



New 'Big Bend' debuts at Amtrak display

A prototype of the CTA's order of 125 new "Big Bend" articulated buses was shown for the first time July 17-18 in Amtrak's Family Days equipment display in the parking lot at Roosevelt Road east of Michigan Avenue.

One of the 20 lift-equipped Special Services buses for the mobility-limited being used in the Access Transportation program was also on display, along with CTA's historic White Motor Bus. Access Transportation serves 3,300 people who are certified to use the dial-a-ride vehicles.

Mayor Jane Byrne who had an early look at the new articulated bus prototype on July 16 when it was pulled in front of City Hall, expressed satisfaction with the vehicles being purchased for CTA riders.

The new buses are similar to the CTA's fleet of 20 "Big Bend" buses already in operation, and include some engineering refinements. Purchased at a contract price of \$33,731,250 (\$269,850 each), the new vehicles are being built by the M.A.N. Truck and Bus Corporation of Southfield, Mich. Delivery, scheduled to begin in

Top: Amtrak trains and coaches as well as CTA buses stood ready for the general public's inspection near Michigan avenue on Amtrak's Family Day.

Left: A prototype of the articulated buses being manufactured by M.A.N. Truck and Bus Corporation of Southfield, Mich., was a main feature on display during Amtrak's Family Day.

Right: Mayor Jane Byrne, escorted by CTA Public Affairs/Consumer Services Group Manager Michael N. Horowitz, makes an inspection ride on the new articulated bus.

September, is expected to be completed in March, 1983.

The buses were ordered with funds from an Interstate Transfer Grant from federal and state governments.

The diesel-powered, 55-foot-long articulated buses have seating for 66 riders and can accommodate more than 100 people. The standard CTA bus is 40 feet long and seats 50 riders.

The 125 new buses have five power vents in the ceiling to assist in providing a comfortable environment for riders.

(Continued on page 2)

From the Chairman

Abuse of benefits

The transit industry has always been recognized as one of the best places to work in Chicago as a result of the excellent salaries and benefits provided for employees.

As CTA employees, not only do you receive one of the highest rates of pay throughout the transit industry, but you are also assured of financial security during your career and retirement through our benefit program. You know that you will be able to enjoy your retirement with a generous pension, and you know that you will receive assistance in times of crisis through our excellent medical, dental, and vision care programs. CTA has done everything possible in accordance with contemporary business and industrial practices to provide for the welfare of its employees.

Therefore, I am appalled at the alarming increase in Workers Compensation claims that have been filed against CTA in recent years. The cost of these claims to CTA, both in terms of direct payment to individuals and increased operating costs required to assure continuity of services during employee absences, are unreasonable in an industry where modern equipment design and revised work rules and safety procedures have produced a much safer work environment.

I fully expect all CTA employees to take an active interest in the reduction of Workers Compensation claims filed against CTA. All employees must perform their jobs safely and carefully, and all supervisors must strictly enforce every work rule with special emphasis on rules concerning safety.

I have also directed our Workers Compensation section to identify those claimants, and I am sure there are only a few, who have been found to be repeaters. **They will be dealt with severely.**

By reducing the amount of Workers Compensation claims to a reasonable level, we can apply a significant amount of funds directly to providing more service for our riders, which could create more employment opportunities. This one step toward achievement will mean great savings, increased cost effectiveness, and additional pride to CTA.

Michael Cardilli

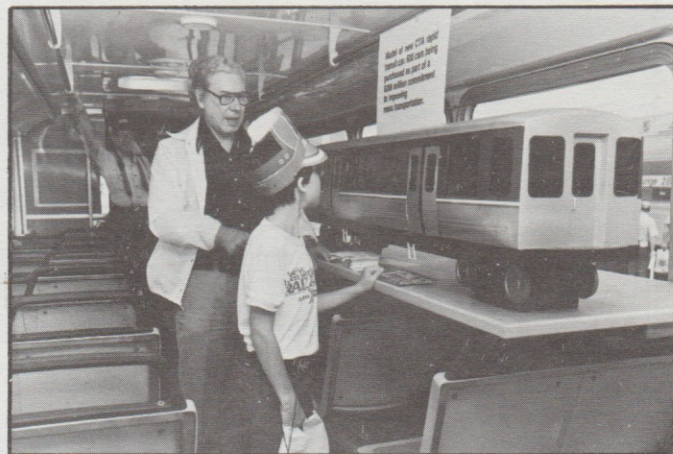


'Big Bend' at Amtrak

(continued from page 1)

Noting that the CTA's current fleet of 20 articulated buses has been in operation since February, 1979, CTA Chairman Michael A. Cardilli said, "As part of the CTA's testing program, the 20 buses have been operated on various heavily-traveled routes throughout Chicago. They have proven to be cost-efficient and qualified for the needs of the CTA's riders in all types of weather."

On Sunday, July 18, CTA Culture Buses made special stops near the Amtrak display, Culture Bus flyers and other CTA publications were distributed on CTA's display vehicles and aboard the trains throughout the weekend event.



Family Day visitors also saw a scale model of the new rapid transit car included in the inventory of new equipment for CTA riders.



Special Service Operators Melvin Perry (left), and James Briley, explain the special features included on buses designed to serve mobility-limited riders to Family Day visitors.

CTA Chairman Michael Cardilli (right), and Tim Bresnahan (left), International Brotherhood of Electrical Workers, Local 134, Business Manager, sign agreement reached last month extending the electrical workers' union contract to November 30, 1984. Other participants in the labor agreement were (from left) Burton Van Wetering, Business Representative, Local 134; Nick Burkard, IBEW, Local 9, Business Manager, and Bob Pierson, IBEW, Local 9, Business Representative.

Operator shares pride with community

Evanston Bus Operator Frank Ippolito put his money where his pride is. He is proud to be an Evanston bus operator, and a resident of the City of Evanston.

When the Evanston Fourth of July association recently announced that it needed a bus to carry a group of young sports contest winners and some adults in its 61st annual parade on Central Street, Ippolito chartered and paid for a Big Bend articulated bus to be in the parade on July 5.

Because the parade route stretched several miles, and the parade usually moves slowly, Ippolito knew his young, tired athletes would get thirsty.

He contacted an Evanston soft drink bottling company and told them his plight. The company donated eight cases of various-flavored soft drinks for the youngsters.

Soft drinks have to be cold to be good—and the temperature was forecast to be in the upper 80's on July 5. Ippolito contacted a Skokie liquor store, which provided a number of large metal cans and 100 pounds of ice cubes.

The bus arrived on July 5 and was equipped with a public address system. "I taped a small portable radio onto the P.A. system's microphone and tuned the radio to station WNUR-FM, the Northwestern University student station, which was broadcasting descriptions of the parade," Ippolito said.

"The kids loved being in the parade. Even more, they loved hearing a radio description of the big CTA bus carrying them in the parade, as I drove the bus past the parade's reviewing stand and WNUR's broadcasting table.

"I was so thrilled for the kids I got goosebumps and misty-eyed," Ippolito said.

