



Michael A. Cardilli elected CTA Chairman

Michael A. Cardilli, CTA's Chief Administrative Officer, was elected Chairman of the Chicago Transit Board, on Friday, February 19.

Cardilli was appointed to the Board by Mayor Jane M. Byrne. The appointment was approved by the Chicago City Council and by Governor James Thompson.

Cardilli, 49, has spent 32 years in public service with the City of Chicago in various positions.

Before coming to the CTA in August 1981, Cardilli was Director of Operations for O'Hare International Airport, where he was in charge of manpower and maintenance of runways, taxiways, and access roads.

From 1950 to 1979, he served in the Department of Streets and Sanitation. During this period, he was promoted through the ranks from a payroll clerk to First Deputy Commissioner. Through the intervening years he held the positions of Assistant Commissioner, Assistant to the Commissioner, Director of Administration, and Chief Timekeeper.

He served 18 months in the Army during 1951 and 1952 attaining the rank of Sgt. First Class.

A graduate of Tilden Technical High School in Chicago, Cardilli also attended and completed courses at the Graduate School of Management of Northwestern University. Cardilli, a life-long resident of Chicago, is married, and has three children and two grandchildren.

From the Chairman

Fiscal responsibility

I am proud and honored to have been elected as your Chairman. I also realize that I have assumed this responsibility at one of the most difficult times in the history of the Chicago Transit Authority.

Recent cutbacks in the federal budget, resulting in a drastic reduction in the availability of operating funds for mass transit, have seriously affected the financial condition of CTA and other transit systems throughout the country. Transit systems and other federally-funded programs must now seek additional funding from state and local governments. As these agencies evaluate the requests for funding, they must consider the effectiveness of the services provided and insure that our tax dollars will be put to use efficiently.

For these reasons, we have instituted several economizing and reorganizational measures at CTA, which are designed to improve the cost-effectiveness of our operations. By examining every function performed at CTA through definitive and exacting line-item budgeting, we have reduced the 1982 CTA budget by \$33 million, while maintaining a level of service in keeping with our tradition as a leader in the transit field. We believe that Chicago Transit Authority can provide the highest possible level of service in a most cost-efficient manner, and be truly deserving of the federal, state, and local funding required to insure its operation.

As CTA employees, our conscientious and efficient performance of our duties and consideration of the needs of our riders will be the most important contributing factor to the success of the Authority in years to come. Therefore, those of you in supervisory positions will be expected to stringently enforce existing work rules.

In this month's and last month's *Transit News*, we have asked for your cooperation in helping us save as much as \$6 million annually by asking our riders to cooperate with our "Ban the Buck" campaign and use tokens, monthly passes, or exact-change coins as payment of fares. While the use of the dollar bill by an individual may seem an insignificant inconvenience to us, the cumulative effect on our fare collection system is a tremendous additional operating expense which can be avoided with the cooperation of the public.

At the same time, our Operations Planning and Treasury departments are exploring more advanced methods of fare collection, including magnetically-encoded passes for use at turnstiles and completely new or modified bus fare boxes which would provide a more effective method of handling and counting dollar bills. If these systems prove cost-effective, it would take considerable time to complete testing and accomplish system-wide implementation. So, once again, I ask your cooperation in courteously reminding our riders of the "Ban the Buck" campaign.

In forthcoming issues of *Transit News*, I will comment on other important issues concerning CTA and all employees. I believe that, by working together, we can maintain our traditional position as a leader in transit operations and also establish a new tradition of cost-effectiveness and fiscal responsibility.

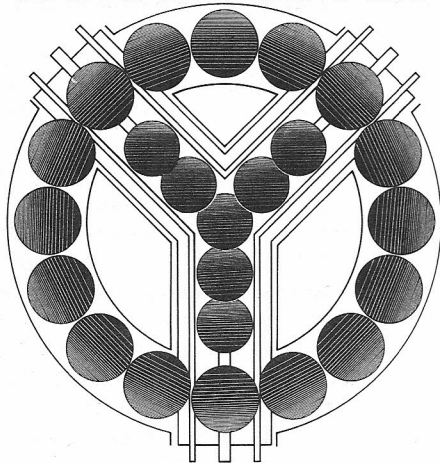


**Ban
the buck!**

Photo story, page 8.

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

Mayor Byrne's **LOOP ALIVE!**



Historic 'L' tour enlivens festivities

The Loop elevated structure, which never stands entirely silent, echoed to some almost forgotten sounds February 11-15 during Mayor Jane M. Byrne's 'Loop Alive' festival.

Fulfilling the mayor's commitment to keep the Chicago Loop alive, CTA's Historic 'L' Train clanked around the Loop during non-rush periods every day and evening that the program ran.

'Loop Alive' organizers chartered the train as one of the key attractions during the festival. Restored Cars 4271 and 4272, pulling South Side Rapid Transit Company's Car 1, provided free rides to all those wishing to board.

Certain exit gates were opened at four Loop 'L' stations, permitting free access to festival participants and the myriad of rail fans who flocked aboard the train for the occasion.

Stops were made at Randolph and Adams on Wabash, Randolph/Wells, and State/Lake, where topflight entertainers played to packed houses at the adjacent Chicago and State-Lake Theaters.

The first train trips were made for Mayor Byrne and the press during a 'Loop Alive' preview party on the evening of Wednesday, February 10. Like a ghost from nights long past, the antique train wound its way around the inner Loop behind the last Evanston Express, coming to a shivering halt at the Madison/Wells station, where invited guests hurried aboard to escape the February frost.

Waiting for the train's arrival provided a welcome taste of the nostalgia yet to come. The cozy platform station, its corrugated walls and ceiling reflecting the turn-of-the-century style of its original construction, was equipped with potbellied stoves for added warmth.

Once the pneumatic doors on Cars 4271 and 4272 had bounced shut, and the gates on Car 1 had clicked quietly closed, the train started up almost effortlessly along its circular course.

Certainly this odd grouping of dark-colored cars would never be mistaken for some Kenwood-Wilson Local or Logan Square 'L' of yesterday. Still, for Mayor Byrne and

the Chicago press, they provided a fleeting experience of elevated transportation from an earlier, less automated time, when passenger comfort was foremost.

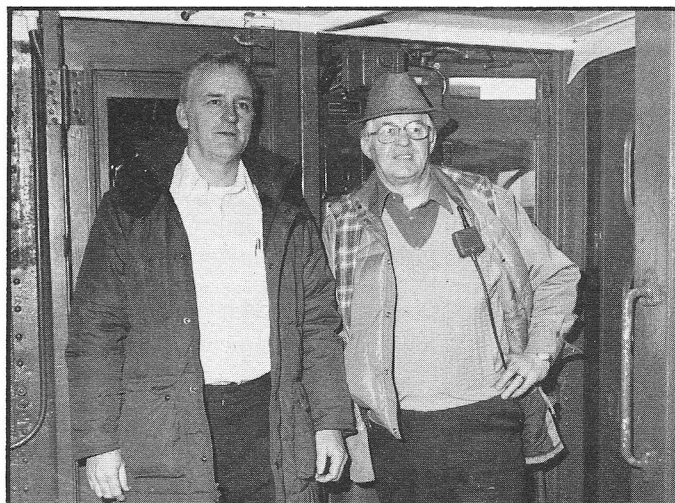
To give Historic Train riders a bit of background regarding construction and operation of the Loop 'L', commentaries were prepared by Jeff Stern, of the Public Affairs department, for presentation over the train's modern public address system.

During the train's 11 a.m. to 3 p.m. operation over the next five days, commentators also pointed out sights of interest along the two-mile route, including such landmark structures as the Old Colony, Fisher, and Monadnock Buildings bordering Van Buren Street.

Ron Weslow, Technical Institute coordinator from Training/Development Programs, lent authenticity to the historic nature of the train ride by serving as gateman and commentator in his vintage conductor's uniform.

Other CTA personnel who volunteered their time as commentators were Customer Assistance Coordinator Mike Cramer, Community Relations Coordinator Steve Hastalis, and Routes & Systems Planner Jim Mulqueeny. All had previous experience in public speaking as commentators on the CTA Culture Bus.

They served officially during the daytime hours that the





Far left: Historic 'L' Train, Cars 4271-4272 and Chicago Rapid Transit Company Car 1 (foreground), pull into the Randolph/Wabash 'L' station during the 'Loop Alive' festival.

