate-Sales), former project planner, Operations Planning.

New as unit supervisor interns, Vehicle Maintenance, are Leonard D. Davenport (Rail), former assistant day foreman, Rail Terminals; David Kowalski (Automotive), former relief foreman, Bus Garages, and William Wong (Automotive), former garage instructor, TABEC.

In Transportation, former conductors Edward McSweeney (West Section) and Edward E. Cook (North Section) have been selected yard foremen, and former Forest Glen bus drivers Frederick Jakubowski

and Henry Peters have been chosen service truck chauffeurs.

In other job reassignments, Samy Jefferson, former bus driver, 69th Street, has been named bus and truck mechanic helper, South Shops, and Robert Lagrasse, former bus serviceman, Forest Glen, has become "B" helper, Plant Maintenance. Also in Plant Maintenance, Stephen Kinchus has moved from welder to electrical and acetylene welder.

John Gillespie, former field audit clerk, Internal Auditing, is now terminal combination clerk, Vehicle Maintenance. Patricia Baker, former typist, Insurance and Pensions, has become stenographer II, Law-Tort. Corinne Camasta, former clerk-typist, Comptroller-Operations, has been selected call directory operator, Human Resources-Employment and Placement, and, in Financial Services, Daniel Reel has moved from balance clerk to accounts payable clerk.

Materials Management Is Reorganized

A reorganization of the Materials Management Department was announced by Paul Kole, General Finance Manager.

Larry Pianto, who, as manager and purchasing agent, heads the department, said the purpose of the reorganization is to streamline the procurement of the many thousands of items needed for the CTA's operations.

Reporting to Pianto are three directors: Frank Johnson, director of research and special projects; William Roman, director of stores, and Edward Tobin, director of procurement.

Johnson is in charge of personnel administration for the department, a minority enterprise program, and a new area of research.

Roman is in charge of the warehousing and

distribution of some 65,000 different types of items at 18 storerooms.

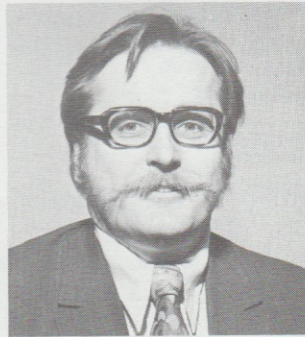
The procurement engineers and buyers report to Tobin. As one part of the reorganization, procurement engineers now also purchase materials in addition to preparing the specifications.



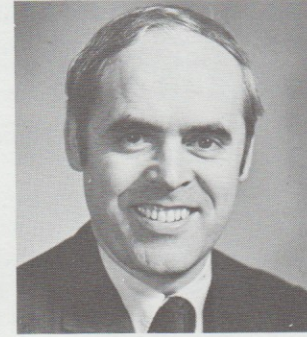
Larry Pianto



Frank Johnson



William Roman



Edward Tobin

The Winter of '78: Worst in CTA History

Riding on CTA buses and trains increased 12 to 14 per cent during bad weather in late January and early February. Fare collections showed similar increases, but the increased revenue was more than offset by storm-related costs.

"This was the worst period in the CTA's history in terms of weather-related equipment damage and schedule problems," said George Krambles, CTA Executive Director.

"We were very grateful for the patience of our riders, and we regretted very much that our new riders could not have come to us under more favorable conditions.

"We sincerely hope that our new riders will remain with us because, as the weather improves, our service will rapidly improve.

"The CTA and all of its riders are greatly indebted for the snow-fighting work by the city of Chicago, the state and the suburban municipalities in which we operate.

"Without this snow-fighting work on the arterial streets and expressways, much of the transportation network, including our bus operations, would have been at a standstill," Krambles said.

Many CTA employees, mostly in the maintenance shops and the yards, worked 12-hour shifts around the clock to keep the rapid transit system running.

"We regretted the delays, but these were unavoidable," said Krambles. "Many rapid transit cars were damaged by the weather.

"We had to cancel some runs and to shorten trains in some instances. These instances along with the increased riding during the bad weather made for overcrowding of station platforms and trains."

All of the CTA bus routes were operated with the full fleet of buses, but there were many delays which caused excessive intervals between buses and which forced turnbacks short of destinations.



The CTA report indicated that the riding increases were larger in the first six days of the snowy weather --from Thursday, Jan. 26, through Tuesday, Jan. 31.

In these six days, riding on CTA buses and trains totaled 10,082,600 rides, representing an increase of 13.7 per cent over 8,867,000 rides in the comparable six days of last January.

