

Reverse flow bus lanes improve Loop service

Reverse-flow bus lanes were introduced on Adams Street and Jackson Boulevard August 31, providing east- and westbound riders at the south end of the Loop with the same improved service that riders on State Street have been enjoying since the Transit Mall was opened almost one year ago.

The reverse lanes were created by the City of Chicago as a means of improving air quality in the downtown area, a change that was mandated by the U.S. Environmental Protection Agency. Giving buses their own exclusive lane eliminates parking on one side of the street and permits all traffic to move faster, resulting in less vehicle idling and, therefore, less pollution.

The idea of having exclusive bus lanes originated in Harrisburg, Pennsylvania, some 30 years ago, and has since been adopted by many cities, including Chicago, in one form or another. Besides the State Street Transit Mall, special bus lanes have been used in the 63rd and Halsted shopping district; on Washington Street in the Loop; along Canal between Harrison and Polk; and in front of both the North Western and Union railroad stations.

Under the new system, #38 Indiana, #151 Sheridan, and #129 NW/Franklin rush period buses, which previously competed with other westbound traffic on Adams, now operate west in the north curb lane of Jackson.

They have been joined by #126 Jackson buses which formerly used Van Buren west from Michigan. The #126's return to Van Buren from Jackson at Franklin in order to serve the U.S. Post Office. Local #156 LaSalle buses now also use Jackson westbound from LaSalle.

The new terminal area for buses using the reverse-flow lane of Jackson is on Jefferson Street between Jackson and Adams. These buses now make pickups from Union Station along the south curb of Adams on both the west and east sides of Canal Street.

The reverse lanes on both Adams and Jackson have been set off from other traffic lanes by double yellow lines, "Buses Only" and diamond symbols that warn other drivers to stay away. Traffic lights have been adjusted to provide the same signals for buses as for traffic heading in the opposite direction. And pedestrian crossings in the curb lanes used by buses are marked "Look Left For Buses."



CTA buses operating eastbound on Adams street on the reverse flow bus lane on September 2. The auto behind the second bus is a Chicago Police squad car helping to establish the exclusive use by buses during the first business day of operation.

Cited for outstanding performance

Most CTA bus operators and other frontline transportation personnel seldom have an opportunity to see what activities at CTA headquarters in the Merchandise Mart influence their lives as well as street operations.

Employees who are cited for outstanding performance, however, merit "A Day at CTA" - - a visit to the general office to see how the transportation system works. The day includes attending a board meeting where introductions are made, a visit to the control center, the travel center, and various other departments within the CTA, a picture taking session, lunch and a roundtable discussion, and a handsome certificate to commemorate the event.

When Nicholas Triffon, a bus supervisor for District B, and Amy Grant, a rapid transit ticket agent supervisor in the Central Assignment office were commended by Transportation Manager J. R. Blaa last month, they were selected to be recipients of this special honor and were feted recently by Transportation department hosts.

Triffon was cited for saving the morning for commuters on July 21 as he took direct action after severe thunderstorms had caused flooding of the viaduct at Kenton avenue on the Douglas rapid transit route, making it impassable for rail service.

Earlier the Chicago Fire Department had indicated that firemen would provide a pumper to clear the water, but the location of the viaduct



Amy Grant

made it difficult for firemen to attack the problem.

It was 5 a.m. when Triffon and a co-worker discovered the viaduct which he said was flooded all over. "We had been in the area for a while checking out the problem," said the 30-year CTA employee who joined B District 12 years ago.

Donning his hip boots, he waded into the water at Cermak and Kenton where he pulled two covers, and cleared another of debris allowing the water to recede below the level of the third rail, thus service was restored prior to the beginning of the morning rush hour.

"We work together in our district," said Triffon. "As far as we are concerned there is no difference between bus and rail, it's all the same company," he said.

Amy Grant, a 24-year employee, was



Nicholas Triffon

cited after she rescued a 70-year old woman from the rapid transit tracks at Washington and Madison streets in the State street subway.

Ms. Grant said after she was alerted to the elderly woman on the tracks by her screams, she asked another passenger on the platform to talk to the woman and try to keep her from moving toward the third rail.

Then she ran up the stairs where she instructed the ticket agent to call the control center and have the power on the northbound tracks cut off and have assistance sent to the area.

Next she descended the stairs and jumped onto the tracks to help the woman onto the platform.

"It was quite a feat," said John Zupko, superintendent of agents. "Amy disregarded her own safety to help this poor woman, and we are very proud of her."



CTA employees honored by Heart Association

Paul J. Kole, controller, Chicago Transit Authority (left) accepts an appreciation plaque presented to the CTA employees for participation in the Combined Appeal Plan, from Chicago Heart Association Business Division Heart Fund Chairman John A. Sivright. The CTA employees were among businesses and volunteers honored during the annual awards luncheon of the Business Division at The Harris Trust and Savings Bank July 31. Kole also serves as CHA's treasurer.



CTA Chairman Eugene M. Barnes (left) and six state representatives view work of bus controller Joseph Stumpf as described to them by Michael LaVelle, director, Service, Transportation Department, in the control center. Representatives are (from Barnes' left) John S.

Matijevich, North Chicago; Ted E. Leverenz, Maywood; Richard Mautino, Spring Valley; Jim McPike, Alton; E. J. "Zeke" Giorgi, Rockford, and Michael McClain, Quincy. Harold H. Geissenheimer, General Operations manager, is in background.

State representatives tour CTA facilities

Six state representatives from suburban and downstate communities toured CTA facilities on August 25 as the guests of Chairman Eugene M. Barnes and expressed their admiration for the CTA's operations and employees.

The representatives are Ted F. Leverenz, Maywood; John S. Matijevich, North Chicago; E. J. "Zeke" Giorgi, Rockford; Richard A. Mautino, Spring Valley; Michael F. McClain, Quincy, and Jim McPike, Alton.

Barnes led the six representatives on a tour of the control center, a ride on a 'Big Bend' bus, an 'L' ride from the Clark/Lake station to 79 station on the Lake-Dan Ryan route, and a motorized tour of the giant South Shops and 77th street bus garage complex.

In the South Shops, the representatives expressed surprise that the CTA employees do so much of the repair work on our buses. Others found it interesting that many employees spend over 30 years at the CTA, and that some families have a tradition of two or three generations working in Chicago transit.

After the tour, Barnes, a former state representative himself, said his visitors expressed amazement at the vast scope of the CTA's operations.

"They told me they never realized how big an area the CTA covers, said it was 'mind boggling' the way we provide 2.3 million rides each weekday and 24-hour



Representatives ride in turntable section of a 'Big Bend' bus. The group was joined by Thomas Wolgemuth, manager, Maintenance, in background.

service to our riders.

"Most of all," Barnes said, "the representatives said they were impressed by our employees' dedication to their duties and their obvious pleasure in performing their tasks.

