

BLITZ!



Row of CTA buses in Blitz's remanufacturing shop on the West Side. Old, damaged bulkheads and rear assemblies are being removed following dismantling of engines and transmissions.

Blitzed buses live longer

More than 700 of CTA's General Motors "New Look" buses, once doomed to the junkyard because of premature aging of their rear bulkheads and engine supports, are being given another five years of service life during their visit to a bus "health spa."

The premature aging of the 1,500-pound thick steel plate bulkheads, struts, brackets, and engine assembly supports was caused by the potholed streets, the additional load of air-conditioning equipment, standing passenger loads, and the basic design of the bus structure.

These 745 buses, built by G.M. (GMC type 5307A) in 1974-75-76, should have had a life expectancy of about 15 years. The premature aging symptoms were caused by three successive savage winters (1977-78-79)

with mounting snowfalls, plunging sub-zero temperatures, and heavy use by CTA's regular bus riders who were joined by what CTA calls its "snow birds," motorists who flock to the buses in cold weather.

During these three disastrous winters, hundreds of CTA buses developed distortions in their rear bulkheads and supports, and rivet holes became enlarged due to shock and vibration. Rusting and corrosion added to the vehicles' ills.

George Millonas, manager of CTA's Equipment Engineering and Maintenance department, summed up the buses' problems this way:

"Without remedial action, cracks that first appeared in the rear undercarriage started spreading. We made attempts to patch the cracks, but it soon became apparent that patching

would not work.

"Specifications were prepared by our department's staff, and bids were solicited for rebuilding these buses' rear bulkheads and supports. The successful bidder was the Blitz Corporation of 4525 W. 26th St."

If any bus maintenance operation could be termed a bus "health spa," then the one million square foot facility operated by Blitz is it.

Blitz is headed by Carmont Blitz and his brother, Bill. The firm has been serving the bus and trucking industry for some 50 years. Its reputation for excellence in the transit industry is such that buses needing extensive maintenance have been brought to Blitz from New Orleans, Houston, Detroit, Washington, D.C., Philadelphia, and even trucked in from Fairbanks, Alaska.

(continued on page 2)

Blitzed buses

(continued from page 1)

Blitz was the only bidder for the CTA specified work—partial-remanufacturing of the rear bulkhead assemblies that measure 10 feet long by 2½ feet high and 8 feet wide. Blitz removed the buses' rear sidewalls, engines, air conditioners, fittings, and the damaged rear bulkheads, and implanted the new, stronger bulkheads, and reassembled the components.

The first contract of \$7 million for partial-remanufacturing of 495 CTA buses is expected to extend their usefulness up to another five years. The cost of the work on these buses is slightly more than 10 per cent of their replacement cost in today's new bus market. At about \$126,000 each, the purchase of 495 new buses would have come to about \$62.4 million.

Here is the vital factor in the CTA's decision to save the doomed buses: These "New Look" buses were less than 12 years old and did not qualify for federal funding for their replacement. The financially-strapped CTA could not afford the \$62.4 million, but the agency could afford raising the \$7 million to assure its riders continued dependable service.

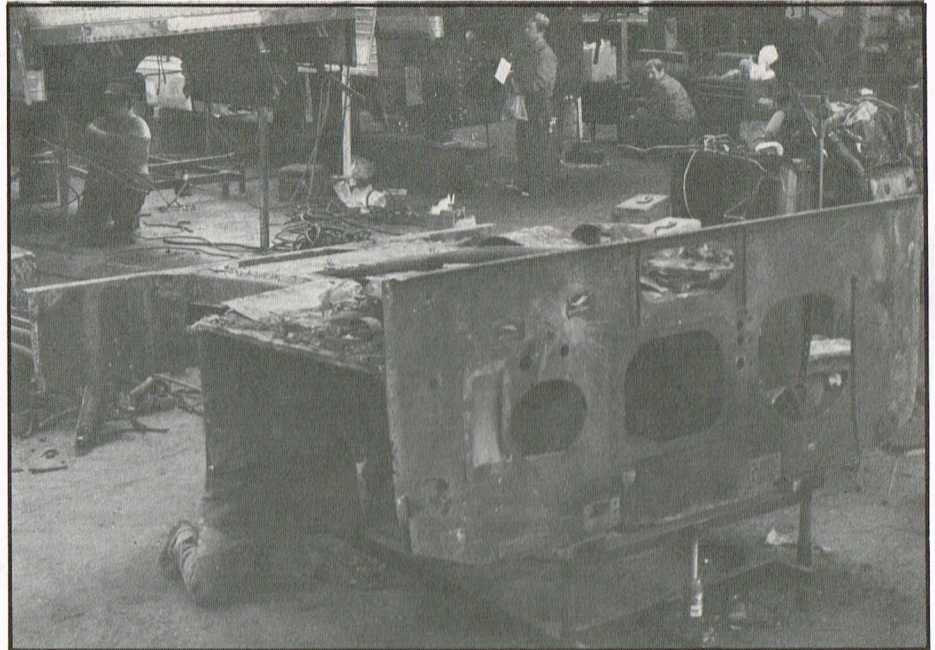
Blitz recently was the successful bidder for \$5 million CTA contract for partial-remanufacturing of another 250 "New Look" buses. This second contract went into effect January 5, 1983.

An interesting side note is that the Blitz Corporation has acquired the metal stamping dies for the "New Look" buses from General Motors, so that Blitz is able to create exact replacements in their plant.

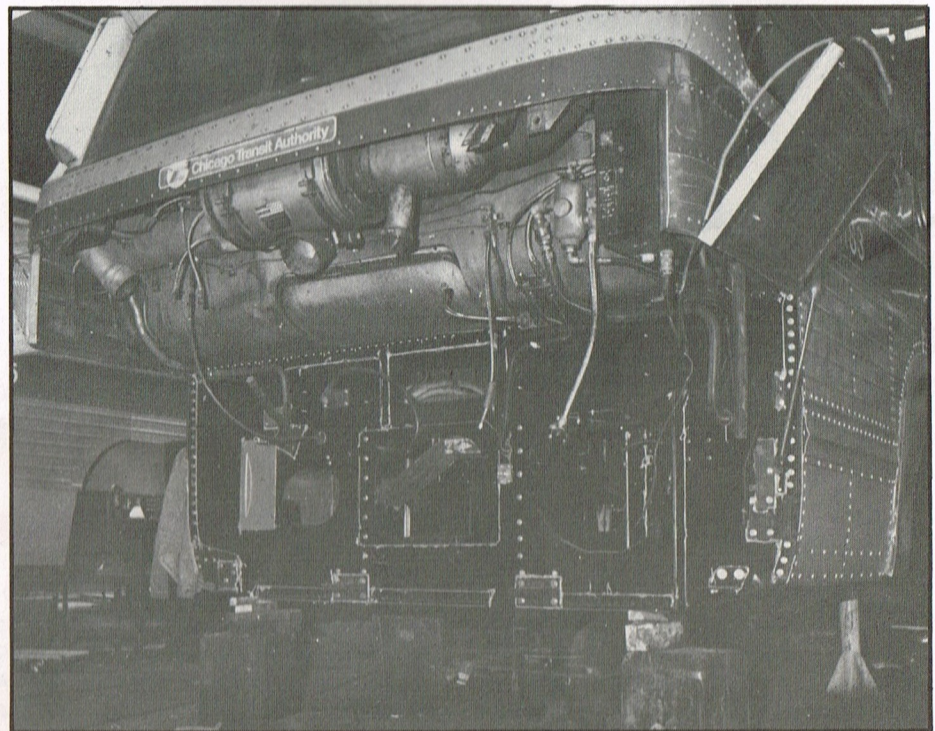
Millonas said that, in addition to the work done by Blitz, CTA has awarded contracts for rebuilding or replacement of bus engines and for rebuilding transmissions damaged by wear caused by the defective bulkheads.

G.M.'s "New Look" buses make up 70 per cent of CTA's fleet of 2,275 buses, but not all of CTA's "New Look" buses suffered rear assembly and bulkhead damage.

