

Reddrick appointed transportation manager



Transportation Manager Harry Reddrick (right) explains bus controller operation to Chairman Michael Cardilli as Mrs. Linda J. Hopps, assistant superintendent, controller, monitors this operation.

CTA Chairman Michael Cardilli has appointed Harry Reddrick Manager of Transportation. The former Director of Transportation Personnel replaces James Blaa who has been named Special Assistant to the Executive Director.

The appointment of Reddrick accompanies an organizational change which calls for the Manager of Transportation to report directly to the Executive Director rather than the General Operations Manager, a position which has been eliminated.

"This organizational change will enable CTA to provide the best possible public transportation," said Chairman Cardilli. "It gives the Transportation Department top priority in the CTA organization, and I am sure Mr. Reddrick will address the needs of the entire community."

Reddrick joined CTA in 1950 as a streetcar motorman. He moved through the ranks of the Transportation Department, holding supervisory positions in both bus and rail operations.

Prior to this appointment, he was Acting Manager of Transportation. Other positions besides Director of Bus and Rail Personnel have been Bus and Rail Area Superintendent, Station Superintendent, Station Instructor, Bus Instructor, and Bus Supervisor.

Profile of a manager

56-year old Harry Reddrick pushed aside the big pile of "action required" papers which had accumulated over the Christmas holiday weekend and had been stacked neatly on his big mahogany desk, to talk about his new job as manager of transportation.

"I haven't really done a lot, but we can talk," said Reddrick, a 32-year transportation veteran, who a week before had been acting manager of transportation. Now the ball was squarely in his court and the natty Mister Reddrick, a very personable individual with a flair for getting things accomplished without a lot of hullabaloo, looked, and felt very comfortable in the role.

"I'd like to do some interpersonal things in this job—perhaps some things we have not done before," he said. "I want our people to continue feeling good about them-

selves, and their jobs," he added. His CTA experience has included both surface and rail service. Reddrick's years as an instructor, and as a superintendent, coupled with a brief stint in 1971 as an employment interviewer, more than adequately equip him for his new job.

Reflecting retrospectively over his CTA service from streetcar conductor in 1950, the new manager of transportation said, "I have never had to reach another plateau in order to feel good about myself.

"I have always felt comfortable with myself, and in whatever I have done. I have always believed that I could do whatever I really put my mind to do." Exemplifying Reddrick's attitude and approach to the work ethic is his tremendous career track record, the last 11 years of which he has spent in management. His most recent job was as director of transportation personnel, a position he held from November 1976 until his recent appointment.

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Co-workers who remember Reddrick as a superintendent recognize him as not only having the savvy required in his new responsibilities, but regard him as a very fair individual in dealing with other people, both subordinates and peers. "Harry is a guy with whom you can talk. He's a man who will listen," said one assistant superintendent.

His transportation destiny began with the Santa Fe Railroad where he worked as an oiler and brakeman's helper in the Chicago yards. Subsequently, he became a dining car waiter for the same line. "I have served the public from Chicago to California," said Reddrick, who recalls the day the late actor Gary Cooper helped him move a

Harry Reddrick, CTA's new Transportation Manager—"I have served the public from Chicago to California."

bag of potatoes as Cooper boarded Reddrick's car on the great Santa Fe Super Chief, then the train of the stars.

In 1944, 18-year old Harry Reddrick swapped his railroad uniform for a military olive drab type as he began a 30-month stint in the U.S. Army-Air Corps. "I was drafted during a run to the west coast, and later inducted at Fort Sheridan," he recalled.

The transportation career die already cast, Reddrick was assigned to a transportation support unit of the

1940th Engineer Battalion, and saw service with Occupational Forces in Japan and elsewhere in the Pacific. He was discharged with the rank of technical sergeant.

A native of Memphis, Tenn., Reddrick had moved to Chicago as a teenager, but after leaving the Army he returned to Memphis where he attended Lemoyne College. In 1950, he joined CTA. Since then, he has earned certificates of training in Industrial Management from Northeastern University in Boston, the Executive Development Program at Chicago City College under the auspices of the University of Illinois, and Intergovernmental Studies at Northwestern University, Evanston campus.

Close friends maintain that Reddrick is an accomplished organist. He will admit only that he enjoys music, bowling, and golf. He is a trustee and officer of the Resurrection Lutheran Church at 94th and Wentworth where he has served for 15 years. In the past, he has served his church in the capacity of Sunday School teacher, and Cubmaster for its Cub Scout pack.

"I'm not committed to too many things," said the new transportation manager, whose only other memberships are the Linksman's Golfing Association and Dorie Miller American Legion Post 915 which has a lengthy CTA membership, including Chairman Michael Cardilli.

The transportation chief and Mrs. Sidney Sylvia Reddrick, his wife of 34 years, are the proud parents of three sons and a daughter.

Said Reddrick, "I know that I have the full support of the chairman and the executive director. I intend to do the job needed in my new capacity."

Adopts new logo

The Chicago Transit Authority has adopted a new official logo.

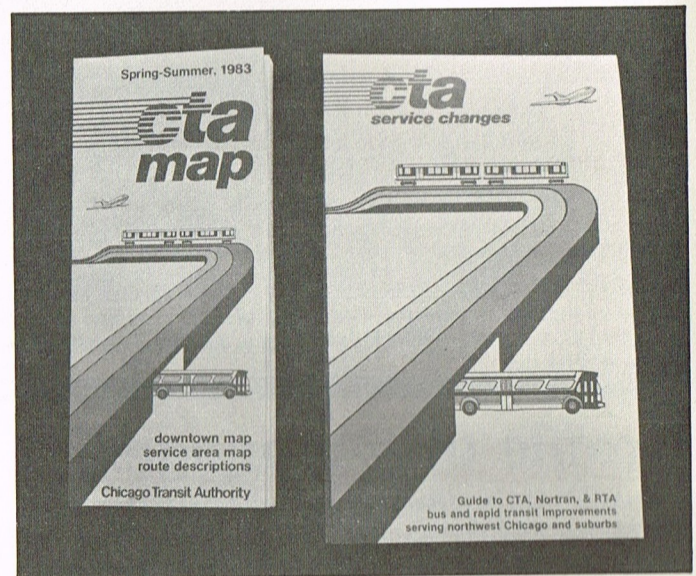
The first publications to use the new logo will be the Spring-Summer, 1983 CTA route map, a Service Changes Brochure, and other printed materials that will explain new or modified route changes in the O'Hare Extension area on the Northwest side.

Further implementation of the new logo will be accomplished gradually as new materials are needed. Present economic conditions prevent widespread production of new printed matter, stationery, signs, or vehicle repainting.

"The logo design symbolizes the new spirit of aggressive management at CTA which combines modern management techniques with CTA's long-standing tradition of service to the community," said Michael N. Horowitz, Group Manager, Public Affairs/Consumer Services. "It is also a blend of the present and the past."

The new type face, Helvetica Bold Italic, is a more aggressive variation of the Helvetica Medium type face used in recent years. It visually suggests a strong sense of purpose resulting in action and movement. This effect is intensified by the dynamic speedlines that blend with and extend from the left side of the type. The new speedlines are a contemporary adaptation of the speedlines used in the original CTA logo.

The new logo will appear in two variations. The first variation (shown at top) is designed to bleed off the left edge of



publications, stationery, signs, etc. The second variation is designed as a free-standing logo when a bleed off is not practical.

The new logo was designed by Alexandra Eiva, graphic designer/production assistant in the Publications Section of the CTA's Public Affairs/Consumer Services department. The new northwest area (O'Hare Extension) service changes brochure and the Spring-Summer, 1983, CTA route map will be the first publications to display the new CTA logo.

Tight '83 budget requires hard work, increased productivity, and cost efficiency.

A \$563.1 million operating budget for 1983 was approved by the CTA Board on December 20. This figure includes cuts totaling \$19.5 million from the amount that had been presented to the Board's Finance Committee just a short time earlier.

The cuts were necessitated by the reduced public funding level approved by the Regional Transportation Authority in its budget, which was adopted on December 16.

The final CTA figure takes into account anticipated savings of \$13.3 million in labor costs resulting from the elimination of 291 positions. Among these were new positions which had been proposed for 1983 and vacancies which had occurred during 1982.

Cuts of \$1.9 million in material and supplies along with \$4.3 million in contractual expenses and outside services accounted for the remaining new reductions.

Changes may still be made to restore some of the cuts if the State Legislature acts to provide operating subsidies, which the CTA and other RTA-funded transit companies have been operating without for more than three years.

Referring to the economies achieved, Michael Brady, chairman of the Board's Subcommittee on Budget, said, "These cuts have not come easily. Though we do not anticipate the need for more layoffs, we have had to eliminate most vacancies and deny all requested additional positions except those crucial to high-priority operating needs.

"CTA employees will once again be asked to work harder, increase their productivity, and strive for all possible cost-economies."

Paring almost 300 positions while adding service to O'Hare Airport and Special Services operations, Brady said, could be accomplished "only by tightening service schedules wherever possible, and through continued progress in reducing employee absenteeism, enforcing disciplinary codes and keeping a close rein on extraboard staffing."

One of the peculiarities involved in planning the 1983 budget was that an extra week had to be included to keep the fiscal year roughly in line with the calendar year. As a result of adding this 53rd week to the year, expenses will automatically increase by 2 percent over 1982 levels. Also figured into the new budget is a projected inflation rate of 6 percent for labor and most other costs.

The opening of the O'Hare extension, first to River Road and later to the airport terminal, will require extra operating expenses, not only for additional manpower and trains, but also for maintenance and electric power. Additional Special Services buses for the disabled will also be placed in service in 1983.

While these items have been figured into the budget for 1983, the increased costs they represent have required further belt tightening in other areas to hold down overall costs.

At the same time, the delivery of 98 of an order of 600 rapid transit cars from the Budd Company of Philadelphia, and the expected arrival of 96 more cars in 1983, will help modernize the CTA fleet and reduce service problems associated with older equipment.

Completion of the delivery of 125 new articulated buses and 200 standard buses in 1983 can also be expected to increase operating efficiency, thereby keeping costs in check.

From the Chairman



Chairman Michael Cardilli visited the 69th Street Garage to personally express his appreciation to employees who moved vehicles and other equipment to safety during the January 5 fire at the bus facility. During his visit, Cardilli also presented the 1982 Chairman's Cup to Bus Operator John Odom, winner of the 1982 Bus Rodeo. Odom was also among employees at 69th Street Garage who rushed to remove buses from the building. On hand as the veteran bus operator received the trophy on behalf of 69th Street Garage were Thomas Reilly (left), 69th Street Garage superintendent, and Harry Reddick, transportation manager.

Extremes

Once again, I am proud to congratulate those of you who acted in a manner that demonstrates the true character of CTA employees when called upon to respond to a crisis situation. During the recent fire at 69th Street garage, several Transportation and Maintenance employees received praise from the Chicago Fire Department for courageous efforts in attempting to contain the fire and move CTA vehicles and equipment to safety. Your valiant efforts kept financial losses as low as possible and helped avert what might have been a major catastrophe. I personally thank each of you for your courage and dedication.

I am also pleased to announce in this issue of *Transit News* the appointment of Mr. Harry Reddick as Manager of Transportation. Throughout his fine career at CTA, most recently as Director of Transportation Personnel, he has demonstrated strong leadership, organizational ability, and concern for the welfare of his subordinates. I look forward to working with Mr. Reddick to improve upon the outstanding record of public service already established by our Transportation Department.

I must also take this opportunity to congratulate the Chicago Police Department, CTA Detail, for their long-term and comprehensive investigation of CTA fare handling and fare collection procedures. This investigation has resulted in the identification of CTA employees who have been abusing the system for their own personal gain, and it will lead to improved fare collection and handling procedures which will discourage and prevent such activities in the future.

In these trying economic times, when CTA has been faced with budget cuts and layoffs, all employees suffer when a comparative few divert our much-needed operating revenues for their own personal use. Such dishonest activities are most irresponsible when we consider that CTA employees receive one of the most generous wage and benefits packages in the transit industry. I assure you that we will make every effort to see that those employees who abuse the system through illegal activity are prosecuted to the full extent of the law.

Those employees who are confronted daily with serious CTA problems and deal with them in an honest and professional manner are held above all in everyone's esteem.

69th street employees' response to garage fire earns praises

"CTA employees risked their own safety to save those buses..."

Sixth District Fire Chief
William Foran



Chicago firefighter gives a burned bus a final dowsing of water at the 69th Street garage where 10 buses were destroyed and three others were damaged on January 5. No injuries were reported.



Bus operators John Odom (left), and Clifton Hubbard (right), walk through Bay Six of the 69th Street bus garage with CTA Chairman Michael Cardilli on an inspection of the fire damaged area.

The predawn calm of Wednesday, January 5, at 69th Street and Ashland Avenue ended abruptly at 5:45 a.m. with the scream of fire department sirens, the roar of fire engines and the pounding boots of 100 firefighters rushing to quell a blaze in the 69th Street bus garage.

By the time the fire in Bay Six was put out hours later, and firefighters rolled up their hoses and drove away in their 20 fire engines and other vehicles, 10 buses had been destroyed and three others partially damaged. Their loss totaled more than a million dollars.

Fortunately, there were no injuries and damage to the sturdy 75-year-old brick bus garage was minimal. The fire, of undetermined origin, is still under investigation.

The loss could have been much greater if it were not for the dedicated efforts of many CTA employees who were either at the garage or rushed to it to help.

Many organized themselves in a planned emergency evacuation of vehicles from the garage. The plan,



Michael Horowitz is named APTA subcommittee chairman

Michael N. Horowitz, group manager, Public Affairs/Consumer Services, has been selected by the American Public Transit Association (APTA) to be chairman of its Subcommittee on Public Relations and Community Affairs.

