

## Quick response lessens impact of rush hour delay

Thanks to the efforts of many CTA employees, morning rush hour riders on the Loop "L" structure experienced a minimum of service interruption after a 90-foot long boom of a crane crashed onto a building, October 22, on Lake Street just west of Wabash avenue. The boom leaned menacingly over the tracks east of the State/Lake "L" station for more than four hours before it was safely removed.

During most of the four hours, northbound Dan Ryan trains were switched back southbound at the Randolph/Wabash station; eastbound Lake street trains were switched back-northbound at the LaSalle/Van Buren station. Evanston trains used the Ravenswood Loop tracks.

Buses on Lake street were rerouted to Wacker drive. Shuttle bus service for Lake-Dan Ryan riders connected the Randolph/Wabash and Clark/Lake stations. There was sufficient regular bus service near the LaSalle/Van Buren station for use by inconvenienced "L" riders who were issued emergency transfers upon request from rapid transit ticket agents.



Giant crane, used to build Loop City College (at right) on north side of Lake street east of Wabash avenue.

**cta** **TRANSIT NEWS**  
FOR EMPLOYEES AND RETIREES  
NOVEMBER, 1981

## New Transit News distribution policy

Beginning with the next issue, December, 1981, Transit News will no longer be sent to active CTA employees at their home addresses through the U.S. Mail. The magazine will be distributed in bulk quantities to CTA work locations.

CTA retirees and Transit News subscribers will continue to receive the magazine through the U.S. Mail.

This economy measure is expected to reduce Transit News mailing costs by 75%.



## Jordan Jay Hillman joins Chicago Transit Board

Jordan Jay Hillman, professor of law and transportation at Northwestern University in Evanston, Ill., became a member of the Board of the Chicago Transit Authority at the Board's November meeting (Nov. 4).

Governor James R. Thompson appointed Hillman to the Board. Hillman replaces Ernie Banks, who had been a board member since 1970.

An Evanston resident, Hillman holds a master of arts degree in political science and a doctor of law degree from the University of Chicago. A Phi Beta Kappa, he also has a doctorate of juridical science from Northwestern University.

He is a former vice-president-at-law for the Chicago and North Western Railway, and has been general counsel for the United States Railway Association (a U.S. government corporation).

Hillman has been a member of the faculty of Northwestern University since 1967.

He is a member of the American Bar Association, the Chicago Council of Lawyers, and the Law Club of Chicago. He has served as chairman of the Committees on Constitutional Revision and Civil Rights and was a member of the Board of Managers of the Chicago Bar Association.

Hillman has served as a member of the Illinois Constitutional Study Commission, the Evanston Zoning Amendment Committee, and the Evanston Township High School Board No. 202.

## Michael N. Horowitz appointed General External Affairs Manager

Michael N. Horowitz has been appointed the General External Affairs Manager of the Chicago Transit Authority.

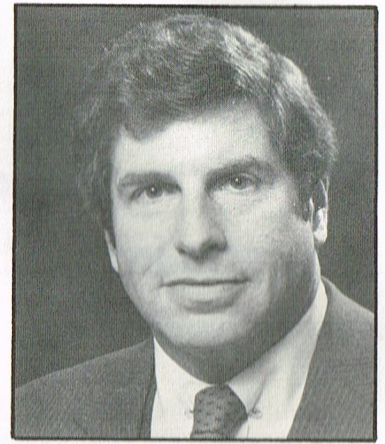
Horowitz's appointment, effective Nov. 9, was announced by CTA Executive Director Theodore G. Schuster.

As head of the External Affairs Division, Horowitz will be in charge of the Public Affairs and Consumer Services Departments. Public Affairs consists of media relations and publications. Consumer Services encompasses customer assistance, community relations, special group sales (charter service, monthly pass and token sales), and the travel information center.

Before joining the CTA, Horowitz, 42, was president of his own public relations firm in Chicago.

He previously served as director of public relations and advertising for Playboy Clubs International and was director of public relations and board services for the National Restaurant Association.

During 1971 and 1972, Horowitz was a news anchorman, reporter,



and panelist on WBBM-TV, Channel 2. From 1969 to 1971, he was Southeast Asia assistant bureau chief and field producer for the American Broadcasting Company's radio and television division.

From 1965 to 1969, he was a TV news show producer for WLS-TV, Channel 7, and served as moderator and panelist on a news interview show. He also worked as an assignment desk editor.

Horowitz is a graduate of Grinnell (Ia.) college. He lives on the near north side of Chicago.

The General External Affairs Manager position formerly was held by Ms. Joby H. Berman, who is now the Administrator to the Administrative Joint Commission on the Chicago Transit Authority.



The fifth group to complete an eight-week Material Handling and Warehousing course sponsored by the Materials Management department include (from left, standing): Eugene Magad, course instructor; Louis Basso, warehouse worker I, South Shops; Jack Lira, warehouse worker I, South Shops; Charles Turner, warehouse worker I, West Shops; Geoffrey Layhe, procurement analyst, South Shops; Phillip Smith, warehouse worker I, South Shops; Louis Kasper, warehouse worker I, Skokie Shop; James Cooney, warehouse worker II, South Shops, and Leon Harris, warehouse worker II, Skokie Shop. Seated (from left) are: Cleophas Fultz, warehouse worker I, South Shops; Alan Wrightsell, warehouse worker I, West Shops; Erias Harris Jr., warehouse worker I, South Shops; Nathaniel Thomas, warehouse worker I, West Shops, and Alphonso Govan, warehouse worker I, West Shops.

# CTA scores high in APTA Bus Rodeo

Martin Troglia, CTA representative in the 1981 event of the APTA International Rodeo, waits his turn to run the course during a practice session for all contestants.



CTA's representative at the 1981 APTA International Bus Rodeo held October 8-9 at Soldier Field, Martin Troglia of Limits Garage, did the CTA proud.

Pitted against operators with much more Rodeo experience, Troglia, a veteran of five years service, scored 637 points to place 11th in a field of 59 competitors. He finished the course in four minutes, 15 seconds, the fastest recorded running time in the event. The winner for the second consecutive year was James L. Boring of Atlanta (MARTA) who had 676 points.

Although the 1981 Rodeo was the sixth annual event, it was the first time the CTA was represented in the international contest.

Mike Lacriola, superintendent at Limits Garage, said he was very pleased with Troglia's performance. "I'm glad that we were able to participate, and I hope we go back next year and beat them," said Lacriola.

"Martin is a very fine operator. He's a guy you can depend on," the Limits superintendent said.

Troglia qualified to represent the CTA in the international event by winning the local competition which was held August 23 in Soldier Field.

Other winners in the local event were Robert Richardson, North Park Garage, second place; Eddie Johnson, 77th Street Garage, third place; and Willie Whisenton, also of Limits Garage, fourth place.



## Barnes elected APTA Chairman

CTA Chairman Eugene M. Barnes (right), chats with Aubrey Davis (left), Urban Mass Transportation Administration (UMTA) Region X administrator (Seattle), and Arthur E. Teel Jr., UMTA administrator, during a break at the American Public Transit Association (APTA) convention October 7-11 in Chicago. Barnes has been elected 1982 APTA chairman.

# Mobility limited service puts users in mainstream



Access Transportation, the CTA Special Services program for severely mobility-limited riders, is well underway after many months of planning. More than 900 individuals have signed up for this demand-response, door-to-door transportation service.

Any Chicago resident certified by a physician as being unable to walk more than one hundred feet on clear, even, outdoor pavement, or stand for more than ten minutes waiting for a bus during moderate temperature conditions, or climb more than three standard-size coach steps to board, qualifies for Access Transportation.

Special Services certifier Lynn Barrier is the staff person responsible for determining the eligibility of applicants. After an applicant has contacted Lynn by calling extension 3394, she mails an application packet to the prospective consumer. Included in the packet is a brochure describing the service, an application form and application instructions, a medical form that must be completed and signed by the applicant's physician, and a



One of the specially equipped mini-buses provided to accommodate users of CTA Special Services pulls out of the Washington garage as city-wide service begins for another day.

Special Services identification card which must be filled out and returned with a photograph. The brochure and forms were designed by Consumer Services and Public Affairs.

After the documents have been returned and reviewed for eligibility by Lynn Barrier, the identification card is laminated with the Access Transportation logo and returned to the consumer with an instruction card. The instruction

card explains how the consumer may request service by phone, and it provides other advice that makes the service easier to use.

The certified eligible consumer requests service by phoning the Scheduling section at Washington garage. The caller's telephone number is then entered into a specially programmed computer which indicates the caller's identification, location, and special transportation requirements. At



Planning a trip for an Access Transportation rider, Special Services scheduler Need Jackson checks his computer terminal to coordinate the times and locations of the requested trip with an available bus. Approximately 700 trips are scheduled from the Washington garage each week.



Ms. Barbara Swoverland, Special Services scheduler, checks a telephone directory for business addresses in Chicago that generate the greatest demand for Access Transportation from Special Services riders. The information is coded and stored in the computer for future use.

the same time, the requested pick-up and destination times and locations are entered into the computer, and a check is made to determine how the request can be accommodated, or if adjustments must be made in pick-up and destination times, to insure the most efficient scheduling of Special Services vehicles. The computer also helps the schedulers to organize all of the service requests from consumers for each day and to develop the trip sheets that are used by the bus operators in the Transportation section of Special Services.

A teletype phone system (TTY) is also available for the convenience of riders with hearing impairments.

Jim Charlton, supervisor of Special Services Scheduling, reports that approximately 46 percent of the people using Access Transportation are riding to and from work. Approximately 25 percent use the service to get to medical appointments, 14 percent travel to school, and 15 percent travel to recreational activities.