With the treatment received at Blitz's bus "health spa," these CTA "New Look" buses will continue to serve riders and look good for years to come.



1



2

- 1 Old rear structural assembly shows its premature aging because of three severe winters, overloading of riders, potholes in streets, and salt corrosion.
- 2 Remanufactured rear structure assembly, completed by Blitz, is ready for remounting of bus's engine and transmission. New, high-strength metals and advance fabricating machines at Blitz provide stronger unit than original one.
- 3 Multiple-headed acetylene cutting torch machine used to mass-produce heavy brackets from one-fourth-inch thick steel plate for bus rear structural assembly.
- 4 Computer-guided numerical control cutting machine follows computer programmed pattern for punching holes in one-eighth-inch thick steel plate to form bus bulkhead.
- 5 Blitz mechanic completes reinstallation of rear wheel-axle assembly following installation of new rear bulkhead structure.

From the Chairman

Innovation

Efficient financial management can only be achieved through hard choices and creative innovation. This issue of Transit News reports recent innovations which are helping CTA save money in these difficult economic times.

The transit operating environment in Chicago has proven to be a great strain on our bus fleet, and a significant number of buses have developed major mechanical problems which could not be corrected by normal preventive maintenance. Yet CTA could not afford to purchase new buses from operating funds, and the buses were not old enough to qualify for replacement through federal capital funding.

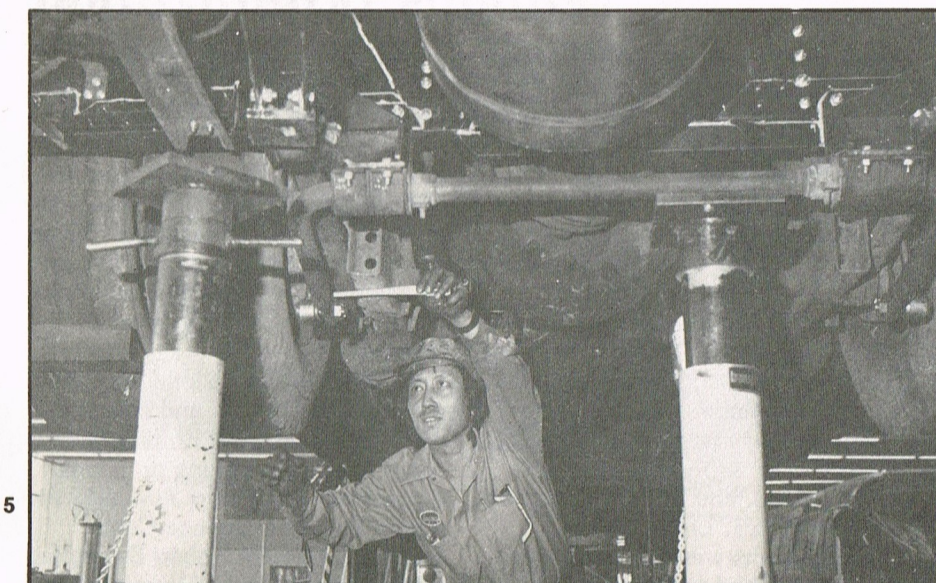
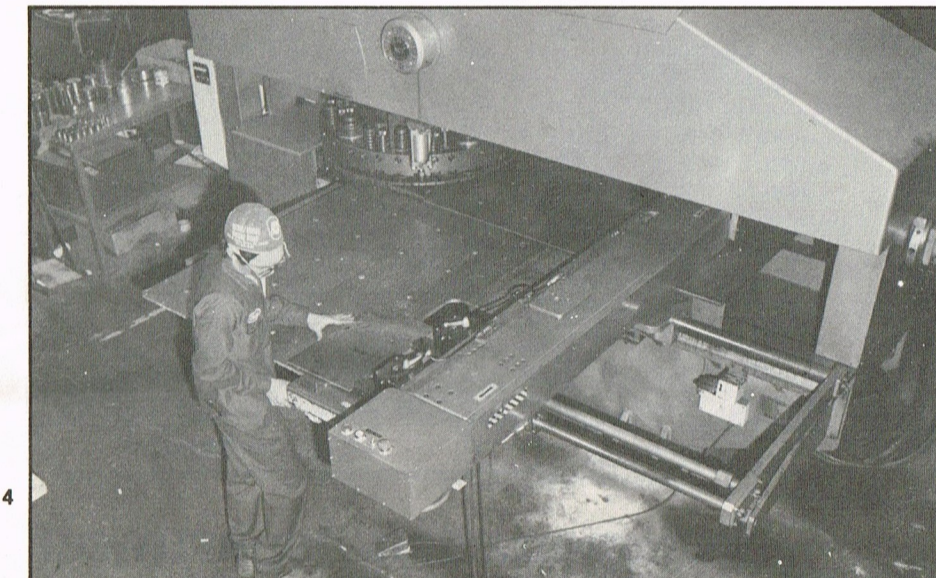
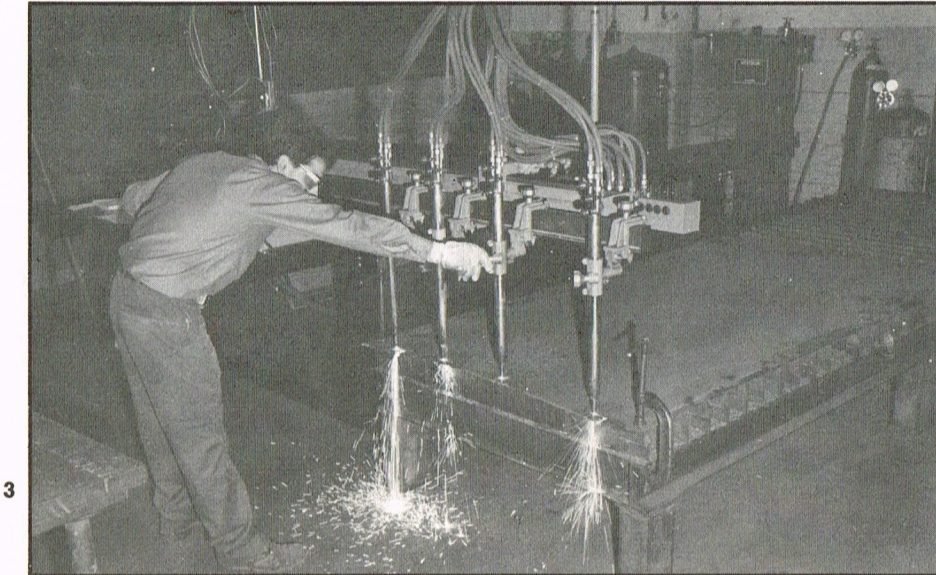
CTA solved this dilemma by letting contracts to a private corporation, which is rebuilding damaged components of the buses at a fraction of the cost of vehicle replacement. This will extend the operating life of the buses by approximately five years, at which time they will be replaced through capital programs. This form of rehabilitation also reflects the need for better care and maintenance of our equipment in-house, which will, in turn, insure us against the loss of jobs by attrition throughout the Authority. I suggest we all try harder to protect that which is ours.