The international organization, headquartered in Washington, represents some 400 bus and rapid transit systems throughout the United States and Canada. Besides promoting research and investigation, APTA develops common policies for problems facing the transit industry.

Horowitz has been with CTA since 1981. As chairman of the Subcommittee on Public Relations and Community Affairs, he will help formulate policy and work on instructional material aimed at informing the public about transit industry positions.

Prior to joining CTA, Horowitz was president of his own public relations

firm in Chicago. He also 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.

In 1971 and 1972, Horowitz was a news anchorman, reporter, and panelist on WBBM-TV, Channel 2. He was Southeast Asia assistant bureau chief and field producer for the American Broadcasting Company's radio and television division from 1969 to 1971.

He was a TV news show producer for WLS-TV, Channel 7 from 1965 to 1969, 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, and lives in Chicago's downtown area.

which was created through the cooperation of several departments, won high praise from Sixth District Fire Chief William Foran who helped direct the firefighters.

"It must have taken the CTA employees only 10 to 15 minutes to drive out 30 to 40 buses from the burning bay and adjoining bays and give our firefighters room to maneuver in battling the blaze.

"CTA employees risked their own safety to save those buses. I was told, though I didn't see it myself, that some of our firefighters had to restrain CTA employees from returning to the fire scene to rescue more of the buses," Foran said.

"Everyone involved with moving buses from the hub of the fire area in Bay Six and adjoining bays should be commended for their efforts," said Tom D. Boyle, Manager, Safety department.

"After arriving at the 69th street garage about 7 a.m. that morning, it was obvious to me that we would have sustained far greater losses if numer-

ous people from the Maintenance and Transportation departments had not driven buses away from the fire area," Boyle said.

Superintendent Thomas Reilly of the 69th Street garage had high praise for six employees.

"My personal thanks goes to operators W.B. Jones, John Odom, and Otwa Clemons and clerks David Broadnax and Lawrence Craig. The three operators, disregarding their own safety, returned to Bay Six time after time to remove buses. The two clerks notified the CTA's Control Center and the Chicago Fire Department," Reilly said.

Other employees cited for their efforts include District "A" Assistant Superintendent Eugene Daniels and the following supervisors: James Mincey, Marshall Smith, Herman Mathus, Fred Williams, Rufus Morris, Jesse Burns, Ernest Thomatis, Gerald Mallory, Milton Rolland, Samuel Burns, Martin Morrison, Willie Williams, Charles Miller, John Kenna, and Eugene Thurmond.

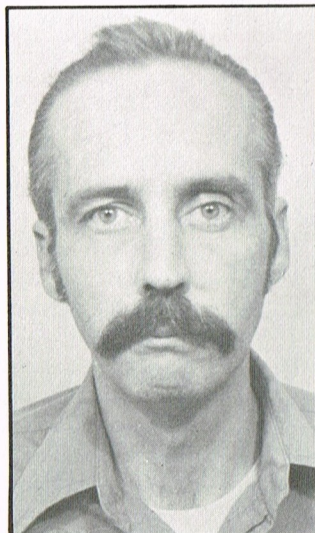
District "B" employees cited included Superintendent James Ohse, Assistant Superintendent William Kilstrom, and the following supervisors: Charles Huber, Arthur Allen, Roy Cameron, Clarence Brown, and Evan Rhoda.

Equipment Engineering & Maintenance Department personnel at the fire scene included Night Foreman James O'Brien; bus repairers Tom Hummel, John Bender, Robert Bosco, Robert Chew Jr., David Evans, Tevell Simpson, J.P. Bednar, and Richard Suiba; bus servicers Charles Williams, Ronald Griffin, and Matthew Murray.

Facilities Engineering & Maintenance Department, Utilities Section personnel at the 69th street garage fire included Supervisor Michael Kelly, wreck truck drivers Booker Sitgraves, George Howard, and Tyrone Washington, wreck truck helpers Donald Jarmus, Willie Walton, and Calvin Oldham, refuse truck driver Scott Maginnis, refuse truck helper Jose Rodriguez, and West Shops floormen William Downs and Angelo Evans.

Commendation Corner

Isaac Jones (North Park garage) was complimented for "his unfailing courtesy, good humor and professionalism" by Darryl Boehmer, of Lakeside Place, who was a rider on his No. 136 Sheridan/LaSalle Express bus. "The bus was crowded, the windows steamed up, and many of the passengers surly and sullen. The driver was more than polite with the passengers, who seemed to think they merited special treatment. He was well-mannered, and we weren't thrown from one side of the bus to the other because of his driving. In short, my morning got off to a good start, largely because of him."



Stephen Conway (Archer garage), operator of a No. 53A South Pulaski bus, was described by Martin Doorhy, of West 66th Place, as "the most courteous and affable gentleman I have had the pleasure of meeting in 13 years of using your service. Over the past several months I have observed this gentleman on perhaps 20 occasions. Not once have I heard him utter an unkind word to anyone. Indeed, he is so tirelessly cheerful and solicitous of his passengers that I feel obliged to reiterate: never have I seen an equal in utilizing your service almost daily for more than a decade."

John Young (Beverly garage) has "an outstanding personality," according to Dyann Miller, of South Peoria Street, who is a regular rider on his No. 8A South Halsted bus. "He is courteous and considerate of all his passengers, even those insulting to him. He waits for the elderly to be seated before he moves the bus. He also does this for pregnant women. And he smiles for everyone. I am not writing this letter on a whim. I ride this young man's bus frequently. If you had more employees like him, it would always be a pleasure to ride CTA."

Amparo Alvarez (Forest Glen garage) was thanked by Katherine Leonard, of Beacon Street, for "renewing my faith in humanity" as operator of a No. 80 Irving Park bus. "I was struggling to make it (to the bus) before the light changed, but was not able to. However, this beautiful lady driver spotted me and stopped the bus to pick me up. All the way to Springfield Avenue she extended the same kindness to all elderly people boarding. She has a rare gift which is so hard to find these days, and that is being able to extend human kindness cheerfully to anyone needing it."

Melvin Lindsey Jr. (77th Street garage) was commended by Mrs. M.C. Thomas, of Ingleside Avenue, for his handling of a No. 4 Cottage Grove bus. "When a horde of passengers boarded (many cheaters take advantage of the busyness at the front door to get on at the back and avoid paying), he delayed opening the rear exit door until all waiting passengers had boarded. He also observed through his rear-view mirror the exchange of transfers between a disembarking person and one about to board, and refused to accept the transfer. Lastly, he constantly urged riders to move to the back of the bus."

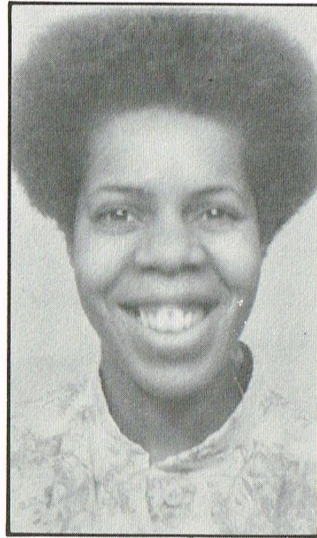
William Wolf (Forest Glen garage) is appreciated by Patricia Yauch, who works on Bradley Place and is a frequent rider on his No. 81 Lawrence bus. "The rain was pouring down and the driver asked the last man on if there were more and, when assured not, he started up, only to hear someone holler that a woman had fallen just as she came to the stop. The driver immediately stopped, got out and helped the young lady to her feet, making sure she wasn't hurt, then helped her onto the bus. He is an excellent driver, careful and caring of the rules of the road in all types of weather."

Walter White (Beverly garage) was called "an excellent bus driver" by Sister Mary Verola, who teaches at a school on Torrence Avenue and was a rider on his No. 106 103rd/106th bus. "A car stalled right in front of our bus. The driver, using his head, waved the cars around to help relieve the congestion, then got the bus back into traffic. There were teenage students from at least three high schools as well as college students. When one tried to sneak in without paying, the driver stopped the passengers getting on, walked calmly to the back, and escorted the kid off. Calm efficiency and no incident!"

Denise Cherry (North Park garage) was praised by Francis Beaudoin, of North Lake Shore Drive, for "her utmost personal attention, consideration and assistance" as operator of a No. 146 Marine/Michigan bus. "There are several of us who attend church on Sunday morning, and each week she is at the stop precisely on time. Several times on weekdays I have ridden the bus she was driving, and each time she showed the same concern for passengers. She is a very good example of what the public expects of safe and efficient driving, and I am sure there are others who have ridden with her and have noticed also."

Commendation Corner

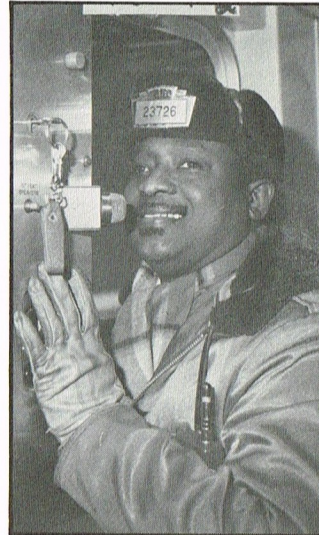
Patricia Cobb (North Park garage) was appreciated by Babette Brody, of South Shore Drive, for being "not only a superb driver in heavy traffic, but also the pleasantest bus driver I've yet encountered. I'm blind, with a white cane, and she was exceptionally courteous, not starting the (No. 151 Sheridan) bus in traffic until she was assured I had a seat. She announced the name of each street as we approached it, mentioning also the names of the large buildings or hotels, and occasionally the shops and restaurants. As each passenger left the bus, she wished us individually a happy day."



Lawrence Hart (North Avenue garage) is an "outstanding" operator, according to Maria Tikasz, who works on Irving Park Road. "He is an excellent handler of the (No. 86 North/Narragansett) bus, a careful driver, and picks up after the passengers when he arrives at the turnaround. He is a very conscientious fare collector, and a good business relations man, greeting each passenger and treating everybody with utmost courtesy. The result: all the teenagers on the bus are well behaved and polite, and friendly to him. I wish to thank him for all the kindness he extends to us, the public, all the time."

Jackie Pritt (Rail District North), supervisor at Howard terminal, was commended by W. A. Carrington Jr., of Evanston, who passes through the terminal during morning rush periods. "He hustles. He is out of his office and into the cab of a train if the motorman doesn't get his train out of the station soon after the sound of the starting bell. If the train doors don't close, he moves to find out why from the conductor. If the train has improper identification signal lamps or signs displayed, he makes the motorman and conductor aware of it. He appears to take pride in doing a good job."

David Johnson (52nd Street garage) is the operator of a No. 14 South Lake Shore Express bus that E. J. Lett, of Constance Avenue, considers "definitely worth waiting for. I ride this particular bus every evening, and I have never experienced a smoother ride on any other CTA bus. Whenever I board his bus it is almost like stepping into a chauffeured limousine. I can even doze off if I want to or read without worrying. This driver is in complete control at all times. He drives the bus; the bus does not drive him. I have heard others say, 'I will let two or three buses go by just so I can ride his bus.'"



Maurice McDowell (West Section) was praised by Mark Richardson, of Cicero, for his performance as conductor of a Congress/Milwaukee train one Saturday afternoon. "I envisioned this to be just another ride downtown, but what I observed was your conductor going out of his way: to help senior citizens, answering their travel questions in a most polite manner; collecting fares while dealing with individual problems in a most expert way; and having the finest disposition that I've ever encountered using CTA service. This gentleman possesses a high degree of tact, which he uses most efficiently on his job."

Lonnie Walker (North Park garage) was the operator of a No. 22 Clark bus that Frances Pierres, of Winnemac Avenue, rode one morning. "He represents the most courteous of all drivers I have seen for a long time. Not only was it obvious in his handling of boarding passengers, but the manner in which he did it. If it was a case of someone boarding the wrong bus, he expressed regret that it happened, and gave explicit instructions on which bus to take and where to board it. He was very generous with his 'Thank you' and 'You're welcome,' was a very careful driver, and gave us a smooth and comfortable ride."

Charles Young (West Section) made "an enthusiastic" impression on Albert Ferrara, of Highland Park, with "the manner in which he performs" as conductor of a Douglas/Milwaukee train. "When riding on his train from the Loop to the Jefferson Park station, his assistance to the public was excellent. At every station stop he took the time not only to identify the station, but to give the block numbers west and north. He also offered the time of day intermittently, and at the end of the run he thanked all of the passengers for riding the CTA and wished them well on their way home."

Isaiah Taylor Jr. (69th Street garage) was called "a credit and an asset" to CTA by Carol Nelson, of Rhodes Avenue, for his courtesy as operator of a No. 75 74th/75th bus. "On a cold winter morning, this kind driver saw me trying to get to the bus stop. Instead of going ahead, which he could have done because there wasn't anyone else at the stop, he waited for me to board. If he hadn't, I probably would have been late for an important appointment. While riding, I witnessed him extending the same courtesy and respect to other passengers. He was just that kind and professional. Again I thank him."

