1983 Volume 36-Numbers 11 & 12 Transit News



George E. Norman (left) of the Metro Transit Operating Company, Vancouver, B.C., and CTA's John Odom, 69th Street Garage, show off their Roadeo trophies during awards presentation at the 1983 APTA convention in Denver. Norman took first place honors while Odom took second. Odom is also holding an individual plaque which was presented to each roadeo participant.

Odom is runner-up in '83 APTA International Bus Roadeo

(Continued on page 2)

**We had a good time in Denver," said John Odom, CTA's all-time top bus operator.

Odom, who was runner-up in the American Public Transportation Association (APTA) International Bus Roadeo, was hailed as "Number One" by his 69th Street Garage peers, and CTA management.

"Technically, John was in second place, but actually he was in first place among people who drove a 40-foot bus," Executive Director Bernard J. Ford told the 69th Street crowd gathered in the train room for the celebration. Ford said the winner, George E. Norman of Vancouver, British Columbia, drove a 35-foot bus, "and that's a lot easier," he added.

Only the top two contestants received monetary awards. Norman, of Metro Transit Operating Company, garnered first place which earned him \$1,000 and a special commemorative plaque while Odom received a \$500 savings bond, and a special commemorative plaque.

Prior to the celebration in his honor, Odom told friends that APTA roadeo contestants had seven minutes on the course as in previous APTA competitions. He said he was

determined not to go overtime as he did in 1982 which he said hurt him in that contest. Odom said he went through the Denver roadeo course in five minutes, 20 seconds. "Perhaps I was a little faster than was necessary," he said. Odom finished the course with 666 points to Norman's 692. The maximum points possible was 700.

Management, co-workers and friends jammed the top floor of 69th Street Garage to give Odom their respect for his outstanding performance. It was John Odom Day at 69th Street, and he was the man of the hour as well as the perfect roadeo spokesman who urged co-workers to par-

"He's good, he's very good, and he has personality," Transportation Manager Harry Reddrick said of the 22-year veteran bus operator who is also a minister of the gospel. Reddrick said all 61 of the other roadeo contestants congratulated the CTA champion bus operator for his placement in the APTA International competition.

Odom, enveloped in an aura of confidence, stepped to the podium very much at home with a microphone as friends urged him on with a cry of "speech, speech." He smiled as he stood tall in his uniform decorated with pins, patches, and a tie clip reminiscent of his roadeo fete.

As he looked out into the happy throng in a manner befitting a cleric, Odom said, "I thank God for what we have, and for what He has done for me. We went to Denver to be a winner, and this is the way it turned out. We did our best."

"You are a winner, John," came a shout from amidst the

crowd. "You are a big winner."

Odom told his well wishers, "I found out one thing: they are not giving away the first place trophy. You've got to earn

As Ford, Reddrick, Director of Training/Instruction Elonzo Hill, and other management personnel stood behind him beaming proudly, Odom told his peers, "Clean up your records and come on into this roadeo. I really would like to see you participate. It's a lot of fun even if you don't leave the state.

"We had a great time, and we were treated very well. It is good to get involved in something concerning your job."

Alex Johnson, director of Transportation Personnel, called Odom "the very best bus operator in these United States. We are very proud of him," said Johnson.

Borrowing a quote from TV and screen actor John Houseman, William Thompson, superintendent of Bus Instruction and the 1983 roadeo chairman, said, "John, you got this honor the old fashioned way, you earned it.'

Transportation Manager Reddrick again gave special recognition to the Training/Instruction Section, and particularly bus instructors, for their part in the 1983 bus roadeo and Odom's success.

Elonzo Hill, director of Training/Instruction, expressed appreciation to the executive director on behalf of the roadeo committee for the financial support which made the 1983 bus roadeo possible. "We could not have done it without him," said Hill.

Meanwhile, Garage Superintendent Clark Carter said he expects 15 of the Winning Circle 20 to be 69th Street personnel in 1984. "I will accept no less than 12," Carter told

Besides Odom, 69th Street personnel in the 1983 Winning Circle were Rufus Meeks, Laurance Weathersby, James Mayes, and Marcellus Williamson.

From the Chairman

Progress through adversity

As we approach the new year, it is an excellent time to reflect upon the successes that we have achieved together, despite a difficult financial climate and a tight

operating budget.

Our capital improvement programs have enabled us to plan ahead for future transportation needs. The opening of the O'Hare Extension to River Road was a great accomplishment, and we look forward to the final extension of this service to O'Hare Terminal in 1984. The modernization of 63rd Street Lower Yard, the renovation of the Loop 'L', and the rehabilitation of the Jackson Park line are some of the cost-effective programs that will keep our rapid tranist system operating efficiently. Bus modernization is advancing as we near completion of the technologically-advanced Kedzie Garage and are planning another new garage near 103rd Street and Stony Island. Fleet modernization continues as we receive delivery of modern rapid transit cars, articulated buses, and new Flyer buses.

New operating procedures and innovations, including our Employee Safety/Performance Program, have provided safer and more timely and efficient service throughout our system, highlighted by the fact that January was the safest month in CTA history. Maintenance, a serious problem in a system as large as ours, shows signs of resolve by our managers, and innovations have enabled us to expect extended service life for our older buses and reduced down time for our rapid transit cars through more effective preventive

maintenance.

Our Third Rail Roundup is a model rail employee incentive program for other transit systems, and the excellent performance of John Odom at the APTA International Bus Roadeo is a credit to all of our bus operators

and training and instruction personnel.

Through your efforts you have demonstrated our commitment to provide cost-effective public transportation, and I thank our state legislators for endorsing your efforts by passing the \$75 million transit operating subsidy. While this will provide for continued progress in 1984, all employees must continue to perform their jobs in a most efficient manner. We must demonstrate that public transportation is a necessary public service that is worthy of support from the tax-paying public.

Once again, I thank all of you for your hard work and dedication throughout 1983, and I wish you continued success and prosperity in the new year.

Michael Hardilli

Rail roundup employed "Mr. Conehead"

"Mr. Conehead" was a featured performer in CTA's recent Third Rail Roundup to pick top winners among train crew members.

The 30-inch-high orange and black striped half rubber cone was fabricated in the West Shops' sheet metal shop. The spring actuated device was operated by pulling a rope to release it, and another rope to make it lie down on the ties between the running rails.

Response of the train operator was judged on his making a controlled stop under emergency conditions, such as a person or debris suddenly appearing before the train.

> Top: Eugene Clifford, sheet metal shop leader, West Shops, demonstrates spring release of pop-up orange and black half rubber cone used to judge entrants' response to emergency conditions in recent Third Rail Roundup for train crew members.

Bottom: Clifford releases spring causing special project device, dubbed "Mr. Conehead" to pop-up in between running rails as entrant's train approached.





1983 Innovations boost culture bus ridership

While culture itself knows no limits, CTA's Culture Bus does operate in a time frame dictated by seasonal interest. The seventh year of this popular service ended September 25th, after 26 Sundays and holidays of taking riders to Chicago's most popular cultural attractions.

Ridership was up about 13 percent over the comparable period of 1982 during a season that began and ended earlier than last year. April 24th was chosen as opening day partly because a mild winter seemed to indicate spring would come early, and also to allow bus operators to choose Culture Bus runs during the spring pick.

Innovations in 1983 included extending the North Culture Bus route to the Elks Memorial at Diversey and Lakeview, and operating West route buses at 30-minute intervals, instead of hourly, throughout the season. Also, on the West route, a women's group at the Holy Trinity Russian Orthodox Cathedral arranged to meet each bus and take interested riders on free tours of the famous Louis Sullivan-designed church.

Sponsors of the "Here's Chicago" film and slide show in the old Chicago Avenue pumping station joined the ranks of other attractions in offering discounts to riders with Culture Bus supertransfers. Discounts were already provided by the John Hancock and Sears Tower observatories, and by Ripley's "Believe It or Not" museum in Old Town.

All these features continued to make the Culture Bus one of the best bargains in town for visiting the more than 30 points of interest along the three routes. What makes the service really special, however, is the guided tour provided by volunteer commentators on each bus.