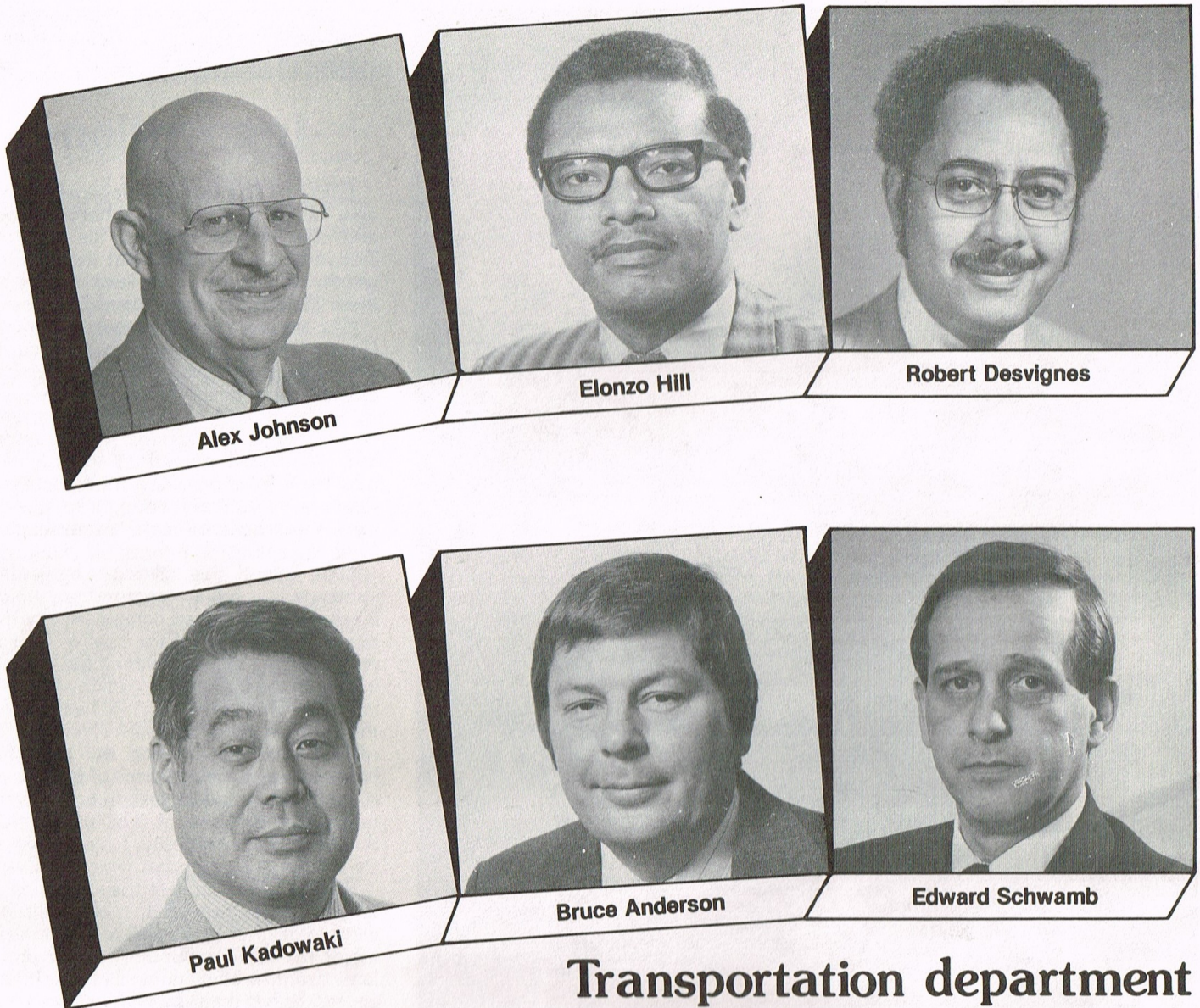
Recent innovations in the rail shops at Skokie have provided more efficient ways to diagnose mechanical problems in major rail car components. Major problems can now be diagnosed in four hours or less, rather than the two to three days previously required, and rail cars can be more quickly repaired and returned to service.

These are just two examples of the types of creative innovation and hardline decision-making that must be exerted by all of us if we expect to meet today's fiscal challenges. My fellow Board members and I greatly appreciate all of your efforts to cut costs and use our operating funds more efficiently.

Most importantly, creative management and efficiency demonstrate to our legislators that we are providing the best possible service for our riders at the lowest possible cost. This should encourage them to enact and support legislation which will provide increased funding so badly needed by transit systems.

Michael Randell





Transportation department realigns organization

Transportation Manager Harry Reddrick said some recent personnel changes and the establishment of five sections within the department which he has implemented were necessary to improve organizational alignment.

Reddrick said Michael LaVelle remains in his key position as director of Service, while veteran Superintendent of Rail Instruction and Training Robert Janz has been named to the post of area superintendent/rail service. Reddrick's appointment of Janz fills the vacancy created last year with the retirement of Herbert Lowenstein.

Another key personnel change in the Service Section is the appointment of former Assistant Superintendent, Service, Bruce Anderson to

superintendent of the new West Rail District. The new district augments service on the West-Northwest route which includes the O'Hare Extension.

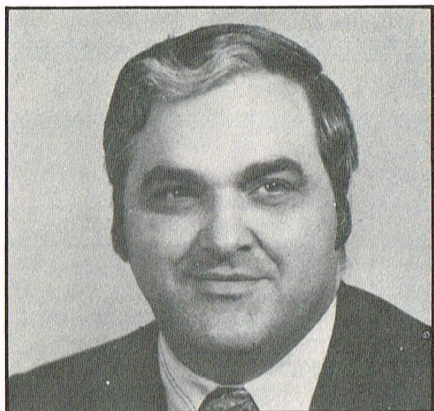
Reddrick said also that Area Superintendent Lester Racker will remain in his post as head of Communications and Power Control, reporting to the Transportation manager.

New appointments in the Transportation Personnel Section are Alex Johnson, director; David Martin, area superintendent, Central; Thomas Reilly, superintendent, Far South; Clark Carter, superintendent, 69th Street garage, and Edward Schwamb, superintendent, Limits garage.

Assignments were also shifted in the Training and Instruction Section with Elonzo (Lonnie) Hill being

named director, while Norman Herron was elevated to the post left vacant by Hill as superintendent of the Training Center. Other Training and Instruction Section appointments went to Paul Kadowaki, area superintendent, rail/bus instruction; William Thompson, superintendent, bus instruction, and Arthur Hubbard, superintendent, rail instruction and training.

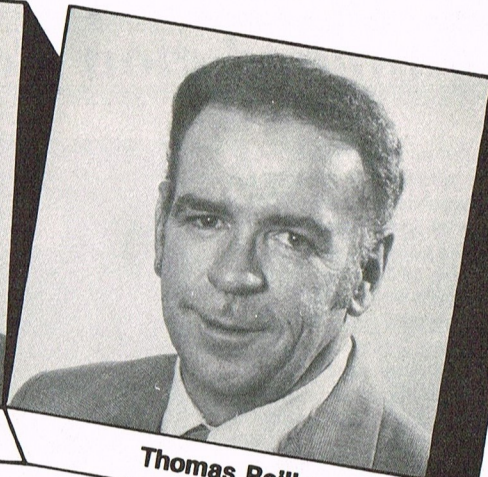
Reddrick said additional functions assumed by Training and Instruction will be supervised by Ronald Baker, superintendent, training programs. Appointed to head the new Administration and Performance Control Section is Director Robert Desvignes, while Edward Mitchell is named special assistant to the Transportation manager.



Robert Janz



David Martin



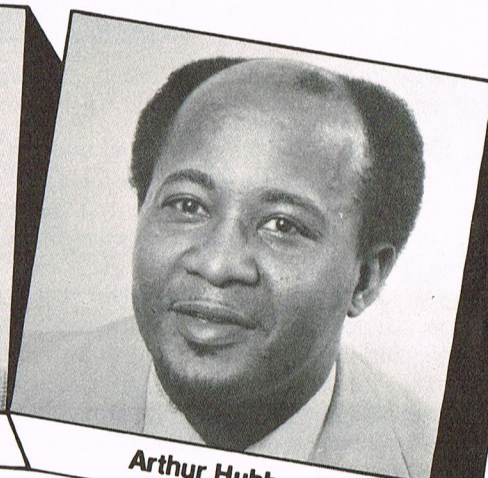
Thomas Reilly



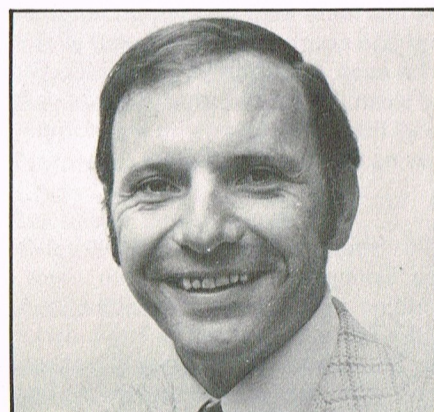
William Thompson



Norman Herron



Arthur Hubbard



Ronald Baker



Clark Carter



Lester Racker

Commendation Corner

James Smith (North Avenue garage) was praised by Theresa Schiavone, of West Superior Street, for his alertness as operator of a No. 66 Chicago bus. "I was coming home from work after a long, tiring day. I got on the bus with a broken ankle, concerned more about my foot than my purse. I did not notice a pickpocket trying to get into my purse. But the bus driver spotted him and ordered him off the bus. He refused to get off and called the driver a horrible name, but the driver insisted on his getting off, and he did. Through the great concern of the driver, I was spared the loss of my wallet."