Schedulers plan more than 700 trips per week with the greatest demand coming from riders living on the Near North, Northwest and South sides. About half of the riders are subscribers — people who make the same trips on a recurring basis. Consumers who use the service for one-time trips are required to make arrangements 24 hours in advance.

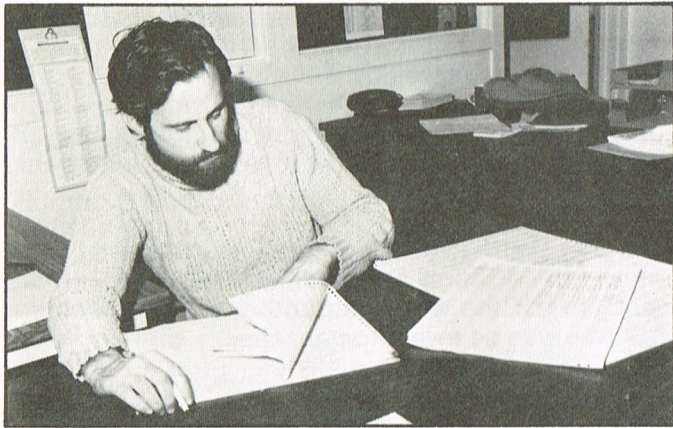
Information about the Access Transportation program is provided to community groups through personal appearances by the Community Relations staff. Brochures are also distributed to various city-wide community agencies. Mrs. Betty Edwards, director, Community Relations, said that neighborhood groups are continually being informed of the services offered by the program to the severely mobility-limited.

"I think the program is great, most needed, and deserving because it affords the severely mobility-limited an opportunity to be part of the mainstream of today's society. It makes me feel

good when I see people using Access Transportation," Edwards said.

Mrs. Naomi Tillman, manager, Consumer Services, said that the department works closely with the CTA Advisory Committee on Service for the Disabled. The committee members, representatives of various consumer groups, helped plan the Special Services program and now regularly monitor the policies and activities of the program.

"I'm very pleased by the enthusiastic response that the CTA Access Transportation program has received from Chicago's mobility-limited riders," said Tillman. "I hope we can reach many more people who have not yet had the opportunity to expand their lives by traveling to shopping areas and other activities that they had never dreamed they might enjoy. The program also is a good example of the teamwork and cooperation that is possible between the External Affairs and Operations divisions."



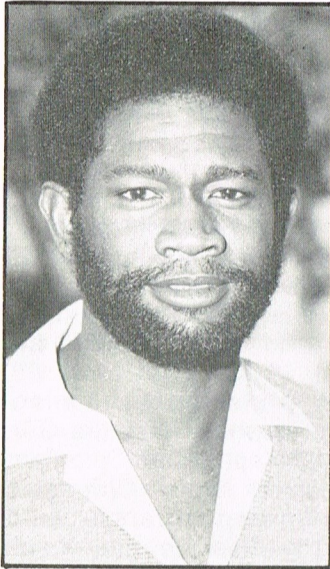
Left: Jim Charlton, supervisor of Special Services Scheduling, reviews computer print out of trips. More than 700 trips per week are scheduled for Special Services riders.



Bottom left: Lynn Barrier, Special Services certifier, prepares an information packet for mailing as she handles a telephone inquiry from a prospective rider.

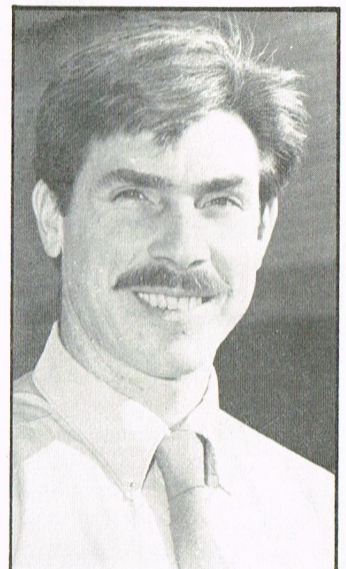
Below: Ms. Nora Flynn (seated) and Ms. Ruth Kocher discuss information to be entered into the computer. Both women are former Travel Information employees whose skills were easily adapted to the Access Transportation program.





Nelson White Jr. (North Park garage) was admired by James Woolner Jr., who was riding his #146 Marine/Michigan bus to an office on East Randolph Drive. "The elderly gentleman next to me began gasping for breath, turning gray, and saying he felt faint. I notified the driver, who stopped the bus, called in on his phone, summoned a police officer, and came back to help the passenger. The driver announced in a pleasant, courteous manner that we would be delayed, and offered to place us on other buses, which he did. His responsiveness, courtesy, and take-charge manner were exactly right for the situation."

Daniel Martin (Forest Glen garage) was appreciated by Irene Wisniewski, of Warwick Avenue, who boarded his delayed #56 Milwaukee bus at Pulaski. "Some people were patient, but some grumpy remarks were heard among the waiting crowd. One man, who was really 'drunk,' cussed and threatened what he was going to do to the driver when the bus came. When the bus pulled up, the driver handled it beautifully. He apologized to the people, told them what had happened, and said he was sorry they had to wait. The 'loaded' guy looked at him and just walked in like a pussycat -- no problem."



## commendation corner

**William Reynolds** (District C) was thanked by June Zimmer, of Glenview, for his help after she fell near the subway stairwell at Chicago and State. "I tripped in a hole in the sidewalk and recall raising my arm to protect myself, and then found myself sprawled on the sidewalk. As I was still laying there, I heard a voice calling and reporting an accident that I have since learned belonged to your supervisor. Due to his prompt and alert thinking, the paramedics responded in a matter of minutes. Would that we had more citizens willing to get 'involved' when a fellow citizen needs help."

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**Pedro Balderas** (Lawndale garage) was praised by Phyllis Schnell, of North Lawndale Avenue, for his courtesy while driving a #52 Kedzie/California bus. "He had a cheery 'Good morning' for every passenger getting on the bus. He also called all bus stops in a clear voice. It is especially nice to meet one of your better drivers, as I am a handicapped person who has great difficulty getting on and off buses. He is courteous, cheerful and patient, as I have ridden on his bus on previous occasions and always find him so."

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**Robert Murff** (Forest Glen garage) was complimented by Janice Gilbert, of Winona Street, for his concern for riders on his #92 Foster bus. "He was not only professional in his driving, but was also responsive to the needs of his riders. Stops were called, information issued with quiet authority,, and one got the feeling that care for his passengers was paramount with him. I travel other routes by bus, and I feel that despite personal stress and other problems of the CTA, the drivers in the main are compassionate, kind, aware of passengers' problems, and ready to put their own away in their care for others."

**Angelo Sturino** (North Section) impressed Stephanie Hempfling, of North Sheridan Road, by the way he worked as conductor of a Ravenswood train. "To say that he was courteous would be a gross understatement. He was a delight. He went out of his way with every passenger who needed assistance. As people would disembark from the train, he would wish all of them a pleasant day. He was especially nice to some obviously confused senior citizens. As we approached some repair work on the tracks, he announced that it would be slow for a while. Quite frankly, I was in awe."

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**Dorothy Smith** (North Park garage) attracted the attention of Monica Jackson, of West Garfield Boulevard, by the way she handled her #49 Western bus. "She was so sweet to passengers, greeting them with a warm smile. I normally pay little attention to anyone during lunch break because I'm always under a lot of tension trying to get back to work. But this time I think that her warm smile and friendly 'hello' were just what I needed to lift my spirits. She even helped an old lady with her package at 66th Street. Please let her know she is appreciated, and to keep it up. She is a true asset to your company."

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**Edward Chew** (Forest Glen garage) was the driver of a #85 Central bus that Ann Gorski, of North Massasoit Avenue, takes regularly early in the morning on her way to work. "He is very courteous, says 'Good morning' to everyone, and as they get off the bus, he wishes them a good day and asks them to watch their step. Never in all my years of riding the CTA have we ever had a driver like him. He also drives the bus so carefully, you'd think everyone on it was family. He is the most!"

# Thanks - - for a job well done

Willie Allen, Lawndale  
Robert Anhalt, North Park  
Margaret Arboleda, North Park

Michael Batson, Howard/Kimball  
Emmitt Beard, Forest Glen  
Arnold Beler, North Park  
Ricardo Bonilla, North Avenue  
Robert Brown, North Park  
Michael Buchanan, North Park

Jean Cage, Limits  
John Cameron, Ashland  
Lawrence Carter, 77th Street  
Noel Castro, North Park  
Tomas Cintron, North Park  
Patricia Cobb, North Park  
Michael Cole, Limits

Joe Davis, North Avenue  
Electra DeAlba, North Avenue  
Juan DeLeon, Forest Glen  
Robert Devitt, Lawndale

Anthony Ellis, Limits

Gerald Fels, North Park  
Andrew Ford, Forest Glen  
Raymond Furmanski, North Park

Roy Gaines, Lawndale  
Antonio Gallinaro, Forest Glen  
Michael Garcia, Douglas/Congr.  
Tyrone Garrett, Limits  
Albert Grant, North Park  
Keith Griffin, 69th Street

Eldred Hall, North Park  
Dewey Harper, Limits  
Arthur Hawkins Jr., North Ave.  
Nathaniel Hawkins Jr., Limits  
Joseph Hendrickson, North Park  
Wally Henry, Archer  
Leroy Hery, 69th Street  
Annie Horton, Beverly  
James Howland, North Park

Lena Jackson, Archer  
Zeke Jagst, North Park  
Willie James, North Park  
Cedric Johnson, North Avenue  
Willie Johnson, Lawndale  
Betty Jones, Limits  
James Jones, North Park  
James Jones Jr., Lawndale  
David Jordan, 69th Street

William Knight, North Park

James Larry, Relief Area-Bus  
Robert Lay, Limits  
John Lemond, North Park  
Neal Lesley, Archer  
Giles Liddell Jr., Limits  
Ernestine Lightfoot, North Ave.  
Teresa Lopez, North Park

Gonzalo Maldonado, North Park  
Paul Malicki, Forest Glen  
Peter Maroncelli, Forest Park  
Frank Marshall, Limits  
Charles Martin, 52nd Street  
Fred McBryde, 69th Street  
Jodie McGuire, North Park  
Hector Medina, Archer  
Pedro Mendez, North Avenue  
Marcos Mesa, North Avenue  
Gustavo Meza, North Park  
Roland Michalak, West Section  
Lura Minter, North Avenue  
Donald Mitchell, Archer  
Frederick Moore, North Park  
Jose Mulero, North Park  
Robert Mulnix, North Park

Ruth Neal, Archer  
Walter Nichols, North Avenue

Dianna Owens, North Park

Thomas Parker, North Park  
Ira Phillips, Howard/Kimball  
Michael Powell, Howard/Kimball

Employees who have received commendations since the last listing.