Ippolito later received a Special Recognition Award plaque from the association's Celebration Manager, Ed Hawley, and Assistant Celebration Manager, Curtis Chancellor.

Hawley and Chancellor praised Ip-



Bus Operator Frank Ippolito (above), North Park garage, proudly displays American flag on the articulated bus that he chartered for Independence Day parade in Evanston on July 5 (below).



Young sports contest winners enjoy their ride on the bus in the parade.

polito for his valuable contribution to the parade. The CTA bus was one of 109 entries in the two and a half hour long parade.

What about next year's Fourth of July parade in Evanston?

"I'll be back," Ippolito vowed. "The kids need me."

CTA at work

Carpenters' talents show endless variety

You see the results of their work every day, but you probably never realized it was CTA's own carpenters who did the job—from making picture frames to remodeling building interiors.

Since they are constantly in demand throughout the system, carpenters have work locations not only at West Shops, but also in rail shop areas at 61st Street yard and at 1117 W. Wilson.

Reporting to Walter Hallford, Superintendent, Buildings/Grounds, the 48 carpenters have as their unit supervisor Joseph Fucarino, a 22-year veteran of CTA service. They serve under the direct supervision of three foremen and two assistant foremen.

While a substantial amount of their work involves repairs and other maintenance functions, carpenters also create a considerable variety of new items that are used daily at every level of CTA operations.

Station signs on over 140 rapid transit platforms are among the more noticeable results of carpenters' work. So too are the concrete base pads for the 500 shelters built for waiting bus riders.

At Washington garage, which was converted from an automobile showroom into CTA's Special Services



bus dispatch center and garage, carpenters built a console that runs through the entire office area. They also created a computer room and built dividing walls in the transportation section that reach from floor to ceiling.

In the Central Counting office at South Shops, CTA carpenters are modernizing the second floor of the facility to provide more space and amenities for the money-counting staff.

Last fall, carpenters redecked four stations on the Ravenswood rapid transit route. They not only ripped out and replaced all wooden decking at the Chicago, Irving Park, Montrose, and Damen Avenue stations, but also rebuilt platform supports. In 1980-1981, they rebuilt the wooden footwalk around the entire Loop 'L' structure.

CTA's carpenters may have performed their fastest feat of station rehabilitation in November, 1980,

when a fire at the end of the evening rush period destroyed most of the platform at Kedzie on the Ravenswood route. Some 125 feet of platform and canopy were burned in the fire, which also scorched the street-level agent's booth.

Responding to the call for help, carpenters from throughout the unit headed to the Kedzie station after little more than a few moments' rest at home. Some were already tearing away the burnt platform while firemen were still on the scene.

Others set up work benches so new timbers brought in from the 61st Street yard could be sawed to the sizes needed for installation in a new structure. Meanwhile, lights were strung up to allow repair crews to work through the night.

And work they did. Despite an all-night drizzle, the carpenters worked steadily, replacing bracing, cross-



Quick reconstruction work by CTA carpenters allowed reopening of the Kedzie station on the Ravenswood route the morning after a flash fire had destroyed most of the platform and canopied areas.

Building a 'nest egg' through deferred compensation

One of many typical projects performed by CTA carpenters found Ralph Gorski Jr. (left) and Nolan Krolicki securing the edge of a section of new flooring at the Adams/Wabash 'L' station.

bracing and platform timbers. By the time the first four-car train arrived from Kimball at dawn, the new platform was finished, and morning rush-period riders were all but unaffected by the previous night's dilemma.

Besides such major efforts as the emergency reconstruction of Kedzie station, office remodeling, and other more traditional woodworking jobs, CTA carpenters also perform passenger safety and revenue-related maintenance functions.

All locking devices in subway exit doors and on rapid transit agents' booths are maintained by CTA carpenters. So are the overhead wood-paneled doors at bus or rail shops and garages. There are also some 50 stores and other rental property leased by CTA around rapid transit stations that carpenters must maintain.

If a station or garage window is stuck or broken, CTA carpenters will most likely be called upon for repairs. It is also the carpenters' responsibility to mount fire extinguishers in CTA buildings and to fabricate flag staffs for slow zone signs used by other maintenance people on the rapid transit system.

The variety of jobs carpenters do is endless. Recently they were replacing the flooring on the mezzanine of the Adams/Wabash Loop 'L' station with black-ribbed rubber over planking, repairing the stairs at Halsted station on the Lake/Dan Ryan route, and erecting temporary barriers at Loyola on the North-South mainline.

Whether it's a picture frame or a shelf, a station platform or an office partition, CTA's carpenters can do it all. There are no limits to their talents or ability to improvise where the situation requires, and they are ready to roll at a moment's notice.

Taxes and economic uncertainties make it very difficult to accumulate a "nest egg" these days, but it is more important today than ever before.

The CTA Deferred Compensation Plan is one of the best financial plans available to help CTA employees accomplish this goal. It is a benefit which gives public employees relief from current federal or state income taxes on a portion of their salary which they voluntarily set aside for investment.

The money invested by CTA employees through Deferred Compensation establishes a larger fund for future use by the investor than would otherwise be possible through saving "after tax" dollars. The amount the employee chooses to set aside is deducted before the taxes are deducted. The interest, dividend, or profit is also calculated on the "before tax" dollars. Thus, the money which would ordinarily be spent for taxes earns more money for the investor.

The deferred tax is paid when the funds are withdrawn, usually when the investor is not working and the tax rate (tax bracket) is lower. However, due to earnings on the retained tax dollars, the employee will be ahead even if the tax rate at withdrawal is the same as it is now.

Many CTA employees have taken advantage of the recent pension deduction suspension to either enroll in the Deferred Compensation Plan, or to increase their savings through the plan. The average enrollee may have more than \$105 per pay period deposited into the Deferred Compensation Plan, yet their take-home pay is the same as it was before pension deductions were curtailed.

Enrollment in Deferred Compensation is open for as little as one per cent of the employee's base pay. The maximum that may be deducted is 25 per cent, or \$7,500 annually, whichever is least. One may increase, decrease, or freeze Deferred Compensation savings at any time, but only once within a calendar year. Participants may also choose from a variety of plans in which to invest their money as well as change investment accounts as their objectives change.

The withdrawal of funds may begin at any age upon termination of employment, whether it be retirement or not. Funds may also be withdrawn by active employees to cover unexpected emergencies or total disability.

However, such request must have the approval of the CTA's five-member Compensation Board.

Norma Finley, Deferred Compensation Committee Secretary, explained that the withdrawal of funds by active employees must be in accordance with federal guidelines as established by the Internal Revenue Service. "We try as much as possible to maintain the integrity of the Deferred Compensation Plan," Ms. Finley said. "At the same time, the employee facing a real emergency is given every consideration."