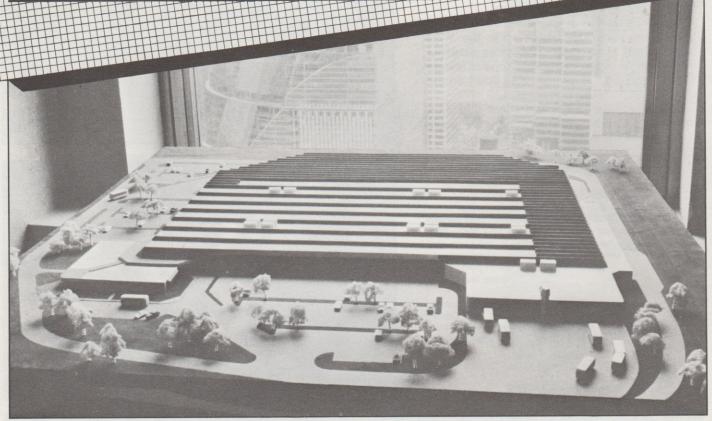
Thirty commentators worked mostly on alternate Sundays to fill the 44 bus runs that were operated every day of

the season. Through a public address system on the articulated buses used for the service, they told riders historical and other facts about landmarks and neighborhoods they were passing. This information was written into scripts prepared by the Public Affairs Department.

Also in 1983, for the second season in a row, handicapped riders on Special Services buses were able to enjoy Culture Bus tours. By arrangements coordinated through Superintendent Isaac Beal, handicapped riders were taken to accessible cultural attractions on each of the routes.

This service, which was operated on alternate Sundays throughout the regular season, attracted 484 riders -more than three times the number served in 1982. The total number of riders boarding all Culture Buses at the Art Institute originating point was 42,800.

Engineers plan new garage for 103rd Street near Stony



Model of proposed CTA bus garage at 103rd Street and Stony Island Avenue on a 16-acre site. Completion of 250-bus garage will mean better service for South Side riders. Buses will be stored indoors so riders will have warm buses on frosty mornings. Garage will use sunlight to help lower heating cost.

Another multi-million dollar bus garage in the second generation of CTA bus facilities is being planned for future construction. The new facility will include several features which are designed to reduce operating costs.

The new garage, a brick, steel and glass structure, will be erected on a 16-acre site north of 103rd Street and east of Interstate 94 (Stony Island Avenue). Funding is being provided by the Illinois Department of Transportation, and the Urban Mass Transportation Administration.

The Kedzie garage, first of the new bus garage facilities, is nearing the final phase of construction at South Kedzie Avenue between Jackson Boulevard and West Van Buren Street. That facility is slated for occupancy in the spring of 1984.

First of the new features in the proposed 250-capacity bus garage to be

erected at 103rd Street and Stony Island Avenue will be a window wall 300 feet long and 24 feet high which is designed to collect heat. The one level structure will have a cluster of skylights facing south which will provide natural daylight to the eight acre interior of the garage. The skylights will also act as additional heat collectors during the winter months, according to CTA engineers.

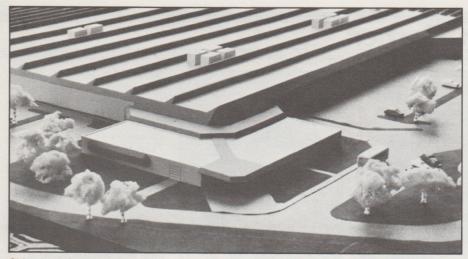
F. H. Petzold, CTA project manager, said the huge glass panel will convert the sunlight's energy into heated warm air which will be added to the garage's forced warm air heating system which will be fueled by natural gas. C. G. Kalogeras, director, Design and Construction, called it passive heat. Explaining the principle, Kalogeras said, "Imagine sunlight coming through the window and heating the floor; that is passive heat."

Another economizing move planned for the building is the use of heat exchange facilities which will provide up to 30 percent of the cold weather energy requirements, engineers have determined.

The problem of open bus garage doors for vehicular traffic, a principal source of heat loss, will also be greatly reduced in the proposed facility with the use of an air lock system which is designed to minimize the loss of building heat.

Another environmental cost saving feature planned for the giant garage will be the use of three diesel powered generators for electricity. By using generators at peak demand periods for power from the electric company, CTA should realize an estimated savings of \$100,000 annually for electrical service, Kalogeras said.

The garage complex will also in-



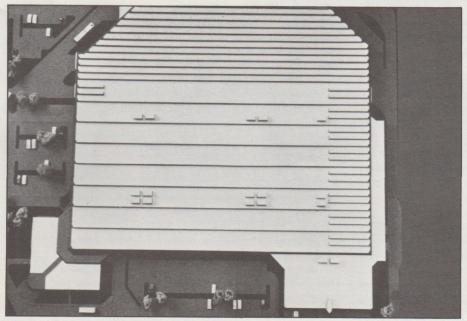
Side view of proposed bus garage at 103rd Street and Stony Island Avenue. When completed, the 250 to 300 bus garage will incorporate energy saving techniques.

clude a 100,000 gallon underground diesel fuel storage facility, a building for storing up to 1,000 tons of salt, and a building to house utility vehicles and related equipment. It will also have its own bus refuse collection system, including compacting and containerized removal of refuse.

Adequate indoor parking space is expected to accommodate the garage's fleet of 250 buses during cold weather months, thus eliminating the costly practice of keeping the vehicles running throughout the night to assure their early morning operation in subfreezing temperatures. Parking the buses indoors should substantially reduce fuel consumption, another cost saving factor.

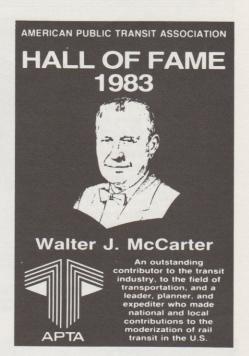
Among safety features in the new building will be the inclusion of several independent fire sprinkler systems. The design also provides space for other CTA bus line terminations with heated shelters for riders. Offices will be provided for personnel of the Transportation Department, Facilities Engineering and Maintenance Department, and Equipment Engineering and Maintenance. Off-street parking will also be available for employees and visitors.

Plans for the new garage are being developed by the consulting firm of Baker Engineering, Inc., in cooperation with CTA Design and Construction staff, as well as members of other CTA departments.



Top view of proposed 103rd Street and Stony Island Avenue garage showing skylights for illumination. Two sets of doors will create air lock for buses exiting and entering garage.

McCarter named to Hall of Fame



Former CTA General Manager Walter J. McCarter was one of 10 distinguished transit professionals inducted into the new transit Hall of Fame October 25 during the American Public Transit Association's annual meeting in Denver.

The honor is reserved for transit professionals and policy board members of APTA who have made outstanding contributions to the mass transit industry on a sustained basis.

McCarter received the APTA recognition as a leader and planner who made local and national contributions to the modernization of rail transit in the United States.

He joined CTA as its first general manager on Oct. 1, 1947 and served until his retirement Oct. 1, 1964 when he moved to St. Thomas, the Virgin Islands. Prior to his 17 years with CTA, McCarter was a transit system general manager in Cleveland, Ohio. He also served as president of the Institute for Rapid Transit.

Commendation Corner

Wesley Cobbs (Washington Garage) is appreciated as operator of a Special Services bus by Robert Janis, physical plant manager at DePaul University's downtown campus. "I believe that credit should be given when it is due. The credit comes from myself and others in the university administration, and from the handicapped students who take advantage of the services that the CTA provides via Mr. Cobbs. I have personally noted on a number of occasions how kind and considerate he is to the special passengers he serves. He extends himself far beyond the usual requirements of the job to add a very personal touch."





Milan Davidovic (North Park garage) was commended by Suzanne Hanna, of Madison, Wisconsin, who was a rider on his No. 151 Sheridan bus. "When we exited at Water Tower Place, a young man and his accomplices staged some confusion at the door, and used the opportunity to steal my father's wallet. My father was quick enough to realize what had happened. and alerted the driver. Your employee acted quickly to help, and discovered the wallet in the young man's possession. He even attempted to detain the man for police. I am most grateful for his cooperation. The service he rendered was greatly appreciated."

Motormen Charles Cooke (North Section) and William Brown (South Section), and conductor Martin Kane (North Section) were praised by Alfreida Livingston, of North Lake Shore Drive. "Loud explosions jarred the (Howard-bound) train, and fire and smoke overtook the second car. The passengers began to get frightened, and started to leave their seats. The conductor responded immediately, telling everyone to remain calm, and explained what happened. The motorman (Cooke) also responded, and between the two of them, they were able to get the train moving again. When the problem resurfaced at the next station, the motorman of the train behind pulled into the station, and all three worked as a team to curb the problem. They were efficient and speedy, and seemed to know exactly what they were doing. These men exemplified qualities of leadership and skill in a difficult situation."

Helen Edwards (North Section) is admired by Barbara Bunn, of Evanston, who regularly passes through the South Boulevard station. "This agent is pleasant and courteous to riders. I look forward to my encounters with her. Even when I do not speak to her myself, her manner with the other riders is thoughtful and considerate. During times of emergency, she has acted as a communicator to warn riders entering the station. She is accurate and quick. Her presence here is appreciated."