Robert Pritchard, North Avenue

Israel Quinones, North Park

Henry Radom, Forest Glen  
William Ramos, North Park  
Yvonne Regulus, North Park  
Marilyn Reyes, North Park  
Willie Rochelle, 69th Street

Mary Schmidtke, North Park  
Gary Schultz, Limits  
Pablo Silva, Limits  
Dorothy Smith, Relief Area-Bus  
Thomas Swick, North Park

Wendell Talbert, North Park  
Alfred Taylor, Archer  
Willie Thomas, Archer

Juan Vega, Howard/Kimball

David Walker, West Section  
Lillie Watkins, Lawndale  
Robert Watkins, 77th Street  
Willie Webb, Lawndale  
Fredrick White, 77th Street  
Donell Whitehead, Lawndale  
Garnett Wilkes, 69th Street  
Willie Winters, North Avenue  
Richard Wolski, North Park  
Royal Woolfolk, Forest Glen  
Roosevelt Wright, Forest Glen

Carrieatta Young, 52nd Street

## Promotions

**Egidio Bevacqua**, former accounting clerk, Financial Services, has been appointed general ledger system coordinator in the same department. **James Mullen**, former accounting specialist, Financial Services, is now procurement analyst, Materials Management - Procure-

ment.

**Nora Flynn**, former switchboard operator, Consumer Services, has become special services representative in the same department. In Operations Planning, **Bruce Moffat**, planner, has moved from Street Traffic to Routes & Systems.

New station clerks recently named by Transportation - Bus System include **Leslie Pointer**, former janitor, Plant Maintenance; **James Jenkins**,

former bus operator, Limits; **James Larry**, former bus operator, 77th Street; **Ira Milton**, former conductor, West Section; and **Dorothy Smith**, former bus operator, North Park.

**Sam Stimage**, former car repairer, Vehicle Maintenance - 61st Street, is now duplicating services clerk, Management Services. **Marie Baptiste**, former clerk typist, Transportation - Mart, has become typist, Transportation - Howard Street.

# Gauges used for cooking fowls head off bearing foulds

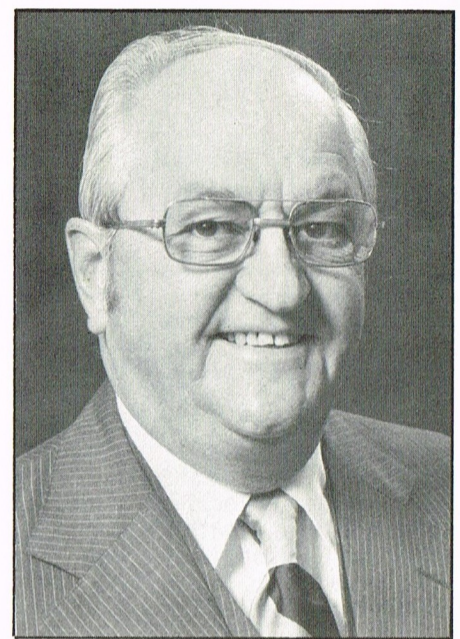
Three hundred of CTA's 1,100 rapid transit cars have axles equipped with oil-lubricated journal bearings that can fail if their lubrication systems run low, and the first sign of impending bearing failure is overheating of the journal boxes. Failure of these bearings, while rare, could lead to critical problems, including derailments.

CTA Maintenance Manager Joe Repplinger, now retired, watched his wife prepare a turkey for roasting, and he realized that the pop-up thermometer that indicates when the fowl is done might be used to detect journal box overheating. Repplinger took his wife's poultry thermometer to

the Methods/Standards area at Skokie Shop, where the staff adapted the thermometer for use on journal boxes.

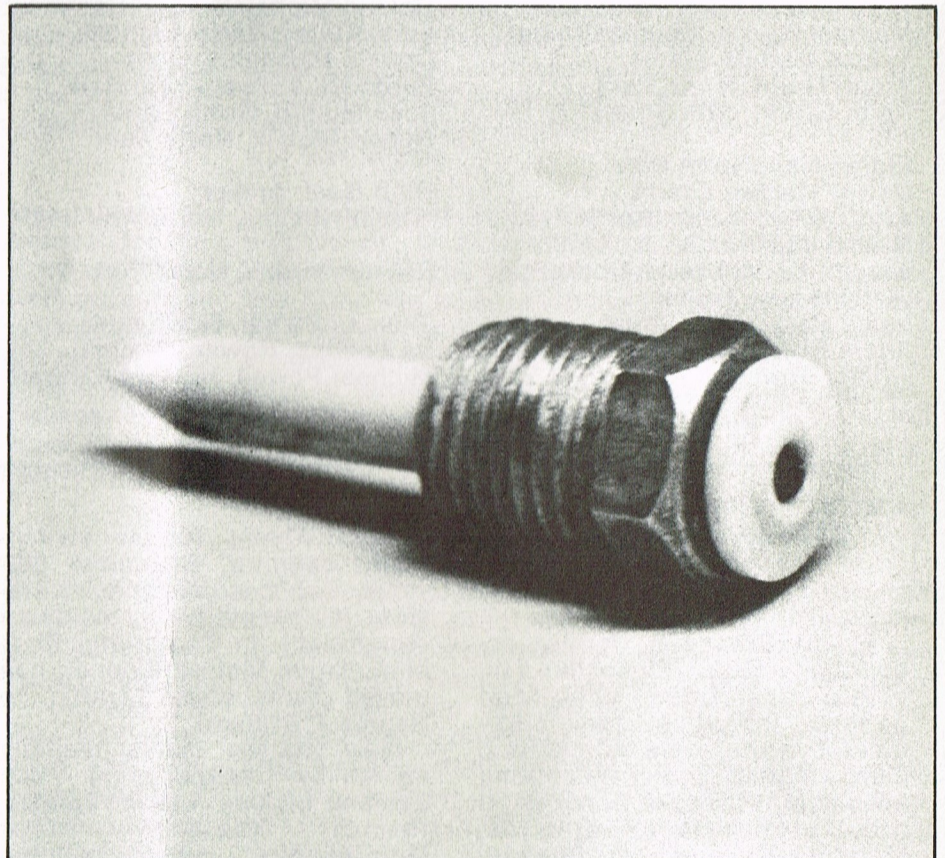
Methods/Standards personnel had previously been studying a sophisticated and expensive heat sensor system for use on the journal boxes, but the rarity of failures did not make that system a worthwhile investment.

One of CTA's earlier attempts to monitor journal box overheating involved covering the



journal boxes with pieces of rubber tires held in place by wire. When the journal boxes became hot, the rubber began to smoulder, signaling impending bearing failure. But, during Chicago's cold and wet winters, the heated rubber did not always smoulder.

Temperature gauges are inserted in pipe hole plugs and epoxied in place to provide an oil-tight seal.



Left: CTA Maintenance Manager Joseph Repplinger, now retired, discovered that modern cooking technology could be applied to preventive maintenance for rapid transit cars.

Right: Temperature gauges are being installed in 332 CTA rapid transit cars with Clark B-2 axles, according to Robert S. Winther (left), superintendent, Methods/Standards (rail), who is shown discussing use of gauge with Steven F. Wickert, Methods/Standards technician.

The poultry thermometer proved to be an ideal solution to the problem. "These pop-up temperature gauges provide a visible early warning of journal bearing overheating when the problem is just starting," said John A. Hruby, area superintendent, Methods/Standards. "The cost of the gauges is nominal compared to the cost of tearing up an axle and installing new journal bearings."