Left: After her 'Loop Alive' preview ride, Mayor Byrne was assisted off Car 1 by Ron Weslow, Training/Development Programs, who wore old-time conductor's uniform. (Photo Courtesy of the Mayor's Office)

Bottom, left to right:

Ted Szymanski (right) and Don Prendergast, both from Skokie Shop, rode train to head off any maintenance problems that might have developed. Casimer Piszczek was one of several crewmen from Howard who operated the Historic Train.

John Blum, assistant superintendent, Rail, got plenty of fresh air operating doors from conductor's position between Cars 4271 and 4272.

Jim Mulqueeney, of Routes & Systems, was one of six volunteer commentators who told riders about the historic Loop 'L'.

train was operated, and also unofficially from 6:30 until 11 at night to accommodate theater-hour riders. They were joined over the weekend by volunteers Peter Foote and Noreen Henry, who had also worked summers on the Culture Bus.

Besides informing riders about the origins of the Loop 'L', the four companies that operated trains around it, and the historic cars themselves, commentators corrected a long-held misimpression about how the Loop got its name.

To their general surprise, even the most enlightened old-time Chicagoans learned that the term 'Loop' was applied to the downtown area as much as 15 years before completion of the elevated structure in 1897.

The term came into use when cable cars, which were introduced in 1882, were routed in circular loops through the business district so they could head back out the way they entered. Since they each pulled a number of trailers, the grip cars could not be turned around on turntables, as in San Francisco.

Because special attention was needed for the safe and secure operation of 90-year-old Car 1 as well as Cars 4271 and 4272, Rail District assistant superintendents Bruce

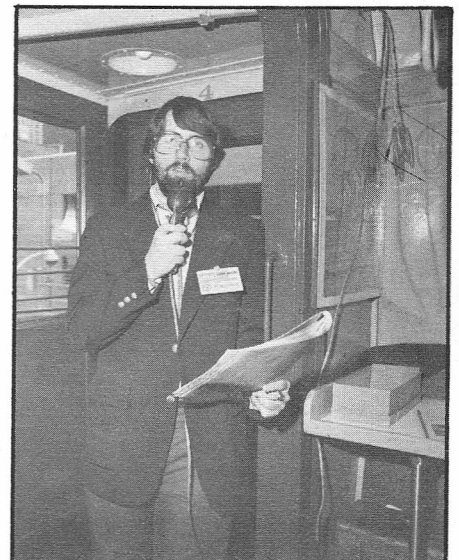
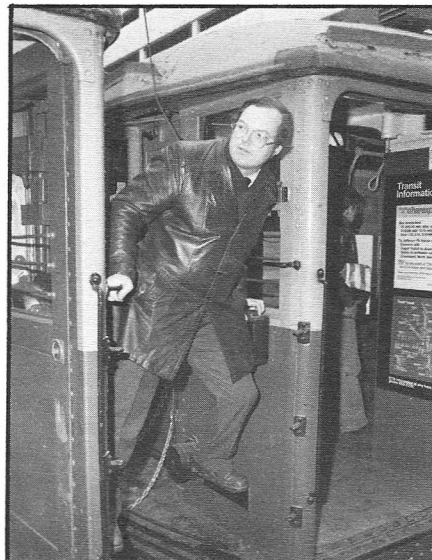
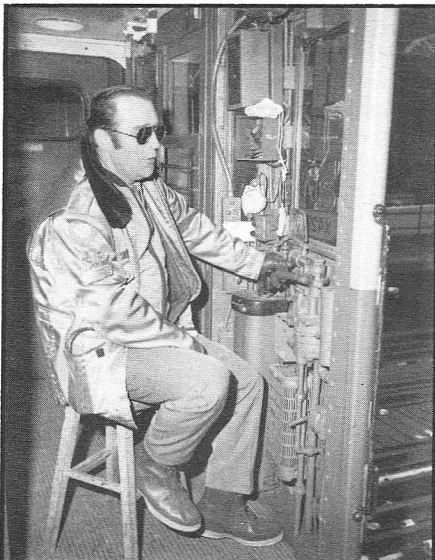
Anderson, John Blum, and Timothy McDonagh shared supervisory duties throughout the festival.

The 16-minute schedule for trips around the Loop was maintained by Howard terminal trainmen Willie Done, Leon Ervin, Bernard Fletcher, Eddie Mahan, Casimer Piszczek, and Bob Sanders.

While they didn't have to keep the tight intervals that once saw trains pass through the Tower 18 crossing at Lake and Wells at the rate of one every 20 seconds, they had their hands full staying out of the way of the Lake/Dan Ryan trains that shared the Lake and Wabash segments of the route.

To make sure mechanical problems could be solved as quickly as they arose, the Historic Train was also attended by Ted Szymanski, electrical wiring foreman, and Don Prendergast, Truck Shop final assembler, both from Skokie Shop.

When the train made its final run north to Howard after the close of the festival on February 15, all those who had served aboard knew that they had helped recreate an awareness of the 'L' as a vital transportation system of the present as well as the past.



Counseling program is designed to keep employees working

When problems of alcoholism, drug abuse, gambling, or any of a variety of social illnesses affect a CTA employee, whether as an individual or through a family member or friend, the employee may find relief in the CTA's Employee Counseling program.

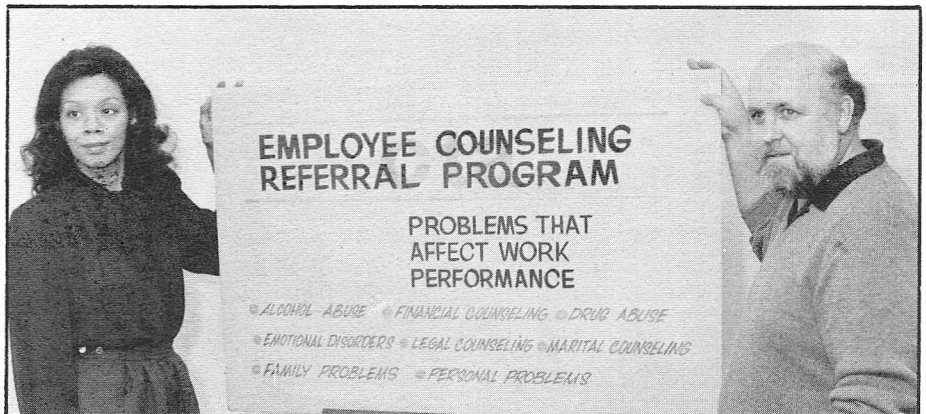
The program was formed in 1974 with the cooperation of labor and management. It operates under the direction of the Medical department and reports to a labor-management committee. Mike Stroden, principal counselor for the program, said CTA recognizes that the advantages of trying to help its employees find solutions to problems are far more beneficial than any disciplinary measures.

The major function of the Employee Counseling program is to help CTA workers find solutions to problems which may otherwise jeopardize their jobs. "We want to keep our employees working and providing for themselves and their families," said Stroden.

He emphasized that because of CTA's concern for its employees, counseling service is provided for members of the individual employee's family, or any person whose behavior might have an impact on the employee's job performance and general welfare.

Stroden, who is responsible for the day-to-day activities of the program, is assisted by Beverly Jackson, an employee counselor. Together, Stroden and Jackson have not only listened to problems and counseled clients, but they have conducted and provided input for various therapeutic and advisory Human Resources programs that lead to rehabilitation of employees. Presently, there are 725 employees enrolled in the counseling program, either on a voluntary basis or labor-management referral.

Recently, Stroden and Jackson conducted on-site workshops for maintenance personnel at South Shops, West Shops and Skokie Shop, on the subject of safety as influenced by alcohol, drugs, and the misuse of prescription drugs. Stroden says the workshops led to more volunteers for the counseling program. The wide range of activities conducted by Stroden and Jackson has created a counseling program that has become a prototype for other business and industrial organizations. The most recent inquiry came from an organization in Houston.



Above: Beverly Jackson and Michael Stroden display a board advertising the CTA Employee Counseling Referral program and the problems which they are able to help workers resolve.

