

Left: Mayor Jane M. Byrne rededicates the new 47th Street station on the North-South rapid transit route in honor of Roy Wilkins, former executive director of the National Association for the Advancement of Colored People. Joining in the ceremony are (from left): Commissioner Rev. Johnnie Coleman, Administrative Joint Commission; Alderman Tyrone Kenner, 3rd Ward; Bishop Lewis Ford, Pastor, St. Paul Church of God in Christ, and CTA Board Member Nick Ruggiero.

Below: At the Lake/Randolph mezzanine in the State Street Subway, Commissioner Jerome Butler, City of Chicago, Department of Public Works, explains Subway Renovation Program. Others are (from left) RTA Chairman Lewis Hill; John Kramer, Secretary of Transportation, State of Illinois; CTA Chairman Michael Cardilli; Alderman Fred Roti, 1st Ward, and Mayor Byrne.

Bottom: Mayor Byrne joins CTA Transportation Manager James Blaa at the controls of 2600-series rapid transit train during inaugural run from State Street Subway to 47th Street station.

## Mayor Byrne announces major transit improvements

On Friday, May 7, Mayor Jane M. Byrne swung a sledge hammer at the Randolph/Washington subway station, marking the start of the City's \$53 million Subway Renovation Program; then rode in a new 2600-series rapid transit car to ceremonies dedicating the 47th Street station in memory of Black leader Roy Wilkins.

In her remarks at the Subway Renovation Program groundbreaking, the Mayor said, "The existing subway stations were designed in the 1930's and have become outdated. This program will result in modern facilities with less noise at the platform level, better accessibility, and a more attractive environment for subway users." (Story on page 8)

After making the announcement, the Mayor boarded one of the Chicago Transit Authority's new 2600-series rapid transit cars for the ride to the 47th Street station.

The CTA has purchased 600 cars from The Budd Company of Philadelphia, 100 of which will be used along the O'Hare rapid transit extension.

Thirty-two cars have been delivered, with an additional 268 due by mid-1984. The remaining 300 will be delivered by the end of 1986.

The total cost of the 600 cars is \$266.6 million, with the Urban Mass Transportation Administration (UMTA) of the U.S. Department of Transportation providing 80 per cent of the funding and the Illinois Department of Transportation providing the remainder.

"These new climate-controlled cars will make commuting in extreme weather more comfortable for the hundreds of thousands of riders who use the CTA," Mayor Byrne said. "The cars will prove cost-effective, too, because they will not require the frequent and costly maintenance of the older cars they replace."

(continued on page 8)



(Courtesy of Mayor's Office)

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



# Pilot program promotes safety consciousness

A CTA garage-level pilot safety program designed to stimulate the active participation of operating and operational support employees from the bus operator to the bus cleaner, is underway at Limits garage.

Cornerstone of the program is safety consciousness. Every aspect of operating safely, from the garage to the street and back, is being examined for improvements as five teams, each consisting of about 50 operators, work toward a common goal-zero accidents. The concept includes everything from vehicular and passenger safety to prevention of injury on duty (IOD).

The pilot program for improving employee safety began in January with an aim toward maximum participation, and a message to employees that says, "You are a part of the decision-making process." Thus, the team concept was implemented.

Spearheading this teamwork spirit is Transportation Manager James Blaa, whose high regard for employee and passenger safety encourages enthusiastic employee participation and maximum safety awareness. Blaa's management team for this project includes Edward Mitchell, Director, Utility/Training, and Elonzo Hill, Superintendent, Limits Training Center, coordinator of the pilot program.



Team 3, led by Raymond Gosha, is basking in recognition as winner of the March competition and overall winner for the first quarter. Members of the team (from left) are Cesar Lovera; Felicia Clower; Johnnie Lynch; Team Leader Gosha; Lem Newell; Bus Instructor Harvey Jones, advising instructor for Team 3; Jonathan Hulon; Faye Murry, alternate team leader; Annie Rice; Carmen Martinez; Calvin Brown, and Richard Goldman, Amalgamated Transit Union, Local 241 Board Member, and bus operator.

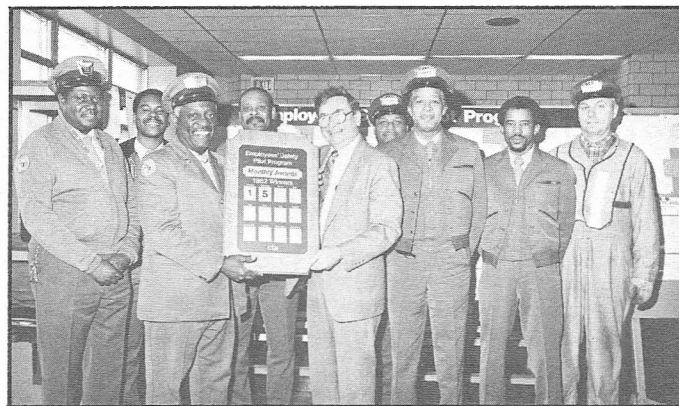
Hill said employees are thrust into a competitive spirit as each team is provided with a score sheet on which a gold star is awarded for each zero accident day. The team with the lowest accident/injury rate in a given month, most often the one with the biggest collection of gold stars, wins the monthly competition. The winning team collects the accolades in addition to a team plaque and a distinctive lapel pin for each individual team member.

The quarterly winner will likewise receive a team plaque as well as a commemorative belt buckle for each individual member.

Early indications that the new program will be beneficial at all garages, once it goes system-wide, is its measured success at Limits, where accidents/injuries have continued to decline since the pilot safety program's inception. In January, Team 1, led by Wendell Edwards, took top honors



The winning team for January, the first month in the safety pilot program at Limits, was appropriately Team 1. Acting Superintendent Clark Carter (left) assists Team Leader Wendell Edwards as the Employee Safety plaque is displayed for the first time. Others present for the occasion were (from left) Arthur Bennett, Training Center Instructor, and Board Member, ATU, Local 241; Harry Reddick, Director, Transportation Personnel; Edward Mitchell, Director, Utility/Training; Richard Goldman, Bus Operator, Limits, and Board Member, ATU, Local 241; Elonzo Hill, Superintendent,



Displaying the safety plaque as winners for February was Team 5, led by Operator Cleven Wardlow (left), who is assisted by Transportation Manager James Blaa. Others present (from left) were Harvey Jones, Bus Instructor; Bus Operators Frank James, John Terry, Vernon Barney, Henry Sams, Larry Goffer, and Martin Hautzinger, Box Puller.

Limits Training Center, and Chairman, Safety Committee, and Transportation Manager James Blaa.



## Product Innovation Award

3M Company presented its "Product Innovation Award" to CTA for its innovative use of the company's poultry temperature gauge to detect overheating in rapid transit car journal bearings, an application introduced by Joseph Repplinger, retired CTA Maintenance Manager. Making the award presentation is Duane Windahl (left), 3M Marketing Director. Accepting the plaque on behalf of CTA is Jim Pankonen (second from left), Director, Systems Assurance, and CTA Chairman Michael Cardilli. The story about the gauges was published in the November, 1981 issue of *Transit News*.

with only six accidents, while the February winner was Team 5, led by Cleven Wardlow, with only four accidents.

In March, competition stiffened as Team 3, led by Raymond Gosha, tallied only two accidents and collected the honors. Hill said this new accident low was the best safety record for the month of March in Limits' history.

Limits volunteers in this project, all team leaders, have taken an extra step to assure success of the new safety awareness effort. In their free time, they are engaged in a workshop where they are becoming more knowledgeable about the aspects of safety, and studying safety improvements.

A committee comprised of team leaders, their alternates, representatives of Amalgamated Transit Union, Local 241; Transportation Personnel, the Transportation Safety Unit, and Transportation Instruction, meet monthly to consider recommendations for improved safety measures which could affect employees, passengers, and Limits garage in general. Ultimately, the success of this pilot safety program will have a bearing on the program's implementation

at other garages.