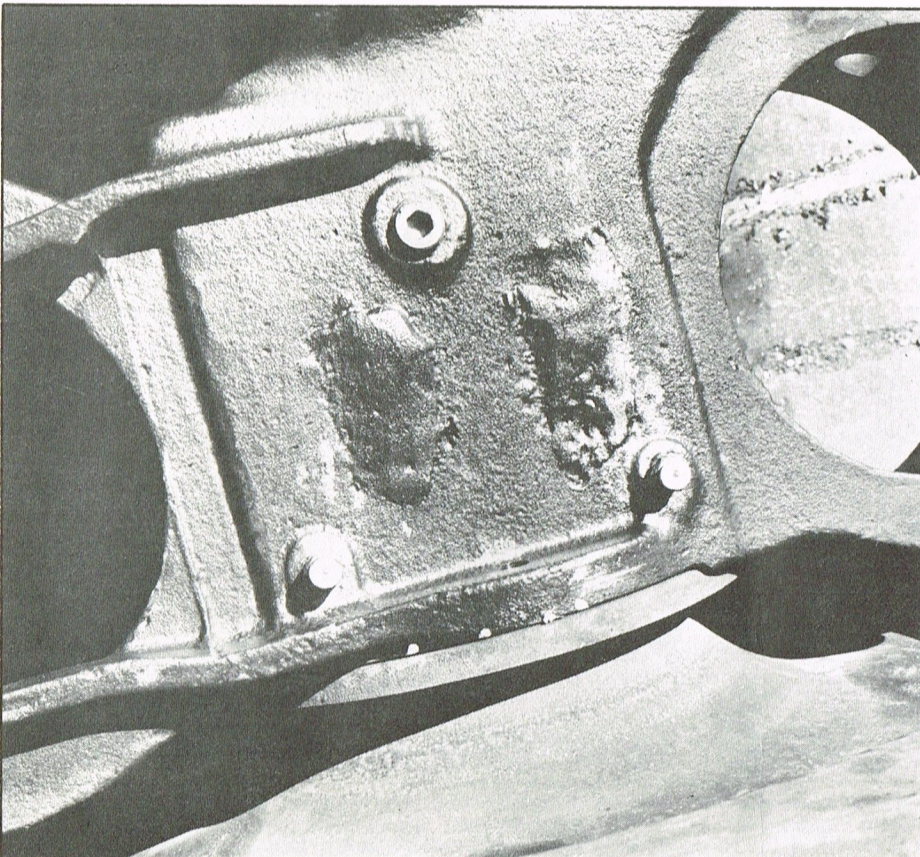
Under the direction of Robert Winther, superintendent of Rail Methods/Standards, these temperature gauges are being install-

ed as a standard retrofit when journal bearings are overhauled every 350,000 miles in the overhaul shop at Skokie Shop.



The pop-up temperature plugs take less than 30 minutes to install. Two gauges are installed under the oil sump of each journal bearing for double protection and maximum ease of inspection. With two journal bearings on each axle and four axles on each car, a total of 16 gauges are installed on each car.

The pop-up temperature gauges are inspected every ten days during routine yard inspections, and during general inspections every 6,000 miles. If they have popped out, a condition which could eventually lead to bearing failure has developed. This alerts personnel to take further preventive maintenance action as required.



Two temperature gauges are installed under the oil sump of each journal bearing on CTA cars to provide double protection and maximum ease of inspection.

# Passenger evacuation drill tests safety procedures

The CTA staged its first emergency passenger evacuation drill on Sunday, November 1, with more than 50 volunteer employees acting as passengers.

The drill, coordinated by Michael LaVelle, director, Service, Transportation department, was held in conjunction with Chicago's Fire, Police, Public Safety, and Streets and Sanitation departments.

This simulated emergency began when motorman Martin Kane stopped his "defective" southbound six-car train over Walton street just north of the Chicago avenue station on the Ravenswood route.

As prescribed in the scenario, Kane inspected the outside of his train and found heavy smoke and flames coming from the sixth car. The last set of wheels was derailed, damage was done to the running rails, and a section of third rail was tipped over.

Kane radioed the Control Center, and the Control Center turned off the electric power and called the Fire department. Along with conductor Robert Arellano, Kane then went through the train to determine the number of injured riders.

A few minutes later, the Fire department's personnel and equipment arrived, under the command of Deputy Fire Chief Ernest Pentack of the First Fire District. The fire fighters put out the fire, and the paramedic teams, ladder truck, and snorkel equipment operators went into action.



Fire Department aerial ladder is raised to track level from Walton street to facilitate removal of "injured" persons from derailed train during drill.

Fred Kummel, paramedic in charge, made arrangements to remove six injured persons by snorkel. They were Anthony Smith, Herman Miles, Michael Marren, Jerry McManamon, Mary Katherine Moriarty, and Miles Smith. Marren, Miles, and Anthony Smith were placed into stokes baskets which were fastened to the top rails of the snorkel basket. Then, with two paramedics assisting them, they were individually lifted from the train by the snorkel and lowered to waiting ambulance crews in the street.

McManamon and Moriarty were escorted on foot into the

snorkel basket and taken down. Miles Smith was placed in a wheel chair and taken down to the street in the snorkel basket.

The passengers took part in four methods of emergency evacuation. The first was for all persons to go to the first four cars of the train so the last two disabled cars could be uncoupled. With power restored, this four-car section could proceed to the safety of the 'L' station.

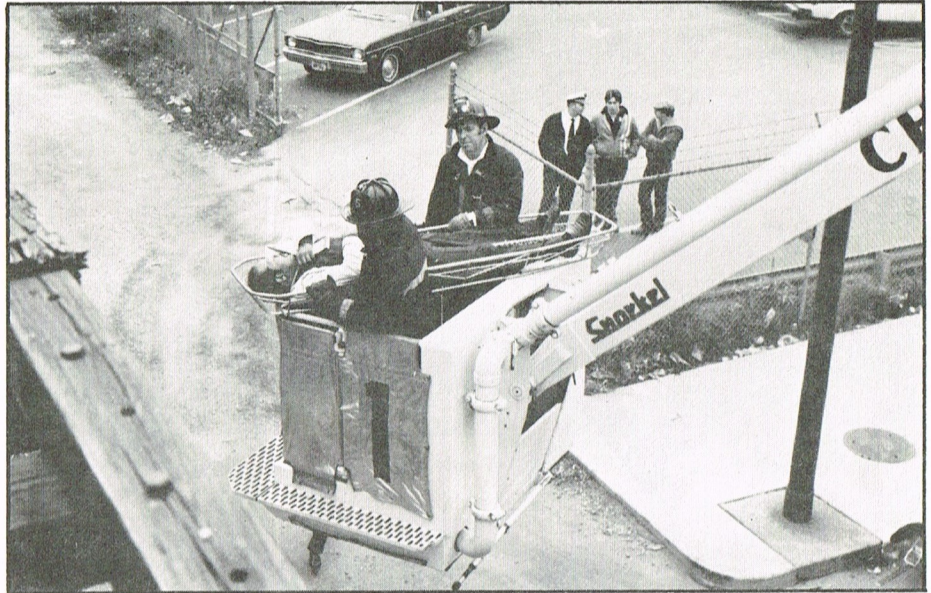
The second method was the use of another train which was brought alongside the disabled train. CTA personnel then placed planks to connect the open doors of both trains, allowing



Jim Blaa, manager of Transportation (in white jacket), monitors activities of fire fighters and CTA personnel (in white bump hats) during drill on Ravenswood route.



Richard Gross walks planks between open doors of "derailed" train and rescue train. Gross, supervisor for program/standards, Safety Department, volunteered to be a passenger in the drill.



**LEFT:** Tom Boyle, manager of Safety, and Harold H. Geissenheimer, General Operations Manager, at Chicago avenue station. **ABOVE:** Herman Miles (in stokes basket) is lowered from track level to street by Fire Department snorkel and paramedics during passenger emergency evacuation drill conducted by CTA and four city agencies. Miles, supervisor of controllers, Transportation Department, portrayed one of six injured passengers.

passengers to walk safely onto the second train.

The third method was to put another train on the same track with the disabled train and pull it up to the first car of the defective train. CTA personnel then escorted passengers safely from the front end of the disabled train to the second train.

Fourth, and last, was for passengers to be helped down from the disabled train and escorted across tracks and along the footwalks by CTA personnel.

At 11:30 a.m., LaVelle announced that the drill was completed and thanked the volunteers and the four city agencies for their complete cooperation. His an-

nouncement was made at the Chicago avenue station.

Critiquing the scenario, LaVelle said later, "This office feels that it was a learning experience for all concerned.

"We were able to demonstrate our methods and strategies for passenger emergency evacuations to the agencies involved. We were further afforded the opportunity to observe the paramedics and fire fighters in action and received their input concerning their responsibilities.

"Future meetings and scenarios will be held with the paramedics and fire fighters. At those times, these scenarios will be critiqued for any modifications

to emergency procedures that may be deemed necessary," LaVelle said.

Observing the entire drill were General Operations Manager Harold H. Geissenheimer, James R. Blaa, manager, Transportation, and five members of an APTA Peer Group Review Team.

Attending were L. William Breiner, operations safety superintendent, Bay Area Rapid Transit District (BART), Oakland, Cal.; Homer Glemmons, safety instructor, Metropolitan Atlanta Rapid Transit Authority (MARTA), Atlanta, Ga.; Lt. Francis P. Carcich, police executive officer, Port Authority of N.Y. & N.J., Jersey City, N.J.; and George L. Cancro, assistant superintendent of operations, and Joseph P. Bardzilowski, safety supervisor, both of the Port Authority Trans-Hudson Corporation (PATH), Jersey City, N.J.

"Interagency participation in this safety exercise allows all rapid transit systems to learn from the experience of others," Geissenheimer pointed out.

"The CTA has participated in exercises elsewhere, and there is a regular exchange of information on safety and operational matters. Thomas Boyle, CTA manager of Safety, who also participated in the drill, regularly represents the CTA in the exchange of such safety information," Geissenheimer said.



Mike Cramer (left, with white cane), customer assistance coordinator, Consumer Services Department, and Steve Hastalis (right, with white cane), community relations coordinator, are escorted across tracks by Transportation Department personnel. Both Cramer and Hastalis are blind and volunteered for passenger emergency evacuation drill.



## Safety requires constant effort

Doing things safely is a concept most of us are taught from earliest childhood. Yet, there always seems to be something new to learn about safety, and when you're involved with public transportation, you can never learn too much.

