

## O'Hare Extension opens to River Road

Story on page 2



**CTA's Safest Month**  
 page 4





- 1 Enjoying their ride hosted by Solomon Brown, conductor, Congress, are (from left) CTA Chairman Michael Cardilli, Commissioner of Public Works Jerome Butler, and CTA Executive Director Bernard Ford.
- 2 At Harlem station Ford and Cardilli discuss feeder bus service with northwest side resident Ann Gasper.
- 3 CTA Chairman Michael Cardilli welcomes Tex and Debbie Bullock of Des Plaines who enjoyed the free rides with their sons Jason and Joshua.

## O'Hare Extension

On the front cover, Helen Kasper and Rev. Joseph F. Schmeier, part-time chaplain at O'Hare International Airport, tell Cardilli that they will enjoy Greyhound bus service and faster commuting to O'Hare and downtown Chicago from the Cumberland station.

Riders from the northwest side of Chicago and nearby suburbs enthusiastically welcomed rapid transit service to the new O'Hare Extension during CTA's free ride introductory celebration on Saturday, Feb. 26. From 10 a.m. until 3 p.m., four-car 2600-series rapid transit trains provided free shuttle service between the Harlem Avenue, Cumberland Avenue, and River Road stations.

CTA Chairman Michael Cardilli, CTA Executive Director Bernard Ford, and City of Chicago Commissioner of Public Works Jerome Butler greeted riders and inspected the new facilities. Employees from Operations Planning

and Public Affairs/Consumer Services were on hand to answer riders' questions and distribute brochures describing the new rapid transit service, CTA and RTA feeder bus services, and Park 'n' Ride and Kiss 'n' Ride facilities.

Most riders cited shorter commuting times to Downtown Chicago and O'Hare International Airport as the greatest advantages of the O'Hare Extension, while others offered suggestions for improving the newly instituted feeder bus services.

The first revenue service 'A' train left River Road station at 3:31 a.m., Sunday, Feb. 27, for its trip to the Dearborn Street Subway downtown and





At Harlem station Cardilli compliments the work of (from left) "Rudy" Roundez, bus service supervisor, Thomas Cameron, rail janitor foreman, and Robert Krejca, rail janitor.



Bill Nigut, WLS-TV (channel 7), interviews Michael Horowitz, group manager, Public Affairs/Consumer Services, at River Road station.

the Desplaines terminal at the end of the Congress line in west suburban Forest Park. Since that time, ridership figures have proven the value of the O'Hare Extension.

Daily average ridership figures for weekdays during the first week of service indicate that 3900 riders board at Harlem, 4500 at Cumberland, and 4100 at River Road. As expected, 4300 fewer riders now board at Jefferson Park because they find the new stations to be more convenient. Overall the O'Hare Extension has brought 8200 new weekday riders to the line. Ridership has also increased by 5700 riders on Saturdays and 3800 riders

on Sundays.

Later this summer, rapid transit service will be extended for the remaining 2.5 miles to the O'Hare Subway Terminal under the main parking garage at O'Hare International Airport providing a direct rapid transit connection between the airport and downtown Chicago.

The 7.9 mile O'Hare Extension is being built by the City of Chicago, Department of Public Works, at a cost of \$196 million, with funding provided by the U.S. Urban Mass Transportation Administration and the Illinois Department of Transportation.

## *From the Chairman*

### Milestones

It has been more than a decade since CTA opened the Kennedy and Dan Ryan rapid transit services, and I consider it a great privilege to be CTA Chairman at a time when we can once again offer expanded service to the people of Chicago by opening the O'Hare Extension. We are already experiencing increased ridership on the line, and we are looking forward to the added dimension of service that will arrive later this year when we provide direct rapid transit service to O'Hare International Airport.

I congratulate all CTA employees from all departments who contributed to the design, planning, preparation, operation, and promotion of the O'Hare Extension. It was a job well done. I also compliment the City of Chicago, Department of Public Works, for the functional and aesthetic excellence that they built into this new addition to our transit system.

The free-ride day at Harlem, Cumberland, and River Road stations was a tremendous success. I thoroughly enjoyed meeting many current CTA riders and new CTA riders who enthusiastically welcomed our new service and plan to use it regularly. Most importantly, I was proud to meet many of our employees who will be working in the O'Hare Extension area and observe their professionalism and dedication. The pressures that were exerted on all of us for an effective opening were great, and all of us at CTA reacted in the most professional manner. Again, I thank and congratulate all of you.

