

Odom wins Bus Rodeo

John Odom, a 21-year CTA veteran from the 69th Street garage, was the winner of the 1982 Bus Rodeo held July 25 at the Soldier Field South Parking Lot. Odom, a line instructor, scored 712 out of a possible 750 points to take the coveted first prize.

Odom and his wife, Mary, are the recipients of an all-expense paid trip to the American Public Transit Association (APTA) convention in Boston in October. There Odom will compete with other Bus Rodeo winners from the United States and Canada in the APTA International Bus Rodeo. The winner of the international competition will receive \$1,000 and a commemorative plaque.

Michael Matas of Forest Glen garage, also a line instructor, scored 703 points to take second-place honors. Matas received a \$500 savings bond, and will represent CTA in the APTA Bus Rodeo if Odom is unable to participate in the annual event.

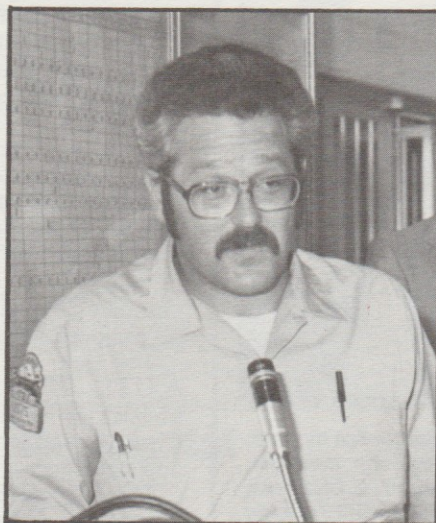
A \$200 savings bond was awarded to Robert L. Richardson of North Park garage who placed third with 684 points. Richardson was the second-place winner in the 1981 Bus Rodeo. Garnering fourth place was Jesse Moore Jr., of Beverly garage, with 674 points. Moore received a \$100 savings bond. Both Richardson and Moore are also line instructors.

A banquet held August 20 in the Merchandise Mart M&M Club honored all of the members of the 1982 Winning Circle 20. Trophies and appropriate savings bond awards were presented at the banquet to Odom and the three runners-up.

Each member of the Winning Circle, including the top four winners, received a pair of Drury Lane dinner-theater tickets as well as a distinctive commemorative brass belt buckle and a Rodeo patch which may be worn on CTA uniforms. Special plaques for first-place individual garage winners were presented immediately following the preliminary competition.



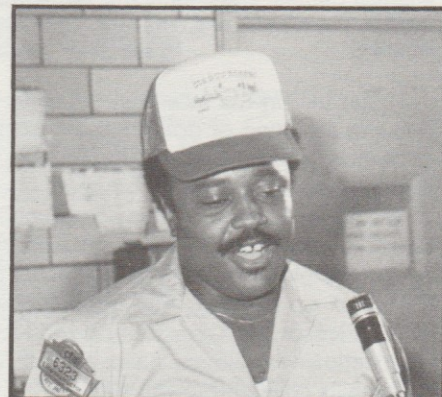
Edward Mitchell (left), Director, Training and Utility, officially announces John Odom of 69th Street garage as winner of the 1982 Bus Rodeo. Odom (right), obviously surprised, receives the announcement enthusiastically. On hand for the occasion were James Blaa, Manager of Transportation, and Michael N. Horowitz, Group Manager, Public Affairs/Consumer Services.



Michael Matas, Forest Glen garage, was second place winner in the Bus Rodeo.



Accepting third place honors in the Rodeo is Robert L. Richardson, North Park garage.



Fourth place honors in the 1982 Bus Rodeo were awarded to Jesse Moore, Jr., Beverly garage.

Operators who competed in the preliminary driving competition also received a special recognition certificate and a CTA Bus Rodeo cap.

Edward Mitchell, Director of Training-Utility, said, "The awards for participation are proof positive that there are never any losers in the CTA Bus Rodeo."

Elonzo Hill and Paul Kadowaki, co-chairmen of the Bus Rodeo committee, said next year they hope to double the 303 Rodeo entrants of 1982. "This is a very positive activity and we invite all our operators to take the challenge," said Hill and Kadowaki.

Transportation Manager James Blaa said, "I'm very proud of all who participated. The Rodeo committee and our volunteers have done an outstanding job. Our goal, of course, is to be number one in the APTA competition in October."



**Ban
the buck!**

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cta
TRANSIT NEWS

FOR EMPLOYEES AND RETIREES

AUGUST, 1982

From the Chairman

Bus Rodeo Ban the Buck

On behalf of all CTA employees, I congratulate John Odom for his excellent performance in winning the 1982 CTA Bus Rodeo Final Competition, and I am certain that Mr. Odom will represent CTA well in the APTA International Bus Rodeo.

Congratulations also to all members of the "Winning Circle 20," all contestants, and all volunteer workers. Your enthusiastic participation is establishing the Bus Rodeo as a CTA summertime tradition.

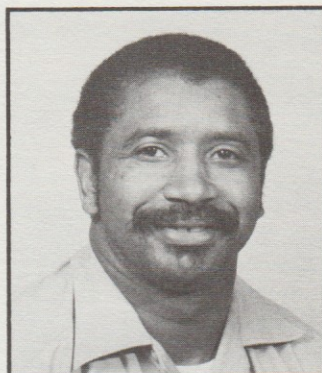


Bus Rodeo winner John Odom (center) is congratulated by (from left): Harold H. Geissenheimer, General Operations Manager; Paul Kadowaki, Superintendent, Bus Instruction; CTA Chairman Michael Cardilli, and Lonnie Hill, Superintendent, Limits Training Center. Kadowaki and Hill are co-chairman of the CTA Bus Rodeo.

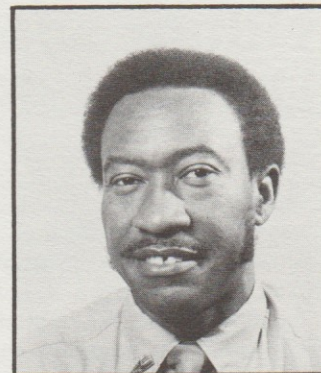
Dollar bills in the fare box are again reaching crisis levels, and the counting of dollar bills by banks and repairs to fare collection equipment are unnecessary operating expenses that reduce efficiency. I have directed our Public Affairs Department to begin "Ban the Buck" advertising on local radio stations, and I direct all bus operators to continue politely reminding riders to use exact change. As shown in the chart on Page 3, the combined efforts of advertising, news releases, and, most importantly, your first-hand communication with riders, have helped reduce the amount of dollar bills collected in the past.

But experience has also shown us that riders gradually forget that we have this serious problem. With our limited advertising budget, we can get the message to our riders only when a crisis is imminent. Your polite and frequent reminders will guarantee their continual cooperation, keep the influx of dollar bills at a reasonable level, and help reduce operating costs.

