



New substations increase efficiency

Most Chicagoans have been warned since childhood not to go near the "hot" third rail at CTA tracks. Hardly anyone can tell you how the third rail gets "hot" in the first place.

Six hundred volts of power are thrust onto the third rail from 34 electrical substations throughout the rapid transit system. But the electrical charge must go through many changes before it's ready to be used for the third rail. The substations perform this function.

A project to replace the 13 oldest substations began in 1975. They were divided into two groups. The first group of seven were in service by 1978.

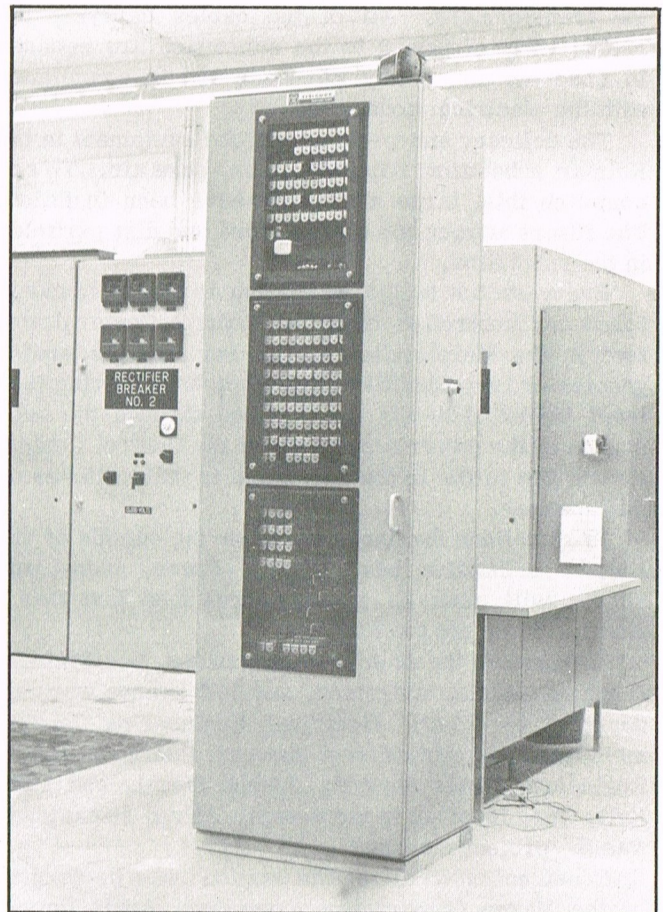
The brand new Kolmar substation is one of the group of six remaining substations that are either in service or under construction. Kolmar, which went on-line in February, replaces the old and outdated station housed next door in an old building owned by Commonwealth Edison. The new station is sleek and modern, with the latest in electrical equipment. All of the new CTA substations are designed with economy a priority. They need no personnel except for a maintenance check once a week.

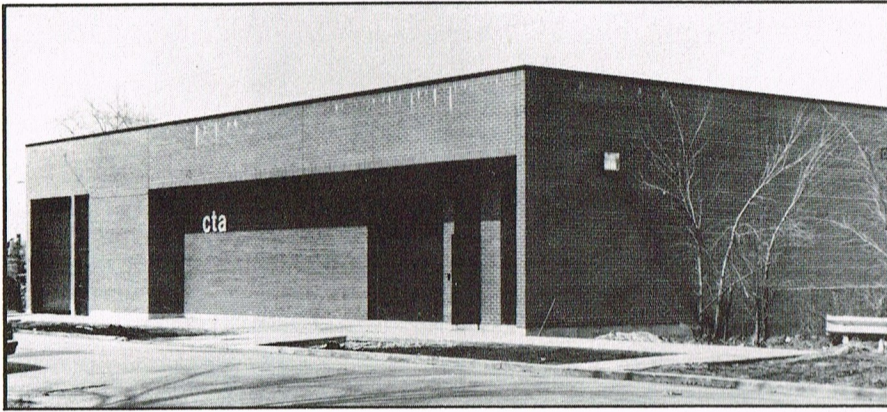
At the substations, 12,000 volts of AC current from the electric company are channeled into two giant transformers which reduce the voltage to 600. The transformers are in an open-air courtyard. Since they get very hot, they must be chemically cooled in the summertime. The cooling system is included in the transformer itself.

Once the voltage is reduced, the current must be converted from AC type to DC type. This work is done by machines in the main room of the substation called rectifiers. This conversion is done because the third rail only accepts DC type electricity. (cont., page 2)

The sleek lines of the new Kolmar substation are a great improvement over those of the old building that it replaces.

The switch-gear box provides control of the substation by the Control Center in the Merchandise Mart.





Left: The Ridgeland substation has the same sleek lines as Kolmar.

Below: Project manager Alfred Menanteaux points out spare auxiliary rectifier.

Middle: Grounding cables and reactors are located in the basement of the substation.

Bottom: Transformers in their outdoor court yard are shielded from public access by brick walls.

(CTA photos by Bert Cadney)

In the case of a power failure, Commonwealth Edison has provided an emergency power supply that switches into service automatically and lasts until the normal power supply is restored.

With all of this power going in and out of the station, Kolmar has plenty of circuit breakers and trips to prevent overheating of the cables. Even the circuit breakers have circuit breakers--called reactors. The reactors are located in the basement of the substation. Loud crashing sounds heard periodically are the result of the reactors absorbing gear switches that would be too much for the more delicate circuit breakers to handle.

Also in the basement is the grounding system for the transformers. All of the cables carrying the 12,000 volts of power to the substation are encased in concrete for safety purposes and in compliance with the electrical code.

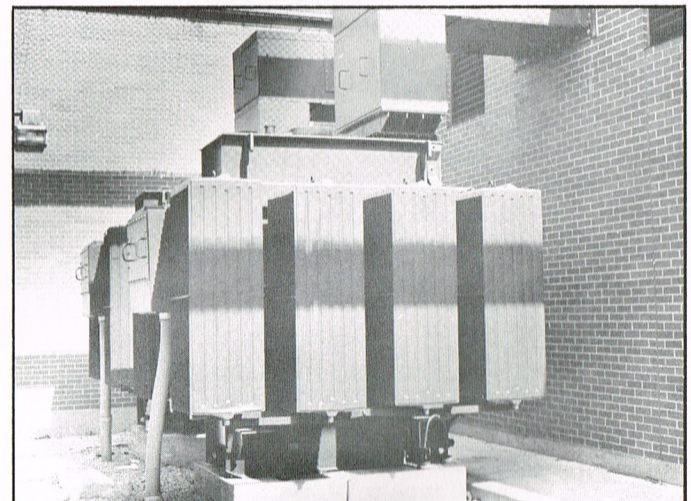
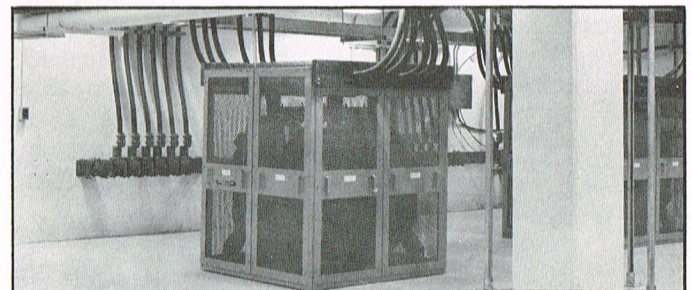
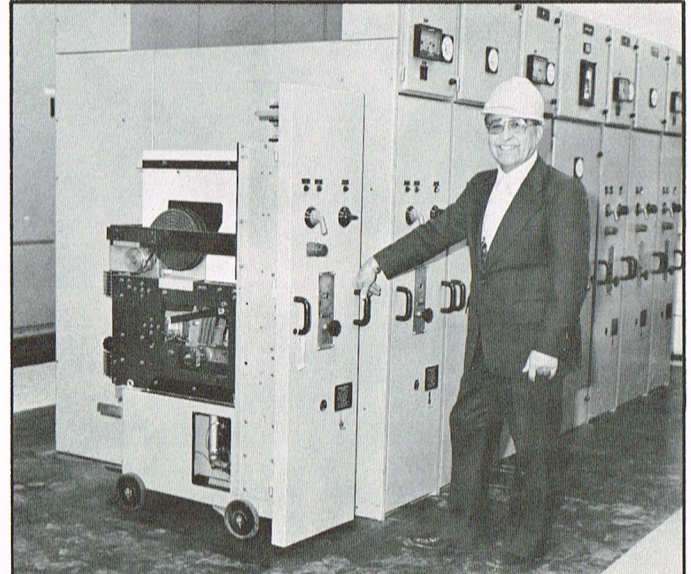
The delicacy and precision of the equipment in the Kolmar substation requires clean, pure air. To accomplish this, large air filters have been installed. The filters attract and capture dust and dirt particles in the substation.