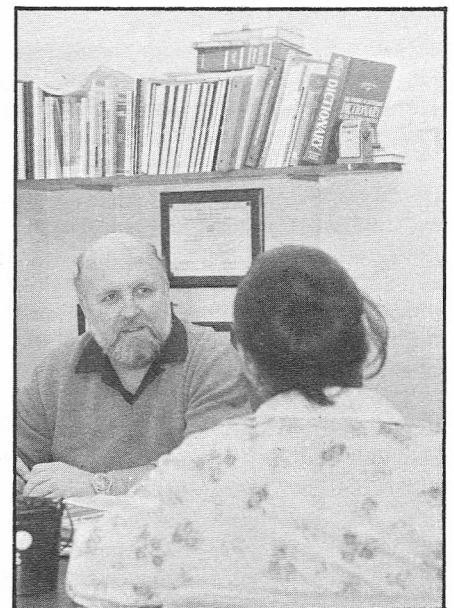
Right: Principal Counselor Stroden interviews a volunteer client.

Individual participants in the employee counseling program may be assigned upon the recommendation of a supervisor. On the other hand, a person may volunteer for participation and, under certain circumstances, may qualify for up to six weeks of disability pay, provided the problem is alcohol or drug related.

Arrangements for participation may be made to suit the employee's convenience during or after work hours. Confidential consultations are conducted 24 hours a day, seven days a week.

In nearly all cases, counseling is provided free of charge through more than 100 professional agencies operating throughout Chicagoland. Through the Employee Counseling program, employees are provided the services of therapists, social workers, psychiatrists, psychologists, and others who extend professional help. The counseling program deals fundamentally with problems of alcohol and drug abuse, psychiatric, financial, legal and marital problems.

Mike Stroden is a certified alcoholism counselor, chairman of the Citizens Advisory Board for Central Mental Health Center, a delegate to the City of Chicago Mental Health Advisory Board, and a member of the Industrial Board of Martha Washington hospital. He is also a past vice-president and current member of the Board of Directors of the Association of Labor Management Administrators



and Consultants on Alcohol, and past member of the Board of Governors for the State of Illinois Certification Board of Alcoholism Counselors. Stroden attended the University of Maryland and Cornell University.

Beverly Jackson is a former high school teacher who holds a bachelor of arts degree from Chicago State University in psychology, and a master of social work degree in clinical social work from the University of Illinois Circle Campus/Jane Addams School of Social Work. She is a member of the National Association of Social Workers, the Chicago Psychological Society, and a member of the Association of Labor Management Administrators and Consultants on Alcohol. She is currently doing an evening clinical internship at Northwestern University Hospital Institute of Psychiatry.

Instructor's remodeled auto wins trophy in exhibition

The average motorist would settle for owning a car in good running condition, ideally a new one put together by the manufacturer.

However, Jaime Morales, an instructor at the Maintenance Training Center, prefers rebuilding old cars. Morales' demonstrated expertise recently won him a first-place trophy in the Radical Hardtop category of the 1981 Remodeled Car Exhibition at McCormick Place.

The category winner was his converted two-door vintage 1957 Belaire hardtop. Judges were awed by the bright apollo yellow Chevy with its magnesium wheels and sparkling chrome.

The classic vehicle of a quarter century ago is reminiscent of an era when automobiles were made of sturdy stuff. A fishtail, or fin-like back, was popular then, and chrome was a hot item. It was also a period when getting a tank full of gas, comparatively, meant spending only pocket change by today's standards.

Morales found this hulk of a car, then a four-door model, when he motored to Texas in 1976. He hauled it back to Chicago and, for the next three and a half years, spent more than 1,500 hours of leisure time hammering and fashioning it into a work of



Jaime Morales, instructor at the Maintenance Training Center, stands beside his remodeled 1957 Chevrolet Belaire hardtop which won him a first-place trophy in the 1981 Remodeled Car Exhibition at McCormick Place.

art. The car was cut into two parts, divested of some 30 inches between the front and rear axles, and trimmed some more. It was then welded back together and every dent and crease rolled out smoothly.

After the remnant had been shaped to Morales' satisfaction, its engine was replaced by the motor from a 1977 Oldsmobile. The tedious rewiring of electrical cables, and the adjusting of nuts and bolts followed. Finally, the restored vehicle, on which Morales

had spent some \$4,000, was ready for the road.

Last summer the remodeled antique passed the supreme test of durability as Morales and his family drove it round trip to Texas where they visited relatives.

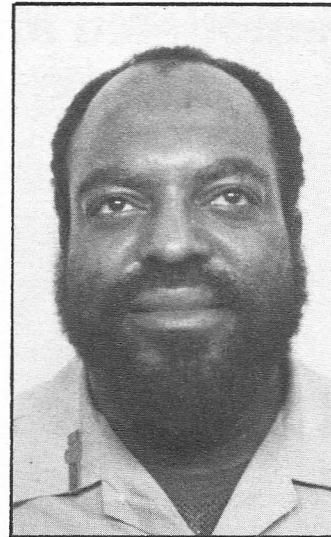
The MTC instructor has had offers from many people who have wanted to buy the car, but like many a hobbyist, Morales' investment in the vehicle was for his own enjoyment. It was a labor of love.



Certificates of training were presented to 17 Materials Management department employees in December upon completion of an eight-week Materials Handling and Warehousing course. Included in the sixth and final group to take the course, which was sponsored by the Materials Management department, are (from left): Eugene Magad, course instructor; Homer Barron and Kenneth Brucker, warehouse workers, 61st Lower Yard; James Mullen, procurement analyst, Skokie; Homer Weathersby, Reginald Ramsey, John Lambert, Richard LaFleur, Gerald Poces, Dalton Gilliland, and Charles Jurkus, warehouse workers, Skokie Shop. Seated

(from left) are: Joseph Pecoraro, warehouse worker, Skokie Shop; Robert Murry, Joseph Jamison, Peter Duffy, and Victor Griffin, warehouse workers, South Shops. Douglas Marshall and Steven Dorich were not present when the photo was taken. Ed Deles, unit supervisor, Records and Training, Materials Management, and coordinator for the course, said that approximately 90 department members have taken the course which was conducted by Eugene Magad and Associates, consultants to the warehousing industry.

Atsia Fair (77th Street garage) was commended for the professional way she operated a #29 State bus by Anna Robinson, of South LaSalle Street. "She had that bus under control at all times. It was a snowy, wet day, and sometimes you could not see farther than a few feet away. Yet, never a sudden stop and always a kind 'Please move to the back of the bus so others may get on.' Many questions were asked of her, since we were unable to see outside to really know where we were, and always a quiet, kind answer. I hope she remains a sweet young lady in spite of all the ugliness she has to put up with."



Tommy Simmons Jr. (North Park garage) won the approval of Katherine Leonard, of Beacon Street, for his courtesy as operator of a #22 Clark bus. "I suffer from arthritis and walk with a cane. I was crossing Clark Street after getting off an Addison bus, and was waiting for the light to change. He could have taken off, but he saw me coming and opened the door. He extended the same kindness to all the older people who got on, and I feel sure all of us were enriched by having the pleasure of riding on his bus. If we had more people like him, this world would indeed be nice to live in."

commendation corner

Claude Conwell (69th Street garage) was the operator of a 63rd Street bus that Phyllis Mann, of Cornell Avenue, rode early one morning. "He showed real patience with one of your riders. The rider was an aged lady attempting to run on very slippery snow, obviously weak, using a cane, and trying desperately to catch his bus. The driver stopped, held the bus long enough for her to brace herself, and when she finally boarded (and this took a long time), he extended his hand. She very obviously was at the end of her strength, and his attitude seemed to help her in more ways than just the physical assistance."

Lee Richardson and **James Jones** (both of North Park garage) were operators of #96 Lunt buses ridden by Dolores Di Biase, of Coyle Avenue. She called Richardson "a very kind person, and very considerate. When she sees you running up the street, she will wait for you to get on the bus." Of Jones she said, "This gentleman really goes out of his way to help people. A lady was running for the bus and she fell. He picked her up, helped her onto the bus, and sat her down. Another time, when I got to the bus, I dropped my money on the ground, and he was kind enough to wait for me to find it."

Alicia Parham (North Section) was praised for her "magnificent performance" as a ticket agent at Fullerton station on the North-South route by Eddie Lienard, of Fullerton Parkway. "I'm always greeted with a sincere and bright smile, which lights up my entire day. Always wished a nice day. Her impact is instant and eternal. We are taken care of swiftly, efficiently, and most considerately. It is amazing the way she handles customers with great ease and courtesy, and never flares up. She turns a confused passenger into a contented one, and the line never bogs down."