Thanks – for a job well done

Syed Alimuddin, West Section

Johnny Banks, 52nd Street

John Cadenhead, 52nd Street

John Cameron, Ashland

James Catching, Lawndale

Dolores Cintron, North Avenue

Patricia Cobb, North Park

Gregory Cobbs, Limits

Claude Conwell, 69th Street

Nemesio Coss, Forest Glen

Marvin Covington, Limits

George Crawford, 69th Street

Juan DeLeon, Forest Glen

Travis Dixon, 77th Street

Llewellyn Domingo,

Howard/Kimball

Louis Dovichi, North Avenue

Eva Edwards, North Avenue

Carliss Ellison, North Park

Eugene Embry, Ashland

Dorothy Flournoy, 77th Street

Frank Foster, Douglas/Congress

Bertram Gage, North Avenue

James Gardner, North Park

Abraham Garron Jr., Archer

John Gibson, Forest Glen

Barbara Glenn, 77th Street

Eugene Graham, Archer

Edgar Griffin Jr., North Avenue

Tommy Gumbus, North Avenue

Dan Hall, 77th Street

Clois Harper, 69th Street

Cleotha Harris, North Avenue

Seymour Hoffman, North Park

Harriett Houser, South Section

Donald Jackson, Limits

Zeke Jagst, North Park

Willie James, North Park

Eileen Jensen, Forest Glen

David Johnson, 52nd Street

Manuel Johnson, Beverly

Phillip Johnson, Archer

Vincent Johnson, 69th Street

William Jones, Rail-North

Alfred Jordan, Archer

Nathaniel Lee Jr., Ashland

John Lemond, North Park

Giles Liddell Jr., Limits

Larry Malone, Archer

Marvin Marshall, Forest Park



Cultural exchange

Gordon Technical High School senior Mark Yedinak, 17 (center), was a recent guest in the home of the Joaquim Fulgencio family in Lavradio, Portugal, where he spent two months on a cultural exchange program under the auspices of the American Field Service Organization. Members of his host family are, (from left), Joaquim, Ricardco Jorge, Christina, and Mrs. Aldo Fulgencio. Yedinak, the son of Material Handling Specialist Michael Yedinak, CTA Materials Management, is the first Gordon Tech student to participate in the exchange program. He ranks in the upper three percent of his high school class and is a member of the National Honor Society, a flutist in the Gordon Tech concert and marching band, and plays for the Immaculate Heart of Mary Church choir. After graduating from high school he plans to pursue studies in computer science, or law. The younger Yedinak is also an amateur biking enthusiast whose goal is to compete in professional bike racing.

Adolph Marth, Forest Glen

Arlanders Martin, North Park

Angel Martinez, North Park

Ellis May, Archer

Hager McFarland, Forest Glen

Augustin Mercado, Forest Glen

Earl Miles, Lawndale

Lura Minter, North Avenue

Isaias Molina, Forest Glen

Howard Monroe, North Park

Alvin Moore, Washington Garage

Antonio Nunez, North Park

Luis Ortega, North Avenue

Dianna Owens, North Park

Eugene Paoli, North Park

Melvin Payne, 77th Street

Lana Perryman, West Section

Eduardo Pescatore, Forest Glen

Edward Poche, District B

Michael Powell, Howard/Kimball

Sharon Prescott, 69th Street

Frederick Ragsdale, North Park

Thomas Rhone, 77th Street

Joseph Scaletta, North Park

Sam Shipp, 69th Street

Robert Spann, North Park

Franklin Spring, North Park

Ronald Stefinsky, Archer

David Strong, Ashland

Edward Sullivan, Beverly

Leonard Taylor, North Park

Lynval Thompson, 52nd Street

David Thorps, West Section

Blanca Torres, Forest Glen

Lawrence Turner, Forest Glen

Clarence VanMiddlesworth,

North Park

Frank Vazquez, Lawndale

Allen Wade, 52nd Street

Elvis Wade, Forest Glen

Grant Wagner, Howard/Kimball

Cleven Wardlow, Limits

Harry Ware Jr., North Park

Javid Wasson, North Park

Charles Whitman Jr., Lawndale

Cora Williams, Beverly

Willie Williams Jr., North Park

Quentin Wilmington, North Park

Karen Wilson, North Section

Charles Young, Jefferson Park

Joseph Zukerman, North Park



Cutting through the paper work is often a daily task for some CTA management positions. This exercise assesses how prospective trainees would approach such work. Assistant Superintendent/Controller Tony Smith (left), and Transportation Program Analyst William Sholdice (right) rate these candidates.

Assessment center discovers future leaders

If George M. Pullman had known that neighbor John J. Glessner's home would some day be used as a center for assessing the capabilities of aspiring transportation management personnel, perhaps he would have had a different attitude about the building which he called "a monstrosity."

In 1885, however, when Pullman, the railroad magnate, and Glessner, an International Harvester founder, both lived in Chicago's Prairie Avenue District, Pullman could look out of his window and see the Glessner mansion which he thought was the most revolting piece of real estate on the face of the earth.

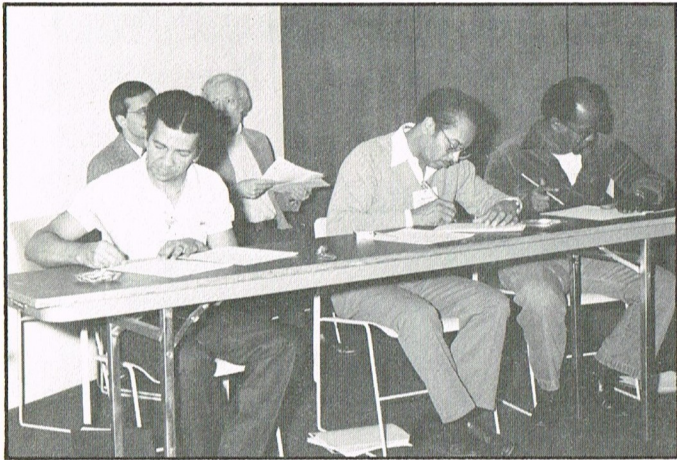
Today, this national architectural landmark at 1800 Prairie Avenue, designed by Henry Hobson Richardson, is rented to CTA by the Chicago Architectural Foundation for use as its Assessment Center headquarters. The perfect choice for such an important CTA facility, it is the creme de la creme of the Prairie Avenue Historic District, used as a site to sort out the creme de la creme of CTA's future leaders.

It is here that the managerial potential of young men and women is put through a pace designed to underscore likely survivors of an enduring management and professional internship, hence quality CTA leadership for the future.

If indeed one is to be selected for training, the individual's abilities must certainly complement Architect Richardson's artistry which he so elegantly demonstrated in his intricate design of the Glessner House interior.

As Richardson was ahead of his peers, so must CTA management aspirants brought to the site of his handiwork be ahead of their peers in their approach to leadership. "The important thing to remember is that no one here is competing against anyone else. Their competition is within themselves in terms of how they meet the challenges presented in the Assessment Center," said Transportation's Edward Mitchell, Director of Training and Utility.

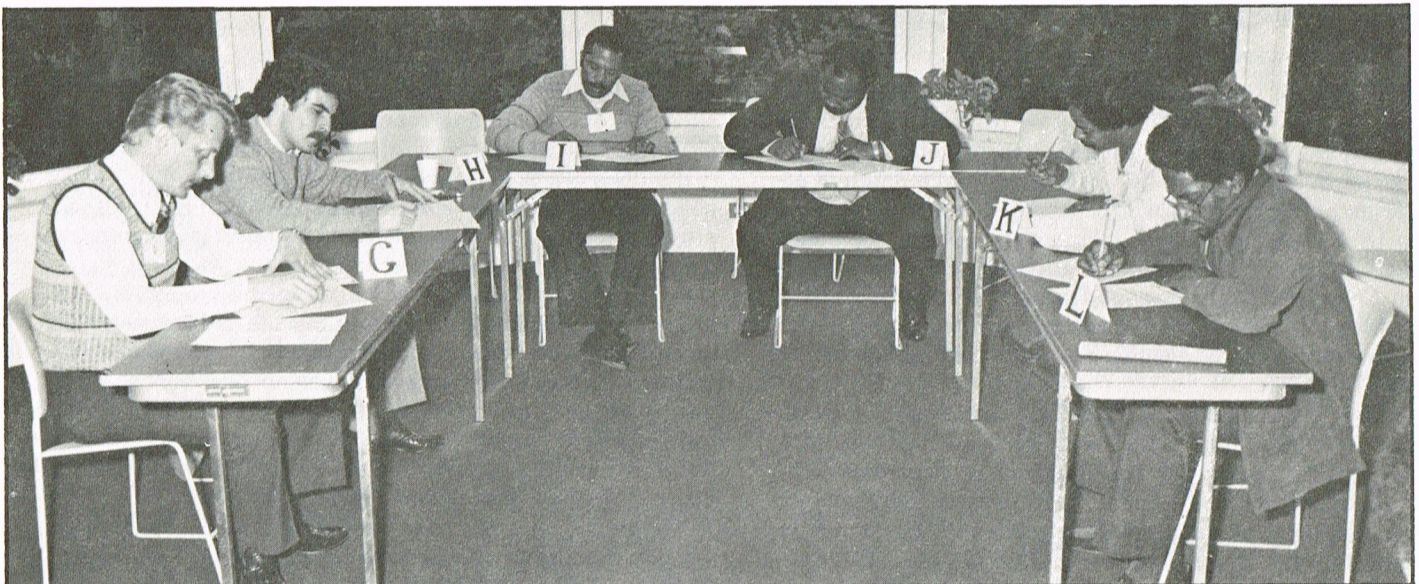
Applicants selected for assessment are determined through process of interview by Transportation Department assessors and administrators who run the Assessment Center. It is here that a battery of tests, which run the gamut



Assessors prepare their score sheets as candidates are drilled in specific exercises designed to determine their suitability for management training.



Rosemary Hoskins is enthusiastic as she discusses an exercise with Assistant Superintendent/Controller Tony Smith. The North Park bus operator was one of 12 employees whose management potential was assessed at the Glessner House Assessment Center.



Training, common knowledge, and experience meet head on in decision making exercise for prospective management trainees.

of management from interviewing skills to problem solving, are conducted.

Mitchell's Assessment Center staff includes Area Superintendent of Instruction Robert Desvignes, Training Center Superintendent Elonzo Hill, Training Center Assistant Superintendent Norman Herron, Superintendent of Rail Instruction Robert Janz, Assistant Superintendent of Rail Instruction Arthur Hubbard, and District A Superintendent Lason Matthews.

Other staff members are: Assistant Superintendent, Personnel, Cynthia Florence; Superintendent, Planning Programs, William Mooney; Assistant Superintendent for Bus Instruction, South, William Thompson; Area Superintendent, Near North, Michael Lacriola; Assistant Superintendents/Controllers, Tony Smith and Miles Smith; and Transportation Program Analyst William Sholdice. The staff has maintained the Assessment Center's sophistication and kept it on schedule in spite of the frequent influx of tourists who visit the Glessner House to enjoy its late 19th century architectural splendor.

James McPhee, one of 12 aspirants who enjoyed the Assessment Center experience, said, "If you really believe you're management material, you should go through the Assessment Center."

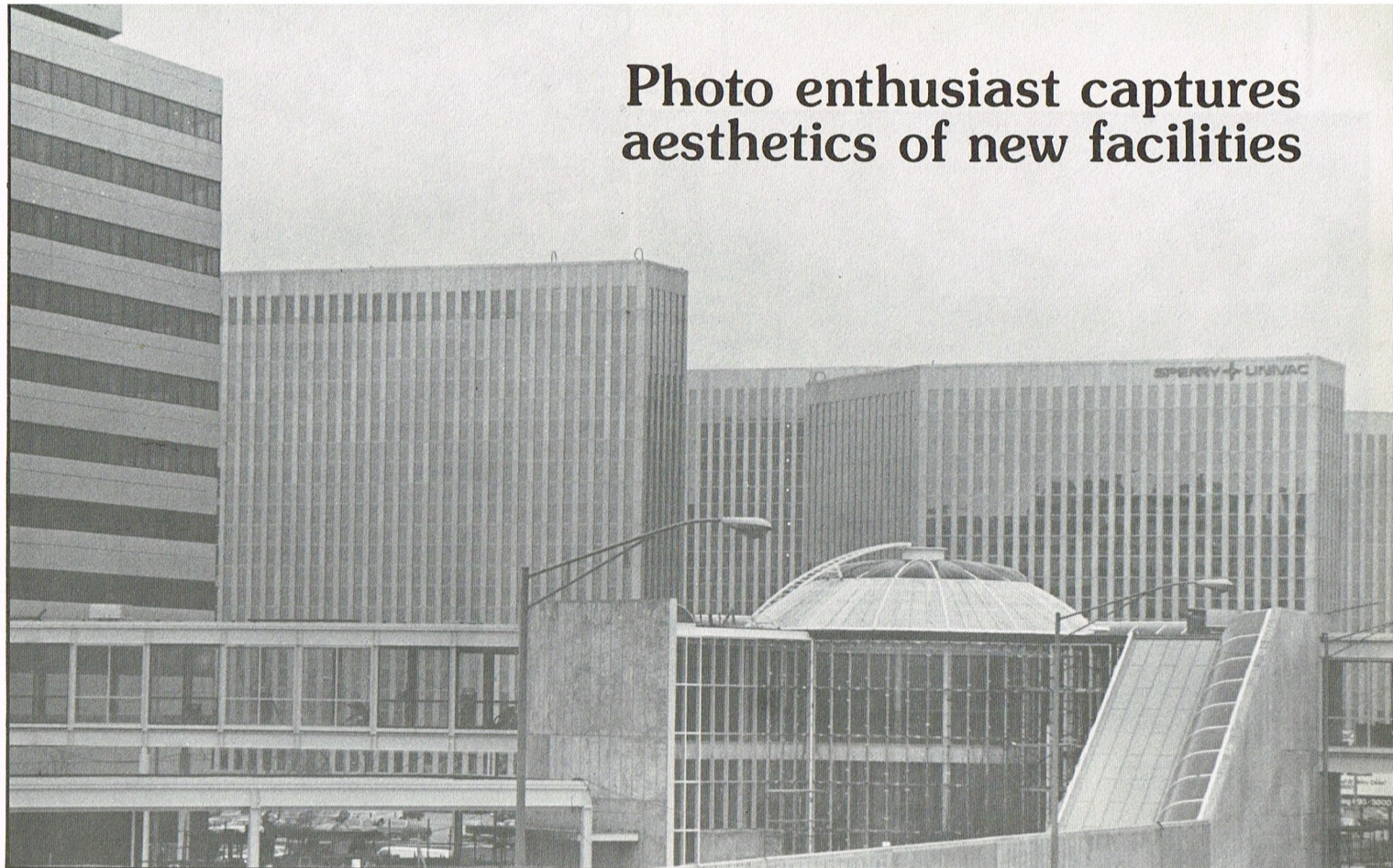
McPhee, an agent supervisor who hopes to be selected for the next management training class, said the most important aspect of the center is its feedback sessions. Here assessors review management strengths and weaknesses with each candidate who wishes to have a follow-up interview.