Michael Cardilli



Robert Richardson



John Odom

Rodeo winners preach the gospel

Moonlighting is nothing new, but one of the most notable of services for those who do is the gospel ministry.

Two bus operators with missions to preach the word of God recently distinguished themselves as winners in the CTA's second annual Bus Rodeo. They are John Odom, 42, of 69th Street garage, first-place winner, and Robert L. Richardson, 35, of North Park garage who took third-place honors.

Both men moved to Chicago from their native Alabama and attended special schools in preparation for their noble calling. Odom attended the Moody Bible Institute, and Richardson was a student at Chicago Bible Institute where he hopes to earn a degree in the future. He also attended Gramlin College in Louisiana for two and a half years where he majored in physical education.

The Rev. Mr. Odom is assistant pastor of Harris Temple A.O.H., 741 East Bowen Avenue, Chicago. His responsibilities at Harris Temple keep him busy in all aspects of Christian service, from preaching the word to counseling, and conducting marriage ceremonies and funerals.

The 21-year CTA veteran said, "Driving a bus has really helped me in the ministry, and certainly the ministry has helped me in this job." He entered the ministry in 1972 and was ordained in 1974 after attending Moody Bible Institute.

Rev. Richardson is associate pastor of Mount Pleasant Baptist Church at 66th and Blackstone, Chicago. A former Sunday School teacher and member of the Mount Pleasant choir, he accepted his call to the ministry in 1978. Richardson presented his introductory sermon in 1979, and has been continuously active as a visiting minister at various churches.

Like the apostles of biblical days, Reverends Odom and Richardson have a mission to preach the word of God, but they also have to feed and clothe themselves and their families. Odom is the father of five children, and Richardson is the father of three.

The apostles of old were employed in some manner, and these two modern-day apostles are employed as bus operators. St. Paul, the most notable of missionaries in the Mediterranean during the biblical era, was himself a tent-maker, and was comfortable in his secular and non-secular roles.

Reverends Odom and Richardson, like the apostles of that day, are happy in their service for God and feel very much at home in their service to CTA, a fact they demonstrated by taking top honors in the second annual Bus Rodeo.

Ban the Buck!

It's happening again

Sitting in a huge pile of dollar bills may look ideal in an Illinois State Lottery TV commercial, but at CTA it's a waste of money that could better be used to pay salaries and bills. It costs money to have banks count the bills—\$25 per 1,000 bills, and it costs money to have fare collection equipment sent out for repairs. In-house, man hours spent repairing fare collection equipment could be put to better use performing preventative maintenance on vehicles.

The chart at the right shows the effect of the first two "Ban the Buck" campaigns on October 4, 1981, and January 12, 1982. But it also shows that, without constant reminders, our riders will gradually forget that we need help with this serious problem.

It's time to fight back, by politely asking our riders for help. CTA will soon begin airing the radio commercial that was very effective in Phase II, with Public Affairs/Consumer Services Group Manager Michael Horowitz explaining the situation to riders and asking them to please use exact change. But advertising on a limited budget cannot constantly remind riders that CTA needs their help.

The key to keeping the influx of dollar bills at a low level is the public relations skill used by each bus operator on a daily basis. So, once again, all bus operators are being asked to remind riders that CTA works hard to provide good service, and that one of the biggest hindrances to improving service is unnecessary expense—like the cost of having dollar bills counted and repairing fare collection equipment.



Number of Dollar Bills Received for Surface System Fare Payment

	Average Day	High Day	Low Day
Week of September 28, 1981	200,473	241,988	121,760
<i>"Ban the Buck" Campaign-Phase I Began October 4, 1981</i>			
Month of October, 1981	65,950	111,093	52,560
Month of November, 1981	84,240	139,245	69,300
Month of December, 1981	107,835	135,829	51,998
First Half, January, 1982	114,468	160,942	90,058
<i>"Ban the Buck" Campaign-Phase II Began January 12, 1982</i>			
Second Half, January, 1982	72,058	101,866	55,681
Month of February, 1982	84,986	128,856	61,453
Month of March, 1982	104,748	170,564	82,038
Month of April, 1982	121,480	180,619	82,545
Month of May, 1982	139,802	205,395	115,921
Month of June, 1982	148,009	197,694	68,707
July 1-10, 1982	152,079	205,584	90,468
<i>Most Dollar Bills ever collected in a single day:</i>			
	<i>September 11, 1981</i>	<i>284,666</i>	

CTA retires last of its revenue bonds

CTA retired \$17.4 million in revenue bonds on July 1, as scheduled. They were the last of a total of \$135 million in revenue bonds issued by CTA in 1947, 1952, and 1953.

These bonds, with a coupon rate of 4½ per cent interest, were issued by CTA in 1952 and 1953, and the proceeds were used for the acquisition of the Chicago Motor Coach company and the Evanston branch of the Chicago, Milwaukee, St. Paul and Pacific Railroad company.

The total bond proceeds were used for the acquisition of the Chicago Surface Lines, Chicago Rapid Transit

company (and Evanston branch), the Chicago Motor Coach company and to provide initial working capital.

The payment of the 1952-1953 Series bonds was accomplished with public funds secured from the Regional Transportation Authority and with the use of the balance of funds in the CTA Debt Service Reserve Fund.

Michael A. Cardilli, CTA Chairman, said, "This is a significant milestone in the life of the CTA.

"Retirement of the bonds signifies the strong commitment that the CTA Board and Chicago area governmen-

tal leaders have to fulfilling obligations to those who have had faith in the development and continuance of public transit in the Chicago area," Cardilli said.

Paul Kole, Group Manager, Finance, noted that most of the debt service cost during the life of the revenue bonds was funded through fare box receipts.

"From 1947 through 1970, over \$80 million of the \$135 million bonds were retired and interest paid semi-annually during this 23-year period," Kole said.

The CTA first received public funds for operating debt service costs in 1971.

Culture Bus opens new world for mobility-limited riders

A new world has opened for Chicago's mobility-limited, thanks to the CTA Special Services Culture Bus. A Special Services Bus from the Washington garage tours some of Chicago's familiar culture centers, thus providing a new outlet for the mobility-limited.

Special Services Superintendent Isaac Beal said patrons are excited about the new service and the many possibilities for new places which may be added to the tours. Plans presently call for operating Special Services Culture Bus tours twice each month.

