

Engineers guide O'Hare Extension progress

The O'Hare Extension, which is now taking shape in the median of the Kennedy Expressway between Jefferson Park terminal and O'Hare International Airport, is scheduled to provide a direct rapid transit connection between the airport and the entire CTA system beginning in early 1983.

Designing and building this addition to Chicago's rapid transit system is a major engineering accomplishment. To insure that the completed route will meet CTA specifications and operate efficiently, CTA engineers have been working closely with engineers from the City of Chicago, Department of Public Works (DPW), throughout the design and construction.

It was just over four years ago that CTA and DPW

View southwest from the Harlem Avenue overpass shows structural steel work in place for the Harlem Avenue station and busway bridge. The light-colored building in the background is the Harlem electrical substation. The "Kiss-N-Ride" lot will be located at station level on the south side of the expressway between the substation and the busway.

engineers held the first meeting of the O'Hare Extension Design and Construction Committee to plan the project. Charles Petzold, Chief Transportation Engineer, DPW, and Chris Kalogeras, Director, Plant Engineering, CTA, co-chair the committee. Other committee members are from the CTA Facilities Engineering and Maintenance, Operations Planning, Transportation, and Equipment Engineering and Maintenance departments. In addition, representatives from other departments have been called upon as required to advise the committee on matters concerning their specialties.

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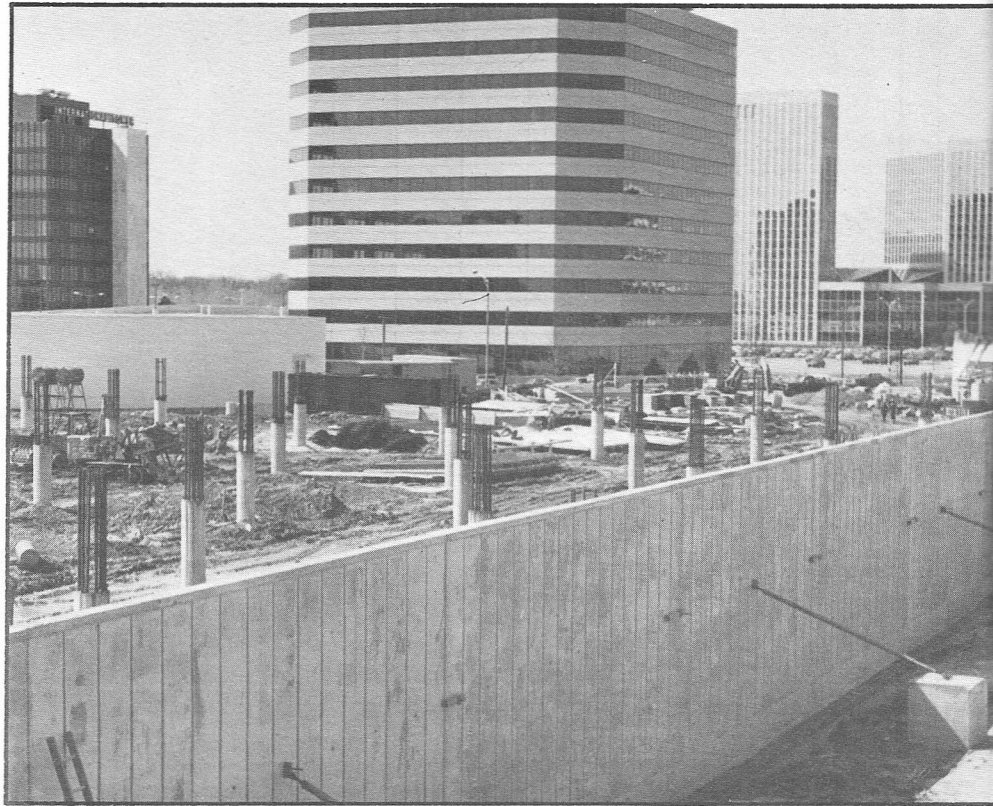
cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
APRIL, 1982

O'Hare Extension

(continued from page 1)

Construction is well under way at the Cumberland Avenue station. Right: Southwest view from the Cumberland Avenue overpass shows construction of support pillars for the 728-car "Park-N-Ride" facility. The light-colored building at left is an electrical substation. Far right: West view from overpass shows construction of station platform and permanent (inner) structural walls separating the right-of-way from the expressway.

Below: Ballast, ties, and running rails are in place on the median strip west of Mannheim Road. The O'Hare International Airport control tower is visible in the background at right.

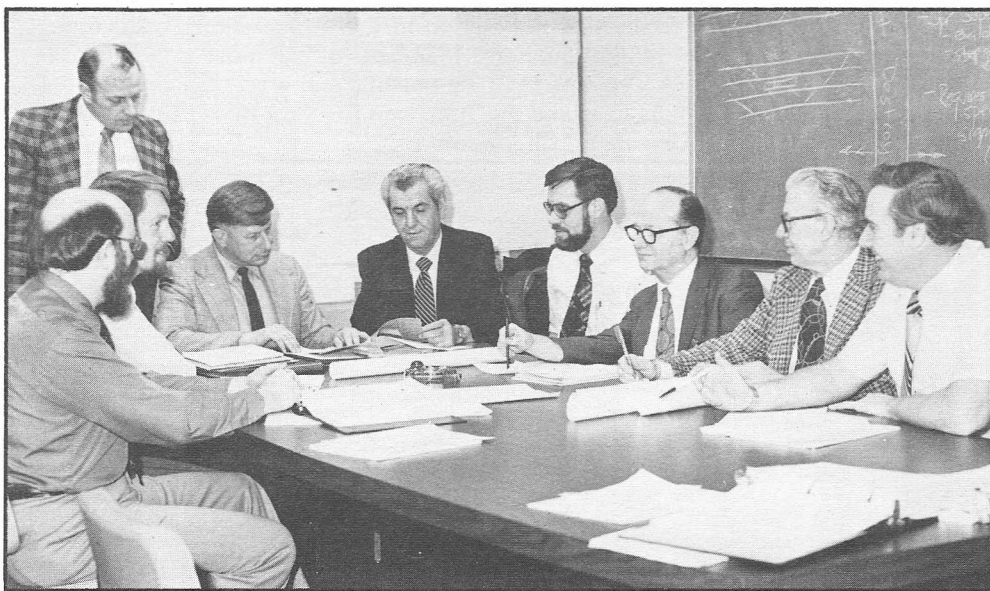
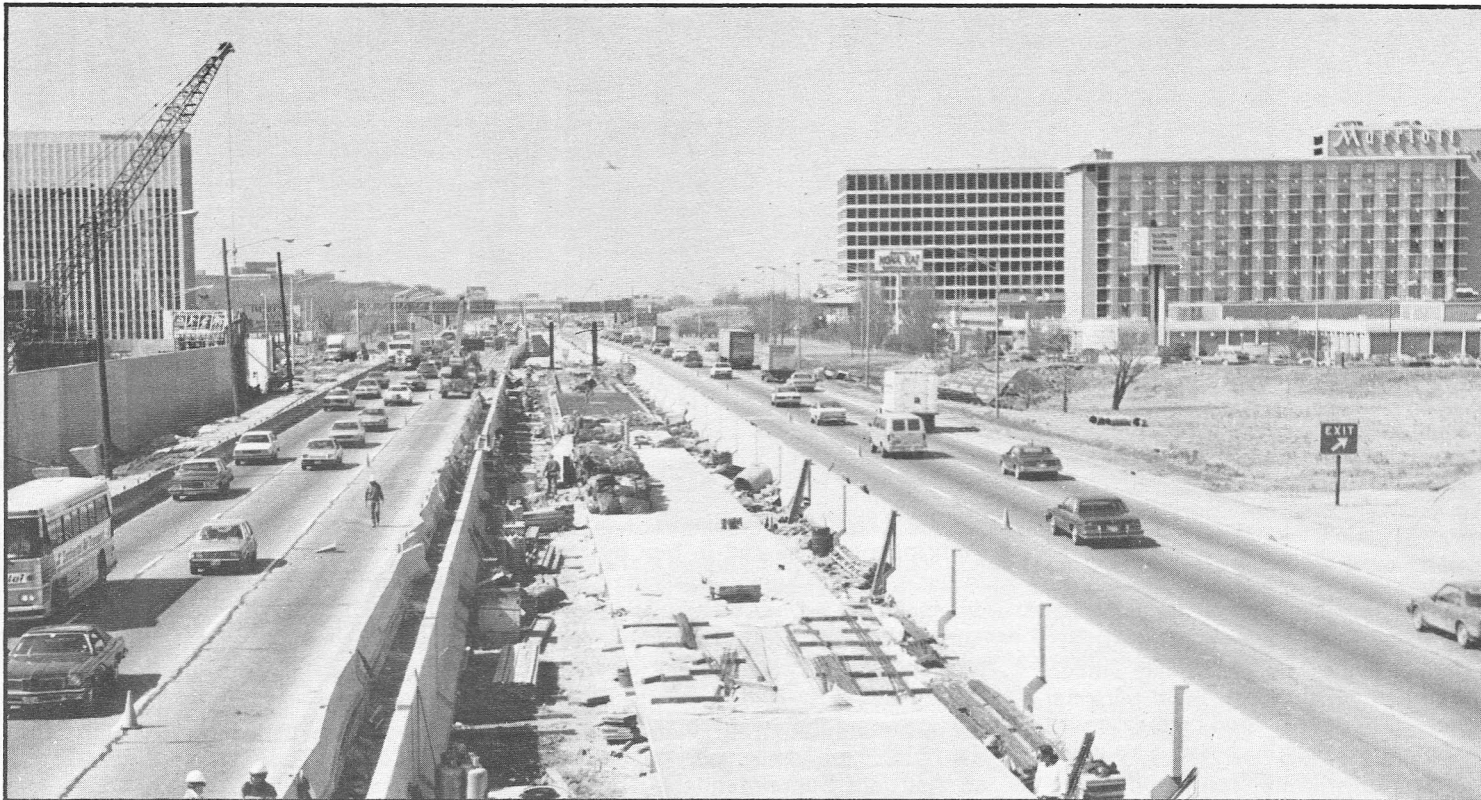