Tom Boyle, manager of the Safety department, is CTA's top management official concerned with the safe operation of buses and trains, and safe working conditions for employees. It is his constant goal to make every CTA employee aware that doing the job right includes doing it safely.

One area where this concept has firmly taken root is in the Transportation department, where a monthly record was broken in September for the fewest number of accidents in CTA history - - only 5.1 per 100,000 miles of operation.

"These results reflect the efforts of a lot of people," Boyle said. "Operators and trainmen obviously deserve a major share of the credit, but many others also played a part. Transportation instructors and supervisors, Maintenance, Training/Development Programs, and the Safety department have all contributed to this record achievement."

Boyle suggested that Transportation's safety record was also having a positive effect on CTA's finances. "In 1980 alone," he



LEFT: Tom Boyle, manager, Safety, addresses the Motor Transportation Division of the National Safety Council, which he serves as chairman, at the National Safety Congress and Exposition, October 19, in the Americana Congress Hotel. ABOVE: CTA's historic Car #1 was used to take delegates from the National Safety Congress and Exposition on a tour of Skokie Shop. Enjoying the ride (left to right, foreground) were: Ed Henry, supervisor, Safety Performance Analysis; Arthur Hubacz, accident analysis clerk-inspector; Tom Boyle, manager, all from CTA's Safety Department; and Santo Radice, administrative safety officer, New York City Transit Authority.

noted, "more than two million dollars were saved in claims that didn't have to be paid because of the reduction in accidents. At the rate we're going this year, significant additional savings will be realized."

Boyle is chairman of the Motor Transportation Division and a member of the board of directors of the National Safety Council, and has served for the past four years as chairman of the Safety Committee of the American Public Transit Association. He also is an associate staff member at the U.S. Department of Transportation's Transportation Safety Institute in Oklahoma City.

On October 19-21, the 69th Annual National Safety Congress and Exposition was held in Chicago, attended by some 15,000 safety professionals. Among the numerous issues Boyle's Motor Transportation Division looked into were emergency evacuations, industrial safety, the preparation and conduct of bus roadeos, safety problems with new equipment, and accident investigation and reporting.

To gain firsthand experience with evacuation techniques, CTA on November 1 held its first 'L' emergency evacuation drill in cooperation with the Chicago Fire Department and other city agencies. The results added a

new dimension to CTA's emergency preparedness, and will lessen the uncertainties surrounding any future evacuations.

Boyle and his department are also involved in a number of significant industry-related safety studies.

"For the past several months, we've been working on the development of a new quarterly employee injury report," Boyle said. "This project was done in conjunction with the Datacenter and will involve Transportation, Maintenance, and Materials Management people. The purpose of the report is to provide a better and more complete information base, which will be used to help improve the employee injury situation."

"We recently concluded an UMTA-funded technical study on improving accident analysis techniques, and we're getting started on another study dealing with automatic train protection needs to determine if any changes might be in order in overall training," Boyle said.

The Safety department also is involved in the monitoring of operation efforts for the entire Authority, as well as the review of all specifications and plans for new facilities and the updating of existing facilities - - all with a view toward insuring their safety effectiveness.

# Employees honored with 'A Day in CTA'

Seventeen employees cited for outstanding performance were given special recognition recently by CTA management with "A Day in CTA." The honorees included Bus Rodeo winners Martin Troglia, Robert Richardson, Eddie Johnson, and Willie Whisenton.

Seven of those honored earned recognition for providing police assistance in the apprehension of persons suspected of damage, or theft of CTA property.

Linda Foster, bus operator, 77th Street garage, curbed a motorist attempting to leave the scene of an accident involving a CTA bus. Miss Foster was driving her own automobile.

Lawrence Wilson, a supervisor in District B, responded to a similar incident while driving his own vehicle. Wilson curbed a truck driver who had driven several blocks after colliding with a CTA bus. Likewise, Roger Bedford, bus operator, North Avenue, apprehended a man suspected of stealing transfers and held him for police.

Rail controller Fontaine Winston received honors for alerting police to a suspect in a knifing incident. The man was apprehended after he alighted from a Dan Ryan train in the Loop.

Receiving honors in another property incident was Charles Sayers, bus operator, 52nd Street garage, who detained a man suspected of attempting to break into a fare box, and turned him over to the police.

Maintenance department personnel also received special recognition for alert action which aided police in the apprehension of suspects on CTA property.

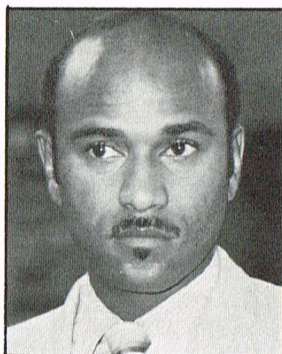
Steven J. Klemm, Archer garage relief foreman, chased an unidentified man from the garage who was suspected of attempting to start a bus. Police responded and took the suspect into custody.

John Musial, Archer garage assistant foreman, also received the praises of management when he apprehended two youths suspected of breaking into a farebox and turned them over to police.

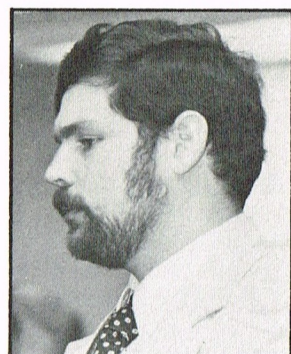
Special praises were also due Ira Phillips, motorman from Howard terminal, who sounded



Linda Foster



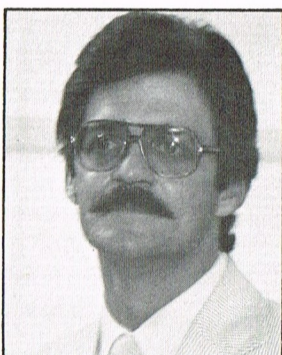
Fontaine Winston



Michael Dain



Willie Burks



John Thompson



Steven Klemm



Lawrence Wilson



Ira Phillips



Charles Sayers

his horn to alert neighbors of a baby he observed perched on the window ledge of a residential building along his route.

In another life-threatening situation, Willie Burks Jr., a rail janitor in Plant Maintenance, received special honors for flagging down a train after a man fell from the platform onto the tracks. Burks then helped the man get back onto the platform and safely board the train.

Maintenance department honorees also include John Thompson and Michael Dain, bus maintenance instructors, who

were given recognition for constructing bus brake and door system training mock-ups, an important contribution to improved maintenance training.

S. L. Brooks, a trackman, received management's kudos after he alerted ironworkers of a cracked track girder at 43rd street on the South Side Main Line, thus averting the possibility of more serious rail problems.

Walter J. Feulner also received recognition for special contributions to office functions as budget coordinator, Maintenance Office Procedures and Budget.

# New turnstile is designed to accept passes

CTA employees in the Merchandise Mart will be the first riders to test the Chicago Transit Authority's prototype of a magnetically encoded pass system. The new system, designed by CTA engineers, will begin test operation in January, 1982 at the Merchandise Mart 'L' station.

"This ultra-modern concept will allow passengers to slide their riding passes through a high-speed 'reader' mounted on top of a special turnstile. Instantly, a microprocessor will decode information from magnetic strips on the cards and allow the holders to pass through the turnstile without even breaking their stride," said John O'Connor, director, Passenger Controls/Graphics.

Besides instantly "reading" each card, the turnstile will be programmed to reject the card's reuse by another passenger.

When the system is fully developed, counterfeiting of a pass will be nearly impossible due to the sophisticated security measures being designed into the system.

Don Walsh, supervisor, Electrical Testing and Power Operations, and testing engineers Joe Simonetti and Tom Rowe have



Displaying CTA designed prototype of computerized turnstile with different types of card "readers" on top are (from left) Don Walsh, supervisor, Electrical Testing and Power Operations; John O'Connor, director, Passenger Controls/Graphics; Dale Mangelsdorff, an assistant to O'Connor; Joe Simonetti and Tom Rowe, testing engineers in Maintenance Department's electrical testing unit.

worked closely with O'Connor and Dale Mangelsdorff, an assistant to O'Connor, in the development of this project.

Mangelsdorff, Rowe, and Simonetti evaluated a card-activated system developed by personnel of the Massachusetts Bay Transportation Authority (MBTA) in Boston. This study enabled them to further develop the MBTA concept to provide a more cost-effective and reliable system for CTA.

Due to recent innovations in microelectronics, they decided it was possible to develop a new system by combining heretofore unrelated components. This breakthrough led to the prototype turnstile which will be ready to go into operation in January.

"The implementation of this system will be a milestone for the men of the electrical testing unit in the Maintenance department's Plant Maintenance section. The unit is headquartered in the Franklin street substation, 321 S. Franklin st., where most of the work was done.

"This very sophisticated development is the product of months of hard work by Simonetti, Rowe, and Mangelsdorff," O'Connor said.

Commenting on the possibility of using the card readers on buses in the future, Walsh said, "We are very optimistic for that development, and our energies will be channeled in that direction after the turnstile portion of the card reader development is



Ernie Antonio, testing engineer, makes some of the 2,000 standardized color coded signs needed for various electrical switches, outlets, and other electric facilities throughout 'L' system and terminals, bus garages, and other CTA locations. Standardized CTA signs replace variety of manufacturer's signs.



Joe Simonetti demonstrates how an encoded riding card could be slid through "reader" for admittance through turnstile. Component atop turnstile is one of several computer boards used in design of turnstile.

completed.

"The versatility of the system being designed is unlimited," Walsh continued. "Imagine the CTA being able to sell passes good for only one day, or good only for specified hours of the day, or good only for weekends.