"Most downstate legislators have not seen the CTA's operations as these representatives have done."

Barnes said he plans to invite other legislators to tour the CTA so they too could learn how large and diverse the CTA is and why it requires a large amount of public funding.



Jud Lawrie appointed Budget manager

Jud Lawrie was recently appointed Manager of the CTA's newly reorganized Budget Department by Chairman Eugene M. Barnes.

Lawrie will be responsible for budget development, multi-year budget planning and management, and program analysis.

Lawrie returns to the CTA after having spent four years as Manager of Operations Planning at the Regional Transportation Authority (RTA). In 1975 he was Director of the Office of Research for the CTA.

He previously served as a transportation consultant to the Illinois General Assembly, Associate Director of the RTA Citizens Committee for Better Transportation, and Director of the Mass Transportation Office at the Illinois Department of Transportation.

Lawrie has a Master of Business Administration degree from the University of Chicago and a Bachelor of Business Administration degree from Baylor University, Waco, Texas.



Quick response proves effective during 16th street emergency

Like the well-drilled crew of a Navy ship in wartime, CTA personnel have learned to respond quickly and effectively to the rapid transit version of the call to "General Quarters."

The alarm was sounded at 10:20 a.m. Monday, August 11, for an emergency on the North-South and Dan Ryan structure near 16th Street. There, parts of a derrick being carried on a freight train passing below struck and protruded up through the structure, disabling a Lake/Dan Ryan train traveling above.

Within minutes the call to "battle stations" was sounded through the "internal intercom system" that allows instant communication from the Control Center. A command post was set up in the Control Center to coordinate the activities of all departments that would be involved in evacuation procedures and the restoration of service.

Harold Geissenheimer, General Operations Manager, said of the response to the emergency, "CTA has become an expert in crisis management. We have been tested. Over the past five years our people have been called upon to do things they never did before. When the incident at 16th Street occurred, we implemented our emergency procedures - - and they worked!"

Immediate rescue efforts were led by W. Edward Nash, assistant district superintendent, South Rail District, who was riding in the first car of the disabled train. After calming riders through announcements over the train's speaker system, Nash helped motorman Thomas Blaney and conductor Scott Givens evacuate them onto a Howard-bound Mainline train that was halted on the adjacent track.

At the same time, other employees and firemen helped riders from other trains that were stranded when power was cut. And when on-the-scene inspection indicated that service could not be restored until special supports

could be built to strengthen the structure, trains were turned back at 35th and Roosevelt on the Mainline, and at 35th and Adams/Wabash on the Lake/Dan Ryan.

To close the gap in service, an emergency bus shuttle was organized. One bus route was set up to carry Lake/Dan Ryan riders between 35th and Adams/Wabash, where trains from Harlem were returning west using the outer Loop. Another shuttle route was established to carry riders south through the Loop along State Street to 35th on the Mainline. From an initial 27 buses, this service was expanded to 104 buses by the afternoon rush period.

To keep the public informed about service developments, the Public Affairs department maintained frequent contact with the news media, while volunteers from the General Office, under the direction of Operations Planning, notified riders directly at subway and "L" stations and other strategic points in the Loop.

Meanwhile, ironworkers and other maintenance personnel rushed to the scene of the emergency to build temporary supports under the damaged structure to make it safe for rail traffic. By the start of the Tuesday morning rush period, service on the North-South Mainline had already been restored.

Service had to be cut again after the Wednesday evening rush period in order to rebuild the temporary supports in such a way that one of the blocked freight line tracks could be reopened. This work was completed in time for the Thursday morning rush period, when service was completely restored on both the North-South Mainline and the Lake/Dan Ryan.

The final phase of the emergency is expected to come in November, when a specially fabricated, 72-foot-long girder will be installed to replace the one that was damaged.



Board approves purchase of 125 articulated buses

At its regular monthly meeting on September 3, the Chicago Transit Board authorized the purchase of 125 articulated buses at a contract price of \$33,731,250 (\$269,850 each).

Similar to the 20 'Big Bend' articulated buses that have been in operation at CTA for over a year and a half, the new diesel powered buses consist of two sections connected by bellows-like panels and a turntable which coordinate turning movements. The buses will have 65 seats, with a maximum capacity, including standees, of 130 riders. The wide two way front door with center grab rail, as on current 'Big Bends', will provide fast boarding and exiting of passengers.

Several important new features are included in this purchase:

- The buses will have a wheel chair lift built into the rear door where the steps will convert into a lift platform. Three seats near the rear door will fold back to make room for the wheel chair.

- The first step will be only 12 and three-quarter inches from the ground, as compared with 14 and one-half inches on the present articulated buses and 13 and one-half inches on standard CTA buses.

- A back-up ventilation system consisting of four power vents in the roof will supplement the air conditioning.

"The CTA has been operating 20 similar articulated

A CTA articulated bus was a star attraction of the Englewood Back to School Parade on August 30, featuring window decorations produced by the Community Relations staff and exterior signs by the Passenger Controls/Graphics section, Operations Planning. Chairman Barnes was among city dignitaries who attended the parade.

buses since February of 1979. As part of our test program, the buses were operated on various heavily traveled routes throughout the city and proved to be fully adaptable and cost efficient," said CTA Chairman Eugene M. Barnes.

The contract for the buses is to be let to M.A.N. Truck and Bus Corporation, the only bidder. The buses will be built in both the U.S. and Germany (53 per cent in the U.S.). Currently, there are no manufacturers of articulated buses in the U.S.

The buses will be purchased with an Interstate Transfer Grant from the federal government (85 per cent) and an Illinois state grant (15 per cent). Delivery of the 125 buses is scheduled to start in April, 1982, and be completed in January, 1983.

Many thanks . . .

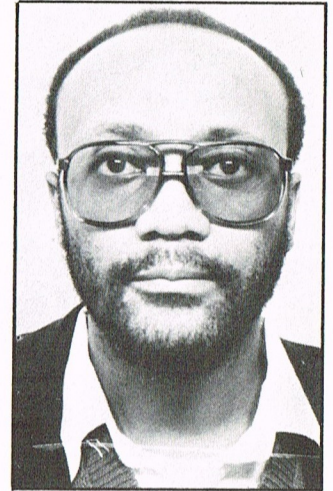
To my former fellow employees at the Mart and the CTA Pioneers Retirement Club: many thanks for your get-well cards, flowers and phone calls. I am now home recovering from a triple by-pass operation on my heart. Your well wishes helped my recovery, which was a slow process.

Gratefully,
Russ Warnstedt



Dora Martin (Forest Glen Garage) was praised by Rosalie Schultz, of North Kedzie avenue, "for the fine job she is doing" on her #152 Addison bus. "This driver was very courteous and helpful, and she had a lively, generous knowledge of her route. She was able to help passengers find not only their streets, but also particular locations along those streets and the best ways of reaching them. Best of all, this driver had a sense of humor that kept things in proportion. She was obviously not just grinding along making a living. It was more like she was adventuring along making a life. And I for one was glad to be on board with her."