Emanuel Paul (Forest Glen garage) was applauded by Bonnie Ziethen, of Byron Street, for his alertness as operator of a No. 80 Irving Park bus. At the Keeler stop, two youths were trying to get my purse. I did not know this, but the driver hollered loudly to warn me. He saw them through his mirror. Some drivers are not this alert. He also is courteous and does his job well. Today, conscientious people need encouragement. That's why I am writing this letter."

6

Leroy Carr (Forest Glen garage) was thanked for his helpfulness as operator of a No. 85A North Central bus by Rev. Richard Gilbert, of Bowling Green, Ohio. "What a fine man, the kind of driver from the old days when I was growing up. He had a personal greeting for everyone. My family and I were quickly spotted as out-of-towners, remembered each day, and given all the information we needed to find our way. On our last day, the driver spotted a foreign student who spoke limited English. He took the time to match the young man up with us, and together we found our way to the airport."

Isaiah Phillips (Beverly garage) pleased Marlene McKinney, of Parnell Avenue, for his consideration one Sunday as operator of a No. 34 South Michigan bus. "Fully one block from the stop as the bus approached, I began to frantically wave my hands (thinking of the 15-minute wait for the next one). Spotting me, he immediately let me know he intended to wait for me. As I boarded the bus effusive with thanks, I was greeted by a pleasant smile -- the smile of a man who not only enjoys his work, but also has a high regard for himself and others. Blessings to you, No. 9807."

Arnold Emery (Limits garage) won the approval of Nordeen Anderson, of Pine Grove Avenue, for enforcing regulations on his No. 8 Halsted bus. "He is the most courteous and pleasant driver I have seen for a long time. He is also a good custodian of the bus. Some time ago, a passenger got on, walked to the back of the bus, put his feet on the seat in front of him, which was sideways, started to smoke a cigarette, and pushed out the emergency window. This kind gentleman -- the bus driver -- politely told him to get off, as he was disobeying the rules. He did slowly get off. I was very pleased with this action."

Commendation Corner

William Walls (Archer garage) is held in high esteem by Betty Bates, of Federal Street, who was a rider on his 47th Street bus. "He is one of the most courteous and respectful bus drivers I have ever had the opportunity to ride with. He seems to really enjoy his work, and keeps his mind on his job. He is very alert, and I also noticed that no matter what the weather conditions, he is most helpful. I observed him helping senior citizens on or off the bus, and he pulled in extra close to the curb so they could board and alight. He speaks kindly to young and old, and is also very dependable.





Eloise Carter (77th Street garage) gets high marks from Clarence Farde, of East 41st Street, for her handling of a No. 3 King Drive bus. "I have had the pleasure of riding with her three times, and each time she bids her riders a cheery 'Good morning' as they enter, and 'Have a nice day' as they leave. I heard one lady say, 'I sure will, for you have certainly made my day." What a joy it is to ride with this lady. Not only is she extremely courteous, calling out street numbers and the like, but she is also well groomed, and she drives her bus with great care."

Freddie Washington (North Section) is held in the highest esteem by Patricia Sharon, of Evanston, for rescuing her two-year-old son from the Evanston rapid transit right-of-way. "Jordan was playing in our backyard and managed to unlock the gate. He loves trains and ran pushing his toy duck to where he often sees them pass -- the crossing at Isabella. Mr. Washington saw my son in the direct path of the train, reacted promptly by stopping the train before the crossing, and taking my son in his arms to safety. I will never forget the sight of my son safe and sound in the arms of Mr. Washington. To me this was a miracle. I haven't the words to express my deepest appreciation and gratitude."

Nolan Lett (West Section) was remembered by John Tomac, of Cicero, for his assistance as conductor of a Milwaukee-Douglas train. "Mom is in a wheelchair. When No. 22666 spotted us waiting for the train, he went the length of four cars to assist us, directing us to a car that had a section for handicapped people. He was most helpful with information, and very pleasant. I've traveled the 'L's for 40 years, and never knew they had anything for handicapped people. Now we know, thanks to him."

Raymond McHugh (Forest Glen garage) was the operator of a No. 81 Lawrence bus that Wladyslawa Czijka frequently takes on his way nome to North Keystone Avenue. "Without a doubt, he is one of the most pleasant drivers I have run across in a long time. Sometimes traffic causes my RTA bus to be late to the Jefferson Park terminal, but I can be sure that this driver will be waiting for me with a nice 'Hello.' Just the other day we were about three minutes late, and driver No. 8822 was there waiting. I would like to let him know that we appreciate the kind of dedication to passengers that he so ably displays."

Sylvester Ermon (77th Street garage) was appreciated by Fritz Veit, of East 55th Street, for his alertness as operator of a No. 6 Jeffery Express bus. "Somewhere between 53rd and 55th Streets, a man suddenly moved toward me and grabbed my shoulder. He acted as if he were about to fall and would need support. The driver observed what occurred. In a loud, clear voice he said several times, 'Be careful, pickpocket. Be careful of the chick, too.' I had not been aware that the man had a confederate. The driver frustrated the attempted theft. I am pleased that he had such concern for his passengers."

Walter Lewis Jr. (North Park garage) was the operator of a No. 151 Sheridan bus ridden by Carol Gaitu, of Pine Grove Avenue. "I was attempting to board the bus, unaware that two young men were attempting to steal my purse. Your driver saw what was happening, warned me, and chased the thieves off. Had it not been for his vigilance, I would now be minus my purse and its contents. I will be most grateful if you would convey my thanks and admiration to the driver. It is comforting to know that the public can rely on such people for help in threatening situations."

Ethel Claiborne (77th Street garage) was thanked for her help in recovering a handbag that was left on her No. 3 King Drive bus by Jacqueline Smith, who works on West Wacker Drive. "Through your sophisticated communications system, along with loyal and dedicated personnel, my handbag was retrieved. I wish to extend my personal thanks to Ms. Claiborne, who returned the lost article. Harry (Horn) the dispatcher kept me constantly informed of the status (of the search), and pursued the issue until completion. Concern even was shown by Delores (Walker), the switchboard attendant (at 77th Street).

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Exceptional service earns eight employees recognition

Extraordinary service earned special recognition, as 'A Day in CTA' honorees, for this

Extraordinary service earned special recognition, as 'A Day in CTA' honorees, for this group of operating employees being presented by Robert Desvignes (left), director of Administration and Performance Control. Proudly displaying their certificates are Freddie L. Washington, Howard Terminal; Willie Watkins, Desplaines Yard; Norma J. Porter, Personnel Records, formerly of 77th Street Garage; Transportation Manager Harry Reddrick, and John Cameron, 95th Street Terminal.

Four bus operators and three rail employees, whose discipline and quick thinking averted catastrophe in grave situations occurring at their work locations, were the recipients of special recognition on "A Day in CTA."

A rail crew member on the Lake Dan Ryan Rapid Transit service was also honored on "A Day in CTA" for the praise he continues to receive from Lake Dan Ryan riders as an outstanding conductor.

Robert Desvignes, director of Administration and Performance Control, said Operator Norma J. Porter "acted very responsibly" toward her passengers when a suspect boarded her bus at 94th and Woodlawn during a recent late evening run and announced a holdup. Ms. Porter used her emergency alarm and monitor to summon police who apprehended one of the two men.

Although Ms. Porter was later treated for anxiety due to extreme duress, Desvignes said that, because she remained calm during the inci-

dent, lives were probably spared and injury to patrons avoided.

Other heroic actions worthy of special recognition on "A Day in CTA" included Motorman Freddie L. Washington who stopped his northbound Evanston Express train at the Isabella Street crossing, where he removed a two year old boy from the track and returned him to his family.

The child was spotted playing in the middle of the tracks where he was in danger of coming in contact with the third rail as well as being struck by a train. Washington also received a letter of commendation from the child's grateful parents. (See Commendation Corner)

Meanwhile, Willie W. Watkins, a switchman at the Desplaines Yard, received the kudos of his supervisors and was recognized along with other honorees for his quick response to smoke which he saw coming from a wheel assembly of a rail car during a pull-in to the yard.

Watkins notified the shop foreman immediately, whereupon the car was

inspected and found to have a broken axle. Rail service personnel said the veteran switchman's alertness prevented possible injuries, delay, and costly equipment damage.

"A Day in CTA" honorees also included two 77th Street Garage bus operators who were praised for their individual responses in separate incidents. Desvignes said Isaac Presley rushed to the scene of a shooting incident at 63rd and King Drive where another bus operator had been wounded.

He said Presley gave aid and comfort to the gunshot victim until help arrived, and collected information for the control center.

Another honoree from 77th Street Garage was Columbus Woods who guided a runaway bus into a curb near the bus turnaround at 94th and Burnside after the vehicle's brakes failed.