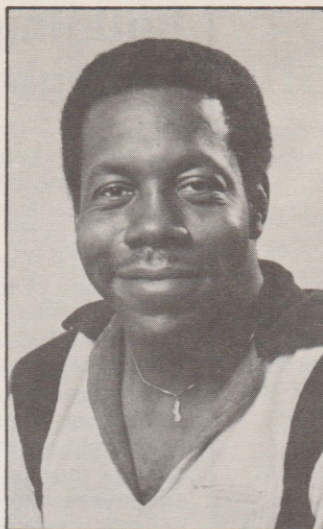
The board has processed 92 applications for the withdrawal of funds to cover emergencies since last December, Ms. Finley reported. Deferred Compensation participants who wish to make such withdrawals should contact Intangible Marketing, Inc., administrators of the plan, for an application. The form should be filled out and returned to Intangible Marketing for consideration.

Ms. Finley said that applicants should also support their request with receipts or other documents to substantiate their need for their money from the Deferred Compensation Plan. Intangible Marketing will recommend approval or disapproval of the request to the CTA's Deferred Compensation Committee. However, since the committee has the final authority, it reviews each case thoroughly before making its decision. Although each case is different, most applications have been submitted primarily because of illness or uninsured loss.

An Intangible Marketing representative said that due to the favorable tax treatment and the excellent returns available to Deferred Compensation monies, most participants use other savings, or their "lazy money"--money earning lower rates of return with no tax benefits--to meet emergencies before turning to funds set aside through Deferred Compensation.

A plan representative is available to CTA employees on a regularly scheduled basis at each CTA work location to assist anyone wishing to examine the Deferred Compensation Plan or enroll in the program. CTA employees may also call Intangible Marketing, Inc., for information at 263-1662.

Robert Smith (Forest Glen garage) was praised by Hazel Lunsford, of Sheffield Avenue, for helping two elderly women who had fallen one evening into the path of his No. 152 Addison bus. "One woman had tripped and pulled the other down with her. They were lying in the street on their backs. One in terror tried to wave her cane. The driver stopped quickly, and both he and a passenger jumped out, ran and helped them. Fortunately, neither was hurt. Both the driver and the man took them across the street to their building, where other residents took over. Certainly the driver is a fine man."



Anthony Gage (South Section) was commended for "a job well done" by Charles Clyburn, of Greenwood Avenue, a rider on his Lake/Dan Ryan train. "I have observed this conductor on several occasions, and he has always conducted himself in a helpful but firm and professional manner. In one incident, there was an attempted robbery on the train. He did not hesitate to enter into the situation, and attempted to apprehend the robbers. He also consoled the passengers, who were visibly shaken by the event. This is only one example of his dedication to the comfort and safety of his riders."

commendation corner

Leroy Carr (Forest Glen garage) "is great," according to Jack Stein, of North Major Avenue, a regular rider on his No. 88 Higgins bus. "I have yet to see him without a smile on his face, and not only is he super-friendly, he is also humorous. He is constantly saying funny stuff while waiting to leave Jefferson Park station. Even people who get on with a scowl on their face are either laughing or at least smiling by the time they leave. Never has the driver anything bad to say even if the weather is bad. Just wanted you folks to know you really do have some good people working for you. It is always a pleasure to ride with No. 4629."

Walter Lewis Jr. (North Park garage) was appreciated by Heather Kerr, of North Michigan Avenue, for coming to the assistance of a rider on his No. 146 Marine/Michigan Express bus. "A woman in a window seat began complaining of assault by the man next to her. Mr. Lewis stopped the bus to investigate, and recognized the obviously intoxicated man as a repeat offender. The man attempted to escape through the front exit. After hastily calling for help on the radio phone, Mr. Lewis bravely blocked the offender's way, refusing to allow him to exit until police arrived."

John Golden Jr. (North Park garage) was cited by K. B. Chamberlain, the Police Chief of Skokie, for assisting a woman who was attacked by another rider on his No. 97 Skokie bus. "After responding to a call of a woman being beaten on a CTA bus, officers of this department found that a subject who is presently under psychiatric care had attacked a passenger without provocation on the bus. The driver immediately went to the aid of the passenger. Without regard for his personal safety, Mr. Golden subdued the offender and held him for police."

Helen Edwards (North Section) was called "an extraordinary employee of the CTA" by Lari Shield, of Evanston, for the way she handles her duties as a ticket agent at South Boulevard. "This woman does her best every morning to brighten the days of all who pass by her window. She has a warm smile, tapes notes of good cheer to her window, and offers a friendly 'Have a nice day' rain or shine. By adding this personal touch to her job, she truly makes commuting a more pleasant experience. Thank you from myself and others who have come to appreciate this outstanding woman."

Theodore King and **Michael Powell** (North Section) were thanked by Kathleen Evans, of Elston Avenue, for responding to her calls for help on a Ravenswood train. "The motorman (King) jumped off the train and over a fence to help a woman I had seen fall backwards down the stairs in a station. It made me feel really good to see someone who cared about others. The conductor is another wonderful employee. He is always cheerful and helpful, and makes everyone laugh with his humorous comments. He kept the rest of the passengers informed as to what was going on as we waited for the motorman to help the woman."

Jessie Gilmore (77th Street garage) is regarded as "such a courteous gentleman" by Dorothy Price, of Rhodes Avenue, who is a frequent rider on his No. 4 Cottage Grove bus. "If he sees a lady coming and he has closed the door, he will open it. During the winter, when the weather is very bad, he will wait a second while you are crossing the street. This driver should be commended for his understanding. I am just one of the ladies that ride on his bus."

Employees honored with 'A Day in CTA'

A Beverly bus operator who rescued a passenger being attacked by two armed men on May 21 has been honored with "A Day in CTA."

Kenneth Norrington, a CTA Bus Operator since 1978, is credited with "acting without regard for his personal safety" as he confronted two men who were attacking a passenger with a knife as they rode his westbound 95th Street bus. The victim later credited Norrington with saving his life.

Other "Day in CTA" honorees were Marilyn Reyes, a Bus Operator assigned to North Park garage, and Alex Lacey, a District 'D' Pool Supervisor. Ms. Reyes, a 1981 Bus Rodeo semi-finalist, found an expensive gold watch of extraordinary sentimental value which was returned to its owner. Supervisor Lacey, who observed a hit and run accident on May 8 which resulted in a fatality, notified Chicago police and firemen and chased the offender. Lacey was able to get the license number of the vehicle involved which aided police in their investigation.



Recipients of "A Day in CTA" honors display the special recognition certificates presented to them during a brief visit with CTA management at the Merchandise Mart. The honorees are (from left) Kenneth Norrington, Beverly garage; Marilyn Reyes, North Park garage, and Alex Lacey, District D Pool Supervisor. Making the presentations is Samuel Smith (third from left), Special Assistant to Transportation Manager James Blaa.