During the early stages of the project, the committee concerned itself with overall planning, especially the staging and scheduling of the major phases of design and construction to insure timely and efficient completion. Other preliminary matters of discussion included land acquisition, public hearings, and funding.

As work progresses, every phase of the design and construction is monitored and controlled by CTA and DPW engineers. The committee controls work on stations, maintenance facilities, track and right-of-way, electrical substations and third rail power, train control (cab signaling), system graphics, and many other details. As problems or areas of special concern are identified, they are also logged

as specific assignments and carefully controlled.

The committee also acts as a clearing house by reviewing the specifications and engineering drawings produced by DPW engineers and design consultants and construction companies working for DPW. These materials are referred to the appropriate sections of CTA's Facilities Engineering and Maintenance department, where the hundreds of construction documents are approved, or revised if necessary, to guarantee that the finished facility will meet CTA requirements. CTA engineers are responsible for the design of the train control system, and CTA engineers also periodically join DPW engineers on inspection tours of the construction sites.



Members of the O'Hare Extension Design and Construction Committee review the manufacturer's specification brochure for a switchman's shed being considered for use in the Rosemont Yard. Left to right: Kendrick Bisset, Superintendent, Signal Design Engineering; Jim Coppock, Transportation Engineer (DPW); Larry Oomens, Planning Analyst, Transportation Department; Charles Petzold, Chief Transportation Engineer (DPW); Chris Kalogeras, Director, Plant Engineering; Paul Swanson, Superintendent, Plant Technical Services; Joe Siegal, Superintendent, Power and Wiring Design; John Holcomb, Superintendent, Architectural Engineering, and Roy Smith, Superintendent, Civil Engineering.

When completed, the 7.6-mile O'Hare Extension will operate on two tracks, extending the Milwaukee branch of the rapid transit to a subway terminal under the main parking garage at O'Hare. Travel time between the airport and the Loop will be 33 minutes. There will be three intermediate expressway median stations--Harlem Avenue, Cumberland Avenue, and Rosemont (River Road)--with platforms that will be long enough to accommodate 10-car trains.

Each intermediate station will include a bus terminal for use by CTA and suburban buses, which will be rerouted to serve the new stations. "Kiss-N-Ride" facilities will adjoin the three stations, and the Cumberland Avenue and Rosemont

stations will also feature "Park-N-Ride" facilities for 728 and 710 automobiles, respectively.

The new Rosemont Yard, directly west of Rosemont station, will provide storage track for 226 rapid transit cars. Its 4-track maintenance shop, with inside car washing facilities, will have a 20-car capacity.

When the O'Hare Extension is officially turned over to CTA by the City of Chicago, it will be ready to run. The Transportation department will just "turn the key" and start operating the service -- thanks to the extensive background work performed by CTA and DPW engineers.

From the
Chairman

Professionalism

The most valuable resource contributing to the success of any organization is a work force of dedicated employees who perform their jobs in a professional manner. As I have begun to work more closely with various departments throughout CTA, I am directing my attention towards a higher level of professionalism and dedication to duty that I know each of you can achieve. Past laurels do not serve a vital system such as ours. We must continue to achieve.

Professional employees follow a strong work ethic which causes them to base their many daily decisions on the question, "What can I do to get my job done in the best way possible?" Their activities are not strictly limited by the time clock or their personal needs. They are guided by their desire to attain success by being a valuable asset to the Authority.

Transit News frequently presents examples of employees throughout CTA who demonstrate professionalism by putting extra time, effort, and creativity into the performance of their jobs—thereby benefiting themselves, their fellow employees, the Authority, and our community. This issue reports on the thoroughness of the work of our engineers, the volunteer activities of the Assault and Rape Victim Advocacy Program and the Explorer Scouting Program held at South Shops, the hard work and additional time required to hold public hearings, and suggestion awards that are the result of creative thinking on the job. The *Commendation Corner* provides continuing recognition of operating employees who give a little extra of themselves to serve our riders, as does the *Day in CTA* program in the Transportation department.

Speaking for myself and my fellow CTA Board members, I can assure you that we appreciate the efforts of all employees who perform their jobs in a professional manner. All supervisory employees should continue to extend themselves as examples to all. I also direct supervisory employees to appropriately encourage and reward employees who perform their jobs in an outstanding manner, because professionalism is a key to the success of our organization.



Dorie Miller Post honors Cardilli and Hill

CTA Chairman Michael A. Cardilli (second from left) displays Certificate of Participation presented to him by McClinton Porter (far left), Director of Dorie Miller American Legion Post, Inc., and Superintendent, 77th Street garage. Cardilli took part in the post's building fund drive. Lonnie Hill, CTA Training Center Superintendent and post member (second from right), shows Certificate of Appreciation he received from Harry Reddrick (center), Second Vice President of Dorie Miller post. Reddrick is the Transportation department's personnel director. He presented the award to Hill for his activities on behalf of the post. Miles Smith (far right), Dorie Miller post commander, inducted Cardilli into the post. Smith is an Assistant Superintendent/Controller, Control Center. Award presentations were made at the post's Commander's Ball in Niko's restaurant, Bridgeview, attended by 356 persons. Proceeds of the ball go to the organization's building fund. The post now uses rented quarters. Members of the post provide a charitable program for Hines Veterans Hospital patients and a scholarship fund for four top high school juniors to attend the American Legion's Boys State civic seminar at Eastern Illinois University, Charleston.



Amalgamated Transit Union Local 241 was well represented in Chicago's annual St. Patrick's Day parade on March 17 as its float moved along Dearborn street. Parade watchers were greeted by (from left) Timothy O'Rourke, Union Board Member; Tyree Watts, Warden; Jackie Breckenridge, Second Vice President; Mary Guice, Bus Operator, North Park garage; Board President John Weatherspoon, and Joan Georgeson, general office, Merchandise Mart.

CTA at work Public hearings

Newspaper stories and radio and television broadcasts have highlighted the recent public hearings held by CTA.

There are two types of public hearings that attract the most news media attention--those dealing with service and route changes, and those dealing with proposed fare changes.

David Phillips, Superintendent, Service Planning group, and his staff handle route change public hearings. Michael Grovak, Superintendent, Service Analysis/Research group, and his staff handle fare change public hearings. Both groups are in the Operations Planning department.

"The mechanics of setting up public hearings involves a directive from the CTA Board to the Operations Planning department, headed by Manager Harry Hirsch," said Phillips.

"For instance, the recent set of changes were mandated by the Board to reduce the CTA's operating costs," Phillips said.

He explained that the Board's first action was a directive to the CTA staff to draft proposals for service modifications to reduce operating costs by about \$18 million a year.

"The 10 members of the Service Planning group and I worked up proposals and submitted them to Stephen Legler, Director of the Routes and Systems section in the Operations Planning department, and to Mr. Hirsch," Phillips said.

Phillips and his staff had examined the existing ridership figures from lightly-used bus routes and 'L' stations. They then considered the impact on riders of widening headways, reducing periods of service, changing or eliminating designated bus routes, and closing 'L' stations on weekends and during off-peak ridership hours.

Meetings also were held with CTA Chairman Michael A. Cardilli, General Operations Manager Harold H. Geissenheimer, and the Law department.