Bus operators selected by their teams as leaders are: Wendell Edwards, Team 1; Giles Liddell, Team 2; Raymond Gosha, Team 3; Robert Kelly, Team 4; Cleven Wardlow, Team 5. Advisors are Arthur Bennett, Training Center Instructor and a member of ATU 241 Board; Harvey Jones, Owen Boothroyd, and John Hoff, Instructors, Limits garage.

Other committee members are: Elonzo Hill, chairman (Superintendent, Limits Training Center); Paul Kadowaki, Superintendent, Bus Instruction; Claude Stevens and Frenchie Ellis, Principal Safety Analysts, Transportation department; Clark Carter, Acting Superintendent, Limits garage; Mike Lacriola, Superintendent, North Avenue garage; Melvin Link, Assistant Superintendent, Bus Instruction/North; William Thompson, Assistant Superintendent, Bus Instruction/South; Norman Herron, Assistant Superintendent, Limits Training Center; Louis Sanford, Budget Coordinator, Transportation department; James Ward, Foreman, Limits Maintenance department, and Richard Goldman, Bus Operator and ATU 241 Board member.

## From the Chairman

# Commitment

On Friday, May 7, Mayor Byrne demonstrated her commitment, and the commitment of the City of Chicago, to insure that CTA will continue to provide the best possible transit service for the people of Chicago, by announcing three major transit improvements—the Subway Renovation Program, the new 2600-series rapid transit cars, and the remodeled Roy Wilkins Memorial (47th Street) 'L' station.

Since 1943, our subways have done an excellent job of serving the transit needs of the Central Business District. The Subway Renovation Program will update CTA's subway stations in accordance with contemporary standards of accessibility, safety, comfort, and appearance. The 2600-series rapid transit cars will provide more rider comfort and require less maintenance than the 6000-series cars that they will replace. And the rebuilt 'L' station at 47th Street provides a much-needed modern facility by replacing a station that was built in 1892.

In addition, excellent progress is being made on the construction of the O'Hare Extension (*Transit News*, April '82) and other capital improvement projects.

These improvements clearly demonstrate the City's commitment to provide CTA with the best possible facilities and equipment to serve the transit needs of our riders. To maximize the value of the improved facilities and equipment, all CTA employees must make their own commitment to perform their duties in an outstanding manner, and dedicate themselves to serving the needs of our riders.

As a result of strict line-item budgeting, every CTA employee now has an important job to perform. I stress to you that every employee is expected to perform his or her job in a competent, thorough, and dedicated manner, and that every supervisory employee is expected to set high levels of performance requirements and insure that those performance levels are maintained by employees.

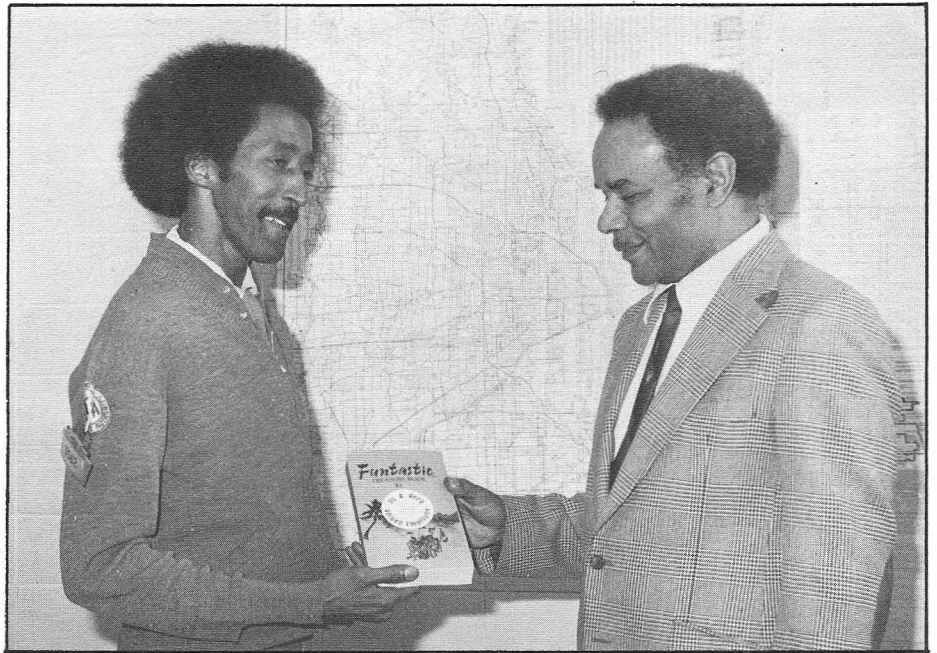
The City of Chicago has demonstrated its commitment to provide CTA with the tools needed to provide excellent transit service. We must now demonstrate our commitment by providing the best transit service possible.



## Heroic action

Bus Operator James Washington recently displayed outstanding heroism through his adroit handling of a nervous young gunman on his 87th Street bus. On April 14, 60 riders fled Washington's bus when a 15-year-old youth brandished a pistol while fending off an attack by four other young men. Washington took the .25 caliber blue steel pistol from the youth and later turned the youth over to the custody of Chicago Police. Washington, 34, has been a CTA employee since 1972.

Bus Operator James Washington (left) receives congratulations for his act of heroism and a "Funtastic 1982" gift coupon book from McClinton Porter, Acting Area Superintendent, Far South.



## New power/ rail controllers

Three rail controllers in the Control Center who completed six months of on-the-job training for power controller positions display achievement awards. The three, now titled power/rail controllers, are Ollie Winston (left), William Nichols (center), and John Nimitz. With them are James Blaa (far right), Manager, Transpor-

tation department, and Michael LaVelle, Director of Service, Transportation department. The three are the first group of rail controllers to be certified for the power/rail controller position, and they will monitor and direct supervisory control of electrical power sources for CTA's entire rapid transit system.





Surprised and elated, Bus Instructor Joe Birmingham receives congratulations from Transportation Manager James Blaa (left) and a \$3,700 suggestion award check from William Platt, Director, Job Classification.

## Transportation suggestion earns a top prize

A suggestion netting CTA salary and maintenance costs savings, and improved late-night service along the No. 104 Pullman route, earned a \$3,700 cash prize for Bus Instructor Joe Birmingham of Beverly garage.

The award, presented by Transportation Manager James Blaa, was the largest suggestion cash prize ever received by a member of the Transportation department, and the second largest award in the history of the Suggestion program at CTA.

A surprised Birmingham told Blaa that he thought the two ChicagoFest tickets which he received last summer were all he could expect for his suggestion. The Suggestion Committee was still reviewing his money-saving idea at that time.

The 23-year CTA employee suggested eliminating one of two night buses on the Pullman route and having the remaining bus schedule coincide with train arrivals at 95th Street and the Dan Ryan.

Under the previous operation, buses ran from 95th Street to the Dan Ryan, 115th Street, and Cottage Grove Avenue. Birmingham said a round trip in this case would take 24 minutes with an 18-minute layover at 95th Street. "Just to go a distance of 23 blocks, the bus had more layover

time than actual running time," said Birmingham.

Under his suggestion with changes in the train schedules, one run was eliminated for owl service, and the remaining run's schedule coincides with train arrivals.

"The suggestion is so simple, it's surprising that no one ever thought of it before," said Edward Mitchell, Director, Utility/Training. "What is even more gratifying," added Mitchell, "is to know that people in our Training area are going beyond the call of duty and coming up with great ideas which pay off. The Training area is the heart of Transportation," he said.

Others on hand to congratulate Birmingham for his suggestion award were Robert Desvignes, Area Superintendent of Instruction; Paul Kadowaki, Superintendent, Bus Instruction; William Thompson, Assistant Superintendent, Bus Instruction/South, and William C. Platt, Director, Job Classification.

Birmingham, an Instructor at Beverly since 1978, said his suggestion came after Transportation management asked employees to look for ways to cut costs wherever possible. "This looked like a good place to start," said Birmingham.

## Law for today

**Q. I put up storm windows last year and filed for the energy conservation tax credit on my tax return. If I install insulation this year, can I use the tax credit again or is it a one-time credit?**

**A.** Under federal law you are entitled to use the credit any time between April 20, 1977, and December 31, 1985. You may spend up to \$2,000 over this period resulting in an actual tax reduction of up to \$300. If part of it was used for the storm windows, the remainder may be used for insulation or some other appropriate purpose until all of the \$300 is used up.