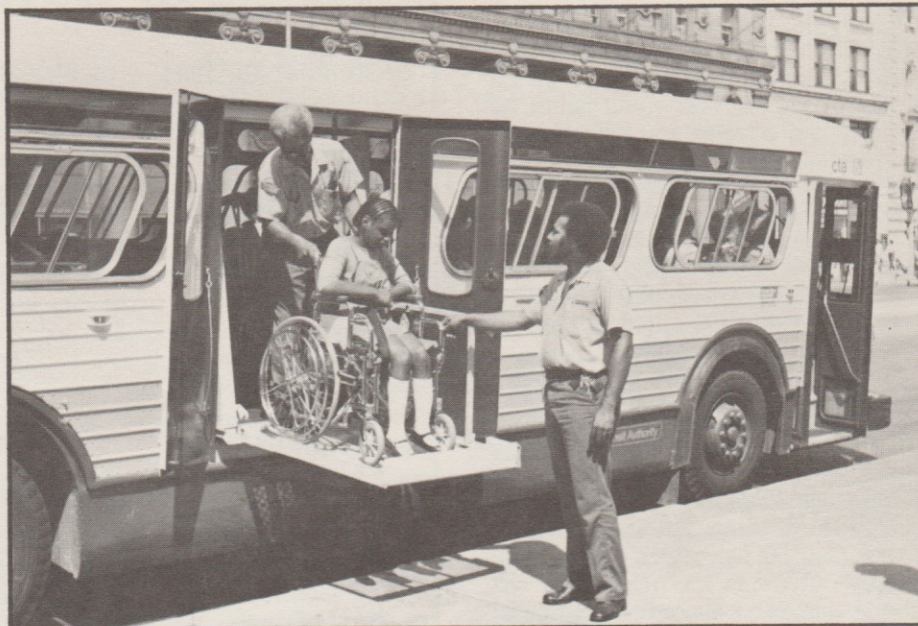
The new Culture Bus trips provide mobility-limited riders an opportunity to visit several accessible cultural attractions which are also seen by regular CTA Culture Bus riders every Sunday and holidays from May 31 through October 24.

The service provides transportation for mobility-limited riders, using lift-equipped vehicles. Riders who have applied for CTA Special Services and have been certified eligible for the program are permitted to ride the Special Services Culture Bus.

"We have been concerned about getting better weekend utilization of our facilities," said Beal. He said it was decided to structure a culture bus program for the mobility-limited serving the same routes used by regular Culture Bus patrons.

Beal and members of the Culture Bus staff are careful to check out culture centers along each route to be certain of their accessibility to subscribers. Among the many centers visited are the Museum of Science and Industry, the Chicago Art Institute, DuSable Museum, and the Field Museum.

Jack Pearson, a rail buff and volunteer moderator on the Special Services Culture Bus, said the new service operates at a low key pace. "I'm very sensitive to the needs of the patron," said Pearson. "This is their show, so I go all out to help by not pushing the people into a time frame. We spend as much time in each location as people feel they need. Perhaps my own experience with limited vision makes me sensitive to the needs of



This retrofitted bus makes it possible for mobility-limited riders like Latony Young to enjoy some of Chicago's sights, many for the first time. Latony and her brother, Leslie, got their first look at the Garfield Conservatory on this outing.



Chicago cultural centers are now available to mobility-limited riders as a result of the new Special Services Culture Bus. Mrs. Freda Shaw (right), called the service "excellent."

others," he said.

Recalling a recent visit to the Garfield Conservatory, Pearson said, "It was there to enjoy, so we let the people take their time and soak up the beauty."

"The service is excellent," commented Mrs. Freda Shaw, a southside

mother who subscribes to the Special Services Culture Bus. She said the service has made it possible for her to enjoy some of the city's museums and other culture centers for the first time in 22 years. "There has never been anything like this before," she said.

Culture Bus ridership increases in 1982



Improved routing, new attractions, and greater promotional efforts have resulted in ridership increases of more than a third on CTA's Culture Buses this season, compared to the same period of 1981, according to the Public Affairs and Operations Planning Departments.

As of Sunday, August 8, 28,947 rides had been taken, compared with 21,231 through the 12th day of Culture Bus operations a year ago.

The West route alone showed more than a 50 per cent increase in ridership. This has been attributed largely to the addition of several new stops, including the Holy Trinity Russian Orthodox Cathedral, on North Leavitt Street, Chinatown, and the Printers Row Museum.

To meet the demand for West route Culture Bus service, five runs were added August 8 to provide 30-minute instead of hourly intervals between buses. The additional service will be maintained through Labor Day, September 6.

"With the new stops and the increased recognition this service is getting throughout the country and abroad, we expect the Culture Bus to remain a major drawing card in Chicago for years to come," said Mike Horowitz, Group Manager, Public Affairs/Consumer Services.

"It's a great way for Chicagoans and visitors alike to learn about the city so they can take advantage of the many cultural attractions Chicago offers," he added.

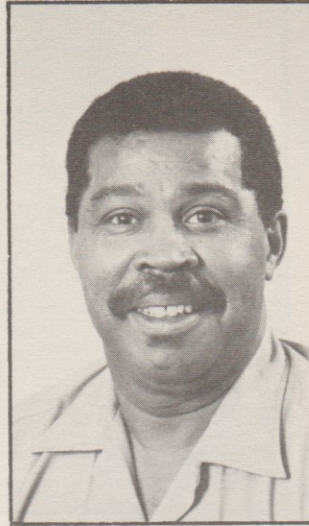


Mexican Architects visit CTA

Nine architects from Mexico City and Guadalajara participating in a U.S. - Mexico agreement on an exchange of ideas and planning, Housing and Urban Development, visited the CTA as part of their tour of the City of Chicago. During a brief reception for the delegates they viewed a film, "Once Upon a Time Table," a CTA documentary on the history of public transportation in Chicago. The visit was concluded with a short ride to the Loop on the Ravenswood 'L.' The delegates and their entourage, and their CTA hosts are: Seated (from left), Roberto Elbenschultz Hartman, General Director, Population Center, Mexico City; Carlos Gonzalez Espinosa, Director, Regional Development of Human Settlements, Mexico City; Alvaro Contreras, Director, Housing Institute, Guadalajara; Eddie Rock, Interpreter, U.S. State Department; Francisco Prieto, Deputy General Director for Population Centers, Mexico City; Alberto Leonel de Cervantes, Chief, Office

of Planning, Guadalajara, and Ruben Trevino Salinas, Chief, Technical Services, Conurbation Commission, Mexico City. Standing (from left), Rafael Torres, CTA Schedule Maker; Xavier Caraveo, Director of Planning, Federal District; Jaime Fernandez Sepulveda, Program Coordinator, Conurbation Commission; Robert Duckworth, Special Assistant to Assistant Secretary, HUD, Community Planning and Development; Sal Perce, Assistant Superintendent, North Avenue garage; Nina Shafran, HUD International Division, Washington; Nelson Bregon, HUD Chicago Area Office; Laurina McNelly, Mayor's Office, Legislative Liaison Intergovernmental Affairs; Chandler Thompson, Interpreter, U.S. State Department; James Blaa, CTA Manager, Transportation; Mike LaVelle, Director, Rail Service; Elda Leal, CTA Public Affairs, and Harold H. Geissenheimer, CTA General Operations Manager.