Ronald Gray Sr. (Beverly Garage) was complimented by Henri Delacoeur, of East 95th street, for his handling of a #34 South Michigan bus. "While riding with this driver from the 95th street terminal to 112th street, I was impressed with his smooth, skillful negotiation of the bus, his courtesy toward riders and to other drivers, and his emphasis on safety. After 40 years of involvement with several phases of transportation, I feel I am qualified to make this assessment. Please congratulate this employee and let him know that skill, courtesy, and a bit of extra effort will always be appreciated and recognized."



commendation corner

Lloyd Winston (North Park Garage) was the driver of a #22 Clark bus that Bruce Priebe rode one hot summer evening on his way to an office on Diversey Parkway. "I have never met any employee who was so pleasant and took so much pride in his job pleasing his passengers. Everyone was greeted with a pleasant smile and 'Good evening,' and when a blind man got on the bus, he took extra care in boarding him and his dog. All this took place in abnormal 95-degree weather when tempers are bound to flare and people tend to be cross. Please compliment this man on a job well done. He surely does deserve it."

Edna Lomax (69th Street Garage) won the approval of Annette Lemke, of North Pulaski road, for the way she handled illegal boarders on her #9 Ashland bus. "At Madison, she asked three men if they were going to come up front and pay their fares. When they failed to respond after she asked again, she stopped the bus, picked up her phone, and alerted CTA downtown. The men got off. Later, two other men entered through the rear door, and again she asked them to bring their fares up front. They did, but she was ready with her phone just in case. She is a good driver who keeps alert and doesn't tolerate freeloaders."

Robert Baker (Forest Glen Garage) "makes the whole CTA shine," according to John Kepler, who rode his #92 Foster bus to work on North Francisco avenue. "This morning he greeted me and other passengers with a warm 'Good morning.' He called street names clearly before each stop. When an elderly gentleman boarded, the driver was very careful starting up so as not to cause the man to lose his balance. When two passengers getting off a northbound Pulaski bus obviously could not make it across the street in time to transfer to our bus, the driver stopped after crossing Pulaski to allow them to board. I appreciate this man's attitude toward his job."

Vytautas Stukelis (Archer Garage) was commended by John Cisarik, of South Melvina avenue, for his courtesy while driving a #62 Archer bus one hot Sunday afternoon. In a letter to the editor that appeared in the Chicago Tribune, Cisarik said, "The bus driver was one of the most pleasant I've ever encountered on the CTA. He answered questions

about the Sunday fares, thanked people for showing him their CTA passes of super transfers, and was generally courteous despite the heat and the fact that he was driving into the glare of the sun. I'm sure no one has struck a medal for courtesy yet, but this driver ought to be in line for an award."

Jesse Bolian (North Park Garage) was the subject of a letter from Howard Peschke, of Southgate, Michigan, who was a passenger on his #151 Sheridan bus while visiting Chicago. "He was courteous and helpful to the riders, and he handled the bus so well that the ride was smooth and comfortable. This included starts and stops. I lived in Chicago for three years and utilized the transit system every day, and this is the first time I have been so impressed with a driver that I wanted to sit down and write a letter about it. As long as the CTA has drivers like this one they can be proud."

John Brugess (Limits Garage) "made bus riding a pleasure," according to Ralph Scheu, an attorney with offices on West Washington street, who was a rider on his #36 Broadway bus. "He greeted each passenger with a 'Good morning,' started smoothly, and drove carefully and rapidly without speeding. He stopped without jarring, watched for potential riders approaching the stops so they would not miss the bus, and called out the street names loudly and distinctly. He also was mindful of traffic, stayed in the bus lane where possible, and stopped as near to the curb as possible. He even had a farewell greeting, such as 'Have a nice day, now.' He is to be commended highly."

John Aasen (Forest Glen Garage) was appreciated by Mrs. James Penney, of Thorndale avenue, for his consideration while rerouting his #84 Peterson bus. "Our driver was unable to turn north into Kenmore because of a super-sized moving van that was blocking the street. Aware that people were waiting to board the bus at the 'L,' he flagged down a passing squad car and asked them to notify the crowd to meet our bus at Broadway. He also alerted an eastbound driver so that he, too, could make adjustments. Some riders were quick to voice their anger about the inconvenience, but our driver remained cool, calm and friendly. I was impressed by his excellent attitude."

Thanks - - for a job well done

Among other operating employees receiving commendations recently were:

Thomas Abel Jr. and Jeff Anderson, both of Limits; Christopher Adams and Pedro Alicea, both of North Avenue; Rosa Alfaro, Forest Glen; and Curtis Anderson and David Arreguin, both of North Park.

William Banks, North Avenue; Johnny Banks and Dorothy Barner, both of 77th Street; Evelyn Betts, West Section; Jesse Bolian, Michael Boyk, and Anthony Borrelli, all of North Park; and Emanuel Bolarinwa, Robbie Brown, and John Bruggess, all of Limits.

Jean Cage, Jose Canales, and Robert Cossom, all of Limits; Theodore Cachampis, Griz Craig, and David Curry, all of North Park; John Cameron, Ashland/95th; and Marla Clark, 77th Street.

Marie Daniels and Lynn Davis, both of Limits; Dwane Davy and Frederick Douglas, both of North Park; Edmund Daddazio, Electra DeAlba, and Hector DeJesus, all of North Avenue; and Rogers Dean, Lawndale.

Steve Feller, Albert Fields, and Bryon Franklin, all of North Park; and Henry Fields, North Avenue.

Joe Gill, Jeffrey Gresser, and Terrence

Griffin, all of Archer; Julio Garcia, Howard/Kimball; and Matthew Grayson, 69th Street.

R. L. Hampton, Archer; Leo Hara, North Park; Larry Harper and Lawrence Hart, both of North Avenue; and Marvin Harris and Frank Hruby, both of Lawndale.

Michael Jackson, 69th Street; Melvin Jefferies and William Johnson Jr., both of 52nd Street; and Jennifer Johnson, North Section.

Martin Kane, Howard/Kimball; David Kelly, North Park; and James Kolstad, Beverly.

James Larry, 52nd Street; Robert Lay and Leblanc Ledree, both of Limits; Charlie Lee, North Section; Alpha Lambert, 77th Street; Charley Lane, Beverly; Claudio Lombardi, Forest Glen; and Tulio Lopez, North Park.

Adolph Marth, Angel Martinez, Aubrey McGregor, Michael McGuill, and Edgar Mollinedo, all of North Park; Ellis May, Archer; Abraham McKeiver, 69th Street; Elnora McKenzie, West Section; Francisco Medrano, Forest Park; Gustavo Meza and Faye Murry, both of Limits; Isaias Molina and Robert Moyer, both of Forest Glen; and Johnny Moore, Lawndale.