The final draft of recommendations won approval of the CTA Board.

The next step, Phillips explained, was the drafting of notices of public hearings to appear in newspapers of general circulation and in community newspapers in areas affected by the proposed changes. Published notices must appear 30 days before the hearings.

Up to this point, the steps taken by CTA were in compliance with the



At a fare option public hearing held March 18 in the CTA Board Room, TV crews (at left) and other media observe comments from a member of the public at podium (right). Representing CTA at the head table were: Board Members Nicholas Ruggiero, John J. Hoellen, and Jordan Jay Hillman; Stephen Legler, Director, Routes and Systems; and Michael Grovak, Superintendent, Service Analysis/Research group.

guidelines set by the Urban Mass Transportation Administration (UMTA) of the U.S. Department of Transportation (DOT).

Phillips explained that UMTA provides funds to CTA and has authority to set guidelines on the procedures used in considering service changes.

Although not required by UMTA guidelines, CTA also posts notices of public hearings concerning service or fare changes, showing dates, times, and locations, in 'L' stations and on trains and buses in the areas affected.

Neighborhood hearing sites were selected for the city's north, northwest, west, southwest, south, and far south sides. Sites also were selected for north suburban and west suburban CTA service areas, as well as a centrally located hearing scheduled in the Merchandise Mart.

At each public hearing, a court reporter recorded all verbal comments from the public. The CTA staff member in charge of each hearing had asked members of the audience to sign the speakers' list which would determine the order of presentations. Written comments also were invited from the audience.

Each public hearing officially opened with the following statement: "This public hearing is being held in accordance with the requirements of the United States Transportation Department, Urban Mass Transportation Administration. Its primary purpose is to provide interested parties the opportunity to voice their opinions and suggestions on the economic, social, and environmental impacts of

CTA's proposed service changes."

Reasons for the proposed bus or rail service changes were explained, route-by-route, station-by-station, with alternate service options available to riders.

Summaries of the comments received from the public during the hearings were compiled in a report and distributed to the members of the CTA Board and appropriate CTA department managers. Most of the public hearings were also attended by CTA Board members and department managers.

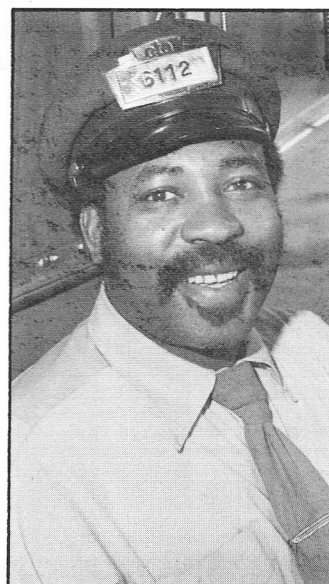
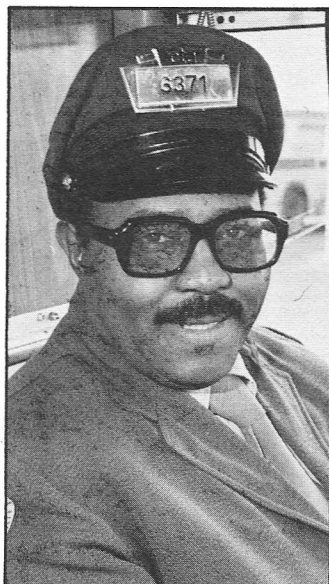
The most recent public hearings concerning fare options, conducted by Michael Grovak and the Service Analysis/Research group, included nine fare options for public comment, and followed procedures similar to those of the hearings conducted by Phillips and the Service Planning group.

The third type of public hearing, held by CTA's Capital Development department, does not usually attract extensive news media interest. These are public hearings mandated by UMTA for capital improvement projects which are usually 80 per cent federally funded by UMTA and 20 per cent state funded by the Illinois Department of Transportation (IDOT).

These public hearings also are announced in newspapers, and verbal and written comments are invited from the audience during the hearings, usually held in the CTA Board Room.

The comments from the public, as well as other pertinent documents, are compiled in a report and submitted to UMTA and IDOT.

Lindberg Mitchell (North Avenue garage) was thanked for "the privilege of riding" his #54 Cicero bus by Arnita Bonds, of Race Avenue. "I boarded the bus at Addison. To my surprise, I was greeted with a kind and courteous smile. This driver has to be one of your better employees. He clearly called out all the stops, and even took the time to wait on one elderly woman who was shuffling to catch up to his bus. Through all of this kindness he still seemed to have made very accurate timing. Please inform this wonderful man to keep up the good work."



Fisher Ratliff (77th Street garage) was described as "a wonderful bus driver" by Dorothy Luckett, of East 60th Street, who was a rider on his #4 Cottage Grove bus. "He politely and courteously assisted all who boarded and disembarked from his bus. He would carefully approach slippery corners and allow passengers time to get off carefully. He was just simply wonderful, and everyone praised him for being so kind to us. Again may I take the liberty to thank him for all of us who were trying so hard not to have a dreaded fall this morning."

commendation corner

Robert Kremer (North Park garage) was praised by Henry Sax, of West Oak Street, who rode with his wife on Kremer's #11 Lincoln bus. "We were greeted with a pleasant 'Good morning' as we boarded, and were told to be careful. He called every main stop and greeted everyone with a smile and a 'Good morning'. This continued all along the route, and as we got off at State and Madison, the driver wished us a pleasant and healthy day. As a senior citizen, this was as good a start for a day as I have received in my 77 years. Please let him know that we appreciated our ride with him."

Sam Thomas (Special Services) was appreciated by Joseph Gierut, of South Marshfield Avenue. "I have been participating in the CTA's handicapped program since its inception. Mr. Thomas has gone out of his way to help me, especially during inclement weather. He always lends a sturdy shoulder to lean on, and he also has a kind word when picking me up or dropping me off. If the media or public could come in contact with employees like Mr. Thomas, their view of the CTA would be much different. He is an employee who is a credit not only to your handicapped program, but to the CTA in general."

Adolph Marth (Forest Glen garage) was complimented for his courtesy and careful driving of a #81 Lawrence bus by Max Witt, of Keystone Avenue. "He greeted everyone entering the bus with 'Good morning, and be careful and hold on as I start moving the bus.' Upon leaving, it was 'Please be careful and have a nice day.' This leaves you with a good feeling. Of course, he is a smooth driver and calls out the streets. At times he urged passengers to use care on the slick streets. It was a sense of delight to know that the CTA has such employees that care."

Gloria Haynes (North Avenue garage) was the operator of a #73 Armitage bus that Vi Brewer, of North Kenneth Avenue, rode one evening with her sister. "When I got home to open my door, my keys were gone, along with my CTA monthly pass, which was attached to them. Having to pay for six more days of getting to work would have been bad enough, but replacing house and office keys would be worse. A short time later, we were called by CTA. The operator had found the keys and pass, and was leaving them at the barn on Cicero and North for us to pick up. Please see that the terminal gets my thanks, and also the nice operator."

Lenard Gilbert Jr. (Central District) was the subject of a letter from Mrs. Louis Lebin, of Harbor Point Drive. "Recently, I was at a street crossing unable to cross easily on wet pavement, and your supervisor, Mr. Lenard Gilbert, kindly helped me cross the streets. Certainly it was not at all in the line of duty as a supervisor, but as a very understanding and kind person. If only the world would employ and learn to appreciate people like Mr. Gilbert, there would truly be kindness in all the world. Many thanks to a CTA that employs many desirable people."

Leon Washington (77th Street garage) was applauded as "someone who cares" by Lois White, of South Ada Street, who was a rider on his #79 79th Street bus. "The driver was so kind, he spoke to each and everyone who got on the bus with a friendly 'Good morning' and called every stop. When we were leaving the bus, he said 'Good-bye, have a nice day, and watch your purse.' It makes you feel good to know that people care and can still be nice if they try. I hope he keeps right on being like that, and may God bless him."

Employees honored with a 'Day in CTA'

Another train crew has been honored on "A Day in CTA" in connection with the evacuation of 80 passengers from the southbound North-South main line train which caught fire on January 5.

Transportation Manager James Blaa presented certificates of special recognition to Motorman Walter Horst and Conductor William Henderson of the 61st Street terminal for the safe and expeditious manner in which they assisted Motorman Harry Perry and Conductor Enrique Cavazos of Howard terminal on the bitter cold day. The trainmen led riders onto the structure and walked them to the waiting Horst-Henderson northbound train. Perry and Cavazos were cited last month for their part in the rescue.