"Feedback gives the individual an opportunity to make improvements in the skills required for management. It's a learning tool," said McPhee, who was making his second visit to the center.

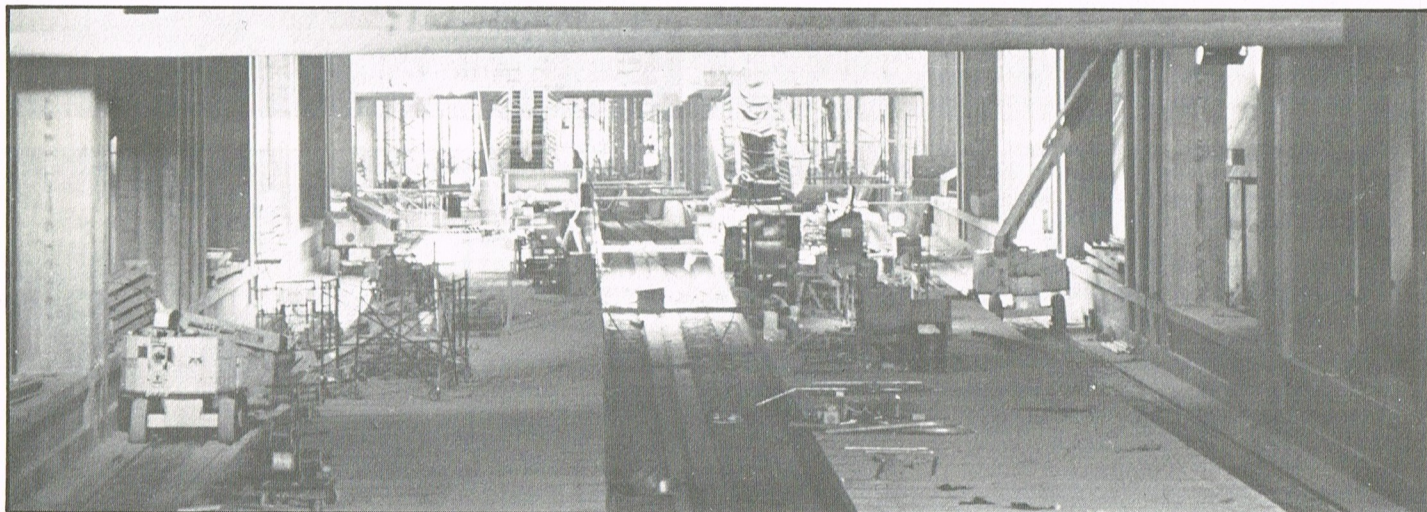
Summing up from management's point of view, Robert Desvignes, Area Superintendent of Instruction, said "The Assessment Center approaches a more scientific means of identifying people with management skills and abilities as opposed to their attributes being determined on the basis of gut feelings."

Photo enthusiast captures aesthetics of new facilities

1



2



Photography enthusiast Ted Radakovic, a Public Affairs/Consumer Services Department communications coordinator, recorded January construction progress at Jefferson Park terminal and the new River Road station as CTA moved closer to extending rail service to O'Hare International Airport.

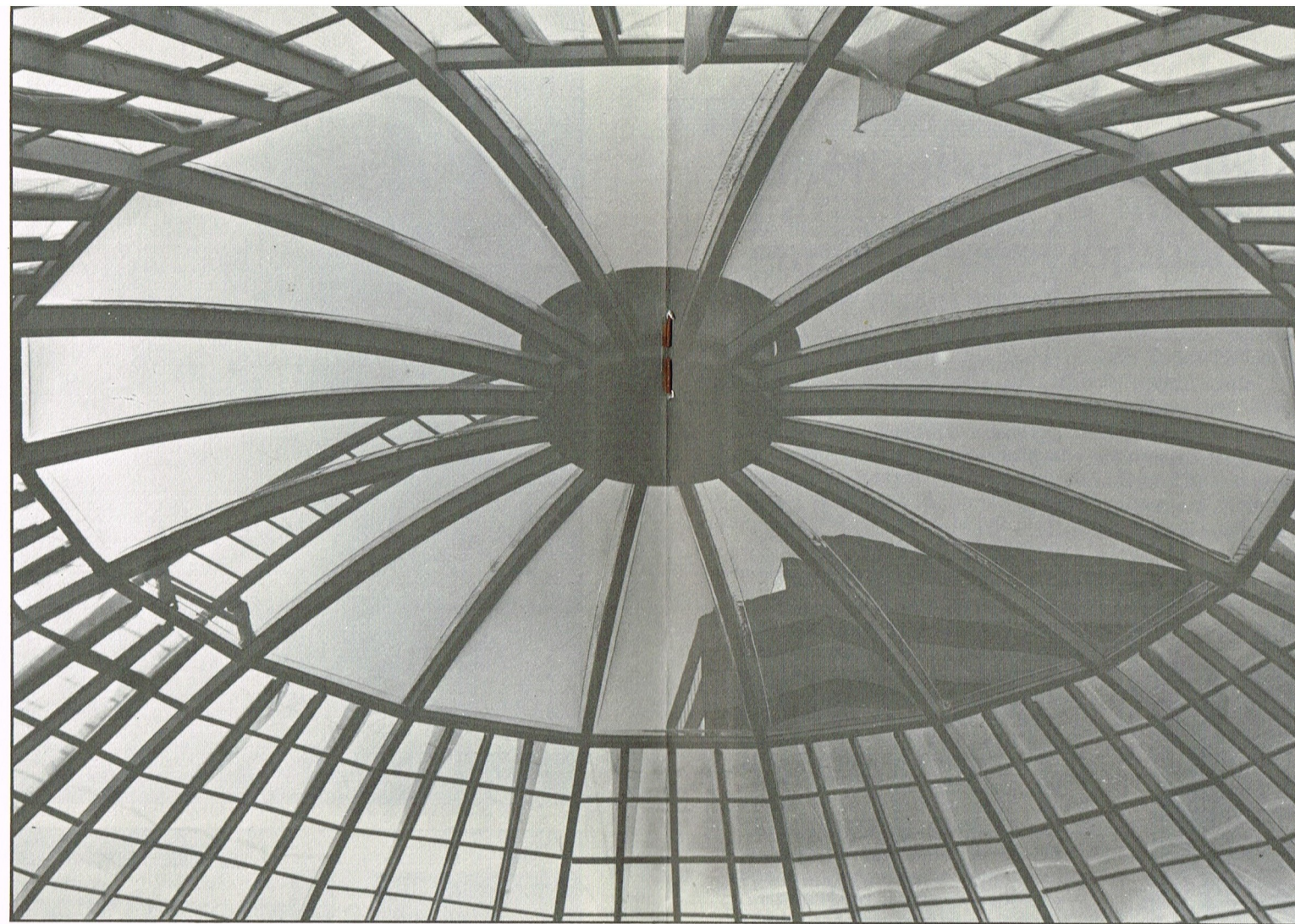
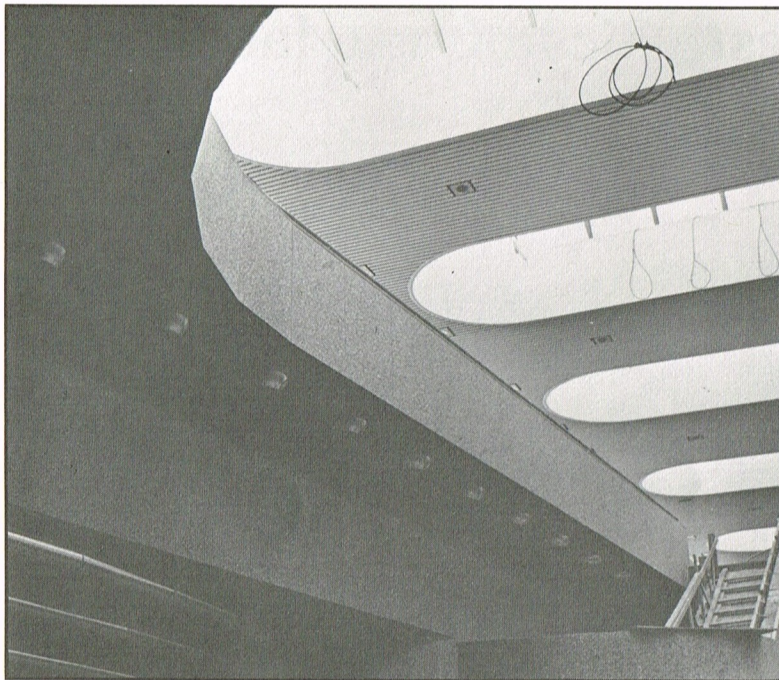
Since both photographer and contractors were uninhibited by foul weather, a rarity for January in Chicago, Radakovic was able to capture the real essence of the service commuters and other travelers may enjoy on the new rapid transit facilities en route to the airport.

1

Exterior of Cumberland station's circular pedestrian collector and covered escalator near complex of buildings south of expressway and west of Cumberland. Bus passengers and Park 'N' Ride and Kiss 'N' Ride users enter station at base of escalator or at base of collector which houses spiral staircase and concessions. Covered walkway at left of collector leads to office building south of expressway. Covered walkway to right of escalator leads (out of picture) to fare controls above median strip platform and continues north to north side of Kennedy Expressway.

2

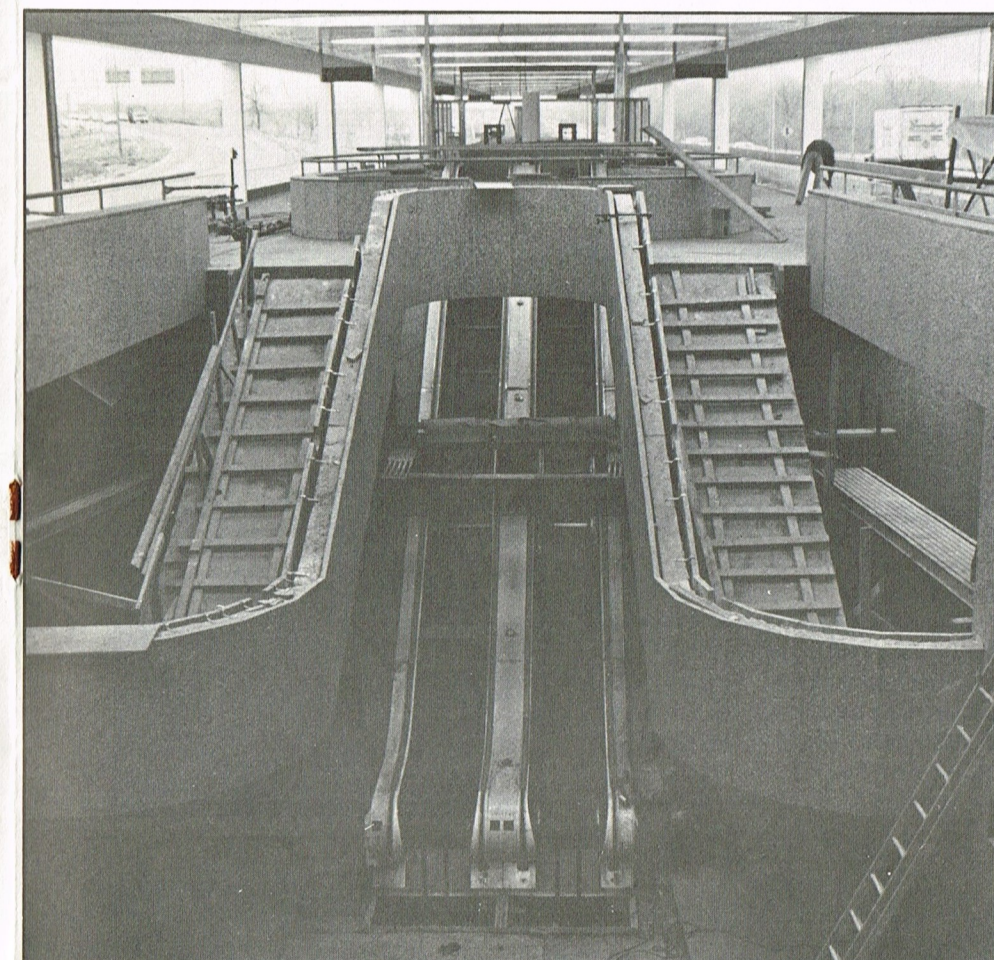
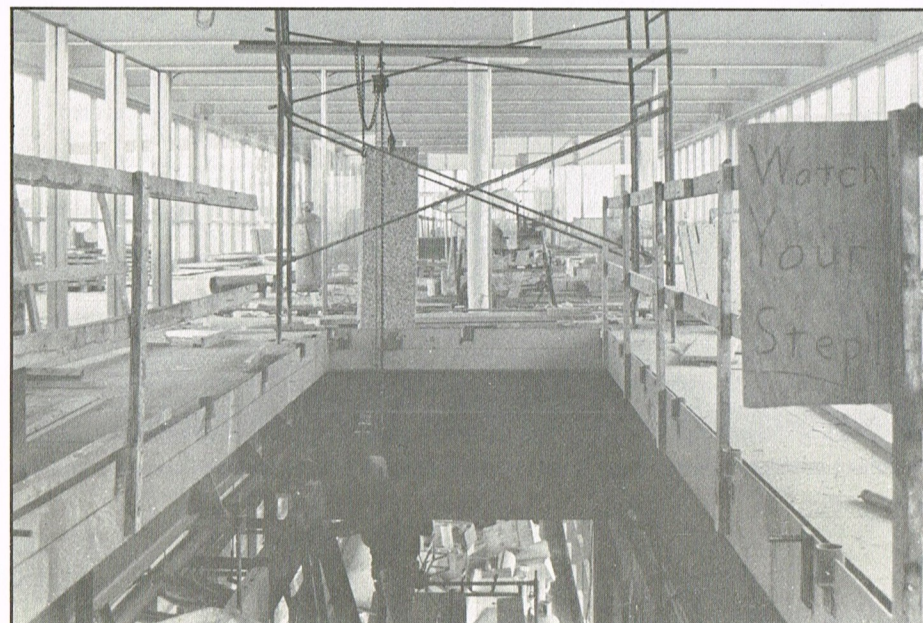
Three-track, two-platform terminal under O'Hare Airport parking lot will be opened later this year. Two of the three tracks are for in-service trains. The third track is in the holding area for the third train. Terminal will have a Transportation office.