Dianna Owens, North Park.

John Palaggi Jr., 77th Street; Santiago Pantoja, Campaign Area; Isaac Price, Lawndale; and Ricardo Puerto, Douglas/Congress.

Robert Quattrochi, Douglas/Congress.

Mattie Raines and Anthony Reynolds, both of North Avenue; Leslie Randall, Limits; Richard Roma, North Park; and Joseph Rossie, Central District.

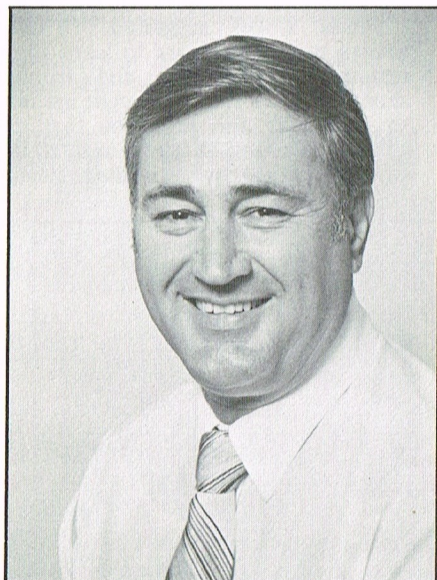
Santiago Sanchez and Robert Surita, both of 77th Street; Kenneth Simpson, Joseph Smoot, and Leroy Starr, all of North Park; James Sloan, 52nd Street; Joseph Stilwell, Limits; and Angelo Sturino, Howard/Kimball.

Wendell Talbert, North Park; Henry Terry, Lawndale; and Barbara Thomas, West Section.

Francisco Valle, North Avenue; and Frank Viola, North Park.

Peter Willemsen, Maurice Willis, and Lloyd Winston, all of North Park; Abner Williams Jr. and Barbara Williams, both of Limits; Edward Williams and Oliver Wilson Jr., both of North Avenue; Monroe Williams, Beverly; Theodore Williams, 77th Street; and Royal Woolfolk, Archer.

promotions



Raymond Castrogiovanni

Raymond Castrogiovanni has been appointed superintendent, Contract Construction, Engineering. He formerly served as supervisor, Construction Inspection, in the same department. Castrogiovanni joined CTA in 1974 as a construction inspector. Previously he was a construction superintendent for general contractors. He and his wife, Evelyn, have five sons and live in the Garfield Ridge neighborhood on the Southwest Side.

Two new assistant superintendents have been named by the Transportation Depart-

ment. John Blum is assigned to the Service section, where he formerly was a management/professional intern. Isaac Clark, former m/p intern, Personnel, is now assistant superintendent, Far South.

In Vehicle Maintenance, Michael Vasquez, former unit supervisor, Terminals, has been selected supervisor, Rail Vehicle Terminals. New as unit supervisors, intern, are Matthew Mantia, former garage assistant foreman, 77th Street, and Emanuel Porter, former garage night foreman, Kedzie/Lawndale.

Anthony Ambut, former training coordinator, Human Resources-Training/Development Programs, is now communications coordinator in the same section. In Vehicle Maintenance-Methods/Standards, George Michaud has moved from materials coordinator to supply control coordinator.

Four new travel information representatives are now working in the Travel Information Center: Samuel Highsmith, former traffic checker, Operations Planning; Robert Dennis and James Nunn Jr., both former drivers, Archer; and Sterling Tharp Jr., former driver, 52nd Street.

In new positions as service truck chauffeurs, Transportation-Utility, are George Rivera, former driver, North Park, and Scott Maginnis, former security officer, Security.

Now serving as painter apprentices, South Shops, are Robert Kuropas, former carpenter apprentice at the same location, and Richard Chacon, former bus servicer, Archer. Thurman Collier, former stock clerk, Materials Management-Stores, has become a painter helper, South Shops, while Booker Taylor, former janitor, Plant Maintenance, has been selected painter "A".

Also in Vehicle Maintenance at South Shops are four recently chosen laborers: Roberto Pagan and Bruce Johnson, both former drivers, 77th Street; Judy Reno, former janitor, Plant Maintenance; and Guy Hillock, former bus servicer, Archer.

In Plant Maintenance, Luigi Lombardi and Salvatore Fontanetta, both former trackmen, have become "B" helpers. Willie Haskell, former blacksmith/welder, South Shops, has moved to Plant Maintenance as an electrical and acetylene welder.

James Stephen, former payroll clerk, Payroll, and Reimar Pielstron, former travel information representative, Travel Information Center, have been selected field audit clerks, Financial Services-Internal Auditing. Within Financial Services, Alex Fritzler has moved from payroll clerk to bill clerk.

Charles Haynes has been reassigned from unit exchange clerk to production clerk at South Shops, while David Perez has made the same change at Skokie Shop. Ronald Scott, former driver, 69th Street, has been chosen training services clerk, Human Resources-Training/Development Programs.

Grace Winfrey, formerly unassigned, Human Resources-Employment/Placement, is now treasury utility clerk, Treasury. Catherine Brady has been promoted from utility clerk I, Materials Management, to utility clerk II, Law File Administration. Loretta Adams, former typist, Financial Services, has become utility clerk, Insurance & Pensions. Patricia Baker, former stenographer II, Law, and Maria Benitez, former stenographer I, Engineering, are now both stenographer II's, Engineering.

New rail supervisors

Eight new rail service supervisors have joined the supervisor pool after completing an extensive training program that places special emphasis on trouble-shooting and restoration of service techniques.

The training included 14 formal sessions and 40 hours of rail supervisor experience under the guidance of other supervisors. There were also tours to familiarize trainees with the entire rail system and instruction in the operation of various types of equipment.

Ed Mitchell, director, Support Services, was in charge of the training, which was also taken by six General Office personnel whose knowledge of rail procedures was considered helpful in carrying out their jobs.

Wilbert Matthews, one of the new supervisors, said of the training, "I think it got down to basics. It also helped me utilize the skills I had acquired as motorman, conductor and towerman." He added, "I liked learning about how and why things are done in an emergency, as well as how to deal with other personnel."

Julio Diaz commented, "It has been a very good experience. I will continue to do my best and hope to have other opportunities to move ahead in my career at CTA."

Ellis Sansing reported, "I think the instruction was very thorough, and that the instructors went out of their way to make sure we understood everything. I appreciated the emphasis



Displaying certificates recognizing their completion of supervisor training are (seated left to right): Julio Diaz, Elree Jones, James Colles, and John McEnaney. Standing are (left to right): Ivory Davis, Ellis Sansing, Corinthian Brunt, and Wilbert Matthews.

on dealing with employees as people instead of just badges. It's a serious job."

According to John McEnaney, "Now I have a better understanding of how the company operates. I learned a great deal about trouble-shooting and restoration of service, though you never know enough. I'll keep trying to gain more knowledge on the job."

