

## Major transit changes proposed for southwest side

Southwest rail alternatives

Rapid transit service for the southwest side of Chicago could open as early as the latter part of 1988 if funds are available, according to a recent Southwest Side Transit Corridor study. Presently, it is the only area of the city without 'L' service.

Governor James Thompson announced on October 11 that the federal government had released \$9 million for engineering work on the proposed southwest side 'L' line, contingent upon federal approval of the city's environmental studies of the affected area. Final approval on the money is expected early next year.

The southwest side transit corridor will stretch from the Loop to Midway airport, and will cost an estimated \$453 million. It will be the first entirely new transit line to be built by Chicago since 1969 when the Dan Ryan 'L' route was opened.

Funding for the route is expected to come from the Interstate Transfer Fund held by the U.S. Department of Transportation. This fund, totaling \$2 billion, had previously been committed to the construction of the Crosstown expressway.

Governor Thompson and Mayor Jane Byrne agreed to scrap the much opposed expressway two years ago, and to use the fund for a variety of highway projects and rapid transit improvements in the Chicago area. The federal government concurred.

Christopher L. Krueger, transportation planner for the Chicago Department of Public Works, was project chairman of the 38-member study group which completed the lion's share of the southwest side corridor proposal in 11 months, the fastest completion of a study of this magnitude ever reported.

The study group represents six governmental agencies, including the Chicago Transit Authority, and five consulting firms. CTA staff members, all from the Operations Planning Department, include principal planner Jon Roth, CTA project manager; planners John Gaul, Kathleen Hermann, and Mary Kay Christopher. Other staff members from the Operations Planning and Engineering Departments also assisted in the study.

(continued on page 2)

**cta** **TRANSIT NEWS**  
FOR EMPLOYEES AND RETIREES  
NOVEMBER, 1982



# Geissenheimer heads San Francisco MUNI

CTA General Operations Manager Harold H. Geissenheimer has been named General Manager of the San Francisco Municipal Railway. He was appointed to the post in mid-September by San Francisco Mayor Diane Feinstein.

Geissenheimer leaves CTA after a six and a half year tenure which was occasionally punctuated with critical situations requiring crisis management to insure that efficient service to the riding public would be maintained. Such events include the January 4, 1978, discovery of a cracked steel box bent at 18th and Clark streets. Service on the Dan Ryan rapid transit was interrupted for 11 days while engineers made repairs, but shuttle service to the Loop was provided for Dan Ryan riders.

Other memorable challenges include the bitter winters of 1978-79 which caused unmitigated strain on equipment, service disruption, and difficulty for CTA riders.

The period of progress which brought Geissenheimer to CTA saw many transit developments in the Loop. Among them was the opening of State Street Mall, a new entrance to the subway as well as escalators, and shelters, and the establishment of contra flow bus lanes. It was also during this period that the articulated high capacity bus was introduced

to the riding public.

A particularly important development at CTA during the Geissenheimer years, one that was a matter of personal concern to the General Operations Manager, was the development of the CTA Special Services for the disabled and the purchase of 40 buses for the service. This included the development of a new bus through minority vendor Danny Lawson of Houston, and the Carpenter firm based in Indiana. The Washington garage was also opened to accommodate Special Services.

Mayor Feinstein said she checked personally with Mayor Jane Byrne who said she hated to lose Geissenheimer "—because he's absolutely top notch." Mayor Byrne said she tried to talk him out of leaving Chicago, but realized it was time for him to become chief executive of an entire system.

Geissenheimer said, "The strength of CTA is in the people who work here. There is no place in the nation with more dedication or professionalism. I will miss the people and the City of Chicago, but I look forward to new challenges in the City by the Bay."

The former General Operations Manager has been a strong supporter of CTA's participation with the American Public Transit Association. He is chairman of APTA's Standardization Committee, a member of the Rail Committee, past chairman of the Bus Operations Committee, and the International Union of Public Transport which is headquartered in Brussels, Belgium.

## Southwest transit

(continued from page 1)

CTA representatives made detail studies of the final 12 alternatives which ranged from maintaining the present buses-only service to improved signalization on Archer avenue, creation of exclusive busways and seven different rapid transit routes.



Jon Roth (seated) discusses proposal for a southwest side transit corridor with CTA planners (from left) Mary Kay Christopher, John Gaul, and Kathy Hermann. Service to the area could begin within the next six years.

CTA staff members worked with consultants in the design and development of busways and rapid transit alternatives and had the responsibility for the development of operating plans and operating cost estimates for each of the 12 alternatives.

They also created plans for restructuring the corridor's bus network for each of the alternatives and made an analysis of the number of buses, 'L' cars and other equipment needed to operate each of the 12 alternatives.

Besides CTA personnel, members of the study group included members of the Chicago Department of Public Works, the Urban Mass Transportation Administration, Illinois Department of Transportation, Regional Transportation Authority, and the Chicago Area Transportation Study.

The group began work in the fall of 1981. Its first report, a preliminary draft which tipped the scales at two pounds 15¼ ounces, was issued in August, 1982. This was followed by a second report, some two pounds, three ounces of material, issued in September.

"At the present time," Roth said, "the southwest corridor has 32 bus routes having a total of 696 buses operating during rush periods. We had examined data from similar transportation corridors from throughout the United States and our figures indicate this is the largest buses-only corridor (mainly on the Stevenson expressway and Archer avenue) in the nation.

"The construction of a southwest rapid transit route, if approved, would replace the express bus routes on the Stevenson, and considerably lessen the number of buses now in the southwest corridor," Roth said.

Elimination of many CTA buses in the southwest corridor would be an obvious benefit to local and through traffic in





**CTA Chairman Michael Cardilli (left) extends best wishes to General Operations Manager Harold Geissenheimer who was named General Manager of the San Francisco Municipal Railway.**

the area and free those buses for service throughout the bus system.

Most representatives of 20 neighborhoods stretching from the Loop to the far southwest side told committee researchers that of the seven proposed rapid transit routes cited in the first report, they favored the elevated route designated the 49th street-Midway airport-alignment.

Interestingly, construction of any one of the seven proposed routes would have displaced from 13 to 41 businesses and from three to eight residential buildings, small figures, considering the scope and size of the project. The small displacement figures are due to the planned use of existing railroad rights of way and city streets.

If the 49th street-Midway airport-alignment is selected, the study group said the following data will prevail: Cost (1981 dollars) - - \$453 million; Gross operation and maintenance costs - - \$117 million; Daily auto users diverted to transit (total trips) - - 28,400; Daily ridership (by the year 2000) - - 118,760.

If chosen, this proposed route would connect to the present North-South 'L' line structure at 18th street. It would have stations at Roosevelt Road and State street, Halsted street, just north of Archer avenue; Ashland avenue, just north of Archer; Western avenue at Archer; along 49th street at Western and at California and Kedzie avenues; Pulaski road, just south of Archer, and at Cicero avenue and 57th street, the route's terminal for Midway airport.

There are plans to eventually extend this proposed route south to the Ford City shopping center on Cicero at 76th street.

*From the  
Chairman*

## **In the Holiday Spirit**

As we approach the holiday season, I would like to take this opportunity to thank each and every one of you for your enthusiastic support of the progressive programs that have been instituted at CTA since I became Chairman on February 19. And, on behalf of the entire CTA Board, I wish each of you and your families a most joyous and bountiful holiday season.

During times of adversity, the true character of CTA employees becomes apparent. One of the finest examples of our character was the service provided during the recent commuter rail strike, which resulted in praise from many individual riders and the Chicago media.

During the past year, we have managed to keep our budget under control by providing excellent transit service and avoiding unnecessary expenses. Your diligent efforts in support of our "Ban the Buck" program, during the few weeks following the announcement of each campaign, provided temporary relief from the unnecessary expense of counting dollar bills. But the increase in dollar bills collected at the fare box during subsequent weeks continues to be a serious problem, and it indicates the need for constant vigilance in this area. I therefore direct every bus operator to remind every rider who uses a dollar bill of the seriousness of this problem, and I direct all supervisory personnel to insure adherence to this directive.