Every switch at the substation is remotely monitored and controlled from the Control Center downtown in the Merchandise Mart. For example, emergencies or irregularities on the tracks requiring isolated power shut-offs are handled through the substation by the power supervisor at the Control Center. No one has to run to the substation to pull switches or push buttons.

Preparations for landscaping on the outside of the Kolmar substation have begun. Trees, grass, and shrubs will soon be growing upon land that was a garbage dump not too long ago.

Kolmar and the other five substations, Des Plaines, Douglas, Kedzie, Ridgeland, and 54th avenue were all designed by CTA's Electrical Engineering Department under the direction of Manager George Millonas. Engineers James Stewart, Joseph Siegal, and Mike Kelly were involved in the design. Alfred Menanteaux was the project manager.

Construction on all of the stations was performed by the Maron Construction Company. Funds for the multi-million dollar project were provided by local, state, and federal governments.



Busy volunteer squeezes in job

Article by Michael Anderson. Photo by Carmen Reporto. Reprinted with permission from The Chicago Sun-Times, March 10, 1980.

James Thomas finds just enough time to squeeze in a job among his volunteer activities.

He is coordinator for the Chicago Hearing Society's weekly recreational club for deaf teen-agers. He is a "big brother" to a deaf youth and sees him several times a month. As a Juvenile Court volunteer, he works with first-time offenders who have been placed on probation. And Thomas sits on the advisory board of the Roseland Mental Health Center.



Yes, he really does work full-time. Thomas is in his 14th year with the CTA as a rapid-transit motorman. He said his unusual work schedule allows him time for his assorted public service.

"My day with the CTA ends at 1:30 p.m.," Thomas said. "I have the rest of the day to myself."

Thomas is one of 11 unsung heroes chosen for the Sun-Times Thomas Jefferson Awards for community service from among hundreds of "good people" whose names were submitted by the public.

The 36-year-old Thomas said his active life as a volunteer grew out of an experience with his own children, now ages 11 and 5.

He said that while working in one of his children's cooperative nursery school, he took special interest in a child who appeared withdrawn and unable to socialize with the other children. The school's psychologist noted Thomas's instinctive skill. "She said I had good gut reactions," he said.

Thomas then took courses at Kennedy-King College in child development. He studied sign language at the Hearing Society. And a volunteer was born.

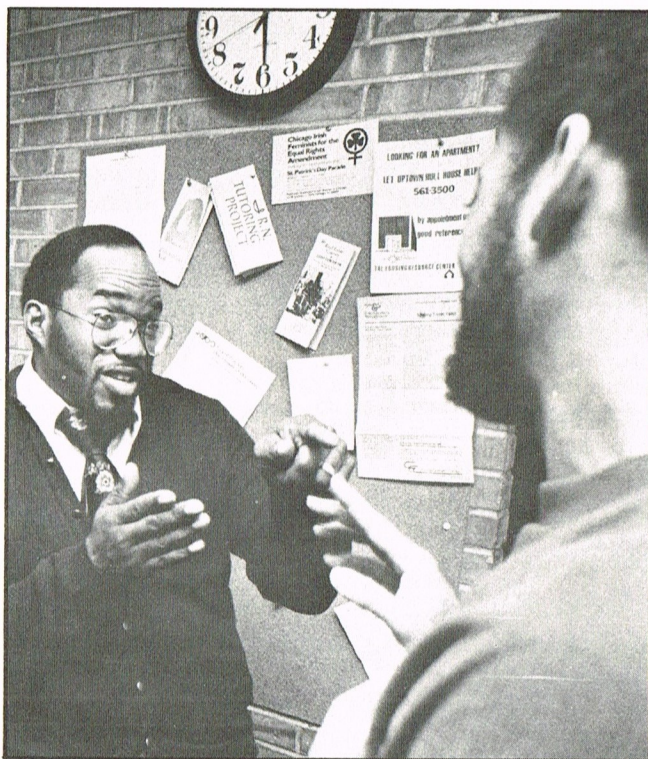
"I was just trying to broaden my own perspectives," Thomas said. "If a parent had an exceptional child and wanted help, I wanted to be able to help them."

His unique combination of concern and skills with sign language enabled Thomas to become the city's first volunteer with the Hearing Society when it began its Big Brother/Big Sister program four years ago.

The skill has been of service on the job, too. Thomas has been called to interpret conductors' announcements for the benefit of deaf passengers.

Into an already busy life, Thomas plans to inject new areas of volunteerism. He wants to serve the elderly or the blind.

Thomas and the 10 other award winners will be honored by the Sun-Times at a luncheon March 21 with a bronze medallion bearing the Great Seal of the United States. And he and the others will be considered for one of five \$1,000 national Jefferson Awards to be presented in Washington, D.C., in July by the American Institute of Public Service.



Volunteer James Thomas, 36, uses sign language to talk to Eric Henton, a student at the Loop YMCA.

Tuition aid plan increased and simplified

The CTA's tuition aid plan for reimbursing employees for their college studies has been increased and simplified.

"The reimbursement limit has been increased from \$500 to \$750 per school year (August 1 through July 31)," said Norine Stratton, training coordinator in the Training/Development programs section of the Human Resources Department.

"The percentages of reimbursement have been simplified," Ms. Stratton said. "Under the new simplified program, the CTA will reimburse employees 100 per cent for tuition for job related courses, 75 per cent for courses leading to a bachelor's, an associate's, or master's degree in fields related to work at the CTA, and 50 per cent for courses that are CTA career related."

To be reimbursed, the employee must submit evidence of earning a "C" grade or better, or satisfactory completion, along with a tuition receipt, to Training/Development programs, Room 752, Merchandise Mart.

For more information, contact Ms. Stratton on extension 1283 in the Mart.