Francisco Buleje (North Avenue garage) was applauded by Nordeen Anderson, of Pine Grove Avenue, for his concern for rider comfort on his No. 74 Fullerton bus. "It's something I seldom see, and I take many bus rides. Before leaving Halsted and Fullerton, he got up from his seat and checked the windows in the bus. One was pushed out, and he pushed it back in place. He checked the aisles and under the seats for trash and the like. This was a beautiful sight, and I wish more drivers would do this. This driver was concerned for his riders."



Peyton Hightower (77th Street garage) was commended by Sister Virginia Magrum, who rode his No. 30 South Chicago bus to St. Francis de Sales High School. "The bus was filled with students, but instead of rowdiness and misbehavior, these students were quiet and extremely well behaved, actually very courteous. He had the whole busload smiling and feeling good as he greeted each one entering, cautioned about the steps, and wished them well as they left. While acquainting his passengers with the city and its history, he drove very cautiously, warning everyone about possible bumps or an unexpected curve."

commendation corner

Frederick Pepke (Limits garage) won the approval of Heidi McEwen, who works on North Dearborn Street, for his handling of a No. 121 Union/Wacker Express bus. "He greeted all passengers with a chipper 'Good morning ma'am (or sir)' as we boarded. He then drove efficiently and with a smile through the morning rush, encouraging people to enjoy their day as he sent them on their way. It is a privilege to be escorted to work by a person who enjoys his job and takes the time to share that enthusiasm. The expressions on the faces of my fellow passengers told the story better than this letter."

Vytautas Stukelis (Archer garage) was appreciated by Stanley Skalski, of South Menard Avenue, for the safe and courteous way he operated his No. 99 Stevenson Express bus. "While attending classes at the National Safety Council, on North Michigan Avenue, I had the opportunity on several occasions of riding a bus that was driven by this outstanding driver. I base this observation on my past experience as a safety supervisor and driver trainer. Not only was he a very safe driver, but he was also extremely courteous in dealing with his passengers."

Donnel Prater (North Park garage) "was so courteous, kind, and helpful to all the passengers who boarded the (No. 145 Wilson/Michigan Express) bus this morning that I would be doing a disservice if I did not bring it to your attention." Dorothy Severy, of East Randolph Drive, added, "He smiled and said 'Thank you' while driving the bus with utmost care and attention, and answered questions politely and competently. One passenger boarded the bus going in the opposite direction from her destination, and he directed her to the correct bus. Never at any time did he show impatience."

Richard Jones (77th Street garage) was thanked by Marilyn Jackson, of East 78th Street, "for his assistance and understanding" one night on a No. 3 King Drive bus. "After I was seated, an agitator boarded the bus and proceeded to harass me. The driver then approached him and indicated he would have to leave the bus if he continued. The agitator took another seat without any more conversation, but began to stare and make angry faces at me. Before leaving the bus, I thanked the driver and indicated I was frightened that the agitator was also leaving. The driver assured me he would not let the man off at my stop."

Angel Ramirez (North Park garage) was complimented by Joseph Meagher, of Broadway, a senior citizen who rides his No. 36 Broadway bus. "He is a good driver, and his uniform is neat and clean. He is friendly, polite, and knows all the street stops. He does not jerk the bus, and treats the public well. I will give him a four-star rating. He is an asset to the CTA. The CTA takes me where I want to go and back. Plenty of seats and fully insured. No bumper to bumper in the traffic. So I am very happy with the CTA."

Joseph Zukerman (North Park garage) was praised by Phil Winick, of North Sheridan Road, for "a very pleasant ride home from the Loop" on his No. 147 Outer Drive Express bus. "He helped a few handicapped people on and off the bus. He treated all passengers with great respect. He called the names of all streets that he stopped at, and parked the bus along the curb instead of in the middle of the street. I thanked him for an enjoyable ride, and he was very pleased that someone appreciated his efforts. Train more drivers to be courteous, and I know that the people of Chicago will appreciate it."



Employees honored with 'A Day in CTA'

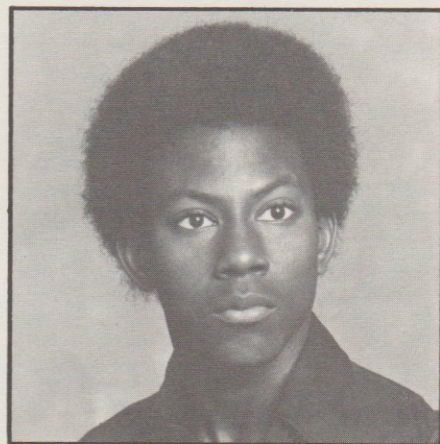
Bus Operators James Jones, North Park garage, and Elizabeth Washington, 77th Street garage, 'Day in CTA' honorees, display certificates of special recognition presented to them by Transportation Manager James Blaa for their outstanding

records of performance. Operator Jones has been Employee of the Year for four consecutive years and Ms. Washington has been commended by the riding public for outstanding service as a bus operator.

Internal auditor qualifies as CPA

Janice (Jae) Rowell, a CTA Internal Auditor since June 1980, has been approved by the State of Illinois as a Certified Public Accountant, and may now be licensed. Miss Rowell qualified as a CPA after passing the State examination this spring.

She is Treasurer of the Chicago Chapter of the National Association of Black Accountants, and holds a Bachelor of Science degree in Accounting from Southern Illinois University.



Thanks — for a job well done

Employees who have received commendations since the last listing.

Willie Arrington, North Park
Jessie Bolian, North Park
Jean Cage, North Park
Earl Carson, North Park
Nathaniel Dickson, Limits
Pedro Exposito, Forest Glen
Johnnie Goines, North Park
August Hallmann, Forest Glen
John Hanna, 77th Street
William Harris Jr., 77th Street
Booker Henry, Washington
Jerry Houston, 77th Street
Cecil Lawrence, 77th Street
Giles Liddell Jr., Limits
William Markowski, Forest Glen
Larry Means, Beverly
Timothy Mulvey, Beverly
Thomas Reilly, Far South
Tony Richardson, North Park
Clarence Speights, Lawndale
Dolores Sullivan, North Avenue
Blanca Torres, Forest Glen
Barbara Townsend, 77th Street
Javid Wasson, North Park
Pearlie Williams, North Park
Willie Wofford, North Rail Dist.
Martha Woods, North Park

Newborn

Patrick Carolan, bus mechanic at North Avenue garage, and his wife, Cristianne, are the proud parents of a son, Nathaniel, born July 29 at Gottlieb Memorial Hospital. The baby weighed seven pounds, 14 ounces. Nathaniel is the Carolans' first child.



Legal scholar

Tamara Rodgers, a 1982 graduate of Loyola University with a degree in political science, was the recipient of a Loyola University Law School scholarship. She was enrolled in August. Miss Rodgers is the daughter of Mrs. Thelma Rodgers, Administrative Services, Duplicating section.