- Illinois State Bar Association

**Q. Is there relief available for an employee who suffers sexual harassment on the job?**

**A.** Yes. Both federal and Illinois state law forbid sexual harassment where there is a connection between the sexual advance and an employment decision. For example, a claim exists if an employee is terminated or refused a promotion because he or she has refused to acquiesce in the sexual advances of a supervisor.

- Illinois State Bar Association

**Q. I just received a moped for my birthday. Do I have to wear goggles, or a helmet, or any other protective gear?**

**A.** While the law may not require protective gear, the individual should use common sense to insure safety.

- Illinois State Bar Association

**Q. My ex-husband just died. His will, executed during our marriage, left his house to me, and it had not been changed since our divorce. Am I entitled to the house?**

**A.** No. Dissolution of your marriage had the effect of revoking every legacy, interest or power of appointment given to you in the will.

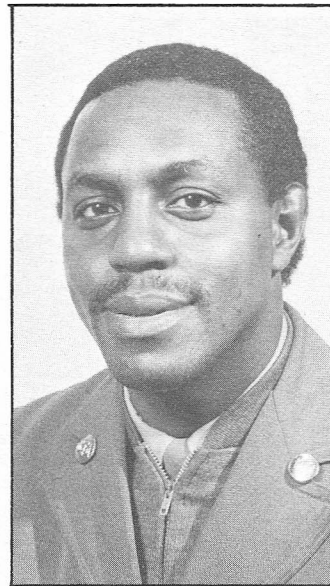
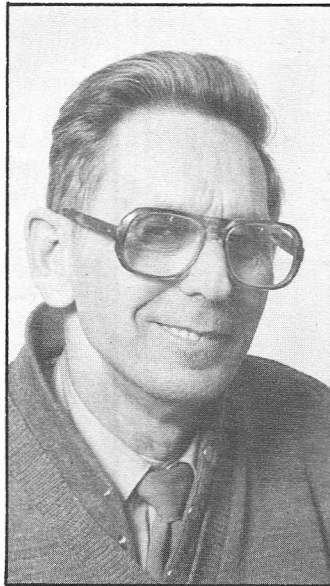
- Illinois State Bar Association

Submit questions to:  
**Illinois State Bar Association**  
**Illinois Bar Center**  
**Springfield, IL 62701**

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



**William Boehm** (Forest Glen garage) was the operator of a #56 Milwaukee bus ridden by Dorothy Warno, of Summerdale Avenue. "At Addison, a large group of high school pupils boarded the bus, went to the rear, became loud and obnoxious, and filled the bus with cigarette smoke. Your driver immediately stopped the bus and took control of the rowdies. The situation could easily have gotten out of control with all the shoving and yelling that was going on - except for the action taken by the driver. He was not about to ignore these hoodlums and leave the other riders to their mercy."



**John McBroom Jr.** (West Section) won the approval of Kevin Sherman, of Kasson Avenue, for the way he handled his duties as conductor of a Jefferson Park train. "His on-the-job performance could set a very good example for other employees. He announces all stops clearly, collects all fares, and approaches his job with obvious enthusiasm and responsibility. There is an added sense of security and service when one is around an employee of such caliber. An employee who is such an asset to the Chicago Transit Authority deserves appropriate recognition."

## commendation corner

**Louis Montgomery** (North Avenue garage) was complimented by Vi Schausten, of North Leavitt Street, a regular rider on his #77 Belmont bus. "He is always neat-appearing, courteous and polite, and always has a pleasant disposition. When people transfer from other buses, he waits for them. In inclement weather, the passengers surely appreciate this courtesy. This driver is a credit to CTA, and I personally wish there were more like him. CTA is my sole means of transportation, and I feel I am qualified to judge what makes an excellent bus driver and what doesn't."

**Al Towns** (77th Street garage) was praised "for the wonderful service he is rendering" on his #4 Cottage Grove bus by Hattie Wallace, of Evans Avenue. "He called the streets as they used to in days gone by. Many people ride the bus who are not familiar with the city. Many passengers were crowded at the front, the elderly and lame standing. The driver kindly asked them to take seats in the rear so the crippled and elderly could sit down near the front door, and they did. I already had a seat. (I am over 90.) I know you appreciate knowing there are some very fine drivers."

**Rhonda Berry** (Limits garage) impressed Lynda Elkins, of East Scott Street, with the way she operated a #125 Water Tower Express bus. "She created a community atmosphere on the bus, asking other passengers to help change a dollar bill, clearly explaining directions, and assuring older riders they would reach their destinations. She was helpful and pleasant. Absentmindedly, I left my purse on the bus. That afternoon I called the (Limits) garage and found out that she had turned in the purse. Nice people make a big difference. Hats off to Rhonda Berry - a great human being."

**Robert Thomas** (North Park garage) is "one truly professional bus driver," according to Mary McAllister, of Marine Drive, a rider on his #146 Marine/Michigan Express bus. "He is courteous, pleasant and observant, and won't pull away from the curb when a passenger is three feet away. He is a careful driver, and brings his bus close to the curb when passengers are alighting or boarding. As we leave the bus, he reminds us to watch our step and often wishes us a good day. This driver usually keeps his schedule, moving right along at a steady pace, without jerking or weaving. He is an excellent operator."

**David Copeland** (Lawndale garage) was appreciated by Lucille Whitworth, of East 32nd Street, for his "consistent, courteous conduct" while operating a #12 Roosevelt bus. "This man attempts in a most courteous manner to maintain proper passenger decorum at all times by seeing to it that the rules are followed, such as no smoking, drinking, swearing or illegally entering the vehicle. To me, this is a display not only of the respect this man has for his job, but also of the respect he has for his passengers."

**Willie James** (North Park garage) was commended by Gerri Norington, of Ainslie Street, for his courtesy on a #151 Sheridan bus. "I was pleasantly greeted by the driver. Since I sat near the front, I heard him extend pleasantries to every passenger entering or exiting the bus. He called out every stop and cautioned each passenger to watch his step. I was truly taken by his cordial attitude. Upon exiting, I observed the driver's number and noticed he was a line instructor. It's easy to understand how he attained his position. He is a credit to the CTA and a perfect example for trainees."



# Employees honored with a 'Day in CTA'

A rail conductor and two bus operators were honored by the Transportation department last month for valiant rescue action.

The alert action of Conductor **Linda Ray** is credited with saving the life of a passenger who had fallen between rail cars after alighting from a northbound North-South train at Wilson station.

Ms. Ray signaled the motorman to stop the train, pulled the emergency cord, and called the Control Center in the Merchandise Mart to turn the power off. She then assisted members of the Fire Department as they removed the man from beneath the train.

Ms. Ray received the accolades of the Transportation department as an honored guest on 'A Day in CTA.' She was presented a certificate of appreciation by Transportation Manager James Blaa, and was given a tour of the general office facilities.

Other honorees on 'A Day in CTA' were Bus Operators **Fred Williams** and **Willie Smith** of the 69th Street



"Day in CTA" honorees Linda Ray, Willie Smith, and Fred Williams proudly display special recognition certificates in the CTA Control Center.

garage, who recovered an elderly woman's purse which had been snatched by a man as the woman

waited at a bus stop. The incident was reported in the March issue of *Transit News*.

## Thanks — for a job well done

Employees who have received commendations since the last listing.