All CTA employees, especially those who work in safety, transportation, and maintenance, can take pride in the hard work and attention to duty that enabled CTA to reach another milestone of professionalism. January of 1983 was the safest operating month in CTA's entire history. Preliminary figures for February also indicate that this high level of safety consciousness is continuing, and I commend all of you for your efforts. Safety is one of our most important goals, because it inspires confidence in CTA service among our riders.

*Michael Cardilli*



# CTA reports record low accident rate in January

January can be a hazardous time for getting around Chicago, but January, 1983, turned out to be the best month ever for CTA buses and trains. CTA vehicles encountered the fewest accidents for any month on record since CTA began operations in 1947.

CTA employees set an all-time low monthly traffic and passenger accident rate this January, for an average of 3.98 per 100,000 miles of operation. This was a significant improvement even over the fair weather month of September, 1982, which had been the

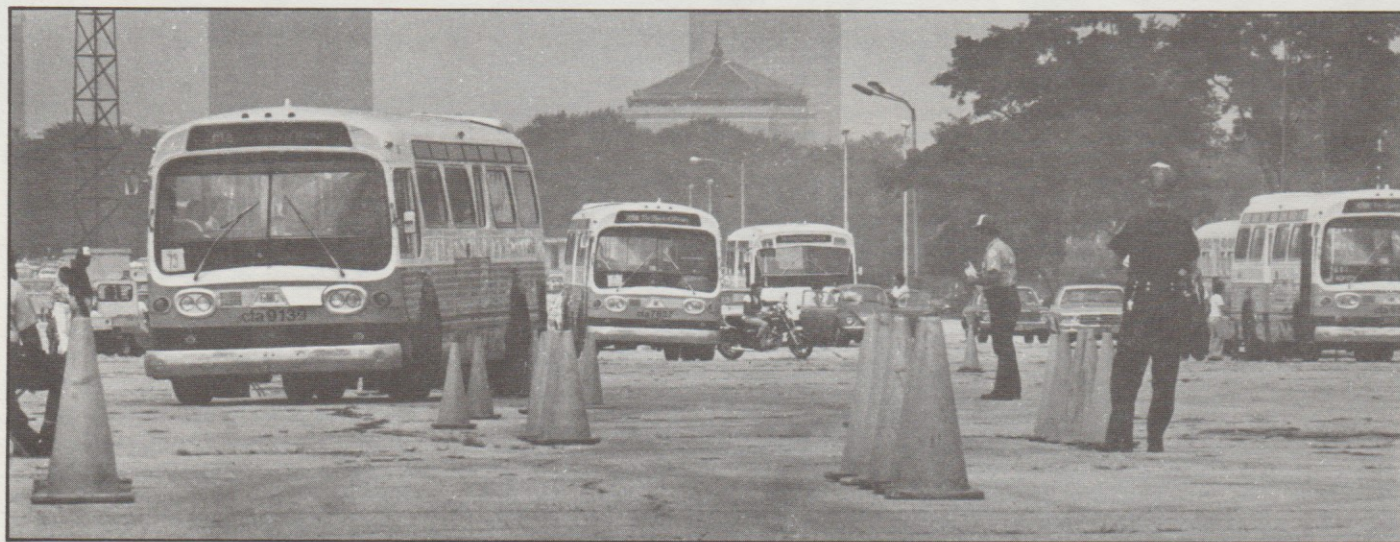
previously best month, with a rate of 4.8 accidents per 100,000 miles.

Safety Department Manager Tom Boyle said that although the weather in January was mild compared to the same month in years past, the safety record achieved was nonetheless impressive because of the broad range of employees who contributed to it.

"This outstanding performance would not have been possible without the combined efforts of Transportation operating personnel, supervisors and instructors, Maintenance and Safety

personnel, and others," he said. "Everyone involved can take credit, since none could have done it by themselves."

Boyle said CTA buses carried riders over almost 6.5 million miles of streets in January, 1983, while trains operated a little less than 4 million miles during the same period. He noted that the low accident rate was "particularly gratifying during the present economic conditions" because of the resulting reduction in accident claims and equipment repair costs.



## CTA BUS ROADEO

Bill Thompson, 1983 CTA Bus Roadeo Chairman and superintendent, Bus Instruction, reports that this year's Bus Roadeo program is well underway.