Blanca Torres (Forest Glen garage) was commended by Carol Gaedging, of Kimball Avenue, for the way she handles her job as operator of a No. 78 Montrose bus. "I want you to know that this lovely lady is always very courteous to everyone. I have ridden with her many times, and she is also a very good driver. I also admire her for the way she handles situations like when passengers don't want to pay the fare, or when they are making noise or bothering other passengers. She's got lots of sense and understanding in dealing with all kinds of people."

Billy Ragsdale (52nd Street garage) was the operator of a No. 1 Indiana/Hyde Park bus that Charles Langdon, of Van Wert, Ohio, rode with a group one Sunday from the Museum of Science and Industry to Union Station. "We had a great time enjoying all the sights. As a curious visitor, I struck up a conversation with the driver. He was very kind and courteous to all passengers, was concerned with the older folks, and just a real treat to have as a driver. I would just like to say that Chicago really does have some nice people. Not only does he make Chicago more enjoyable to visit, but he makes riding your bus a real pleasure."

Eugene Church (North Avenue garage) was complimented by Mrs. Fred Leverenz, of North Kedvale Avenue, for his handling of a No. 73 Armitage bus. "I ride CTA buses to different destinations every week. I find most drivers to be courteous and considerate. There is one driver I wish to compliment. I transferred to his bus and sat at the front. His manner and driving skill, and the ease with which he approached the curb to let off and pick up passengers made it an especially enjoyable ride. I also was impressed by the 'respect' he seemed to have for his bus. It was as though he was driving his very own vehicle."

John Herron (North Avenue garage) was the operator of a No. 86 North/Narragansett bus that Mrs. Hugh Feely, of North Normandy Avenue, rode with her husband. "The bus was packed with students, and we had to stand right by the driver. We were not long on the bus when he alerted me quietly to watch my pocketbook. Then he announced to the passengers (there were quite a few elderly people on the bus) to watch out for pickpockets. He took some abuse from a couple of the students, but he remained very cool. He is a gentlemen, a credit to the CTA, and had his passengers' interest before his own."

Robert Kremer (North Park garage) is regarded as a "fine person" by Mrs. H. O'Day, of Bryn Mawr Avenue, for the courteous manner in which he operates his No. 11 Lincoln bus. "I have been on his bus more than once, and I find him to be very nice, pleasant and courteous. He calls out all the streets and stops, and he even thanked the other driver he relieved. He is neat and clean, even to his shined shoes. It is really wonderful to see all this. I had to write in and compliment you people on having this fine driver."

Jacqueline Cousin (Archer garage) was called "a wonderful driver" by Jean Hussey, of South Wood Street, who was a rider on her 51st Street bus. "I noticed the bus driver was very courteous to all the passengers. She would call the streets, and as the passengers got up to get off, she would say, 'Hold on. Be careful, and watch your step.' I would say she was concerned about the safety of the passengers on her bus. Having a driver like this makes one's trip more enjoyable. What we need is more bus drivers like her. I know CTA would like to hear about her."

Ramona Bolden (77th Street garage) was the "very nice lady" that Mellowneice Springfield, of West 75th Place, "had the pleasure of riding with" on a 79th Street bus. "There was a lady on the bus who wanted to know about the time on her transfer. She went out of her way to patiently answer her questions efficiently and courteously. She takes pride in her job, and that's the kind of people there are too few of in this world. I also would like to thank her very much for being extremely nice and waiting for me and my two children. In my opinion, she is outstanding."

CERA's 45th anniversary offers an exciting weekend

Central Electric Railfans' Association (CERA) is 45 years old and plans are set to kick up its wheels in a jubilant birthday fest.

CERA invites you to join in the celebration of its 45th anniversary the weekend of May 27-30. Its festive agenda offers participants a chance to relive, via the silver screen, a period of two decades ago when commuters traveled on the North Shore Line between Milwaukee and Chicago.

The program will be presented Friday, May 27 at 7:30 p.m. in the Walnut Room of the Bismarck Hotel by CTA's Walter Keevil of Equipment Engineering and Maintenance. Admission is free.

The CERA celebration slips in and out of the past and finally into the future giving railfans a grand synopsis of Chicagoland transportation history.

A Saturday tour will leave the Randolph Street station at 9:58 a.m. for a fantrip on the South Shore Line—CERA's first ride on the South Shore's new cars. The trip between Chicago and the shops at Michigan City, Ind.

will give riders a sample of the daily pattern of interurban travel 1983 style.

There will be opportunity for photos at New Carlisle and at South Bend. Return to downtown Chicago will be about 4 p.m. in time for the banquet at the Bismarck.

A home style country fried chicken lunch awaits those on this journey at Home Cafe in New Carlisle. The cost, including lunch, is \$25 per person.

The evening's activities begin at 5:30 p.m. in the Pavillon Room of the Bismarck. Accompanying the banquet will be a program of movies featuring electric railways on the streets of Chicago. You'll enjoy this treat presented by Walter Keevil. Cost for this trip down memory lane and the feast is \$25 per person.

Sunday's program brings the past into the present beginning at 9 a.m. as railfans leave from the Randolph Street side of the Bismarck via over-the-road motor coaches to the Fox River Line. Here you'll enjoy the three-car train from "The Great Third Rail," the Chicago Aurora and Elgin

Railway, which includes America's oldest existing interurban car. Box lunches will be served.

The trip continues to the Illinois Railway Museum at Union, Illinois, where you will see cars of the Illinois Terminal, Indiana Railroad, the Milwaukee Electric, the Red Arrow, and dozens of others. Chartered motor coaches will return to downtown Chicago beginning at 5 p.m. Cost for the day's activities is \$25, which includes lunch.

Monday, May 30, Memorial Day, begins for the CERA anniversary at 7:55 a.m. with a ride into the future as you join others in wrapping up this festive weekend with a ride along the rapid transit O'Hare extension.

The trip covers most of the CTA rapid transit system. For those who have not had an opportunity to visit the Jackson Park branch reopened to University station in December, this will be the occasion to do so. Generous photo stops have been arranged. The cost for the day's activity is \$20.

Thanks—for a job well done

Employees who have received commendations since the last listing.