Elree Jones said she was qualified in all positions in rail, including yard foreman, but that the training was "interesting and comprehensive. I feel I can handle just about anything, now, and that I have a good rapport with the personnel. I enjoyed the experience of going through the entire rail system and seeing the subways from portal to portal."

Corinthian Brunt believes, "I really accomplished something. Before this,

I wasn't familiar with the yards and switching. Now I don't think there's any problem out there I can't deal with. I think we had a great group of instructors."

Ivory Davis regarded the training as "a prerequisite for getting into instruction and perhaps becoming a superintendent some day. I've certainly broadened my view of transportation and strengthened my knowledge of trouble-shooting. It also taught me some things I didn't know about the work of a towerman, switchman, and yard foreman."

James Colles suggested, "There's always something more to learn about restoration of service and trouble-shooting. The training taught me how to deal with the problems that can come up, and gave me a real feeling for what's going on out in the system."



First group to complete an eight-week Material Handling and Warehousing course sponsored by Materials Management Department include (from left, standing) Robert Gorz, stock clerk, West Shops; Eugene Magad, course instructor; Richard Smith, stock clerk, South Shops; John Gurrieri, stock clerk, Skokie Shop; Lawrence Jones, stock clerk, South Shops; Lawrence Tischer, stock clerk, Lower Yard; David Bremer, stock clerk, Merchandise Mart; Rowland Sykes, stock clerk, South Shops, and Fred Krawczyk, stock clerk, West Shops. Seated (from left) are James Qualls,

order control clerk, Merchandise Mart; Martha Hallock, secretary, Merchandise Mart; Dorothy Harmon, salvage control clerk, Merchandise Mart; Terry Carroll, stock clerk, South Shops; Billie Thompson, stock clerk, Skokie Shop, and Donald Powell, stock clerk, South Shops. Ed Deles, unit supervisor, Records and Training, Materials Management, and coordinator for the course, said that approximately 120 department members are slated to take the course, which is conducted by Eugene Magad and Associates, consultants to the warehousing industry.

Return trip to yesteryear

Approximately 300 employees, retirees, and guests enjoyed a return trip to yesteryear at the Illinois Railway Museum in Union, Illinois, on Saturday, August 23. The second annual CTA Day was sponsored by the CTA Group Travel Program in conjunction with the museum. Attractions included rides on historic equipment, restoration and signals tours, movies, and hand car rides.

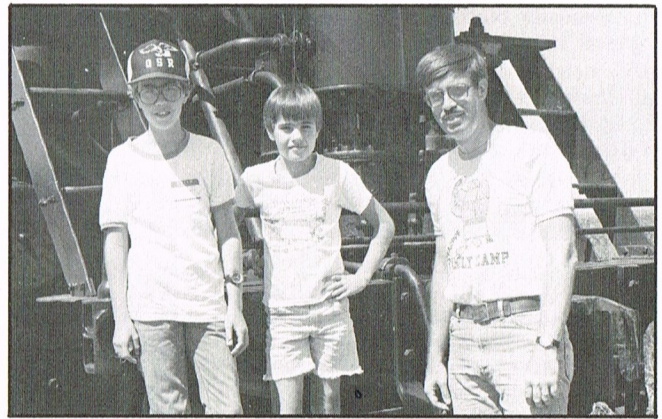
For more information about Group Travel Program events, contact Ms. Harriett Murphy, special projects coordinator, Human Resources department, Room 7-170, Mart, ext. 751.



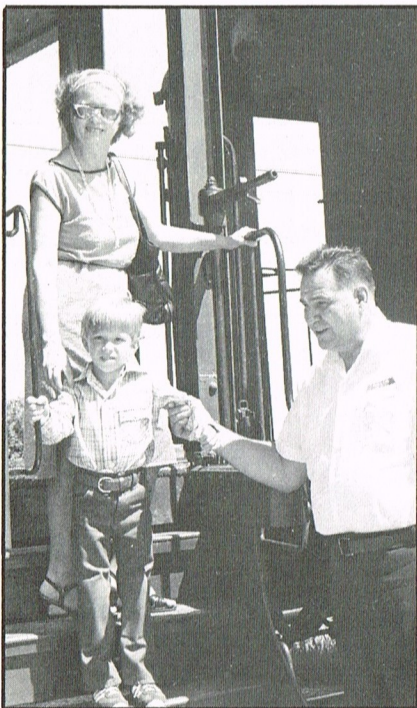
Enjoying the festivities was Pensioner John Gritis (Reproduction '78), and his wife, Rosemary, and Pensioner Pat Gill (West Shops '76), and his wife, Grace.



Pensioner Ray Zielinski (North Avenue '77), pilots #144, Pullman vintage 1908, last operated out of 77th Street.



Scott and Eric Swanson enjoyed the old steam engine with their father, Paul (Maintenance).



Gordon Balazs (Transportation) helps his grandson, Brian, off the steps of the old railroad coach, as his wife, Georgiana, awaits her turn.



James Larry (52nd Street), and his wife, Janie, and children, Jason, Jeremy and Jennifer, enjoyed a streetcar ride.



Mary and Joe Repplinger, now retired, enjoyed the outing.



Alvin Rohde (North Avenue) enjoyed the day with his friend, Vera Gutzman.

Cover girls return for Monthly Pass commercial

When motorman D. J. Sweeney came in to have his photo taken for a commendation in 1948, he treated his two daughters, Eileen and Kathleen, to a trip downtown.

Sweeney was being commended for stopping his elevated train early one morning after he spotted a burning barn in a neighborhood of frame houses. He blew his train whistle for several minutes, waking the people in the neighborhood who put out the fire before it could spread.

During the commendation photo session, the CTA photographer also photographed Sweeney with his daughters. He sent copies to Sweeney and kept a file copy.

When the Transit News staff checked the photo files for feature ideas for the December, 1950, issue, they discovered the photo of Sweeney and his daughters. Eileen and Kathleen then appeared on the cover of the magazine and were featured in a monthly column called "TO THE LADIES . . . from Joan." The column told how to make Christmas decorations at home, using photos taken in the Sweeney home.

Thirty years later in July, 1980, Eileen and Kathleen and their daughters acted as extras during the filming of the CTA Monthly Pass commercial.

Eileen and her husband James Peters, a Chicago fireman, live on the northwest side with their four children Jimmy, 18, Kevin, 17, Maureen, 14, and Sheila, 10.

Kathleen and her husband William Keogh, a real estate developer for the Homart division of Sears, Roebuck, & Co., live in Park Ridge, Illinois, with their two daughters Colleen, 10, and Catherine, 9.

Motorman D. J. Sweeney retired in 1965. He spent part of each year with the Peters in Chicago and the rest of each year with the Keoghs who then lived in Phoenix, Arizona. After Sweeney's death in 1978, the Keoghs moved to Park Ridge.

Eileen and Kathleen were thrilled to be extras in the Monthly Pass commercial, because it brought back many fond memories of their father and their many friends in other CTA families.