Blaa also presented a certificate of special recognition to Nathaniel Payne, a Bus Instructor at the Limits Training Center. Payne helped to develop the Special Services Bus Operator Training program which was designed for operators assigned to the "Access Transportation" program for limited mobility riders.

Blaa said Payne worked with the Training/Development Programs section helping to develop the training



Transportation Manager James Blaa presents certificates of special recognition to "A Day in CTA" honorees for their outstanding performance. The honorees are (from left) Train crewmen Walter Horst and William Henderson, and Bus Instructor Nathaniel Payne.

modules for the program. He spent numerous hours working at home to make the necessary revisions to keep the program current. Payne was head

instructor in the three training programs conducted for operators assigned to "Access Transportation," Blaa said.

Thanks — for a job well done

Employees who have received commendations since the last listing.

Edward Anderson, 52nd Street

Pedro Balderas, Lawndale
Arnold Beler, North Park
Orbin Bell, Archer
Adonis Berrios, Forest Glen
Sterling Bolton, North Avenue
Rochelle Brooks, Archer

Lawrence Carter, 77th Street
Albert Clark, 69th Street
Wesley Cole, Ashland/95th
Ernest Collins, Archer
Larry Craig, Lawndale

Earmon Davis, 52nd Street
Maurice Dean, Howard
Oscar DeSoto, North Park
Oscar Douglas Jr., North Park

Juan Gonzalez, North Park
Dionisio Gonzalez, North Park
Gerardo Gonzalez, Limits
Keith Griffin, 69th Street

John Hawkins, 69th Street
Henry Hinkle, 69th Street
Linda Hopps, Control Center

Daniel Joseph, North Park

Giles Liddell Jr., Limits

Robert McCoy, North Park
Jenniece Mitchell, South Section
Lawrence Moore, Central Dist.
Guilford Moore, North Avenue

Jose Nieves, Archer

Richard Paschal, North Park
Jorge Perez, North Park
Arthur Preston, 77th Street

Chester Robertson, North Park

Linda Stewart, Limits
Vytautas Stukelis, Archer

Earl Terry, Forest Glen

Early Watson Jr., Archer
Claudette Westbrook, Ash/95th
Albert White Jr., Archer
Lowell Wilson, Beverly
Thester Winston, Forest Glen

James Yancey, Limits

Anthony Zenner, North Park

Explorers complete mini-doubledecker

Nearly 30 volunteer advisors from South Shops worked side by side with 85 high school students in a special Explorer Scouting program last month, helping the students develop a career awareness in a variety of trade skills.

The scouts, members of CTA sponsored Explorer Post 9777, constructed a mini-doubledecker bus patterned after the replica of a 1925 Chicago Motor Coach bus. The model encompassed the skills of student mechanics, electricians, welders, painters, and carpenters. A graduation program at South Shops marked the culmination of the 10-week project.

The mini-doubledecker bus was constructed from scrap and donated materials. It is run by an electric motor with power from six batteries and features operational headlights,



tail-lights, turn signals, and side marker lights.

Additionally, the students refurbished an electric motorized shop cart

donated by a vendor. The cart was customized with a body fabricated from sheet metal and wood to resemble the front end of a street car.

The project was the second annual special scouting program sponsored by the Chicago Area Council Exploring Division, Boy Scouts of America. The council worked with the Chicago Board of Education to make the scouting program with CTA possible.

Continuing in their capacity as members of the organizing committee for the special scouting project were Frank Sprovieri, Carpenter Leader, who served as Explorer Post advisor; Willie Wong, Unit Supervisor of Bus Garages, management coordinator. Committee members are Frank Venezia, Area Superintendent, Bus Shops; Robert C. Lee, Unit Supervisor, Bus Maintenance; Al Haas, Unit Supervisor, Body Shop.

Volunteer advisors from South Shops who worked with the students were: Carpenter Foremen William Miller and Al Zielinski; Assistant Foremen Robert Brown and Robert O. Hargrave; Carpenters Marshall Coleman, Bettina Phillips, David Valauskas, Donna Poole, and Larry Hughey.

Other volunteers were: Electrician Assistant Foreman Leon Griffith, and Electrician Donald Freebairn; Sheet Metal Tinner Foreman Raymond Klaub, and Sheet Metal Workers Martin Muraski and Casimir Noga; Painter Foreman Winmon Lewis, and Painters John Seay and Kenneth Pott; Welder Foreman Oliver Ross, and Welders Preston Phillips, Fred Kerr, and David Vallon; Mechanics George Holland and Walter Weber.

Hot off the presses

In cooperation with the Service Employees International Union, Local 25, the Operations Planning department has published a **night and owl service map** showing all bus and rapid transit routes that operate after 10 p.m. in black and all routes that operate all night long in red. At the suggestion of the union, the map is printed in English, Spanish, and Polish because a significant percentage of their employees speak primarily Spanish or Polish. The map is folded to pocket size, and a **pocket-size schedule card** for routes leaving the downtown area after 10 p.m. has also been published.

These publications have been distributed to bus operators, conductors, and ticket agents who work night schedules. They are encouraged to keep a copy for reference and carry copies to give to riders who need them.

The Spring-Summer, 1982, edition of the **CTA Route Map** containing a system map, downtown map, and route descriptions for all CTA services has also been published and distributed.

All of the above publications are available to the public at rail ticket agents' booths, or they may be obtained from the Public Affairs office.

CTA Night service

Service in operation after
10:00 PM Mon-Fri

CTA Owl service

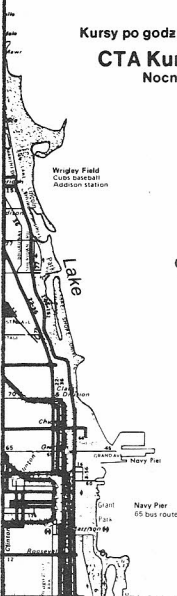
All-night service shown
in red

Servicio Nocturno de la CTA
Servicio en operación después
de las 10 PM de Lun a Vier

Servicio de la CTA
durante toda la noche
El Servicio de toda la noche indicado en rojo

CTA Nocne kursy
Kursy po godzinie 10 PM, Poniedziałek do Piątku

CTA Kursujące przez całą noc
Nocna usługa wskazana z czerwonym



Advocates review successful program

Volunteer advocates participating in CTA's Assault and Rape Victim Advocacy Program say the program is one of the most human, caring activities being conducted for CTA employees.

At a program evaluation held at Limits garage last month, 20 advocates from various work locations told CTA Chairman Michael Cardilli that the program shows that CTA management is sensitive to the needs of employees, and concerned for their welfare and safety.

"I appreciate what you're doing," Cardilli responded. "You're off to a very good start, and it is my hope that this will continue into the future."

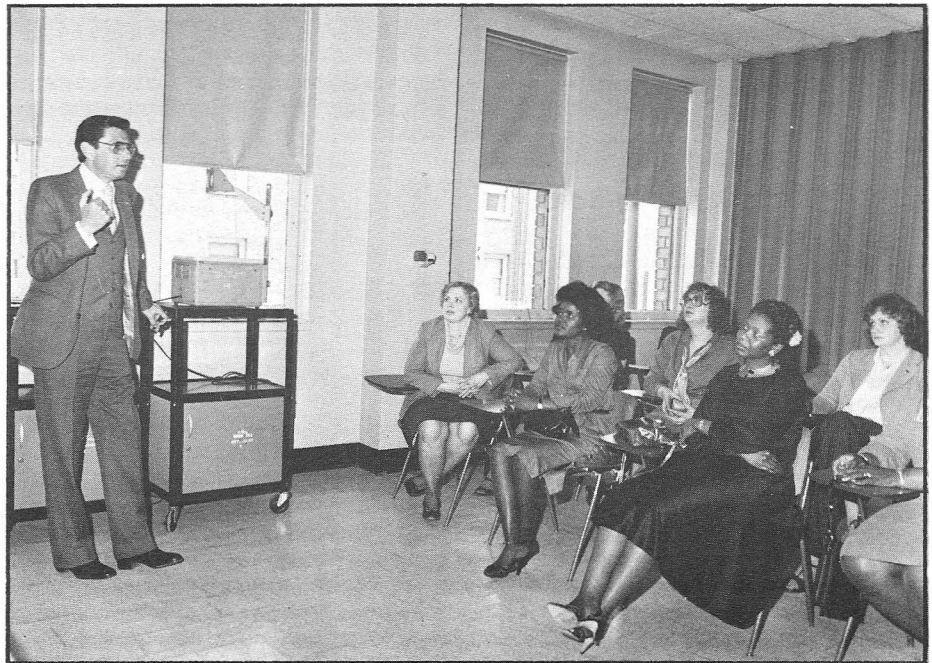
Advocates are trained to aid and comfort victims of rape and assault. As sympathetic intermediaries, the advocates may speak on the victims' behalf during police and CTA investigations, and as hospital procedures are being carried out. They may also help answer questions of family members, and inform victims of availability of professional counseling. Advocates may also serve as sounding boards when the victims need to talk about their situations.