Million Mile Club

One million miles is a long way to drive without a chargeable or preventable accident. Operating a bus in chaotic city traffic makes the accomplishment even more difficult.

However, 155 CTA bus operators accomplished this feat, and 11 of them have driven two million miles! All 155 have been admitted to the National Safety Council's Million Mile Club.

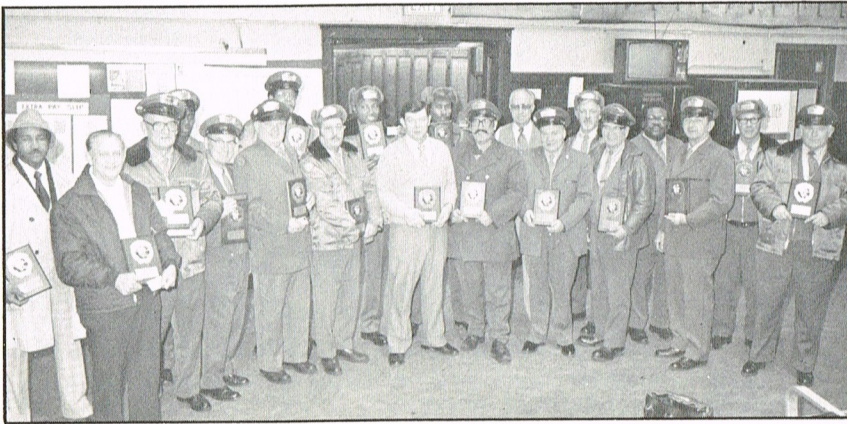
Each operator received a personalized plaque commemorating his accomplishment and a Million Mile Club membership card. The awards were given during ceremonies held at every garage. The presentations were made by Thomas Boyle, manager, Safety.

While it would be impossible for a driver to actually drive one million miles, a special formula has been designed for the CTA. Twenty-five thousand working hours, or 12 regular working

years, without a chargeable or preventable accident, qualifies an operator for membership.

The million mile membership awards are now an annual event, which should be good news for the many operators only a few years or months away from this tremendous milestone.

The following is a list of CTA's million mile drivers. (Two million mile drivers are listed in bold type.)



North Avenue garage (left to right): Curtis Jackson, Aioize W. Szymell, **Anthony F. French**, Earlie L. Bryant, **Francis Farrelly**, Charles Treanor, George Thurman, Eugene R. Church, John Herron, Anthony Kemp, Henry Smith, Louis E. Ford, Herbert W. Peterson, Adolphus Walker, Alvin Kiszka, Bert V. Hukill, Theautry Snyder, Charles C. Hicks, Carl Waggoner, and Harry Lindberg. Not shown: Paul Z. Fox, Michael F. McCarthy, Fred A. Methiesen, Hartwell C. Onstott, and Robert Shea.



52nd Street garage (left to right): Leo Porter, Walter Falls, Jr., James Batups, Lloyd Ferdinand, Theodore Love, Jr., and Samuel E. Williams.



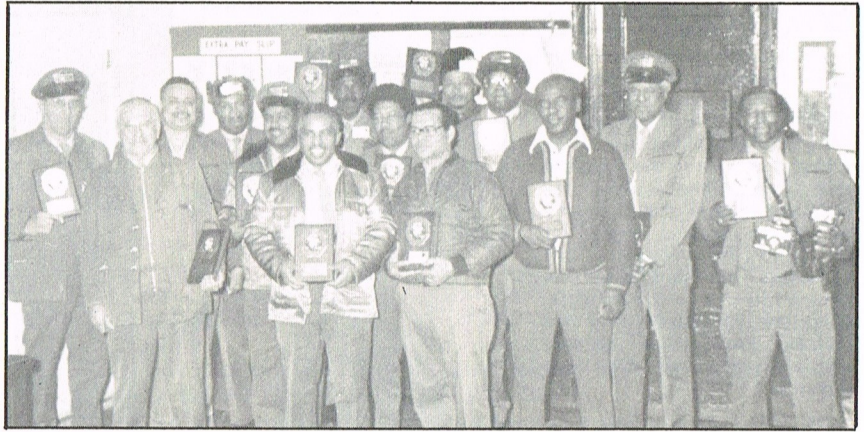
Archer garage (left to right): **Joseph Gorecki**, John Grubusic, John Hoyne, Walter Gibson, Willie Goldsby, Austion Woolfolk, and **Roland Fortier**. Not shown: Raymond Burkhardt, James Degnan, John Fietko, George Hamper, Jack Martin, John Noga, Denis O'Donoghue, Mickey Reeder, Roy Rodgers, Richard Rossborough, James Short, Charles Smith, Joseph Smok, and George Wallace.



69th Street garage (left to right): Edward J. Young, Laurance Weathersby, William Wittstock, William A. Walter, John Singleton, and Theodore I. Raymond, Jr. Not shown: Arthur E. Brown, Dennis W. Coleman, Jr., Leonard Dake, George R. Ferguson, Roy F. Horning, Joseph Kovatz, William A. Lawson, Wendell Slay, Jr., Hansel Smith, and Earl P. Tinsey.



North Park garage (left to right): Walter Ostrowski, John Eiselt, **Joseph Kmiec**, and Walter Jentsch. Not shown: **Patrick Brown**, Magnus Edgar, James Hall, II, and Robert Johnson.



Lawndale garage (left to right): Raymond Fay, Edwin Celovsky, Robert Clemons, Harvey Bey, James Fitchpatrick, James Bell, Robert Fenrick, Tomie Phillips, Willie Jackson, Willie Webb, Roger Thompson, Walter Jones, Jonas Barnett, and Charles Lindsay.



Forest Glen garage (left to right): Joseph T. Mollo, Mitchell J. Szalwa, Alex S. Plodzin, **Thaddeus J. Zdeb**, Henry F. Wisinski, Richard A. Wilson, **John Tertz, Jr.**, Steve G. Gorski, Howard R. Wilson, Teddy S. Pyzyna, Robert W. Adams, and Alvin E. Polowczyk. Not shown: Arnold W. Campbell, Anthony M. DeMayo, Ted J. Galus, Clifford R. Last, Burgess F. Peterson, and Adam Wolowiec.



Limits garage (left to right): Carl N. Lewis, Walter Lemons, Jr., **Cleven Wardlow**, and Richard Burrell. Not shown: George J. Gart and John W. Miller.



77th Street garage (kneeling, left to right): Simmons S. Gibson, Randolph E. Stewart, Wellington Henderson, and Daniel W. Montrel. (Standing, left to right): Randolph Lewis, James Blaa (manager, Transportation), James H. Stewart, Henry Martin (holding CTA Public Safety Award presented earlier), Willie B. Robinson, Frank Riley, Jr., William N. Riley, and McClinton Porter, superintendent, 77th. Not shown: Robert E. Bean, Walter Campbell, Burnell Dixon, William E. Echols, Arthur S. Green, Wilburn L. Hester, Thomas Jackson, John R. Jefferson, **James Johnson**, Luther B. Lee, Eleson E. Murphy, Percy L. Riddick, Charles Rule, Jr., Benjamin Smith, William L. Walker, Jr., and Richard N. Walston.