Dean's commendation

Clarence K. Bourne, the son of David L. Bourne, RTA Travel Information Representative, has been commended by Northwestern University's dean of the College of Arts and Sciences for distinguished academic achievement during the spring quarter. The dean's commendation is awarded to students who achieve a grade point average of 3.75 or higher on a 4.0 system.

Ten years serving transit

The CTA Technical Institute observed a dual milestone this month as it marked its 10th year and conducted its 50th session, a more modern version in step with the '80s.

Transit personnel from seven major cities and the nation's capital participated in a one-week program designed to bring a greater awareness of problems common to most transit properties today.

The Technical Institute has always provided its participants with valuable, first-hand information on the operations and functions of the CTA, the nation's second largest transit system. The 50th CTATI, while sounding off about a system that provides more than 2.5 million rides daily, also dealt with the gut issues of survival in the midst of an inflationary economy.

The Technical Institute maintains its platform to share, through personal communication, the technical expertise of CTA and other transit systems. At the same time, it is dealing with more intangible monetary problems, since, more than ever before, maintaining good mass transit requires a greater efficiency in the fiscal as well as at the technical matters of the transit industry. In short, the CTATI is dealing with issues which cover the spectrum of things as they are and as they could be.

Since August 14, 1972, when the first CTA Technical Institute convened, more than 800 people from across the nation and around the world have participated and have gone away with new insights.

As the transit industry deals with the problems of the '80s, CTATI coordinators are determined to continue presenting stimulating issues and to influence the thought-provoking decisions of those who participate in this one-of-a-kind brain trust for mass transportation.



Participants in the July, 1982, CTATI shared a cake commemorating the 50th session and 10th anniversary of the CTA Technical Institute.



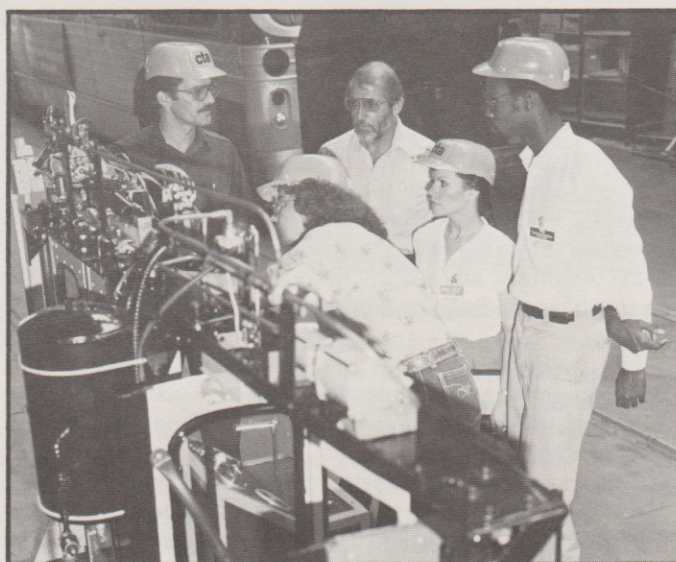
Participants visit several operating locations including the Howard Elevated Terminal, the Clark Junction Switch Tower, and the State Street Subway tube shown above.



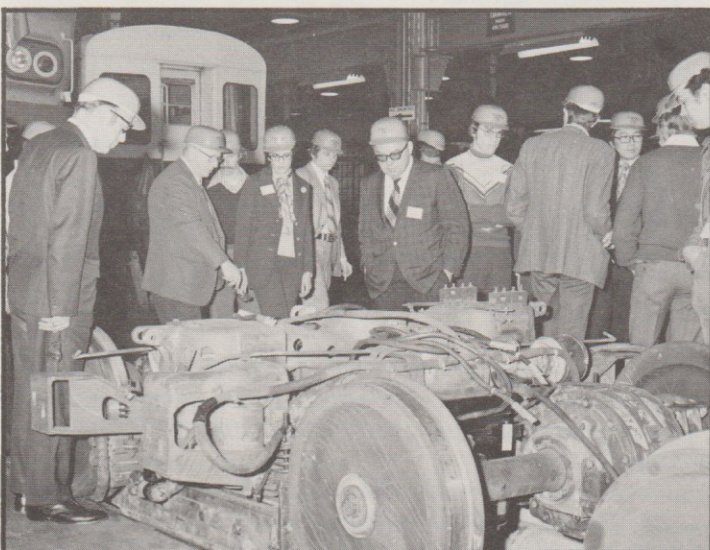
At the end of each CTATI, participants and guests ride CTA's 4000-series Historic Rapid Transit Train to the certificate presentation and closing luncheon.



Each participant operates a CTA bus and rapid transit train under controlled, non-service conditions.



Other highlights include tours of CTA's shops and Maintenance Training Center.





CTA at work ChicagoFest service

ChicagoFest is the largest special event CTA serves during the year—it touches nearly every CTA department and involves thousands of employees. Nearly one million persons attended ChicagoFest last year.

The basic CTA service plan for the first ChicagoFest in 1978 was so thoroughly worked out that it is still in use, with some "fine tuning" here and there.

A CTA representative met repeatedly with representatives of agencies and organizations involved in staging Mayor Byrne's ChicagoFest at Navy Pier August 4 through August 15.

These coordination meetings usually begin in June with representatives of Festivals, Inc., which stages ChicagoFest; the Chicago Department of Public Works; the Chicago Department of Streets and Sanitation's Bureau of Street Traffic and Bureau of Streets, and the Chicago Police Department.

The traffic control by the Chicago Police Department at the CTA's bus terminal at Navy Pier keeps the CTA's bus lines and the specially chartered free bus service moving with optimum efficiency, despite the huge crowds of pedestrians and large numbers of motorists in the terminal's vicinity.

The major "fine tuning" that CTA had to make to its bus service plan this year involved relocating its giant bus waiting area and nearby passenger terminal to Illinois Street and Streeter Drive.

This was due to the construction of the new 25,000-seat Main Stage just south of Navy Pier's entrance where the Chicago Fire Department's gymnasium stood for many years.

The Main Stage was an addition to ChicagoFest. The original 15,000-seat area just north of Navy Pier's entrance

Coordinated planning with Festivals, Inc., and various city departments enables CTA to move huge crowds in and out of ChicagoFest quickly.

had its name changed to the Rock Stage.

If both of these places emptied at once, CTA could have had a mob scene on its hands. CTA worked out an arrangement with representatives of Festivals, Inc., to have the shows end about 30 to 45 minutes apart because most people who attended those nighttime shows leave ChicagoFest.

The only way many of them could get to their destinations was by CTA bus lines or by chartered free shuttle buses serving the lakefront parking facilities and the commuter railroad stations.

Last year's crowd of nearly one million ChicagoFest visitors was surveyed by Festivals, Inc., and 80 per cent of them indicated they used CTA buses or free chartered shuttle buses to get there.