In the first five days of February--from Tuesday, Feb. 1, through Sunday, Feb. 5--CTA riding totaled 9,199,500 rides, representing an increase of 11.7 per cent over 8,237,900 rides in the comparable five days of last year.

Honored for Rescue Efforts

Five CTA maintenance employees of the Limits Garage were honored at the CTA Board meeting Feb. 1 for their heroic efforts in rescuing persons during a residential fire near the garage. Appearing at the Board meeting were (left to right): Raul Robaina and Guido Mrzena, bus repairers; Kenneth Hanna, bus serviceman; and Emmett O'Donnell, foreman. Frank Fulton was unable to attend. At 0130 hours on Jan. 9, O'Donnell saw the fire in a one-story frame house and summoned the fire department. Robaina and Fulton entered the building and rescued an elderly man. Residents of nearby houses were awakened and helped to safety by Hanna and Mrzena. The fire spread to several other buildings.



Transit of Yesteryear



63rd Street and Cottage Grove Avenue Looking North, 1935.



Lake Shore Drive and Ontario Street Looking North, 1930.

New Cicero Station Opened On Douglas

A new Cicero avenue station of unusual design and with special features for the handicapped was opened Jan. 18 on the CTA's Douglas rapid transit route.

Built at a cost of \$868,000 in federal and state funds, the new station extends from the west side of Cicero avenue to 49th avenue. It replaced two old stations--at Cicero and 50th avenue.

There is a concrete center platform 420 feet long and 21 feet wide. The platform canopy, 420 feet long and 40 feet wide, extends over the tracks on each side, and is supported by columns beyond the tracks.

Instead of steps, there are ramps from both ends of the station to the platform. At the Cicero avenue entrance, a special entry-way (instead of turnstiles) is available to handicapped persons. Entry areas at both ends of the station are enclosed in glass.



Evanston Davis Station Is Being Modernized

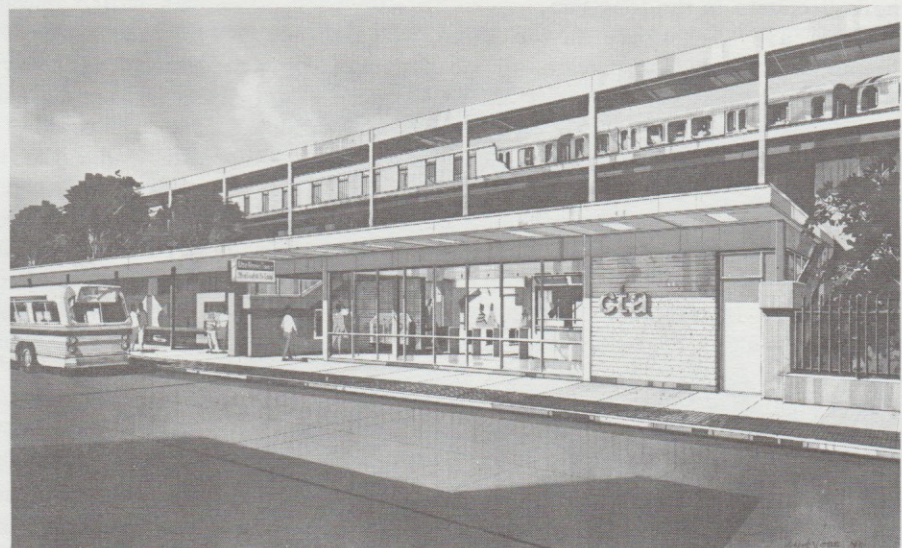
A contract for \$298,300 was authorized by the Chicago Transit Board for modernizing the Davis rapid transit station in downtown Evanston. Entirely new station facilities will be built at street level. There will be a glass-enclosed area with a ticket agent's booth and fare collection facilities.

Contracts totaling \$241,028 also were authorized for the installation of fluorescent lighting, wind-screens and infra-red heaters at the Foster and Noyes stations in Evanston.

Funds for the improvements at the three stations are being provided through a grant from the U.S. Department of Commerce under a program of the Economic Development Administration. The

federal grant was sought by the CTA in conjunction with the Cook

County government and the Evanston City government.



A Breath Of Spring

By W. B. Wolfan

That timeworn phrase, "Spring is just around the corner," holds a double meaning for Chicagoans this snowbound winter of 1978. Primarily, it means that spring will bring an end to the tedious, long winter nights of sitting home by the television set and watching Monday night football with Howard (the mouth) Cosell and listening to those gloomy weather reports of 40-degrees below zero wind chill. That wind chill factor is disturbing indeed. Wonder how we got along without it for so many years?