Applications for the competition were received by garage superintendents from March 1 through March 15, and the written test covering CTA operating procedures, defensive driving principles, and Rules of the Road will be administered to qualified applicants at Limits Training Center, April 4-16.

Garage level preliminary driving competitions will be held at two CTA locations on the weekends of June 4th and 5th, and June 11th and 12th. These competitions will determine the

top 20 bus operators or "Winning Circle 20," who will compete in the CTA Bus Roadeo Finals to be held later this summer in the Soldier Field south parking lot.

The winner of the CTA Bus Roadeo Finals will receive an all-expense paid trip for two to Denver, Colo., where he or she will compete as CTA's representative in the American Public Transit Association (APTA) International Bus Roadeo. Other prizes including trophies and savings bonds will be awarded in the same manner as last year.

The two co-chairmen of the 1981 and 1982 CTA Bus Roadeo committees, Elonzo Hill, director, Training

and Instruction, and Paul Kadowaki, area superintendent, Instruction, along with Robert Desvignes, director, Administration and Performance Control, now form the CTA Bus Roadeo Advisory Committee. Hill is also CTA's representative on the APTA International Bus Roadeo Committee.

### CTA Scoring for APTA

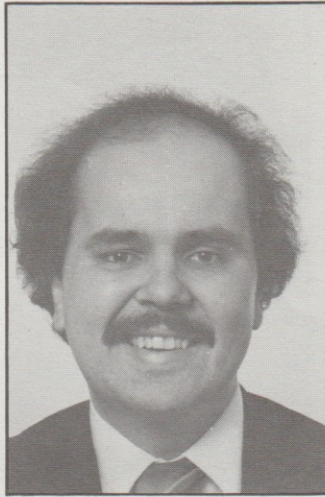
At the winter meeting of the APTA International Bus Roadeo Committee in Denver, Feb. 3-5, Elonzo Hill presented samples of the 1982 CTA Bus Roadeo score sheets. The well-planned, thorough score sheets, including scoring for each roadeo maneuver, inspection, quiz, written test,



## 'Card Sharks' put bite on phony monthly passes



Gordon Butler



John Paczkowski

Gordon Butler and John Paczkowski are among the leaders in a growing number of employees who can be proud to be called "card sharks." These employees can spot a phony monthly riding card almost in an instant, and they have also been successful in confiscating the illegal cards.

Butler is a South District ticket agent on the extra board. Paczkowski is an operator at Archer garage.

Since January 1, Paczkowski has signed complaints against more than 15 persons. Since the monthly pass program began in 1978, Paczkowski has signed complaints and testified in court more than 125 times against persons arrested on a charge of theft of services.

Butler said that he has testified in court against persons with phony passes "more times than I can remember."

"Most of the persons arrested are held in police station lockups overnight and taken to court the next day. Many of them are sentenced to court probation, but spending the night behind bars usually convinces them to buy only legal monthly passes from CTA authorized outlets."

Through their diligence and observation, "card sharks" like Butler and Paczkowski and other CTA employees who identify and confiscate phony passes help insure that CTA receives all the income that it rightfully deserves for services provided to our riders.

and cumulative scores, were accepted by APTA and will be adapted for use as the official 1983 APTA International Bus Rodeo score sheets.

The CTA score sheets were designed by Hill, Kadowaki, Kelsey King, transportation planning analyst, and the Forms Design unit of CTA's Management Services department.

### Volunteer judges needed

Management, professional, and other non-operating employees may participate in the CTA Bus Rodeo as volunteer judges for the garage level driving competitions on June 4, 5, 11, and 12. Judging is a great chance to watch the intense Bus Rodeo competition up close and meet other employees from throughout CTA. Anyone wishing to volunteer as a Rodeo judge should call Bill Mooney at ext. 4150 in the Merchandise Mart or Bill Thompson at ext. 276 or 277, 77th Street garage.

Employees who cannot participate as judges, but would like to stop by and watch the garage level competitions, are also welcome.



Louis Bieniek, instructor at Forest Glen Garage, logs in starting order numbers drawn by contestants for the first CTA Bus Rodeo held in 1981.



# data

## Datacenter 'monster' finds new home

How do you treat a "monster" computer processor stuffed with 16 million bites of information, that has 16 channels of communications to 70 on-line computer-related devices and up to 250 computer terminals?

John Hogan, manager of the CTA's Datacenter, smiled at that question.

"If you're smart, you'll treat the computer processor like you would a wealthy old aunt—very gently," Hogan said.