Thanks — for a job well done

Louis Berry, North Avenue
Rudy Boffro, Forest Glen
Nathaniel Bradford, 69th Street
Thomas Brooks, North Avenue
Matthew Brownlee, District D

Jean Cage, North Park
Charlie Caldwell, 69th Street
Noel Castro, North Park
Felicia Clower, Limits
Marvin Covington, Limits
Carlos Custodio, Forest Glen

Victor Davila, North Park
Mellone Dorris, North Avenue
Herman Duffin, Forest Glen
Wilfred DuPree, North Park

Eugene Embry, Ashland Terminal

David Gaston, North Park
William Glispie, Archer
Patrick Goins, 77th Street
Dionisio Gonzalez, North Park
Ramon Gonzalez, Transp. Admn.
Willie Goodes Jr., 77th Street

Undraius Hall, Limits
Belinda Hayes, Forest Glen
Dwayne Hutton, 77th Street

Derek James, Ashland Terminal

Bahram Khavari, North Park
Robert Kremer, North Park

Hollis Lewis Jr., North Avenue
Giles Liddell Jr., Limits

William Mack, North Park
Juan Mercado, North Park
Kermit Mitchell Jr., North Avenue
Nelson Morales, North Park
Jose Mulero, North Park
Faye Murray, Limits

Kenneth Norrington, Beverly

Florinda Orcasitas, Archer
Dianna Owens, North Park

Employees who have received commendations since the last listing.

Antonio Patterson, Forest Glen
Isaac Price, Lawndale

Frederick Ragsdale, North Park
Willie Rice, Archer
Rafael Rivera, North Park
Chester Robertson, North Park

Maria Salazar, 69th Street
Pablo Silva, Limits
Leevon Skinner, 69th Street

Blanca Torres, Forest Glen

Renato Ugartechea, North Avenue

Howard Walker, Archer
Mitchell Ware, 69th Street
Ethel Wilson, Archer
Howard Wilson, Forest Glen

Charles Young, Jefferson Park

Joseph Zukerman, North Park

Winning Circle '20' Bus Rodeo Winners

"The Rodeo is a plateau of achievement for every operator. It takes professionalism, skill, and a little bit of luck as well.

"The Rodeo is set up to require some things that are not done on the street, but it's fair because we require it of everyone. It's a win-win situation because there are no losers."

Edward Mitchell, Director, Training-Utility

"The second annual bus Rodeo was even better than the first. Our finest operators met in friendly competition, and they all emerged as winners. Once again, CTA will be well represented at the international competition in Boston."

Elonzo Hill, Bus Rodeo Co-Chairman

"More operators competed in this year's event, thus it was more difficult to be among those in the 'Winning Circle 20'. As always, there were many others who volunteered their services on their days off to help with this successful Rodeo. I thank them for their spirit of teamwork which made us successful."

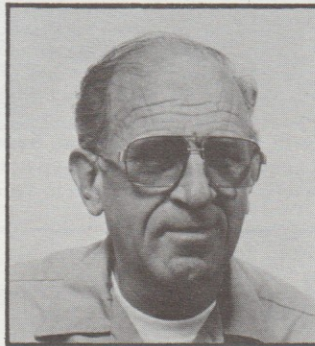
Paul Kadowaki, Bus Rodeo Co-Chairman



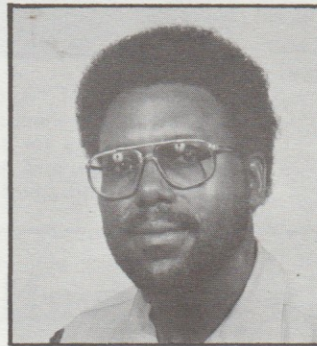
Executive Director Bernard J. Ford was among CTA managers meeting at Limits and other garages to congratulate 1982 Bus Rodeo participants. Honorees included Willie Whisenton who displays a certificate and special Rodeo hat which was presented to each contestant. Whisenton, who made the 1981 "Winning Circle 20," is also included in this year's circle of top 20 operators in competition. Others on hand for "Rodeo '82" presentations were (from left): Harry Reddrick, Director, Transportation Personnel; Harold Geissenheimer, General Operations Manager, and Edward Mitchell, Director, Training and Utility.



Robert Richardson - North Park — Skill and determination put Richardson in first place with 581 points. "Once you qualify, the real job begins," said the man who finished third in the 1981 competition with 603 points. "Driving is something I look at as an art. I enjoy driving a bus and working with people. I intend to win the International."



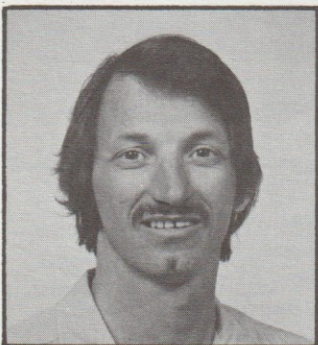
Alvin Tritthardt - Forest Glen — A newcomer who had no idea that he would place in the top 20, Tritthardt ranks fourth with 561 points. "It's certainly something different from the usual day-in and day-out routine. It's something to talk about."



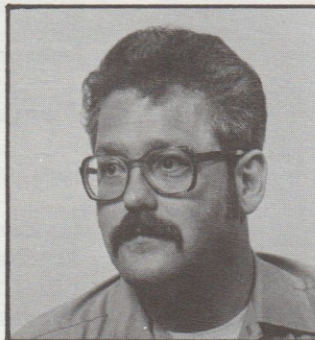
Ladell Jackson - North Avenue — "The Rodeo is motivational because it makes you want to do better. I see a lot of people really trying to make it into the Rodeo. I think it helps a lot of operators. I know it's better than driving on the street to prove yourself." Jackson finished 12th with 505 points.



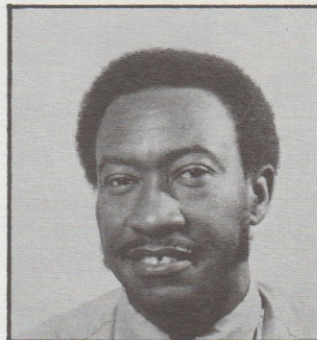
Tommy Ross - Forest Glen — "Just as I said last year, the Bus Rodeo is a very worthy event. It has great value as a morale booster, and it is a challenge to bus operators." Ross finished 15th with 489 points. A member of the 1981 Winning Circle, he finished seventh in that competition with 575 points.



Joe Rodenski - Forest Glen — "I thought it was pretty easy to get in the top 20, but now I'm aiming for at least the top three in the finals. Maybe I'll have a bit more practice by then. I know where I made my mistakes." Rodenski ranked ninth with 532 points.



Michael Matas - Forest Glen — "I feel that I really missed out last year because the Rodeo is really a good thing. You get to see how good you are as you drive through tight situations, especially maneuvers such as the Y-back. It's a healthy thing for drivers to do." Matas finished 11th with 513 points.



John Odom - 69th Street — "This is a lot of fun. I wanted to participate this time because I have 22 years of service, and I figured with that many years, I should have the experience for this sort of thing. I'm glad I made the top 20. I sure had fun doing it." Odom finished 17th with 486 points.

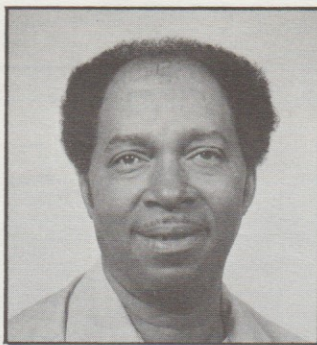


Eugene Tate - Lawndale — "I like the competition because it lets you use your own judgment. If I had known it was like this I would have entered the Rodeo last year. I'm looking forward to the finals, and I'm out to beat everyone." Tate finished sixth in the Winning Circle 20 with 550 points.