The brakes quit after Woods pulled into the turnaround. The veteran bus operator sounded the horn to warn other people in the area, and directed his ailing bus into the curb across the



Robert Desvignes (center), director, Administration and Performance Control, escorts "Day in CTA" honorees on a tour of control center facilities. They are bus operators Columbus Woods (left), 77th Street Garage; Joyce Bell, Limits Garage; ticket agent Mona Moore, and bus operator Isaac Presley, 77th Street Garage.

street from the turnaround. By taking such direct action, Woods avoided contact with other buses in the bus turnaround as well as other street traffic.

Transportation officials also applauded Ticket Agent Mona Moore for her quick wit as she slowed up robbers on a hot summer night long enough for them to be caught in the act by the police and taken into custody.

The episode began shortly before midnight August 25 when two men approached Ms. Moore's booth and announced a holdup. The agent immediately activated her silent alarm and stalled the duo with talk. Police arrived while the robbery was still in progress. Officers apprehended one suspect at the scene and the second a short distance away. All but 70 cents of Ms. Moore's receipts were recovered.

A delayed "Day in CTA" recognition was also accorded Limits Operator Joyce Bell for the role she played in the arrest last January of three ruffians who converged on a man alighting from a bus near Madison and Ashland Avenue, where the three assaulted and robbed him.

Ms. Bell who was working near the location as a pool supervisor, witnessed the incident. She positioned her car so that its headlights shone on the victim and his three attackers. Police were summoned and the suspects were apprehended.

Subsequently, the trio was brought to trial, convicted and sentenced to three years in jail. Assistant State's Attorney John D. Cooney praised Ms. Bell for her assistance and coopera-

Finally, the uniquely descriptive language of Conductor John R. Cameron of the 95th Street terminal, which has pleased Lake Dan Ryan riders over the last five years and established rapport with the riding public, has earned the affable conductor "A Day in CTA" recognition. Cameron, dubbed "the rapper," has previously earned numerous commendations for his performance as a rail conductor. Desvignes said, "We wish to commend Mr. Cameron and motivate him to excellence in all areas of job related performance."

Peer Group Review



Paul Kadowaki, CTA Area Superintendent of Instruction, joined other transportation officials from Pittsburgh, Houston, Oakland and Los Angeles to form an Accident Peer Group Review for a study of the San Francisco Municipal Railway (Muni). Kadowaki was the review group's recording secretary. The five-member peer group met in San Francisco August 24-25 and September 15-16 to examine Muni's hiring process, training programs, incentive/motivational programs and discipline code. and made suggestions for accident

The Public Utilities Commission for the City and County of San Francisco gave Kadowaki and other members of the Peer Group Review special recognition for their service with a special resolution, which expressed appreciation to the Accident Peer Group Review members for the series of recommendations.

The resolution said, "The Public Utilities Commission extends its sincere thanks and appreciation for the hard work and excellence of support and expertise that this group brought to the Municipal Railway and the citizens of San Francisco.

Wheelchair wheelchair champions sports champions epitome of determination determination

Soldier Field, the municipal stadium where football fans root for Chicago's gridiron gladiators each Sunday, welcomed a different competitor recently as 200 physically disabled athletes from across the nation met for the seventh National Wheelchair Softball Tournament.

The event was sponsored by the Rehabilitation Institute of Chicago, the Virginia Wadsworth Wirtz Wheelchair Sports Program, and the National Wheelchair Softball Association.

The athletes, representing 14 teams from Dallas, Texas to Nashville, Tenn., and Detroit, Mich., to Minneapolis, Minn., gave credence to the words, "guts, stamina, and determination," keys to any serious athlete's success.

Emerging victorious after two days and 31 games of play was Chicago's own Pacemakers who, under the able bodied coaching of Darnell Langston, and CTA bus operator Allen Willis of North Avenue Garage, survived a double elimination playoff to shutout the Minnesota Rolling Gophers of Minneapolis, 5-0, taking the championship, and increasing the Pacemakers' won-lost record to 4-0.

First base coach Willis who also scouts for the Pacemakers, is an invaluable help to the team, according to



Coach Allen Willis (left), and Coach Darnell Langston observe players of the Chicago Pacemakers at Soldier Field.

Langston, and team captain Bob Trotter, director of therapeutic recreation for the Chicago Rehabilitation Institute of Chicago.

Langston said Willis' knowledge of the game as well as his willingness to scout the games of potential opponents, coupled with the team's frequent and intimidating chant of "shoot-sha, shoot-sha" has made the Pacemakers an adversary not to be taken lightly.

Willis who began his volunteer service with the Pacemakers three years ago, also serves as the bus driver on road trips. "He helps us in many ways," said Langston. "I



Finding the strike zone is no problem for Pacemakers' winning pitcher Dave Ryan.

enjoy working with the team in any way that I can be of assistance," said Willis, brother-in-law to team manager Bob Trotter. "I enjoy the sport, and the opportunity to be a part of the organization. It gives me a chance to share with others," said Willis. "Besides," he added, "I have known many of these guys for a very long time."

Pacemakers participating in the tournament reflect a wide spectrum of backgrounds and physical abilities, but together they accomplished the single goal of victory for Chicago, and received the proper recognition at an awards banquet held later in the Americana Congress Hotel where DePaul Coach Ray Meyer was speaker.

Perhaps one of the best organized wheelchair softball teams in the business, the Pacemakers rely upon each other for practically every aspect of the game. "Sometimes it may take as many as four players to properly execute a double play," said Langston, "but we get the job done as a team," he said.

"Wheelchair softball is a sport, and we are athletes who want people to see us as athletes," said Langston. "The training and the intensity is just as rigorous and involved as it would be for able bodied people," he said.

Said Willis, "We have worked hard, and we have played well routing every opponent on the field until victory. Now we are looking forward to a new year."

Persons interested in wheelchair sports may contact Robert Trotter at the Rehabilitation Institute of Chicago, 649-6168.









A member of the Rolling Gophers swings away with power, but his bat isn't big enough to stop Chicago Pacemakers from taking the National Wheelchair Softball Association championship.

Pacemakers team manager Bob Trotter (at table), director, therapeutic recreation, Chicago Rehabilitation Institute of Chicago, keeps statistics as he watches play action with other players and supporters.

2

3

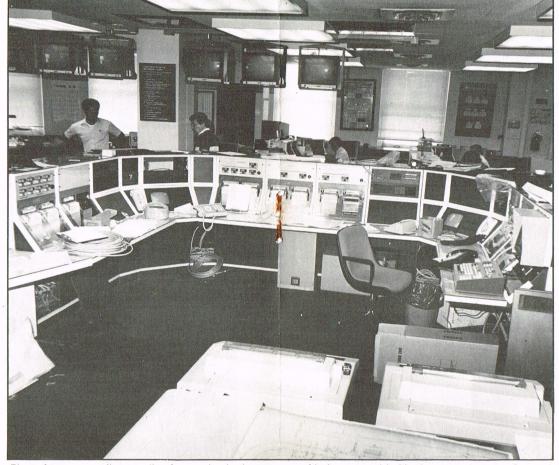
4

First place trophy in the seventh annual National Wheelchair Softball Tournament is presented to Pacemakers team captain Perry Bender (right) by DePaul basketball coach Ray Meyer. Bender, a student at DeVry Institute, was voted the game's all star short center. He is a single amputee.

A member of the Chicago Pacemakers is poised to make an attempt at knocking this ball into traffic. The Chicago team's power hitters kept opposing teams on the move.



Paul Kalke (left), communications design engineer, and Birnest Hicks, signal designer, study plans for consoles' select call public address system serving 143 rapid transit station platforms and ticket agents. Kalke is project manager for the multi-million dollar P.A. system that will keep people at stations informed of service conditions.



First of two new rail controllers' consoles in the process of being assembled in the control center. Second console will be duplicate of first to be used in rush periods or as backup. TV sets suspended from ceiling are connected to station platform monitors for increased passenger security.



Ronald Swindell (left), director of Power, Signal, Communications section, points out console wiring plan to electrician Ray Pacheco. Swindell is project manager of \$15 million improvement for riders, train crews, and rail controllers.

New communications system will benefit train crews and riders

Final stages of a \$15 million communications improvement project in the CTA Control Center at the Merchandise Mart are being completed by Facilities Engineering and Maintenance.

The multi-million dollar development will help provide rapid transit crews with improved communications, and riders with better travel information through a modern, select call public address system.

"The entire project in the Control Center and on the rail routes is expected to be completed by January, 1984," said Ronald Swindell, director of the Power, Signal, & Communications section.