- 1 Art deco style of architecture is seen in the atrium of River Road station looking east to platform canopy with plastic skylights.
- 2 Dramatic plastic skylight over pedestrian collector at Cumberland station. Skylight is about 40 feet above floor.
- 3 View of arched skylight canopy above Cumberland station platform.
- 4 Ever-changing scene in Harlem station due to progress is summed up with the sign on the right of the deck opening for future escalator. View is west from street level station down to trackside platform.

Larry Oomens (right), program analyst, Transportation Department, Joe Siegal (glasses), supervisor, Power & Wiring Section, Facilities Engineering & Maintenance Department, and Tom Lowery, signal foreman, Signal Maintenance Section, examine wayside train signal control box.

- 5 Sweeping curved stairs flank dual escalators in River Road station leading from bus terminal and parking lot to trackside platform. Walls and exterior stairway panels are made of granite.
- 7 Jumble of wires are carefully connected into circuits in panel of local switching control near Harlem station by Pat Barry, foreman/lineman for electrical contractor on O'Hare Extension. Local switching control unit will permit emergency switching operations of trains.



Claims/Law exceeds \$1 million in collections for damages

For the first time in its history, CTA's Claims/Law Department has collected more than \$1 million in one year for damages to CTA property, or injury to its employees by third parties.

Donald Werdell, director, Claims/Law Department, said the department's subrogation unit, under the supervision of Margaret Conway, collected \$1,030,980.27.

Subrogation representatives are John Bosacki, Jeff Campos, Theresa Sawyer, and Arthur Thomas. Others in the unit are Cecil Mimms and

Charles Olcikas, bus estimators, and Elaine McGregor and Fred Ridley, clerical staff.

Ms. Conway said the success of her staff in 1982 was due in many ways to the cooperation of various CTA departments with the Claims/Law Department.

Werdell said, "We have an obligation to the taxpayers to collect from third parties, and we believe the CTA Claims/Law Department is a leader in this particular area in the transit industry."



Law for today

Q. A lawyer prepared my will several years ago and, in the meantime, both of the witnesses died. Does this make my will invalid?

A. No. Your will may still be admitted to probate if proof of the witnesses' handwriting is presented to the court to authenticate their signature. This procedure is also available if a witness is 1) blind, 2) physically or mentally incapable of testifying, 3) cannot be found, 4) in the U.S. armed services, or 5) outside the state.

—Illinois State Bar Association

Q. Our 15 year old daughter was hospitalized for several weeks last year in a city 35 miles from our home and we made daily trips to visit her. Can the cost of our transportation be deducted on our federal income tax as a medical expense?

A. No. Transportation expenses relative to an illness are only deductible if they are primarily for and essential to actual medical care. Visiting a family member who is hospitalized does not qualify as a deduction.

—Illinois State Bar Association

Q. How old do you have to be to operate a snowmobile?

A. Generally, 16 years old. However, persons over 10 and less than 12 years of age may operate a snowmobile if accompanied on the snowmobile by a parent, guardian or other authorized adult. Persons over 12 and less than 16 years of age may be accompanied by an authorized person who is over 16. A person between 12 and 16 years of age may also apply to the Illinois Department of Conservation for a certificate authorizing the holder to operate snowmobiles.

—Illinois State Bar Association

Happy Northwestern Wildcat travelers



Northwestern University's cheerleading squad and other enthusiastic Wildcat supporters are whooping it up at the Central Street CTA rapid transit station to remind collegiate basketball fans that its easy traveling to Northwestern home games this season by CTA. Northwestern Wildcats home basketball games for this Big 10 season are being played at DePaul University while Northwestern's McGaw Hall is being renovated. Travelers to DePaul from Evanston need only take a southbound train to Howard Street and change to a southbound Howard Street train to Fullerton which boards the DePaul campus.

Submit questions to:

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

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

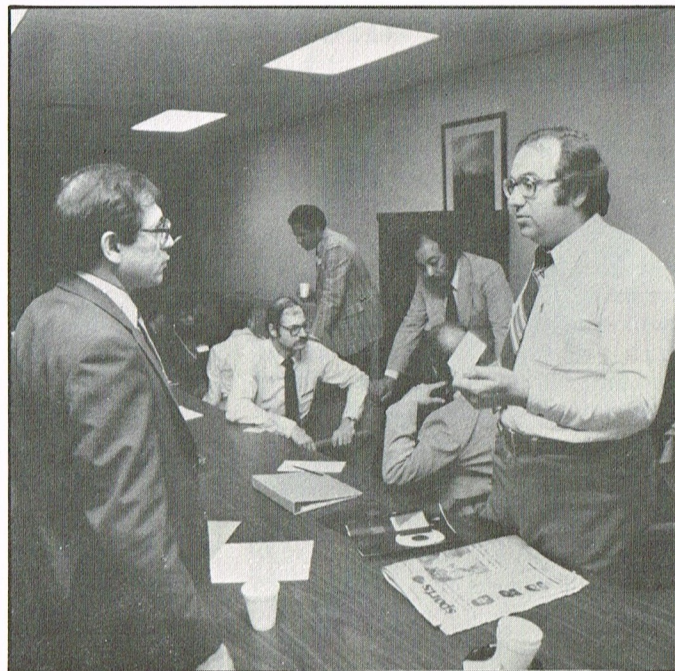
Materials management participates in minority supplier development

Five representatives of CTA Materials Management participated in the Buyer Orientation Seminar held November 19 and sponsored by the Transportation Subcouncil of the Chicago Regional Purchasing Council.

Heading the list of CTA representatives was Market Research Analyst Olivia Bradley, CTA representative to the council. Others participating in the orientation, which convened at offices of the Illinois Central Gulf Railroad at 233 North Michigan Avenue, were Procurement Engineers Eugene Fregetto and Mike Wisbrod, and Buyers Geoff Layhe and Edna Southworth.

The orientation is part of an ongoing effort of the Transportation Subcouncil, Chicago Regional Purchasing Council, Inc., to develop minority-owned companies that can provide goods and services needed for operations of the Transportation industry.

CTA and other members of the subcouncil have collectively developed and assumed responsibility for carrying out an "Adopt-A-Company" program. The thrust of this program consists of selecting a number of minority firms which meet all of the subcouncil's criteria of marketing, educational, technical and other assistance needed by these firms to expand their sales to subcouncil members, their prime contractors and other major buying organizations.



Henry Bellagamba (left) of Fullerton Industrial Supply, Inc., a mill and hardware supplier, meets with CTA Procurement Engineer Eugene Fregetto (right) during the Transportation Subcouncil, Chicago Regional Purchasing Council's Buyer Orientation. Others in the background are Market Research Analyst Olivia Bradley (left), and Buyer Edna Southworth (back to camera), meeting with David Sullivan of Indel Electrical Distributors, Inc. Procurement Engineer Mike Wisbrod (seated, wearing glasses), and Buyer Geoff Layhe confer with Al McCaskill of Indel Electrical Distributors.

Terry Magdongon celebrates citizenship



When Terry Magdongon became a naturalized citizen of the United States, it was the culmination of a decision she had made when she moved to Chicago in 1976.

The former English professor, turned CTA Forms/Records/Procedures Coordinator, emigrated from the Philippines in 1975, settling first in Honolulu where she was a participant in a textbook writing project at the East-West Center. She began to establish permanent residence in the United States the next year, 19 years after she had first come to this country to pursue graduate studies in English language and literature at the University of Michigan.

Upon completion of her studies in 1964, Terry returned to her native land to teach English at the University of the Philippines near Manila. She also taught basic English and literature classes at the U.S. Air Force base

(Clark Air Base) before returning to the United States in 1975.

In 1981, after five years of service with the Chicago Urban Transportation District, Terry joined the Chicago Transit Authority. She passed the examination for citizenship and was administered the U.S. Citizenship Oath of Allegiance Jan. 15.

"After five years, one is eligible to apply for U.S. citizenship. Without citizenship, one is really detached—unable to vote or enjoy the other guarantees of a U.S. citizen," Mrs. Magdongon said.

"I think voting is most important because it is one way of assuring that the republic form of government and democratic principles are maintained," she added.

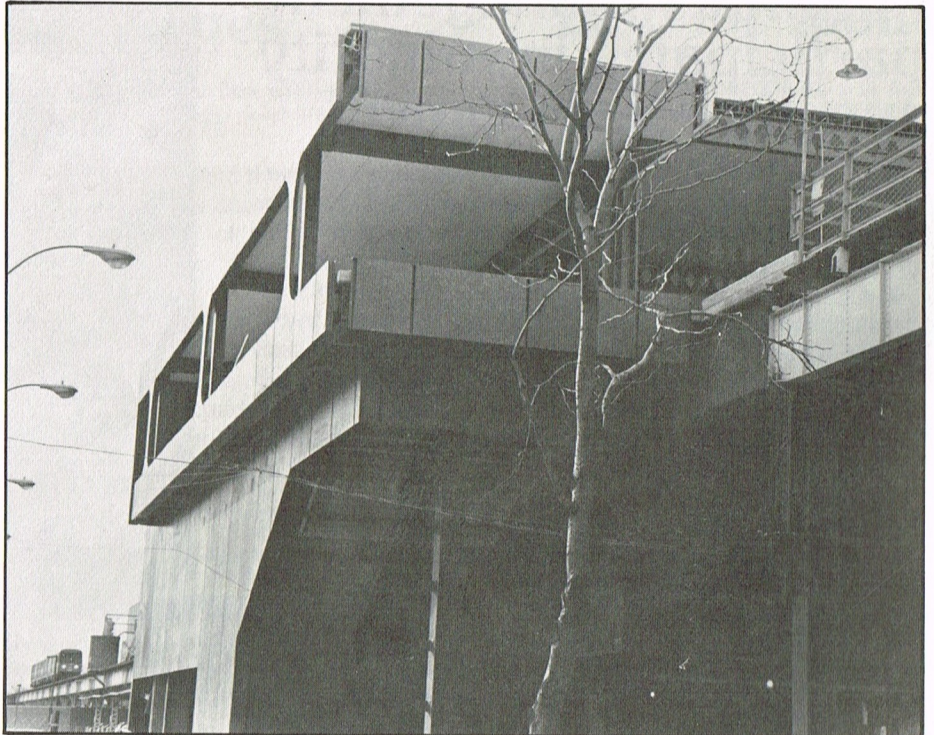
Mrs. Magdongon has two brothers and a sister who are also naturalized citizens of the United States. Their parents still reside in the Philippines.

West side medical center gets modern "L" station

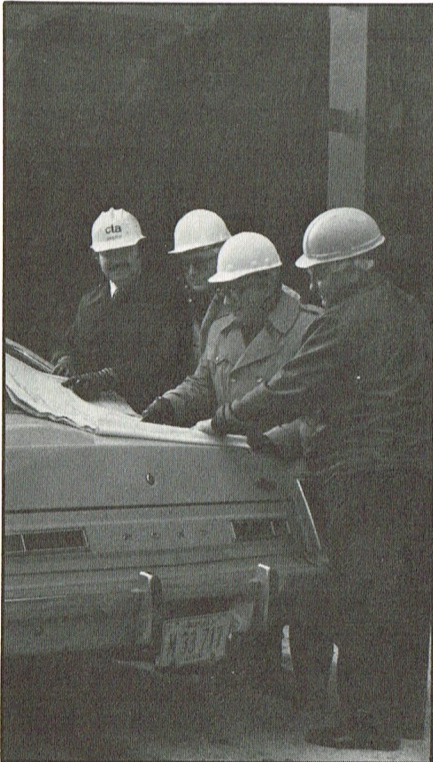
A new Polk Street "L" station on the Douglas Rapid Transit Line taking riders to Chicago's University of Illinois Medical Center, is expected to be in service this spring.

The \$2.6 million steel, concrete, and glass structure and its platforms are being erected in the center of the medical complex. These replace the existing 91-year old brick structure and wooden platforms on the north side of Polk Street which will eventually be removed.