Secondly, the advent of spring means that baseball as played by the Cubs and White Sox will soon be with us again at Wrigley Field and Comiskey Park, and that is welcome news for all who enjoy our national pastime. After the Super Bowl hullabaloo and subsequent floperoo, we still rate baseball as the No. 1 spectator sport.

Right now Cub and Sox veterans and rookies are taking off excess poundage in running drills, intra-squad games and other conditioning activities in their spring training camps.

The White Sox are in Sarasota, Florida, while the Cubs are holding spring drills in Scottsdale, Arizona.

Cub fans will be watching one individual in particular, the lad from Arlington Heights, Dave Kingman, who introduces his home run bat to the Cubs offense this upcoming season. He cost the Cubs a million dollar free agent contract. They think it will pay off in home run production and at the box office, which is where it counts in the long run.

There are few hitters in the game who possess Kingman's tremendous power. When Kingman connects, he hits the ball a country mile. He puts every inch of his 6-foot, 6-inch, 210 pound frame into his swing. Kingman holds another distinction. He strikes out with great frequency, and will probably go down swinging many times with the Cubs. But the fact remains that he is a long ball threat every time he comes to the plate. Add Kingman's power to a lineup that includes Bill Buckner and Bobby Murcer and the Cubs can break up games with the big rally. No question about it.

The signing of Kingman has benefited ticket sales, according to Cub officials, and should he batter down the fences at Wrigley Field, there will be standing room only.

Teammates say that if Kingman ever cuts his roundhouse swing down to normal size, he'll hit 70

home runs. If that ever happens, the Cubs might be flying a divisional pennant, perhaps even a National League flag, at their home park sooner than you think.

The Cubs have been strengthened by the addition of Dave Rader behind the plate. He will provide first class catching. Much also depends upon Bruce Sutter's complete recovery from last year's ailments. Mike Krukow and Ray Burris could do better. If they do the Cubs may be a real surprise club.

Out at Comiskey Park, Richie Zisk and Oscar Gamble are gone. The White Sox have acquired from the California Angels a young man who can do it all on the diamond, Bobby Bonds. Bobby should quickly replace Zisk in the affections of Sox fans for at least a single season contract. He is the ultimate allaround player. Last year he hit 37 home runs, batted in 115 runs, scored 103 runs and stole 41 bases. His batting average last year was only .264, but his overall talents were invaluable to the Angels.

In 1975, Bonds hit 32 home runs and drove in 85 runs. Despite knee injuries, Bonds stole 30 bases. The season of 1973 was also a big year for Bonds with 39 home runs and 40 stolen bases. He is a member of the exclusive power plus speed club that includes such great talent as Cincinnati's Pete Rose and the incomparable Willie Mays.

Besides his power hitting, Bonds is an outstanding defensive player who will help strengthen the Sox in cutting off enemy runs. Bonds cannot help but be of immeasurable importance in all departments for the Sox. The one drawback is that he hasn't signed a contract and plays out his option this year. Bonds has indicated he wants lots of money to stick around Chicago; money which he is not likely to get from Bill Veeck and his multi-partnered baseball enterprise.

Another new White Sox face to be watched out at 35th and Shields is Ron Blomberg, the ex-Yankee.

Plagued by injuries last year, Blomberg is Bill Veeck's hope as a power slugger, who may find the Sox park to his liking. A left-handed hitter, Blomberg was hailed enthusiastically when he first came up to the Yankees as a potential star. But he saw very limited action with New York, and Veeck hopes a Sox uniform may make him blossom forth into a valuable asset. Veeck is known as a shrewd judge of baseball talent and the addition of Blomberg may prove as surprising as some of Veeck's choices in the past. Remember when he obtained an aging Ted Kluszewski? The big Klu helped the Sox in that successful 1959 pennant drive.

The White Sox kick off the home season on April 7 against Boston's Red Sox. Ticket sales for 1978 have been really booming.

The Cubs open on the road at Pittsburgh on April 7, and one week later, on Friday, April 14, they open at home against the tough Pirates.