Swindell is project manager for the radio communications project, and Paul Kalke, communications design engineer, is project manager for the public address system which connects the rail controllers to 143 stations and their ticket agents' booths. Presently work in the Control Center is being done by electricians Ray Pacheco, Mike Stosich, and Jack Hobbs. Directing them are Kendrick Bissett,

superintendent of Signal Communications Design; Birnest Hicks, signal designer, and Kalke.

The "heart" of this \$15 million improvement consists of two U-shaped rail controllers' consoles equipped with the latest two-way radio facilities for direct contact with train crews and rail supervisors. These consoles also have select call public address systems which controllers use to alert people on rapid transit platforms to changing traffic conditions.

"Out on the rail routes we are adding additional train occupancy circuits," Swindell said. "Eventually we will also add additional train occupancy circuits when the proposed southwest rail extension is built from Roosevelt Road to Midway Airport."

The train occupancy track circuits are part of a system by which rail controllers are able to monitor the on-time progress of each train on a particular rapid transit route as the train makes its scheduled route. Continuous moving pen graph charts are programmed to a master pendulum clock to operate at a speed of 12 inches per hour. Five-

minute time points are printed on the graphs. Ink pens at the tops of the downward-moving charts indicate "blips" when trains enter track circuits at points along the six rapid transit routes. These blips hold until the train leaves the track circuit; then the pen returns to its normal position.

George Krambles, retired CTA executive director who was instrumental in developing the present rail control center in the 1950s, recalled:

"Because we had to have a method of tracing train traffic to provide riders with dependable scheduled service, CTA came up with its moving graph chart and ink pen method. It minimized the installation cost and produced a permanent record showing clearly and simply where train operations were good, bad, or so-so."

Coupled with the moving pen graph charts are 17 train dispatching devices located at each terminal and at other points along each route—all controlled by the master pendulum clock. When a train is scheduled to depart its terminal, a bell rings once and a green light goes on, signalling the conductor

to close the train's doors and alert the motorman to go.

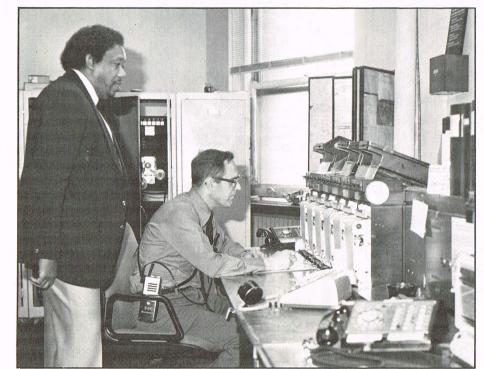
The new metal U-shaped consoles, equipped with space age technological refinements, are replacing a straight line wooden console that was assembled in CTA shops back in the early 1950s. The new consoles and their equipment were built by Motorola.

Electricians assembling the new consoles have had to hand wire more than 10,000 connections and install thousands of feet of cable for both units.

"The second console," Swindell explained, "is identical to the first so as to allow controllers more working space in rush periods. One unit can also be used as a substitute should the other one malfunction. That's an important backup feature we didn't have with the old console.

"Fortunately, the old console held in there all these years, even when we moved it from the old Control Center to the present location back in 1977.

"It never stopped running until we turned on our new number one unit and pulled the plug on the old one."



Ollie Winston (standing), rail/power controller, and Harry Horn, assistant superintendent of controllers, take a last long look at the old CTA handmade console which has operated continuously for more than 30 years. Behind them is the automatic dispatching system which signals train crews at terminals when to start running their train. Moving graph devices precisely chart movement of trains on all rapid transit routes.

Forest Park continues its long honors record

Public Safety awards for the second quarter of 1983 were presented to 69th Street Garage and Forest Park Terminal. It was the fifth time 69th Street has taken the award and the first time since the third quarter, 1975.

The south side garage won the PSA with a traffic rate of 4.99 accidents per 100,000 miles during the quarter, a three percent better rate than the entire bus system rate of 5.13.

Sixty-ninth Street Garage experienced a passenger rate of 1.14, a little more than one passenger accident for every 100,000 miles of operation which was three percent better than the system rate of 1.18. The garage had 20 accident-free days in the second quarter.

CTA safety analysts said it was the 19th time Forest Park Terminal won the PSA. Its last award came in the fourth quarter of 1981. In the second quarter of 1983 Forest Park Terminal operated with a combined traffic and passenger rate of 0.264 per 100,000 car miles, less than one accident for every 350,000 miles of operation during the quarter. The terminal had 88 accident-free days.

Forest Park Terminal took its 20th PSA in the third quarter as terminal personnel experienced another 88 accident-free days period. The terminal recorded a combined traffic and passenger rate of 0.299 per 100,000 car miles in the third quarter—less than one accident for every 300,000 miles of operation.

Meanwhile, Forest Glen Garage, another third quarter winner, had 28 accident-free days. The north side garage earned the PSA for the 13th time with a traffic rate of 3.98 accidents per 100,000 miles, 25 percent better than the bus system rate of 5.28.

The garage also experienced a passenger rate of 0.70. In other words, less than one accident per 100,000 miles of operation. The rate is 40 percent better than the bus system of 1.16.



Public Safety Analyst McCarthy (left) presents the Public Safety plaque to Forest Park Terminal Superintendent Alex Wilson (center), and Carl Davis, assistant terminal superintendent.



Clark Carter (left), superintendent, 69th Street Garage, and Alex Johnson, director, Transportation Personnel, accept the Interstation Safety Contest plaque from Michael McCarthy, principal public safety analyst. It was the fifth PSA for 69th Street Garage.



Carl Davis (left), assistant superintendent, Forest Park Terminal, and Cynthia Florence, assistant superintendent, Near North area, accept the Interstation Safety Contest plaque for the third quarter from Safety Manager Tom Boyle. Alex Wilson, terminal superintendent, and Mike Lacriola, (right), area superintendent, Near North, were on hand for the presentation. It was Forest Park Terminal's second consecutive Public Safety award.



Study Group

A Japanese National Railways study team conducting research on the feasibility of implementing high speed rail service in corridors flowing from Chicago's central business district visited CTA in September, and met with Chairman Michael A. Cardilli. The team was hosted by James Blaa (left), special assistant to CTA Executive Director Bernard J. Ford, and Paul Kadowaki (right), area superintendent, Instruction. Members of the group are (from left) Blaa, Dr. Shigeo Miki, assistant to director, Planning Section, Railway Technical Research Institute; Tatsuru Saito, senior electric engineer, International Department; Shoichi Fukada, director, Planning Division, Shinkansen Construction Department, group leader; Norihiro Kobayashi, civil engineer, International Department; Chairman Cardilli, Yo Ebisawa, and Kadowaki.



Choosing Careers

High school students whose career choices are expected to lead to baccalaureate degrees in public transportation participated in a CTA mini Technical Institute (TI) this summer at the request of the South Eastern Michigan Transit Authority (SEMTA). The students, all from the Detroit area, were employed during the summer by companies doing business with SEMTA. Adult sponsors of the group are SEMTA employees. CTA hosts were Violet Brooks, librarian (standing, 4th from right); Robert Ryan, special projects coordinator, Public Affairs/Consumer Services (standing, second from right), and Marjorie Holmes (standing, right).

Highway assistance digest offered

The National Highway Safety Foundation publishes a pocket-size digest designed to take the guesswork out of what to do if you need help on the highway.

The 68-page "Highway Assistance Digest" contains the emergency telephone numbers of the highway patrols throughout the U.S., accident procedures, state driving regulations, AM-FM radio stations, first aid, tourist information offices, how to deal with motor vehicle-emergencies and other information.

The digest also provides a list of fuel locations that are open 24 hours a day, accept VISA and MasterCard, have a mechanic, road service and food.

The digest is available for \$1 plus \$1 postage and handling from the National Highway Safety Foundation, 116 E. State St., Ridgeland, MS 39157.

1983 Vol. 36—Nos. 11 & 12

Rail evacuation drill is largest in city's history



CTA's third emergency rail evacuation drill in as many years was held on Sunday, September 25, at the Quincy/Wells Outer Loop station. The Westside Emergency Health Planning Organization, an association of 13 hospitals, initiated the drill, which was the largest mock disaster exercise in the city's history.

Sponsors included the hospital group, CTA, the Chicago Fire, Police, Public Safety and Human Services Departments, the Chicago Board of Health, the American Red Cross, the Private Ambulance Organization and the Salvation Army.

The scenario for the drill depicted a fairly crowded six-car, 2400-series Ravenswood train approaching the station southbound and having the

Not even M.A.S.H.
could match the
gory "injuries"
exhibited by student
"victims" of a mock
rail emergency
at Quincy/Wells
station.

rear truck of the head car derail eastward. The derailed truck then ostensibly struck the third rail, causing a fire in the truck assembly.