Architects of the Design and Construction Section in CTA's Facilities Engineering and Maintenance Department designed and planned the entire project. All aspects of the project from design and drafting to purchasing and selection of contractor was done within CTA. The contractor, lowest of seven bidders, is John Burns Construction Company, of Orland Park. Construction on the new Polk Street



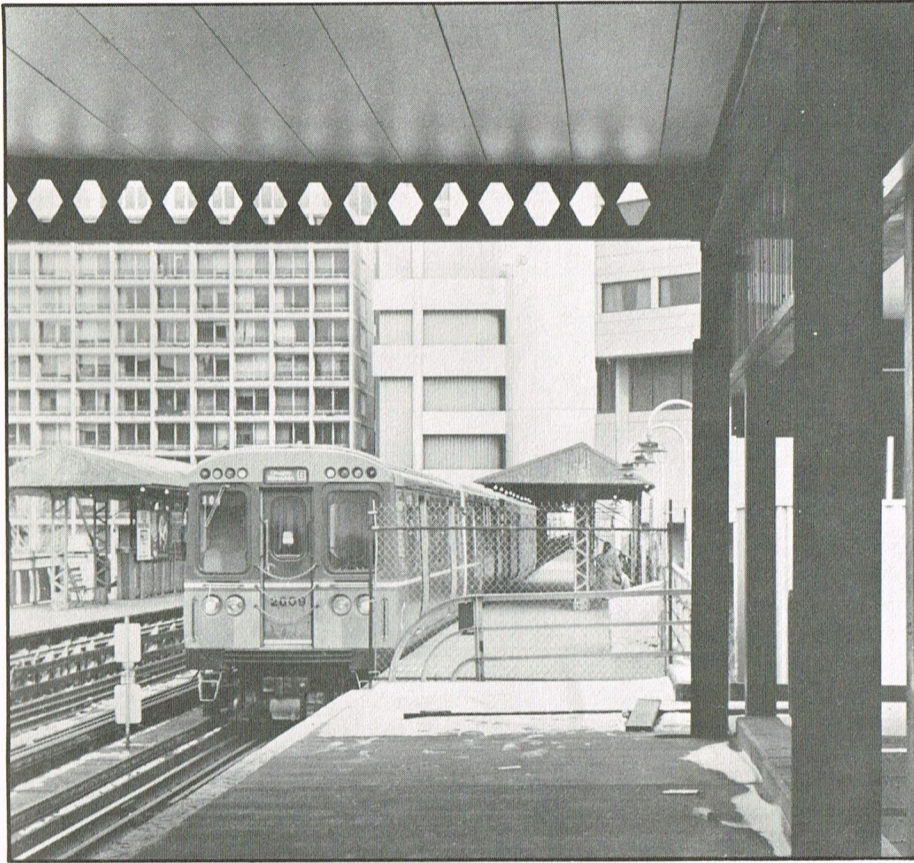
Eastside view of new Polk street "L" station shows window treatment of waiting area representing side of new rapid transit car. Both trackside waiting areas are 40 feet by 16 feet. Platforms and street level station will have bright lighting throughout. New facility is built of concrete, steel, and glass.



Going over plans for construction of new Polk street station are (from left) John Chura, superintendent, Construction Compliance, Design & Construction Section; C. Richard Stade, project manager for John Burns Construction Co.; Rudolph Zepeda, senior design architect, Design & Construction Section, and Bob Telander, construction compliance inspector. Zepeda headed design team for Polk street project.



View of 91-year-old Polk street "L" station built in the era of Chicago's World's Columbian Exposition of 1893. This outmoded station with its dim incandescent lighting will be replaced by a spacious, fluorescent lit station on the south side of Polk with a 45-foot-wide window wall facing Polk.



Northbound Douglas train pulls into 91-year-old station. View is from the passengers waiting area on the new Polk street station, due to open in spring. Roof of passenger waiting area, supported by castellated beams, extends over both platforms and track area creating a comfort zone for waiting riders. Passenger areas are glass enclosed on three sides and have six infrared heaters.

"L" station was started last spring.

A unique feature of the new station is its H-shaped canopy which covers both 425-foot long trackside pre-cast concrete platforms. The passenger waiting areas on the platforms are each 40-feet long and 16-feet deep, and have six infrared heaters for use during cold weather.

A castellated beam canopy will cover both waiting areas and tracks for 120-feet providing a comfort zone for passengers. The two legs of the H-shaped canopy are 17-feet wide and cover the remaining stretches of the platforms.

Each platform has a 10-foot wide stairway and an elevator. The spacious street level station is 75-feet long and 45-feet wide and is illuminated by fluorescent lighting. The stairs, elevators and platforms also have fluorescent lighting.

Facing Polk on the south side of the street, the station will have nine-foot high glass walls containing two sets of double glass doors and a single glass

door for handicapped persons.

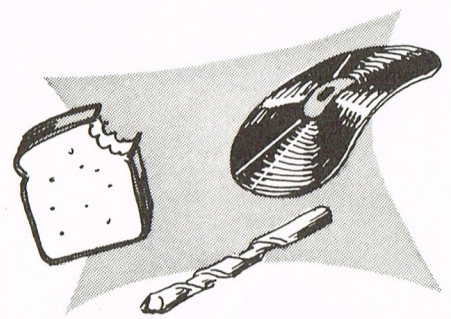
The station will also have a stainless steel agents' booth for two agents and passenger turnstiles, three coin-operated turnstiles, and an exit turnstile, all made of stainless steel. Ticket agents will control a special gate for use by handicapped persons. The station will also have a concession stand.

Glass walls erected on the station's front and two sides will make its interior highly visible from the street. Riders waiting for the 37-Sedgwick/Ogden buses and other transportation will also enjoy the comfort of two sets of infrared heaters inside the building by the glass walls.

One of the waiting areas will also have two public telephones while the other will have a "hot line" telephone to the University of Illinois Medical Center.

Funding for the project comes from the Urban Mass Transportation Administration, and the Illinois Department of Transportation.

Bytes, bits, software need not be confusing



If terms like byte, bits, software, floppy discs and expansion interface have intimidated you and kept you from pursuing an interest in home computers, take heart for there is hope.

According to Bob Knudsen of Materials Management, the pleasure and rewards of home micro computers far outweigh the variety of technical considerations.

Besides the obvious applications of organizational, educational aids and video game options, the home micro computer provides such remarkable services as out-of-town newspaper subscriptions, stock market quotations, and telephonic hook-ups to computer services which offer access to sophisticated state-of-the-art systems.

The tremendous growth in the popularity of the home micro computer is reflected by the large number of CTA employees who presently own computers.

If you are a computer enthusiast and are looking to share ideas with others, you may be interested in contacting Bob Knudsen of Materials Management. Bob and some other CTA employees want to form a home computer club.

If you've only begun with home computers and need a good source of information, perhaps the kind of club Knudsen is proposing could be just what you need.

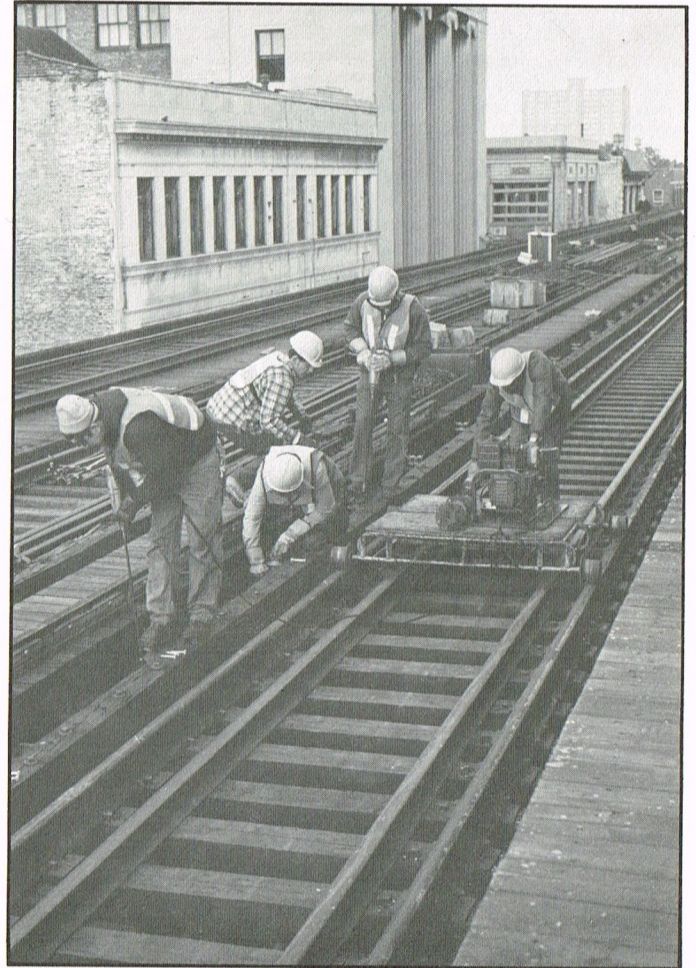
Whatever your specific interest about computers may be, your ideas would be welcome. You may contact Bob at the Merchandise Mart on extension 4833. Transit News will follow this effort closely and provide helpful information as it becomes available.

Combined effort at top speed meets Jackson Park deadline



Rehabilitation work at King Drive shows track crews preparing for rail installation while ironworkers repair steel platform canopy supports.

One of many aspects of the Jackson Park restoration effort was the installation by trackmen of third rail supports at University station.



The reopening of three stations on the Jackson Park 'L' line December 12 involved a lot more than unlocking the gates to the elevated platforms and cutting ribbons.

It required the combined efforts of several Facilities Engineering and Maintenance crews working at top speed to restore service to the East 63rd Street stations that had been cut off from the rest of the line March 4, 1982, due to deterioration of the Dorchester bridge.

The decision to reopen the line south of 61st Street was made early in August. At that time it was determined that the Dorchester bridge itself would not be included in the restoration, but that trains could be operated as far as the University Avenue station, where they would be turned back.

This meant that a new crossover had to be installed east of the University station. New supporting structure, timber ties and running rail, third rail, a footwalk, and a complete interlocking plant for signal protection were also needed.

Roy Smith, Senior Civil Engineer, was project manager of the \$2.2 million project, which also called for restoration and repainting of the King Drive, Cottage Grove and University stations. At University, a new two-agent booth was installed, along with fluorescent lighting and accommodations for Transportation Department personnel.

All this work was accomplished within the target period by dozens of trackmen, ironworkers, building tradesmen, electrical workers and others under the direction of Len Wiksten, Director, Facilities Maintenance, Walter Gaedtke, Superintendent, Power and Way, and Walter Hallford, Superintendent, Building and Grounds Maintenance.

These field employees were given special thanks by Tom Wolgemuth, Manager, Facilities Engineering and Maintenance, who emphasized that, "The Authority and our passengers who use this service owe them all a sincere debt of gratitude."

Wolgemuth pointed out that before actual construction could even begin, drawings had to be made and designs completed in a much shorter than normal time frame by the Design and Construction Section, headed by Chris Kalogeras, Director, and the Power, Signal and Communication Section, Ron Swindell, Director.

Contributing to this effort were Stan Lee Kaderbek, structural engineer; Steve Martin, civil engineer; Roy Stonecipher, signal designer, and Mike Kelly, senior traction power design engineer.

Material acquisitions, sometimes on an emergency basis, were handled by Michael Wisbrod, procurement engineer. Also involved in the project was Charles Arndt, Superintendent, Facilities and Equipment Planning, Operations Planning.

The Spirit of Giving



Michael Yedinak (second from left), material handling specialist, CTA Materials Management department, talks with three young patients at Children's Memorial hospital where he distributed more than 200 of the popular "ET" dolls during the Christmas holidays. Yedinak's investment in the van load of dolls brought more return in happiness of the young patients than he could have anticipated in monetary reward. He said he purchased the dolls originally for resale, but decided to donate them to the young shut-ins at Christmas as a gesture of appreciation to the hospital for its tireless efforts on behalf of children who are seriously ill. He was prompted by the memory of an 11-year-old relative who was nourished back to health at the hospital after suffering a serious illness.

Job reassignments are approved

Fourteen job reassignments posted during the last two months of 1982, have been approved by CTA Executive Director Bernard J. Ford.

Former senior accountant Michael Cikara was named supervisor, General Accounting, Financial Services, while John Billis, former grant accounting technician, was selected supervisor, Accounts Receivable, in the same section. In Management Services, unit supervisor LaVerne Schultz moved from Office Services to Stenographic Services.

Within Capital Development, Joan Berry was promoted from planner to unit supervisor, Grant Programs. New as program coordinator, Capital Development, is Salvatore Terracina, former training coordinator, Human

Resources. Alexandra Eiva, former forms designer, Management Services, is now graphic designer/production assistant, Public Affairs/Consumer Services.

Lee Roddy, Michael O'Sullivan and Andre Brewster, all former car repairmen, have been appointed terminal night foremen, Equipment Engineering and Maintenance. In the same section, Charles Modock Jr. has advanced from combination clerk to senior combination clerk.

Marron Robinson and Charles Barbee, former traffic checkers, have been chosen traffic clerks in Operations Planning. In the same section, Charles Myers and James Terry, former traffic clerks, have become schedule clerks.



Social Security Tips

Q. I recently applied for a loan from a finance company where I was asked for my Social Security number. A company representative said the number would be used for filing purposes. Is this legal?

A. Some non-governmental organizations use Social Security numbers for record keeping purposes. Such use is neither required nor prohibited by federal law. Knowing your number however, does not allow these organizations to get information from your Social Security record.