**Amparo Alvarez**, Forest Glen  
**Willie Arrington**, North Park

**Carl Baumgartner**, North Park  
**Jesse Bolian**, North Park  
**Dwayne Borom**, Limits  
**Freddie Bradford**, 77th Street  
**Janet Burton**, North Park

**Fred Caldwell**, Lawndale  
**Sergio Candelaria**, Limits  
**Earl Carson**, North Park  
**Patricia Cobb**, North Park  
**George Collins**, Forest Glen  
**Marvin Covington**, Limits  
**Mary Crenshaw**, North Park

**Milan Davidovic**, North Park  
**Lachester Drain**, Limits  
**Robert Duslak**, Forest Glen

**Eugene Embry**, Ashland Terminal  
**Arnold Emery**, Limits

**John Gibson**, Forest Glen

**John Harris**, Lawndale  
**Judy Haynes**, 77th Street  
**Charles Henderson**, Maintenance  
**Ignacio Hernandez**, Archer

**Michael Jackson**, 69th Street  
**Lambert Jacobs Jr.**, Forest Glen  
**Willie James**, North Park  
**Alfred Jordan**, Archer

**Robert Kremer**, North Park

**Robert Lemke**, Forest Glen  
**Giles Liddell Jr.**, Limits  
**Brenda Lloyd**, Ashland Terminal  
**Katie Lowe**, 52nd Street

**William Mandeldove Jr.**, Forest Glen  
**Daniel Martin**, Forest Glen  
**Edsel Martin**, Foster Shop  
**Julio Martinez**, North Park  
**J. McClendon**, Lawndale  
**Charles McGee**, Archer  
**George Michko**, 77th Street

**Frederick Pepke**, Limits  
**Donnell Prater**, North Park

**Kenneth Richards**, 52nd Street  
**Eugenio Rivera**, North Avenue

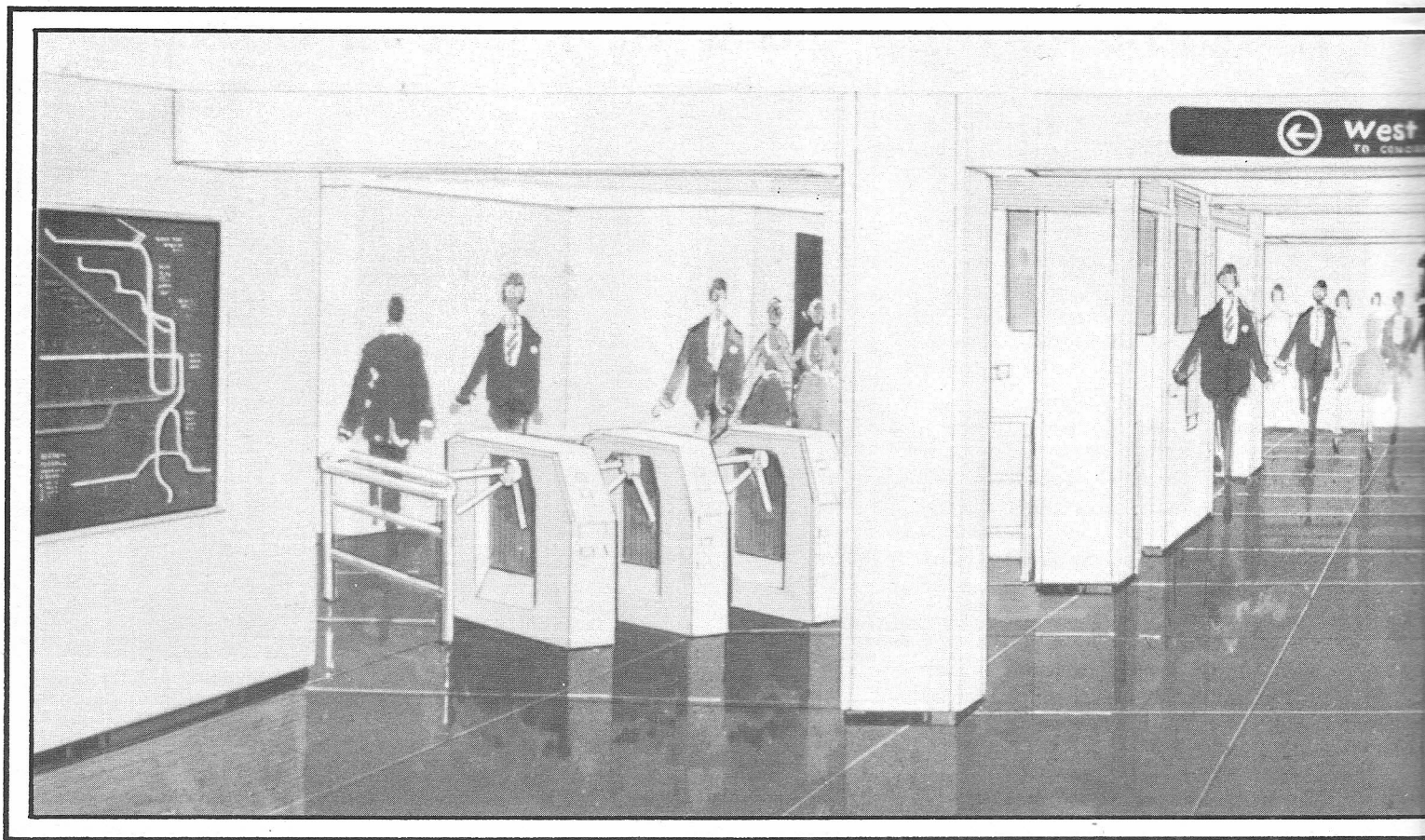
**Edward Schnitzius**, Forest Glen  
**Joseph Snead Jr.**, Forest Glen  
**Cornelio Soto**, North Park  
**Leo Stern**, North Park  
**Harold Stingley Jr.**, Douglas/Congress

**Delois Turner**, West Section

**Darnell Williams**, 77th Street  
**Thester Winston**, Forest Glen

**Anthony Zenner**, North Park





## Mayor Byrne announces start of Subway Renovation Program

Mayor Byrne announced the start of the City's Subway Renovation Program on Friday, May 7, beginning a program that also included her inaugural ride on CTA's new 2600-series rapid transit cars, and a rededication of the 47th Street 'L' station in honor of Black leader Roy Wilkins. (See story on page 1)

The Subway Renovation Program, encompassing both the State and Dearborn Street Subways, includes the continuous platforms on State between Lake and Congress and

on Dearborn between Randolph and Van Buren; the 14 mezzanines along these platforms (Lake/Randolph, Randolph/Washington, Washington/Madison, Madison/Monroe, Monroe/Adams, Adams/Jackson, Jackson/Van Buren, and Van Buren/Congress on State and Randolph/Washington through Jackson/Van Buren on Dearborn); the two pedestrian passageways connecting the State and Dearborn mezzanines at Randolph/Washington and Adams/Jackson, and the two pedestrian transfer tunnels linking the State and Dearborn platforms at Washington Street and Jackson Boulevard. In addition, mezzanines and platforms will be renovated at Chicago, Grand, Harrison, and Roosevelt on State and the Lake Transfer and LaSalle/Congress stations on Dearborn.

The proposed improvements will focus upon the three major features of this system: station mezzanines, platform areas, and the pedestrian passageways. At all mezzanines, the existing facilities will be stripped back to their basic structural shell and completely renovated. New fare collection facilities, lighting, wall surface, flooring, artwork, and column coverings will be installed. A uniform system of signage and maps will be provided and facilities for the enhancement of passenger security will be incorporated. Amenities such as telephones and concession areas will also be provided as appropriate. The existing stairways and escalators from the street