The December, 1950, Transit News cover featured Eileen Sweeney, age 9, and Kathleen Sweeney, age 10, holding their home made Christmas decorations.

Taking a break during the filming of the Monthly Pass commercial are Eileen (Sweeney) Peters (left) and her daughters Sheila (left), age 10, and Maureen (center), age 14, and Kathleen (Sweeney) Keogh (right) with her daughters Catherine, age 9, and Colleen, age 10 (far right).



CTA deposits funds in minority banks

More than \$5 million just released to the Chicago Transit Authority has been deposited in seven of Chicago's minority banking institutions. Chairman Barnes said the funds were placed in short-term investments with a maximum maturity not exceeding 31 days. Recipients of the money were: Seaway National Bank, 645 East 87th street; Highland Bank, 1701 West 87th street; Independence Bank, 7936 South Cottage Grove avenue; Union National Bank, 11108 South Michigan avenue; Community Bank of Lawndale, 807 South Homan avenue; Washington National Bank, 2525 North Kedzie; and Morgan Park Savings and Loan, 10859 South Halsted.

"We have started this program of banking in the neighborhoods because the CTA wants to invest in the communities we serve," said Chairman Barnes, "and the CTA has funneled a total of \$71 million in short-term investments to minority banking institutions since January."

The CTA has allocated 10 percent of all its funds for placement in the Community Banking program, a special minority business effort established by Chairman Barnes.



CTA Chairman Eugene M. Barnes signs checks totaling more than \$5 million which were placed in short-term investments with seven of Chicago's minority banks. Present for the event were, from left, Ernest Collins, chairman, Seaway National Bank; Miss Adele White, managing director, Morgan Park Savings and Loan, and Stanley W. Tate, senior vice president, Highland Bank. Representing other banking institutions sharing in the Community Banking program, but not present for the signing, were Lonnie Radcliff, assistant vice president, Independence Bank; Charles Wells, president, Union National Bank; James T. Hadley, senior vice president, Community Bank of Lawndale, and Frank Cyr, president, Washington National Bank.

Saving for the future with deferred compensation

The CTA Deferred Compensation plan is now two years old. Since inception, CTA employees have invested \$6,727,340 in the program. The current value of the fund is approximately \$6,820,000 and an additional \$288,000 have been paid out in benefits to participating employees. The gain over contributions are approximately \$400,000.

For those of you who have not recently focused on our Deferred Compensation plan, an annual contribution of the lesser of 25% of salary of \$7,500 is permitted by law. Contributions reduce your salary for purposes of determining the amount of Federal and State income tax you must currently pay. These funds are taxed, later, at the time you make your withdrawals.

The CTA program offers an employee a variety of ways to have your funds invested: (a) guaranteed investments where your principal is absolutely safe and you earn a high rate of interest, and (b) investments in a combination of stocks and/or bonds which fluctuate in value from day to day.

The companies that have been providing tax investment and life insurance options for the plan are Capitol Life (savings), Fidelity (life), Great-West (savings), Lincoln National (investments), and T. Rowe Price (investments).

Two recent developments should be of interest to many of our employees. Fidelity Security will now guarantee issue to \$10,000 of life insurance to anyone age 50 or under. The T. Rowe Price Money Market Fund is now available as an option for those interested in placing a portion of their funds into a fluctuating investment.



Congratulations to Giles Liddell who earned his Associate Arts degree from Truman College in August, with an emphasis on human behavior. He is now attending Northeastern University studying transportation, environment, and human behavior, and also is on the Board of Governors' program there.

Deferred Compensation is one of the few remaining legitimate tax deferrals available. If you have the desire and capacity to save money, you owe it to yourself to examine the opportunities available under the CTA program.

For more details, call our Administrator, Intangible Marketing, Inc., at 263-1662.

public safety awards

With a rate 25 per cent lower than the entire surface system, Archer garage finished first in the CTA Public Safety Award for the second quarter of 1980.

The winning statistics were: A traffic accident rate of 4.02 per 100,000 miles of driving, and a passenger accident rate of 0.53 per 100,000 miles of driving. This was 55 per cent lower than the entire surface system rate.

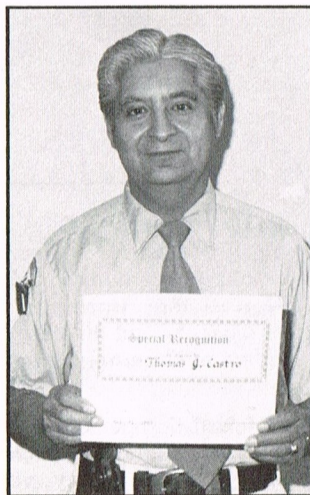
Congress terminal took the rail award with a winning average of a combined traffic and passenger accident frequency of 0.314, or one accident for every 300,000 miles of operation, for the second quarter of 1980.



Tom Boyle (center), manager, Safety, presents second quarter rail Public Safety Award plaque to Mike Veltri, superintendent, Congress, as Transportation manager Blaa smiles with approval.



Leonia Butler (left), and Thomas Castro proudly display the Outstanding Employee awards certificate presented to them.



Joe Steinbach (left), superintendent, Archer garage, receives second quarter Public Safety Award plaque from Ed Henry, supervisor, Safety Performance and Analysis, as James Blaa, manager, Transportation, looks on.



Transportation manager Blaa is flanked by William Spencer (left), and Jake Reed who display Outstanding Employee awards they received.



Showing their satisfaction for being number one are Archer operators (left to right): Edith Sellers, Ernest Leaks, Victoria Chess, Renardo Coleman and Mitchell Austin.

Fans pin hopes on 1980 Bears

By W. B. Wolfan

The football season is upon us once again, and a championship-hungry Chicago sports fandom is pinning its hopes on the 1980 Chicago Bears and general manager Jim Fink's master plan to rebuild the Bear dynasty that once ruled pro football with an iron hand.

Only the old-timers can remember the mighty Bears of yesteryear when the so-called Monsters romped over the Washington Redskins, 73 to 0, in the championship playoff game of 1941.

There have been many heroes in the glorious past, George McAfee, Sid Luckman, Bronco Nagurski, Red Grange, Beattie Feathers, Bill Hewitt, to name just a few. But in professional football as it is played today, the past is mere nostalgia. The burning question is "What have you done for us lately?"

There is no question, however, about the greatness of former Bear teams that dominated the National Football League. They played fundamental football with massive power plays for Coach George Halas. Credit should go where credit is due, and those old-time Bears were winners in every way.

It was back in 1963 when the last Chicago Bear championship team defeated the New York Giants, 14 to 10, the sixth and last championship for George Halas in his 36th year as coach of the team 17 years ago.

The year was 1921 when the Decatur Staleys moved to Cubs Park in Chicago from Decatur, Illinois, and Halas began the long-time era of champions that commands perhaps the most loyal football following in the land.