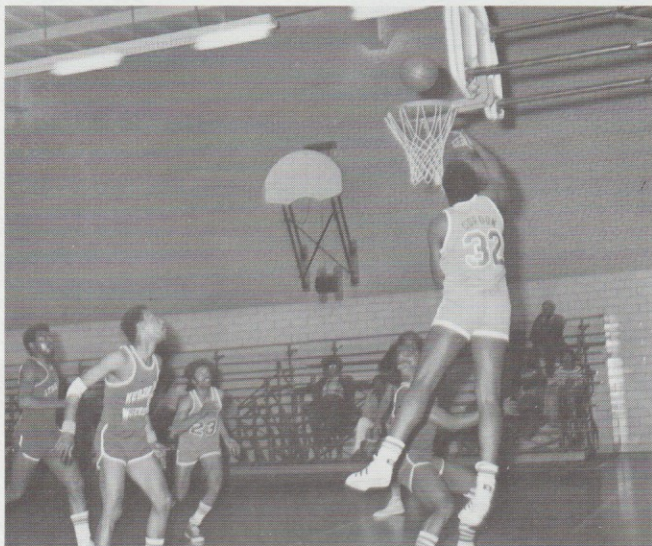
So have patience. It won't be long before it will be hot dog and base hit time at the good old ball park (paraphrasing Jack Brickhouse).

G.O. and Kedzie Jinxed

Friday the thirteenth seemed to be a jinx day for the General Office and Kedzie basketball teams as they lost to Limits and North Avenue respectively.

In the first game, Limits, down at the half 28 to 27, came back to beat the G.O. team 75 to 60 through the fine shooting efforts of Larry Shelton who scored 26 points. In the final game, a fine North Avenue team dominated the play and beat Kedzie 94 to 71. High man for North Avenue was Charles Hill with 27 points.

The games are played each Tuesday and Friday night at Washington Park Fieldhouse, 55th and King Drive, starting at 1900 hours. Admission is free, and everyone is invited to come out and root for their favorite team. League play will continue until March 17, with the playoffs to begin on March 21.



A. Gordon, 32, North Avenue, scores 2 of his 16 points on this layup as L. Franklin, 15, and A. Hughes, 23, Kedzie, J. Nelson, 23, North Avenue, and J. Snead, Kedzie, watch the action.



A. Hughes, 23, Kedzie, goes in for a layup as W. Frye, 55, North Avenue, L. Franklin, Kedzie, A. Gordon, 32, North Avenue, and A. Willis, 00, North Avenue, wait for the rebound. C. Hill, 24, North Avenue, seems to think his team will recover the ball and heads downcourt.



J. Bayer, 00, and R. Tuck, 33, of G.O., seem to be in trouble going for a rebound. They are surrounded by Limits players P. Patton, L. Shelton and W. Williams.



E. Milbrook, 30, G.O., seems to have a face full of basketball, as W. Williams, 24, Limits, tries to knock it away. P. Patton, Limits, and T. Prendergast, G.O., await the outcome.



W. Edmonds, 28, G.O., goes high to the rim for a rebound as W. Williams, 24, Limits, F. Ross, 7, G.O., E. Milbrook, 30, G.O., and D. Thomas, 2, G.O., wait to assist.

Latest Suggestion Plan Winners

Kenneth E. Blocker, blacksmith-welder at Skokie Shop, has won \$65 from the Employee Suggestion Plan for recommending that CTA purchase safety spring hooks instead of making them at Skokie. Frank Bonk, signal maintainer, West Shops, received a check for \$25 for proposing that allenite grease fittings be installed on all model M3 switch machines.

Michael Healy, another blacksmith-welder at Skokie, won a second Honorable Mention award of \$25 and a merchandise certificate worth \$10 for designing a fixture that increases production and makes more accurate and uniform the welding of cable brackets on Budd truck motor mount link assemblies.

Similar awards were given to Frank E. Sprovieri, carpenter, South Shops, for recommending a way to resolve the problem of battery tray slide rails in buses separating, allowing the battery tray to fall, and to David E. Murry, stock clerk, Storeroom 15, South Shops, for suggesting that the two sides of the handles on soldering guns be purchased separately instead of as a set.

William Wilson, acting foreman, Forest Glen, received \$15 for the idea of installing non-skid floor tile in the new computer booths of fuel islands at Forest Glen. Keith J. Klein, bus repairer, Limits, also received \$15 for suggesting that the garage doors at Limits be marked for height clearance.

Awards of \$10 each for safety suggestions were given to three Skokie shopmen. Joseph J. Cunningham won his for suggesting the posting of a "No Smoking" sign in a laundry room at Skokie, where flammable liquids are used and stored. Gene Silicani proposed making an eight-inch hole in the center of a hand truck used to carry bolsters to the paint shop so the bolsters could be kept from rolling off. Eugene D. Simpson recommended the use of a stand bolted to a drawbar for easier installation and removal of tail plug nuts.