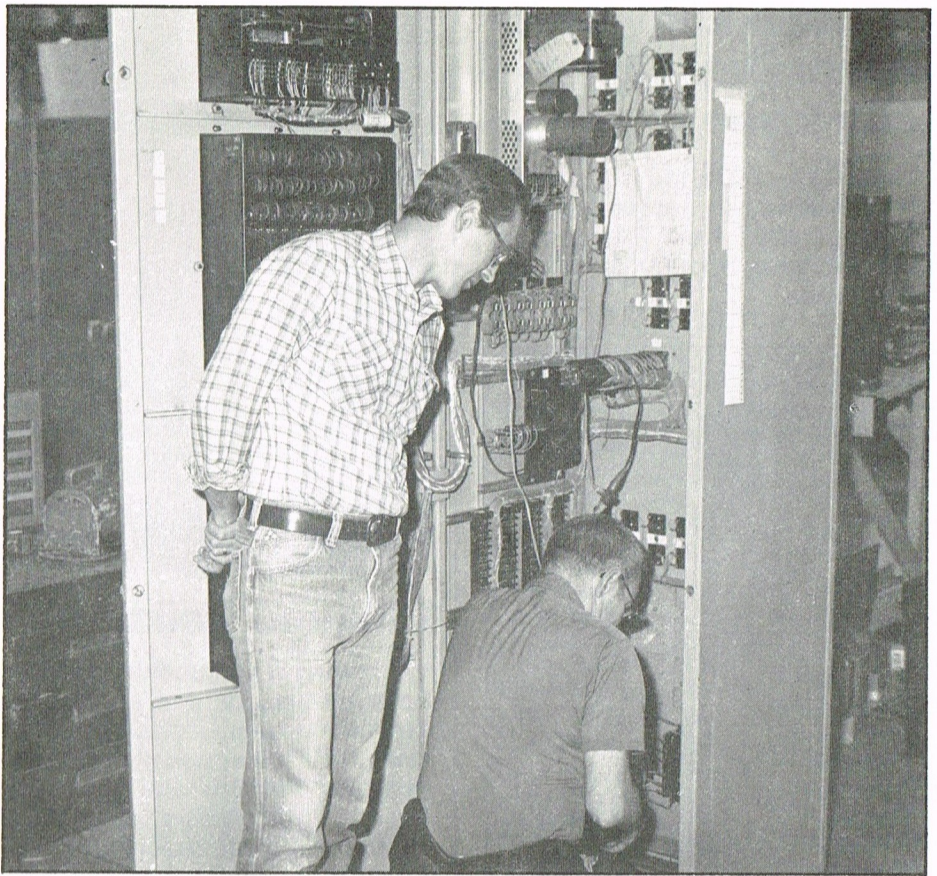
"The capability of programming each 'L' station entrance separately, to lockout different types of passes, for instance Evanston-only passes or zone passes, creates endless possibilities, and all of these functions will be under the complete control of the CTA and can be altered at any time by the CTA," Walsh added.

O'Connor pointed out that the CTA has been using coin turnstiles for about 30 years to assist agents at high volume 'L' station entrances. Due to the success of the CTA's current monthly pass program, coin turnstile usage has decreased dramatically, causing long lines at agents' booths.

The future implementation of the card reader turnstiles will reduce the long lines by allowing monthly pass users to enter stations through the new turnstiles.

Commenting on the significance of the development of the magnetically encoded pass system, CTA General Operations Manager Harold H. Geissenheimer said, "This project demonstrates CTA's in-house capability to respond to changing requirements. Changes in basic fares and collection methods require a system that can be readily adjusted. The use of UMTA Section VI Research and Development funds and the Transportation System Center, and coordination with Peer Group research projects in other rapid transit systems, will assist the entire industry."

While designing the card reader, Simonetti, Rowe, and Bob (Dr. Bob) Krzemienski, another testing engineer, redesigned the operation of CTA's existing turnstiles to accept Susan B. Anthony dollar coins, handle fares greater than 95 cents, display figures having three digits, and accept "instructions" from the card reader.



Testing engineer Chris Gaca (standing) follows the wiring of electric power control panel being done by Bill Risoff, B-maintainer on special assignment to testing unit. Each panel contains about two miles of hand installed wiring. Panels control third rail power for 'L' system.

Other testing engineers who assisted in the innovative turnstile project are Chris Gaca, Chris Fugger, John Kowalski, Chuck Bell, Ernie Antonio, and Art Sison.

While working on the design of the new turnstile, the testing engineers also had to handle their daily duties.

They are responsible for helping to maintain the correct flow of electric power to the entire 'L' system and to other CTA facilities, and they check, calibrate and repair electrical testing equipment used throughout the CTA's shops and garages.

Another important assignment is the design and wiring of the supervisory control panels that monitor and control third rail power. One panel is located in each of 37 electrical substations, and 37 connecting panels are located in CTA's Control Center in the Merchandise Mart, where they are visually monitored 24

hours a day by power supervisors. Push-button circuitry in the Control Center's panels permits the power supervisors to cut off and restore electrical power to specific locations of the rapid transit system during emergencies.

Another five electrical substations are being built for the O'Hare extension from Jefferson Park rapid transit terminal to the airport. The testing engineers are now designing 10 panels for the opening of the new rapid transit extension by late next year.

Other personnel assigned to the electrical testing unit are testing engineers Frank Machara and Dave Wilson; Pete Janke, chief electrolysis tester; and Charlie Dugo, Emile Ousley, and John Williams, electrolysis testers. Bill Risoff, B-maintainer, is on special assignment to the testing unit to hand wire the complex supervisory control units for the Control Center.

## Women Engineers honor Datacenter employee

A CTA Datacenter project leader has been named the 1981 Distinguished New Engineer by the National Society of Women Engineers.



Niva Oghigian, who joined the CTA in 1975, received the coveted award at an October 11 luncheon in Evanston. The presentation was made by Ann Jakiela, president of the Society's Chicago Regional Section.

Ms. Jakiela cited Ms. Oghigian as "...an extraordinary young engineer—visible, professionally involved, and repeatedly demonstrating outstanding technical competence, organizational ability and leadership."

The award is given annually to a woman with not more than 10 years of engineering experience who has demonstrated outstanding performance and leadership.

Ms. Oghigian is the designer and developer of a computer system which produces bus operator schedules. The system is expected to save more in its first year than the project cost. She received bachelor's and master's degrees in electrical engineering from the University of Illinois and is a registered professional engineer in the State of Illinois.



## Chicago Police honor Limits operator

Chasing a pickpocket who had boarded his bus and apprehending him brought special honors from the Chicago Police Department for Bus Operator Larry Goffer of Limits garage last month. Operator Goffer received a certificate of commendation from Superintendent Richard Brzeczek

at the Police Training Division. Following the brief ceremony, Goffer, who joined the CTA July 7, 1971, displays his certificate as Superintendent Brzeczek (center), and Salvadore Perce (right), assistant superintendent, Limits garage, pause with the honoree.

## "Outstanding young men"



Marcellus Barnes

Marcellus Barnes, repairman at 77th Street garage (left), and Larue Earl Cook, the son of car serviceman John Cook, 61st Street shop, are included among Outstanding Young Men of America for 1981. They were selected by the OYM committee because of their demonstrated excellence in civic activities and professionalism. Barnes is a member of the Chicago Police Department's 4th District steering committee, and the American Homeowners Association. Un-



Larue E. Cook

til recently, he was active with the police department's beat representative program in the 21st District, the Michael Reese hospital nurse's education closed circuit system, and was chairman of the board of directors for the Long Grove Tenant's Council. Cook, a former bus operator from 77th Street garage, is assistant administrator of the Howard University hospital in Washington, D.C.

## IN MEMORIAM

EWALD R. ANDERSON, 82, North Park,  
Emp. 12-1-22, Died 8-19-81  
PAUL ASTRAIKIS, 85, South Shops,  
Emp. 7-22-25, Died 8-27-81,  
REGINALD BAILEY, 78, Forest Glen,  
Emp. 5-7-26, Died 8-18-81  
HARRY BAKER, 76, South Shops,  
Emp. 6-23-26, Died 7-10-81  
FRED BALDWIN, 82, North Section,  
Emp. 11-24-25, Died 9-11-81  
WILLIAM BANKS, 38, 77th Street,  
Emp. 1-16-69, Died 8-8-81  
PETER BARONE, 94, Cottage Grove,  
Emp. 4-26-13, Died 9-3-81  
WILLIAM BARRON, 68, Forest Glen,  
Emp. 11-7-42, Died 8-8-81  
CHARLES BATTERSON, 73, Transpor-  
tation, Emp. 12-17-26, Died 7-28-81  
ANTHONY BECOFSKE, 77, Skokie Shop,  
Emp. 6-23-43, Died 1-16-81  
FRANK BECVAR, 99, Lawndale,  
Emp. 9-8-13, Died 8-8-81  
VIRGIL BERNHARDT, 78, 77th Street,  
Emp. 10-19-28, Died 7-25-81  
STEWART BORGERSON, 76, Security,  
Emp. 5-4-42, Died 7-21-81  
EDMUND BRODERICK, 72, North Ave.,  
Emp. 2-2-37, Died 9-28-81  
WILLIAM BRUNS, 90, West Section  
Emp. 1-2-36, Died 7-8-81  
WILLIAM BYRNE, 86, 77th Street  
Emp. 2-1-26, Died 7-20-81  
GASPARE CIRINO, 86, Maintenance,  
Emp. 5-6-26, Died 8-12-81  
ANTHONY CLAIR, 88, 77th Street,  
Emp. 7-30-25, Died 9-11-81  
ARTHUR COOK, 75, Cottage Grove,  
Emp. 3-23-42, Died 7-30-81  
MICHAEL DOLJANIN, 80, Building,  
Emp. 6-6-47, Died 8-13-81  
EDWIN DOWLING, 71, North Avenue,  
Emp. 3-5-34, Died 7-17-81  
ANTHONY EICHSTAEDT, 96, Kedzie,  
Emp. 6-30-06, Died 8-3-81  
HERMAN ENGELHARDT, 83, Mainte-  
nance, Emp. 11-3-41, Died 8-9-81  
CHRISTINE FELTEN, 91, West Section,  
Emp. 6-16-33, Died 8-25-81  
HERBERT FREDRICKSON, 65, North  
Ave., Emp. 4-15-54, Died 7-4-81  
BERTRAND FREEMAN, 62, 77th Street,  
Emp. 9-11-51, Died 8-3-81  
EDWIN FRIEDMAN, 88, South Shops  
Emp. 5-6-36, Died 8-4-81  
CHARLES GEARING, 89, Transportation,  
Emp. 5-16-19, Died 8-22-81  
LAUREN GUNN, 59, Howard,  
Emp. 12-3-53, Died 7-25-81  
JAMES HAGERTY, 65, Forest Glen,  
Emp. 6-10-41, Died 8-9-81  
EMERY HANSON, 93, Cottage Grove,  
Emp. 7-21-09, Died 7-4-81  
JOHN HEELAN, 73, Kedzie,  
Emp. 10-12-36, Died 9-9-81  
HOWARD HELT, 72, Electrical,  
Emp. 6-2-42, Died 9-26-81  
JOHN HERATY, 85, Kedzie,  
Emp. 1-17-43, Died 8-7-81  
WILLIAM HINCHCLIFF, 90, 77th Street,  
Emp. 10-11-13, Died 9-12-81  
EARL HORSTMAN, 74, North Avenue,  
Emp. 7-25-27, Died 8-11-81