Leroy Worrell (Archer garage) is "very special," according to Marie Vaughan, of South Park Terrace, who was a rider on his #62 Archer bus. "He is most gracious in that he stops close to the curb. He is very patient when we (senior

citizens) are slow getting on or off. He answers our greetings, such as, 'Good morning' or 'Have a nice day.' He also extended a special and personal kindness when I was pickpocketed. His kindness does compensate for the many hurts I and others have received through the years. We seniors are especially grateful (because we are so sensitive) for any kindness."

Gerald Jackson (77th Street garage) was appreciated for his "competence and courtesy" as operator of a #95W 95th Street bus by Florence Ryan, of Princeton Avenue. "The bus is always curbed, which is very important when boarding while carrying heavy packages. Passengers receive a polite reply in response to questions. I am well aware of the negative attitude of some passengers, which makes an operator like him appreciated for not penalizing all passengers for the errors of some. I say thanks for being a fine operator."

Anthony Zenner (North Park garage) was thanked by Elsie Baran, who works on North Michigan Avenue, for his courtesy on a #151 Sheridan bus. "It was a joy. The driver called out every stop, loud and clear, including places of importance like Columbus Hospital. When he was asked a question he answered politely. It was worth the fare to ride his bus. Everyone talked about how he called the stops and pulled to the curb to let people on and off. I told him I enjoyed riding on the bus he was driving."

John Harvey (52nd Street garage) was complimented by Sister Janice Rospert, of University Avenue, for "his honesty and gentle way of handling" a situation on his #6 Jeffery Express bus. "A man got on and tried to slip the driver an expired transfer. When the driver refused to accept the transfer, the would-be passenger took a seat anyway. In a very gentle fashion, the driver asked the man to either pay or get off the bus. This non-paying person yelled to the driver and disturbed the peace, yet the driver kept his cool during the encounter."

Thanks – for a job well done

Sammy Adams, Lawndale
Rosa Alfaro, Forest Glen

William Bailey, Archer
Joyce Banks, 69th Street
Ivory Beattie, Archer
Arnold Beler, North Park
Joe Bullock, Limits
Newt Buntyn Jr., 52nd Street

Jean Cage, North Park
Fred Caldwell, Lawndale
Thomas Castro, Congress
Patricia Cobb, North Park
Marvin Covington, Limits
Robert Cowan, North Avenue

Robert Dering, West Section
Jorge Diaz, Limits
Joseph Dimartino, Forest Glen
Joseph Dudek, Archer
Wilfred Dupree, North Park

Edward Elam, 69th Street

Emiliano Feliciano, Limits
Willie Ford, Archer

Keith Griffin, 69th Street

Jimmie Hardy, 77th Street
John Harper Jr., Archer
Charles Harris, North Avenue
Josephine Harris, Archer

Robert Jones, North Park
Arthur Joy, North Park

Robert Kremer, North Park

President Laura, Beverly
Giles Liddell Jr., Limits

Frank Milton, 77th Street
Kenneth Mixon, Limits
Willie Moore, North Avenue
Agnes Murray, Lawndale

Lawrence Nalls, 52nd Street
Michael Nicholson, Beverly

Lawrence Patterson, Archer
Fanny Patton, Archer
Jerome Perdue, Limits
Reinhard Poetz, Forest Glen
Thornton Poole, North Section
Donnell Prater, North Park
Reginald Price, Howard

Billy Ragsdale, 52nd Street

Employees who have received commendations since the last listing.

William Ramos, North Park
Robert Roberson, 77th Street
Oliver Robertson, Limits
William Roman, Limits
Roosevelt Russell, 69th Street

Pedro Santiago, North Park
Bobbie Smith, North Park
Roosevelt Smith Jr., North Avenue

Howard Taylor, North Avenue
Bobby Teague, Forest Glen
Edward Townsend, 69th Street
Donald Trendera, North Park

Ignacio Villar, Archer

James Walker, Archer
Udora Washington, North Avenue
Elbert Watkins, North Avenue
Vaddie Weekly, 52nd Street
Wendy Whiteley, Archer
Vickie Williams, Beverly
Benjamin Witt, North Avenue

Jacques Yezeguelian, Forest Glen
Carrieatta Young, 52nd Street
Mohamed Yousef, Limits

Anthony Zenner, North Park

Bus servicer has part in Cheech and Chong movie

When Columbia Pictures releases its latest Cheech and Chong movie, "Things Are Tough All Over," among the stars will be 26-year-old free-lance actor John (Jay) Lawson, a bus servicer at North Avenue garage.

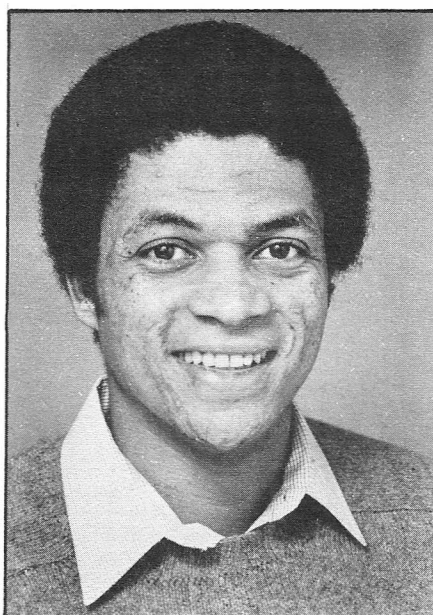
Lawson plays a service station attendant who confronts the comics after they enter his station and gas up their jallopy, but refuse to pay.

The duo claim they're out of money, but learn quickly that Lawson is flat out of patience. Antics of the pair prove no match for Lawson, as moviegoers will see in this episode.

Lawson, who joined the CTA in 1978, attended Millikin University in Decatur where he majored in theater. Other acting credits included a bit part in "The Hunter" with the late Steve McQueen. Portions of the movie were shot on CTA property.

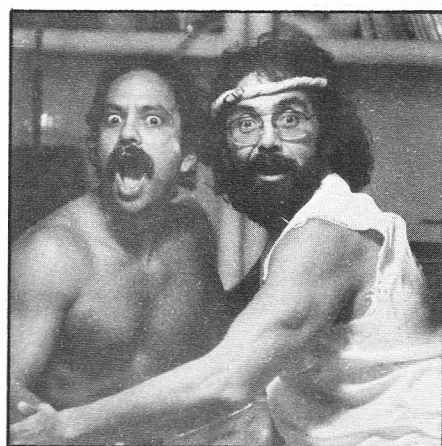
Lawson's 16 theatrical credits include a role in "Ceremonies in Dark Old Men" which was performed at Victory Gardens Theater, and a dual role as sheriff and Friar Tuck in "Robin Hood," a children's production staged at the Illinois State Fair.

Radio and television credits include local commercials for the Illinois State



Lottery and Illinois Bell Telephone, a voice-over for a Kellogg's commercial, and network spots for Afro-Sheen and the U.S. Navy.

Lawson has appeared on several Chicago TV talk shows. Among them are "Black on Black" with Vernon Jar-

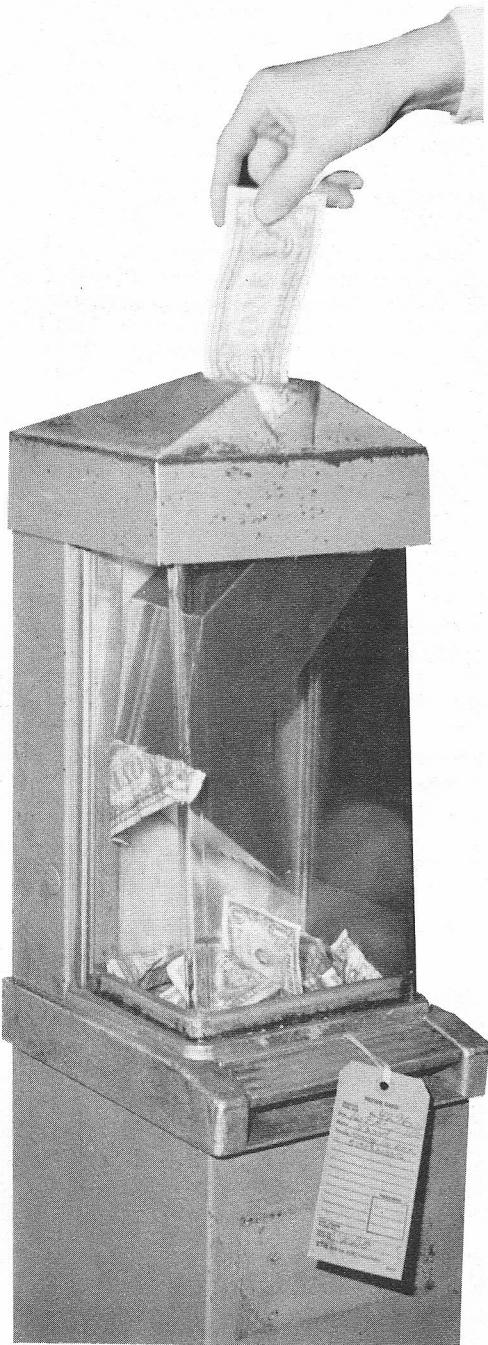


Cheech and Chong (above), the comic duo from Columbia Pictures, in a scene from "Things Are Tough All Over." Shot on location in Chicago, the movie also stars CTA employee John (Jay) Lawson (left), bus servicer at North Avenue.