As we approach the holiday season, we must keep in mind that we are also approaching the most difficult season for public transportation. Soon we will be faced with the Christmas shopping rush. You all will encounter many riders who do not ride transit every day and may not be familiar with our system and operating rules. You must extend to these riders your full cooperation and every possible courtesy, in order to make their riding experiences more pleasant and their holiday season more enjoyable.

We will also encounter another Chicago winter, and I am sure that we all hope it will not be too severe. While the winter will certainly present additional challenges to operating and maintenance personnel and some inconvenience to our riders, your courtesy, cooperation, and understanding will help make the winter season in Chicago more bearable for everyone.

Once again, thank you for your support during the past year, and may your holiday season be filled with every happiness and benefit that you desire.

*Michael Cardilli*



# Special Services receives first Carpenter bus, hosts peer group

While CTA Special Services celebrated its first year of service to Chicagoans of limited mobility on September 21, the delivery of 20 new buses to Washington garage was underway.

The additional buses will accommodate 20 riders each, including four wheelchairs. Completion of delivery, expected in February 1983, will bring the total Special Services fleet to 42 buses including two retrofitted Flexible buses used for fast link service.

Low bidder on this project was the Lawson National Distributing Company of Houston, Tex. The bid was for \$2,172,000 for the 20 buses, including spare parts. Unit price per bus is \$105,998.

This is the first time in the history of any major transit agency that vehicle delivery was contracted for by a minority firm.

Carpenter Body Works, Inc., of North Vernon, Ind., is fabricating the bus bodies under contract to Lawson.

"The CTA is proud of this special service that we are providing for the disabled," said CTA Chairman Michael A. Cardilli. "Now, 8,000 trips are taken each month and we are still growing. In October of last year, the first full month of service, only 2,800 trips were made. With the 20 additional buses being delivered, we will be able to better satisfy demands for the service. At present, because we do not have enough equipment, we regretfully must turn down requests for trips or else place names on waiting lists."

Four thousand persons are certified to ride the special door-to-door service. For information on requirements for certification, riders may call 664-7200, Extension 3394.

After being certified, the person calls 525-1700 to make a reservation for the desired trip.

The special service is provided Monday through Friday from 6:30 a.m. to



The first of 20 additional lift-equipped buses (above) for the Chicago Transit Authority's Special Services was unveiled Oct. 15. Taking part in the ceremony (below) were CTA Chairman Michael Cardilli; Danny Lawson, President of Lawson Distributing Company, the low bidder for the purchase of the buses; Isaac Beal, Superintendent of the CTA Special Services; Joel Ettinger, Regional Administrator of the Urban Mass Transportation Administration, and Nick Ruggiero, CTA Board Member.



9:30 p.m. and weekends and holidays from 9 a.m. to 5 p.m.

The fare is 90 cents and 10 cents for a transfer.

The new buses are 30 feet long, eight feet wide, have 16 fixed seats and four foldable seats to make room for four wheelchair positions. A fifth wheelchair position is in front of the lounge seat at the rear of the bus.

The buses have air conditioning and heating systems plus passenger windows that can be opened. There also is a ceiling vent in each bus.

The front door of this special model

bus is equipped with an electric-hydraulic wheelchair lift. The five wheelchair positions will have two independent sets of restraints to accommodate all types of wheelchairs.

The CTA will equip each of the new buses with a two-way radio for communications between the bus driver and the Special Services staff in the Washington garage, 1200 Washington blvd. Delivery of the bus order is to be completed by next Feb. 15.

Purchase of the 20 new buses is funded by federal and state governments.





**Members of the Peer Group Review, representing seven municipalities, inspected one of 20 new buses to be delivered to the Washington garage for Special Services, which provides transportation for the mobility limited. Members of the group are (from left) Harold Gelssenhelmer, CTA General Operations Manager; David Johnson, Denver; Tom Knight, Milwaukee County; David Naiditch, Minneapolis-St. Paul; Roger Sillars, Cleveland; Isaac Beal, Superintendent, Washington garage; Tom Letky, Pittsburgh; Anthony Monachino, Cleveland, and Anthony Kinahan, Boston.**

Meanwhile, the Peer Group Review, comprised of Special Services managers from Milwaukee, Pittsburgh, Cleveland, Minneapolis-St. Paul, Denver, and Boston, held its second meeting in Chicago to share information on matters of common interest.

Topics for discussion ranged from eligibility of applicants for service to how much assistance an operator should provide a Special Services rider. Productivity, demand response, and subscription service were also matters of concern to members of the group.

CTA Superintendent of Special Services Isaac Beal said more has been accomplished for Special Services marketing by CTA than by other members of the Peer Group. Beal said members of his staff have visited more than 78 hospitals, made presentations to church groups and have had extensive radio and television coverage, as well as print media exposure. "This accounts for our rapid growth," Beal said.

CTA Special Services ridership climbed from 531 rides in its first month of service to 7,860 rides in the 11th month of service. The total

Special Services ridership in the first year was 74,000 rides.

A common problem to everyone in the Peer Group is consumer "no shows and cancellations" which Beal said may be controlled once strict policy is established. CTA has already implemented a policy which calls for the suspension of service to consumers with three "no shows" in a 30-day period. The policy was established after consultation with members of the CTA Advisory Council which comprises community groups including various mobility limited riders who themselves subscribe to CTA Special Services.

Beal said "no shows and cancellations" deprive other people of service and cut down on the number of rides that may be provided daily. A boost to Special Services transportation is the transfer from short distance buses to long distance, or fast link, the group agreed. Beal said this service increases productivity.

He also said that CTA is continuing to provide an intensive training program for Special Services personnel, and urged other Peer Group Review members to adopt a similar intensive training program for their personnel.

## Texas breakfast marks anniversary of Special Services

Personnel and staff at Washington Garage observed the first anniversary of Special Services September 21 with an old-fashion steak and eggs breakfast.

More than 100 people, including the 65 garage personnel, their guests and staff members, were treated to a Texas-style breakfast with all the trimmings by the Washington garage management.

Superintendent Isaac Beal said he and his assistant superintendents, maintenance supervisor and instructors made sure there was plenty of steak, eggs, grits, toast, orange juice and coffee to go around. Beal said personnel on each shift enjoyed the anniversary treat.

Sharing the expenses with Beal were Assistant Superintendents Jay Hampton, Mary Beth Cobleigh, Rosalio Garcia, and Herbert Williams; Maintenance Unit Supervisor Willie Wong, and Instructors John Perkins and William Claibourne who cooked and did KP.

"We thought it was a good way to observe the occasion. The guests we had were people who just happened to drop in. We didn't really have invitations as such," said Beal.

## Garage crew, staff enjoy fest of Orion films

Orion Films treated Washington Garage Superintendent Isaac Beal and his staff and crew to lunch as the film company finished shooting scenes for "Class," a comedy on location in Chicago with Jacqueline Bisset and Cliff Robertson.

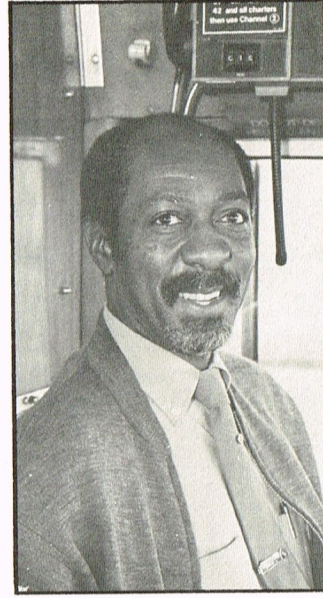
It was Orion Production Manager Hal Polaire's way of saying thanks for the support Washington Garage gave his behind the scenes crew during filming of the movie, which is slated to be released in early 1983.