After the motorman notified the Control Center of the situation, the Control Center alerted the responding agencies and put the emergency plan into effect. Meanwhile, the train crew initiated an emergency evacuation in accordance with prescribed CTA procedures.

Some 165 "passengers" aboard the train sustained "injuries" of varying degrees. Most of the "victims" were medical students and others from Chicago City Colleges whose injuries were made up at two of the participating hospitals before they boarded the train at Randolph/Wells.







Above left:

Safety Department Manager Tom Boyle explains the purpose and goals of the disaster drill to a reporter near the entrance to the Quincy/Wells station.

Above right:

CTA buses were used to transport less seriously injured victims, attended by Fire Department paramedics, to participating hospitals.

Left:

Lorraine Anderson (center), chairperson of the hospital group that initiated the disaster drill, checks evacuation progress with an assistant and Fred Mead, CTA Unit Supervisor, Safety Inspections/Investigations.

When the Fire Department arrived at Quincy/Wells, the victims were sprawled, many with "broken" and "bleeding" limbs, all over the station platform and aboard the train. Evacuation to the street included the use of snorkels for those most seriously injured.

After being brought to the street, the victims were taken to various triage stations, according to the extent of their injuries. Medical teams then evaluated and treated the victims before sending them off to designated hospitals.

Fire Department and private ambulances were used to move the most seriously injured, while CTA buses with paramedics aboard transported those who could walk. The Fire

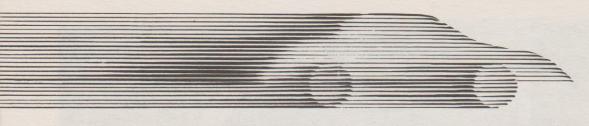
Department's Chief Medical Officer at the scene declared the area clear an hour and 17 minutes after the first emergency call was received.

Safety Department Manager Tom Boyle said that "Although this drill was held primarily for the benefit of the hospital people, CTA also learned and profited from it. We found some areas where we can improve our involvement with the Fire Department and other agencies. The spirit of cooperation displayed was well received by all concerned.'

Boyle said CTA's participation in the drill involved several departments. Besides Fred Mead and Dick Gross. also from Safety, these included instructors under the direction of Art Hubbard (Rail) and Bill Thompson

(Bus), and Transportation personnel supervised by Ludwig Scheuerle, district superintendent - South Rail, who at the time was acting area superintendent, Rail Service. Observers from Facilities Maintenance were also on hand, led by Len Wiksten, director.

Lorraine Anderson, chairperson of the hospital group, called the disaster drill "an excellent experience for everyone involved." Anderson, who is associate administrator of the Fantus Health Center at Cook County Hospital, also commended Boyle for his planning efforts, saying, "It is apparent from his active participation that he is very much concerned with emergency medical services issues that plan for public safety and make it a priority.'





'Team CTA' trophy winners (from left) Jack Sowchin, Sharon Bosan, and Don Bruno.

When you hear the names of Mario Andretti, Al Unser, or Janet Guthrie you may think of the Indianapolis 500, but the names Jack Sowchin, Don Bruno, Don Moy, or Sharon Bosan are not likely to make you think of a race track.

Yet this foursome, unofficially called "Team CTA," is active from April to October in the daring weekend sport of Solo II Competition, sometimes called autocross, sanctioned by the Chicago Region of the Sports Car Club of America.

Solo II competitions are generally held on paved, flat surfaces through courses consisting of straight sections, curves, and slaloms that resemble miniaturized road racing courses. The courses are laid out with gates marked by rubber pylons, and they emphasize car handling skills and maneuverability rather than straight-line performance. Drivers compete for the fastest time through the course, and time penalties are added to their scores if they displace or knock down pylons.

Competitors are grouped into

SOLO RACING WITH 'TEAM CTA'

classes designated by the letters "A" through "H", with vehicles of similar performance characteristics competing in each class. Classes are further broken down into Stock, Street Prepared, Prepared, or Modified designations, indicating the amount of mechanical race preparation performed on the vehicles.

Jack Sowchin, director of Publications, Public Affairs/Consumer Services, is the 1983 Solo II, "C Street Prepared" champion in the Chicago Region Championship Series. A graphic designer by profession, Sowchin's skills at the track last summer earned him more season points in his red 1979 Fiat X 1/9 than any other competitor in his class.

"Solo racing is a safe and exciting way to learn the performance limits of my car and improve my driving technique," said Sowchin. "Experience

gained in solo competition can be applied to everyday driving, especially when reacting to emergency situations."

Sowchin's interest in solo racing was kindled in 1980 when he began visiting local SCCA events. He frequently works at events as a technical inspector checking cars for safety standards and other rules of compliance before they are allowed on the course.

Don Bruno, a transit technician in Operations Planning, also works on technical inspections. He won second place honors in the Chicago Region's "D Stock" class in this year's solo racing series, driving a silver 1983 Volkswagen Rabbit GTI. The most experienced of CTA's four autocross enthusiasts, Bruno also enjoys building and maintaining cars, and has had his photographs of vehicles published in the "Illustrated Alfa Romeo Buyer's Guide." He is also a member of the Alfa Romeo Owners' Club and Scuderia del Portello, Alfa Romeo's vintage racing team.

"Solo racing can mean some really

CTA TRANSIT NEWS



Proper maneuvering, as demonstrated by Jack Sowchin, is extremely important for success in solo racing.

fun weekends, and it's always a busy time," said Bruno. "Everyone works to make things run smoothly, and you're always in good company."

Sharon Bosan, the 1983 Chicago Region "D Stock Ladies" champion, began racing just this year. "I push myself to finish without hitting too many pylons," said Sharon. "I find that the nice thing about racing is that you don't have to be anyone special to participate."

Through her participation in solo racing, Sharon has learned to do much of her own vehicle maintenance. "Autocrossing has helped me gain a knowledge of the maintenance that I need in order to meet the standards for racing," she said. "I've certainly gotten more out of this than I thought I would. The more I learn about cars, the better I like it."

A finishing clerk in CTA's Duplicating Section, Sharon is also a part-time student at University of Il-

linois, Chicago, majoring in computer science/mathematics.

Lotus driver Don Moy who edits "Lotus Fetish," a publication for Lotus enthusiasts, is an architectural engineer at West Shops. Although he enjoys solo racing, his favorite type of



Cornering, like maneuverability, is an essential key for the solo-racer. Sharon Bosan masters the skill in this event.

competition is the road rally.

"I enjoy rallying most because it means constant driving for about three hours on public roads — — and I enjoy driving. The team of driver and navigator must work together to find their way to specific geographic check points on schedule.

"Solo racing is for the die-hard who keeps a car in shape. It requires spending most of the day at an event to participate in about three minutes of intense driving competition."

The Solo II racing season, which was once limited only to sports car drivers, now brings drivers of every type of car to a series of weekend autocross events. The atmosphere and conditions approach road racing in every way except the absence of car against car, "wheel to wheel", competition. Anyone interested in participating or observing may contact Jack Sowchin, Don Bruno, Sharon Bosan, or Don Moy for details.



Don Moy drives his Lotus Europa in road rallies and solo races.



Chief of Tech Mark Schwechter (left) and Sowchin (right) prepare to inspect a 'B Modified' class race car driven by Ricardo Gonzales (center).

SCCA

The Chicago Region of the Sports Car Club of America was organized in 1948 to encourage the ownership and operation of sports cars, and to serve as a source of technical information for sports car enthusiasts. Although it was once necessary to own a sports car to become an SCCA member, membership is now open to anyone who wishes to affiliate with SCCA and participate in its activities. SCCA's nationwide program includes road racing, solo racing, road rallying, and many other related activities.



A Feast for Dagmar

Jack Hardy, Manager, Materials (retired), visits CTA friends. The occasion was a retirement luncheon for Dagmar McNamara, Materials Management coordinator (2nd from right), who ended her CTA career after 36 years. Ms. McNamara received an electronic typewriter as a gift from her coworkers who sponsored the Como Inn farewell feast. Besides her former boss, the well-wishers include (from left) Edna Southworth, Jean O'Neil, and Aileen Madden.



"A View from My Window"

Graphic designer Alan Grady, Passenger Controls/Graphics, a painter since he was five years old, displays an acrylic painting of the Wacker-Wells-Franklin leg of the Chicago Loop, a scene which he sees daily. Dubbed "A View from My Window," the artist made sketches of the scene and transferred them to canvas at his home on Chicago's northwest side. Grady said the project was done largely on weekends and took approximately two months.



Worland Retires

Its a happy moment for Claude Worland, Law Department witness location clerk, as he is feted by coworkers on the occasion of his retirement. A CTA employee for 36 years, Worland spent his entire career in the Claims/Law Department. The former clerk now pursues his favorite pastime of music as a clarinet player with a local band. He and his wife, Ella Marie, reside in Villa Park.