Beverly garage (left to right): James Baker, Don Buck (manager, Safety, RTA), Herbert Cobb, John W. Pendelton, Jewel Roberson, Lonnis Rupert, **Floyd Grajek**, David Semmes, James Blaa (manager, Transportation), and Earl Williams. Not shown: Harold Abrams, William A. Burbatt, Booker T. Henry, Ernest Hunter, Edward Kisman, William O'Brien, James Sankey, and Herbert Williams.

Jean Cage (Limits garage) impressed Alice Rybarczyk, of Hammond, Indiana, who recently had "the pleasurable experience of riding with her on a #157 Streeterville bus. In over 30 years of using various commuting services, I have never seen the equal of this driver, whose skillful and careful driving is complemented by extreme courtesy, concern for the safety and comfort of her passengers, and considerate announcements of oncoming stops. I, for one, find such service rare in public service these days, and feel it should be called to your attention."



Rochell Benton Jr. (69th Street garage) was appreciated by Helen Kucera, of South Campbell Avenue, for his consideration while driving a #49 Western bus. "This driver is a gentleman -- one who is solicitous of his passengers -- one who obviously cares. He is friendly, cheerful, and -- since I am fortunate to catch his bus late in the evening -- a welcome sight. He has the courtesy -- when he notices the eastbound Burlington train at 18th and Western unloading passengers -- to wait a few seconds to permit us to catch his bus. I have been particularly grateful of this. This man is an asset to the CTA."

commendation corner

VICTOR COLON (North Park garage) was the driver of a #49 Western bus ridden by K. Begovich, of Bloomington. "There was an elderly lady trying to board at Chicago avenue. She couldn't get up the steps, so this driver got up and helped her. The lady was very thankful. When some high school students tried to tear up a seat, the driver told them to sit correctly or get off, and all complied. I can say he really deserves his pay because he takes pride in his job, and that's the kind of people there are too few of in this world."

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HERMAN LLOYD (52nd Street garage) is considered "a delight to ride with" by Rosiland Baldwin, of Jeffery boulevard, who was a passenger on his #6 Jeffery Express bus. "He was extremely pleasant and courteous. He called stops and said, 'Watch your step' and 'Have a pleasant evening.' This driver was not only pleasant but a very good driver as well. On one occasion some young people were playing their radio. He was even courteous to them when he requested that they 'please' turn off the radio and concluded with a 'Thank you.' "

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WILFRED DUPREE (North Park garage) was praised by Marian Martin, of North Lake Shore drive, who was a rider on his #151 Sheridan bus from Addison to Adams and State streets. "I sat on the seat right behind him. It is a most difficult line. Many visitors to Chicago use it, etc. He received many questions, and went out of his way to patiently answer all of them efficiently and courteously. In my opinion he was outstanding. I would like to see more drivers as thoughtful and helpful as he is."

CLAUDETTE PANFIL (North Park garage) was commended by Linda Coody, of North Troy street, who was a rider on her #11 Lincoln bus. "I have ridden with this driver for over six months. She is always courteous and has a cheerful 'Hello!' She also calls out all the stops and pulls up to the curb. Today she helped an elderly lady off the bus. The woman was upset that she was putting the driver out, but the driver reassured her and was so nice. I know what she did was common courtesy, but it is so refreshing to see a smile nowadays."

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TRAVIS DIXON (77th Street garage) drew the attention of Henrietta Seals, of South Carpenter street, for the way he operated an early morning #24 Wentworth bus. "This driver is courteous, he has a friendly 'Good morning,' he tries his best, weather permitting, to curb his bus, and he tries to be on time and get his riders to work on time. It is refreshing to ride his bus. I think this driver should be commended. He is a good representative for CTA."

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ODELL GRANGER (Forest Glen garage) was given credit for the way he drove his #80 Irving Park bus by David Bohn, of Elaine place. "The driver was cheerful and helpful to his passengers when faced with slick roads and snarled traffic. The bus was very crowded, the windows were steamed, and it was difficult to see the streets out the side windows, but this driver loudly called out the stops so the passengers would know when to get off. He also told them to watch their step when getting off and wished those departing to have a nice day, which indeed brightened the day."

Jesse Owens, champion of champions

by W. B. Wolfan

This was a man—Jesse Owens, American. A bright symbol of hope in a pre-war world shortly before the lights went out all over Europe when the Nazis invaded Poland in 1939.

Born James Cleveland Owens (a teacher tagged him permanently with the Jesse because of a misunderstanding involving his initials of J.C.), the accomplishments of Jesse Owens are without parallel in Olympic history.

Berlin, 1936, and Jesse Owens can never be forgotten and the achievements of Owens remain as vividly alive today as they were 44 years ago in the 1936 Olympiad.

Approximately one year earlier on May 25, 1935, at Ann Arbor, Michigan, the slender bolt of lightning clad in the scarlet and gray of Ohio State University, burst onto the scene with what was probably the greatest individual performance in the history of all sports.

Yet Jesse Owens was a modest, unassuming man whose philosophy of life was to help others along the way. And help others he did. During his entire lifetime.

He also fought and conquered obstacles that do not exist for the rich sports heroes of today and overcame those barriers with the same intestinal fortitude that carried him to amazing triumphs in Ann Arbor and Berlin in 1935 and 1936.

This writer was covering sports in Grand Rapids when word flashed over the Associated Press wires that an Ohio State sophomore named Owens had shattered three world records and tied another in the Big Ten track and field meet at Ann Arbor hosted by the University of Michigan. It all happened in less than one hour, but its impact was dynamite in the world of athletic competition.

Coaches Charles Hoyt of Michigan and Larry Snyder of Ohio State expressed absolute amazement at the performance of the sophomore from Cleveland that afternoon.

First Owens flew to victory in the 100-yard dash in 9.4 seconds, tying the world record. In the running broad jump, he leaped 26 feet, 8 and one quarter inches, another world record.

Then in the 220-yard dash on a straight-away course, Owens flashed home in 20.3 seconds, breaking the old world record by three-tenths of a second.

Wrapping up his sensational day, Owens scampered over the 220-yard low hurdles in 22.6 seconds, another world record, over the straightaway course (this event is no longer contested). His time in the hurdles was two-fifths of a second faster than the previous record.

All those Big Ten records still stand. This was the preview of what the world would see in Berlin the following year as stunned Nazi leaders and 125,000 spectators looked on in the huge Olympic Stadium.

Jesse Owens captured three individual events—the 100-meter dash in 10.2 seconds, breaking both the Olympic and world record, but it was disallowed because of a wind behind his back; the 200 meters in 20.7 seconds, a world record around a turn; then broad jumping over 26 feet for the first time in Olympic history—another record—and was the lead-off runner for America's winning 400-meter relay team, which also set a new Olympic and world record.

Jesse Owens took home four gold medals that day from Berlin and that performance lives on as if it had happened only yesterday.

For a great part of his life, Owens

called Chicago home. In 1972, he moved to Arizona to build a successful public relations business.

He had done almost everything in the way of jobs—from serving as a road representative of the Harlem Globetrotters to employment as a radio disc jockey and promoting Black baseball.

Ernie Banks, the man they call Mr. Cub, and himself a product of the Black baseball leagues, recalls his long-standing friendship with Owens:

"Jesse was a true friend, a great person. I knew him for a long time and I am proud to have been a lifelong friend of a man I consider to be the greatest athlete I have ever known."