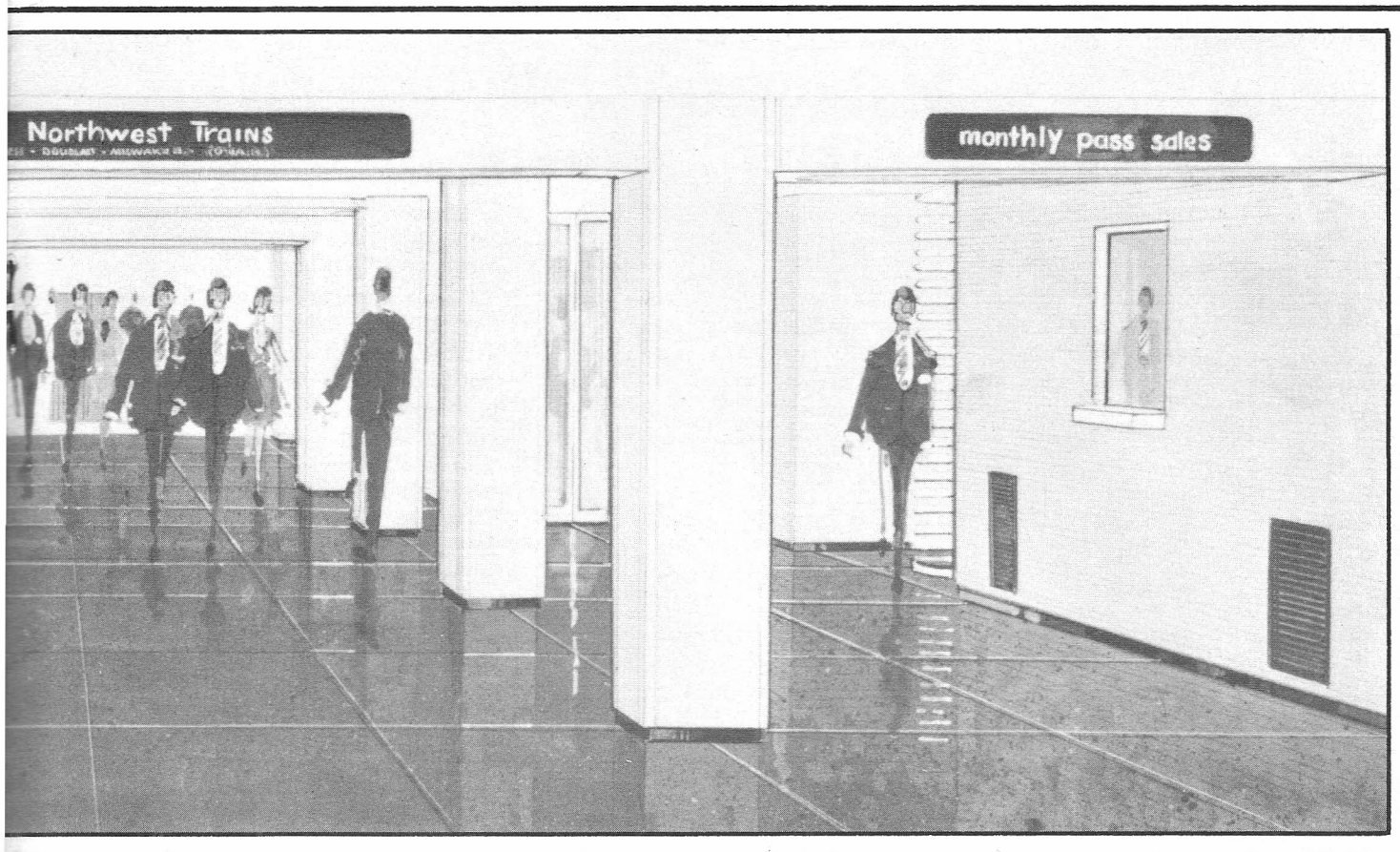
### Transit improvements

(continued from page 1)

Upon arrival at the 47th Street station, the Mayor unveiled a plaque, dedicating the station to Roy Wilkins, former executive director of the National Association for the Advancement of Colored People. The Mayor said, "Mr. Wilkins served throughout his lifetime in the cause of human rights and the fight against racial discrimination. He will always be remembered for his outstanding leadership and dedication in the promulgation of civil rights for all mankind."

The new 47th Street station on the CTA's North-South (Englewood-Jackson Park-Howard) rapid transit route has been rebuilt at a cost of more than \$1 million. The original station was built in 1892.





Artist's concept of Randolph/Washington Mezzanine Station at Dearborn Street. (Courtesy of Mayor's Office)

to the mezzanine will be improved to increase the accessibility and passenger handling capacity of the stations.

At the platform level, new lighting, flooring, wall, ceiling, and column treatments will be provided to upgrade station aesthetics. Wall murals and other artwork will be incorporated wherever feasible, while sound absorption devices and materials will help to control noise levels. Stairways and escalators from the platforms to the mezzanines will be replaced or renovated in kind. Signage, maps, benches, and concession facilities will be compatible with those developed for the mezzanine.

In the four pedestrian facilities extending from the State Street and Dearborn Subway, installation of new floors, decorative walls, acoustical ceiling treatment, indirect lighting, and murals will considerably upgrade the appearance.

Actual subway renovation construction will begin on Tuesday, May 25, at the fare control mezzanine levels of the Randolph/Washington stations on both the State Street and Dearborn Street Subways.

During construction, passengers who enter the subway at Randolph/Washington on the Dearborn line will be able to use either the Washington/Madison or Lake Transfer/Clark stations. On the State Street line, passengers can use the Washington/Madison or Lake/Randolph stations. In all cases, the extra walk will be no more than a half-block.

Mayor Byrne stressed that although there will be minor inconveniences to CTA passengers, the improvements have been needed for a long time.

Design work is nearing completion on five additional station mezzanines, with construction scheduled to start in the near future. These include: Adams/Jackson on both the State and Dearborn lines; Madison/Washington on the Dearborn line, and the Chicago station and Roosevelt station on the State Street line. Work on the Chicago and Roosevelt stations also includes the platform level. The entire Subway Renovation Program, including mezzanines, platforms, pedestrian passageways, and transfer tunnels is scheduled for completion in 1987.

In her remarks at the groundbreaking ceremony, Mayor Byrne noted that the Loop 'L' Rehabilitation Program will also get underway this year. "The subway renovation program, together with the rehabilitation of the Loop 'L,' will greatly enhance the quality of public transportation in downtown Chicago," she stated.

Current estimates indicate that the cost of the entire Subway Renovation Program will be \$53 million, funded partially by the Interstate Transfer Program. Contractor for the subway work is Pora Construction Company.

## CTA at work

# Quality control is their specialty

In a popular Broadway musical about the world of business, a mythical corporation manufactures "widgets." If that widget maker ever tried to sell his product to CTA for use in its buses, he'd probably run into William T. (Bill) Haworth and his staff of steely-eyed technicians, who would give the professed product the once-over a couple of times.

Haworth is Supervisor of Technical Services—Bus in the Equipment Engineering and Maintenance department. He and his staff test and record results of all new bus products submitted to CTA by manufacturers.

Through the use of VMS, QBE, and SAS computer systems, data can be analyzed, trends recognized which will trigger corrective action, and projections made as to future material and manpower requirements for items under study.

Haworth's staff includes Dennis Milicevic, Senior Technical Services Engineer; Willie Torres and Tom Kohler, Technical Services Engineers; Jim Haworth, Improvements Engineer; Jerry Killman, Technical Services Technician; Bob O'Donley

and Don Tarnowski, Technicians; Walter Paszyna, Technician/Draftsman; Bob Kiehn, Materials Inspector, and Mary Gallon, Shop Clerk.

"When the warranty processing task was assumed by our group in 1975, it dealt almost exclusively with new bus warranties," Haworth said.

"This task has now grown to include all new equipment, such as trucks, automobiles and utility equipment, as well as units rebuilt by outside contractors."

The Technical Services—Bus area is located in the South Shops. There, the staff uses a wide variety of electrical and mechanical testing equipment to run new and rebuilt products through a series of "torture" tests to determine their ability to withstand hard use in daily bus operations or in workshops throughout CTA.

"Engineering and technical assistance is required by the Equipment Engineering and Maintenance department on a now-time basis as opposed to project type engineering," Haworth said.

"A recent example would be a problem which was being experienced with

engine rebuild stands. The heavy diesel engine would unexpectedly turn in the stand and could have caused a serious injury to a mechanic.

"The stand's manufacturer would not provide any assistance in redesigning modifications. So we did it in-shop, and the safety problem was eliminated. Without the immediate actions of our engineers, the entire engine rebuild line might have been shut down for an extended period," Haworth said.

"Within the past few years, the amount of rebuilding of CTA equipment by outside contractors has increased tremendously. The task of monitoring this work for quality and specifications compliance has placed heavy demands on our staff," he continued.

"Along with this, the contracts themselves must be monitored to insure that the Authority is getting what it is paying for.

"Vendor billing errors amounting to more than \$200,000 on engine and transmission contracts were identified by our staff, and appropriate action was taken by CTA," Haworth said.