Transportation Manager James Blaa, who implemented the program last summer, expressed appreciation to Dickelle Fonda and Barbara Engel of the Women's Services department, Loop Center YWCA of Metropolitan Chicago, for their cooperation with CTA in developing the Advocacy program.

Mary Beth Cobleigh, an Assistant Superintendent in the Transportation department and Advocacy Program Coordinator, said that subsequent segments of the program will provide sensitivity training for men.

Volunteer advocate Rosemary Barnett, also of the Transportation department, said the program has helped her reach out more to other people. "I am also making a special effort to inform others about their misconceptions of rape, particularly men." As a result of being involved in the CTA Advocacy Program, Barnett is also involved in a speaker training class on the subject of rape, which is part of the YWCA Public Education Program which goes out into the community.

Shirley McClure of Transportation, also noting that people have many misconceptions about rape, said, "I have been able to provide a lot of information at the community level as a participant in the speaker's program. I know that what we are doing is worth-



CTA Chairman Michael Cardilli tells advocates at Limits evaluation session that the Advocacy Program is off to a good start and that he appreciates their volunteer work.

while and a help to many others."

Katy Moriarty, Special Assistant to the Transportation Manager, commented, "The advocacy program has given me insight into the concept of rape, its effect and aftereffects, and has taught me how to listen reflectively."

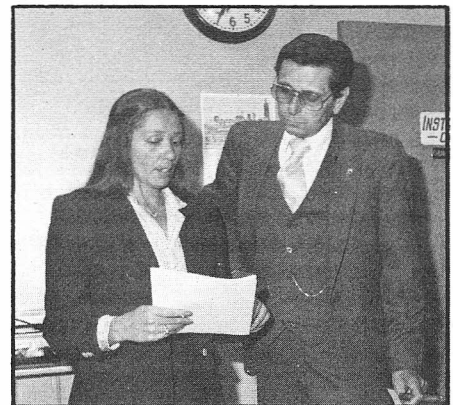
On the subject of reflective listening, Juanita Duff, a general office employee, explained that reflective listening means listening to the individual and understanding, rather than relating one's own story in return. "The advocacy program is good for morale," said Duff.

Other advocates had these comments:

"Having a trained advocate caring and ready to help during a time of crisis can be the difference between making a smooth transition back to work, or carrying painful scars that may not only interfere with good performance, but with an employee's personal life as well."—Patricia A. Mglej, Assistant Superintendent/Controller.

"The advocacy program gives the employee a feeling of security knowing there is someone with the Authority with whom one can confide."—Verleen Smith, Pool Bus Service Supervisor.

"This program is a step toward the Authority fostering cohesiveness. It promotes a feeling of caring and sharing."—Mary H. Manoni, Training Coordinator.



Mary Beth Cobleigh, Advocacy Program Coordinator who is assigned to Washington garage as an Assistant Superintendent, discusses the program with CTA Chairman Michael Cardilli.

"It makes a difference knowing that the employer feels sympathy. Caring makes a world of difference."—Effie Alexander, Pool Ticket Agent Supervisor.

"If this program is presented at station level I would urge everyone, male and female, to attend the training sessions."—Jenipher C. Finger, Pool Bus Service Supervisor.

Employees wishing to request the services of an advocate should phone the CTA Control Center, 24 hours a day, at 664-9815. The service may also be requested to assist an immediate family member.



Ban the buck!

JUNK FOR CAR FARE

What Some People Hand Conductors

A certain element of the public seems to have rather distorted views of what constitutes car fare for a good ride extending in a majority of cases for many miles. In a little over a year they contributed forty-two pounds of mutilated pennies and slugs that have no value except as metal. A worn coin will be redeemed by the United States Sub-Treasury if the design is not entirely obliterated but a mutilated one is a dead loss except in the case of the dime, which has a silver value for its contents only.

Among the "junk" deposited as "fares" were foreign coins, telephone slugs, other city tokens, time checks, old beer checks and advertising coins.

The foreign coins represent almost every nation even such far away places as India and Egypt. The greatest percentage of these foreign coins are German pfennig and the rentenmark. The Canadian five cent piece silver is redeemed at par.

There are 138 traction companies in the United States using tokens as fare. Of this number our company has made—and is making—exchange of tokens with about 90. These outside city tokens come from coast to coast and from the north limits to the south limits of the United States.

When a passenger is detected in depositing such units in place of proper money it furnishes another chapter to embarrassing moments and conductors for their own protection have to be ever vigilant in watching the fare tendered or deposited in the fare boxes.

This historical perspective of fare collection problems was reprinted from the June, 1924, issue of Surface Service Magazine, the monthly employee magazine of the Chicago Surface Lines.

For your benefit

New dependents' insurance coverage

Insurance coverage for new dependents is not an automatic procedure. They must be enrolled.

Enrollment of new dependents is not complicated, but it must be done correctly to avoid problems at a later date when claims for such dependents might be submitted.

Here are some fictional examples.

Suppose "Jim Smith" and his wife have a new baby daughter. All Jim would have to do is to bring his baby's birth certificate to the Insurance department. There, he would fill out the Health Benefit Election Card on which he would indicate information regarding himself, his present dependents, and his new daughter.

Why should Jim come to the Insurance department? Why not just pick up the Health Benefit Election Card from his department clerk, fill it out, and mail it in with the birth certificate?

The personnel in the Insurance department have found that a face-to-face meeting with an employee who has a new dependent provides the employee with an opportunity to have questions answered to his satisfaction.

This procedure grew out of thousands of meetings during which employees have received answers to many questions they had not had the opportunity to ask before.

For instance, in Jim's case, he may want to check and see who are presently enrolled as his dependents. He may wish to add his new daughter as a beneficiary to his life insurance or his retirement plan.

These changes can only be handled by staff members in the Insurance department in Room 7-107 in CTA's Merchandise Mart headquarters.

Here is another example:

What about "Joan Jones" who just adopted the three children of her deceased brother and sister-in-law? Before these children can be considered for enrollment, Joan must bring in proof of their legal adoption by herself; otherwise, they would have no coverage.

A final example might be that of "Jack Johnson" who was divorced and remarried.

Before his new wife could be included in the insurance program, Johnson must submit copies of the court decision regarding his divorce and a valid marriage certificate to cover his new wife.

These are only three examples of the many possible situations illustrating why it is necessary for an employee to make a personal visit to the Insurance department when a change in dependency takes place.

There are some situations when a dependent is no longer eligible for coverage.

For instance, a dependent child who has reached age 19 and is not a full-time college student is no longer eligible. When an employee is divorced, the former spouse is no longer covered, but the legal children under age 19, or attending college and under 23, would still be covered.

Also not covered is a common-law spouse of an employee; children for whom the employee is only the legal guardian; an employee's brothers, sisters, parents, and grandparents; or children of a single male employee whose name is not on the children's birth certificates and he has no evidence of court-ordered support for the children.

Insurance department personnel daily handle problems dealing with employees' coverage for themselves and their dependents - problems dealing with life insurance and beneficiaries, allowable medical expenses, basic fee schedules for surgery, major medical coverage, dental and vision care provisions, and health maintenance organizations.

The staff members of the Insurance department pride themselves in their professional approach toward all related problems.

Employees and dependents having additional questions should telephone the Insurance department on ext. 3615 or 3616 from 8 a.m. to 4:30 p.m. weekdays

Correction

In the "Ban the buck!" photo story on pages 8 and 9 of our February issue, the correct name of the Box Puller shown in photos 1 & 2 should read **Marvin Henderson**. We apologize to Mr. Henderson for any inconvenience that may have resulted from our error.

Suggestions net cash for four shopmen

Employee suggestions in the first quarter of 1982 netted \$2,585 in cash awards for four veteran CTA employees. The top award of \$1,800 went to Gary Wilson, an Electrical Worker Leader at Skokie Shop with 20 years of CTA service.

Wilson's cost-saving method of

unloading new rail cars at Skokie created better working conditions for crews and cut production time in half. The procedure requires the use of four electric jacks, two on each end to elevate the rapid transit car approximately four inches above its flatbed railroad car. The railroad flatbed car is then pulled away, and the jacks lower the rapid transit car to the tracks.

The second largest cash award for the quarter went to Michael Bay, a Production Control Coordinator at South Shops. Bay received \$590 for his plan to replace aluminum fuel tank

supports for some buses with 10-gauge steel angle iron. Bay joined the CTA in 1972.