A fitting tribute indeed from Ernie Banks, recently enshrined at Cooperstown as one of the greatest shortstops in the history of major league baseball.

In Columbus, Ohio, Governor James Rhodes praised Owens as "the greatest sports figure of our time." It was from a Cleveland high school that Owens went to Ohio State.

The Olympic mile runner from Kansas, Glenn Cunningham, was a teammate of Owens on the 1936 U.S. Olympic team. Cunningham's words of tribute to Owens are particularly significant. He said:

"Jesse always tried to help others. He was a down-to-earth person, genuine in every way."

And to those of us who have had the privilege of knowing Jesse Owens and all the things he stood for, there is a unanimous consensus that he was a champion of champions in every sense of the word, not only in track and field but in the game of life as well.

He was a man.

Thanks - - for a job well done

Among other operating employees receiving commendations recently were:

Mohammed Ajami, Manuel Alvarez, and Willie Arrington, all of North Park; Edward Anderson, Howard/Kimball; John Anderson, West Section; and Josephine Anderson, North Section.

John Banks Jr., North Avenue; Guido Barrera, North Park; Sadie Brooks, Archer; and Robbie Brown, Limits.

John Cameron, Ashland Terminal; Ray Clark, Lawndale; and Marcellus Cortez, District D.

George Davenport, 77th Street; Arthur DeLuna and Jose Diaz Jr., both of North Avenue; and Wilfred Dupree, North Park.

Helen Edwards, North Section.

James Fitzgerald, Limits; and Salvador Flores and Pauline Fry, both of North Avenue.

Luis Garcia and Wallace Good, both of Forest Glen; James Gardner, North Park; Johnney Gines Jr. and Jerry Green,

both of North Avenue; and George Gray and Terrence Griffin, both of Archer.

John Harris, Lawndale; Chester Harris, Walter Harris, and Carolyn Hawthorn, all of North Park; and Michael Holtzclaw, 77th Street.

Carolyn Ivory, North Park.

Davis Jackson and Mary Jerry, both of Limits; Willie James, North Park; and Billie Jones, 77th Street.

Edward Kaminski, Archer.

William Lemke, Forest Glen.

Michael Maddox, Limits; Marvin Marshall, Forest Park; Adolph Marth, Edgar Mollinedo, and Leonard Morris, all of North Park; Alfredo Mascorro, Carol Miles, and Lura Minter, all of North Avenue; Paul Michaels, Archer; Earl Miles, Lawndale; and Howard Monroe, Beverly.

Kevin O'Flaherty, Forest Park.

Francesca Panciewicz, North Section; and Charles Peterson, 77th Street.

William Ramos, Alice Richman, and

Curtis Rogers, all of North Park; Willie Rochelle, 69th Street; and John Ross, 77th Street.

Diego Santos-Rios, North Avenue; Mylon Simpson, 69th Street; Tuesday Simpson and Cornelio Soto, both of Limits; Peter Smith, 77th Street; Willie Smith and Mitchell Szalwa, both of Forest Glen; James Starkman, North Park; and Nathaniel Stevens Jr., 52nd Street.

Eugene Taylor, Forest Park; and Wilbur Theise, Robert Thomas, and Donald Trenda, all of North Park.

Efrain Villarreal, Howard/Kimball; and Frank Viola, North Park.

Willie Walker, Archer; Cleven Wardlow, Darold Wardlow, and Leon White, all of Limits; and William Wittstock, 69th Street.

Jacques Yezeguelian, Forest Glen; Charles Young, Forest Park; and Preston Young Jr., 69th Street.

Denice Zillender, 69th Street.



Matthew Coyle



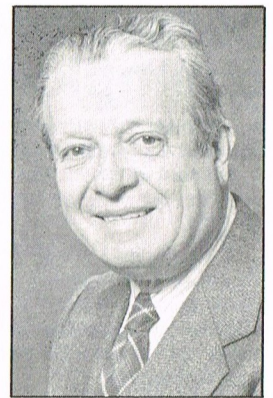
Frank Venezia



George Haenisch



Terrence McGuigan



Walter Thomas

promotions

Four major reassignments have been made in Vehicle Maintenance. Matthew Coyle, former supervisor, Rail Vehicle Shops, has been appointed superintendent, Rail Vehicle Terminals. Coyle, a 30-year CTA veteran, began his career in Maintenance as a car cleaner and repairer. He was selected terminal instructor in 1964 and assistant foreman, Congress, in 1966. In 1969 he became terminal foreman, Dan Ryan, and, in 1975, unit supervisor, Terminals. Coyle and his wife, Mary Elizabeth, have two sons and a daughter, and live in the Clearing neighborhood on the Southwest Side.

George Haenisch, supervisor, Bus Shops, since 1977, has been named superintendent, Rail Vehicle Shops. After starting with CTA as a graduate trainee in 1970, Haenisch was chosen technical services engineer in 1972 and Methods/Standards technician the following year. In 1974 he was promoted to superintendent, Methods/Standards. Haenisch and his wife, Arline, make their home in Elmhurst with their daughter and son.

Terrence McGuigan, Maintenance Systems coordinator for the past two years, has become superintendent, Bus Garages. McGuigan started with CTA as a bus cleaner at Limits in 1962. A year later he was chosen bus repairer, and, in 1967, garage instructor. In 1969 he served as p.m. foreman at 52nd Street and at North Park before being named assistant foreman at 69th Street the following year. He was selected unit supervisor, Bus Garages, in 1975, and unit supervisor, Vehicle Maintenance Shops, in 1977. McGuigan, his wife, Karen, and their daughter live in the Edison Park neighborhood on the Northwest Side.

Frank Venezia, who worked two summers as an engineer trainee before joining CTA permanently as a student engineer in 1967, has been appointed superintendent, Bus Shops. He was selected development engineer in 1968 and technical services engineer in 1970 before becoming equipment engineer in 1971. He had been superintendent, Vehicle and Industrial Design, since 1974. Venezia and his wife,

Mary, are the parents of twin sons and a daughter, and make their home in Downers Grove.

Walter Thomas has been appointed director of Schedules, Operations Planning. Thomas, currently the second most senior CTA employee, became a traffic checker with the Chicago Surface Lines in 1935. In 1951 he was named assistant to the superintendent, Schedules, and, in 1958, statistical analyst. He was selected schedule maker in 1963 and assistant superintendent, Schedule Making, in 1972, before being chosen superintendent, Schedules Preparation in 1974. Thomas and his wife, Freda, have a son and a daughter and live in Libertyville.

Norman Oswald, supervisor, Schedule Processing, since 1976, has been named superintendent, Schedules Preparation. Oswald started with CTA as a graduate trainee in 1962 and became statistical assistant, Schedules, four years later. Beginning in 1970 he served for two years as a traffic analyst, Research and Planning, before returning to Schedules as a schedule maker. Oswald and his wife, Kathleen, live in Addison with a son and two daughters.

David Martin, superintendent, Rail South, since 1978, has been appointed area superintendent, Near North, Transportation. Martin started with CTA as an extra guard in 1960, became a motorman the following year, and was named traffic supervisor and instructor in 1969. He was selected line supervisor in 1971, relief station superintendent in 1973, and assistant superintendent two years later. Martin, his wife, Evelyn, and their two sons live in the Brainerd neighborhood on the South Side.