Polaire's mobile caterers parked their big home style kitchen near Washington and Racine where they fed CTA employees until their hearts and stomachs were content. The delicious repast included a choice of baked fillet of sole, beef burgundy, a variety of side dishes, among them a very tasty chili, and dessert.

Said Polaire, "One good turn deserves another. Mr. Beal and his people were very accommodating as we worked in this area."



Curtis Johnson (77th Street garage) "makes it a pleasure to ride the CTA," according to Roger DeGroot, of Oak Lawn, a frequent rider on his West 95th Street bus. "He does not accelerate wildly or jam on the brakes. He is considerate of the bus equipment, going out of his way to miss holes. He calls out the stops. He always looks up side streets to spot people who are running toward the bus stop, and waits the few seconds it takes for them to make the bus. In the early morning hours, when buses are not so frequent, this can make the difference between getting to work on time or not."



Andrew McDaniel (Beverly garage) won the approval of John Korienek, of Champlain Avenue, for maintaining order on his No. 104 Pullman bus. "A girl about 17 boarded the bus, paid 50 cents, and, when questioned, said she was 12 years old. The driver wouldn't move the bus, insisting that she add 40 cents to the till. She refused, and all the kids in the bus started to threaten the driver. 'It's not your money' was a mild yell. 'Yes it is,' he insisted. 'I'm paid to collect the money due CTA.' Finally a boy gave her 50 cents, and she deposited it in the fare box. I told him I appreciated his guts."

## commendation corner

**Anastacio Reyes** (North Avenue garage) "did his job well (maybe even above duty)," wrote M. Jesdimer, of North Lockwood Avenue, who rode his No. 74 Fullerton bus one Friday night. "About 60 or more teenagers got on the bus at Central, and it was difficult for him to collect fares and see that none got on without paying. The bus was full of noisy and disturbing teenagers, but he held his ground until the police arrived. The police came and put down the disturbance, but when the police got off the bus they started again. The police got on again and made all of them get off the bus. The driver then proceeded."

**Herman Trimuel** (North Park garage) is appreciated by David Burkin, of North Claremont Avenue, for his courtesy toward riders on his No. 155 Devon bus. "He knows most of his early morning passengers by name, and never fails to greet them with a cheery 'Good morning.' If one should fail to get his bus on any particular morning, he always greets them the next day with 'We missed you yesterday; hope you were well.' I for one am most pleased to meet a public servant such as he. I'm sure that sentiment is shared by the many riders who are privileged to ride his bus."

**Alvin Polowczyk** (Forest Glen garage) was the operator of a No. 68 Northwest Highway bus that Patrick Lenihan, of Santa Clara, California, rode one day to Park Ridge. "This driver not only called out all the main crossings, but every street in between. At Nagle he waited for a woman running for his bus. She boarded and thanked him. He answered, 'It's my pleasure to wait.' The two weeks I spent in Chicago I rode several buses. It's so relaxing to ride when the driver calls the streets. I hope you will let this driver know there are people out there who appreciate his careful driving."

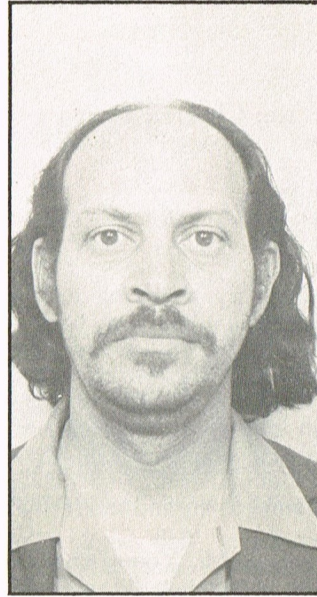
**Kenneth Richards** (52nd Street garage) was congratulated by Toni Stroud, of East End Avenue, for "an excellent job" as operator of No. 6 Jeffery and No. 14 South Lake Shore Express buses. "He is doing a superb job on these routes, while allowing me to feel safe traveling to work in the downtown area. I also thank him for making my traveling easier because of the wonderful hints he has given me. His kindness and smile create an atmosphere of appreciation. He is friendly and courteous, offering small talk and laughs. He is polite and extremely nice to his elderly passengers."

**Michael Powell** (North Section), a conductor on the Ravenswood route, was applauded by Celia Zak, of North Sawyer Avenue, who rides his train frequently from the Kimball terminal. "When the temperature is in the 100's, or if the weather is below zero, this fine gentleman can make you forget all the irritation you have experienced with his pleasant witticisms and his unfailing good nature. He is a rare human being, and is loved by everyone who has the pleasure of riding with him. Please let him know he is much appreciated for his fine service and good humor."

**Michael Buchanan** (North Park garage) was complimented by Edith Lapidus, of Devon Avenue, "for his courtesy and patience to his passengers, especially the older folks" on his No. 155 Devon bus. "When I had difficulty boarding the bus, he pulled the bus closer to the curb. I sat up front and observed how pleasant he was to all the people, answering their questions with a smile. When I got off the bus I told him, 'You are a swell guy,' and I meant it. I believe in telling people how nice they are when they deserve it. This man is definitely an asset to the CTA."



Thelma Young (Forest Glen garage) was praised as "a great person" by Arlene Stahnke, of North Natoma Avenue, who was a rider on her No. 91 Austin bus. "After riding public transportation for more years than I care to remember, I just had to write this letter concerning driver No. 4185. When I ride with this lady, I can relax and enjoy my reading. She is terrific in heavy traffic and makes the ride as comfortable as possible, easing over the many potholes that seem to have grown in the past years. I just can't say enough for this kind, considerate and polite lady."



Leroy Ward (North Park garage) impressed Ellen Sliter, of Brighton Place, with his courtesy as operator of a No. 36 Broadway bus. "When two elderly women were having difficulty boarding, he was patient and considerate, allowing them to be seated before moving the bus. He was most courteous when one of them asked a question which was hardly audible. They asked him questions two other times during the trip, and each time he answered politely and with the utmost respect. Several other passengers who also asked questions were not at all mild-mannered, but he treated them with respect as well."

**Leonard Peterson** (North Park garage) was admired by Margaret Foster, of North Sheridan Road, for the way he handled his No. 146 Marine/Michigan Express bus one afternoon rush period on Lake Shore Drive. "He showed great intelligence and good reactions when he averted a three-car crash which came inches from the bus. He very quickly swerved the bus to the right-hand lane. He was remarkable, and several of the riders who were standing said he should get the driver-of-the-year award. I know this gentleman is also polite and courteous, because I caught his bus once or twice before."

**Pedro Santiago** (North Park garage) earned the admiration of Shirley Epstein, of Lunt Avenue, for the way he handled riders when his No. 151 Sheridan bus was rerouted one Sunday. "The buses were quite late; their schedules were way off. The passengers, including me, were upset because the driver was ordered to take a different route, which meant, of course, that we were to be deposited at inconvenient places. However, through all the anger and hostility, the driver maintained his cool and poise. In fact, he had a good sense of humor. He put the passengers at ease, and the wrath soon dissipated."

**Cedric Crosbie** (Beverly garage) pleased Sister M. Methodia, of Oak Lawn, with the way he dealt with a rule-breaking rider on his West 103rd Street bus. "The bus drove up to Brother Rice to pick up quite a number of students. As would occur, one of them began to smoke. The driver slowed down, came to a complete stop, and demanded firmly that smoking should stop. He waited momentarily, and the guilty smoker put out the cigarette. All this was done with dignity and authority, and the smoker complied instantly. No rebuff. No argument. It takes a lot of courage sometimes. But it helps."