Q. My husband died several weeks ago. What papers must I have in order to file a claim?

A. Some of the proofs you might need are your deceased husband's Social Security number as well as your own, his death certificate, proof of marriage, children's birth certificates, and their Social Security numbers. You should also have your husband's W-2 forms for the two years preceding his death. Your local Social Security office may suggest other documents that may be needed.

Q. When I started getting Social Security disability checks a few years ago I thought my payments would continue until I reached age 65, returned to work, or until death. Why am I now being reviewed?

A. Benefits can be paid only as long as a person is unable to work due to severe impairment. Social Security is required by law to review most disability cases at least once every three years.

Q. If I took early retirement at age 55 would my Social Security benefits be affected?

A. Benefits are based on earnings averaged over your working lifetime, therefore if there are years in which you had little, or no earnings your benefit amount would be somewhat less.

Service anniversaries in January

40 years

William Murphy
Beverly

35 years

John Brown, Kedzie
Armando DeBuono, Forest Glen
Louis Ford, North Avenue
James Forrestal, Equip. Engr. & Maint.
Steve Gorski, Forest Glen
Willie Griffin, Limits
Harry Lindberg, North Avenue
Orval Porter, Lawndale

30 years

Rita Deakin, General Acctg.
Lorenzo Johnson, 77th Street
Louis Loebbaka, Howard/Kimball
James McPhee, Fac. Engr. & Maint.
Willie Meadows, Ashland Terminal
Edna Southworth, Purchasing
Lee Stewart, 61st Street
Thomas Swoope, 77th Street

25 years

Earl Barley Sr., Training Center
Robert Gafeney, North Section
Norman Herron Jr., Instruction
Andrew Jones Jr., 77th Street
Paul Kadowaki, Instruction
William O'Connell, Equip. Engr. & Maint.
Homer Reed Jr., 77th Street
Raymond Sieloff, Archer
Richard Smith Jr., Rail-South
Charles Taylor, Beverly
Robert Zirkle, District C

NEW PENSIONERS

JOHN ANGEL, Line Foreman,
West Shops, Emp. 9-16-47
JAMES AUSTIN, Instructor,
Lawndale, Emp. 3-4-50
WILLIAM BECKMANN, Foreman,
West Shops, Emp. 9-22-47
HARRY BLAKE, Operator,
69th Street, Emp. 8-9-51
MARY ANN BOHAT, Supervisor
Law/Claims, Emp. 11-7-46
CHARLES BROWN Jr., Car Repairer A,
Racine Emp. 6-14-51
MAURICE BUCKLEY, Claims Rep.,
Law/Claims, Emp. 12-31-38
PETER CALIFF, Escalator Serviceman,
West Shops, Emp. 1-9-48
JOHN CHAMBERS, Controller II,
Control Center, Emp. 4-28-48
SAMUEL CHARLETON, Unit Supervisor,
West Shops, Emp. 11-4-46
STANLEY CHRIST, Superintendent,
Forest Park, Emp. 9-25-41
ANTHONY CITRO, Car Repairman A,
Harlem, Emp. 1-14-47
PATRICK COLLINS, Warehouse Wrkr. I,
South Shops, Emp. 5-8-57
LeROY CONKLIN, Operator,
North Park, Emp. 3-5-46
FRANK CONNOLLY, Operator,
North Park, Emp. 1-3-56
ANTHONY CYCHNER, Bus Repairer,
North Avenue, Emp. 9-8-52
JAMES DEGNAN, Operator,
Archer, Emp. 9-6-45
SHELDON DEIN, Operator,
Forest Glen, Emp. 11-3-47
JOHN DEVINE, Warehouse Wrkr. I,
South Shops, Emp. 12-14-50
DANIEL DIASIO, Ticket Agent,
North Section, Emp. 8-7-68
ANELLO DiGIANFILIPPO, Final Assembler,
Rail Shops, Emp. 11-27-50
RAYMOND DOBBERTIN, Unit Supervisor,
Lawndale, Emp. 9-10-47
SIGMUND DOBOSIEWICZ, Unit Supervisor,
West Shops, Emp. 5-20-41
CLINTON DONLEY, Car Repairer A,
61st Street, Emp. 4-23-51
STEVEN DORICH, Warehouse Wrkr. I,
South Shops, Emp. 11-21-47
CEDRIC DRAPER, Bus Repairer,
North Park, Emp. 8-13-48
EDWARD DURAL, Electrician B,
West Shops, Emp. 3-12-51

ANGELA DURKIN, Ticket Agent,
North Section, Emp. 10-31-71
MICHAEL FABIAN, Machinist,
Rail Shops, Emp. 4-13-50
WALTER FALLS Jr., Operator,
52nd Street, Emp. 2-20-51
ANTHONY FRENCH, Operator,
North Avenue, Emp. 7-10-47
ALEXANDER FRITZLER, Bus Repairer,
North Park, Emp. 3-27-41
PATRICK GARRITY, Operator,
Forest Glen, Emp. 4-2-46
WILLIAM GONTARZ, Operator,
Archer, Emp. 1-19-61
SALVATORE GRAZIANO, Operator,
North Avenue, Emp. 5-12-52
CLEO GRIFFIN, Motorman,
Harlem/Lake, Emp. 5-2-57
DAVID GUERCA, Final Assembler,
Rail Shops, Emp. 6-18-47
SAMUEL GUINN, Operator,
77th Street, Emp. 4-9-53
AUGUSTUS HENNELLY, Foreman,
North Park, Emp. 10-20-48
EDWARD HENRY, Supv., Safety Perf.,
Safety, Emp. 8-25-48
ALBERT HERON, Bus & Truck Mech.,
South Shops, Emp. 8-25-47
ROBERT HOLMES Jr., Operator,
52nd Street, Emp. 10-4-46
ALBERT JACQUES, Operator,
North Avenue, Emp. 1-22-52
EUGENE JANIA, Claims Coordinator,
Law/Claims, Emp. 12-1-43
EUGENE JANKOWSKI, Elec. Wrkr. Hlpr.,
Rail Shops, Emp. 11-28-50
SHELTON JENKINS, Pers. Investigator,
Blue Island, Emp. 3-22-57
EDWARD JENSKI, Serv. Truck Chauff.,
West Shops, Emp. 7-18-47
HOSEA JOHNSON, Foreman,
69th Street, Emp. 3-31-47
JOHN JOHNSON, Instructor,
Beverly, Emp. 4-23-55
JOHN JOYCE, Foreman,
Forest Glen, Emp. 3-4-47
NIKOLAS KARLOS, Rail Janitor,
Madison & Wabash, Emp. 3-5-68
BERNARD KLATT, Machinist,
South Shops, Emp. 11-10-47
JOHN KLOSKA, Conductor,
Jefferson Park, Emp. 11-30-45
EDWARD KNIAZ, Operator,
77th Street, Emp. 8-9-46
HEZEKIAH KNOWLES, Operator,
77th Street, Emp. 8-31-64
FRANK KOZIOL, Operator,
North Park, Emp. 4-26-45
EDWARD KUEMMEL, Operator,
Forest Glen, Emp. 11-24-47

IN MEMORIAM

MURRAY ADAMS, 81, North Section,
Emp. 10-12-43, Died 11-16-82
STEPHEN BLACHOWSKI, 87, Archer,
Emp. 8-22-23, Died 11-5-82
HENRY BORGMAN, 72, 77th Street,
Emp. 1-12-34, Died 11-18-82
ROBERT BROWN, 76, North Park,
Emp. 7-1-42, Died 11-5-82
WALTER BUNCH, 52, District C,
Emp. 2-5-53, Died 11-10-82
GEORGE CHRYSANTHOPOULOS, 45,
Bus & Truck
Mech., Emp. 9-21-70, Died 11-22-82
DIANE CRENSHAW, 35, Racine,
Emp. 2-28-79, Died 11-21-82
JOSEPH CZAJKA, 75, Archer,
Emp. 4-24-42, Died 11-24-82
RAYMOND DOWDLE, 74, District D,
Emp. 11-30-36, Died 11-23-82
ROBERT DWYER, 41, Wilson,
Emp. 7-15-63, Died 11-25-82
WILLIAM FAHEY, 88, 69th Street,
Emp. 2-13-22, Died 11-11-82

NATHANIEL GILL, 42, Maintenance,
Emp. 2-19-79, Died 11-19-82
CHARLES GREER, 76, Limits,
Emp. 6-3-29, Died 10-13-82
WILLIE HARRIS, 35, North Avenue,
Emp. 6-28-79, Died 11-7-82
JOSEPH HIGHTOWER, 75, North Avenue,
Emp. 9-1-42, Died 11-15-82
ELMER KNUDSON, 78, North Park,
Emp. 10-29-29, Died 11-10-82
LOUISE KUKULKA, 93, Kedzie,
Emp. 11-22-22, Died 11-5-82
JAMES MAHER, 70, 69th Street,
Emp. 1-8-34, Died 11-29-82
ROCCO MASESSO, 74, Electrical,
Emp. 4-1-26, Died 11-3-82
MIRIAM MELGAREJO, 44, Lawndale,
Emp. 3-6-75, Died 11-27-82
JOSEPH MURPHY, 76, South Section,
Emp. 11-5-42, Died 11-14-82
KRSTO NIKOLICH, 90, Way & Struts.,
Emp. 7-25-29, Died 11-30-82

KATHLEEN O'DONNELL, 75, North Section,
Emp. 2-15-51, Died 11-7-82
WALTER OSTROWSKI, 58, North Park,
Emp. 4-4-63, Died 11-1-82
WILLIAM PERREAULT, 81, 77th Street,
Emp. 10-21-41, Died 11-16-82
SAMUEL PINCICH, 79, Engineering,
Emp. 9-6-29, Died 11-30-82
ELLA RALL, 84, South Shops,
Emp. 10-27-19, Died 11-4-82
MARY RUSSELL, 89, South Section,
Emp. 6-2-42, Died 11-82
CHARLES SASSO, 91, South Section,
Emp. 9-24-12, Died 11-23-82
PATRICK SHIELDS, 84, West Section,
Emp. 2-8-22, Died 11-5-82
PAUL SIMONS, 87, North Avenue,
Emp. 11-20-20, Died 10-22-82
PETER SWALSAK, 90, Devon,
Emp. 5-21-13, Died 10-29-82
JAMES WALSH, 64, Labor Relations,
Emp. 4-29-46, Died 11-6-82

ALBERT KUNICKIS, Operator,
Archer, Emp. 3-16-61
ROBERT KURTZ, Comb. Clk. Coord.,
South Shops, Emp. 10-19-48
THOMAS LALLY, Car Repairman A,
Racine, Emp. 2-28-50
WARDELL LEE, Rail Janitor,
Madison & Wabash, Emp. 12-1-53
ROBERT LEMKE, Operator,
Forest Glen, Emp. 3-31-47
THADDEUS LESNIAK, Elec. Wrkr. Frmn.,
Rail Shops, Emp. 10-17-45
HOWARD LODDING, Sub-station Attndt.,
West Shops, Emp. 6-14-46
HERBERT LOWENSTEIN, Area Supt.,
Rail Service, Emp. 11-1-45
LINO LUPETINI, Elec. Mtce. Man,
Rail Shops, Emp. 11-4-52
PETER MARONCELLI, Conductor,
Forest Park, Emp. 7-23-48
CLEO MARSH, Operator,
Archer, Emp. 8-27-52
CLARENCE MATTHEWS, Operator,
Archer, Emp. 7-26-51
FRANK McDERMOTT, Sub-station Attndt.,
West Shops, Emp. 11-18-47
JOSEPH McNAMARA, Carpenter
South Shops, Emp. 11-19-45
RICHARD MECKER, Claims Rep.,
Law/Claims, Emp. 3-1-47
STANLEY MICHALEC, Serv. Truck Chauff.,
West Shops, Emp. 2-13-46
JOSEPH MIKIETA, Operator,
North Park, Emp. 12-10-48
KENNETH MIKOTA, Superintendent,
Contract Constr., Emp. 11-22-48
PAUL MINOGUE, Budget Admin.,
Equip. Engr. & Mtce., Emp. 9-17-40
WILLIAM MONROE, Operator,
Beverly, Emp. 5-10-51
CLEO NEWSOME, Ticket Agent,
South Section, Emp. 12-10-48
WILLIAM NICHOLS, Prod. Contr. Coord.,
South Shops, Emp. 3-13-52
STANLEY NIEMAN, Bus & Truck Mech.,
South Shops, Emp. 3-12-47

DANIEL NONCEK, Instructor,
North Park, Emp. 2-2-48
GEORGE F. OCHOTNECKI, Operator,
Lawndale, Emp. 5-29-46
ALBERT OCHWAT, Supervisor,
District D, Emp. 11-12-48
WALTER ONYSIO, Shopman I,
Rail Shops, Emp. 6-28-50
PETER O'SULLIVAN, Supervisor,
District D, Emp. 4-26-50
AMBROSE PANICO, Clerk,
North Avenue, Emp. 7-22-63
ALEXANDER PAVESIC, Lineman,
West Shops, Emp. 8-22-42
WALLACE PETERSEN, Operator,
Beverly, Emp. 8-15-47
McCLINTON PORTER Jr., Superintendent,
77th Street, Emp. 4-11-50
THOMAS RAWLINGS, Operator,
77th Street, Emp. 7-1-48
JOHN RUSS, Shopman I,
Rail Shops, Emp. 2-2-49
DONALD RYAN, B Electrician,
West Shops, Emp. 5-9-50
PETER SABADOSA, Car Repairman A,
54th Street, Emp. 3-3-50
DAWSON SAMPLES, Bus & Truck Mech.,
South Shops, Emp. 10-7-52
EDWARD SCOTT, Rail Foreman,
Madison & Wabash, Emp. 1-24-57
PHILIP SEIBEL, Operator,
North Avenue, Emp. 9-9-46
MYRON SEVERSON, Shopman I,
Rail Shops, Emp. 10-2-57
JAMES SIMMONS, Yard Foreman,
61st Street, Emp. 2-26-51
ROBERT SOSNOWSKI, Operator,
Archer, Emp. 5-28-46
WILLIAM SPEER, Operator,
Limits, Emp. 5-7-48
SAM SPIZZIRRI, Carpenter,
West Shops, Emp. 10-28-47
RICHARD STYBURSKI, Machinist,
Rail Shops, Emp. 9-4-70
FRANCIS SWIONTEK, Operator,
Forest Glen, Emp. 4-30-46