Ardis Morris is the new superintendent, 95th Street. He joined CTA as an extra guard in 1952, becoming a motorman the next year. He was chosen yard foreman in 1959 and traffic supervisor in 1968, before being named an instructor the following year. He was promoted to assistant station superintendent, Forest Park, in 1974, and was reassigned to Ashland in 1978. Morris and his wife, Eugenia, make their home in Avalon Park, on the South Side, with their son Phillip, a part-time ticket agent, South Section, and a daughter,

Sylvia. Another son, Ardis III, is a clerk, South Section, and his wife, Betty, is an agent instructor.

Michael Lacriola, the new superintendent at Limits, joined the Surface Lines in 1947 as a streetcar conductor at Noble. He became a traffic supervisor in 1967, and an instructor in 1971. Lacriola was promoted to assistant superintendent, Kedzie, in 1974, and was reassigned to North Avenue three years later. He and his wife, Jean, live in the Jefferson Park area on the Northwest Side with their daughter, Doreen, a typist in the Public Affairs Department.

Victor Johnson, former supervisor, Data Processing and Inventory Operations, is now superintendent, Data Processing/Office Administration, Materials Management. Johnson joined CTA as a file clerk, Job Classification, in 1962. Two years later he was named accounting records clerk, and, in 1966, programmer, Stores. He became a systems analyst in 1971, and unit supervisor, Stores, in 1975. Johnson and his wife, Shirley, make their home in Mundelein with two sons and a daughter.

Other changes in Materials Management include the promotion of Edward Deles, former instructor, to unit supervisor, Records & Training, and the addition of responsibilities for James Diasio as unit supervisor, Computer Systems & Procedures.

In other job reassignments, Patricia Mansker, former utility clerk, Law/Claims, has been selected confidential office assistant, Labor Relations. Tessa Gaines, former assignment agent, Transportation, has been appointed management/professional intern in the same department. Donna Pasquesi, former balance clerk, Financial Services, has been named systems analyst, Datacenter.

In Transportation, Isaac Mathews, former switchman, West Section, has been chosen yard foreman in the same location. Four former bus drivers now serving as traffic checkers, Operations Planning, include: Arthur Joe, 69th Street; John Theus Jr., 77th Street; Jerald Denham and Paul Daniels, Archer.

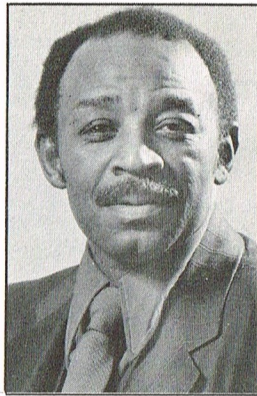
Selected bus and truck mechanics, South Shops, from within Vehicle Maintenance



David Martin



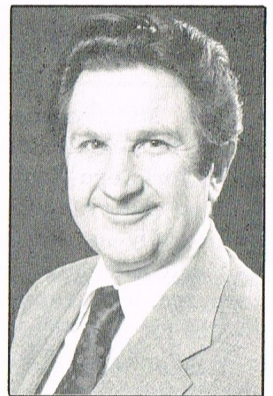
Normal Oswald



Ardis Morris



Victor Johnson



Michael Lacriola

are: Levell Stewart, former bus and truck mechanic helper at the same location; Thomas Borsellino, former bus repairer, Archer; George Hollendon Sr., former tire repairer, Archer; and William Jacob, former bus repairer, 77th Street.

Also at South Shops, Edward Pruitt has moved from traveling material handler to bus and truck mechanic helper, William Sears has been promoted from bus handler to shop inspector, and William Jennings, former driver, 77th Street, has become shop tractor operator. Elsewhere in Vehicle Maintenance, former bus repairer Dwayne Bose has been chosen car repairer,

Various.

In Plant Maintenance, David Wilson has been reassigned from communication technician to testing engineer, while Robert Boness has moved from laborer to building inspector. In new positions as escalator servicemen, Training Program, are Kenneth Bohn, former electrical worker, Skokie Shop, and Andre Bukowski, former car repairer, Harlem.

Also in Plant Maintenance, Sidney Edwards, former service truck chauffeur, Transportation-Utility, has become iron-worker helper; Junious Elder, former South Section conductor, has been selected

boiler maintenance man; and Alton Flowers, former driver, 77th Street, has been chosen "B" helper.

Martha Brister, former ticket agent, West Section, is now clerk/dispatcher, Plant Maintenance. Donald Thicklin, former principal mail clerk, Management Services, has been reassigned money handler, Treasury. Simmons Gibson, former driver, 77th Street, is now special mail delivery clerk, Management Services. Lita Causey, former production record clerk, Vehicle Maintenance-Production/Supply Control, has been named road clerk, Transportation-Utility.

TABEC instructor training graduates

Nine trainees have successfully completed the 40 hour TABEC Instructor Training Program. They will soon be presenting new maintenance programs to garage and terminal personnel. This is

the first Instructor Training course to be opened to all CTA employees.

The new graduates are: Richard Cacini, station clerk; Michael Dain, bus repairer; James Fiedler, car repairer;

Willie Fountain, bus repairer; Eddie Gillis, switchman; Murray Johnson, car repairer; Eddie Richards, stock clerk; Jack Thompson, bus operator, and Timothy Wester, car repairer.



Smiling faces at the TABEC graduation are: (Back row) Charles Townsend, training specialist; Gillis; Stu Maginnis, director, Support Services; Wester; Fiedler; Cacini; Richard Traversa, training coordinator; Thompson

and George Greco, training specialist. (Front row) Dain; Johnson; Richards and Gordon Maly, TABEC unit supervisor.

safety awards

The Maintenance Department's quarterly safety award in Vehicle Maintenance competition is called ZAP, for Zero Accident Program, and never before have so many maintenance employees taken the theme so literally as during the fourth quarter of 1979. At four rail terminal shops and one garage there were zero accidents reported during the entire quarter--a record for first-place ties.

Winners among rail shops were Harlem, 54th Avenue, Howard/Linden, and 61st/Racine. The accident-free garage was 52nd Street. North Park also won a ZAP award for having the lowest accident frequency rate among garages in terms of the number of man-hours worked. Second place awards were won by Beverly garage and 98th Street shop.



The night crew at 52nd Street was recognized for its role in winning ZAP award held by Frank Brown, relief foreman (kneeling, left). At far right is Wes Morris, unit supervisor, Garages.



Assistant foreman Johnnie Henderson shows ZAP award won by Howard shop crew at ceremony attended by Robert Flowers, area superintendent, Rail Vehicle Maintenance (right of Henderson) and Larry Monaghan, supervisor, Rail Vehicle Terminals, South (right of Flowers).



Members of the day crew at 52nd Street gathered to celebrate their ZAP award with the person in charge of keeping the buses running - - Burnett Henderson, garage superintendent (in tie next to bus).



Surrounding Unit Overhaul supervisor Richard Lorimer (holding plaque) at Skokie Shop are gift certificate winners (left to right): Muzio Ficarella, Gary Wilson, Lorimer, Ranchod Patel, Norman Chylinski, and Paul Pryor, Jr., all electrical workers; Donald Ruroede, shopman; and Anello Digianfilippo, final assembler.