**Willie Scott** (North Park garage) was commended "for his thoughtful consideration, pleasant attitude and efficient manner" on a No. 36 Broadway bus by Carolyn Freeman, of South Dearborn Street. "Being a new resident, I was at quite a loss trying to locate relatives on the North Side of the city. I asked the driver if he could instruct me, and after taking care of the boarding passengers, he showed me how to get to the address. I cannot express how appreciative I am for his patience and polite manner. I noticed he handled other passengers also in a manner that was very professional as well as courteous."

**Jerry Miller** (North Park garage) caught the attention of Frank Hinckly, of Belmont Avenue, who rode his No. 22 Clark bus from Belmont to the Loop. "Upon tendering my transfer, I was a little taken aback when the driver thanked me. All the way downtown he thanked everyone who either tendered a transfer, paid cash, or showed their pass. In addition, the driver called out every stop loud and clear, and operated his bus with smooth, even stops and starts. As a former Chicago Surface Lines motorman, and fairly constant rider of today, I feel qualified to comment on this driver's overall excellence."

**Antonio Jimenez** (North Park garage) was regarded as "one of the most pleasant and helpful bus drivers I have ever met," by Helen Page, of St. Louis, who rode his No. 151 Sheridan bus to Union Station. "He was very patient with me when I boarded the bus with almost more luggage than I could handle. He even asked if I needed help. While riding, I could see that he was kind, courteous and considerate to everyone. He made a habit of speaking to people, smiling, and talked briefly to those who needed conversation. At the same time, he kept his mind on the job and handled his bus with respect for the live cargo."



Mr. Michael Cardilli, Chairman  
Chicago Transit Authority  
Merchandise Mart  
P.O. Box 3555  
Chicago, Illinois 60654

October 29, 1982

Re: **Charles Young**  
Badge No. 23328

Dear Michael:

Having ridden the CTA transportation system for the past thirty (30) years I have had the personal opportunity to observe a number of CTA employees in the performance of their duties.

However, it wasn't until two days ago that I felt compelled to write to you about the extraordinary performance of one of your employees, namely Charles Young, who was the conductor on my evening northbound EL.

While I am sure we can all agree that the tasks relating to announcing stops can be quite mundane and uneventful; nonetheless, Mr. Young exhibited a professionalism and enthusiasm in the manner, tone and context of his announcements which would rival any similar endeavor by our finest airlines. It is precisely this type of conduct that makes the public aware and appreciative of the services the CTA is rendering them and it directly reflects credit upon your entire organization.

The actions of one person, such as Mr. Young's have an enormous affect on the attitude of the riding public. It certainly did so on me to the extent that I am writing this letter to commend you on your good fortune of having an employee like Mr. Young constantly selling the CTA to the public through his outstanding performance of his assigned duties.

Most Sincerely,  
Kenneth W. Sain  
Director, Regional Transportation Authority



#### **Perfect game**

Holy Cross High School's bowling team has an exceptional kegger in senior Terrance J. Muellner, 17, son of CTA Maintenance Unit Supervisor Terry Muellner. The youth bowled a 300 game recently as his sanctioned ABC Holy Cross High School League team met at Belmont Avenue's Turner Bowl. The young high school bowler was presented with a new bowling ball and bag.

## **Thanks — for a job well done**

Employees who have received commendations  
since the last listing.

**Jose Almeida**, Forest Glen  
**Curtis Anderson**, North Park

**Jose Batista**, Limits  
**Michael Batson**, Howard/Kimball  
**James Bibbs**, 69th Street  
**William Blackwell Jr.**, North Park  
**Ricardo Bonilla**, North Avenue  
**Steven Branch**, Archer  
**Steve Brooks**, 52nd Street  
**Alvin Brown**, Archer

**Jeane Cage**, North Park  
**Charles Carter**, 77th Street  
**Lawrence Carter**, 77th Street  
**Denise Cherry**, Limits  
**Patricia Cobb**, North Park  
**Michael Cobleigh**, North Park  
**Cedric Crosbie**, Beverly  
**Gracie Curtis**, 69th Street

**Butros Daoud**, Forest Glen  
**Leon Davis**, 77th Street  
**William Davis**, 77th Street  
**Herman Duffin**, Forest Glen

**Eugene Embry**, Ashland Terminal

**Allan Frazier**, Limits

**Daniel Galarza**, North Park  
**Phillip Gary**, 69th Street  
**Raymond Grant Jr.**, Rail-North  
**Latimore Graves Jr.**, Archer  
**George Gray**, Archer

**Nathaniel Hawkins Jr.**, Limits  
**Leon Hegwood**, Howard/Kimball  
**Wally Henry**, Archer  
**Peyton Hightower**, 77th Street  
**Mary Holt**, Limits

**Jettie Jackson**, Lawndale  
**Zeke Jagst**, North Park  
**Eileen Jensen**, Forest Glen  
**Rosetta Jones**, 69th Street  
**Willie Jones**, Forest Park

**Michael Kelly**, Douglas/Congress

**Tyrone Laury**, Ashland Terminal  
**Nathaniel Lee Jr.**, Ashland Terminal  
**Giles Liddell Jr.**, Limits  
**Dominic Lochirco**, Archer  
**John Lovasz**, Forest Glen

**James Mallard**, Archer  
**Maurice Manson**, 77th Street  
**Daryl McClure**, North Park  
**Ira Milton**, Relief Area-Bus  
**Freddie Morris Jr.**, 77th Street

**William Neal**, Lawndale

**Nathaniel Parker**,  
Douglas/Congress  
**Perry Patten**, Limits  
**John Pelzman**, Beverly  
**Robert Pope Jr.**, Limits  
**Heberto Pulgar**, North Avenue

**Robert Randle**, Ashland Terminal  
**Luis Rizo**, North Avenue  
**James Robinson**, Archer  
**James Rubio**, Archer

**Pedro Santiago**, North Park  
**Homer Savage**, Limits  
**Charles Smith**, North Avenue  
**Mellowneice Springfield**, 69th Street  
**Marion Stubbs**, North Park  
**Vytautas Stukelis**, Archer

**Carol Turner**, Lawndale

**Allen Wade**, 52nd Street  
**Gloria Warren**, South Section  
**Emma Watt**, Beverly  
**Bennie Wesley**, Archer  
**Jerry Williams**, Douglas/Congress  
**Vickie Williams**, 77th Street  
**Frederick Wilson Jr.**, 77th Street  
**Theaorchi Woodard**, North Park

**Carlos Zapata**, Lawndale



# Time a major factor in APTA International Bus Rodeo

Manual steering made the difference in the American Public Transit Association Bus Rodeo event as CTA representative John Odom moved within one point of the 1982 winner, but lost points on the time required to complete the course.

Superintendent of Training Elonzo Hill said Odom, of 69th Street garage, garnered 671 of the maximum 700 points as he drove a near-perfect course in the Boston, Mass. event which was held October 19.

Judges, however, deducted 105 points off Odom's score—one point for every second over the maximum seven minutes allotted contestants to complete the course. Odom's time was eight minutes, 45 seconds.

Hill said the 59 contestants representing transit properties throughout North America were given five minutes to practice with the manually steered buses which are used in revenue service by the Massachusetts Bay Transit Authority (MBTA), 1982 host for the APTA event. "I'm sure that made a difference," Hill said.

Hill, a member of the 10-man International Bus Rodeo Committee which conducts the annual event, said APTA Rodeo contest rules require all contestants to use vehicles provided by the host property.

Line Instructor Odom, a 21-year CTA veteran, was the winner of the 1982 local Bus Rodeo held July 25 at Soldier Field, which qualified him for the APTA International event. Odom and his wife, Mary, were recipients of an all-expenses paid trip to Boston.

After scores were tallied for the 1982 International event, the APTA prize of \$1,000 and a commemorative plaque was awarded for the third consecutive year to James Boring of the Metropolitan Atlanta Rapid Transit Authority (MARTA), who took the event with 672 points.