A year later, in 1922, the Staleys became the Chicago Bears and the American Professional Football Association underwent the name change that endures today—the National Football League.

There are many factors to be taken into consideration in any given pro football season, particularly this year.

The 1979 Bears' whirlwind finish with seven victories in their final eight games and a playoff berth had the home fan constituency in a state of euphoria last winter that has carried over into this year.

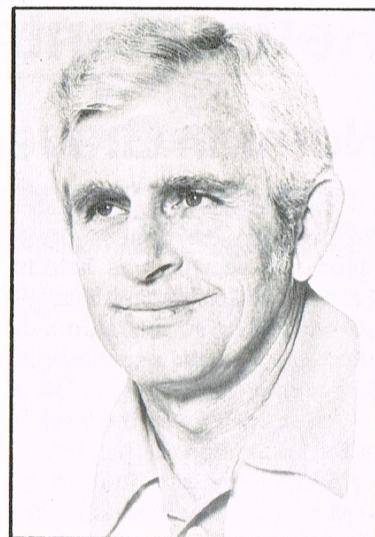
Much depends upon the good health of one of the wonder football players of this century, Walter Payton.

This writer has seen quite a few of the great stars in action during a long sports writing career—including Tom Harmon of Michigan, George McAfee and Gale Sayers of the Bears, Glenn Davis of the Army, and O. J. Simpson, but will have to say without hesitation that Walter Payton is as good, perhaps better than, any of that distinguished list of elusive break-away runners—a truly great and electrifying football player who can break a game open at any time.

We have a friend who captained the Wolverines of

Neill Armstrong
Head Coach
Chicago Bears

(Photo Courtesy
Chicago Bears)



Michigan many years ago. He says his most memorable moment was a prone position on the ground as Red Grange galloped by him for five touchdowns in 12 minutes. This individual rates Payton in the same category as Grange—a rugged competitor who plays as well "hurt" as he does when in perfect health.

Last year Payton, despite a painful shoulder injury, won his fourth consecutive NFC rushing title with 1610 yards, a magnificent performance.

Whoever said "As goes Payton, so go the Bears," knew what he was talking about. He is the ball club. However, under Coach Armstrong, the Bears have improved one hundred per cent defensively. So has the offensive line, and that helps Payton.

Much depends on the passing game to give Payton needed relief from his rushing duties. If the passing game clicks, the Bears will make the playoffs. But October is not when Division titles are decided. So the Bear hopes will hinge on the November-December stretch drive. Their schedule is much tougher this year than last, and Tampa and Detroit will have a lot to say about the Divisional flag before the season is over.

In the overall pro picture, the two principal contenders in the AFC Central Division, Pittsburgh's Champion Steelers and the Houston Oilers (with Ken Stabler at the controls), appear to have the two strongest teams in all pro football. This writer is betting on the Steelers to take it all again.

Roger Staubach's departure from the Dallas Cowboys obviously will make it a wide open race in the NFC Eastern Division. The Los Angeles Rams look like repeaters in the NFC West, a solid tough football team in every department.

In the AFC West and the AFC East Divisions, it's anybody's guess. A big year for Steve Grogan could give the New England Patriots a playoff berth. This writer favors Dan Fouts and the San Diego Chargers in the AFC West, but don't sell the Denver Broncos or the Seattle Seahawks short. Both clubs have the ability to spring a major upset.

On to the Super Bowl!

Retirements

Norman Graver

An informal reception honoring Norman Graver of the Methods and Standards section was held in the Transportation department office on August 29 at the Merchandise Mart as he joined pensioners after 34 years of service.

Prior to joining the Transportation department in November 1974, Graver served in the Security department as an investigator, assistant superintendent, and superintendent.

Friends and co-workers presented him with golf equipment, a cash gift, and other items for his personal enjoyment. Present for the occasion was his daughter, Bonnie.

The former security chief began his public transit career in 1946 in the Claims department.



Harvey McClinton, left, superintendent, Methods and Standards section, Transportation department, presents Norman Graver with a pensioner kit at informal reception held recently in the Transportation department. The occasion marked the end of Graver's 34-year career in transit.

Hector Rocourt

Hector G. Rocourt, senior bookkeeper, Insurance and Pensions, ended his 17-year career with CTA when he retired on September 1.

Hector was feted with a surprise farewell party given by his co-workers on August 26 in the Pension Department in the Merchandise Mart. Craig Heatter, director, Pensions, presented him with a barometer, a gift from his co-workers.

Hector began his career with CTA in June, 1963, as a bookkeeper in the Pension Department. Prior to coming to CTA, he had worked in the same capacity with the International Harvester company and U.S. Steel.

Hector will make his new home in Pompano Beach, Florida, where the barometer will come in handy.



Hector Rocourt (center) is flanked by the ladies who surprised him with his farewell retirement party. Left to right: Irma Muniz, Phyllis Skutnik, Dorothy Etscheid and Patricia Hoff.

NEW PENSIONERS

MICHAEL CLEMENTE, Supervisor,
District D, Emp. 8-1-45
ERNESTO GARCIA, Trackman,
Maintenance, Emp. 5-28-75
NORMAN GRAVER, Analyst,
Transportation, Emp. 11-19-46
JOHN MURNANE, Operator,
69th Street, Emp. 5-15-44
MILAN PLACKO, Operator,
Forest Glen, Emp. 5-22-58
VICTOR PRIOLO, Operator,
Limits, Emp. 3-11-46
HECTOR ROCOURT, Senior Bookkeeper,
Insurance/Pensions, Emp. 6-10-63

DISABILITY RETIREMENTS

LEON DAVIS, Operator,
77th Street, Emp. 10-3-66
JOHN W. JOHNSON, Safety Coordinator,
Safety, Emp. 8-4-71
ROBERT JOHNSON, Operator,
North Park, Emp. 9-17-53
CALVIN SMITH, Operator,
Lawndale, Emp. 5-26-69

Pensioners note:

New riding card pictures for 1981-82-83

The CTA photographer has been taking photographs
for your new identification cards, as announced in
last month's Transit News:

NORTH AVENUE STATION - 4801 W. North Ave.

Last Name
beginning with

A - G - Tuesday, September 30
H - O - Wednesday, October 1
P - Z - Thursday, October 2

ARCHER STATION - 2600 W. Pershing Rd.

A - G - Tuesday, October 7
H - O - Wednesday, October 8
P - Z - Thursday, October 9

9:00 AM to 4:00 PM

If you missed the photo sessions above, you can still
have your photo taken at the following location
and time:

CTA Photographic Department
Room 7-189
Merchandise Mart

8:00 a.m. to 4:00 p.m.
Any weekday after
October 15, 1980

No ID cards can be sent out unless the pensioner
has had a new photo taken.