NELLIE JENNINGS, 86, West Section,  
Emp. 4-19-43, Died 7-2-81  
CLEMENT KACZOROWSKI, 66, Archer,  
Emp. 4-11-47, Died 8-31-81  
IRVIN KALOUSEK, 71, South Shops,  
Emp. 8-29-45, Died 8-22-81  
JOHN KAMIEN, 77, Keeler,  
Emp. 9-27-27, Died 7-31-81  
JOHN KELAM, 86, Maintenance,  
Emp. 12-1-23, Died 7-12-81  
MICHAEL KIELHOLZ, 81, North Section,  
Emp. 10-28-25, Died 7-25-81  
WILLIAM KILMARTIN, 74, West Section,  
Emp. 7-14-28, Died 9-6-81  
JOSEPH KOTZ, 87, 77th Street,  
Emp. 5-28-14, Died 9-30-81  
FRANK KUBIK, 71, Transportation,  
Emp. 1-3-36, Died 7-30-81  
ALOYSIUS LINZMEIER, 92, Kedzie,  
Emp. 10-18-13, Died 8-29-81  
ERNEST LOTITO, 52, North Park,  
Emp. 12-13-54, Died 7-21-81  
GEORGE LOWE, 86, South Section  
Emp. 2-25-14, Died 9-24-81  
FRANK LUCAS, 67, West Section,  
Emp. 11-11-57, Died 7-25-81  
HARRY LUKA, 74, Lawndale,  
Emp. 11-28-45, Died 8-21-81  
MICHAEL LYNCH, 77, Archer,  
Emp. 11-30-26, Died 8-27-81  
JOHN MANNION, 80, Beverly,  
Emp. 6-5-23, Died 9-7-81  
JOHN MARCOUX, 85, 69th Street,  
Emp. 3-12-24, Died 8-22-81  
MARIE McANDREWS, 86, North Section  
Emp. 9-5-37, Died 9-22-81  
ROBERT McCOMBS, 39, Treasury,  
Emp. 2-14-64, Died 9-5-81  
ARCHIE MORGAN Jr., 72, Lake Street,  
Emp. 2-9-45, Died 9-17-81  
GLEN NYBLOM, 57, Engineering,  
Emp. 10-26-70, Died 9-27-81  
JOSEPH O'CONNOR, 67, Engineering,  
Emp. 6-3-36, Died 9-11-81  
THOMAS O'SHEA, 84, West Section,  
Emp. 12-11-26, Died 9-20-81  
LOWELL PAGE, 89, Stores,  
Emp. 12-18-19, Died 6-29-81  
THOMAS PAPPAS, 86, Shops & Equip-  
ment, Emp. 3-13-19, Died 8-10-81  
JOHN PARNELL, 76, Track,  
Emp. 6-15-45, Died 7-11-81  
BERTIE PARSONS, 95, West Section,  
Emp. 9-20-18, Died 9-19-81  
HENRY PETERSON, 73, North Section,  
Emp. 12-30-66, Died 7-15-81  
RICHARD POLLARD, 95, North Section,  
Emp. 11-29-27, Died 7-8-81  
DANIEL RENO, 69, Engineering,  
Emp. 10-1-37, Died 9-13-81  
DAVID ROBINSON, 51, South Shops,  
Emp. 2-18-60, Died 8-11-81  
RAFAEL RODRIGUEZ, 53, Consumer Ser-  
vices, Emp. 8-17-67, Died 7-21-81  
CARL RUSSO, 73, North Avenue,  
Emp. 5-3-44, Died 7-10-81  
AUGUST SCHNELL, 91, Shops & Equip-  
ment, Emp. 3-27-23, Died 9-10-81  
WILLIAM SELT, 89, West Shops,  
Emp. 11-16-27, Died 7-29-81  
PETER SEPIC, 70,, Claims,  
Emp. 6-22-36, Died 8-9-81  
EDWARD SHIELDS, 70, Utility,  
Emp. 3-13-34, Died 8-16-81  
JOHN SKULICH, 86, Maintenance,  
Emp. 6-11-28, Died 7-4-81

LOUIS SKULSKI, 87, Skokie Shop,  
Emp. 1-16-28, Died 7-18-81  
FRANCIS SMITH, 75, 77th Street,  
Emp. 10-25-26, Died 9-12-81  
FRANKLIN SPECHT, 68, North Avenue,  
Emp. 7-11-52, Died 8-9-81  
JOHN STACK, 75, Kedzie,  
Emp. 1-30-29, Died 7-19-81  
NICHOLAS STARK, 80, Lawndale,  
Emp. 3-13-26, Died 9-17-81  
ALBERT STERNAT, 86, West Section,  
Emp. 12-6-26, Died 8-4-81  
LEROY STIGLER, 61, Security,  
Emp. 12-19-46, Died 9-17-81  
HUBERT STINSON, 50, Beverly,  
Emp. 9-8-66, Died 8-31-81  
MAXWELL STRUWE, 78, District C,  
Emp. 9-2-27, Died 9-18-81  
CASIMIR SYPNIEWSKI, 81, Forest Glen,  
Emp. 4-17-23, Died 7-12-81  
BRUNO UGINCHUS, 71, 77th Street,  
Emp. 8-30-48, Died 8-23-81  
ROBERT VLADOVA, 87, Stores,  
Emp. 7-21-36, Died 7-31-81  
ANNA WALSH, 89, West Section,  
Emp. 6-9-41, Died 10-26-80  
BERNARD WALSH, 69, Transportation,  
Emp. 8-5-41, Died 8-11-81  
GERIEL WILLIAMSON, 67, West Section,  
Emp. 12-31-53, Died 9-14-81

## NEW PENSIONERS

### September 1 Retirements

WITOLD J. BOLT, Transit Engr. III,  
Operations Planning, Emp. 8-4-75  
ALBERT E. BRANDT, Signal Maint.,  
West Shops, Emp. 11-29-45  
BURTELL C. BURNS, Operator,  
Archer, Emp. 8-7-51  
WAYNE A. HANSEN, Unit Supervisor,  
West Shops, Emp. 6-17-46  
JOHN D. ORANGE, Car Repairman A,  
61st Street, Emp. 6-14-51  
THOMAS M. SCHWARZ, Conductor,  
61st Street, Emp. 1-25-46  
IRVIN J. WIECZOREK, Ticket Agent,  
West Section, Emp. 5-21-66  
ALOYSIOUS L. ZUCKER, Operator,  
North Avenue, Emp. 3-2-61

### DISABILITY RETIREMENTS

SAMUEL DAVENPORT, Operator,  
North Park, Emp. 12-19-68  
ALEX J. HOWARD Jr., Records Cust.,  
West Shops, Emp. 1-18-54  
DAVID SMITH, Laborer,  
South Shops, Emp. 3-6-51  
LOYCE R. WRIGHT, Operator,  
Forest Glen, Emp. 12-15-66

## NEW PENSIONERS

### October 1 Retirements



JOINING THE ranks of the retired on October 1 was EDWARD J. MC SWEENEY who had more than 41 years of service.