Honorable Mention gift certificates were won by Arnold H. Hillstrom, chief clerk, 52nd Street; William Wong, unit supervisor intern, Automotive Vehicle Maintenance; Patrick D. Smith and Bill Van Ornum, both bus drivers at Forest Glen; Edward A. Pala, bus repairer, North Park; Rita M. Hurley, clerk, Plant Maintenance; Len Lohn, clerk, Personnel Development; Donald R. Yabush, news bureau director; and Jeff Stern, technical writer, both in Public Affairs.

Certificate recipients at South Shops included Richard Grajek, electrician; Al Haas, carpenter; John A. Siebert, stock clerk, Storeroom 51; and Jerome E. Walter, journeyman mechanic. Winners at Skokie Shop were Louis Domokos, blacksmith-welder; Virginia G. Harrer, terminal record clerk; Kerry Howe, electrical worker; and Byron D. LeVault, electrical worker apprentice. West Shops winners included James A. DePratt Jr., plumber; William F. Glassner, escalator serviceman; and Malcolm Simpson, escalator inspector.



Carolyn Ray, Suggestion records clerk, holds a special plaque that was presented to Fred King (second from right), manager, Human Resources, by the National Association of Suggestion Systems to mark CTA's 25 years of sponsoring a suggestion plan. Also representing CTA at the ceremony were Leon Berry (left), Suggestion analyst, and Arlene Zittman, secretary to the manager. (CTA photo by Julius Brazil)

From a Thoughtful Rider

Donna M. Tokar, of Harwood Heights, wrote CTA about her experience Jan. 26, the first day of the storm.

"After having returned home only 25 minutes later than usual today, I would like to say 'Thank you, CTA!' I was extremely surprised and delighted with both bus and train service on a day such as this. I rely totally on CTA to transport me to and from my job, and I will admit I am one to complain when service is slow, but I also believe in recognizing and praising a job done 'above and beyond' the call of duty.

"Your staff is to be commended for handling a most difficult and massive volume of traffic in a highly efficient and courteous manner. I can only hope that more riders will take a little time out and consider just how they would react under such adverse conditions. It does us all good to say something constructive about service we take for granted."

Safety Awards Presented

Forest Park terminal won the fourth quarter Public Safety Award in rail competition with a combined traffic and passenger accident frequency rate of only 0.32. That comes down to just one accident per 300,000 miles of operation.

The Public Safety Award won by North Avenue garage was its second consecutive award in 1977, and its fifth in the past eight quarters. North Avenue's traffic rate for the fourth quarter was 5.63 per 100,000 miles of operation. Its passenger accident frequency rate was 1.05, the lowest of any garage during the fourth quarter.



Willie Floyd (left), motorman, and Greffen Harrington (right), conductor, were selected outstanding employees at Forest Park terminal by Bob Suta (second from left), superintendent. The fourth quarter Public Safety Award was presented to the terminal by Vic Coleman (second from right), director, Security Liaison and assistant to manager, Transportation.



Drivers Jose Crespo (second from left) and Armando DeBuono (second from right) received special recognition certificates from Tom Boyle (left), manager, Safety, for helping North Avenue win its fourth quarter, 1977, Public Safety Award. Taking part in the ceremony was Jim Roche (right), director, Utility.

Combined Buys CTA Passes

At a City Hall press conference Feb. 16, Mayor Michael A. Bilandic announced that the Combined Insurance Company of America had become the first Chicago company to take advantage of the CTA's new monthly pass plan.

The mayor's announcement was made after the RTA Board had approved the CTA's proposal to sell the \$25 monthly passes to Combined for its employees beginning March 1.

W. Clement Stone, chairman of Combined, said the company will resell the \$25 CTA passes to its employees for \$14, thus giving employees a discount of \$11.

Stone said he drives from his home in Winnetka to Combined's headquarters at 5050 Broadway in Chicago, but that he will be using one of the CTA passes for trips to and from other activities downtown.

"I have ridden transit for many years," said Stone. "We at Combined recognize that transit is the more economical method of transportation, and we are happy to make the CTA monthly pass available at the \$11 discount to our more than 1,500 employees."

Edward F. Brabec, CTA vice-chairman, said the CTA is "very grateful to Mr. Stone and Combined Insurance for this wonderful response" to the monthly pass plan. The participation by Combined, Brabec said, is "certain to give great impetus to the plan."

Kenneth Sain, "acting chairman of the month" of the RTA, spoke as the RTA's representative at the press conference.

The American Hospital Supply Corporation, with its headquarters in Evanston, was the first company to adopt the CTA monthly pass plan.