The staff also conducts inspections



**Jerry Killman, Technical Services Technician, tests alarmastat which alerts bus operator with a dash mounted red light that the bus's engine is overheating and the engine should be turned off.**



**Bob Kiehn, Materials Inspector, uses outside micrometer to measure exact dimension of brake drum submitted for approval by a contractor for CTA consideration.**



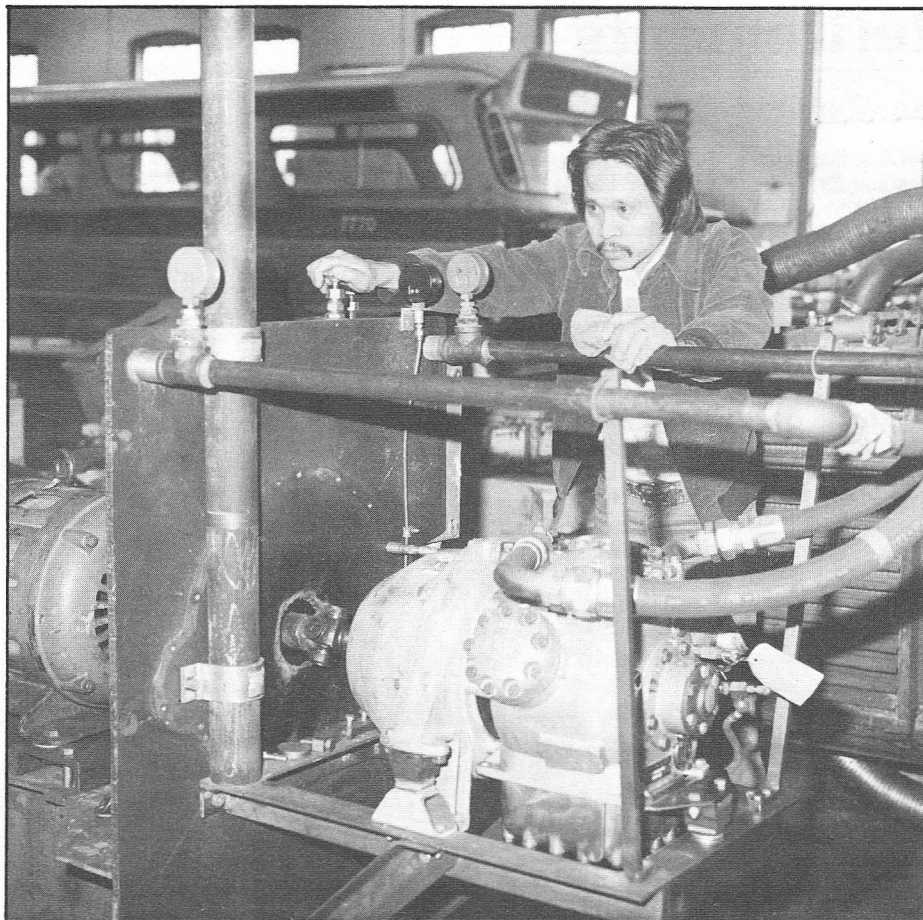
of more than 500 items for replacement on buses and equipment used in the repair shops of the 10 bus garages.

These inspections are requested by storeroom personnel, mechanics, and repairmen who find replacement parts that do not meet specifications or who report that new replacement parts wear out more quickly than specified in warranties. These requests are made through the garage superintendents, who call in Haworth's technicians.

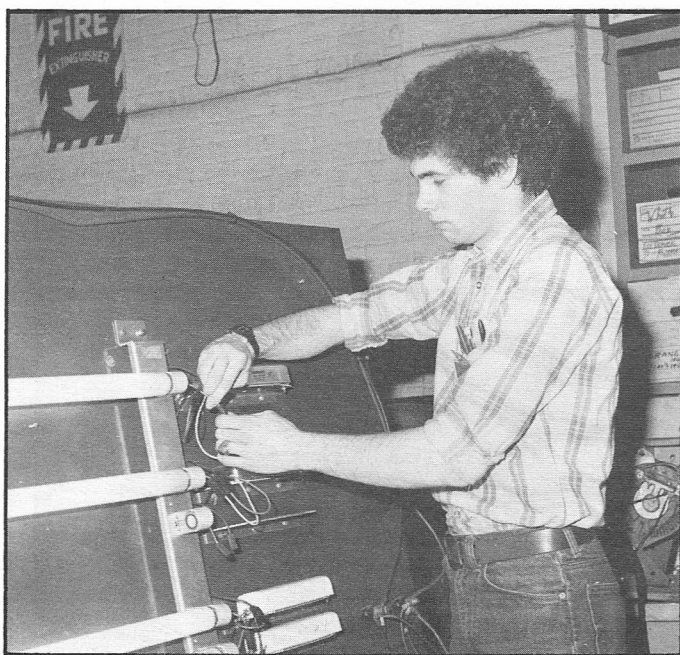
To help standardize work performed throughout all 10 garages, Haworth's staff also helps in writing engineering modification bulletins. These bulletins help insure that the quality of repair work remains at a high level.

The quality of the work performed by Haworth's staff is known throughout the industry. In fact, many bus part manufacturers send prototypes of equipment to Haworth's South Shops headquarters for testing.

If the manufacturers don't get a good report on the product, then it's back to the drawing board.



**Willie Torres, Technical Services Engineer, tests bus air conditioning compressor for cause of failure on test stand that Torres designed.**



**Tom Kohler, Technical Services Engineer, tests fluorescent light power pack. The test stand turns power on for 10 seconds, stays off for 20 seconds, and continually repeats to determine lifetime of power pack.**



**William T. Haworth, Supervisor, Technical Services - Bus, inspects transmission housing repaired by a contractor to determine the quality of the contractor's work.**

# Retirements

## Anne Zahumensky

Anne R. Zahumensky, Supervisor, Central Personnel Records, retired May 1 after 39 years of service. An open house was held in her honor at the Merchandise Mart April 16, where Miss Zahumensky received her retirement packet from William Platt Sr., Director, Job Classification. Preparing to cut the cake at the open house are (from left) Maria Lopez, Clerk II; Anne Zahumensky; William Platt, and Sue Mucha, Salary Administration Clerk. Miss Zahumensky organized the CTA's current Central Personnel Records section of more than 25,000 records from employee files of all of CTA's predecessor companies.



## William Platt Sr.

More than 200 friends and co-workers attended a retirement reception, held in the CTA Board Room April 23, honoring William Platt Sr., who retired May 1 after 42 years of service with CTA and Chicago Surface Lines. Platt began his career in 1939 as a clerk with CSL, and he was appointed Director, Job Classification, in 1977. Congratulating Platt were (left to right) Fran Knautz, Dave Flynn, Bill Ashley, General Finance Manager Paul Kole, Platt, Art Malmquist, Pete Meinardi, Jack Hardy, and Jesse Rodriguez. All but Kole are CTA retirees. Platt lives in Evergreen Park and has four sons and six grandchildren. His retirement plans include traveling with his fiancée, Kaye Brunke.



## Anthony DiGiovanni

On April 29 the Materials Management department celebrated the retirement of Order Control Clerk Anthony DiGiovanni (front, second from right) marking the end of his outstanding 34-year career in Materials Management, where he began working as an Assistant Stock Clerk in 1948. Family members on hand were (from left) his granddaughter, Denise, his wife, Marie, and his daughter, Laurie. Expressing appreciation for DiGiovanni's work were (from left) Ed Tobin, Acting Manager, Materials Management/Purchasing Agent; Vic Johnson, Superintendent, Data Processing/Office Administration; Bill Roman, Director, Stores, and James Reilly, Unit Supervisor, Inventory Operations.





For your benefit

## How your retirement allowance is calculated

A Retirement Allowance is calculated by, first, averaging an employee's four (4) highest earning years of the preceding ten (10) years.