Robert Marron, a Carpenter and CTA employee since 1964, was awarded \$110.00 for his support brackets for rear windows on 3000-3875 series buses.

Another South Shops worker, Louis Alleva, a Sheet Metal Worker, received \$85.00 for his proposal of using low temperature solder for radiator repairs. Alleva has 15 years of CTA service and is assigned to the Radiator Shop.

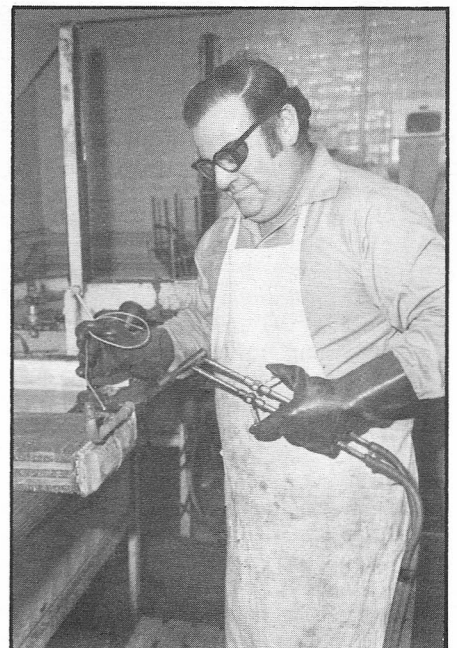
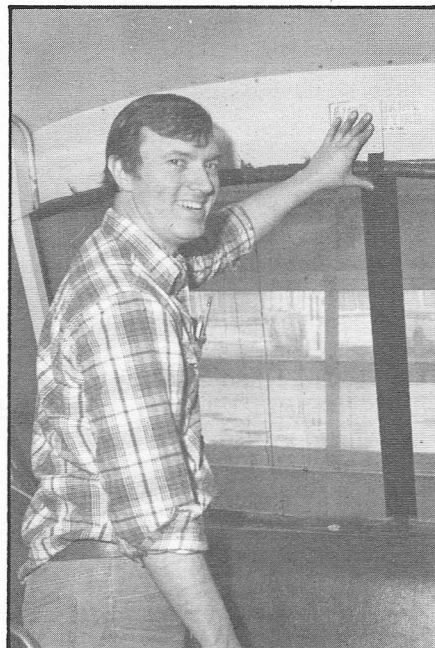
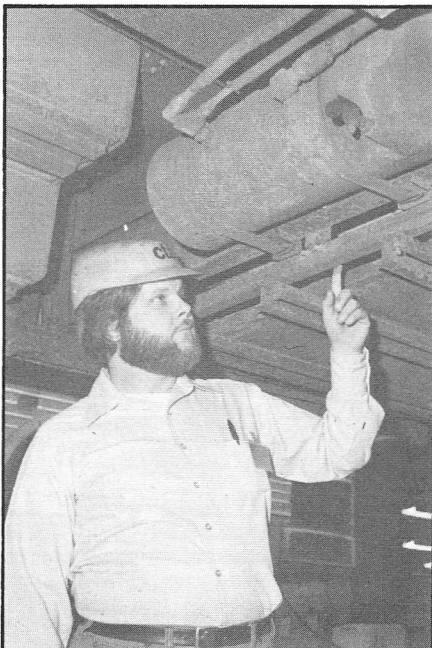


Left: Collecting the big cash in the first quarter of suggestion awards is Gary Wilson (left), Electrical Worker Leader at Skokie Shop. On hand to congratulate him was George Haenisch, Superintendent of Rail Vehicle Shops, Skokie. Wilson received \$1,800, for his time-saving method of unloading rapid transit cars.

Below left: Michael Bay inspects fuel tank supports which he proposed replacing with 10-gauge steel angle iron. The idea earned the Production Control Coordinator \$590.

Center: Robert Marron shows off the support bracket for rear windows on the Series 3000-3875 buses which netted him \$110 in the suggestion program.

Below: Sheet Metal Worker Louis Alleva demonstrates his suggestion of using low temperature solder for radiator repairs. It was worth \$85.



Law for today

Q. I was called for jury duty and my boss refuses to pay me while I am gone. Is this legal?

A. Yes. An employer is not obligated to compensate an employee for the time taken off for jury duty. (A fee and expenses are paid to jurors by the county involved). However, an employer may not deny an employee time off to serve jury duty. This includes a prohibition against an employer requiring a night shift worker to work while the employee is doing jury duty during the day.

- Illinois State Bar Association

Q. I applied for a credit card and my application was rejected. Can I find out why?

A. Yes. Under federal and state law an applicant for a credit card is entitled, upon request, to be informed of the reasons for rejection.

- Illinois State Bar Association

Q. I'm fifteen years old; how many hours a week may I work?

A. No minor under sixteen years of age may work for more than six consecutive days in one week, or more than 48 hours in any one week, or more than eight hours in any one day, or between 7 p.m. and 7 a.m. from Labor Day until June 1 or between 9 p.m. and 7 a.m. from June 1 to Labor Day. Moreover, on days when school is in session, a minor may not work more than three hours a day outside of school nor may the combined hours of work outside and in school exceed eight hours a day.

- Illinois State Bar Association

Q. My boss wants to cut back our lunch time to 45 minutes. Can he do this?

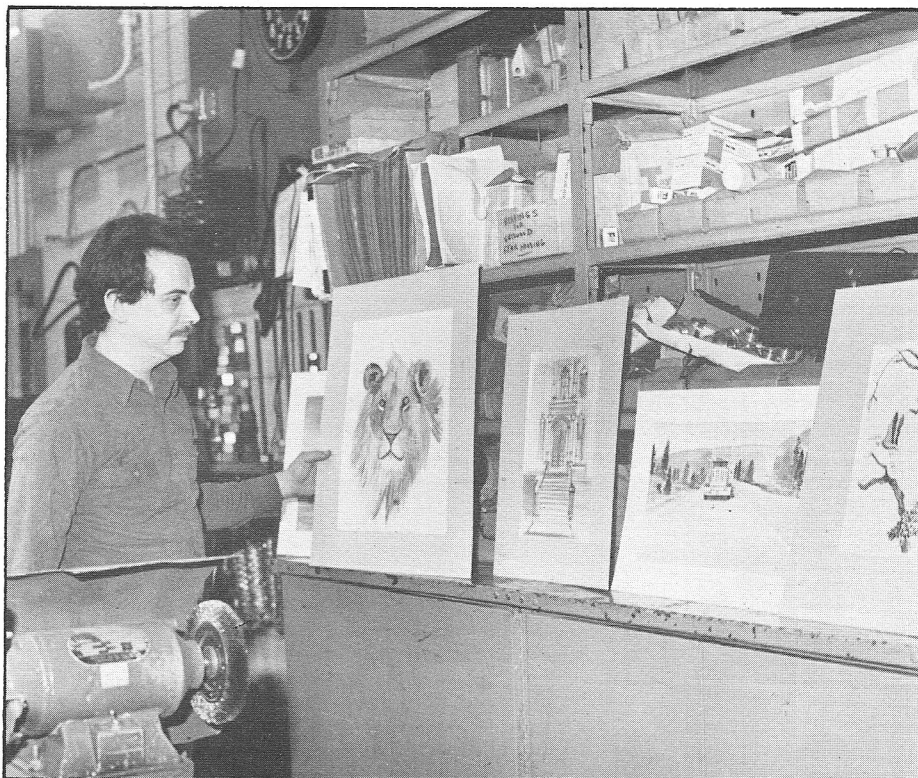
A. Under the Illinois Revised Statutes, each employer must permit employees who are working for 7½ continuous hours or longer at least a 20 minute meal period beginning no later than five hours after the start of the work period. Thus, state law does not require a lunch hour to be an hour.

- Illinois State Bar Association

Submit questions to:

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

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



Water color artist

John Oddo is a signal maintainer whose CTA job is controlled by the laws of electricity and mechanics.

John Oddo is also a water color artist whose avocation is controlled only by his imagination and creative desire.

Oddo does both his job and his painting very well.

Though he is only 37, Oddo has been with CTA for 19 years. His job as signal maintainer in the Maintenance department's Communications and Signal section, involves repair of the various electrical signals and devices used on CTA's rapid transit system.

He takes his painting as seriously as he takes his job.

"My interest in painting goes all the way back to my childhood," he explained. "I grew up around artists in Old Town. I had a strong desire to draw, freehand, subjects that attracted me when I was small."

Oddo took all the art classes he could at Proviso West Township High School, and from 1963 to 1970 he studied art at the American Academy of Art in Chicago.