For headquarter employees of this company, the CTA pass became effective Feb. 1 under an unusual plan whereby American Hospital Supply raised salaries \$30 a month (after taxes), which employees may choose to use either for parking costs or public transportation. The company has added an incentive favoring public transportation by selling the \$25 CTA pass for \$18.75, at a 25 per cent discount.



Amelita Barreras, applications analyst in the Datacenter, has a new pride in her smile. At a ceremony Jan. 17, she became a U.S. citizen. Amelita came to Chicago six years ago from the Philippines, and lives in the Lakeview community on the north side.

Boettin Family Celebrates Paul's Last Run

It was a festive occasion on February 14th on the No. 68 Northwest Highway bus route. Paul Boettin, a bus driver who will retire March 1st after 36 years of service, was joined on his last run by all his family members from the Chicago area and some close friends. Relatives from Chicago Heights, Oak Lawn and Itasca braved the inclement weather, and his daughter-in-law travelled in from Barrington with three of Paul's grandchildren, Donna, Darlene, and David.

After the run was completed, everyone gathered at the Boettin home for a retirement party. Paul and his wife, Margaret, plan to enjoy retirement by travelling around the country in a trailer.



The party started early for (left to right) Donna Cunihan, Shirley Jackson, Jack Jackson, Paul's wife, Margaret, and Ruth Palmer (far right).



Friends and relatives at Jefferson Park.



Paul Boettin and his wife, Margaret, awaiting his last run at Jefferson Park.



Left to right: Paul's son, Ron Boettin; his wife, Margaret; Paul; and his daughter, Joanne Boettin, a CTA accounts payable clerk in the Merchandise Mart.

'Bud' Rosendhal and George Riley Retire

Joseph (Bud) Rosendhal, 62, CTA expert in bus maintenance, retired Jan. 1 after 30 years service.

Rosendhal began as a bus repairman in the former Noble street garage, and moved to the South Shops in 1951 as an industrial engineering assistant.

After serving in other positions, he became superintendent of automotive maintenance in 1974, and last year was named special assistant to the director of maintenance.

Rosendhal and his wife, Virginia, plan to move to their vacation home near Tomahawk, Wis., from their far southwest side home. (CTA photos by Eric Blakely)



Rich Juvinall, Karen Cook, and Rosendhal.



Seated, left to right: Rosendhal; his wife, Jean; George Krambles; and Mathilda Jakubowski. Standing: Jim Repplinger and George Haenisch.



Riley's retirement gifts included a portable electric typewriter and a fare register.

George A. Riley, 63, retired Jan. 1 as director of support services in the Transportation Department after 41 years service in transit.

He began as a motorman with the former Chicago Surface Lines in 1936. During 17 years in the Training Department at the CTA, Riley advanced from instructor to superintendent of instruction. In 1956, he became superintendent of operating stations, and was appointed director of support services in 1974.

Riley was honored at a retirement party on Jan. 12.



Left to right: Bill Roman; Madge Riley, George's wife; George Riley; and Arlene, George's daughter, with her husband, Bill Kraszczyk.

Frank Misek Retires

Frank J. Misek, director of routes and systems, retired Feb. 1 after 40 years of service with the CTA and the predecessor Chicago Surface Lines. With the CTA, he first was an engineering assistant and then an operations planning engineer. In 1967, he was named supervisor of research and planning; and in 1974 he was appointed director of routes and systems in the Operations Planning Department. Misek was honored Jan. 27 at a reception given by his CTA associates.



George Krambles and Misek



Dancing with his wife, Stacey



Ralph Tracy, Gerry Graybiel, and Wally Gaedtke



Harold Brown, Misek, and Tom Boyle

Service anniversaries in February

35 years

J. R. Boland, Property Management
J. J. Dubinski, 69th Street
J. J. Duffy, Central Counting
C. R. Giltmier, Beverly
J. Pope, Treasury
A. J. Samaska, South Shops

30 years

L. F. Ashley, Claims/Law
J. Capaccio, Maintenance
D. L. Casalino, Rail System
J. J. Cirino, Electrical
M. G. Gilmartin, Kedzie
E. Huffmon, 77th Street
R. C. Jerozal, 69th Street
C. C. Jones, 52nd Street
F. M. Kaisher, Kedzie
E. C. Kennard, 77th Street
E. P. Killian, Skokie Shop
M. Kissel, Ashland/95th
J. Kovatz, 69th Street
N. Murden Jr., 77th Street
D. F. Noncek, Instruction
C. E. Skora, Stores
A. M. Tennelle, District A
G. H. Ward, North Park
E. White, Kedzie
T. W. Wiczorek, Electrical
H. Williams, District A
R. K. Williams, Travel Info. Ctr.
A. J. Wolowicz, Forest Glen
C. A. Wunch, South Shops