A Surprise Baby Shower

Monica Loye, administrative secretary (center) to Andrew Schmidt, area superintendent, Contract Administration, Labor Relations Department, is surrounded by CTA friends and coworkers who surprised her with a baby shower luncheon at the M&M Club September 16. CTA Chairman Michael Cardilli was also on hand to extend best wishes as Mrs. Loye prepared to take maternity leave. Among co-workers attending the shower were (from left), front row: Ann Murphy-Gaughan, Diane Traxler; second row: Rose McGuire, Kathleen Cunniff, Arthella Brown, James Bidwill, and James Marshall; Back row: Gus Alevizos, Andrew Schmidt, and Robert O'Connor, manager, Labor Relations.

Earns master's degree



Charles Townsend, a maintenance training specialist at Lawndale Garage, was graduated from Chicago State University in June with a master of science degree in industrial supervision. Townsend, who joined CTA in 1969, also holds a bachelor of science degree from Chicago State in occupational education, an associate of arts degree from Olive-Harvey College in electronics and a diploma from Allied School of Mechanical Trades. Townsend and his wife, the former Mary J. Cain, are the parents of a daughter, Patricia.

Earns bachelor's degree



Ralph Newell, a journeyman mechanic at South Shops Brake Section, received a bachelor of science degree in occupational education from Chicago State University. Newell joined CTA September 24, 1979.

Completes Exam



Mrs. Cozette Epps-Buckney, daughter of Superintendent and Mrs. John C. White, 69th Street Garage (retired), has successfully completed the Chicago Board of Education's first principal's examination given in nine years. Mrs. Buckney who has been associated with the Board of Education for 13 years, is presently assistant principal at Austin High School.

Little league coaches keeping eyes on '84 season

Two former Army sergeants whose friendship dates back to the early 60's through military stints in Korea, and Fort Knox, Ky., have developed a baseball savvy which would surely have been a great Christmas gift for the Chicago Cubs.

District "A" Supervisor Jimmy L. Clemons, and Operator Claude Blocker, 69th Street Garage, managed and coached respectively last summer, one of little league baseball's most successful teams in the Chicago area.

Their team, Huddle Inn of south suburban Harvey, recorded a sensational 20-1 season, with 18 consecutive victories, to win the Harvey Little League World Series playoffs (National League).

Huddle's success was due in part to the superb pitching of Clemons' own son, James, one of two of Huddle's pitching staff mainstays last summer. The younger Clemons finished the season 8-0 with two shutouts, 79 strikeouts, and 19 walks in the 42 innings he hurled last season. Clemons also won one of the two championship games, and maintained a season batting average of .433.

Derik Blocker, son of Coach Claude Blocker, drove in the winning run for the last game of the season which gave the Huddle the championship. Blocker recorded a season batting average of .422.

Coach Blocker, who has spent his entire 16½ years with CTA as a driver out of 69th Street Garage, and Clemons, a 14-year CTA veteran, have both been associated with the Harvey Little League organization since 1979, and have led their teams to 39 wins and 18 losses. Clemons and Blocker were also assisted with their champions by Coach Dave McFadden, a resident of Harvey.

"We're very optimistic about next season," said Clemons. "We plan to be just as good next year," he said.

Hole-in-One

Sheldon Rita, a Kimball Shop retiree, recorded a hole-in-one at the Glen Eagles Community Club golf course September 11.

50 Years



Mr. and Mrs. Arnold Walker observed their 50th wedding anniversary at Fisherman's Inn in Elburn, III. on October 23. Attending the celebration in honor of the retired CTA carpenter of 33 years and his wife, were their son and daughter-in-law, the Rev. and Mrs. Arnold Walker Jr., and grand-daughter and husband, Mr. and Mrs. Thomas Oliver.

California Retirees



Robert Dietz (left), and Peter Mirkovich, retired CTA employees since 1955, are living in Anaheim, California. They fondly recall their years in Chicago and with the CTA. Dietz, 93, is former South Shops Electrical department foreman, and Mirkovich, 94, is former South Shops foreman.

Golfing Foursome



CTA retirees Tom Stiglic, W. Prosen, J. Spoo and Frank Wsol enjoying a golf outing at the Forest Preserve National.

Walking with the Pros



If the swing looks professional, it should. Joseph P. Piento, 17, walked with the pros this summer when he served as a caddy at the 80th Western Open Golf Tournament in Oak Brook. Piento, whose father, Joseph W., is senior power supervisor in the Control Center, was selected for the job by the Glenview Country Club. The younger Piento has maintained a 3.83 grade average at Maine East High School in Park Ridge, where he has played on the golf team for three years. Now in his senior year, he plans to become a physics and chemical engineering major in college, and has applied for an Evans scholarship for caddies.

Hello World



Yersenia I. Torres is the newborn daughter, and first child of 77th Street Garage Operator Esmeraldo Torres and his wife, Diana. Born September 2, 1983, little Yersenia weighed five pounds, six ounces, and was 18½ inches long at birth. Her proud father said, "My wife and I waited eight years for our bundle of joy to arrive. Thank God."

Ice Skater



Five-year old John Schultz glides across the ice of a Clarendon Hills indoor rink as he participates in the play "Snow White." He is the nephew of Johnny Pope, CTA Treasury Department.

Service anniversaries in October

■40 Years

Jerry Blake, North Park



Robert Koster, Forest Park



John Phillips,Administrative Services

35 Years≡

Robert Booth, Power Distribution Matthew Cioffe, Power Distribution Robert Fuhrman, Jr., South Shops Augustus Hennelly, North Park Maint. Edward Kruszyna, Power Distribution Robert Kurtz, Support Services Bus Walter Rafa, Jefferson Park Robert Reding, Skokie Shops Max Tsuchida, North Park Maint.

30 Years

Pete Colombo, Desplaines Maint.
Gabriel Figueroa, Archer Maint.
Frank Goodrich, Utility
Andrew Grabowski, North Avenue
Charles Hollingsworth, Utility
George Howard, Utility
Charles Johnson, 77th Street
Thomas McCann, District D
Albert Meeks, Track & Roadway
Darrold Mercure, Kimball Maint.
Melvin Miller, 69th Street
Eugene Paoli, North Park
Jeffery Qualls, 77th Street
Jewel Roberson, Beverly

Ann Sloan, Accounting James Stewart, 77th Street Willie Walton, Jr., Utility Jesse Whitehead, Lawndale

25 Years

John Antonucci, Desplaines Maint.
Charlie Bateman, 69th Street
Robert Burton, Buildings & Grounds
Frank Espinosa, Archer
Ronald Knox, Beverly
Bill Limanowski, Far North
Robert Nugent, West Section
Donald Rouse, Building & Grounds
Anthony Scardina, Accounting
Phyllis Shields, Accounting
Miles Smith, Bus Instruction
Otis White, 77th Street
Kazimer Yaworski, Forest Glen

Service anniversaries in November

35 Years≡

Robert Barclay, 77th Street Charles Brown, Kedzie Maint. James Cooney, Stores, South Frank Johnson, Purchasing Walter Jones, Lawndale Robert Kennedy, 77th Street Kenneth Mikota, Facil. Eng. & Maint. Albert Ochwat, District D Angelo Salvaggio, Douglas/Congress

30 Years≡

Sherman Adams, Beverly George Barber, Archer Jan Broda, Skokie Shops Giuliano Caruso, Forest Glen Maint. Melvin Clarke, Howard/Kimball John DeGroat, 77th Street Joseph Drew, Beverly Aaron Fairfax, North Avenue George Grafer, Forest Glen Richard Hannigan, South Shops Joe Horace, 77th Street Ernest Hunter, Beverly Arcedus Jones, Beverly Wayne Lambert, Jr., 69th Street Michael McCarthy, North Avenue Leonard Perry, District B Lucius Priester, Jr., 69th Street Arthur Thomas, Claims Calvin Webb, Archer Maint. Charles Williams, Lawndale Mack Williams, Ashland/61st/95th

25 Years

John Angelo, Control Center John Coleman, South District Margaret Conway, Claims Donald Johnson, Buildings & Grounds Albert Kemnitz, Jefferson Park Benjamin Morris, Jr., Control Center Daniel O'Rourke, South Shops Ludwig Scheuerle, Rail Service Thomas Southern, 69th Street Phillip Stokes, 77th Street

Service anniversaries in December

■40 Years



William Rooney, Far North

35 Years≡

Quintus Bonds, 98th Maint. Anthony Kraus, Utility Donald McCarthy, South Shops James McManus, Howard/Kimball Joseph Mikieta, North Park Cleo Newsome, South District Theodore Wright, 77th Street

30 Years≡

Louis Bieniek, Bus Instruction
Marion Brittain, Jr., 77th Street
Ozie Davis, 69th Street
Travis Dixon, 77th Street
Harper Donahue, Jr., 77th Street
Benarrage Flenaugh, West Section
Horace Flournoy, Jr., 77th Street
Clifford Last, Forest Glen
Wardell Lee, Rail Janitors
Walter Lemons, Jr., Admin./Perf.Control
Robert Rees, Central District
Reginald Sharp, 77th Street
Lester Smith, Workers, Comp.