William Spencer - Archer —

"It was just like the Rodeo last year--a lot of fun. I was in the top 20 then, but only after someone was eliminated. Originally, I had finished in the 21st spot. I find the tennis balls to be the most difficult maneuver because I can never make it through there clean. This year it was even more difficult." Spencer finished 13th with 498 points.



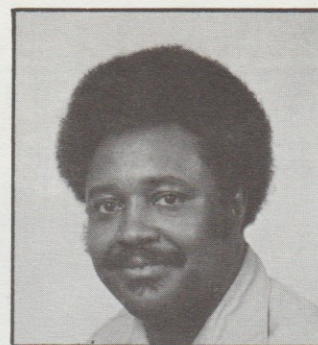
Orval I. Porter - Lawndale —

"It's a tough course. It was just as tough this year as it was last year." Porter called the 90 degree left turn and the right Y-back the toughest part of the course. "I don't think anyone can do a Y-back safely with only one reverse. You have to take a second reverse. It's a good thing for the drivers who have competed to recognize that we run into these things every day." Porter finished fifth with 553 points, down from his 1981 first place finish with 639 points.



Quenton Clark - Washington —

"The Rodeo is a chance for the employee to try for something. It's a challenge to see if you are the best, or one of the best. The tennis balls were really tough. I think they are still bouncing." Clark finished 19th in the Winning Circle with 482 points, edging out the 20th slot on the written test.



Jesse Moore - Beverly —

A participant who did not place in the 1981 finals, Moore returns to rank third with 571 points in this year's Winning Circle 20. "You have to know your equipment; length of the bus, width, how many feet from the rear wheels to the rear of the bus and from the front wheels to the front of the bus," said Moore. "It's nice--the setup, the way they judge it."



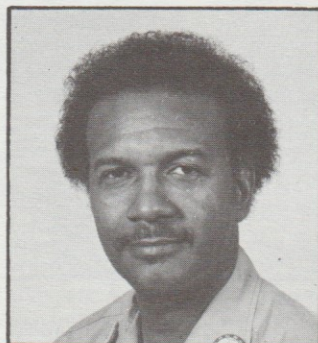
Edward Baus - North Park —

"It was fun, I really enjoyed it. I completed the course in six minutes, 53 seconds. They gave me seven minutes." Baus finished 20th in the Circle with 482 points.



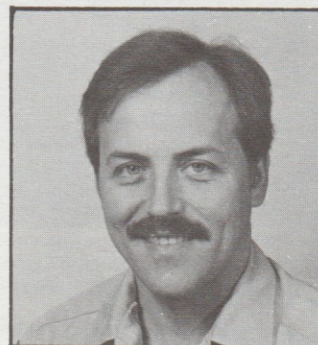
Martin Troglia - Limits —

CTA's 1981 APTA International Bus Rodeo representative. "I wish more drivers would get into the Rodeo. I love it. It's been very good to me. It has helped me a lot in the street as far as keeping accidents down. As for driving standards, you learn a lot in the course because it puts you in a position where you have a tighter course to go through than a city street." Troglia finished second with 575 points.



Willie Whisenton - Limits —

"The Rodeo competition has given me a better outlook on the CTA because it is something set aside especially for bus operators. Since the first Rodeo, I have felt better about my job. My wife also has a better outlook about my job." Whisenton finished 18th in this year's contest with 485 points. He was fifth in the 1981 Winning Circle, and distinguished himself as CTA's third runner-up in last year's final competition.



Craig Richter - Forest Glen —

"I'm enjoying the competition very much, although the Y-back was tough. I believe the Bus Rodeo can do a lot for morale." Richter finished 14th with 496 points.



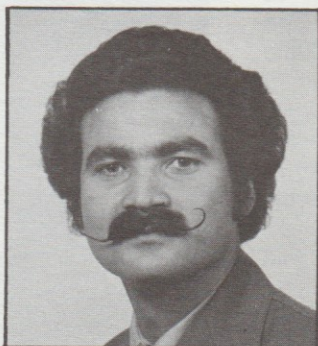
Eddie Johnson - 77th Street —

"It seems like there was more enthusiasm among the contestants in the Rodeo this year than we saw last year. Personally, I felt good about it. It made me feel that I had accomplished something." Johnson said he had a lot more confidence this year than last year although he finished in seventh place this year compared to second place in the 1981 competition. "I'll just project my 10 per cent and leave the other 90 per cent to the Good Lord," said Johnson.



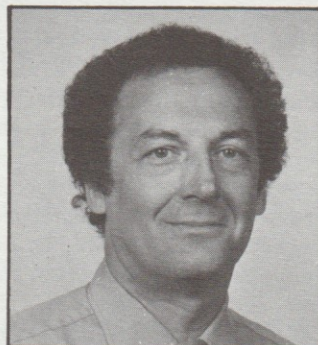
Wendell J. Talbert - North Park —

"The competition was great. It would really be great to take something back to North Park. I think some kind of trophy would really be great for morale," commented Talbert, who finished in 10th place with 530 points.



William Ramos - North Park —

"It's a matter of pride in yourself--competing with the best, and doing your best. It gives you pleasure to be a winner, or even want to be a winner. Once you get there, it really gives you a personal satisfaction for doing a good job." Ramos finished 16th with 487 points.



Edward Urbanski - Archer —

"The Rodeo gave me the opportunity to meet people that I wouldn't have met otherwise. It was a great family event. I went to 77th Street to qualify, and all the families were there. My family has been looking forward to this since last year, and they are looking forward to the finals." Urbanski finished eighth with 532 points, slightly ahead of his ninth place position in 1981. He edged his closest opponent for the eighth slot on the written test.



Journey to Kenya

At the turn of the century, Nairobi, the capital of Kenya, consisted of little more than a few huts which housed construction engineers and workers of the Uganda Railway. Today, it is the most important economic and transportation center of East Africa.

Ric Carter, a CTA Travel Information Representative who recently returned from the Kenyan capital, said the developing Nairobi is already as modern as Chicago. Skyscrapers and wide streets designed to accommodate heavy traffic are characteristic. Urban dwellers travel primarily by bus, while Kenyans on the outskirts of Nairobi are also served by rail. As shown in Carter's photos, the "Dark Continent" provides a striking contrast between wilderness areas inhabited by wild animals and developing cities where transit plays a major role in modern living.

Nairobi is the hub of East Africa's entertainment, offering a wide variety from theater and concerts to sports. It is 1,675 feet above sea level and 100 miles south of the equator, and has a particularly agreeable climate. The

Swahili translation of Nairobi is "place near the cool water," Carter said.