25 years

W. L. Bunch, Control Center
W. L. Carter, 77th Street
D. M. Doljanin, Stores
J. J. Hartman, North Avenue
A. W. Howard, Beverly
J. E. Keane, South Shops
L. Kremer, Skokie Shop
W. L. Krogh, Maintenance
L. D. Page, 69th Street
A. Prince, Agents South
C. M. Riley, Veh. Equip. Design
R. Shaw, Beverly
J. W. Sparks, 77th Street
E. S. Strugalla, Kedzie
J. M. Sullivan, Contract Constr.
J. G. Vogt, Beverly

CTA TRANSIT NEWS

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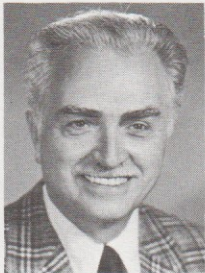
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NEW PENSIONERS

JOINING THE ranks of the retired on February 1 were the seven employees pictured here who had 40 or more years of transit service with CTA and its predecessors.



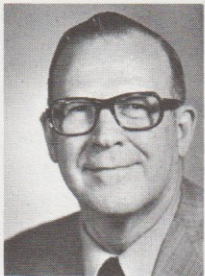
H. W. DAVIS
41 Years



R. G. PIEPER
41 Years



W. J. DONAHUE
41 Years



R. K. KEAG
41 Years



J. S. CERVENKA
41 Years



E. F. TROIKE
40 Years



F. J. MISEK
40 Years

VERNON S. BROOKINS, Janitor, Maintenance, Emp. 1-28-49
JAMES S. CERVENKA, Painter A, South Shops, Emp. 2-12-36
PAUL J. CZAJA, Car Repairman, Wilson, Emp. 1-10-46

HAROLD W. DAVIS, Clerk, North Section, Emp. 1-12-37
WILLIAM J. DONAHUE, Operator, 69th Street, Emp. 8-18-36
BRUNO F. GORSKI, Controller, Operations Control, Emp. 7-22-46
DENNIS J. GRIFFIN, Lineman, Maintenance, Emp. 5-21-47
JOHN M. HART, Motorman, Douglas, Emp. 3-23-53
JAMES HILL, Operator, 52nd Street, Emp. 2-27-46
EDWARD A. IRWIN, Switchman, North Section, Emp. 4-25-50
MAX J. JANOWSKI, Operator, North Avenue, Emp. 10-10-42
WILBURT A. JARCHOW, Foreman A, Archer, Emp. 12-10-45
JAMES L. JONES, Operator, 52nd Street, Emp. 1-22-46
JOHN J. KANE, Supervisor, District B, Emp. 5-24-41
LOUIS J. KARIOLICH, Electrical Worker A, Skokie Shop, Emp. 11-11-46
ROBERT K. KEAG, Station Superintendent, Kedzie, Emp. 8-10-36
FRANK J. MISEK, Director Routes/Systems, Operations Planning, Emp. 10-05-37
AXEL PETERSEN, Telephone Operator, 77th Street, Emp. 6-05-41
ROBERT G. PIEPER, Stores Coordinator II, Materials Management, Emp. 9-08-36
OTHAS RICHARDSON, Janitor, Maintenance, Emp. 6-12-51
JAMES D. RIORDAN, Painter, Maintenance, Emp. 6-07-48
JOSEPH SALAMONE, Lineman, Maintenance, Emp. 11-28-47
RAYMOND J. SCHRAMM, Operator, Beverly, Emp. 8-22-41
PAUL J. SCHREVES, Bus Repairer, North Park, Emp. 3-23-44
JOHN J. SESTAK, Bus Serviceman, Archer, Emp. 8-06-46
JOSEPH A. SOWIZRAL, Welder Foreman, South Shops, Emp. 11-30-48
EDWARD F. TROIKE, Supervisor, Rail South, Emp. 4-15-37
LOUIS C. TROKEN, Clerk, Personnel, Emp. 1-11-49
GEORGE J. VIKERAS, Sr. Storekeeper, Materials Management, Emp. 4-29-46
WALTER F. WANTROBA, Operator, 69th Street, Emp. 3-17-43
DANIEL J. WATERS, Signal Foreman, Electrical, Emp. 5-09-42
JOHN R. ZANE, Communications Tech., Electrical, Emp. 11-18-70