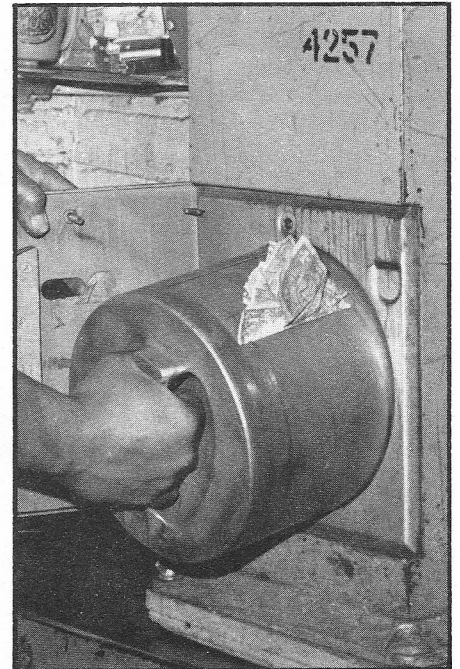
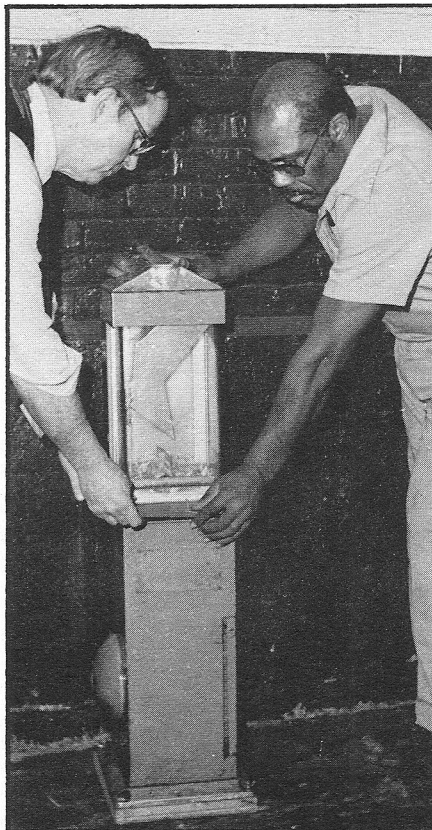
rett, and "Today in Chicago" with Jerry G. Bishop.

The multi-talented Lawson has also written a play, "Ascension to Brogron," which opened last month at the Black Visions Theater, 500 East 67th street, Chicago.

The perilous path



1 Box Puller Marion Henderson demonstrates the process of removing the sealed round cash box from a bus fare box (left). When the cash box is inserted into the self-locking vault opening (right), the money drops into the money vault.



4 This fare box, being inspected by Director of Central Counting John O'Connor and Lift Operator Lonnie Voss, is one of many fare boxes that have been clogged by dollar bills. The cash box (above) must then be removed and repaired.

Editor's Note:

Last month in our lead story, *Transit News* reported the financial impact of the increased use of dollar bills as payment of CTA fares, and we asked all employees to help out by urging riders to use tokens, monthly passes or exact change.

This photo story further explains how dollar bills disrupt our fare collection system and cause an increased financial burden.

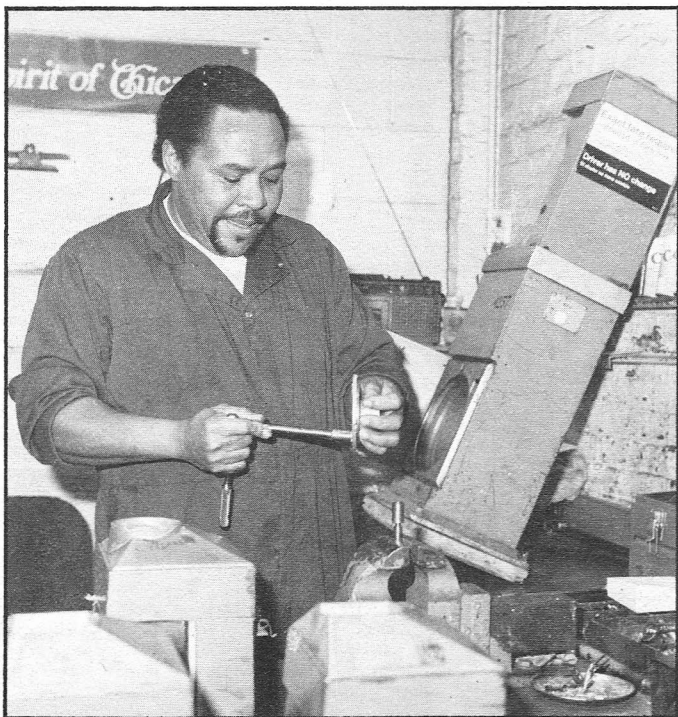
of the dollar bills



2 At the Central Counting facility, Olan Kellogg, money handler, must manually remove wads of dollar bills as the contents of a money vault are emptied into an automatic coin counting machine.



3 Then Money Handlers (from left) Bill Killion, Steve Bubacz, and John Debro must unfold and count the dollar bills. The large influx of dollar bills has forced CTA to contract much of this manual counting to banks, at a cost of \$25 for every thousand one-dollar bills counted.



5 Three machinists, including Frank Williams (above), constantly repair fare boxes and cash boxes, but many cash boxes, like those being inspected by O'Connor (above, right) have had to be sent out for repair since the use of dollar bills increased.



**Ban
the buck!**

safety awards

Public safety awards for the fourth quarter of 1981 went to the Congress terminal and the 52nd Street garage. It was the 22nd time Congress has received the award since 1961 when the program began.

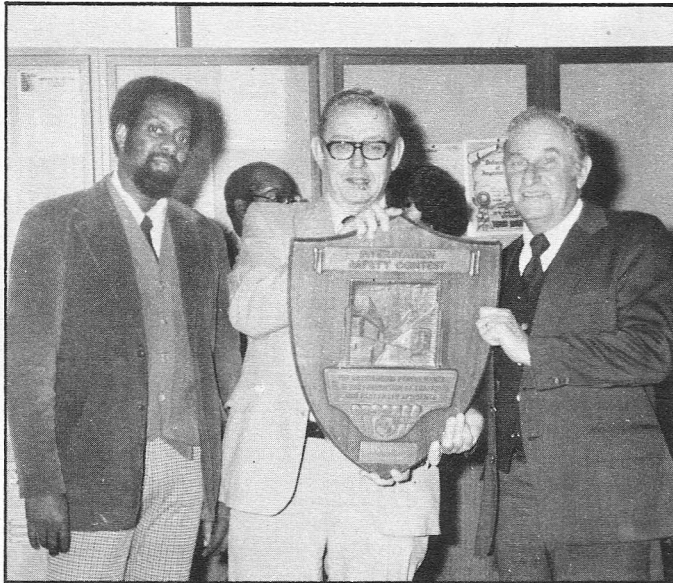
Congress won the fourth quarter award with a combined traffic and passenger rate of 0.200 (100,000

miles), 46 per cent better than the system rate of 0.370. In other words, for every million miles of operation, Congress terminal experienced two accidents. The terminal operated 90 accident-free days during the fourth quarter. Its last public safety award came during the fourth quarter of 1980.