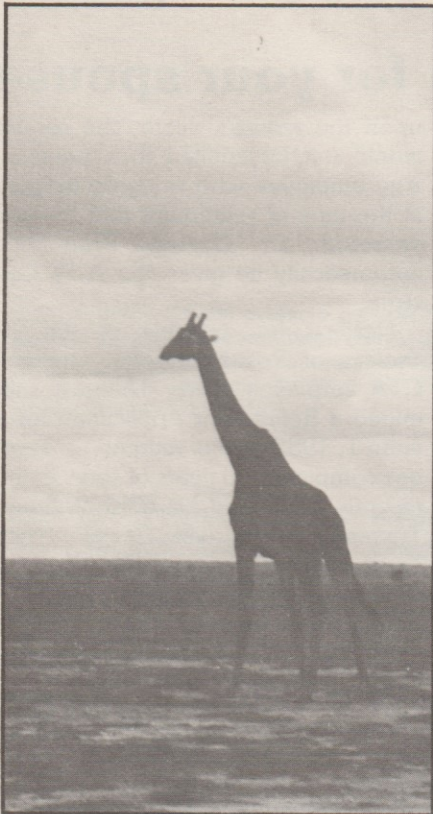
The 28,500-acre Nairobi National Park, located only five miles outside the city's center, is one of Nairobi's more popular, although smallest, national parks. Here visitors may observe many animals in their natural habitat, despite the proximity of the city.

Carter said numerous excursions to various wildlife preserves in East and Central Africa begin in Nairobi. A most

popular place is Amboseli Game Reserve located at the foot of Mount Kilimanjaro. Amboseli, which is owned and maintained by the Masai Warriors, is famous for its lions and leopards.

Tsavo National Park is another attraction which offers the visitor varied scenery. Tsavo is divided into an eastern and western half from Nairobi to Mombasa. Just as Nairobi is the hub of entertainment, so is Mombasa the





headquarters for beach lovers. Carter said that Mombasa is considered the most important port on Africa's east coast and a primary vacation spot for Europeans.

Carter said that travel to Africa has exposed him to cultures he would otherwise have not known. "I have learned to respect other cultures no matter how different they are from that to which I am accustomed, yet I'm always happy to return to Chicago."

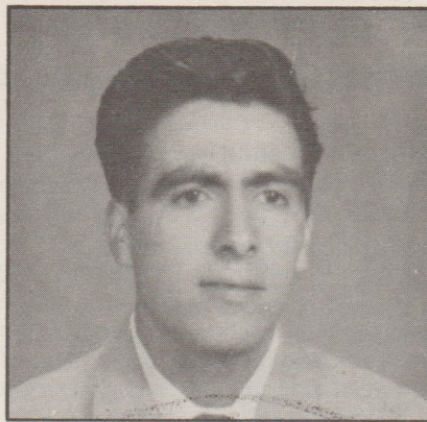
More June Graduates



Katherineen Ellis
Wendel Phillip H.S.
LaRouen Ellis
Kimball



Darryl Robinson
MacMurray College
Vernan Robinson
Howard



Congratulations

Transit News would like to join the Meza family in extending congratulations to Luis Meza, Bus Servicer, North Park garage. Luis Meza's 11-year-old daughter Sylvana recently wrote a letter to Transit News informing us that her father has earned a bachelor's degree in Psychology-Sociology from Elmhurst College.



Eagle soars

Craig Gonder, 15, son of Emmet Gonder, Senior Budget Analyst, Budget department, has been awarded the Boy Scouts of America's coveted Eagle Scout rank, the highest rank a Boy Scout can achieve.

His service project leading to the Eagle Scout rank was the planning, recruiting of volunteers, construction, and installation of a suspension footbridge across the Kishwaukee River in Butternut Woods near his hometown of Crystal Lake.

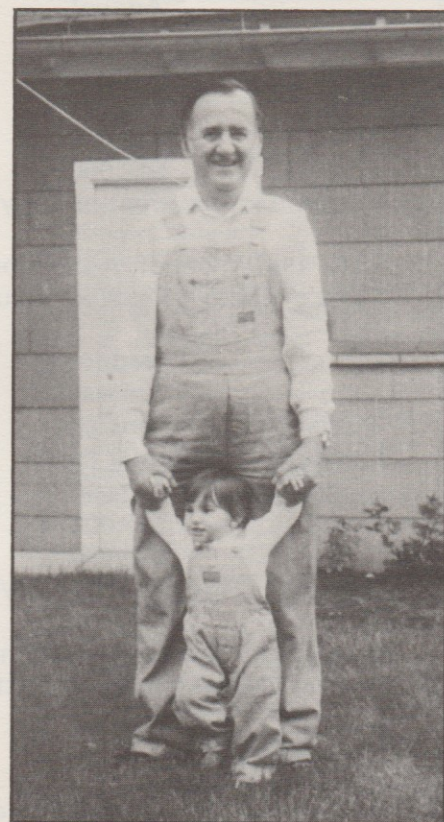
Craig, who plans to be an architect, prepared his project drawings with the guidance of assistant scoutmaster, Bill Keith, construction manager for an engineering firm.

Craig is the bugler of Boy Scout Troop 158 in Crystal Lake. His father, Emmet, is the troop's scoutmaster.



Number 1

Congratulations to Evelyn Borrero, daughter of Law Department Clerk Pedro Borrero. Evelyn ranked number 1 in a class of 694 freshmen at Benito Juarez High School and had a perfect attendance record during the spring semester.



A Toni for a Tony: look alikes Tony Poulos, Jefferson Park Motorman, and his 16-month old Granddaughter Toni Zurales, a St. Patrick's Day baby, proudly wear their regulation CTA motorman uniforms.

For your benefit

Post-retirement financial protection for your spouse

Retirement protection for your spouse is available through two basic post-retirement options: **A** and **B**. Each option offers three different elections: **All**, **Two-Thirds**, or **One-Half**. The three choices represent the amount your spouse could receive upon your death.

Under the **All** election, your spouse would receive the same amount to which you are entitled, while under the **Two-Thirds** choice your spouse would receive two-thirds the amount of your entitlement. Under the **One-Half** election your spouse would receive one-half the amount to which you are entitled.

Likewise, there is a different actuarial reduction factor associated with

each choice - a factor which is based on you and your spouse's age at retirement. Thus, there are six possible choices and six reduction factors related to **Options A and B**.

Any election under **Option A** (All, Two-Thirds, or One-Half) represents a permanent reduction in an employee's retirement allowance regardless of who dies first, you or your spouse. On the other hand, any election under **Option B** reverts back to the full unreduced retirement allowance if your spouse dies first.

An employee may also choose the **Normal Form** of retirement payment which will provide unreduced pension payments each month for the lifetime of the retiree. In this case, however,

upon the retiree's death, the spouse would not be entitled to a pension. Any employee who is legally married at the time of retirement and has not selected an Option Plan will automatically be given the **A-1/2 Option**.

Here is an example of the six choices of Post-Retirement Options. CTA employee, Terry Thomas, submitted a Retirement Application for a June 1, 1982 date of retirement. Terry has completed 30 years of service and recently celebrated his 63rd birthday. Theresa, Terry's wife, is 61. Since Terry did not choose otherwise, he was given the **Automatic A-1/2 Option** at retirement.