HANS TARCIKOWSKI, Operator,
Forest Glen, Emp. 7-18-60
ROBERT TOFT, Operator,
North Avenue, Emp. 3-17-47
ERNEST TUCKER, Operator,
77th Street, Emp. 7-16-56
ANTHONY UKOCKIS, Operator,
Archer, Emp. 9-24-47
RONALD UTLEY, Operator,
Forest Glen, Emp. 7-15-47
ROBERT VANDERMEIR, Bus Repairer,
North Park, Emp. 1-28-49
SAMUEL VAUGHAN, Claims Rep.,
Law/Claims, Emp. 6-25-52
THOMAS VUJNOVICH, Machinist,
Rail Shops, Emp. 10-16-46
CHARLES WALKER, Operator,
77th Street, Emp. 6-26-51
JEROME WALKER, Motorman,
95th/Dan Ryan, Emp. 3-19-51
WALTER WEBER, Bus & Truck Mech.,
South Shops, Emp. 10-23-67
GEORGE WELLING, Operator,
Archer, Emp. 5-15-46
JOHN WILLIAMS, Electrolysis Tstr. II,
West Shops, Emp. 8-31-50
WILLIAM WITKUS, Operator,
Forest Glen, Emp. 9-11-45
MARGARET ZAJAC, Bindery Worker,
South Shops, Emp. 1-10-77
RICHARD ZAJAC, Sheet Metal Worker,
South Shops, Emp. 10-15-41
THADDEUS ZDEB, Operator,
Forest Glen, Emp. 3-11-46

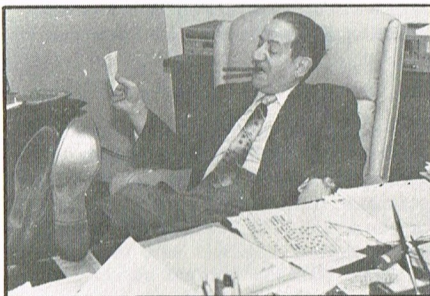
DISABILITY RETIREMENTS

MAYNARD BELL, Operator,
52nd Street, Emp. 2-27-69
LAWRENCE DUNGCA, Operator,
North Park, Emp. 2-8-71
CHARLES JONES, Bus Repairer,
77th Street, Emp. 8-29-69

Service anniversaries in February

40 years

John Boland John Duffy
Financial Services Central Counting



John Pope
Treasury

35 years

Lovance Ashley, Law
John Capaccio, Foster
Dominic Casalino, Rail System
Chester Jones, 52nd Street
Eugene Kennard, 77th Street
Joseph Kovatz, 69th Street
Antonio Tennelle, District A
Elvin White, Near South
Teddy Wiczorek, Fac. Engr. & Maint.
Hezekiah Williams, District A
Roy Williams, Pub. Aff./Cons. Svcs.

30 years

Willie Carter, 77th Street
Dorothy Doljanin, Stores-West
John Keane, South Shops
Lawrence Page, 52nd Street
Afidale Prince, South Section
Clarence Riley, Equip. Engr. & Maint.
Ronald Shaw, Beverly
Joseph Sparks, Fac. Engr. & Maint.
Edward Strugalla, Lawndale
John Sullivan, Equip. Engr. & Maint.
John Vogt, Beverly

25 years

Alfred Bohanon, Archer
John Dopak, South Shops
David Eggersdorf, Transportation
George Griffin, Schedules
Henry Hopkins, 69th Street
John Kenna, District A
Bernard Mazalewski, Forest Glen
George O'Neill, Fac. Engr. & Maint.
Mitchell Szalwa, Forest Glen

NEW PENSIONERS

JOSEPH CABRNOCH, Motorman,
Douglas, Emp. 6-3-63
MORRIS COHEN, Ticket Agent,
North Section, Emp. 4-16-66
WILLIAM ELDRIDGE, Bus & Truck Mech.,
South Shops, Emp. 1-13-50

GIUSEPPE FASO, Rail Janitor,
Madison & Wabash, Emp. 1-9-67
GEORGE FRAILEY, Craneman A,
West Shops, Emp. 3-27-41
DOUGLASS GUEST, Money Handler,
Central Counting, Emp. 12-10-48
ARTHUR HUBACZ, Acc. Anaylsis
Clk. Inspctr.,
Safety, Emp. 11-4-42
JOSPEH LASINSKI, Instructor,
77th Street, Emp. 6-18-48
GEORGE MALARZ, Operator,
Archer, Emp. 3-24-60
EUGENE MARCANTONIO, Conductor,
West Section, Emp. 1-19-49
ZYGMUNT PRZYBYSZIEWSKI, Trackman II,
West Shops, Emp. 12-20-66
LUIS REYES, Car Repairman A,
Harlem, Emp. 8-28-51
NELSON SWOPES, Operator,
North Avenue, Emp. 5-12-52
WILLIAM TEUFEL, Serv. Trk. Chauf.,
West Shops, Emp. 1-16-51
ELIAS WILLIAMS, Operator,
Archer, Emp. 9-27-51

DISABILITY RETIREMENTS

ISMAEL NIEVES, Rail Janitor,
Madison & Wabash, Emp. 9-7-67
ALVIN POTTS Jr., Operator,
52nd Street, Emp. 9-15-66
*DONALD TOPOLINSKI, Signal
Maint., *Retroactive to 10-1-82
West Shops, Emp. 7-13-61

More than 32 years of service is average for new CTA retirees

One hundred twenty-three CTA employees with an average of 32½ years service began collecting pensions in the new year as their retirements became effective January 1.

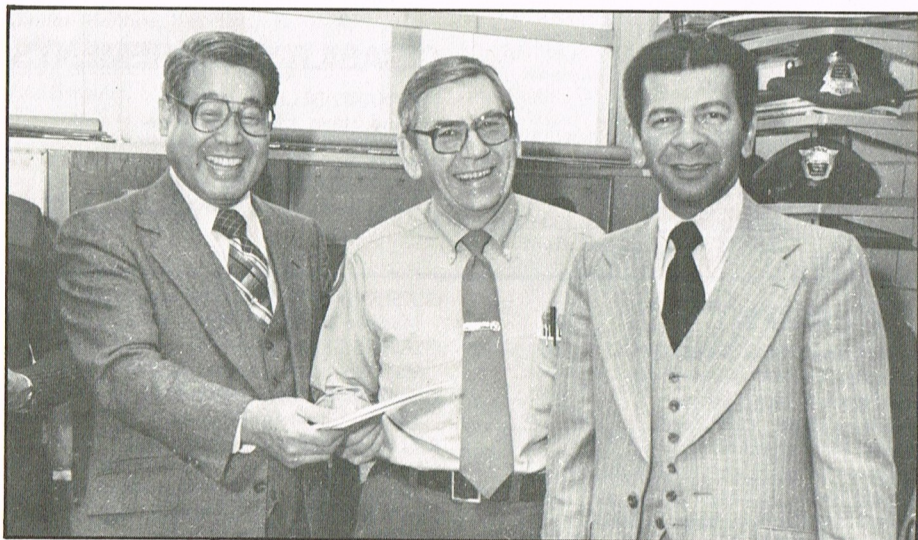
Topping the list with most years of service was Maurice J. Buckley, a Law/Claims department claims representative who ended his CTA career after 44 years. Joining pensioners after nearly 42 years were Stanley C. Christ, rail superintendent at Forest Park, and Sigmund Dobosiewicz, a unit supervisor in Facilities Engineering/Maintenance, West Shops.

Herbert Lowenstein, area superintendent, Rail Service, also closed his career in rapid transit after 37 years. Lowenstein left the Air Force after the war to join the Chicago Rapid Transit Company as an extra guard on November 1, 1945.

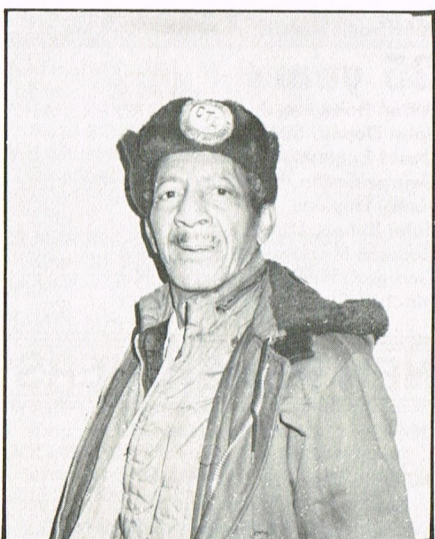
He was instrumental in establishing additional instruction programs for rail supervisors. Lowenstein had served as a switchman and yard foreman before becoming a supervisor in 1953. In 1964 he was named district supervisor, and in 1969, district superintendent. He was appointed area superintendent nine years later after having worked on every generation of rapid transit car from open-platform wooden models to air-conditioned stainless steel.



1 Retiring after 37 years of rail service, Herbert Lowenstein and his wife, Gertrude, were honored at a reception in the Transportation Department office December 16.



2 Paul Kadowaki (left), superintendent, Bus Training and Instruction, presents retirement package to Joseph Lasinski, bus instructor, during a retirement celebration for him at the 77th Street garage where he was assigned. Lasinski who retired after 35 years, had the longest service record among instructors. William Thompson, assistant superintendent, Training and Instruction/South, also joined in the retirement celebration.



3 Nikolas Karlos (left), and Edward Scott were honored at a December 30 retirement reception in the Howard terminal train room. Karlos became a pensioner after 14 years with CTA as a janitor. Scott, a janitor foreman, retired after 25 years.



Ed Henry cuts the cake prepared for his retirement reception. His wife, Loretta shares the moment along with their daughter, Elaine (right). The reception was held in the CTA board room at the Merchandise Mart.

In instruction, Joseph Lasinski, CTA station instructor with the longest continuous service record, also retired effective February 1, after 35 years. Assigned to the 77th Street station, Lasinski joined CTA June 19, 1948 as a motorman at Lawndale. He switched to buses and moved to Blue Island in 1950, but later returned to Lawndale.

He was assigned to Archer garage in 1953, and in 1960 was appointed supervisor of "B" district. Lasinski was named instructor in 1965. In that capacity, his assignments included service at Kedzie, 77th Street, Archer, and reassignment to 77th Street where he closed his career. He plans to move to Mesa, Arizona in April.

In the Safety department, Edward Henry, safety performance analysis supervisor was among those retiring effective January 1. Henry begins his retirement as CTA's accident rate drops to an all-time low of 5.5 per 100,000 miles of operation, "—a 76 per cent improvement over 35 years," he said. Henry noted that when he joined the CTA in 1948, the accident rate was 18.5 per 100,000 miles of operation.

Pioneers plan '83 events



Officials of the CTA Pioneers Retirement Club make plans for 1983 events. They are (from left) Warren Scholl, secretary; Melvin Horning, 1st vice president; Maynard "Pinky" Moran, president; George Nash, entertainment chairman; Carl Nelson, 2nd vice president; Walter Steinbeis, treasurer.

The CTA Pioneers Retirement club has scheduled four Ladies Days meetings for the new year. The dates are February 8—Valentine party; May 10—Mother's day; September 13—back to school, and December 13—Christmas party.

Pinky Moran said all CTA retirees and friends are invited to attend the Pioneers' monthly luncheon meetings that are held on the second Tuesday of each month starting at 12:30 p.m. in the Golden Flame restaurant, Nagle and Higgins avenues. For more information, telephone Moran at 763-6379.



As Salvatore J. Graziano of North Avenue garage prepared to close out his career as a bus operator after 30 years of service, grandsons Kevin Traxler (left), and Stephen Jadown boarded his Grand and Nordica bus to see what riding with granddad would be like. Other members of the Graziano family who stopped by North Avenue garage as the veteran bus operator boarded for his final run were his wife, Mrs. Rose Graziano; daughters Judy Jadown, Rosanne Graziano, and Diane Traxler, executive secretary, Labor Relations. Graziano's retirement was effective January 1.

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To find solutions for problems

"Goal"

Keep people working

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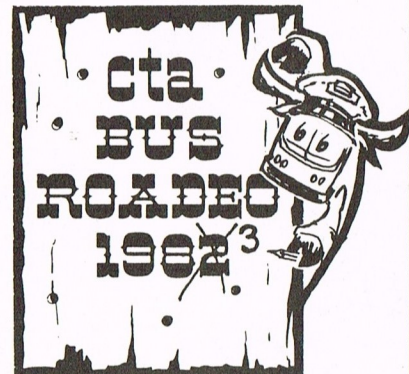
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- MARITAL
- EMOTIONAL

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or significant others

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CTA TRANSIT NEWS

Volume 36

Number 1 and 2

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 Depart-
ment, Bill Baxa, Manager.

Director of Publications: Jack Sowchin

Editor: Rick Willis

Graphic Artist: Alexandra Eiva

Contributing Writers: Jeff Stern,

Don Yabush, Ted Radakovic

Typesetting and printing provided by the Manage-
ment Services Department.

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

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

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