Evon Barber, North Avenue
Dwayne Borom, Limits
Charlotte Brent, West Section

Sergio Candelaria, Limits
Edith Carr, Forest Glen
Ethel Carter, 77th Street
Patricia Cobb, North Park

Nathaniel Dickson, Limits
Linda Downing, Limits
Lachester Drain, Limits
Odell Duffin, 77th Street

James Estes, Forest Glen

Edward Farmer, 77th Street
Emiliano Feliciano, Limits
James Franklin, Archer
Curt Fuzzell, Limits

Larry Goffer, Limits
James Green, Jefferson Park

Otis Hampton, Limits
Mary Harper, North Section
Peyton Hightower, 77th Street
John Hopkins, 77th Street
Rosemary Hoskins, North Park
Stella Hunt, Forest Park

Perry Jackson Jr., 69th Street
Zeke Jagst, North Park

Martin Kane, Howard/Kimball
Evelyn Knightshead, 69th Street
James Kolstad, Beverly

Lee Lampley, 77th Street
John Lemond, North Park
Raul Lopez, North Park

Collis Maddox, Archer
Jack Martin, Archer
William McCoy, North Avenue
Sherman McKinney, 52nd Street
Lura Minter, North Avenue

Lem Newell, Limits

Amos Pearson, Limits
Robert Pritchard, Forest Glen

Juan Quinones, North Avenue

Billy Ragsdale, 52nd Street
John Reynolds, 52nd Street
Garland Rhines, North Park
Annie Rice, Limits
Rafael Rivera, North Park
Jose Rodriguez, North Avenue
David Rosenthal, North Park

Pablo Silva, Limits
Jackie Smith, Archer
Ronald Stefinsky, Archer
Derrick Stephens, 77th Street
Charles Swain, North Park

Thomas Teuscher, Howard/Kimball
Sam Thomas, Washington Garage

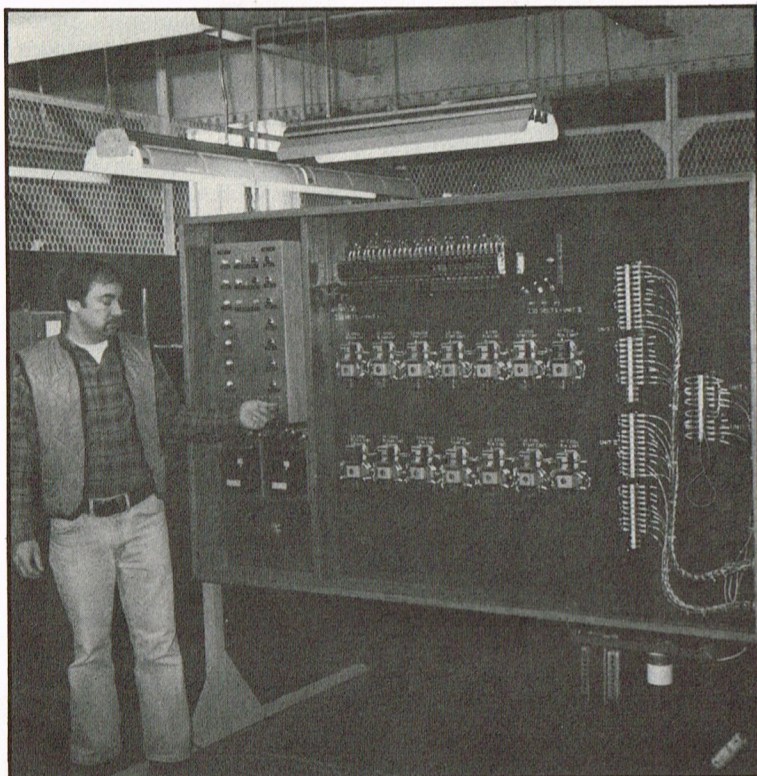
Gladys Vera, North Avenue
Robert Vining Jr., Archer

Georgia Washington, 69th Street
Willie Whisenton, Limits
Wendy Whiteley, Archer
Jerry Williams, Douglas/Congress
Mary Williams, 69th Street
Wayne Williams, District A
Billy Willis, North Avenue
William Wolf, Forest Glen

Jacques Yezeguelian, North Avenue

Joseph Zukerman, North Park

More innovations developed at Skokie



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1



CTA's Skokie Shop is the place where many maintenance innovations for rapid transit cars have been created and later adapted throughout the public transit industry.

Two more maintenance firsts have just been announced by George Haenisch, superintendent, Rail Vehicle Shops, and they too were created by personnel assigned to Skokie Shop.

Haenisch explained the first of the two cost-saving innovations this way:

"In late 1980, motor alternators on the Boeing (2400 series) rapid transit cars began developing bearing problems. The 15 motor alternator units we had for spare parts were in use and those on hand were the defective units they replaced.

"Skokie Shop had the capabilities to repair these defective units, but no method of testing them to be sure everything on these complex devices was in working order."

A diagnostic testing station was devised to hook up repaired motor alternators to a display panel so that all the MAs' circuits and mechanical parts could be tested and calibrated at one time.

Before the creation of the MA diagnostic testing station, the repaired units were tested through the use of a two-car Boeing train and track space at the Skokie Shop.

In order to test, these trains had to be raised and lowered several times to properly calibrate and test the repaired MAs, which took two to three days. This was a very inefficient and impractical method of checking repaired MA units.

This inefficient testing method was being used on the Boeing cars, of which CTA has 200, and also on the Budd (2600 series) cars. CTA is in the process of receiving an order of 600 Budd cars.

The MA diagnostic testing station was an idea whose time indeed had come.

Lou Valle and Angelo DeAngelis, Skokie Shop electricians, volunteered to tackle the project. Within six weeks, Valle and DeAngelis had designed electric circuits, laid out the components, and fabricated the motor alternator diagnostic testing station.

The out-of-service time for cars with defective MAs was dramatically reduced from up to three days down to about four to six hours, thanks to the diagnostic testing station. Skokie Shop now has 15 MAs in readiness.

Joining Valle and DeAngelis in creating the station was John Soprych, supervisor, Rail Technical Services, who designed a facility for the station to electrically load the MAs.

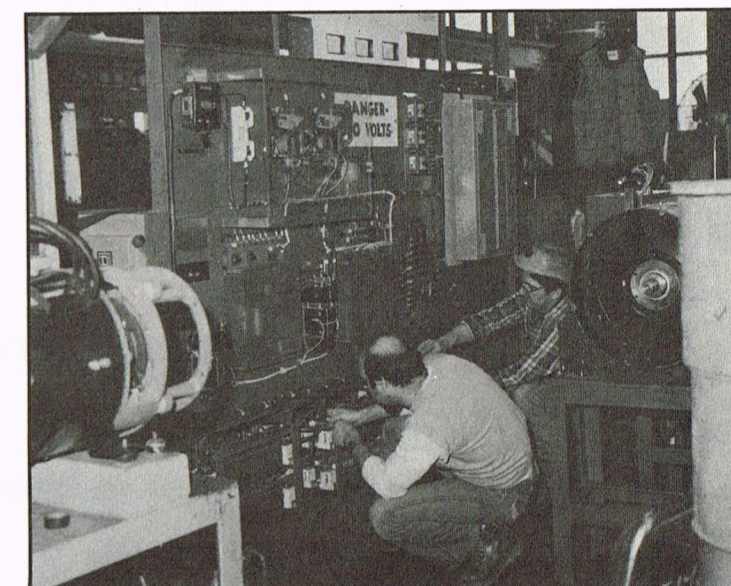
A second innovation deals with the bane of riders in rapid transit cars with fixed panoramic windows that don't

1 George Haenisch (left), superintendent, Rail Vehicle Maintenance, and Frank Vukovics, acting unit supervisor, examine gauges of air conditioning testing station in Skokie Shop.

2 Kerry Howe, Skokie Shop electrician, flips a toggle switch on air conditioning unit testing station he helped invent to check results of repair work before units are reinstalled in 'L' cars. By 1986, two-thirds of CTA's 1,100 'L' cars are expected to have air conditioning with non-opening panoramic windows.

3 Louis Valle (right) and Angelo DeAngelis, Skokie Shop electrical workers, use their motor alternator test station to check out repaired motor alternator to assure it is in operating order before the 4,000-pound 'L' car power unit is reinstalled. Valle and DeAngelis created the testing station to help shorten out-of-service time for 'L' cars with motor alternator problems.

4 Valle (right) and DeAngelis check the circuitry on the testing station they built in Skokie Shop. The testing station, first of its kind in the rapid transit industry, helps cut out-of-service time for late model 'L' cars from days to hours.



4

open—defective air conditioning units.

During the summer of 1981, the Boeing cars were experiencing an excessive number of air conditioning unit failures because of their expansion valves. Such two-car trains must be immediately removed from service and brought to Skokie Shop to have their AC units replaced.