### Example 1

| Year | Pension Earnings | Year                    | Pension Earnings |
|------|------------------|-------------------------|------------------|
| 1972 | \$12,000.00      | 1978                    | \$ 24,000.00     |
| 1973 | 14,000.00        | 1979                    | 26,000.00        |
| 1974 | 16,000.00        | 1980                    | 28,000.00        |
| 1975 | 18,000.00        | 1981                    | <u>30,000.00</u> |
| 1976 | 20,000.00        |                         | \$108,000.00     |
| 1977 | 22,000.00        |                         |                  |
|      |                  | <b>\$27,000.00</b>      |                  |
|      |                  | Average Annual Earnings |                  |

Next, the **Average Annual Earnings** is multiplied by 1% and the product is multiplied by the employee's full years of "**Past Service**" (i.e. service with the Authority prior to June 1, 1949).

Employees with Chicago Motor Coach service affiliated with Local #1381 use 1/1/51, not affiliated use 1/1/52.

### Example 2

#### Employee hired June 1, 1948

(without Chicago Motor Coach Service) = 1 Year Past Service

$$\begin{array}{r} \$27,000.00 \\ \text{Average} \\ \text{Annual} \\ \text{Earnings} \end{array} \times 1\% \times \begin{array}{r} 1 \\ \text{Full Year(s)} \\ \text{Past Service} \end{array} = \$270.00$$

Next, the **Average Annual Earnings** is multiplied by 1.50% (1½) and the product is multiplied by the years and months of "**Future Service**" (i.e. service with the Authority after June 1, 1949).

### Example 3

#### Employee hired June 1, 1948

Retirement Date June 1, 1982 = 33 Years Future Service

$$\begin{array}{r} \$27,000.00 \\ \text{Average} \\ \text{Annual} \\ \text{Earnings} \end{array} \times 1.50\% \times \begin{array}{r} 33.0000 \\ \text{Full Year(s)} \\ \text{\& Months of} \\ \text{Future Ser-} \\ \text{vice} \end{array} = \$13,365.00$$

The combined total of **Past** and **Future Service Credit** is not to exceed 60% of the **Average Annual Earnings**.

### Example 4

$$\begin{array}{r} \$27,000.00 \\ \text{Average} \\ \text{Annual} \\ \text{Earnings} \end{array} \times 1\% \times \begin{array}{r} 1 \\ \text{Full Year(s)} \\ \text{Past Service} \end{array} = \$270.00$$

$$\begin{array}{r} \$27,000.00 \\ \text{Average} \\ \text{Annual} \\ \text{Earnings} \end{array} \times 1.50\% \times \begin{array}{r} 33.0000 \\ \text{Full Year(s)} \\ \text{\& Months of} \\ \text{Future Ser-} \\ \text{vice} \end{array} = \$13,365.00$$

Combined Credit.....\$13,635.00

Maximum allowable 60% of 27,000.00 = \$16,200.00

(If applicable an Early Retirement reduction of 5% per year for every year an employee is under age 65 is subtracted from the combined credit. The Early Retirement reduction does not apply if an employee has 30 or more years of service or if the sum of an employee's age plus years of service total 90 or more points. Those employees who cannot satisfy either criteria must meet the minimum retirement eligibility which is 55 years of age and three (3) years of service.)

Finally, the combined credit is divided by twelve (12) to obtain the gross monthly benefit.

### Example 5

$$\begin{array}{r} \text{Combined Credit} \\ \text{Gross Monthly Benefit} \end{array} \begin{array}{r} 13,635.00 \div 12 \\ = \$1,136.25 \end{array}$$

If you have any questions concerning this process, please contact the Pension section by phone at **929-8232**.

Beginning with the June issue of *Transit News*, the CTA Pension section will run a series entitled "How To Use Your Pension To Protect Your Survivors." This series of three articles will focus in on the various survivorship options available to active CTA employees approaching retirement.

The first article will discuss the Pre-Retirement Option. This article will explain what the Pre-Retirement Option covers and how it's elected. The second article will discuss the Post-Retirement Survivorship Option. Options A & B will be explained in detail along with the actuarial reduction related to each election. The third and final article of the series will compare the Pre-Retirement Option to the Post-Retirement Option. This article will point out the basic differences between the two options. Hopefully, this series will prove to be beneficial.

### SUBSCRIBER CHANGE OF ADDRESS NOTICE

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### CTA PENSIONERS

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See notice on back cover.

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



Congratulations to the 77th Street "Streakers," CTA's 1982 basketball champs! Seated (left to right): Tyrone Brown, Ulysses Crockett, Michael Lambert, Wallace "Hondo" Howard, and Eugene Tate. Standing (left to right): John Riouse, Paul Campbell, Renardo Coleman, William Ball, Clarence "Rick James" Davis, and Coach John Ross. Other team members not shown in photo are Allen C. Smith III and Assistant Coach Milton Harris.

## 77th Street 'Streakers' win Basketball Championship

In recent playoff action, the 77th Street "Streakers" defeated North Avenue by a score of 73-51 to become CTA's basketball champs. **John Riouse** of the "Streakers" was named **Most Valuable Player** in the championship game.

In the consolation game, the Rail Star "Panthers" outscored the Northside 'L' "Blazers", 68-57.

The top four teams in the American League and the top four teams in the National League, based on end-of-season standings (shown in box), competed in the championship tournament.

Other year-end honors are as follows:

**Coach of the Year** honors are shared by **Paul Phillips** and **Dusty Wright**, who coached North Park's "Running Hot," the **Most Improved Team**.

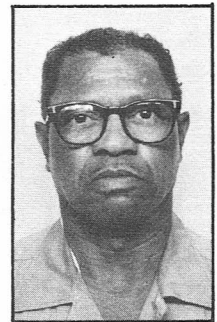
The **Season Scoring Title** was won by **Clarence "Rick James" Davis** of the "Streakers," who scored 340 points during the regular season, an average of 21.2 points per game.

**Most Points in One Game** honors went to **Paul Phillips** of North Park's "Running Hot." He scored 43 points in a single game. And the **Most Points in a Playoff Game** (37 points) were scored by **Mike Ewing** of the Rail Star "Panthers."

### CTA 308/241 Basketball League Final Standings

| American League   | W-L       | National League | W-L       |
|-------------------|-----------|-----------------|-----------|
| 1. General Office | 13-3 .812 | 1. Panthers     | 14-2 .875 |
| 2. Northside 'L'  | 11-5 .687 | 2. North Avenue | 12-4 .750 |
| 3. 77th Street    | 11-5 .687 | 3. 69th Street  | 8-8 .500  |
| 4. Running Hot    | 10-6 .625 | 4. North Park   | 6-10 .375 |
| 5. Westside 'L'   | 2-14 .125 | 5. Limits       | 4-12 .250 |
| 6. Rebels         | 2-14 .125 | 6. South Shops  | 3-13 .187 |

## NEW PENSIONERS



JOINING THE ranks of the retired on May 1 were **WILLIAM PLATT** (left), and **ROBERT NEALY**, who had more than 40 years service each with CTA and its predecessor companies.

**LEROY ANDERSON**, Rail Janitor, Maint., Emp. 7-22-50  
**JOSEPH ANTHONY**, Operator, Beverly, Emp. 6-16-60  
**STERLING BOLTON**, Operator, North Avenue, Emp. 3-4-63  
**CLAUDE BURNS**, Operator, 77th Street, Emp. 4-18-52  
**JOSEPH CIRINO**, Lineman, West Shops, Emp. 2-12-48  
**IGNACIO CRUZ**, Bus Servicer, North Avenue, Emp. 1-27-71  
**DANIEL DeBUONO**, Operator, North Avenue, Emp. 8-21-47  
**ANTHONY DiGIOVANNI**, Ord. Cntrl. Clk. II, Materials Mgmt., Emp. 1-28-48  
**GEORGE DUSZYNSKI**, Operator, Forest Glen, Emp. 12-3-45