Another ZAP victory was celebrated at 54th Avenue shop, where foreman John Molloy (holding award) and his crew were congratulated by Robert Flowers, area superintendent, Rail Vehicle Maintenance (in dark suit).



Spread out alongside a "Big Bend" bus, North Park maintenance people show their pleasure over winning the ZAP safety award, which Phil O'Connor, foreman, holds in front of Bill Scott, unit supervisor, Garages (with tie).



Above: A few moments of relaxation and reflection are enjoyed by members of the Unit Rebuild crew who won the quarterly safety award in competition with other units at South Shops.

Left, above: Foreman Sheldon Rita displays ZAP award won by Harlem shop for the fourth quarter of 1979 in front of the group that made it possible.



Left: Foreman Leon Fields (left, holding award) takes part in award ceremonies at 61st Street shop with a group that includes Matt Coyle, superintendent, Rail Vehicle Terminals (left of Fields), and Henry Dickerson, unit supervisor (left of Coyle). Behind Fields is Stu Maginnis, director, Support Services, Maintenance.

Retirements

Russell Gunderson

Russell Gunderson, chief clerk at Forest Glen garage since 1974, retired April 1 after more than 44 years with CTA and the Chicago Surface Lines. Kedzie, Lincoln, Division, and Devon, as well as Lawn-dale, Limits, and North Avenue were among the stations he served as clerk longer than any current CTA employee.

Gunderson joined the Surface Lines in 1935 after attending Central "Y" and Northwestern University, where he received a bachelor of science degree. "When I started, we were working seven days a week, 10 hours a day. We made \$125 a month, but in those days you were glad just to have a job," he said.

"I've been busy all my life, so I'm sure I'll be doing something," Gunderson said about his future plans at his retirement party March 31 at Forest Glen. He expects to do some work around his home in Norwood Park, on the Northwest Side, and at his wife's family's home in Grayslake, where he keeps a boat. Later on, there will be some traveling, and in the meantime, the Shrine Arab Patrol Marching Unit will keep him in step.

Gunderson and his wife, Orrel, have two sons, Randy and Bruce, and a granddaughter, Holly.

Right: In a more formal setting at the Mart, Russell Gunderson holds the retirement packet he received from Harry Reddrick Jr. (right), director, Personnel, Transportation, while Alex Johnson (left), area superintendent, Central, and Joseph Vodvarka, superintendent, Administration, offer their best wishes.



Top: Corned beef sandwiches, pickles, and a cake with his ever-present cigar baked in were shared at Russell Gunderson's retirement party by (left to right): Sam Girard, the new chief clerk at Forest Glen; Gunderson; and clerks Bernard Mazalewski and Larry Miller.



Jacob Sumner

Jacob "Jake" Sumner, schedule maker, Schedules department, ended his 43-year career in public transit on March 31 at a retirement party in his honor.

Sumner began his career in 1937 as a mail clerk with the Chicago Surface Lines, a predecessor company to the CTA.

He was feted by about 50 friends and co-workers at a luncheon in the M&M Club in the Merchandise Mart.

Taking part in the program were Harold Geissenheimer, General Operations Manager, Harry Hirsch, manager, Operations Planning, and Walter Thomas, director, Schedules department.

Sumner's friends and co-workers presented him with a fishing rod and reel as a farewell gift. He plans to continue residing in Westchester and do some traveling.

Right: Jacob "Jake" Sumner (right) accepts retirement wallet from Walter Thomas, director, Schedules Department. Sumner ended a 43-year career in public transit as a schedule maker. He was honored at a retirement party in the M & M Club.



Below: Jacob Sumner (center) is flanked on the left by his son, Steven and Steven's wife, Barbara, and Mrs. Jan Sumner. On the right of Sumner are his sons Brian and Donald.



Retirements

Joseph Karel

Nearly 60 persons helped Joseph Karel celebrate his retirement after 37 years with the CTA and the Chicago Surface Lines, a predecessor company to the CTA. Karel was a statistician in the Schedules section.

The informal party was held February 29 in the Schedules section of the Operations Planning department. Friends of Karel gave him a "green" gift of money for use in his greenhouse operations.

Walter Thomas, director, Schedules, presented Karel with a retirement wallet.

Karel began his transit career as a traffic checker with the CSL in 1942. He was promoted to traffic clerk in 1945, schedules clerk in 1950, and statistician in 1972.

Karel and his wife, Alice, have three children. They live in Westmont where Karel is in the commercial greenhouse business.



Joseph Karel (right) is congratulated on his retirement by Walter Thomas, director, Schedules section, Operations Planning department. Karel ended a 37-year transit career with the CTA and the Chicago Surface Lines.

James Madden

James Madden, personnel investigator, Security department, celebrated his retirement after 11 years with the CTA at a party in his honor February 29 in the Security department's headquarters.

Fifty-five persons attended the informal affair where Raleigh Mathis, manager, Security, presented Madden with a retirement wallet.

Friends of Madden presented him with a \$100 U.S. Savings Bond as a farewell gift.

Madden's wife, Joyce, attended the party. Madden said he plans to stay in Chicago for awhile before doing some traveling. The Maddens live in the Woodlawn community.



James Madden (2nd from right) accepts retirement wallet from Raleigh Mathis, manager, Security, at retirement party honoring Madden. At left is Thomas Biebel, superintendent, Investigations Inspection; at right is Earl McGhee, area superintendent, Security Department.

Retirements

Eileen Neurauter

Mrs. Eileen (Big Murph) Neurauter, customer service representative in the Public Affairs department, retired April 1 ending her 36-year career in public transit.

"I'm going out in style, honey," Murph shouted over the din of the 250 persons attending the open house held in her honor on March 19 in the Public Affairs department's conference room.

George Krambles, executive director, representing Murph's many friends, presented the towering "Culture Bus Queen" with a cash gift. Murph also received a toy Koala bear with a baby Koala bear cub on its back ("I've always had a fondness for toy bears," Murph confessed) and a brick from Englewood High school, Murph's alma mater.

Murph began her public transit career in 1943 as a ticket agent with the Chicago Rapid Transit company. A year later she became an Accounting department clerk, a job she held until 1969 when she became a customer service representative.



We don't know what Eileen (Murph) Neurauter (center) said, but it really brought a hearty laugh from Executive Director George Krambles (left), and Chairman Eugene M. Barnes at her retirement party, March 19.

Murph, whose late husband, Rudy Neurauter, was a CTA bus driver, lives in Harwood Heights.

"Don't expect to find me at home, honey. I've put on my traveling shoes and I'll be on the move," Murph announced.



George B. Siler

Friends and co-workers attended a retirement "open house" for Dr. George B. Siler, director, Medical department, on April 1 in the Placement department. Dr. Siler retired after being with the CTA for eight years.

He and his wife, Lois, plan to share their time between their home in Homewood and their vacation home in central Wisconsin.

Siler and his wife have four daughters. Two are Beloit (Wis.) college students; the other two live in the northwest suburbs.

He joined the CTA after serving 21 years as plant physician at the Standard Oil company refinery in Whiting, Ind.

Siler is a 1944 graduate of the Northwestern University medical school.