Although he has used pencil, charcoal, tempras (opaque water colors),

Above: John Oddo displays some of his water colors for Transit News at West Shops.

acrylic paints, and oils, he prefers water colors.

"I like water colors because they dry as soon as they are applied and, unlike oils, there is practically no cleanup after using them," Oddo explained.

He said that he has done more than a hundred water color paintings.

"Painting in any media gives me a feeling of satisfaction that is impossible to put into words," Oddo said. "To appreciate what I feel, I suggest interested persons try their hand at water color painting."

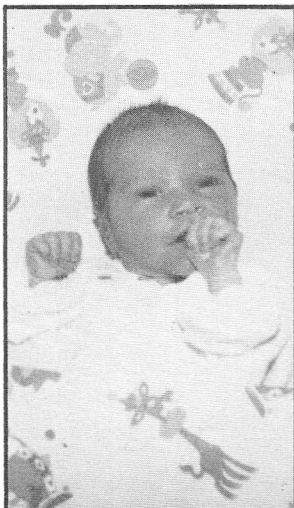
"It's really fun, takes only a couple of hours to complete a painting, is not too expensive, and the finished product, no matter the quality, is a work of art."

Oddo's step-son, James Lofton, 17, a St. Patrick High School senior, is also artistically talented. Last year he won the nationally-coveted Hallmark Award for excellence in art for his still life line drawing in colored pencils.

"Taking a picture with a camera of an interesting subject is a snap. Painting a picture of the same subject is pure pleasure," Oddo said.



At the age of 18, many young students are yet undecided about their professional objectives, but talented Ledia Nodarse is determined to become a fashion designer. She is the daughter of CTA Ticket Agent Ledia Nodarse, who is assigned to the North Section. While still attending Von Steuben High School, from which she will be graduated in June, Ledia enrolled in the Barbizon School of Modeling and graduated in January. She plans to attend the School of the Art Institute of Chicago to major in fashion design. Her outstanding talents have already earned the recognition of teachers like Ms. Joan C. Palmer of the Art Institute, who said that Ledia shows a great deal of talent in both fashion design and illustration and could become one of the top designers of the future.

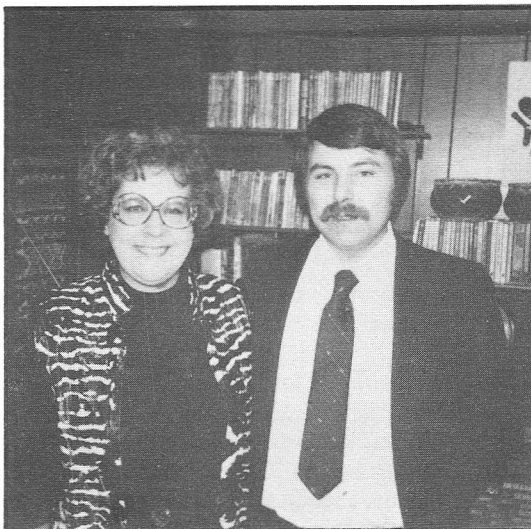


Bus Operator Julian Galindo, Limits garage, and his wife, Maria, recently became the proud parents of a baby girl. Ileana Galindo was born on March 26, 1982, at 2:06 p.m. at Edgewater Hospital. She weighed 4 pounds, 11 ounces and was 18 inches long.



Complete training program

Certificates of training were presented to three South Shops electrical workers who recently completed a 10-week electrical maintenance training program. On hand for the presentation were (from left) Frank Venezia, Superintendent, South Shops; Nick Simonetti, Unit Supervisor, and Assistant Instructor Mike Castiglione, electrical maintenance man at South Shops. Showing off their new certificates are Tom Domikaitis, Terry Reilly, and Wayne Matejka. The Instructor is Charles Townsend.



Phyllis Skutnik, stenographer in the CTA pension section, poses with her nephew, Leonard Skutnik, 28, of Lorton, Va., a Congressional Budget Office worker in Washington. Skutnik, formerly of Chicago, rescued crash-stunned Air Florida stewardess Kelly Duncan from freezing waters of the Potomac River in January. The young governmental employee was singled out for his heroic deed by President Reagan as he delivered his State of the Union message to the nation on January 12.

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

Lifelong quest

A quest for the priesthood in the Catholic Church -- that began in 1925, flickered out in 1931, and was re-kindled in 1977 only to be almost snuffed out in the same year -- will come to a fruition June 12.

Tom Twomey, a 71-year-old retired bus repairer, will then be ordained in Notre Dame Catholic Church in Clarendon Hills and will become Father Thomas J. Twomey.

Twomey will say his first mass for his family and friends in Our Lady of the Ridge Catholic Church in Chicago Ridge at 12:30 p.m. on June 13, where he has served as a deacon since January.

"I was a student in Quigley, and later, St. Mary of the Lake Seminaries, starting in 1925. I wanted to become a priest, but then, in 1931 I had a change of mind and left my studies. I can't remember why, now that I think of it," Deacon Twomey said.

He changed vocations by going to a business college and he became a secretary for a Loop business for a number of years. In 1944 Twomey got married.

Three years later, in 1947, he changed vocations again, joined the CTA, and trained to become a bus repairer in the Maintenance department.

He eventually was assigned to the Maintenance department's Campaign Area and helped do special repair work on buses in the 52nd, 69th, 77th, Archer, Beverly, and Lawndale garages during the next 22 years.

Then, in 1969, Twomey retired from CTA. In 1976 his wife, Edith, died. The couple had been married 32 years, but had no children.

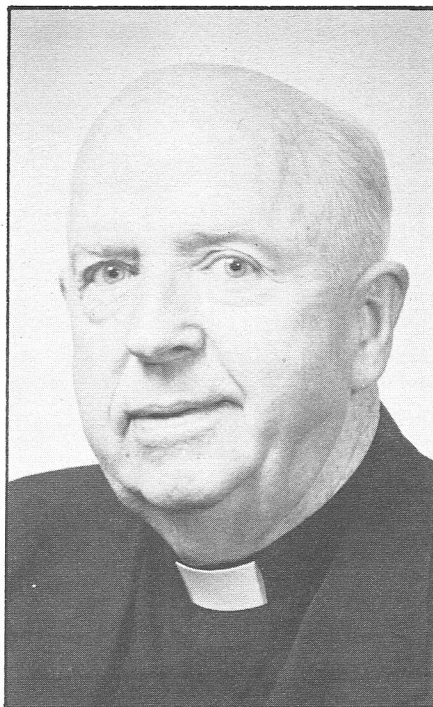
"Sometime later, I decided to return to my first vocation, the priesthood," Twomey recalled.

A friend suggested Twomey contact Bishop Jerome Hastrich of the diocese of Gallup, New Mexico.

"Even though I was an older man than most who seek the priesthood, Bishop Hastrich gave me encouragement and help," Twomey said.

Bishop Hastrich arranged for Twomey to go to Rome to complete his studies for the priesthood.

"Just after I began my studies, I contracted the flu or some such ailment. I



was sent to a local doctor who took an X-ray of my lungs and said I had emphysema, and that I should never travel in high altitudes," Twomey said.

Because of this medical report, Twomey had to leave the seminary.

Shocked and dejected, Twomey returned to Chicago. He sought other medical opinions. Doctors here told him emphysema cannot be detected by an X-ray machine, thoroughly examined him, and pronounced him in good health.

Twomey sent his medical report to Bishop Hastrich.

"The good bishop made arrangements for me to enter St. Mark's Benedictine Seminary near Bowling Green, Kentucky," Twomey said. "On December 8, 1981, after I completed all my studies, I was ordained a deacon."

He has been serving his deaconship in Our Lady of the Ridge parish.

Bishop Hastrich has made plans to journey to Chicago to perform the ordination service for Deacon Twomey at 11 a.m., June 12.

Attending the service will be Deacon Twomey's twin brother, Joseph, of Evanston; a sister, Helen, of Blue Island; another sister, Mrs. Catherine Joyce of Norwalk, California; a nephew, John Joyce of Clarendon Hills, and many of Twomey's friends in and out of CTA.

After saying his first mass, the new

priest will join Bishop Hastrich in the Gallup diocese.

The Gallup diocese covers 55,000 square miles in northwest New Mexico and northeast Arizona. Its far-flung missions serve four large Indian reservations, and many towns and hamlets tucked away in the soaring skyline of the mountains.

There, Tom Twomey's quest will be fulfilled.

Send us your story

Human interest stories like the story on this page are often suggested to *Transit News* by CTA employees and retirees, or their friends and associates.