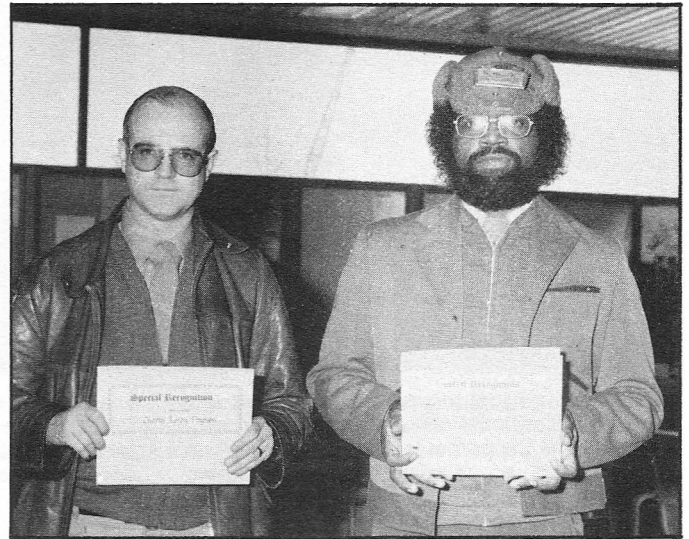
On the surface, 52nd Street garage was the recipient of the fourth quarter public safety award with the traffic rate

of 4.91 (100,000 miles) accidents in the quarter, a 13 per cent better rate than the bus system rate of 5.62.

For 1981, 52nd Street garage experienced a traffic rate of five accidents for every 100,000 miles driven, a 17 per cent improvement over its 1980 rate of six accidents for every 100,000 miles driven. The 52nd Street garage experienced 48 accident-free days in the fourth quarter of 1981.



Tom Boyle, manager, Safety, presents safety plaque to employees at Congress terminal for the outstanding record of the fourth quarter. Accepting are Alex Wilson (left), assistant superintendent, and Mike Veltri, superintendent.



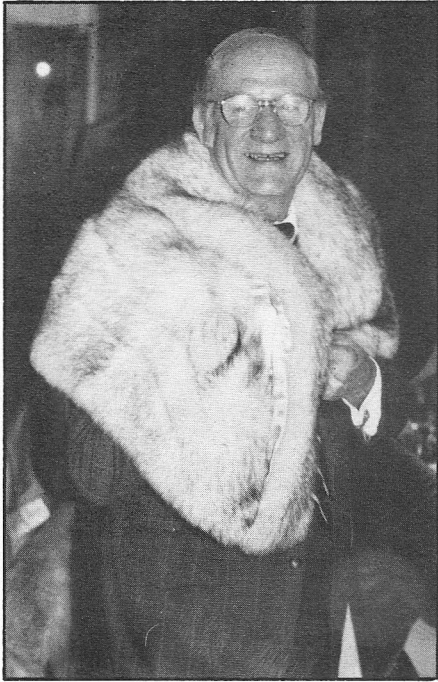
Charles L. Simpson (left) conductor, and Thomas H. Hawkins Jr., motorman, were recipients of special recognition certificates at Congress terminal after they were selected as outstanding employees at Congress terminal for the fourth quarter. The men were selected for the honor, based on their work record, by the terminal superintendent.



Garage Superintendent Elvin White (right) accepts safety plaque for employees at 52nd Street garage as Area Superintendent Ward Chamberlain (left), and Safety Manager Tom Boyle make the presentation.



Bus Operators Carrieatta B. Young, and Alvin Potts were awarded special recognition certificates as fourth quarter outstanding employees at 52nd Street garage. Outstanding employees at the garage level are also selected by the superintendent based on the work record.



Above: Officers of the Brotherhood of Painters and Allied Trades, Local 396, stand ready to greet guests at their annual year end dinner dance. The greeters are (from left): Jeffery Weber, steward; Loid Brown, business representative; Jim Meeks and Jim Downs, stewards, and Jim Haynie, president.

Left: A little humor is always in order on such a festive occasion as demonstrated by Danny Dignam, West Shops, as he models for his colleagues.

Painters union holds dinner dance

Approximately 100 employees and their guests of Local 396, Painters and Allied Trades Union, attended the organization's December dinner dance

held at Chateau Busche in Alsip.

The affair was attended by tradesmen from various shop areas. Union President Jim Haynie said the

festive occasion for union members, their wives and guests will be celebrated annually.



Top left: Enjoying the festivities are (from left): Mr. and Mrs. Jim Meeks, and Mr. and Mrs. Tom Chorak. Jim and Tom are painters at West Shops.

Above: The dinner dance was the beginning of a life of leisure for Mr. and Mrs. Casey Jozefiak. Casey, a painter at Skokie Shop, retired January 1 after 30 years of service.

Left: South Shops representatives joining in the fun are Mr. and Mrs. Frank Fortier.



Schedules section honors Thomas, retiring director

Walter Thomas, 65, director of Schedules, has retired after nearly 47 years with the CTA and its predecessor companies. He began his transportation career on September 10, 1935, as a traffic checker for the Chicago Surface Lines.

In 1943, Thomas was inducted into the U.S. Army Air Corps. He returned to the CSL in 1946 and spent his entire career in the Schedule section. He was appointed schedule maker and subsequently held several positions until his promotion to superintendent of Schedule Preparation on January 25, 1974. He was named director on February 17, 1980.

Thomas and his wife, Freda, plan to travel to Europe, a leisure which they have enjoyed in the past. "Retirement will afford us the opportunity to visit some new places in Europe, as well as return to other locations," Thomas said.

"I also very much enjoy gardening and golf, and would like to pursue them as much as I can," he said. A golf umbrella and some golf balls were presented to him as gifts from co-



Mr. and Mrs. Walter Thomas exude happiness as Thomas, director of Schedules since 1980, displays testimonial plaque honoring him for 47 years of CTA service. Sharing the spotlight with the honoree at his retirement celebration are (from left) Harold Hirsch, manager, Operations Planning; Norman Oswald, superintendent, Schedule Preparation; Harold H. Geissenheimer, General Operations Manager; Mrs. Libby Hirsch; Mrs. Sophie Reynolds, administrative secretary; Mr. and Mrs. Thomas, and John O'Connor, director, Passenger Controls/Graphics.

workers as the Schedule section honored Thomas and his wife in a retirement farewell held at the M&M Club last month.

Among the 70 employees and former co-workers attending the luncheon were recently-retired senior

schedule clerk Frank Corbett, and Edward Reilly, former superintendent of Traffic. Other retirees at the luncheon were Bernie Kincannon, Jake Sumner, Ken Marek, Wally Stoltenberg, Jim and Gertrude Anderson, and Kay Batina.

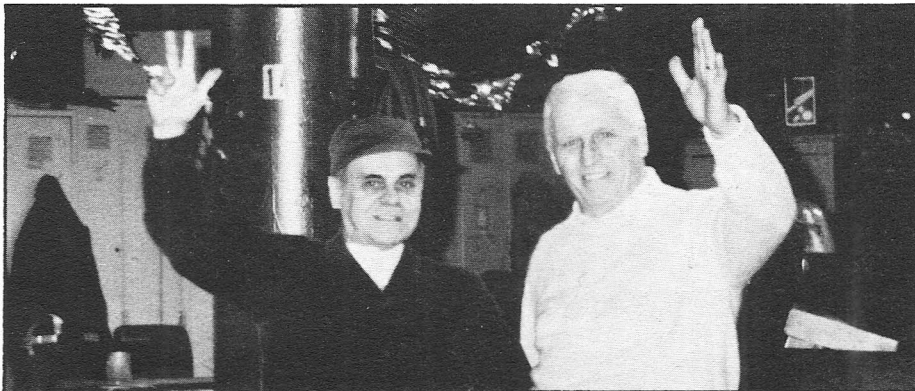
Friends, co-workers honor tinnners Kovarik and Bajic

The metallic clatter of the tin shop will be but a musical memory now for Joseph Kovarik and John Bajic, a couple of tinnners in Plant Maintenance who together hammered out almost 83 years of service.

Kovarik and Bajic were honored by more than 100 friends and co-workers at West Shops with a luncheon December 31 to celebrate their retirement, which began this month.

Kovarik, assistant sheet metal foreman, joined the Chicago Surface Lines in 1938 as a clerk in the Transportation office. A year later he became a track welder, returning to that position after serving in the Navy during World War II. He was named a tinner apprentice in 1956, and tinner in 1963, before being selected assistant foreman in 1976.