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IN MEMORIAM

WANDA BEKIER, 56, Accounting,
Emp. 8-17-44, Died 7-30-80
TONY BOGETICH, 68, Maintenance,
Emp. 9-3-41, Died 7-14-80
WALTER BOTH, 64, Forest Glen,
Emp. 10-7-46, Died 7-29-80
MARVIN BRINSON, 61, 61st Street,
Emp. 5-9-51, Died 7-22-80
PAUL BURANDT, 88, 77th Street,
Emp. 3-5-12, Died 7-20-80
JOHN BUTHMAN, 81, Lawrence,
Emp. 4-24-23, Died 7-17-80
WILLIAM L. COLEMAN, 44, 52nd Street,
Emp. 6-11-62, Died 7-28-80
STEVE CUCULICH, 90, Way & Structs.,
Emp. 8-3-20, Died 7-29-80
JOSEPH DOBIAS, 83, Lawndale,
Emp. 7-11-23, Died 7-29-80
DANIEL DOLAN, 81, Loomis,
Emp. 4-16-43, Died 7-24-80
RUEBEN EKLIND, 88, 77th Street,
Emp. 10-8-25, Died 7-15-80
FRANK GALEK, 67, Beverly,
Emp. 10-28-48, Died 7-12-80
EDWARD GLONKE, 75, Keeler,
Emp. 5-26-47, Died 7-16-80
WILLIAM HASKINS, 64, Maintenance,
Emp. 2-6-51, Died 7-14-80
ROBERT HENGL, 80, Treasury,
Emp. 6-19-23, Died 6-23-80
WILLIAM JENNINGS, 72, Beverly,
Emp. 7-5-44, Died 7-28-80
ADDISON JONES, 78, Reproduction,
Emp. 10-9-33, Died 7-2-80
FRANK JONES, 75, Electrical,
Emp. 6-1-22, Died 7-10-80
VERNON KEENE, 72, North Section,
Emp. 7-7-37, Died 7-27-80
THOMAS LACEY, 82, Office Services,
Emp. 3-18-41, Died 7-5-80
PETER MARREN, 73, Way & Structures,
Emp. 3-26-29, Died 7-25-80
JEROME MORIARTY, 68, South Shops,
Emp. 11-21-47, Died 7-10-80
VIDEL RODRIGUEZ, 31, North Section,
Emp. 10-25-74, Died 8-8-80
MICHAEL ROVELLA, 69, Archer,
Emp. 9-17-43, Died 7-12-80
NICHOLAS RUPP, 71, North Park,
Emp. 8-21-41, Died 7-8-80
WILLIAM SCHRAM, 69, Claims,
Emp. 2-25-37, Died 7-31-80
ROBERT M. SEDLACK, 77, Schedules,
Emp. 6-18-23, Died 7-7-80
DANIEL SEMINERIO, 70, Building,
Emp. 10-11-41, Died 7-8-80
ALFRED SOIBERG, 91, 69th Street,
Emp. 5-18-09, Died 7-12-80
BEN VALENT, 56, Skokie Shop,
Emp. 12-8-76, Died 7-10-80
JOHN P. WALSH, 72, Archer,
Emp. 7-8-43, Died 7-20-80
ANDREW WIATER, 86, West Shops,
Emp. 6-28-26, Died 7-7-80
STANLEY ZALE, 74, North Park,
Emp. 10-15-45, Died 7-31-80

Service anniversaries in September

45 years



Walter Thomas
Schedules



Albert C. Lathouwers
Payroll

40 years

Paul J. Minogue, Maintenance

35 years

James T. Degnan, Archer
Ivo F. Dipiero, Skokie Shop
Frank J. Fehlh, Electrical
John I. Newman, South Shops
William A. Wittkus, Forest Glen
William F. Wittstock, 69th Street

30 years

Robert S. Barrett, Skokie Shop
Jesse Cross, Racine Shop
Henry Dickerson, Skokie Shop
Charles Ferrante, Utility
John V. Filarski, North Park
Francis P. Gallagher, North Park
Edwin C. Kennedy, Skokie Shop
Steve Kudelka Jr., Maintenance
Henry F. Laws, Instruction
Joseph M. Marek, North Park
Gary A. Olsen, Skokie Shop
William A. Patterson, 77th Street
Leon M. Poe, South Shops
Royal E. Reed, 52nd Street
John A. Shanahan, 61st Street Shop

25 years

Mel Alexander, Public Affairs
John A. Anderson, 69th Street
Fred L. Bassett, North Avenue
Dennis C. Dobbyn, Electrical
Bert V. Hukill, North Avenue
Albert Porter, Claims
Rosemary Roberson, Transportation
Eddie Smith, North Avenue
Theaury Snyder, North Avenue
June R. VanCamp, Real Estate
Theodore Williams, Maintenance

Just a reminder

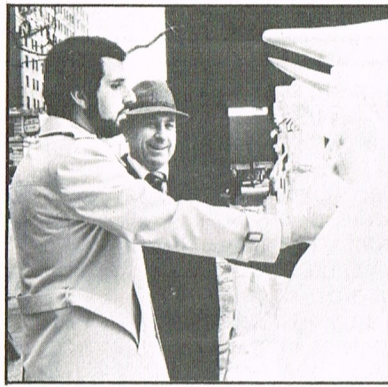
The photos on this page are just a few examples taken from feature stories about employees and retirees that have appeared in Transit News during the last nine months. All of the stories were suggested by employees and retirees or their friends and associates.

Transit News is your magazine, and we would like to print your story, too. If you or an employee or retiree that you know do interesting community work or have an interesting hobby or talent, or if you think that a project or function of your department would be of interest to other employees and retirees, send a brief explanation of your story idea to:

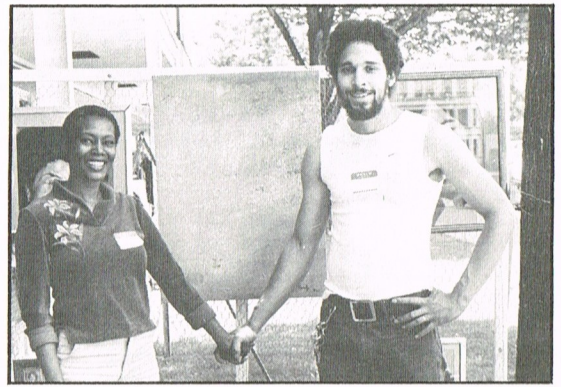
**Transit News
CTA Public Affairs
Room 742
Merchandise Mart Plaza
Chicago, Illinois 60654**

or phone: **664-7200,**
ext. 816 or ext. 2188

Please include a telephone number where we can call you during business hours (8:00AM-4:30 PM). We will assign a writer and a photographer to cover your story if it is selected for publication.



Ice fantasy, March, 1980.



Artistic couple, July, 1980.



High flying hobby, June, 1980.



Hospital volunteer, January, 1980.



Engineers save oil, March, 1980.



Plant sale, December, 1979.



Train collectors, July, 1980.

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