To repair and test AC units, a two-car train and Skokie Shop track had to be utilized. This sometimes took up to four days. These 4,000-lb. AC units can be bench-tested, thus, Muzio Ficarella, Skokie Shop journeyman electrician, was assigned to create a testing station patterned for the MAs.

Ficarella accumulated various parts and built an AC testing station. Joining Ficarella in refining the station's capabilities was Kerry Howe, a journeyman electrical worker.

Howe accumulated additional testing components so that two repaired AC units could be tested at the same time, and the AC units can be returned to a train in about four hours instead of the three or four days formerly needed to repair and test just one AC unit.

Like the MA diagnostic testing station, the AC testing station is capable of testing Budd as well as Boeing cars.

Savings to the CTA with the use of these two testing stations is expected to greatly reduce the out-of-service time for trains, and free Skokie Shop personnel for other vital work.

Hispanic-American women honor Elda Leal for service



Elda Leal, Public Affairs media coordinator, was one of four honorees at the fifth annual Women of Achievement Awards dinner April 15 sponsored by the Mexican-American Business and Professional Women's Club of Chicago.

Founded and chartered in March 1977, the Mexican-American Business and Professional Women's Club honors Hispanic-American women whose noteworthy achievements in professional and socio-political involvement have had a great community impact.

Mrs. Leal is vice president of the Board of Directors, El Hogar del Nino, and past president of the Mexican Civic Society. She has also served as a board member of the Little Village Community Council, Trust Inc., and Girl Scouts of Chicago, as well as chairperson of numerous special events for the Hispanic Federation of Chambers of Commerce, Boys Club, and other community organizations.

Mrs. Leal is a native of Monterrey, Nuevo Leon, Mexico, and a graduate of the English Commercial Institute in Monterrey. Prior to moving to Chicago in 1962, she worked as a bilingual secretary for a bank and exporting company.

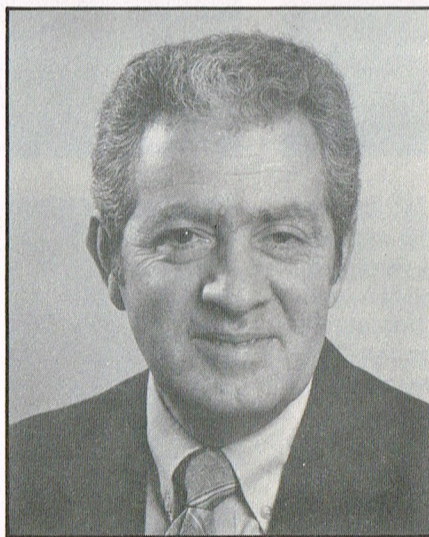
She had already gained notoriety for her active participation in community service when she joined CTA Public Affairs in 1973 as a secretary. As president of the Mexican Civic Society in 1977, she assisted in the production of an Emmy Award winning documentary "Mexico Vibra en

Chicago," as a researcher and script writer. The documentary which was produced by Luron Production, won a TV Emmy in 1978.

As chairperson of the fund raising committee for El Hogar del Nino, Mrs. Leal was instrumental in raising \$56,000 toward the purchase of a building at 2325 South California which is now being used to expand a day care and after school program for children 3 to 14 years old. Currently, all of her community involvement is devoted to raising additional funds for remodeling the facility.

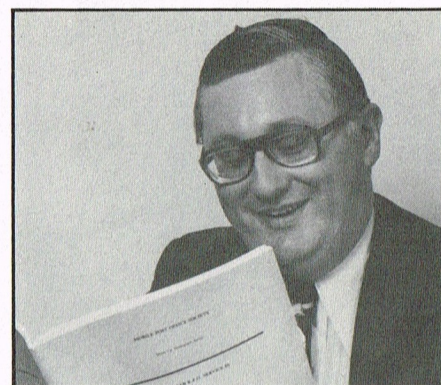
Other honors received by Mrs. Leal include recognition from the Hispanic American Jaycees for her active community involvement in the Youth Motivation Program, sponsored by the Chicago Association of Commerce and Industry, and special recognition from the Pilsen Neighbors Community Council for her assistance in public relations and publicity in La Fiesta del Sol and El Hogar del Nino fund raising efforts.

Earns promotion



Michael Vitale has been named superintendent, Examination and Claims Investigation. In his new responsibilities he works with CTA staff and per diem attorneys preparing claims for trial. Prior to his promotion, announced by Claims Manager Leon Wool, Vitale was Claims Examiner supervisor. He joined the Chicago Surface Lines in June 1943 as a messenger in the Claims Department.

Director of pensions co-authors book



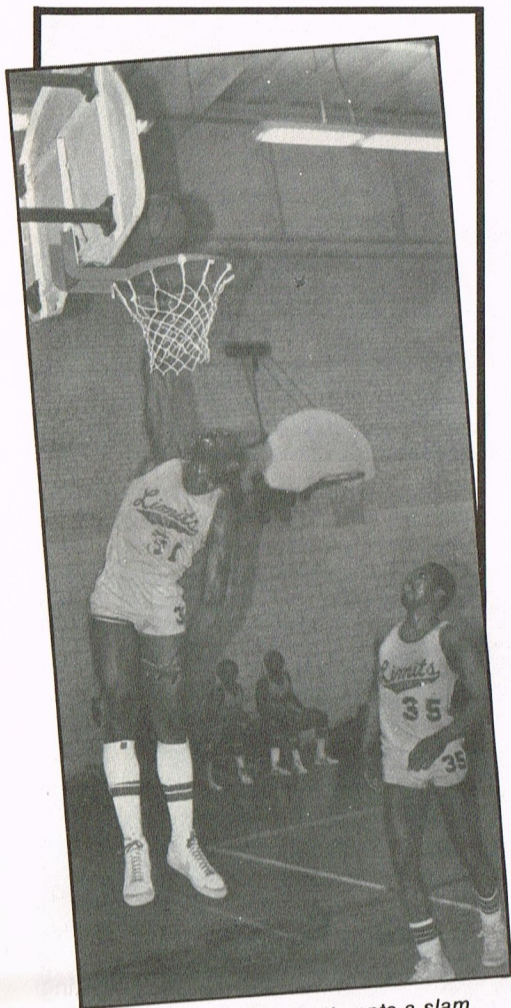
Raymond Fleming, director of pensions and Retirement Allowance Committee secretary, looks approvingly at a copy of the book on Street Car RPO Service in Chicago which he co-authored with John R. Mason of Dallas, an engineering consultant. The book is in CTA's library at the Merchandise Mart.

Everything you may have wanted to know about street car mail service in Chicago is now available in a handy 73-page book co-authored by CTA employee Raymond Fleming, director of pensions, and Retirement Allowance Committee secretary.

Fleming and co-author John R. Mason of Dallas, an engineering consultant and native Chicagoan, spent three years researching and writing the soft cover book, "Street Car RPO service in Chicago." Both are members of the Mobile Postal Society, a national organization established to provide the public with information about street car mail service. Mason is president of MPS.

Fleming and Mason's book is a history of a long-since non-existent service in Chicago. The book is in CTA's Harold S. Anthon Memorial Library in the Merchandise Mart, and may also be purchased for \$6 per copy through Fleming, or the Mobile Post Office Society in Chicago. All proceeds will go to the society.

Fleming said kudos for assistance with research and other details which helped to make the book possible go to Joseph Benson, director of Information Services, Judy Genesen, supervisor, Forms/Records/Procedures; Chris Borcic, Public Affairs/Consumer Services; Glenn Anderson, Equipment Engineering and Maintenance, and George Krambles, CTA executive director, retired.



Greg Croom of Limits attempts a slam dunk after a steal and breakaway. Team mate Mike Coleman (#35) looks on.



Limits players and coaches savour the sweet taste of victory while the Outlaws look to next season.

No limit to league excitement

Enthusiastic basketball fans—2,500 of them, were treated to an aggressive and well played championship game for the CTA Basketball League title at Washington Park fieldhouse on April 5.