Hill said following the event, "Although John Odom was out of the running, we think he can justly be proud of his performance. He is still Chicago's winner and we are very proud of him."

CTA Public Affairs/Consumer Services Group Manager Michael N. Horowitz said CTA was well represented at the APTA conference which hosted 3,000 transit personnel and other officials from the United States, Canada, and Mexico. CTA speakers and panel participants at the Boston meeting were Executive Director Bernard J. Ford, General Operations Manager Harold H. Geissenheimer, Director of Rail Maintenance Frank Venezia, and Horowitz.

Ford gave APTA members a progress report on the work of the Rail Safety Review Board and common issues relating to the future of the transit industry. Geissenheimer addressed the problem of coping with the flood of dollar bills, and Venezia was a panel moderator on the subject of Improving Maintenance Management and Productivity. Horowitz and members of the panel on which he served discussed Transit Managers Meeting the Press.



## Annual sports banquet

Arliss Jones (left), coach of the General Office basketball team, and Elcosie Gresham (2nd from left), first vice president of Amalgamated Transit Union Local 241, were among sports enthusiasts participating in the annual CTA Sports banquet held at the Harvey Holiday Inn recently. Others on the program (from left) were Will Williams, basketball sports coordinator; Ronald Tuck, master of ceremonies, and Larry McNeil, Westside "L" basketball coach. McNeil and Jones are also members of the Basketball League Board of Directors.



## Birds of wisdom

This varied display of ceramic owls, with a few books about the creatures interspersed, is the collection of CTA Librarian Violette Brooks. The collection was on display recently in the children's room of the Carter G. Woodson Regional Library at 95th and Halsted streets. Ms. Brooks, a former school librarian, said she associates the owl with learning because it represents wisdom. The growing collection, valued at \$100, is a pastime which Ms. Brooks began about four years ago.



# Fire-fighting drills promote storeroom safety

Preparing for the worst is often a good way of making sure it won't happen, and that's what William Roman, director of Stores, Materials Management, had in mind when he asked the Safety Department to organize a series of fire-fighting drills recently at four CTA storeroom facilities.

John Gill, supervisor, Stores - 63rd Street Yard, provided the initial push for the program when he and James Whittley, supervisor, Stores - West, determined that the passage of time had put their people somewhat out of touch with the latest fire fighting techniques.

There was another incentive as well that led to the decision to hold fire safety sessions. A new storeroom had been opened at Skokie Shop, where materials were stored as high as 21 feet above floor level. With the added height came the potential danger that a fire starting down below could spread beyond immediate reach if it



Chicago Fire Department Lt. Richard Murphy (second from left) explains the use of a high-pressure hose at Skokie Storeroom 42 to (left to right) Jim Mullen, procurement analyst, Materials Management; John Boyce, safety standards specialist; and Tom Boyle, Manager, Safety.

were not quickly extinguished.

To reduce the chance for a fire to spread, high-pressure hose lines as well as sprinklers were included in the building's design, providing a new dimension in fire-fighting facilities on CTA property. What was needed now was for all personnel to learn how to use the equipment properly in an

emergency.

To meet the various requirements of the section, the Safety Department's John Boyce, safety standards specialist, and Philip Cahill, industrial safety analyst, worked up a program of fire-fighting training for Materials Management personnel not only at Skokie Shop, but also at South Shops, West Shop, and 63rd Street Yard.

Lt. Richard Murphy, of the Chicago Fire Department's Fire Prevention Bureau, was called in to demonstrate fire-fighting techniques involving the use of hose lines.

The program, which was conducted over an eight-day period, allowed 71 Materials Management participants to gain experience with an assortment of fire equipment.

In addition, personnel were taught how to choose the type of equipment appropriate to the nature of the fire, while being ever mindful of the need always to call the Fire Department before trying to extinguish a fire themselves.

Safety Department Manager Tom Boyle said the training was a rewarding experience for everyone who took part. "We were happy to help Materials Management set up this program, and we look forward to cooperating with any other department that wants instruction of this kind to make CTA a safer place to work."



Safety Department Manager Tom Boyle (left) observed fire-fighting session outside Skokie Shop, where hose line was tested by warehousemen Jim McMahon (right, holding nozzle) and Lou Kasper.



# Police nab two after employee alerts

Agent Supervisor Mary Marble knew something was out of order as she observed a passenger on a south-bound Dan Ryan train selling monthly passes.

When the train arrived at 95th street terminal, Mrs. Marble pointed the suspect out to police, signed a complaint, and a man was taken into custody. Arresting officers found six counterfeit monthly passes in his possession.

Meanwhile, at Lawndale an alert bus operator averted what could have been a serious mishap after she saw a gunman in the garage bay area. Operator Martha Pace was in the bay when she saw three youths in the area, one with a sawed off shotgun. She immediately returned to the trainroom and notified the clerk who called police. The gun-toting youth was taken into custody.

Transportation Manager James Blaa praised Mrs. Marble and Ms. Pace for their attention to duty and alert action which saved the Authority additional loss in revenue on the one hand, and averted a possible act of violence on the other.

In a different responsible action, Station Clerk John Austin has taken on singlehandedly the task of compiling consumer information at



Transportation Manager James Blaa (right) presents three Transportation employees who received certificates of special recognition for outstanding performance and attention to duty. Displaying their certificates are (from left) Station Clerk John Austin, Washington garage; Agent Supervisor Mary Marble, and Bus Operator Martha Pace, Lawndale garage.

Washington garage, and programming the Special Service center's master computer to provide a quick reference for the Special Service staff and operating personnel.

Garage Superintendent Isaac Beal said Austin's work with the computer has aided tremendously in expediting service to severely mobility limited consumers, simplified personnel, maintenance and transportation service records, as well as routine reports.

Agent Supervisor Mary Marble, Operator Martha Pace, and Station Clerk John Austin were each presented with certificates of special recognition by Transportation Manager James Blaa. The three employees also visited CTA offices at the Merchandise Mart where they received additional kudos for their outstanding efforts on behalf of CTA.



## Ban the buck!

**Bus operators!**

**Dollar bills in fare boxes are increasing again!**

**Help CTA save money by asking your riders to stop using dollar bills to pay fares.**

Warehouseman Dan McRedmond tried his hand at operating a dry chemical extinguisher under the guidance of John Boyce, safety standards specialist.



# Self-taught clerk provides information flow

When John Austin was assigned to Washington Garage as clerk a year ago, he didn't set out to revolutionize the flow of information so vital to the operation at 1200 West Washington. But that is what happened.

Washington Garage, home of CTA Special Services, provides 3,558 certified consumers more than 7,000 rides a month, an average of 300 rides a day. Efficiency of service for the severely mobility limited depends on available consumer information as well as available equipment and personnel to provide the service.

Although schedulers at the Special Services facility are capable of providing more than adequate information on any subscriber, Austin, a 14-year employee, has not only compiled valuable information on each subscriber, but also collected a wealth of information, all stored in the computer, on each employee and piece of equipment assigned to Washington Garage. At the flick of a button, the computer will list everything from drivers and consumers to operator performance.

"We've needed someone to take on this job for a long time," said Isaac Beal, Superintendent at Washington Garage. Beal said that Austin began taking on the important responsibility of storing vital information in the computer shortly after his arrival at Washington Garage last year. "Now all the clerks want to know how it is done," said Beal, who plans to call on Austin to provide instruction.

Austin, who had no previous experience with computers, taught



**Station Clerk John Austin (left), Washington Garage, instructs Clerk Cleotha Carter on keying a computer for information vital to making transportation available to Special Service consumers.**

himself how to program information. Although his duty schedule requires him to work from 5:30 a.m. to 2 p.m., he is frequently found at his computer terminal working well beyond quitting time. "I have always been intrigued by numbers. Besides, here I have a chance to do something which I really enjoy," said Austin.