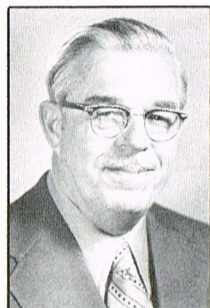
Top: On hand to share in the festivities and wish Dr. George Siler a happy retirement were, left to right: Mike Stroden, Erlinda Lapid, R.N., Dr. Siler and his wife, Lois, Brenda Alston, Kay Smith, Michele Hawkins, Beverly Jackson and Earl Boyd.

Bottom: Executive Director George Krambles presents Dr. Siler with his retirement portfolio.



NEW PENSIONERS

JOINING THE ranks of the retired on April 1 were the two employees pictured below who had more than 40 years of service each with CTA and its predecessor companies.



R. GUNDERSON
44 Years



J. SUMNER
42 Years

JOHN CHOLLY, Operator,
Beverly, Emp. 8-11-47
DENNIS DRISLANE, Stock Clerk I,
West Shops, Emp. 5-5-47
BASIL DUKE, Operator,
Beverly, Emp. 3-6-67
PAUL FIDANZE, Supervisor,
Security, Emp. 12-30-42
RUSSELL GUNDERSON, Chief Clerk,
Forest Glen, Emp. 7-10-35
GEORGE KRAMBLES, Executive Director,
Executive, Emp. 2-3-37
JOSEPH LUSCALZO, Operator,
Lawndale, Emp. 10-21-42
SAMUEL MILLER, Manager,
Financial Services, Emp. 11-18-74
JOSEPH MOLLO, Operator,
Forest Glen, Emp. 1-11-43
EILEEN J. NEURAUER, Cust. Serv. Rep.,
Public Affairs, Emp. 10-12-43
JOHN NEWMAN, Operator,
Archer, Emp. 5-28-46
GEORGE SILER, Medical Director,
Medical, Emp. 11-22-71
EDWARD STEFFAN, Operator,
69th Street, Emp. 12-6-45
JACOB SUMNER, Schedule Maker,
Schedules, Emp. 6-15-37
WILLIAM TIMMERMAN, Line Helper,
West Shops, Emp. 10-10-45
JOHN ULANSKI, Lineman,
West Shops, Emp. 4-3-47
JOSEPH VASA, Mobile Bus Repairman,
77th Street, Emp. 3-21-49

DISABILITY RETIREMENTS

MICHAEL JULA, Bus Repairer,
77th Street, Emp. 9-11-46
GASPARE STABILE, Trackman,
West Shops, Emp. 7-3-68

IN MEMORIAM

PIETRO ACCETTURA, 79, Engineering,
Emp. 5-12-43, Died 2-7-80
BENJAMIN AMSTERDAM, 87, 77th Street,
Emp. 3-20-13, Died 2-7-80
JOHN ANDERSON, 88, Devon,
Emp. 12-30-19, Died 2-27-80
JOHN BERCK, 83, West Section,
Emp. 12-2-20, Died 2-25-80
NORA BROWN, 72, North Section,
Emp. 10-17-53, Died 2-4-80
GEORGE BURNS, 78, 77th Street,
Emp. 1-3-45, Died 2-3-80
HENRY CARTER, 63, 61st Street,
Emp. 11-7-53, Died 2-22-80
SAMUEL CASELMAN, 66, Campaign Area,
Emp. 10-8-45, Died 1-26-80
RAYMOND DAVIDSON, 65, South Shops,
Emp. 4-28-42, Died 2-15-80
EDWARD DEVINE, 73, Purchasing,
Emp. 6-5-20, Died 2-14-80
FRANK DISCH, 68, Public Affairs,
Emp. 4-3-36, Died 2-26-80
PAUL DRAFZ, 87, Electrical,
Emp. 4-12-09, Died 2-26-80
ALBERT EVERS, 69, Forest Glen,
Emp. 8-14-41, Died 2-13-80
PRYDE FIELDS, 71, South Section,
Emp. 3-13-47, Died 2-17-80
EDWARD FISCHER, 77, North Avenue,
Emp. 10-1-28, Died 2-14-80
CARL FROOM, 86, Limits,
Emp. 4-23-29, Died 2-19-80

ROBERT HACKBARTH, 63, South Shops,
Emp. 9-21-36, Died 2-4-80
RICHARD HALLIGAN, 72, North Park,
Emp. 4-22-29, Died 2-15-80
NEMESIO HERNANDEZ, 39, North Ave.,
Emp. 9-21-72, Died 3-20-80
BAROLOMEO MIRABELLA, 77, 69th St.,
Emp. 9-3-42, Died 2-27-80
JOHN MORLEY, 87, South Section,
Emp. 5-16-17, Died 2-26-80
FRANK MUCYNSKI, 80, Archer,
Emp. 1-9-29, Died 2-5-80
NICHOLAS MUENCHEN, 79, North Park,
Emp. 5-21-26, Died 2-5-80
JOSEPH MURPHY, 74, North Park,
Emp. 12-7-28, Died 2-26-80
CORNELIUS O'CONNOR, 65, Kedzie,
Emp. 2-16-43, Died 2-25-80
HERMAN OLSON, 76, West Section,
Emp. 2-6-43, Died 2-23-80
JESSE PEAK, 47, Maintenance,
Emp. 11-26-73, Died 3-23-80
LEO PORTER, 58, 52nd Street,
Emp. 3-19-53, Died 3-7-80
JOHN REGAN, 92, 77th Street,
Emp. 3-2-11, Died 2-27-80
FLOYD SCHRIEBER, 68, South Section,
Emp. 8-6-66, Died 2-25-80
WILLIAM SUSKE, 81, 77th Street,
Emp. 1-17-27, Died 2-3-80
OLLIE THOMAS, Sr., 60, West Shops,
Emp. 10-24-72, Died 2-8-80
PHILLIP WINNICK, 66, Skokie Shop,
Emp. 10-27-48, Died 2-11-80

Service anniversaries in April

35 years

F. W. Koziol, North Park

30 years

D. M. Allen, 69th Street
M. Cumberlander, Utility
M. J. Fabian, Skokie Shop
C. J. Frassico, Forest Glen
P. J. O'Sullivan, District D
M. Porter, 77th Street
A. Sonju, Forest Glen
T. M. Szewc, Electrical
R. E. Williams, Electrical

25 years

J. C. Johnson, Instruction
H. S. Malczewski, North Avenue
H. A. Piercy, North Park
E. Williams, Beverly
J. W. Woodson, Instruction



While vacationing recently at a friend's home in Sun City, Arizona, Russ Warnstedt (left), Suggestion Plan ('75), discovered that an old friend and former CTA employee now retired, George Benschish, Internal Auditing ('75), lived only three blocks away. George and Russ had a grand old time reminiscing about the "good old days." George said he had been visited by two other CTA retirees—John Gritis, Duplicating ('78), and Garr Francis, Photographic ('73). George says he would enjoy hearing from all his CTA friends.

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WANTED

for the June issue of **TRANSIT NEWS**:

Pictures of **high school** or **college** students graduating in 1980 who are **sons** or **daughters** of CTA employees.

All pictures must be taken by a professional photographer and **MUST** be wallet size. On the back of the picture, please provide the student's full name and school as well as the employee's name and work location. Pictures will be returned.

Please submit pictures to: **CTA TRANSIT NEWS, Merchandise Mart, Room 742, Chicago, IL 60654.**

Deadline for Pictures — May 16, 1980



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