Transportation's Arthur Hubbard and his Outlaws, representing the General office, made good showing but the Limits team, led by Coach Alexander Miller, jumped to an early lead which they never gave up.

Mike Ewing of the Outlaws led all scoring with 28 points while Rick James of Limits was a close second with 27 points. Along with aggressive play on the boards and fine shooting,

the Limits squad also included Wade Jones, the most valuable player of the tournament.

The 10 teams comprising the CTA Basketball League have been competing since November. Although Limits walked away with the championship trophy, there were no losers; the fine play and sense of teamwork is something in which the league can take pride. We look forward to next season!



Greg Croom and Morris Bonds battle for the opening tip to start the championship game of this years league finale.



Taval Rolston of the Outlaws goes up high to clear the boards with Mike Coleman (#35) of Limits watching.

ZAP

A•W•A•R•D•S

Personnel at 61st Street/Racine Maintenance Terminal earned a fourth quarter 1982 first place Zero Accident Program (ZAP) award to close out the year with their eighth consecutive first place ZAP certificate since 1981.

Taking first place in the competition for three consecutive quarters was Desplaines Terminal. Harlem Terminal took a second consecutive first place in the fourth quarter while Wilson Maintenance Terminal employees saw their only first place ZAP award in this quarter.

Other first place winners in the fourth quarter were Lawndale Garage, and Rail Shops at Skokie. While workers at 61st Street/Racine were being the usual winners, night shift workers at that location as well as Desplaines, Harlem and Lawndale, in unusual fashion, joined in the limelight by accepting award certificates during their shifts.



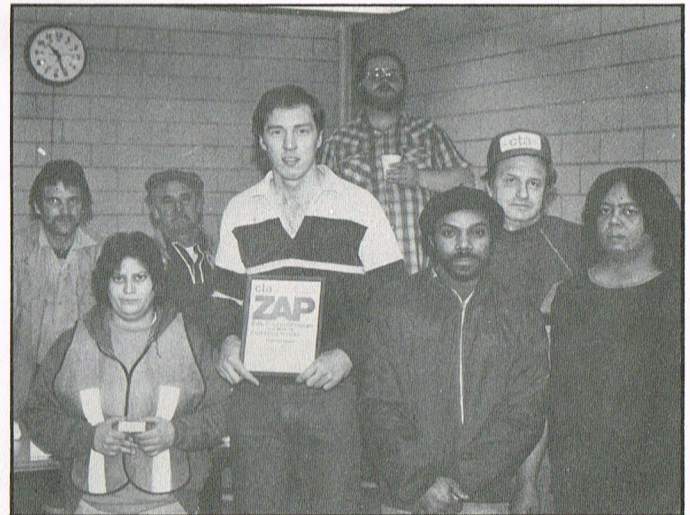
Forest Glen Garage won its first safety award for 1982 as it completed the fourth quarter with no employee injuries. Sal Furlin (right) holds the coveted award as other garage personnel share the limelight.



Employees at Wilson Terminal assembled for this "family portrait" as they celebrated their first quarterly ZAP competition first place certificate for 1982. Don Falborski, assistant foreman, displays the certificate.



Desplaines Maintenance Terminal night workers proudly display the safety award which they earned for completion of their third consecutive quarter without injuries. They are (from left) car servicers James O'Toole, Fred Sosnowski, Al Bonick, J. Nickel, and Unit Supervisor Ed Schumacher. Holding the award is Night Foreman Gary Kemp. Others are car repairers Stu Lamch, Bill Lochon, and Ray Ramirez (kneeling).



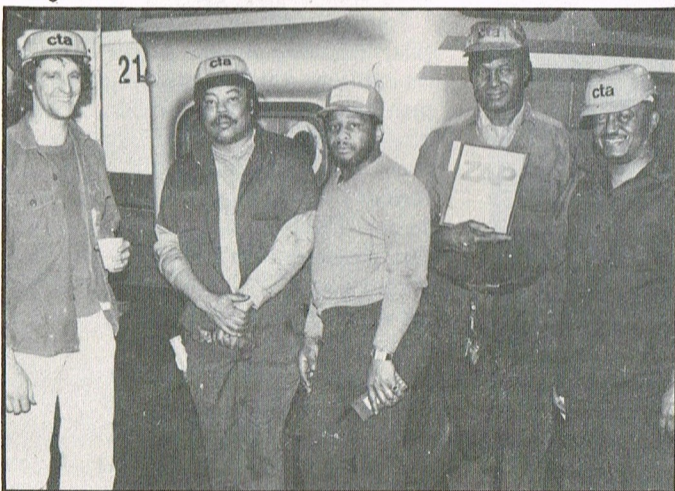
A second consecutive first place safety award was earned by personnel at Harlem Terminal in the fourth quarter ZAP competition. Night workers showing off the certificate are (from left, front row) Ada Jimenez, car servicer; Mike O'Sullivan, night foreman (holding award), Fred Chiles, car repairer, and Maude Lambert, car servicer. (Back row) Joe Gragido, and Joe Szoldatitas, car repairers; Bill Kincaid, car servicer, and Fred Shawson, car repairer.



First place winners at North Park Garage show off their ZAP certificate. Holding the award is Day Foreman Philip O'Connor, flanked by James Dudley (left), Equipment Engineering/Maintenance Safety supervisor, and Tom Gecan, superintendent of North side garages.



Lawndale Garage also took first place honors in ZAP competition for having no injuries during the fourth quarter of 1982. Members of this group of enthusiastic night personnel beam proudly as co-worker Leonard Jordan displays the coveted first place certificate of recognition.



Night shift employees at 61st Street/Racine Terminal display the safety award for the fourth quarter, 1982. Personnel at 61st Street/Racine have received first place awards for every quarter since 1981. The happy crew includes (from left) Gary Johnson and Sullivan Richardson, car repairers; Roy Mitchell, acting night foreman; Jim Alleyne (holding certificate), and Irving Patterson, car repairers.



Skokie Shop welders proudly display their third consecutive award for zero injuries in their area in the fourth quarter. They are (from left, kneeling) Ken Blocker, foreman; Rodrigo Silva, Mike Fabian, Mark Bianchini, and Ray Santana, welders. Standing (from left) are George Wylie, unit supervisor; Jung Kim, Jerry Hornung, Mike Healy, Elmer Fischer, Cesar Flores, and Art Martinez, welders. Other winning areas at Skokie Shops participating were the Paint Shop, Armature Room, Vehicle Wiring, and the Degreasing area. Each completed the fourth quarter of 1982 without injuries.



Seven areas in Bus Shops were winners in the fourth quarter Zero Accident Program (ZAP). Accepting first place certificates for their areas which completed the quarter without an injury were (from left) John Krugan, acting unit supervisor, Body Shop; Maurice O'Connor, a blacksmith/welder representing the Blacksmith Shop area; Terrence McGuigan, Bus Shops superintendent; Thecla (Tillie) Duszynski, Printing Shop leader; Nicholas Simonetti, unit supervisor, Unit Rebuild; Winmon Lewis, Paint Shop foreman; LeRoy Hagen, foreman, Electrical/Body; James Forrestal, unit supervisor, Mechanical; Raymond Klaub, foreman, Sheet Metal Shop; Jerome Pavel, foreman of Hoist; James Dudley, supervisor, Safety-Equipment Engineering/Maintenance, making the presentations. Robert Mandujano, Upholstery Shop leader, accepts first place award for his area.

Art Tonner steps out of the picture



Tonner receives congratulations and his retirement packet from Roger Wood, manager, Management Services.



Sharing in the joyous occasion of Art Tonner's retirement are (from left) his sister, Ruth Wager, his wife, Mary, and his daughter and son-in-law, Mary Ann and Ed Calmeyn.

After 36 years in public transit in Chicago, and 29 years in CTA's Photographic Section, Art Tonner celebrated his retirement at a luncheon in the Merchants and Manufacturers Club, March 25, and an open house in the CTA Board room, March 30.