**Austin explains disk drives which store information for future use.**

## To Your Health

### What is a "BP?"

by Linda C. Lapid, RN  
CTA Medical Dept.

"BP" is short for blood pressure. It means the force exerted by the blood against the walls of the blood vessels, created by the pumping action of the heart.

The blood passes from the heart throughout the body by way of systems of vessels, mainly the arteries

and veins, and eventually returns to the heart.

Blood pressure is greatest in the arteries and least in the veins. It is in the large artery of the arm where blood pressure is usually measured.

The device used to measure blood pressure is called a "Sphygmomanometer."

The greatest pressure occurs during the contraction of the heart and is known as "systolic," and the lowest pressure is during the relaxation or rest period and is known as "diastolic." Thus the reading 120/80 represents the systolic and diastolic pressures.

Blood pressure varies from one individual to another and in the same person from time to time. Thus it is lower in children than in adults and increases gradually with age. The blood pressure of women is slightly less than that of men. It is slightly increased in those who are overweight. During sleep the pressure is decreased slightly, during exercise it is increased. Likewise, a rise in pressure occurs during emotional excitement. These increases are temporary and simply reflect normal adjustment of the heart and blood vessels to meet the existing situation.





Elgar's 'Pomp and Circumstance' never sounded better to Burt Bosan as he marches into the ball room at Pier II, Marina City on "graduation night." He is accompanied by ceremonial "marshals" Linda Martinez (left), and Harriett Murphy.

(Photo by Bert Cadney.)

## It's graduation, not retirement

After 30 years in the work force most people retire and move to Florida, Arizona, or some similar climatic area where health spas and elderly folk are plentiful, but not Burton Harold Bosan.

Youngster-at-heart Bosan, affectionally called Burt, "graduated." His CTA career began in 1952 in the Transportation department. Two years later he became a training aids technician, a job he held for 28 years where he applied his talents as an artist.

The commencement exercise, held September 24 at Marina City, was attended by 125 well-wishers, a testimony to the lives he touched over his 30 years of service. They all came to roast the artist-in-residence who was ceremoniously making his exit.

"I still stand in awe of the man who taught me how to sleep with my eyes open," commented Bernard J. Ford, CTA Executive Director as he addressed the audience enjoying the roast.

Frank Johnson of the Human Resources department recalled a note placed on the nodding Burt's desk some 25 years ago which said in essence, "As long as you're asleep, You've got a job, but when you wake up, you're fired." Johnson then gave Bosan a silver dollar—the same one Burt had given him 25 years earlier.

Peter J. Meinardi, former Manager, General Administration/Finance who

retired in 1974, remembers Burt as a good employee always willing to lend a helping hand.

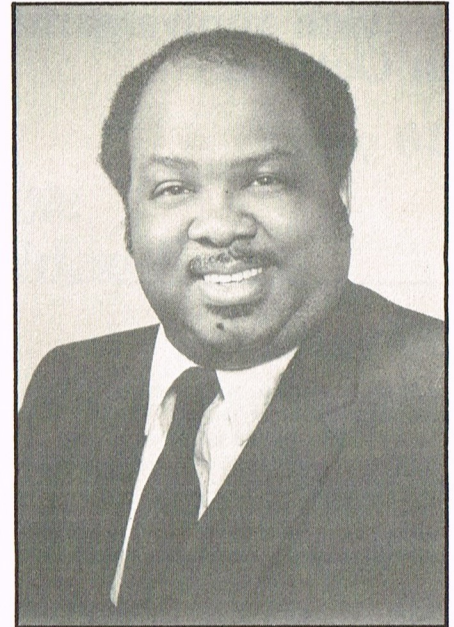
His willingness to help has been a Bosan trait as long as anyone can remember. He has shared a wealth of special talents quietly with everyone from his high school days at Wendell Phillips where his artistry began, up to the present moment.

After Wendell Phillips, Burt attended the Art Institute of Chicago for a brief period before pursuing some courses at DePaul. He served in the U.S. Army Air Corps' Corp of Engineers as a draftsman until he joined the Army Band as a trombone player.

As an army musician, he spent two and a half years in England, and later traveled throughout the European continent. Bosan spent a year in Paris where he studied art before returning to the United States to an assignment with the First U.S. Army Band in Washington.

No stranger to the easel, Burt Bosan sketched or painted the portraits of many CTA employees, particularly as they, like Burt, "graduated" to a life of leisure.

Today, Burt continues his labor of love as a free lance artist. He shares the good life in his southside home with his wife of 32 years, Evelyn, and their four children, Sharon, Gabrielle, Faith, and Burton III.



## Samuel Vaughan elected to Cook County Board

Samuel Vaughan, claim representative, Claims Department, since 1978, retired November 23 after 30 years of service with CTA. He will take on new responsibilities shortly as a commissioner on the Cook County Board, having won election to the post November 2.

Vaughan, who has long been active in community affairs in his Maple Park neighborhood on the Far South Side, is looking forward to using his new position to improve conditions in the community. He particularly hopes to help reduce infant mortality throughout the city.

After joining CTA in 1952 as a motorman on one-man streetcars at the 38th Street station, Vaughan served as a bus operator at Archer garage before becoming a relief station clerk in 1963. He moved to the Claims Department in 1967.

Vaughan attended Howard University in Washington, D.C., and the Illinois Institute of Technology, in Chicago, and took a course in property damage claims adjustment at Vale National Training Center, in Chambersburg, Pennsylvania.

Vaughan's wife, Willie Mae, has been a CTA ticket agent since 1967. Their daughter, Joyce, was a recent graduate of the University of Illinois.



## Service anniversaries in October

### 40 years

**William Scott**  
Maintenance

### 35 years

**Anthony Blazeovich**, Maintenance  
**Joe Cecala**, Internal Auditing  
**Raymond Colello**, Lawndale  
**Roy Goebig**, Beverly  
**Stanley Hillock**, South Shops  
**Joseph Marszalek**, Construction  
**Casimir Noga**, Archer

**Steven Nowak**, Douglas  
**Dorothy Parker**, West Section  
**Michael Rickson**, Maintenance  
**Sam Spizzirri**, Maintenance  
**Robert Tausch**, Maintenance  
**Theodore Zawistowski**, Forest Glen

### 30 years

**Harvard Blanks**, Lawndale  
**Thomas Bodie**, 77th Street  
**Robert Brown**, Ashland/95th  
**Evel Bunton**, Maintenance  
**Chester Ciciura**, 69th Street  
**Roy Evans**, South Shops

**John Holiman**, Maintenance  
**Hurley Hunter**, Lawndale  
**Robert Kilpatrick**, Maintenance  
**Dawson Samples**, South Shops  
**Leo Smith**, Maintenance

### 25 years

**DeWayne Allen**, District A  
**William Barrow**, Archer  
**Dennis Coleman Jr.**, 69th Street  
**Archie Davis**, 69th Street  
**James Dorsey**, Ashland/95th  
**David Ford**, 52nd Street  
**James Hurdle**, Beverly  
**William Lawson**, 69th Street  
**Edward Pruitt**, South Shops

**David Semmes**, Beverly  
**Myron Severson**, Skokie Shop  
**John Singleton Jr.**, 69th Street  
**L. C. Smith**, Maintenance  
**George Stephens Jr.**, 77th Street  
**O. D. Stewart**, Maintenance  
**Richard Vieth**, Electrical  
**Joe Weatherspoon**, Maintenance  
**Matthew Williams Jr.**, Lawndale