Assuming Terry is entitled to an an-

Post-retirement options

Option A Elections	Unreduced Annual Pension (Normal Form)		Reduction Factors	Reduced Annual Pension		Terry's Monthly Pension	Theresa's Monthly Pension*
ALL	\$12,000	X	.7494	\$ 8,992.80	÷ 12	\$749.40	\$749.40
2/3	\$12,000	X	.8177	\$ 9,812.40	÷ 12	\$817.70	\$545.16
1/2	\$12,000	X	.8567	\$10,280.40	÷ 12	\$856.70	\$428.35

*Payable in the event of Terry's death.

Note: Under Option A elections, if Theresa dies first, Terry's pension remains at level indicated in 'Terry's Monthly Pension' column.

Option B Elections	Unreduced Annual Pension (Normal Form)		Reduction Factors	Reduced Annual Pension		Terry's Monthly Pension	Theresa's Monthly Pension*
ALL	\$12,000	X	.7211	\$ 8,653.20	÷ 12	\$721.10	\$721.10
2/3	\$12,000	X	.7950	\$ 9,540.00	÷ 12	\$795.00	\$530.03
1/2	\$12,000	X	.8380	\$10,056.00	÷ 12	\$838.00	\$419.00

*Payable in the event of Terry's death.

Note: Under Option B elections, if spouse dies first, Terry's pension reverts back to \$1,000 per month, as if no Option has been elected.

Normal Form

If Terry decided to take the **Normal Form** of payment, the calculations would be as follows:

$$\begin{array}{lcl} \text{Terry's Unreduced Annual Pension} & - \$12,000 \div 12 = \$1,000/\text{mo.} - & \text{Terry's unreduced monthly payments for life} \\ & (\text{No reduction factor involved}) & \end{array}$$

nual pension of \$12,000, the Post-Option calculations are shown in the chart.

Under the A-1/2 Option, Terry's monthly retirement allowance (pension) would be \$856.70. If he died **before** Theresa, she would then collect \$428.35 for life. However, if Theresa dies first, Terry would continue collecting \$856.70 per month for life.

Thus, the reduction is permanent.

If Terry had elected Option A-2/3, he would receive \$817.70 per month. In the event of his death, Theresa would collect two-thirds of the \$817.70, or \$545.16.

If Terry had elected Option A-All, he would receive \$749.40 per month. Theresa would collect the same amount (\$749.40), if Terry died first.

If Terry chose the B-1/2 Option and Theresa dies first, Terry's monthly pension would ordinarily be \$838.00 (see chart in Example). However, since we are assuming Theresa dies first, Terry would then revert back to \$1,000 per month, the same as if no Option (or the Normal Form) had been elected. The same would apply if Terry had elected **Option B-All or B-2/3.**

If Terry had selected the Normal Form of payment, Theresa would not be entitled to a pension

when Terry dies. However, assuming Theresa is Terry's primary beneficiary, she would receive:

1. A Death Benefit--the amount varies from \$1,000 to \$4,000, depending on an employee's age and years of service.
2. The difference between Terry's contributions to the Retirement Plan and the sum total retirement allowance paid him prior to his death, if the total allowance paid is less than Terry's contribution. (Generally speaking, Terry would have collected an amount equal to that which he contributed to the Retirement Plan within three years after retirement.)

If election is made within the six months prior to the effective date of retirement, evidence of good health will be required by the Retirement Allowance Committee, except in cases of Automatic Option A-1/2.

Finally, proof of age for you and your spouse, as well as proof of marriage documents, should be submitted to the Pension Section before the election papers are completed.

For more information, contact the Pension Section at 929-5750.

(Next month's For your benefit column will explain the Combined Options -- Pre and Post-Retirement.)



Retired Bus Operators Arthur L. Muir (left), and Mel Horning, both formerly of North Park garage, don cowboy hats and reminisce about their days at CTA. Muir who now makes his home in Forsyth, Mo., was host for his visiting former co-worker from Chicago.

Law for today

Q. I was ticketed for not having a red flag on the end of some lumber I was transporting in my truck. At what length is a red flag necessary?

A. Whenever the load upon any vehicle extends to the rear four feet or more beyond the bed or body of the vehicle, there shall be displayed at the extreme rear end of the load a red light or lantern plainly visible from a distance of at least 500 feet to the sides and rear. For any load extending less than four feet, there shall be displayed at the extreme rear end of the load a red flag or cloth not less than 12 inches square.

-- Illinois State Bar Association

Q. I am a widow with two children. If I should die, could my 17 year old daughter be named guardian for her 13 year old brother?

A. No. To be a guardian, a person must be 18 years old, of sound mind, not adjudged disabled and have not been convicted of a crime.

-- Illinois State Bar Association

Q. May I disinherit my wife without her knowledge?

A. No. A person may dispose of their property in any way he or she wishes in a will. However, Illinois law does not allow one spouse to disinherit the other without the consent of the one who is disinherited. A surviving spouse, whether or not named in the will, may always claim at least part of the deceased spouse's estate.

-- Illinois State Bar Association

Q. What exactly is joint tenancy?

A. Broadly defined, joint tenancy creates joint ownership in real or personal property between two or more people so that upon the death of one joint tenant, the decedent's interest in the property terminates and passes to the surviving joint tenant or joint tenants. Joint tenancy is not a substitute for a will.

-- 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.)

Engineers earn award for Douglas bridge

Envirodyne Engineers, designers of the replacement structure for the CTA's Rockwell Street Bridge, was named a top national winner in the 1982 American Consulting Engineers Council. The firm planned and designed the 250-foot bridge for CTA under unusual construction and time constraints. The firm scheduled a construction time table to replace the very old, but much used bridge without seriously inconveniencing CTA riders.

The construction sequence required elevation of the transit rail lines on the old bridge by a series of 17 coordinating jacking towers. While the tracks were being raised, a new replacement bridge was built less than 10 feet away from the existing bridge.

Following a Friday evening rush hour, operations on a portion of the Douglas line were halted while contractors cut out the existing bridge and, using two mounted cranes, pulled the



American Consulting Engineers Council President William R. Ratliff (left) presents a 1982 ACEC Engineering Excellence Award to (from left): Chris Kalogeras, CTA Director of Plant Engineering; Harry Wenke, Project Manager, Envirodyne Engineers, Inc.; and Marshall Suloway, Envirodyne Senior Vice President.

bridge out of the transit line. Using the same two cranes, the contractor then pulled the new replacement bridge into the vacant space. The bridge was connected into the system and transit operations were reinstated.

The engineers saved almost \$1 million using this construction sequence instead of conventional methods, thus avoiding additional right-of-way acquisition and building demolition.

Mr. & Mrs. John Veltri of Berkeley, Illinois will celebrate their 60th wedding anniversary on August 8, 1982. John, a retired West Section Conductor and father of Michael Veltri, Rail Superintendent, and his wife Jeanette, have 3 sons, 13 grandchildren and 6 great grandchildren.