We would like to print your story. If you have a story idea about an employee or retiree's personal accomplishment or about interesting projects being performed by your department, send a brief summary of your story idea to:

**CTA Transit News
Room 734
Merchandise Mart
P. O. Box 3555
Chicago, Illinois 60654**
Or phone:
**664-7200, ext. 3320
8 a.m. to 4:30 p.m.**

If your story idea is selected for publication, we will assign a writer and photographer to cover the story.

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Director of Publications: Jack Sowchin

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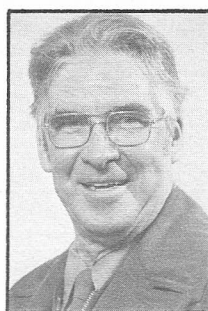
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NEW PENSIONERS



JOINING THE ranks of the retired on April 1 were JAMES J. ROCHE (left), and JEROME P. DUBIN, who had more than 40 years service each with CTA and its predecessor companies.

JOHN BORK, Asst. Supt.,
Forest Glen, Emp. 3-27-51
ROBERT BROWN, Signal Maint.,
West Shops, Emp. 11-9-48

JOHN CHWISTEK, Sr. Power Supv.,
Control Center, Emp. 8-23-48
CHESTER CUDEK, B Electrician,
West Shops, Emp. 7-12-45
GREGORY DALY, Bus Repairer,
Forest Glen, Emp. 3-3-49
JEROME DUBIN, Operator,
North Avenue, Emp. 5-27-41
JOSEPHINE FELDMAN, Clerk,
Safety, Emp. 1-24-66
GEORGE GEINS, Bus Repairer,
77th Street, Emp. 8-11-47
MICHAEL GILMARTIN, Box Puller,
Lawndale, Emp. 2-16-48
WILLIAM GRZESINSKI, Operator,
North Avenue, Emp. 2-10-47
JAMES HICKS, Operator,
Beverly, Emp. 2-26-52
RAYMOND HOROSZKO, Box Puller,
North Avenue, Emp. 8-11-45
EDWARD KAMINSKI, Collector,
Archer, Emp. 11-4-46
EUGENE KILLIAN, Shopman I,
Skokie Shop, Emp. 2-4-48
JAMES LEE, Bus Repairer,
69th Street, Emp. 8-31-46
JAMES MAJSZAK, Operator,
Forest Glen, Emp. 8-2-51

THOMAS MEAGHER, Operator,
Forest Glen, Emp. 8-14-51
ARTHUR MINES SR., Operator,
Limits, Emp. 2-15-51
CLARENCE PARKS, Operator,
77th Street, Emp. 6-21-51
ARTHUR PETTY, Operator,
77th Street, Emp. 11-29-48
JOHN PIETKO, Box Puller,
Archer, Emp. 3-20-46
JAMES ROCHE, Director,
Utility, Emp. 9-22-37
ALBERT SMITH, Operator,
North Avenue, Emp. 10-20-60
LEO TARGOSZ, Rail Clerk,
Congress, Emp. 12-20-40
ALGER YODUAL, Dynamometer Lab.,
South Shops, Emp. 3-1-47

DISABILITY RETIREMENTS

GEORGE HAMPER, Operator,
Archer, Emp. 3-27-61
MELVIN LINDSEY JR., Operator,
77th Street, Emp. 1-16-56

IN MEMORIAM

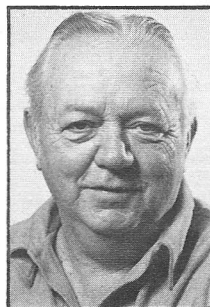
BERNARD ADAMS, 82, North Park,
Emp. 11-4-25, Died 2-7-82
AARON AUSTIN, 75, South Shops,
Emp. 7-30-51, Died 1-16-82
ROY BEAHAN, 68, South Shops,
Emp. 11-29-40, Died 2-4-82
PROBIE BROWN, 52, 69th Street,
Emp. 5-8-78, Died 2-19-82
JOSEPH CERVELLI, 64, South Shops,
Emp. 5-1-46, Died 2-23-82
WALTER CHRUSCIEL, 68, Beverly,
Emp. 4-27-42, Died 2-15-82
THOMAS DOWLING, 88, 77th Street,
Emp. 10-5-27, Died 2-10-82
JOHN FEHLHABER, 62, Electrical,
Emp. 9-9-45, Died 2-20-82
CLARENCE GREENE, 41, West Section,
Emp. 5-20-66, Died 3-14-82
WILLIAM HEFFERNAN, 86, Transportation,
Emp. 8-20-45, Died 2-2-82
ANDREW HOBBS, 89, Transportation,
Emp. 12-11-19, Died 1-31-82

CARL JACKSON, 87, Electrical,
Emp. 9-15-19, Died 1-15-82
WALTER JEKOT, 57, Administrative Svcs,
Emp. 6-18-79, Died 2-26-82
EUGENE JONES, 72, 52nd Street,
Emp. 3-13-47, Died 2-20-82
ARTHUR KRICKOW, 79, Transportation,
Emp. 9-16-29, Died 2-5-82
ANDREW KUSHMAN, 78, Transportation,
Emp. 12-6-24, Died 2-12-82
GEORGE KWIATKOWSKI, 62, South Shops,
Emp. 3-29-78, Died 2-28-82
DANIEL LEMERY, 71, 69th Street,
Emp. 9-5-47, Died 2-2-82
STEVE LOCIY, 69, Way & Structures,
Emp. 11-16-30, Died 2-21-82
LESTER LUDMAN, 93, Kedzie,
Emp. 2-14-08, Died 1-28-82
THOMAS MCCORMACK, 65, West Section,
Emp. 10-21-37, Died 2-19-82
PETER MITCHELL, 83, Transportation,
Emp. 7-20-23, Died 1-30-82
JOSEPH ODDO, 69, Maintenance,
Emp. 8-20-48, Died 2-12-82

DENIS O'KEEFE, 84, 77th Street,
Emp. 9-13-26, Died 2-13-82
JOHN O'TOOLE, 85, North Park,
Emp. 3-2-27, Died 1-16-82
JOSEPH OUELLETTE, 102, West Section,
Emp. 7-24-42, Died 2-14-82
JAMES PATTERSON, 88, Transportation,
Emp. 7-1-21, Died 2-16-82
FRANCIS REGNIER, 87, Wilson,
Emp. 3-12-23, Died 2-13-82
PRESTON RIBOT, 81, South Section,
Emp. 9-27-23, Died 12-24-81
LOUIS RICCIARDI, 71, Congress,
Emp. 1-17-49, Died 1-29-82
JUAN SINCLAIR, 64, South Shops,
Emp. 10-25-54, Died 2-20-82
RAYMOND STRATTON, 71, General Office,
Emp. 8-17-37, Died 2-18-82
MARTIN SULLIVAN, 78, North Park,
Emp. 6-21-27, Died 2-17-82
ANDREW UNICOF, 83, Skokie Shop,
Emp. 7-16-19, Died 2-6-82
FRANK YESKIS, 78, Lawndale,
Emp. 1-13-26, Died 2-13-82

Service anniversaries in April 40 years

Benjamin Zentmyer
Forest Glen



35 years

Frederick Dechon, South Shops
Ulysses Jones, 77th Street
Max Kuchan Jr., South Shops
John Peresin, Maintenance
Howard Ward, South Shops

30 years

Theodore Burnett, 77th Street
Claude Burns, 77th Street
Arthur Frazier, Archer
Edward Head, 77th Street
Dewey Hill, Ashland/95th
Quinton James, Utility
Oscar Johnson, Utility
Randolph Lewis, 77th Street
Margaret Roche, North Section

25 years

Carl Anderson, North Section
James Beauford, Utility
Edward Buckner, West Section
Gerard Budzisz, North Park
Leon Devore, Beverly
James Hightower, Control Center
Deborah Hillard, 77th Street
Roger Hudson, 77th Street
William McNally, West Section
Edward McSweeney, Electrical
Charles Nevels Jr., Howard
Henry Radom, Forest Glen
Lonnie Rupert, Beverly
Clarence Shepard, District B
Adrian Truitt, 77th Street
Wayne Williams, District A
Robert Wynne, Ashland/95th



Volunteer judges needed for Bus Rodeo events

Non-operating CTA employees are being asked to participate as judges in the 1982 CTA Bus Rodeo garage level driving competition slated for June 6 and June 13 starting at 8 a.m. at both 77th Street and Forest Glen garages.

The events will include uniform inspection, pre-pullout check quiz, and driving competition. Winners from garage level competition held in June will compete in the final competition, which will be held July 25, starting at 8 a.m. on the Soldier Field parking lot.

Management, professional and other non-operating personnel wishing to volunteer as judges should contact Bill Mooney in the Merchandise Mart at ext. 4132, or Lonnie Hill in the training center at 477-1369, or 549-1540.

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