Hundreds of friends and well-wishers gathered to thank Tonner for his friendship and dedicated artistry as a photographer and supervisor of the Photographic Section. At the luncheon, speakers including Executive Director Bernard Ford, Director of Administrative Services Chuck Zanin,

"I'll really miss all my friends . . ."

and retirees Thor Haaning, John Gritis, and Harold Brown recalled the pleasure of working with Tonner during the early development of the Photographic Section and the years of progress under Tonner's guidance that have produced a multi-talented, service-oriented section. Most often noted was Tonner's selfless dedication and cooperative spirit, whether the job required emergency photo coverage at any hour of the day or night, or long hours of innovation and experimentation that increased the capabilities of the Photographic Section while operating on a limited budget.

Tonner received many retirement gifts, including a new strobe light for his camera, a gold watch, a generous cash gift, and a plaque made by Tom Boyle, manager, Safety, which contains memorabilia dating back to Tonner's early years as a streetcar conductor. The Photographic Section staff also displayed blow-ups of the few photos that CTA's "Mr. Photography" appeared in throughout the years, including his first I.D. photo.

"I'll really miss all my friends here, and I enjoyed working with everybody," says Tonner. But he will be a hard man to find after April 1, unless you check the local golf courses or look for him in his garden, for Art plans to have a very happy and active retirement.

Service anniversaries in April

40 Years

Robert Valerious, South Shops

35 Years

Michael Fitzgerald, Fac. Engr. & Maint.

Arthur Jackson, 77th Street

30 Years

Nelson Anderson, Ashland Terminal

Joseph Chapman, Rail System

Nick Fieramosca, Harlem Terminal

Tommie Fortune, Fac. Engr. & Maint.

Freddie Gregory, Ashland Terminal

Leon Minor, 77th Street

Ike Rivers, Administrative Services

James Thrower, Bus Service

25 Years

Homer Barron Jr., Stores

Louis Dixon, Bus Service

Esco Ducksworth, Archer

Nathaniel Glover, Fac. Engr. & Maint.

Edwin Olender, North Park

Robert Ross, 77th Street

Cyril Schindler, Beverly

Louis Stewart, Fac. Engr. & Maint.

NEW PENSIONERS

QUINTUS BONDS, Car Repairer,

98th Street, Emp. 12-28-48

GEORGE BURNS, Conductor,

95th Street, Emp. 3-28-52

WALTER CHAPMAN, Janitor Foreman,

Madison/Wabash, Emp. 3-31-53

MICHAEL KILCOMMONS, Trackman II,

West Shops, Emp. 12-14-70

RAYMOND LASKOWSKI, Mach. Shop.

Frmn.,

Skokie Shop, Emp. 6-10-47

JOHN MILLER, Chief Clerk,

Washington Garage, Emp. 7-28-48

GEORGE NOONAN, Bus Operator,

North Park, Emp. 5-28-46

WILLIE OAKLEY, Rail Janitor,

Madison/Wabash, Emp. 3-19-53

ROBERT REDING, Carpenter A,

Skokie Shop, Emp. 10-7-48

HOWARD SURRETT, Serv. Trk. Chauff.,

West Shops, Emp. 8-20-47

ARTHUR TONNER, Supvr., Photo.,

Adm. Services, Emp. 8-7-46

ROY WILLIAMS, Sr. Travel Rep.,

Pub. Aff./Cons. Svcs., Emp. 2-25-48

HERMAN WOODS, Serv. Trk. Chauff.,

West Shops, Emp. 3-10-50

DISABILITY RETIREMENTS

* JOHN DEBRO, Trackman II,

Fac. Engr. & Maint., Emp. 3-31-53

HENRY ZDENYS, Bus Repairer,

Limits, Emp. 6-10-47

*Retroactive to 2-1-83

IN MEMORIAM

WILLIAM AHERN, 85, Lawndale,

Emp. 8-15-23, Died 3-17-83

T. BASGALL, 58, —,

Emp. 6-23-48, Died 1-29-83

FRANK BENANTI, 72, Kimball,

Emp. 4-10-43, Died 3-18-83

EDWARD BOOMGARN, 78, 77th Street,

Emp. 12-21-36, Died 3-3-83

MICHAEL BUBNIC, 89, Lake Street

Emp. 3-26-45, Died 1-29-83

DON EDWARDS, 70, West Shops,

Emp. 7-6-39, Died 3-25-83

DAVID EICHELBERGER, 42, District A,

Emp. 6-28-67, Died 2-26-83

EDWARD FEDEROWICZ, 70, Kedzie,

Emp. 9-8-42, Died 3-3-83

JOSEPH GOLDBERG, 73, Howard,

Emp. 12-9-43, Died 3-25-83

PAUL HERTEL, 85, Devon,

Emp. 10-14-26, Died 3-15-83

THOMAS HYNES, 82, 77th Street,

Emp. 12-19-33, Died 3-11-83

CHESTER JONES, 62, 52nd Street,

Emp. 2-19-48, Died 1-17-83

FRANK JONES, 79, West Shops,

Emp. 6-1-22, Died 3-4-83

LEONARD KIERYS, 54, Plaintiff Maint.,

Emp. 10-21-74, Died 2-21-83

CHESTER LAUGHLIN, 59, North Park,

Emp. 8-29-57, Died 2-25-83

JOHN LEVICKIS, 72, 52nd Street,

Emp. 9-15-48, Died 3-27-83

STANLEY MAZEIKA, 67, Archer,

Emp. 5-13-42, Died 3-30-83

EDWARD McDONALD, 75, Lawndale,

Emp. 8-8-42, Died 3-17-83

SARA McDONNELL, 75, General Office,

Emp. 11-21-52, Died 3-20-83

EDWARD McELDOWNNEY, 70,

South Shops,

Emp. 2-5-46, Died 3-15-83

ANTHONY McHUGH, 78, Loop,

Emp. 11-21-41, Died 3-4-83

MARTHA MOORE, 43, Forest Glen,

Emp. 7-31-75, Died 2-16-83

WOODROW MORGANFIELD, 40, Wilson,

Emp. 6-11-65, Died 2-19-83

EARL PETERSON, 73, Howard,

Emp. 7-6-29, Died 2-13-83

LUDMILA POZNIAH, 59, General Office,

Emp. 6-11-74, Died 3-3-83

GUY PROCTOR, 86, Kedzie,

Emp. 7-31-75, Died 2-16-83

H. REYNOLDS, 44, 77th Street,

Emp. 3-19-77, Died 2-3-83

JOSEPH ROCH, 72, General Office,

Emp. 8-20-41, Died 3-6-83

JOSEPH SHERIDAN, 79, South Shops,

Emp. 3-6-43, Died 3-24-83

MELVIN STOLDT, 75, 69th Street,

Emp. 10-18-33, Died 3-29-83

KING TOLBERT, 41, Track,

Emp. 1-20-66, Died 1-14-83

CHARLES TREANOR, 59, North Avenue,

Emp. 1-19-61, Died 2-18-83

LUIGI TUZZOLINO, 85, Douglas,

Emp. 11-4-30, Died 3-27-83

RICHARD VAUGHAN, 71, District A,

Emp. 3-30-37, Died 3-19-83

IRVING WEINER, 76, North Park,

Emp. 6-2-50, Died 3-4-83

CHARLES WINTER, 83, North Avenue,

Emp. 12-16-43, Died 3-16-83

Earns diploma



Paulette Arlene Smith was recently graduated from DePaul University with a bachelor of science degree in physical education. The new DePaul alumnus displays a bouquet of roses presented by her proud parents, Clarence and Louise Smith. Mrs. Smith is a West side ticket agent.

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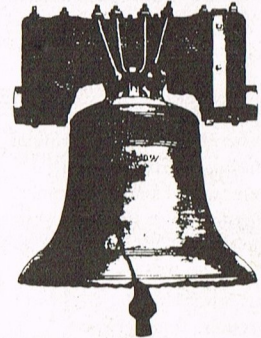
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