Most of the remaining 20 per cent indicated they walked west on Grand Avenue to either CTA bus or rapid transit service or to their parked cars.

For this year's ChicagoFest, radio station WMET-FM chartered 290 buses for Soldier Field parking lot users; 225 buses for those using Monroe or Grant Park parking facilities, and 108 buses for shuttles to and from the LaSalle, North Western, and Union commuter railroad stations.

CTA added extra service on five bus lines and five rapid transit routes for convenient riding to and from ChicagoFest. Hours of service also were extended to encourage riders to use CTA service.

The first day of each ChicagoFest is sort of a dress rehearsal for the rest of the run. It is during that first day that CTA makes its "fine tuning" adjustments to give riders optimum service.

Assisting in planning or operations were such CTA groups as the Routes and Systems Section, Schedule Section, Street Traffic Section, and Passenger Controls/Graphics



Chicago Police help CTA provide efficient service by keeping new bus waiting area on Illinois Street clear for CTA buses.

Section, all of the Operations Planning Department; and the Transportation Department's Bus Service and Rail Service Sections, along with their many area, district, and street supervisors.

Also, the Equipment Engineering and Maintenance Department's mobile repair bus and mechanics service buses at the ChicagoFest site. There were numerous volunteer bus information representatives who assisted in directing the throngs of persons to buses to take them to their destinations. These volunteers came mostly from the CTA's headquarters offices.

What about ChicagoFest '83?

Next June's "fine tuning" will insure efficient service.

More June Graduates



Leon Henry Fields Jr.
Brookwood Jr. H.S.
Leon Henry Fields Sr.
61st Street Shop



Carol Lesniak
Resurrection H.S.
Ted Lesniak
Skokie Shop



Happy anniversary

Congratulations to Onofrio and Rose Mary Suranno, who renewed their wedding vows at Immaculate Conception Church in Chicago in celebration of their 50th anniversary on October 18, 1981. Well-wishers in attendance included the nine other members of their original wedding party. Onofrio Suranno retired on January 1, 1968, as a machinist at South Shops, after 42 years of CTA service.



CTA at work

Riders benefit from efficient track work

A carefully planned and coordinated weekend project recently enabled CTA to accomplish major track work, while saving money and providing minimal inconvenience to riders.

An 82-ton 'L' track diamond crossover was assembled in five sections in a parking lot by CTA employees and hoisted by cranes 30 feet onto the Lake Street elevated embankment at Marion Street in Oak Park.

Just before the installation of the 170-foot-long by 23-foot-wide track facility, 600 feet of track (300 feet in each direction) were removed and 600 tons of crushed limestone ballast were replaced on the concrete wall embankment.

The installation of the new crossover, which will provide additional operating flexibility for Lake Street trains, is part of a CTA capital improvement project for track renewal of the Lake Street line. The entire crossover installation was accomplished on the weekend of June 26 and 27, thanks to the tightly-scheduled efforts of more than 100 employees.

Monday morning rush period riders on Lake Street trains were unaware of the engineering fete that they passed unnoticed at Marion Street.

"We estimate we spared riders at least four consecutive weekends of single-track operations at Marion and saved CTA about \$100,000 in labor and contractual costs by this carefully-timed maneuver," said Thomas Wolgemuth, Manager, Facilities Engineering and Maintenance Department.

During the weekend-long project, the Transportation Department operated shuttle buses on Lake Street between Harlem terminal and Austin station with east and westbound stops at Oak Park and Ridgeland stations in between. Informational graphics were supplied by Operations Planning Department.

Beginning on June 1 in the parking lot east of Austin Avenue and north of Lake, track employees assembled the components of the diamond crossover.

Among the employees of West Shops taking part in the project were Walter Gaedtke, Superintendent, Power and Way; Tom Staunton, Unit Supervisor, Track Construction; James Johnson, Unit Supervisor, Structure Maintenance; Pat McCarthy, Supervisor, Track and Structures, and Robert Stavinga, Supervisor, Track and Roadway.

Stan Kaderbek, Structural Engineer, and Ray Shricks, Civil Engineer, drew the specifications for the project. They are in the Design and Construction group of the Facilities Engineering and Maintenance Department.

Kaderbek, who acted as project engineer and coordinator, explained that the project included five parts--the central diamond to permit trains to be switched from the east to westbound tracks, and vice versa, and four turnouts connecting the ends of the central diamond to the remaining running rails.

These five parts, weighing a total of 82 tons, were spiked to 190 timber ties, assembled individually, and trucked to the Marion Street site and hoisted into place. New 300-foot-long sections of third (power) rail also were installed along



CTA crane removes 600 tons of ballast from Lake elevated embankment onto Lake Street at Marion Street, Oak Park.



Contractor's cranes hoist 34-ton diamond crossover component from truck onto 'L' embankment.

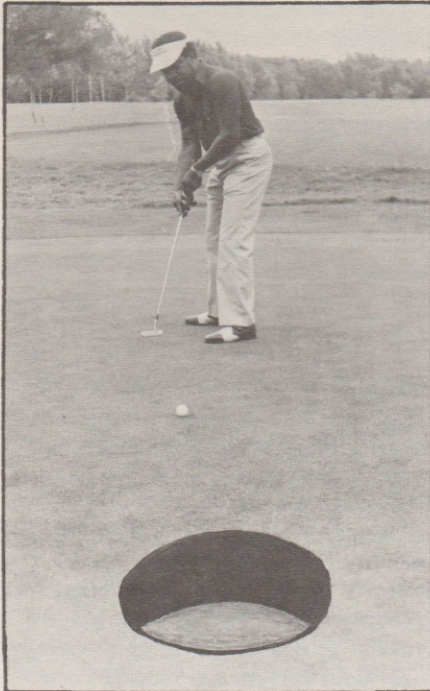
both sides of the new crossover.

The center diamond, Kaderbek added, weighs 34 tons; each of the four turnouts weighs 12 tons. The five sections were bolted together and then bolted to the existing tracks.

"The 82-ton project was completed on schedule and fit precisely, just as we designed it to do--thanks to the combined efforts of our Track and Structures crew," Kaderbek said proudly.

241 golf outing

The Local 241 (ATU) annual golf outing at the Cog Hill Golf & Country Club, Lemont, attracted 120 persons for dinner, and 88 golfers who braved the rain soaked fairways and bepuddled putting greens for the 18-hole tourney on July 10.



Isiah Thomas, Local 241 Recording Secretary, builds confidence on the practice putting green.



Lining up for the tournament are (from left) Walter Caston, Transportation; Dianna Caston, Travel Information; Isiah Thomas, Local 241; Robert Holmes, 52nd Street; George Dalmas, Assistant to Local 241 President; Gene Daszkowski, North Avenue; James Tools, pensioner; Horace Browning, North Avenue; Goldie Downing, Local 241 Board Member; Lettie Robinson, Station Clerk, and Tim O'Rourke, Claims.