CHARLES J. BANSER, Asst. Dist. Supt., Rail North, Emp. 11-27-46  
ARTHUR BRADFORD, Operator, 69th Street, Emp. 7-31-51  
WILLIAM A. MULWEE, Trackman II, West Shops, Emp. 4-26-47  
PATRICK M. O'CONNOR, Car Repairman, Kimball Shop, Emp. 6-28-51  
TEDDY S. PYZYNA, Operator, Forest Glen, Emp. 11-4-54  
JOHN J. TRACY, Car Repairer, Desplaines, Emp. 9-19-46  
EMIL E. VELKAVERH, Carpenter, South Shops, Emp. 9-15-65

### DISABILITY RETIREMENTS

THOMAS J. COOGAN, Operator, Archer, Emp. 11-25-57  
ELMER B. KRAMBULE, Ticket Agent, South Section, Emp. 5-23-52  
EDWARD J. MC SWEENEY, Chief Clerk, Security, Emp. 6-7-40  
JOEL MONTGOMERY, Operator, 77th Street, Emp. 9-16-68  
JOHN J. RADMAN, Ticket Agent, West Section, Emp. 2-15-62  
CASIMIR J. STRZYNSKI, Machinist, South Shops, Emp. 6-19-46

## Service anniversaries in September

### 40 years



Robert L. Lavoie  
Schedules



Stanley C. Christ  
Forest Park

Frank L. Tadin  
Maintenance

June L. Noren  
Revenue

James J. Coughlin  
North Park

### 35 years

Edward T. Barry, North Avenue  
Lewis H. Beaver, South Shops  
George J. Gart, Limits  
Ralph J. Keane, South Shops  
Frank J. Klinec, Skokie Shop  
Nick Kochopolus, South Shops  
Teddie Niezabitowski, 69th Street  
Fred C. Patheiger, Instruction  
Phillip Seibel, North Avenue  
John J. Tracy, Desplaines

### 30 years

Andrew G. Butler, 77th Street  
John L. Daniels, Foster Shop  
Clyde A. Ewing, North Avenue  
Hearthel W. Johnson, Beverly  
Otto R. Krueger, Maintenance  
Edward A. Meskimen, Print Shop  
Glenn A. Ross, Methods/Standards  
Elias F. Williams, Archer

### 25 years

Cornelius L. Allen, Beverly  
Roland J. Bagley, Ashland/95th  
Billy R. Brandon, Utility  
Curtis Brown, 77th Street  
Clarence E. Buthman Jr., Datacenter  
Raymond D. Carson, Pensions  
Clarence F. Crawley Jr., Security  
Robert Harris Jr., Beverly  
Eleanore Hasbrouck, West Section  
Ronald L. Hodges, North Park  
C. C. Jones, Archer  
Sammie Lane, 69th Street  
James E. Marble Jr., Schedules  
James McGrew Jr., District B  
Samuel L. Miller, West Section  
George L. Mitchell, 69th Street  
Thecla T. Mora, Print Shop  
Willie C. Redd, 77th Street  
Donald W. Ryba, Forest Glen  
Jack T. Smith, North Park  
Robert L. Smith, Electrical  
James E. Stanford, Maintenance  
Jerome Walker, Limits

## NEW PENSIONERS

### November 1 Retirements



JOINING THE ranks of the retired on November 1 was ALBERT LATHOUWERS who had more than 46 years of service.

WILLIAM BOTSFORD, Janitor, West Shops, Emp. 9-14-67  
JULIA BROUSEK, Ticket Agent, West Section, Emp. 9-11-39  
WILLIAM CURTIS, Operator, North Park, Emp. 8-12-54  
GEORGE GARLAND, Supv., Investigations, Security, Emp. 10-20-44  
ALBERT LATHOUWERS, Supv., Payroll, Financial Services, Emp. 9-21-35  
RALPH LINDQUIST, Operator, Archer, Emp. 5-6-57  
LEONA MASKIN, Ticket Agent, North Section, Emp. 5-12-71  
ROBERT O'BRIEN, Title Agent, Real Estate, Emp. 3-10-75  
ALEXANDER PALA, Foreman, North Avenue, Emp. 5-2-42  
PAUL PARROTT, Ticket Agent, North Section, Emp. 10-8-75

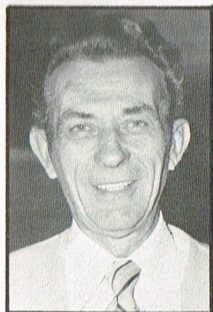
EZRA WATSON, Supervisor, Central District, Emp. 10-22-53  
ADAM WOLOWIEC, Operator, Forest Glen, Emp. 2-18-48

### DISABILITY RETIREMENTS

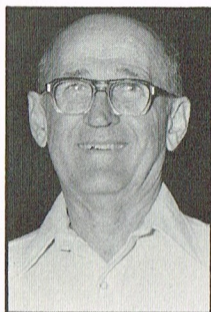
EDDIE BAINES, Operator, Lawndale, Emp. 11-9-64  
STEVEN BRASWELL, Operator, Forest Glen, Emp. 3-24-69  
WILLIE McDANIEL, Operator, Limits, Emp. 12-22-47  
JOHN MUHAMMAD, Operator, 77th Street, Emp. 6-10-68  
HOWARD PERKINS, Inspector, Security, Emp. 9-24-61  
FRANK TADIN, Trackman, Maintenance, Emp. 9-2-41

## Service anniversaries in October

### 40 years



**Richard E. Zajac**  
South Shops



**Anthony J. Salkas**  
South Shops

### 35 years

**Frank E. Barker**, Street Traffic  
**Byron D. Dean**, 52nd Street  
**Robert B. Holmes Jr.**, 52nd Street  
**Herman E. Izzo**, Foster Shops  
**Timothy F. O'Rourke**, Claims  
**Joseph Stumpf**, Control Center  
**Thomas Vujnovich**, Skokie Shop

### 30 years

**Peter Abrams Jr.**, District B  
**John W. Bosacki**, Claims  
**Earl L. Burkett**, Far North Area  
**Frank R. Chiappetta**, Harlem Shop  
**John D. Cooper**, 77th Street  
**Elvin D. Ford**, Schdeules  
**Herston Gandy**, 77th Street  
**John J. Gavin**, Beverly  
**Donald P. Heaney**, North Park  
**Eugene Hendree**, Maintenance  
**Casimir Jozeflak**, Skokie Shop  
**Albert McCormick**, 77th Street  
**Rufus McMillian**, Maintenance  
**Willie B. Scott**, Schedules  
**Willie R. Strickland**, Maintenance  
**Joseph L. Washington**, Maintenance  
**Charles L. Whitman Jr.**, Lawndale

### 25 years

**Wilbert Allen**, Howard/Kimball  
**Louis C. Basso**, Stores South  
**Wilks Battle**, Ashland/95th

## Service anniversaries in November

### 40 years



**Robert G. Nealy**  
Ashland/95th



**Robert H. Buerger**  
Skokie Shop

**John F. Carolan**  
Jefferson Park

### 35 years

**Frank F. Andrek**, 98th Shop  
**Mary Ann Bohat**, Claims  
**Anthony G. Bosco**, Electrical  
**Samuel J. Charleton**, Maintenance  
**Wallace J. Clemens**, Electrical  
**John G. Jankus**, Methods/Standards  
**Edward J. Kaminski**, Archer  
**Edward J. Murray**, Forest Glen  
**Victor Paciski**, 77th Street  
**James Stewart**, Engineering

**David L. Bourne**, Customer Services  
**Billy Brown**, South Shops  
**Cordell A. Bruns**, Ashland/95th  
**Henry Chamblis**, 52nd Street  
**Josephine D. Coleman**, Maintenance  
**Charles E. Conner**, Electrical  
**Roy H. Gaines**, Lawndale  
**Amy M. Grant**, Agents Office  
**Willie E. Herron**, Training Center  
**David Jones**, North Avenue  
**Leo A. Krahula**, North Avenue  
**Johnnie L. Love**, Maintenance  
**S. T. Lucas**, Stores West  
**George R. Michaud**, Methods/Standards  
**Joe L. Rayburn**, Campaign Area  
**Thomas E. Reed**, Beverly  
**Edward Ross**, Lawndale  
**Henry T. Thorne**, Rail South  
**Donald R. Walsh**, Electrical  
**Theodis Wells**, Ashland/95th  
**John C. Williams**, Stores West

### 30 years

**Walter J. Drobena**, Electrical  
**John Gardner**, Archer  
**Howard P. Goerner**, South Shops  
**Earl E. Jackson**, 52nd Street  
**Charles A. Olcik**, Claims  
**Herman L. Swoope**, Harlem Shop  
**Joseph C. Wharton**, 77th Street

### 25 years

**Postoria Aguirre Jr.**, Lawndale  
**Charles H. Berry**, 77th Street  
**Travis J. Bishop**, Ashland/95th  
**William H. Bragg**, 69th Street  
**James L. Brandon**, Electrical  
**Harry L. Brown**, Beverly  
**Dan Cawthon**, Maintenance  
**Tommie Conley**, Maintenance  
**Ralph W. Fields**, Electrical  
**Joe R. Hull**, South Shops  
**Joseph P. Jamison**, Ashland/95th  
**Heinrich F. Laurich**, Electrical  
**Raymond Richardson**, 77th Street  
**Joseph E. Scott**, South Shops  
**William M. Smith**, 77th Street  
**Albert Williams**, 77th Street

#### CTA TRANSIT NEWS

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## Kedzie ground-breaking

Taking part in the October 15 ground-breaking for CTA's 250-bus garage on Kedzie between Jackson and Van Buren were (left to right): Charles Rummel, vice president, Lester B. Knight & Associates, design consultants; William P. Collins, executive vice president, Del Webb, general contractor; Elgia Cook, commander, 11th Police District; Verdell Trice, vice president, Fifth City Cor-

poration; CTA Board Member Nick Ruggiero; Nancy Jefferson, executive director, Midwest Community Council; CTA Chairman Eugene M. Barnes; Edward A. Quigley, Commissioner, Chicago Department of Sewers, representing Mayor Byrne; CTA Chief Administrative Officer Michael A. Cardilli; and Joel Ettinger, Region V Administrator, U.S. Urban Mass Transportation Administration. Offering the invocation at the ceremony was the Rev. Joseph Davis (on dais), pastor, St. Joseph Baptist Church.

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