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NEW PENSIONERS

ROBERT BOSCHERT, Foreman,
West Shops, Emp. 7-2-45
PETAR DJURDJEVIC, Ticket Agent,
North Section, Emp. 1-22-69
GAETANO FAGIOLO, Car Repairman A,
Harlem, Emp. 8-18-52
EDWARD HEAD Jr., Operator,
77th Street, Emp. 4-29-52
ALEX JANITO, Box Puller,
Limits, Emp. 8-30-55

GEORGE NICHOLSON, Car Repairman A,
98th Street, Emp. 6-6-51
EDWARD O'BRIEN, Operator,
North Park, Emp. 10-19-50
JOSEPH OLANDESE, Bus Repairer,
Archer, Emp. 10-8-47
WALTER POSTADA, Motorman,
Douglas, Emp. 2-23-49
LINDSEY ROBINSON, Operator,
77th Street, Emp. 5-23-57
ALLEN SMITH Jr., Operator,
77th Street, Emp. 1-3-52
MEZELL WILLIAMS, Rail Janitor,
Madison/Wabash, Emp. 1-26-56
ROBERT WINTHER, Imprvmts. Engr.,
Rail Maintenance, Emp. 10-5-43

THEODORE ZUREK, Operator,
Lawndale, Emp. 7-3-46

DISABILITY RETIREMENTS

CLEVELAND COBURN, Traffic Checker,
Schedules, Emp. 12-12-66
CORNELL GRANT Sr., Operator,
69th Street, Emp. 2-14-66
PATRICK STAUDT, Signal Foreman,
West Shops, Emp. 8-30-48
FANNIE WILLIAMS, Ticket Agent,
South Section, Emp. 5-21-69
ROBERT WILLIAMS, Operator,
69th Street, Emp. 7-11-68

IN MEMORIAM

OLIVE BATTERSBY, 81, Accounting,
Emp. 5-21-18, Died 5-27-82
THOMAS CANNING, 62, Beverly,
Emp. 4-28-42, Died 4-28-82
IRENE CAVANAGH, 93, North Section,
Emp. 9-11-29, Died - -
WILLIAM CLOW, 79, North Park,
Emp. 1-9-36, Died 5-26-82
HAROLD COFFEY, 68, 77th Street,
Emp. 2-4-36, Died 5-28-82
PATRICK CUNNEEN, 85, 77th Street,
Emp. 11-5-26, Died 5-11-82
HAROLD CUNNINGHAM, 85, Treasury,
Emp. 5-23-24, Died 5-18-82
WILBUR FREDERICKSEN, 70, North Ave.,
Emp. 10-22-41, Died 5-30-82
JOHN GALLAGHER, 77, 52nd Street,
Emp. 9-9-29, Died 5-9-82
ELI GRADY, 89, Shops & Equipment,
Emp. 9-13-43, Died 5-14-82

DANIEL GRANUCCI, 73, Stores,
Emp. 12-5-41, Died 5-8-82
CONRAD JOHNSON, 66, Limits,
Emp. 11-8-45, Died 5-12-82
ROBERT JONES, 74, District B,
Emp. 9-12-42, Died 5-21-82
LOUIS JORDAN, 82, Forest Glen,
Emp. 1-4-29, Died 5-28-82
SIGUARD JOSEPHSEN, 84, Sched. Traffic,
Emp. 5-11-21, Died 4-26-82
JAMES KEENON, 64, Archer,
Emp. 8-31-43, Died 5-14-82
CASIMIER LASKOWSKI, 75, Skokie Shop,
Emp. 5-13-36, Died 5-6-82
WALTER LEVERENZ, 93, West Section,
Emp. 9-15-06, Died 5-24-82
HARRY LOUIS, 69, Beverly,
Emp. 9-21-36, Died 5-25-82
WILLIAM MADSEN, 80, North Park,
Emp. 1-15-27, Died 5-29-82
DANIEL McLAUGHLIN, 81, West Section,
Emp. 3-13-26, Died 5-5-82

DORCY MUMBOWER, 63, North Avenue,
Emp. 3-15-56, Died 5-13-82
ERMA O'BRYAN, 88, West Section,
Emp. 10-4-35, Died 5-16-82
GEORGE OSTERMEYER, 67, Howard,
Emp. 6-1-36, Died 5-11-82
ELLA REXFORD, 83, South Section,
Emp. 10-24-47, Died 5-16-82
BRUNO ROSKUSZKA, 66, West Shops,
Emp. 11-23-42, Died 5-25-82
JOHN RYAN, 84, Const. & Maint.,
Emp. 5-26-25, Died 5-19-82
MICHAEL SEREDA, 69, Forest Glen,
Emp. 3-20-43, Died 5-15-82
WILLIAM SHEFFNER, 91, South Section,
Emp. 2-28-11, Died 5-28-82
EUGENE SULLIVAN, 67, Mgmt. Services,
Emp. 3-1-66, Died 5-10-82
PATRICK WATERS, 90, 77th Street,
Emp. 6-3-13, Died 5-10-82
JOHN ZERAVICH, 82, Const. & Maint.,
Emp. 8-16-24, Died 5-9-82

Service anniversaries in July

40 years



Donald Lemm
Insurance & Pensions

35 years

Arthur Ardwin, Electrical
Gordon Balazs, Bus Service
Frank Bruno, Maint. Trng. Cntr.
Anthony French, North Avenue
Edward Janski, Utility
James Johnson, 77th Street
Aloysius Kolman, Maintenance
Michael Lacriola, North Avenue
Frederick Miraglio, Jefferson Park
Roger Mulvihill, South Shops
John Murray, Maintenance
Leonard Skrine, Management Services
Ronald Utley, Forest Glen

30 years

William Buerger, Skokie Shop
Donald Gierhahn, Electrical
Atlas Horn, South Shops
Peter Kouchoukos, Electrical
Charles Nelson, 98th Shop
Victor Szymkewicz, Consumer Services
Earl Thompson, North Avenue
Cleven Wardlow, Limits

25 years

Carl Benoit, Forest Glen
Willie Burge Jr., 69th Street
Michael Chambers, Maintenance
Michael Deely, North Avenue
Carl Fields, District C
Jessie Gilmore, 77th Street
Andrew Hendrix Jr., Archer
Jerome Holmes, North Park
Tyree Lee, Beverly
Sam McCullar, Utility
Charles Myers, Schedules
Clarín Patterson, Maintenance
James Richardson, South Section

Former Surface Lines employees

Illinois Railway Museum needs your help!

The Illinois Railway Museum needs your help! There are twelve electric cars from the Surface Lines in their collection at Union. Two of the cars, Red Pullman #144 and Green Hornet #4391, have been restored to operating condition. Another car, #1374, is in the process of being restored.

To make sure future restorations are accurate, they need technical information. The problem is that, although Chicago had one of the largest street-car systems in the world, very little remains today in the way of technical data, drawings, manuals, or parts. Most of these items disappeared after the cars were replaced by buses.

Several of the Museum's cars are incomplete and will need extensive rebuilding. In order to do it correctly and save many hours of research, they are asking former Surface Lines employees to help out by providing any printed information they may have. They would be very grateful and



would properly house the material in their technical library at the Museum site. If you can be of any help, please contact them at:

**Illinois Railway Museum
P.O. Box 431
Union, Illinois 60180
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