DISABILITY RETIREMENTS

JERRY LEWIS, Operator, 77th Street, Emp. 2-14-50
RUSSELL P. LIPARI, Operator, Archer, Emp. 7-25-55
HUBERT K. STINSON, Operator, Beverly, Emp. 9-08-66

IN MEMORIAM

GEORGE H. ANDREWS, 85, West Section, Emp. 11-10-43, Died 10-19-77
NICHOLAS J. ARNS, 82, North Section, Emp. 3-15-20, Died 12-13-77
HARRY A. BAKER, 77, Lake Street, Emp. 8-02-18, Died 12-21-77
CHRIST BILOTICH, 89, Kedzie, Emp. 10-01-06, Died 11-22-77
MICHAEL P. BRASHAVETZ, 67, Limits, Emp. 10-24-52, Died 11-26-77
EVERETTE BURT, 72, North Park, Emp. 4-22-26, Died 12-30-77
WALTER M. COLLINS, 87, Electrical, Emp. 5-14-14, Died 11-16-77
JOHN J. DALTON, 88, Grand Avenue, Emp. 8-01-17, Died 12-04-77
PATRICK DALY, 80, 77th Street, Emp. 7-17-23, Died 12-30-77
ALVIN DAVIS, 71, 52nd Street, Emp. 7-05-24, Died 12-05-77
CHARLES F. ESTELLE, 62, 77th Street, Emp. 1-10-49, Died 1-16-78
CLIFFORD H. HICKS, 42, Training Ctr., Emp. 3-02-59, Died 1-01-78
THOMAS J. HOPKINS, 81, 77th Street, Emp. 1-13-20, Died 12-05-77
BERTRAND JOHNSON, 63, 69th Street, Emp. 12-02-46, Died 12-07-77
THOMAS JOYCE, 78, 61st Street, Emp. 8-05-19, Died 12-19-77
HARVEY A. KRAUTLEIN, 81, North Section, Emp. 5-24-16, Died 12-12-77
STERNER LINDROTH, 71, Executive, Emp. 10-29-29, Died 12-20-77
HENRY C. LUPLOW, 72, 77th Street, Emp. 12-30-33, Died 12-20-77
FERDINAND MARTINO, 71, North Section, Emp. 11-04-43, Died 12-17-77
HARRY E. MINOGUE, 71, Archer, Emp. 10-26-36, Died 11-27-77
WALTER V. NADOLNY, 81, Howard, Emp. 1-28-27, Died 12-19-77
GLEN D. PEYTON, 67, 69th Street, Emp. 4-19-34, Died 12-07-77
FRANK J. PIENTO, 65, Skokie Shop, Emp. 6-04-46, Died 12-09-77
PETER POPOVICH, 83, Way & Structures, Emp. 8-28-29, Died 12-02-77
WILLIAM REHDER, 64, Maintenance, Emp. 7-29-41, Died 12-30-77
FRANK ROTT, 84, West Section, Emp. 12-16-13, Died 12-09-77
GEORGE H. SANBURY, 89, Kedzie, Emp. 2-23-12, Died 12-09-77
MELVIN C. SCHEINER, 66, Mgmt. Services, Emp. 8-07-45, Died 12-28-77
ANDREW M. SCHOFFEN, 75, North Park, Emp. 2-09-37, Died 12-12-77
JUSTIN A. TUMAS, 86, 69th Street, Emp. 8-22-18, Died 11-29-77
FRANK URSO, 95, Maintenance, Emp. 10-02-20, Died 11-20-77
EDWARD R. WYNN, 77, Skokie Shop, Emp. 5-31-28, Died 11-17-77

Tell Your Friends And Neighbors

To Take No. 126 Jackson or No. 149 Stateliner Buses
To Field Museum for Peru's Golden Treasures Exhibit



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Field Museum

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Sat 07 00-18 00 (6 00PM)

Sun 08 15-18 30 (6 30PM)

149 Stateliner

Mon-Fri 08 00-18 10 (6 10PM)

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TP 2197

The CTA is using a combination of special bus stop signs, station posters, car cards and the cover of the latest issue of the Route Map to promote riding to the Field Museum for Peru's Golden Treasures exhibit. The exhibit, which will continue to May 21, features more than 200 magnificent pieces that comprise the largest collection of Peruvian gold artifacts ever to be shown in the United States.

Downtown, the special bus stop signs have been posted east from Union Station along the 126 Jackson route, which serves the Field Museum every day, and along the 149 Stateliner route, which serves the museum Monday through Friday.

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