Ready to brave the watery fairways were (from left, standing) James Tools, pensioner; James Janaszak, North Park; George Walker, Station Clerk; Robert O'Connor, Manager, Labor Relations; James Elliott, South Shops, golf outing chairman; Robert Holmes, 52nd Street; Goldie Downing, Local 241 Board Member; Willie McCain, Dist. "A"; Bob Legg, pensioner, and Ralph Bellamy, Station Clerk. First row (from left) are Isiah Thomas, Local 241 Recording Secretary; Gene Daszkowski, North Avenue; Dianna Caston, Travel Information, and Horace Browning, North Avenue.



Congressman Gus Savage (2nd Dist.) speaks to dinner guests at Cog Hill. Behind Savage is George Dalmas, Assistant to Local 241 President. Seated are Elcosie Gresham (left), Local 241 1st Vice President, and Charles Hall, Local 241 Financial Secretary.



Charles Hall (left), Local 241 Financial Secretary, presents low gross golfing trophy won by Luster Morton, Dist. "A", to Willie Thames, Lawndale, who accepted for Morton. Next to Thames is Isiah Thomas, Local 241 Recording Secretary; Elcosie Gresham, Local 241 1st Vice President, and James Elliott, South Shops, golf outing chairman.

For your benefit

Protecting your survivors through your pension program

The previous three *For your benefit* columns have explained in detail how your retirement allowance is calculated under your **Normal Form** of retirement, and how you may choose to provide financial protection for your spouse during the years immediately preceding your retirement (**Pre-Retirement Option**) or after your retirement (**Post-Retirement Option**). In essence, CTA not only provides a generous monthly pension during your retirement, but also provides you with the opportunity to insure that your spouse will receive approximately one-half, two-thirds, or full monthly pension benefits should you die first.

Normal Form

Under the **Normal Form** of retirement, your annual pension allotment is determined by calculations shown in the May issue of *Transit News*. These calculations are based upon the average annual salary of your four (4) highest earning years during the ten (10) years preceding your retirement, and your number of years of service with CTA and its predecessor companies. The dollar amount resulting from these calculations is your **Normal Form Retirement Allotment**.

Before or after your retirement under the **Normal Form**, if you die before your spouse and your spouse is your primary beneficiary, your spouse would receive: (1) a death benefit which varies between \$1,000 and \$4,000 (based on your age at time of death and years of service); and (2) the difference between the amount of money that you had contributed to the Retirement Plan and the total amount of retirement allowance paid to you before your death, if the amount of your contribution is greater than the amount of retirement allowance paid to you.

Pre-Retirement Option

If you have completed 30 years of service, or if you are at least 55 years of age and have completed at least three years of service, you may select the **Pre-Retirement Surviving Spouse Option**.

Choosing this added benefit is a lot like providing life insurance with your spouse as beneficiary, and a slight "premium" or reduction (less than one per cent), based upon the length of time the option is in effect before your death or retirement, will slightly reduce your **Normal Form Retirement Allotment**.

If you live until retirement you will receive your **Normal Form Retirement Allotment**, minus the slight reduction mentioned above.

If you die before retirement and you are survived by your spouse, your **Normal Form Retirement Allotment** will be calculated as if you had retired on your date of death, the reduction of less than one per cent will be deducted, and your spouse will receive approximately one-half of your **Normal Form Retirement Allotment** until your spouse's death.

Post-Retirement Options

The provisions of the **Pre-Retirement Option** end on your retirement date. If you had not chosen the **Pre-Retirement Surviving Spouse Option**, you would have been entitled to receive your **Normal Form Retirement Allotment**. If you had chosen the **Pre-Retirement Surviving Spouse Option**, you would be entitled to your **Normal Form Retirement Allotment** minus the slight reduction incurred by choosing the **Pre-Retirement Option**. The entitlement that applies to you on your date of retirement is used as the base for calculating **Post-Retirement Options**, and will be referred to as **Normal Retirement Allotment** in this section. Under the **Normal Form**, this entitlement would be paid to you until your death.

Post-Retirement Options also offer six other choices. Since each of these options provides additional financial security for your spouse, each option also effects an actuarial reduction to your retirement allowance based on the option selected and your age and your spouse's age at the time of your retirement.

Post-Retirement Options A-1/2, A-2/3, and A-ALL provide you with your **Normal Retirement Allotment** minus the appropriate actuarial reduction until your death. If you die before your spouse, your spouse will receive either one-half (**A-1/2**), two-thirds (**A-2/3**), or the full amount (**A-ALL**) of the amount that you were receiving. Your spouse will receive this amount until her/his death.

Post-Retirement Options B-1/2, B-2/3, and B-ALL provide you with your **Normal Retirement Allotment** minus the appropriate actuarial reduction until your death. If you die before your spouse, your spouse will receive either one-half (**B-1/2**), two-thirds (**B-2/3**), or the full amount (**B-ALL**) of the amount that you were receiving. Additionally, under the **B-1/2, B-2/3, and B-ALL** options, if your spouse dies first, after your spouse's death, you will receive your full **Normal Retirement Allotment** because the actuarial reductions for the **B-Options** last only until your spouse's death.

A chart showing how **Post-Retirement Options** are applied appeared in the *For your benefit* article in the July *Transit News*.

If you do not specifically choose a **Post-Retirement Option** when you submit your Retirement Application to the Pension Section, you will be given the **Automatic A-1/2 Option**.

In summary, there are several ways that you can use your pension program to provide financial security for your spouse. Retirement Allowances and actuarial reductions are different in all cases because they are determined by salary levels, years of service, options chosen, and ages of employees and spouses.

The best way to decide how you would like to use your retirement program to best suit your needs is to call the **Pension Section at 929-5750**. They will be happy to explain all of your options in detail.

NEW PENSIONERS

JOINING THE ranks of the retired on August 1 was **MARJORIE ORGAN**, who had more than 40 years of service with CTA and its predecessor companies.