25 Years

Mitsuo Ogata, Forest Glen

New Pensioners

ROY H. GAINES, Bus Operator Lawndale, Emp. 10-18-56 RAYMOND R. GONZALEZ, Bus Operator Archer, Emp. 10-17-60 WILLIAM J. HUNTER, Janitor Facilities Engr. & Maint., Emp. 2-05-51 DAGMAR G. McNAMARA, Materials Mgmt. Coordinator, Materials Mgmt., Emp. 3-10-47 Materials Management, Emp. 3-10-47 JOHN O. MULLIGAN, Clerk II 61st St. Terminal, Emp. 1-24-49 MARVIN SALMANOFF, Bus Operator North Park, Emp. 8-20-53 OLLIE O. SANDERS, Bus Operator Limits, Emp. 1-17-57 EARL L. THOMPSON, Collector North Avenue, Emp. 7-18-52 CARL A. WAGGONER, Bus Operator North Avenue, Emp. 8-18-49

Disability Retirements

JOHN H. BAKER, JR., Bus Operator
77th, Emp. 11-13-67
CHESTER W. BROWNING, Bus Operator
North Park, Emp. 8-10-53
SELMON ECHOLS, Trackman II
Facilities Engr. & Maint., Emp. 8-12-68
QUINTON H. JAMES, Service Truck Chauf.
Facilities Engr. & Maint., Emp. 4-10-52
ROSS LOMBARDO, Rail Janitor
Madison & Wabash, Emp. 1-26-71
VERNON MITCHELL, Rail Janitor
Facilities Engr. & Maint., Emp. 6-14-65
RANDOLPH G. ROBINSON, Bus Operator
77th, Emp. 2-8-51
GUSTAV W. ZEHLES, Conductor
Jefferson Park, Emp. 5-27-63

IN MEMORIAM

LEROY ANDERSON, 68, Plant Maintenance Emp. 3-28-49, Died 9-27-83 BERTHA B. ATKINSON, 76, North Section Emp. 11-1-71, Died 8-27-83 WALTER C. AUGUSTYN, 74, Shops & Equipment Emp. 3-13-43, Died 8-30-83 THOMAS BACULA, 90, North Avenue Emp. 1-3-24, Died 8-23-83 FRED BEAUDOIN, 85, Shops & Equipment Emp. 8-10-26, Died 8-31-83 ALFRED BLOOM, 92, North Section Emp. 1-2-14, Died 8-8-83 MICHAEL J. BOCIAN, 72, Engineering Emp. 12-1-45, Died 9-30-83 PATRICK F. BROWN, 63, North Park Emp. 3-6-44, Died 9-30-83 JOHN B. CAMERON, 82, South Section Emp. 6-26-45, Died 8-6-83 VIRGINIA R. CASHION, 68, Transportation Emp. 2-3-44, Died 8-14-83 JOHN DECKER, 86, Forest Glen Emp. 2-14-27, Died 8-27-83 GLENN DEWAR, 77, North Park Emp. 11-21-41, Died 9-16-83 JAMES E. DOHERTY, 60, Kimball Emp. 4-14-42, Died 8-5-83 PAUL DOMKE, 87, South Section Emp. 4-2-45, Died 8-9-83 JAMES J. ERONCIG, 74, 77th Street Emp. 11-14-42, Died 9-21-83 PATRICK GALLAGHER, 91, Devon Emp. 3-13-23, Died 9-20-83 EDWARD P. GRZENIA, 66, General Office Emp. 1-8-48, Died 8-22-83 LURA HENDERSON, 54, Archer Emp. 9-26-57, Died 10-14-83 GEORGE A. KROLL, 84, Transportation Emp. 2-20-23, Died 9-5-83 EDWARD KOSCIENSKI, 67, Limits Emp. 4-28-42, Died 8-7-83 EDWARD KULPIT, 71, Management Services Emp. 11-24-41, Died 8-19-83 STANLEY V. LUKASIK, 72, 69th Street Emp. 2-3-43, Died 9-16-83

MARIO S. MARIANO, 63, South Shops Emp. 3-19-46, Died 9-20-83 JAMES C. MARTINEK, 73, South Section Emp. 12-5-38, Died 9-18-83 LAWSON MATTHEWS, 57, District A Emp. 1-18-49, Died 8-28-83 JOHN MC CARRICK, 91, 77th Street Emp. 5-10-44, Died 9-30-83 JOHN L. MC GLYNN, 96, Transportation, Emp. 12-23-07, Died 8-1-83 REDMOND T. MC GOVERN, 78, West Section, Emp. 6-24-42, Died 9-29-83 ALBERT C. NADEAU, 90, 77th Street Emp. 12-17-23, Died 9-5-83 WILLIAM NASH, 58, North Section Emp. 2-2-49, Died 8-24-83 SIDNEY A NETTLES, 68, 61st Street Emp. 8-1-44, Died 9-16-83 JOHN P. NOHELTY, 90, West Side Emp. 4-23-23, Died 9-21-83 MILES OLSEN, 71, Rail North Emp. 7-15-42, Died 8-6-83 JAMES O'MALLEY, 97, Limits Emp. 1-26-10, Died 8-22-83 THOMAS O'NEILL, 93, West Side Emp. 2-19-20, Died 9-16-83 JOHN PORTER, 50, West Section Emp. 8-28-69, Died 10-14-83 ELBA PRESTON, 88, North Section Emp. 9-12-23, Died 8-17-83 GEORGE POPADICH, 94, Way & Structures Emp. 11-1-30, Died 8-23-83 WALTER E. RICHARDS, 73, South Shops Emp. 8-11-47, Died 9-23-83 ELEANOR A. ROCHE, 86, Public Information, Emp. 2-16-43, Died 9-4-83 DUCIS RODRIQUE, 47, Limits Maintenance Emp. 9-27-68, Died 8-16-83 HELEN ROMAN, 55, Operations Planning Emp. 9-16-74, Died 9-19-83 EDWARD H. SCHROEDER, 83, Shops & Equipment, Emp. 2-1-18, Died 8-4-83 GLEN A. SEPKE, 71, Kedzie Emp. 2-18-36, Died 9-4-83 ELEANOR G. SHALLBETTER, 69, Rail North, Emp. 8-15-64, Died 9-7-83 DANIEL E. SHERRAD, 75, Shops & Equipment, Emp. 1-16-24, Died 8-5-83 ARTHUR SMITH, 81, Construction & Maintenance, Emp. 10-9-41, Died 8-16-83 PAUL L. SPOLEC, 70, Shops & Equipment Emp. 2-3-25, Died 8-24-83 JULIUS B. SUKIS, 73, North Avenue Emp. 4-18-44, Died 9-21-83 ANTHONY J. SULLIVAN, 77, Construction & Maintenance, Emp. 5-24-34, Died 9-11-83 JOSEPH A. TAGLER, 79, Office Services Emp. 11-20-29, Died 9-16-83 THOMAS VALENZIA, 78, Forest Glen Emp. 11-16-43, Died 9-29-83 EDWARD A. WEISS, 79, Forest Glen Emp. 5-5-42, Died 9-30-83 FRANK H. WEISS, 67, North Avenue Emp. 7-26-43, Died 9-8-83 SHIRLEY WILLIS, 51, 77th Street Emp. 5-23-57, Died 9-14-83 CECIL E. WYRE, 62, Forest Glen Emp. 12-19-60, Died 8-26-83 JOSEPH H. ZAHUMENSKY, 79, Shops & Equipment, Emp. 7-26-41, Died 8-25-83 CARL P. ZARUBA, 83, Forest Glen Emp. 10-10-28, Died 9-10-83 FRANK G. ZIMA, 83, West Side Emp. 1-29-34, Died 8-10-83 GEORGE O. ZORN, 86, North Park Emp. 7-30-45, Died 8-26-83



As CTA painter Jim Downes (left) provides the paint, CTA Chairman Michael A. Cardilli dips a brush. Cardilli, State Representative Ellis B. Levin (third from left), and 46th Ward Alderman Jerome M. Orbach prepare to give the Wilson Avenue 'L' station the symbolic first stroke of paint to start the work of sprucing up the station located in the heart of Uptown.

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