## NEW PENSIONERS

**BURTON BOSAN**, Trng. Aids Tech. II,  
Pub. Aff./Cons. Svcs., Emp. 9-19-52  
**RICHARD BUSSIE**, Fac. Inspector,  
Fac. Engr. & Maint., Emp. 11-15-76  
**FRANCIS GALLAGHER**, Operator,  
North Park, Emp. 9-7-50  
**FRANK GIBASIEWICZ**, Operator,  
Forest Glen, Emp. 5-21-45  
**JOHN HALKO Jr.**, Operator,  
69th Street, Emp. 2-12-46  
**HOWARD HOEPPNER**, Asst. Supt.,  
Near South, Emp. 8-15-49  
**ALFRED HOWARD**, Operator,  
Beverly, Emp. 2-3-53  
**SAMMIE LANE**, Operator,  
69th Street, Emp. 9-10-56  
**ARTHUR RABEN**, Asst. Supt.,  
Jefferson Park, Emp. 1-16-61  
**ISADORE WILKINS**, Bus & Truck Mech.,  
Equip. Eng. & Maint., Emp. 5-14-47

## DISABILITY RETIREMENT

**ANNABELLE DREW**, Ticket Agent,  
North Section, Emp. 2-24-62

## IN MEMORIAM

**LAWRENCE BIRMINGHAM**, 72, Dist. B,  
Emp. 4-19-34, Died 8-2-82  
**WALTER BIERNAT**, 66, 69th Street,  
Emp. 3-6-58, Died 8-1-82  
**LOUIS BOHLIN**, 88, Transportation,  
Emp. 9-20-09, Died 8-30-82  
**FRANK BRONSON**, 90, 69th Street,  
Emp. 6-21-18, Died 8-17-82  
**LOUIS CACCIATORE**, 87, Way & Struchs.,  
Emp. 4-18-22, Died 7-28-82  
**CLETUS COBLEIGH**, 65, Beverly,  
Emp. 10-3-47, Died 8-7-82  
**FRANK CORRIGAN**, 72, Electrical,  
Emp. 9-21-36, Died 8-12-82  
**JOSEPH DARGIS**, 89, West Shops,  
Emp. 6-12-11, Died 8-23-82  
**WILLIAM DiGIOIA**, 76, North Avenue,  
Emp. 8-20-41, Died 8-29-82  
**ARTHUR DOYLE**, 81, Electrical,  
Emp. 5-25-25, Died 8-23-82  
**ROY EGBERT**, 74, South Shops,  
Emp. 7-2-23, Died 8-31-82

**WILLIAM FARRELL**, 85, Beverly,  
Emp. 1-6-20, Died 8-19-82  
**WALTER GORZ**, 75, West Section,  
Emp. 9-3-36, Died 8-4-82  
**PATRICK GRIFFIN**, 83, Engineering,  
Emp. 6-11-26, Died 8-1-82  
**JAMES JAGOS**, 74, Lawndale  
Emp. 10-2-46, Died 8-21-82  
**OSCAR JOHNSON**, 86, North Avenue,  
Emp. 7-16-23, Died 8-21-82  
**LEROY MARSHALL**, 67, West Shops,  
Emp. 9-5-57, Died 8-29-82  
**WALTER MASLOWSKI**, 82, Archer,  
Emp. 9-22-42, Died 8-13-82  
**GEORGE MEYER**, 73, Forest Glen,  
Emp. 8-21-41, Died 8-23-82  
**JOSEPH MILLER**, 82, Lawndale,  
Emp. 7-8-26, Died 8-5-82  
**ELMER NEUBAUER**, 80, Forest Glen,  
Emp. 6-28-28, Died 8-14-82  
**SAMUEL POSNER**, 66, Limits,  
Emp. 9-12-42, Died 8-24-82

**ZETTA PRAUL**, 80, West Section,  
Emp. 8-14-25, Died 8-15-82  
**EDWARD RAFTERY**, 83, Const. & Maint.,  
Emp. 6-25-17, Died 8-20-82  
**HAROLD ROSE**, 81, Shops & Equip.,  
Emp. 11-27-28, Died 8-16-82  
**EARL RUTH**, 72, 77th Street,  
Emp. 9-4-41, Died 8-25-82  
**JOSEPH SCHUR**, 73, Forest Glen,  
Emp. 2-20-35, Died 8-23-82  
**THOMAS STIPATI**, 78, Electrical,  
Emp. 5-1-36, Died 8-4-82  
**JESSIE SUNTER**, 87, Law,  
Emp. 8-7-17, Died 8-13-82  
**HAROLD THEDENS**, 67, South Section,  
Emp. 9-30-47, Died 8-5-82  
**THOMAS THORPE**, 75, Building Div.,  
Emp. 8-10-42, Died 7-31-82  
**DAVID WELLEHAN**, 76, South Shops,  
Emp. 1-25-28, Died 8-4-82



# Law for today

**Q. My husband and I purchased a home on a "contract for deed" arrangement. Now we find that we must pay for numerous repairs. Since our contract says nothing about this, must we continue paying for all these repairs?**

**A.** Unless your contract states differently, you must assume all the responsibilities of ownership of the home, which includes maintenance and the payment of any taxes and insurance.

- Illinois State Bar Association

**Q. Is it legal for someone to stand on a public roadway for the purpose of soliciting donations from the occupants of a motor vehicle?**

**A.** Yes, but only if the following conditions are met:

1. Such solicitation is expressly permitted by municipal ordinance;
2. Such solicitation occurs only at intersections where all traffic is required to come to a full stop;
3. The persons engaged therein are at least 16 years old and wearing high visibility vests; and
4. The soliciting agency is registered with the Attorney General as a charitable organization, is engaged in a statewide fund-raising activity, and is liable for the ordinary negligence of the soliciting agent.

- Illinois State Bar Association

**Q. I want to buy a new refrigerator and finance the purchase through the appliance store. They want me to sign a contract that includes a "confession of judgment" clause. Is this enforceable?**

**A.** No. Confession of judgment clauses contained in a contract used in a consumer transaction involving the sale or lease of goods to an individual for personal or household uses are void.

- Illinois State Bar Association

Submit question to:

**Illinois State Bar Association  
Illinois Bar Center  
Springfield, IL 62701**

(Answers may appear in columns.  
Personal answers not possible.)

# Service anniversaries in November

## 40 years



**Nick Spitalli**  
Utility

**Arthur Hubacz**  
Safety

## 35 years

**William Cecich**, Utility  
**Sheldon Dein**, Forest Glen  
**Steven Dorich**, Stores  
**William Harris Jr.**, 77th Street  
**Bernard Klatt**, South Shops  
**Edward Kuemmel**, Forest Glen  
**Frank McDermott**, Electrical  
**Edward Schurz Jr.**, Forest Glen

## 30 years

**Herman Austin**, North Avenue  
**Horace Browning**, North Avenue  
**Patrick Healy**, Archer  
**Allen Jackson Jr.**, Limits  
**Lino Lupetini**, Skokie Shop  
**Norwood Martin**, Ashland/95th  
**William Reynolds**, District C  
**Ralph Stephens**, Skokie Shop  
**Raleigh Washington**, 69th Street  
**John Williams**, Electrical

## 25 years

**Love Berry Jr.**, South Section  
**Samuel Burns**, District A  
**Tony Crumpler**, Maintenance  
**Curtis Hagans**, 77th Street  
**George Kahlfeldt**, Claims  
**Thomas Kinard**, 69th Street  
**Clinton Lewis**, 69th Street  
**Jack Martin**, Archer  
**Robert Matthews**, Schedules  
**Richard Nelson**, Maintenance  
**Ronald Nelson**, West Shops  
**Richard Salinas**, Maintenance  
**Milford Shelton**, Lawndale  
**Harvey Smith**, North Park  
**Ezel Wiley**, Archer  
**Lindberg Williams**, Ashland/95th