JOHN BASSETT, Motorman, Ashland, Emp. 2-19-62
ROBERT BLAIR, Instructor, North Section, Emp. 9-12-60
WILLIAM BUERGER, Elect. Worker, Maintenance, Emp. 7-10-52
MARY BURROWS, Ticket Agent, West Section, Emp. 2-24-62
FRANK KATKUS, Operator, Forest Glen, Emp. 3-16-46
OTTO KRUEGER, Painter, West Shops, Emp. 9-19-51
MATTHEW KUZNIAR, Iron Worker Hlpr., West Shops, Emp. 1-17-47
EDWARD MARYNIW, Inspector, Security, Emp. 3-4-74
MARSHALL MILLER, Operator, North Park, Emp. 9-10-73

MARJORIE ORGAN, Cont. Clerk II, Financial Services, Emp. 1-16-41
ROBERT RISE, Tab. Mach. Oper. III, Datacenter, Emp. 6-24-54
JOHN ROSELAND Jr., Carpenter, South Shops, Emp. 1-2-62
ROBERT TIERNEY, Supervisor, District A, Emp. 11-19-64
ROY VAUGHN, Clerk II, Public Affairs, Emp. 12-20-65

DISABILITY RETIREMENT

WILLIAM MURRAY, Lineman, West Shops, Emp. 12-15-47

IN MEMORIAM

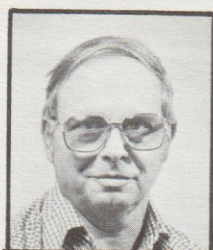
MARIE BLANCHFIELD, 81, West Section, Emp. 11-24-40, Died 6-20-82
NUNZIO BONTEMPO, 86, Way & Strcuts., Emp. 5-1-29, Died 6-24-82
OLIVER CARROLL, 71, Maintenance, Emp. 4-29-49, Died 6-19-82
FRANK CHRISTENSEN, 81, 77th Street, Emp. 10-12-28, Died 6-27-82
PETER DOLJANIN, 87, Way & Strcuts., Emp. 10-25-22, Died 5-21-82
CLYDE EWING, 61, North Avenue, Emp. 9-6-51, Died 6-13-82
WILLIAM GERBER, 65, Stores, Emp. 11-24-47, Died 6-14-82
WALTER HANSON, 69, West Section, Emp. 10-5-40, Died 6-24-82
WALTER HELMER, 90, Engineering, Emp. 2-21-17, Died 6-20-82

MICHAEL HUSAYKO, 78, South Shops, Emp. 7-22-26, Died 6-22-82
JOSEPH IACONO, 68, District C, Emp. 7-8-48, Died 6-30-82
JAMES JEFFERY, 65, Limits, Emp. 9-12-47, Died 6-3-82
FRED KEISERS, 96, West Shops, Emp. 11-4-18, Died 5-30-82
VANCE LAWRENCE, 71, South Shops, Emp. 8-18-41, Died 6-23-82
FRED LEDDER, 77, North Section, Emp. 8-14-41, Died 6-28-82
JOHN LEMKE, 65, 61st Street, Emp. 10-28-41, Died 6-20-82
THOMAS MADIGAN, 77, Stores, Emp. 9-22-27, Died 6-7-82
JAMES McNULTY, 80, 69th Street, Emp. 5-1-37, Died 6-12-82
PAUL PARROTT, 65, North Section, Emp. 10-8-75, Died 6-20-82
ALOYSIUS ROHRER, 83, Forest Glen, Emp. 11-4-42, Died 4-9-82

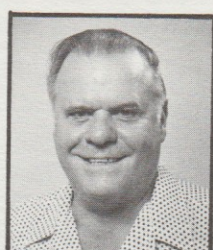
ROBERT ROSS, 49, South Shops, Emp. 9-16-57, Died 7-3-82
EDWIN RUTKOWSKI, 77, North Avenue, Emp. 12-7-27, Died 6-9-82
ROBERT SCHAGEMAN, 66, Opers. Png., Emp. 1-28-37, Died 6-3-82
FRANK SCHRACK, 73, Shops & Equip., Emp. 4-24-43, Died 6-22-82
LEROY SIMPSON, 90, Insurance, Emp. 11-8-22, Died 6-30-82
JOHN STATEN, 48, West Section, Emp. 8-1-63, Died 8-2-82
HELEN STEARNS, 51, 77th Street, Emp. 5-10-76, Died 7-7-82
JOSEPH STRAND, 84, South Shops, Emp. 1-24-22, Died 6-19-82
PATRICK SULLIVAN, 86, 52nd Street, Emp. 9-20-43, Died 6-15-82
JACOB SUMNER, 64, Opers. Png., Emp. 6-15-37, Died 6-8-82
MERVIN WALLACE, 78, Forest Glen, Emp. 9-8-26, Died 4-28-82

Service anniversaries in August

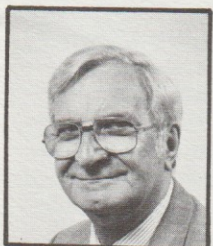
40 years



Bernhardt Nielsen
Electrical



Alexander Pavesic
Electrical



John Schwartz
Consumer Services

35 years

James Dudley, Equip. Eng./Maint.
Katy Dunn, West Section
Francis Flynn, Beverly
Albert Heron, South Shops
William Kalboth, North Avenue
Timothy Murphy, Beverly
Wallace Petersen, Beverly
Frank Ponzio, Schedules
Clifton Servant, 77th Street
Eugene Simpson, Skokie Shop
Howard Surret, Utility
Theodore Sutkowski, South Shops
Claudius Worland, Law

30 years

Michael Bogira, 54th Shop
Gaetano Fagiolo, Harlem
Walter Hallford, Maintenance
Rogers Harmon, Lawndale
Henry Hughes, Kimball
Mary Lyall, Payroll
Cleo Marsh, Archer
Carl McQuay, Lawndale
Willard Moses, Archer
Kenneth Peterson, Bus Service

George Richmond Jr., Ashland/95th
James Short, Archer
Willie Stevens, Lawndale

25 years

Joseph Abercrombie, District C
Harold Abrams, Beverly
William Bettison, 52nd Street
Lee Catchings, Beverly
Wesley Cobbs, Washington
Robert Darrow, North Avenue
Curtis English Jr., Forest Glen
Willie Fultz, Utility
Martin Hautzinger, Limits
Monroe Jackson, District A
Clifton Jones, 77th Street
Olan Kellog Jr., Central Counting
Charles Laughlin, West Section
Robert O'Neal, Lawndale
Samuel Patton Jr., West Section
Claude Rogers, 77th Street
Albert Strickland, 77th Street
Otis Thomas, Maintenance
Marvin Tucker, 77th Street
Roy Washington, Maintenance
John Woods, Agent Office
A.C. Works, Utility

Discovering Chicago

Four members of Broadway Community Service Center's Discovery Club, taking part in a city-wide treasure hunt using public transit, check in with Sgt. Bill Nielsen, Security Guard at CTA's Merchandise Mart headquarters on July 29. Youngsters in white T-shirts are (from left) John Siadowski, 15; Miguel Nogueras, 16; Ted Filipek, 15, and Carl Blachut, 15. At left is Joe Bussle, outreach worker for Chicago Department of Human Services. Forty members of the Discovery Club took part in the treasure hunt by riding CTA to check-points at locations throughout the CTA system. After their check-in with Sgt. Nielsen, the young foursome headed for Lerner's Newspaper office,



7519 N. Ashland Avenue; CTA's Jefferson Park transit center; Loyola University's Mertz Hall; Sheriff Richard J. Elrod's office in Daley Civic Center; office of U.S. Senator Alan J. Dixon,

230 S. Dearborn Street, and Chicago Department of Neighborhoods in City Hall. All returned to the Broadway Community Center, 4554 Broadway, for lunch and awards.

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