Kovarik and his wife, Helen, live in the New City area on the Southwest



John Bajic (left) and Joseph Kovarik wave good-bye to their friends in the tin shop after their retirement celebration December 31.

Side. In retirement they expect to see more of their four children and five grandchildren, who all live in the Midwest.

Bajic, a tinner since 1961, was a track laborer when he started working for the Surface Lines in 1942. He

became a welder after Army service in World War II, before being chosen tinner apprentice in 1956. A resident of the West Lawn community on the Southwest Side, Bajic is a widower with four children, 18 grandchildren, and two great-grandchildren.

Eleanor Garro retirement ends 146 year family tradition

When Eleanor E. Garro collected her retiree's riding pass last month, it was the culmination of 146 years of collective Garro family service to CTA and its predecessor companies.

The Law department's senior brief writer closed her career of 42 years to become the fourth member of the Garro clan, since 1949, to be included among CTA pensioners.

The occasion was observed with a celebration in her honor by the Law department staff, and members of Eleanor's family attended.

Her entire career was spent between the Claim and Law departments. In 1939 she joined the Claim/Law department of the Chicago Surface Lines as a brief writer/stenographer. When the two sections became independent departments, her service shifted from one to the other; first it was the Law department from 1942 to 1955, then the Claim department from 1955 to 1976, and back to the Law department until her retirement.

In a similar fashion, brother S. J. Garro made most of his career in the Claim department. He worked as a statement man, investigator, and adjuster. In 1976, he was also transferred to the Law department where he retired after 42 years.



The proud Garro family tradition of service with CTA ends as Eleanor Garro (second from left) retires as a Law department brief writer with plans to enjoy the scenery in Door County, Wisconsin. Helping her to celebrate the occasion are (from left) four members of her family, Cynthia Garro Sprague, a niece; Joseph Garro, father; a sister, Mrs. Genevieve Berg, and a brother, S. J. Garro.

Mrs. Genevieve G. Berg, Eleanor's sister, retired after 13 years of CTA service, most of it spent at Skokie Shop. Cynthia G. Sprague, a niece, also worked as a ticket agent for two summers while Rosemary G. Tanfani, another niece, was a ticket agent for four summers.

The Garro family's transportation tradition had its beginning in 1906 with patriarch Joseph Garro, who first saw service as a tow boy (horse cars) with Chicago City Railway Company.

He continued with the Chicago Surface Lines and CTA as a streetcar motorman. Joseph Garro retired in 1949 after 43 years. Today, at age 92, he resides with Eleanor in Skokie.

An admirer of scenery, Eleanor plans to spend a lot of time in beautiful Door County, Wisconsin, one of the most scenic spots in the Midwest. Said Eleanor, "I really enjoyed my work at CTA, and I enjoyed the friends I made. I'm going to miss it, but I'm going to enjoy myself."



South African Visitor

On December 28, South African exchange student Enrico Marinus (arms folded) visited the Control Center recently with William Dorstewitz (second from right) and his sons, Troy and Todd. Enrico is staying at the Dorstewitz home in Kalamazoo, Michigan, while attending Portage Northern High School. Enrico's father, Freddie, is an inspector for City Tramways in Cape Town, South Africa. Others listening to controller William Nichols (left) explain the power supervisor's duties are (left to right): Jerry Johnson, superintendent, Control Center; James O'Conner, bus controller; General Operations Manager Harold H. Geissenheimer; and Lester Racker, area superintendent, Control Center.

Claim department retiree joins Cubs staff

As a claims representative, John Hennessy was an expert at investigating and evaluating claims of property damage or bodily injury -claims which seldom resulted in litigation against the CTA.

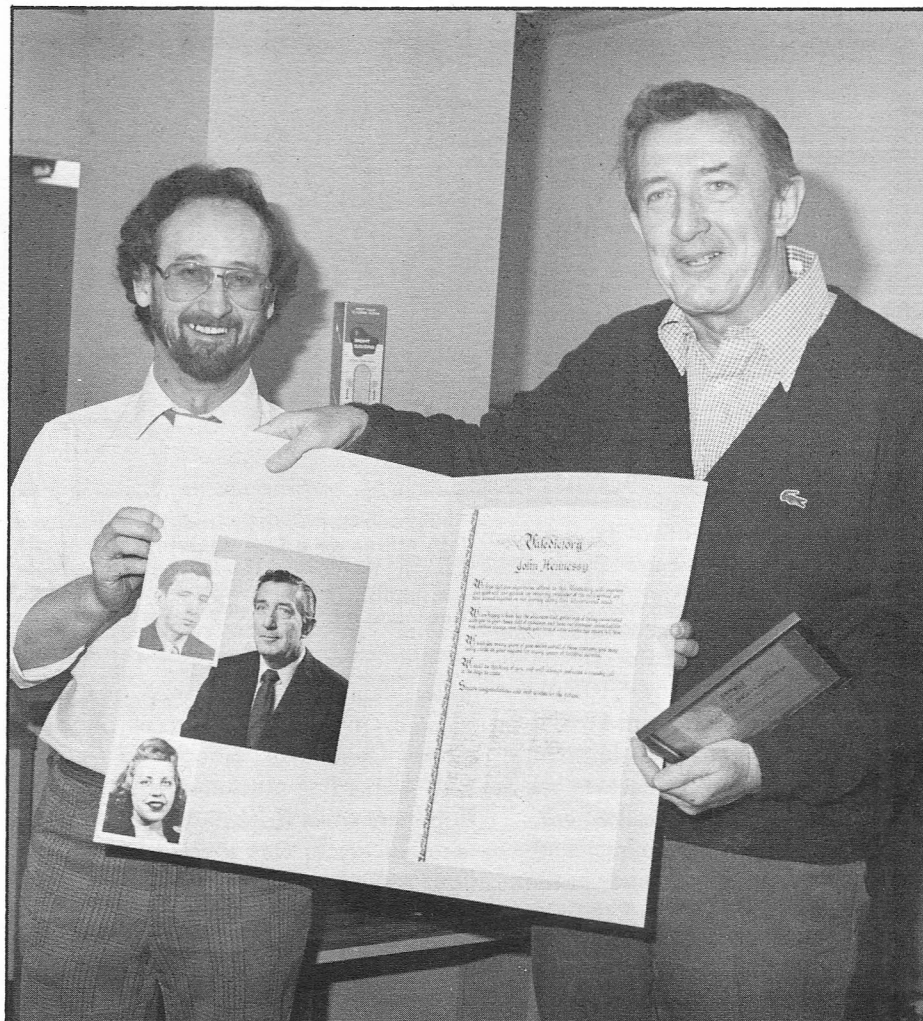
His evaluations benefitted attorneys and other CTA claim representatives, enabling them to arrive at equitable settlements in each case they encountered. Last month, Hennessy retired after 41 years of CTA service, all of it in the Claim department. Now he uses his investigative and evaluating skills to benefit one of Chicago's favorite teams, the Chicago Cubs.

The Cubs' management has signed the former claims representative as a full time talent scout, effective February 1. As the 1982 season gets underway this spring, Hennessy says he'll be busy looking at budding high school, college, and park district baseball talent throughout Illinois, Wisconsin, Minnesota, Iowa, North and South Dakota, and Texas.

Major league talent scouted by Hennessy in recent years include such notable baseball figures as Greg Luzinski and Steve Trout of the White Sox, former Cubs left fielder Dave Kingman, and Montreal players Bill Gullickson and Scott Sanderson. Others are Don Schulze and Brian Rosinski who were signed recently with the Cubs' farm system. All are native Chicagoland athletes.

Hennessy's own interest in baseball dates back to the late 30's when he played the game as an amateur and semi-professional. His development as a baseball player was interrupted, however, by a stint in the U.S. Navy.

Hennessy joined the CTA in 1941 as a Claim department vault clerk. In 1961 he renewed his interest in the game as a part-time scout for the Cubs, but scouted for the Milwaukee Braves from 1962 until 1964 when the team moved to Atlanta. He was



A valedictory card after 41 years of service was signed by Claims department co-workers for John Hennessy (right), claims representative, who retired February 1. Helping the new pensioner display the giant greeting card is Claims representative Ray Tieri.

rehired by the Cubs the following year on a part-time basis, a position he maintained until his retirement as a claims representative for the CTA last month.

The veteran scout was already contemplating collecting his pension when the opportunity to join the Cubs on a full time basis was offered.