# NEW PENSIONERS

**DOROTHY BELL**, Sec'y/Steno I,  
Equip. Eng. & Maint., Emp. 10-26-53  
**BILLY BUTLER**, Supervisor,  
Security, Emp. 11-2-59  
**EDWARD MIZEROCKI**, Car Repairman A,  
Kimball, Emp. 1-5-46  
**CHARLES NELSON**, Car Repairman A,  
98th Street, Emp. 7-1-52  
**PATRICK NOLAN**, Conductor,  
63rd & Ashland, Emp. 9-16-48  
**ROBERT WALKER**, Bus Servicer,  
Beverly, Emp. 1-28-72

# IN MEMORIAM

**ROSS CARTER**, 73, Kedzie,  
Emp. 10-11-45, Died 9-5-82  
**WILLIAM DEAN**, 69, Maint.,  
Emp. 3-30-44, Died 9-24-82  
**ANGELO DELULIS**, 81, Stores,  
Emp. 8-29-28, Died 8-29-82  
**JOHN ECK**, 82, North Section,  
Emp. 4-17-18, Died 9-8-82  
**MICHAEL FELTEN**, 78, Shops & Equip.,  
Emp. 12-18-41, Died 6-19-82  
**SIMON GOLDMAN**, 69, North Park,  
Emp. 2-2-44, Died 9-20-82  
**PATRICK HICKEY**, 100, South Section,  
Emp. 6-11-47, Died 9-13-82  
**THOMAS IRWIN**, 76, North Section,  
Emp. 7-31-41, Died 9-11-82  
**MARION JEFFREY**, 60, South Section,  
Emp. 10-15-47, Died 3-19-82  
**SIMON JULIAN**, 86, Archer,  
Emp. 3-21-25, Died 9-7-82  
**ROBERT KOSTECKI**, 73, Archer,  
Emp. 1-27-42, Died 9-17-82  
**WILLIAM LAMAR**, 66, Lawndale,  
Emp. 5-17-54, Died 9-20-82  
**HERMAN LANG**, 70, North Avenue,  
Emp. 4-8-46, Died 9-2-82  
**MICHAEL LIBNER**, 94, Skokie Shop,  
Emp. 7-24-34, Died 9-27-82  
**JOHN LORIS**, 78, South Shops,  
Emp. 8-1-24, Died 9-29-82

**CARL MAGNUSON**, 89, 61st Street,  
Emp. 1-14-19, Died 9-9-82  
**GEORGE MARTINI**, 79, Engineering,  
Emp. 6-9-43, Died 9-18-82  
**DAVID McDUFFY**, 41, 77th Street,  
Emp. 3-24-75, Died 10-6-82  
**WALTER MIELA**, 79, Forest Glen,  
Emp. 11-19-25, Died 9-27-82  
**ANDREW MOSER**, 36, West Section,  
Emp. 9-11-79, Died 10-7-82  
**THEODORE NIENABER**, 83, South Shops,  
Emp. 1-11-37, Died 9-28-82  
**THOMAS O'NEILL**, 89, Kedzie,  
Emp. 1-8-20, Died 9-20-82  
**MARTIN REYNOLDS**, 60, North Section,  
Emp. 12-11-50, Died 10-17-82  
**ALOYSIUS SERGEY**, 72, Archer,  
Emp. 6-27-42, Died 9-6-82  
**KATHRYN SHERWOOD**, 89, North Section,  
Emp. 8-30-37, Died 9-6-82  
**FRANK VORBORNIK**, 76, Archer,  
Emp. 5-15-42, Died 9-20-82  
**MIKE VULETIC**, 88, Way & Struts.,  
Emp. 6-16-27, Died 9-16-82  
**BRUNO WARDA**, 69, South Section,  
Emp. 7-19-40, Died 9-16-82  
**LOUIS WELZIEN**, 81, West Section,  
Emp. 1-3-23, Died 9-9-82  
**OPAL YANT**, 68, Accounting,  
Emp. 10-28-57, Died 9-19-82



## Ruby anniversary

On August 7, 1941, Maurice J. Buckley had been a clerk at Limits depot for three years when he received a letter from Uncle Sam making him an offer he couldn't refuse.

Buckley dutifully doffed his transportation cap for a GI's hat, kissed his best girl goodbye, and went off to train as a soldier. He was later assigned to Fort Leonard Wood, Mo. as a radio operator.

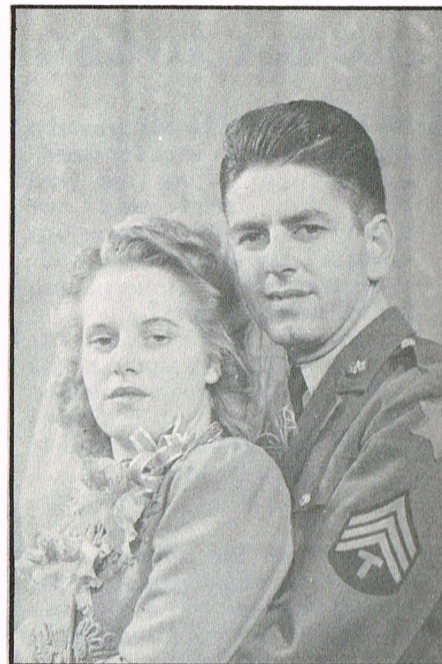
T-4 Maurice Buckley returned to Chicago 15 months later to exchange marriage vows at St. Benedict Roman Catholic church with his sweetheart, the former Ruth Stout of Atchison, Kan. After the wedding, it was back to garrison with the Sixth Infantry, Sixth Signal Company at Fort Leonard Wood. He spent two and a half years in the Pacific and was discharged in 1945.

After the war, Maury returned to his

job as a clerk at Limits and today, after 44 years of service in public transportation, Maury Buckley says he'll retire at the end of the year.

On November 21, Mr. and Mrs. Buckley observed the "Ruby anniversary"----40 years of wedded bliss. "She's still my bride," said Buckley as he remembered his wedding day during the war years. The happy couple are the proud parents of three sons, Dennis, Terrance, a ticket agent assigned to the North section, and John. They also have a granddaughter, Tracy.

Maury's retirement will signal the start of a leisurely pace for the second generation of the Buckley family with CTA or Chicago Surface Lines. His father, John, was a streetcar conductor for more than 40 years, and was also assigned to Limits depot.



### SUBSCRIBER CHANGE OF ADDRESS NOTICE

YOUR NAME \_\_\_\_\_

OLD ADDRESS \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_ Apt. or P.O. Box \_\_\_\_\_

City, State, and Zip Code \_\_\_\_\_

Mail to: CTA TRANSIT NEWS, P.O. Box 3555, Room 734,  
Merchandise Mart, Chicago, IL 60654.

To insure that you continue to receive your Transit News without missing an issue, please fill out your Subscriber Change of Ad-

dress Notice at least one (1) month prior to moving, or AS SOON AS YOU KNOW YOUR NEW ADDRESS.

#### CTA TRANSIT NEWS

Volume 35

Number 11

Published for employees and retirees of CTA by the Public Affairs/Consumer Services Division, Michael N. Horowitz, Group Manager.

Editorial and graphics by the Public Affairs Department, Bill Baxa, Manager.

Director of Publications: Jack Sowchin

Editor: Rick Willis

Contributing Writers: Eida Leal,

Jeff Stern, Don Yabush

Typesetting and printing provided by the Management Services Department.

Distributed free of charge to all active and retired CTA employees. Annual subscription price to others, \$5. CTA TRANSIT NEWS, Room 734, Merchandise Mart Plaza, P.O. Box 3555, Chicago, Illinois 60654.

CHICAGO TRANSIT AUTHORITY  
P. O. Box 3555, Chicago, Illinois 60654

ROY G. BENEDICT  
P. O. Box A3159  
Chicago, IL 60690  
TN

BULK RATE  
**Paid**  
U. S. POSTAGE  
PERMIT NO. 8021  
CHICAGO, ILL.