## IN MEMORIAM

**WILLIAM ALBRO**, 80, Limits, Emp. 5-15-25, Died 3-24-82  
**ELI APRIL**, 77, North Section, Emp. 9-19-45, Died 3-2-82  
**STEPHEN BAGROWSKI**, 79, Schedule, Emp. 6-3-26, Died 3-16-82  
**CLEMENS BART**, 68, North Avenue, Emp. 7-24-41, Died 3-27-82  
**JAMES BRENNAN**, 82, South Section, Emp. 1-10-36, Died 3-13-82  
**PETER BUCHANAN**, 82, North Park, Emp. 3-12-24, Died 3-1-82  
**ROSARIO CAPPUZZELLO**, 84, Const. & Maint., Emp. 8-1-28, Died 3-27-82  
**LYLE CARLSON**, 65, Limits, Emp. 11-10-58, Died 3-27-82  
**HORACE DECKER**, 77, Stores, Emp. 8-1-41, Died 3-3-82  
**BERNARD FAY**, 60, District D, Emp. 9-30-57, Died 3-23-82  
**WILLIAM GROVES**, 95, West Section, Emp. 8-5-43, Died 2-24-82  
**ANTHONY GUSICH**, 73, Plant Maint., Emp. 5-9-30, Died 3-27-82  
**ARTHUR HANSEN**, 89, West Section, Emp. 10-22-17, Died 3-19-82



DONALD HEANEY, Operator,  
North Park, Emp. 10-10-51  
CARL HICKMAN, Instructor,  
Training Center, Emp. 3-6-51  
McKINLEY JACKSON, Carpenter,  
West Shops, Emp. 2-13-51  
OSCAR JOHNSON, Serv. Trk. Chauff.,  
West Shops, Emp. 4-29-52  
ALVIN KISZKA, Operator,  
North Avenue, Emp. 9-23-47  
JOHN McCREA, Instructor,  
Archer, Emp. 2-4-46  
ANTHONY MUSTACCHIO, Serv. Trk. Chauff.,  
West Shops, Emp. 3-19-47  
ROBERT NEALY, Conductor,  
61st Street, Emp. 11-18-41  
WILLIAM OCIEPKA, Bus Servicer,  
Forest Glen, Emp. 2-3-71  
JOHN O'SHEA, Lineman,  
West Shops, Emp. 7-25-50  
WILLIAM PLATT Sr., Director,  
Job Classification, Emp. 8-25-39  
DANIEL PROFFITT, Prncpl. Appl. Analyst,  
Datacenter, Emp. 10-27-47  
THOMAS REILLY, Repairman,  
Forest Glen, Emp. 9-8-47  
SHELDON RITA, Terminal Foreman,  
Kimball, Emp. 5-27-46  
DELSON SMITH, Operator,  
69th Street, Emp. 12-27-51  
JOHN THEIS, Carpenter,  
South Shops, Emp. 4-29-46  
JOSEPH WASHINGTON, Carpenter Frmn.,  
West Shops, Emp. 10-9-51  
ANNE ZAHUMENSKY, Supervisor,  
Personnel Records, Emp. 5-1-43

## DISABILITY RETIREMENT

JOSEPH IRWIN, Carpenter,  
South Shops, Emp. 8-10-49

## Service anniversaries in May

### 35 years

William Joyce, 77th Street  
Joseph Lacy, Track  
Raymond Leonhart, North Park  
William Liddell, Forest Glen  
Allan Pfeiffer, Special Group Sales  
Peter Szafranski Jr., Archer  
Theodore Szymanski, Skokie Shop  
William Webb, South Shops  
Isadore Wilkins, South Shops

### 25 years

Gregory Anthony, North Park  
Leo Armstrong, Central District  
Patrick Collins, Stores  
James Cunningham, Maintenance  
Thomas Davis, Washington  
William Echols, 77th Street  
Charles Gaines, 77th Street  
Michael Gricki, Lawndale  
Cleo Griffin, Forest Park  
James Harris, Beverly  
Eugene Hill, Utility  
Willie Johnson, Lawndale  
Frederick King Jr., Human Resources  
Nathan Lanier, North Avenue

### 30 years

Samuel Charles, Ashland/95th  
Wilbert Dalton, Beverly  
Edward Freeman, Maintenance  
Salvatore Braziano, North Avenue  
Gerald Jacob, North Park  
Nelson Swopes, North Avenue

Ralph Lindquist, Archer  
Ralph MacDonald, Maintenance  
Theodore Mack, Instruction  
Clifford Miller, District A  
James Moore, Lawndale  
Albert Murdock, Track  
James Pruett Jr., 77th Street  
Lindsey Robinson, 77th Street  
Hercules Smith, Archer  
Leon Thomas, North Avenue  
Leon Washington, 77th Street  
Robert Watkins, 77th Street  
Raymond Wiley, 77th Street  
Shirley Willis Jr., 77th Street

FRANK HELM, 78, Kedzie,  
Emp. 9-20-29, Died 12-10-81  
LAWRENCE HOFFMAN, 66, Limits,  
Emp. 1-21-46, Died 3-8-82  
AUGUST JOHNSON, 77, Transportation,  
Emp. 4-7-26, Died 3-6-82  
JOHN KARTALIS, 88, South Shops,  
Emp. 7-9-45, Died 4-28-81  
BERNARD KEIFER, 78, North Avenue,  
Emp. 7-22-27, Died 3-21-82  
CARL KLOESS, 64, Skokie Shop,  
Emp. 4-6-71, Died 4-15-82  
HENRY KRUEGER, 78, Forest Glen,  
Emp. 3-3-43, Died 3-21-82  
WILLIAM MacFARLANE, 76, Maint.,  
Emp. 10-16-24, Died 3-30-82  
HENRY MEYER, 79, North Section,  
Emp. 12-10-24, Died 3-14-82  
CARL MIDLAND, 71, Claim,  
Emp. 3-6-29, Died 3-20-82  
WILLIAM MOLLENKAMP, 66, Veh. Mtce.,  
Emp. 5-13-41, Died 3-5-82  
NICHOLAS NORTHOFF, 85, Cottage Grove,  
Emp. 7-8-29, Died 3-1-82  
PATRICK O'MALLEY, 74, North Park,  
Emp. 5-25-37, Died 2-25-82

NICK POLICH, 88, Laborer,  
Emp. 12-16-25, Died 3-4-82  
EARL READY, 85, Central District,  
Emp. 6-20-14, Died 3-3-82  
FRANK RIO, 67, Kimball,  
Emp. 10-19-48, Died 3-2-82  
LAWRENCE SETTER, 97, Lawndale,  
Emp. 6-2-26, Died 3-5-82  
ELIJAH SMITH, 70, South Section,  
Emp. 4-13-50, Died 3-12-82  
ANTHONY SOKOL, 70, Shops,  
Emp. 11-4-30, Died 3-5-82  
ROGER STEELE, 64, North Avenue,  
Emp. 6-12-46, Died 3-31-82  
FRANK URBAN, 92, Cottage Grove,  
Emp. 9-26-12, Died 3-23-82  
PRUDENT VAN BOVEN, 85, Limits,  
Emp. 12-31-20, Died 2-25-82  
HERMAN VOGEL, 82, Howard,  
Emp. 7-20-48, Died 3-1-82  
RAYMOND WORKMAN, 69, Plant Maint.,  
Emp. 6-29-43, Died 3-29-82  
ROBERT WRIGHT, 58, Linden,  
Emp. 7-14-70, Died 3-15-82  
JOHN ZAHUMENSKY, 88, West Shops,  
Emp. 3-18-30, Died 3-10-82

## CTA TRANSIT NEWS

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# Important Notice to all Pensioners

As many of you have noticed, starting with the March, 1982 issue of *Transit News*, we have included a "**SUBSCRIBER CHANGE OF ADDRESS NOTICE.**" This change of address notice is intended for use **ONLY BY SUBSCRIBERS** to *Transit News*, **NOT** Pensioners. All Pensioners must continue to use the **Pensioner's Change of Address** form, available through the CTA Pension Department. *Transit News* is forwarded a copy of the Pensioner's Change of Address form, and enters the change of

address in its files accordingly. Your cooperation in using the proper form (**Pensioner's Change of Address**) will be greatly appreciated, as *Transit News* has received several pensioners' change of address on the **Subscriber** Change of Address Notice. The Subscriber's Notice is **NOT** forwarded to the Pension Department by *Transit News*, and therefore the address change cannot be entered in your Retirement File.

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