"I'm looking forward to an exciting career with the Cubs," said Hennessy. "Baseball is something I really enjoy," he added. Hennessy, his wife Betty, and their daughter, Megan, reside in Evanston.

CTA TRANSIT NEWS

Volume 35

Number 2

Published for employees and retirees of the CTA by the External Affairs Division, Michael N. Horowitz, Manager.

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

Director of Publications: Jack Sowchin

Production Assistant: Mel Alexander
Editorial Assistant: Rick Willis

Contributing Writers: Elda Leal,
Jeff Stern, Don Yabush

Typesetting and printing provided by the Management Services Department.

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

NEW PENSIONERS

JOINING THE ranks of the retired on Feb. 1 were the two employees pictured here who had more than 40 years of service each with CTA and its predecessor companies.



Walter Thomas
46 Years



John Hennessy
41 Years

CASIMIR ADAMOWSKI, Whse. Wkr. II, Stores, Emp. 9-15-47
MYRTLE M. APITZ, Ticket Agent, West Section, Emp. 5-21-56
EUGENE DRZEWICKI, Bus Servicer, North Park, Emp. 3-14-47
RALPH GORSKI, Carpenter, West Shops, Emp. 7-30-63
JOHN J. HENNESSY, Claims Rep., Claims, Emp. 1-6-41
FRANK HRUBY, Operator, Lawndale, Emp. 2-27-50
ROBERT JEROZAL, Janitor, West Shops, Emp. 2-4-48
NICK KOCHOPOLUS, B & T Mech. Help., South Shops, Emp. 9-30-46
LEON OJEDA, Operator, Beverly, Emp. 4-28-58
HENRY OLWIG, Switchman, Douglas, Emp. 12-29-49
JOHN ROSSI, Carpenter Foreman, West Shops, Emp. 1-14-45
STANLEY SHIMKUS, B & T Mechanic, South Shops, Emp. 1-20-47
EARL SINGLETON, Conductor, 95/Dan Ryan, Emp. 2-5-51
WALTER THOMAS, Director, Schedules, Emp. 9-10-35
FRANCIS ZEIGER, Asst. Superintendent 77th Street, Emp. 3-1-46

DISABILITY RETIREMENTS

BRAXTON ATKINSON, Supervisor, North District, Emp. 8-21-70
BERRY BOWLES, Janitor, Maintenance, Emp. 3-4-68
EDWARD DUCKWORTH, Operator, Kedzie, Emp. 11-19-62
DOROTHY HARRIS, Controller, Control Center, Emp. 2-2-57
EDMUND HINKLE, Operator, North Avenue, Emp. 5-27-68
JERALD KRAUS, Chauffeur, Utility, Emp. 7-1-68
JOHN SIEBERT, Stock Clerk II, Stores, Emp. 3-1-48

IN MEMORIAM

MARY C. BEAZLEY, 86, West Section, Emp. 5-5-27, Died 12-1-81
DANIEL J. BRODIE, 88, North Section, Emp. 1-31-24, Died 12-18-81
EDWARD J. CAVANAUGH, 80, Beverly, Emp. 7-22-27, Died 12-9-81
ROBERT W. CHRISTMAN, 74, West Sect., Emp. 11-22-40, Died 12-31-81
EDWARD J. COLLINS, 62, Skokie Shop, Emp. 9-18-53, Died 12-1-81
JOHN J. CONWAY, 77, West Section, Emp. 12-3-62, Died 12-4-81
JOHN L. DILLON, 68, Forest Glen, Emp. 2-24-42, Died 12-1-81
ERNEST F. FELTZ, 66, Archer, Emp. 5-9-42, Died 12-26-81
JAMES J. FINLAY, 63, Kedzie, Emp. 2-4-36, Died 12-10-81
JOHN J. FLANAGAN, 81, 77th Street, Emp. 9-14-26, Died 12-28-81
JOHN P. FLYNN, 73, Transportation, Emp. 7-18-27, Died 12-28-81
DESMOND GARLAND, 75, 77th Street, Emp. 11-11-36, Died 12-4-81
EDWARD J. GOETTERT, 69, North Park, Emp. 2-9-37, Died 12-20-81

JOHAN H. HAKANSON, 67, Forest Glen, Emp. 12-18-40, Died 12-13-81
HERSCHEL HARRIS, 64, 77th Street, Emp. 6-14-51, Died 12-26-81
RAYMOND HIGH, 74, West Section, Emp. 10-5-51, Died 12-21-81
LUIGI MORELLI, 82, Maintenance, Emp. 7-11-41, Died 12-25-81
LOUIS R. MROZ, 71, Accounting, Emp. 11-30-43, Died 12-10-81
JOSEPH A. NUGENT, 85, North Section, Emp. 7-11-41, Died 12-1-81
JAMES B. O'BRIEN, 73, South Shops, Emp. 3-24-47, Died 12-21-81
JOHN A. OMAN, 74, North Park, Emp. 4-16-29, Died 12-29-81
ARTHUR F. ROEPKE, 68, Transportation, Emp. 11-24-36, Died 12-28-81
OSWALD SMITH, 58, North Park, Emp. 9-18-73, Died 1-19-82
PETER F. SZALEMIEC, 87, Lawndale, Emp. 1-8-43, Died 12-29-81
JAMES P. TRETTON JR., 70, Safety, Emp. 8-6-51, Died 12-18-81
RUSSELL T. WARNSTEDT, 68, Emp. Rel., Emp. 11-17-36, Died 12-18-81
CHARLES A. WATSON, 61, 77th Street, Emp. 2-18-54, Died 12-29-81

Service anniversaries in February

40 years



William Moser
Far North



Herbert Schomer
Internal Auditing

30 years

Leonard Beatty, Maintenance
Eugene Brudney, Washington
Peter Graf, Electrical
James Hicks, Beverly
Frank Holley Jr., Forest Park
Clarence Knox, Local 308
Michael LaVelle, Service
Ardis Morris, Far South Rail
Charles Nichols, District C
Josephine Okray, Revenue
Francis Schaeffer, Archer
Benjamin Secler, North Park

25 years

Lampton Evans, Far North
Robert Fletcher, North Ave.
George Fuentes Jr., Instr.
Horace Harris, Archer
Wallace Johnson, Central Dist.
Johnnie McDonald, South Sect
Donald Mitchell, Archer
Nello Parrillo, Desplaines
Joseph Roque, Forest Glen
Jesse Tucker, Utility
John Williams Jr., North Ave.



James Blaa
Transportation



Edward Wilieko
Howard

35 years

John Cox, Forest Glen
George Debroe, 52nd Street
James Dohoney, Central Dist.

Gerald Farrel, Forest Glen
William Grzesinski, North Ave.
Francis Hennigan, Maintenance
Stanley Kaminski, Utility
Charles Kucera, Control Center
Leonard Kukowski, Cong.
James Ohse, District B
Joseph Studley, Electrical

Just a reminder

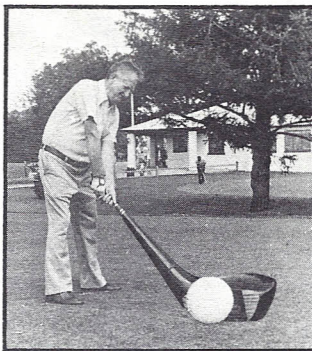
The photos on this page are just a few examples taken from feature stories about employees and retirees that have appeared in Transit News during the last six months. All of the stories were suggested by employees and retirees or their friends and associates.

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

Transit News
CTA Public Affairs
Room 734
Merchandise Mart Plaza
Chicago, Illinois 60654

or phone: **664-7200, ext. 3320**

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



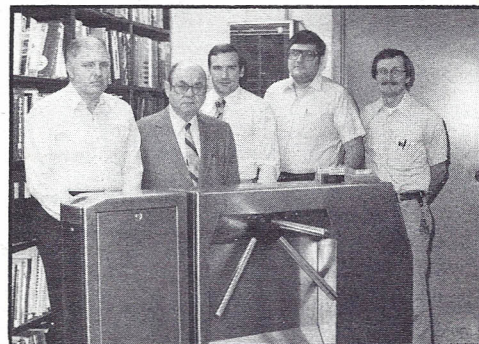
241 Golf, August, 1981.



Brainstorming, January, 1982.



Sensitivity training, August, 1981.



New turnstile, November, 1981.



Gold coin, December, 1981.



Bright spot, December, 1981.

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

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