His analogy of CTA's IBM 3033 computer processor that he affectionately calls the "monster" and the wealthy old aunt is pretty accurate. To keep its "monster" happily humming, the Datacenter uses two transformers. These provide the computer processor with its steady "diet" of high-voltage electric power and smooth out any irregularities in current from the Commonwealth Edison Company.

Besides a steady diet of energy, the "monster" also craves a steady temperature of 72 degrees, with variations of no more than two degrees below or above 72. Humidity must stay at 42 per cent, with variations of no more than four per cent below or above 42.

So what happens to the "monster" if there is a critical change in electrical power, temperature, and humidity? Hogan came up with another analogy to explain his highly complex Datacenter operations.

"Rapid transit trains have automatic train control devices that govern the speed and distance of trains. If a train's motorman should disregard the ATC's pre-set controls on



Leo White (left), director of operations, Datacenter, and John Hogan, manager, Datacenter, inspect one of many new components at the Datacenter's new 440 N. Wells St. location.

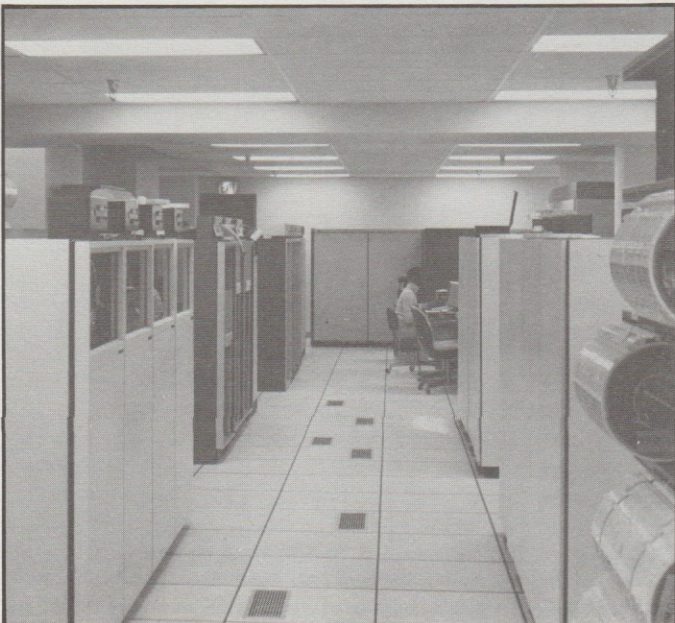
his train, the ATC takes control of the train and brings it to a stop to prevent a potentially dangerous situation," he said.

"The 'monster' will shut itself down if current, temperature, or humidity levels are violated. This shut-down protects its micro-bites of information as well as its circuitry to its interconnected devices and terminals from a potentially damaging situation."

Hogan's use of the term "monster" refers not to the computer processor's size but to its ability to act as a brain for the CTA's far-flung computer operations serving nearly all departments, rail yards, bus garages, payroll, etc. Computer experts, such as Leo White, director of the Datacenter, view the "monster" as a marvel of miniaturization and a wonderful device that makes their temperatures rise (not more than two degrees, please).

But, for the layman, looking at the IBM 3033 is about as exciting as watching paint dry. Its calm exterior gives no indication of the frenzy of electronic activity going on inside. Hogan and White and their staff members just went through a delicate balance of necessities.

Since 1973, the Datacenter had been located in 10,000 square feet of office space on the 15th floor of the CNA Building at 55 E. Jackson Blvd. As CTA increased its use of computers for monitoring everything from the time spent by a mechanic changing a bus engine's oil to making up its multi-million dollar annual budget, the Datacenter outgrew its space. Fortunately, 15,000 square feet of space became available in a rehabbed building at 440 N. Wells St., just north of the Merchandise Mart, and a long-term lease was successfully negotiated by the CTA.



New location provides adequate space for tape library and storage facilities.



# data

"Our Datacenter operates 24 hours a day," White said. "Because most of our equipment on Jackson was cumbersome and outmoded, we decided to bring in new, state of the art computers and equipment and install them in the Wells street facility and have it ready when we moved."

CTA sold most of the older equipment at the Jackson office and about 15 per cent of the remaining equipment and materials were moved in 37 truckloads on February 11 and February 15.

"Besides the two days it took to move the computer components, equipment and files, our movers spent three days packing and unpacking the truckloads of materials," said Tom Coyne, special projects coordinator, Management Services department. "This was the largest movement of equipment in the recently completed remodeling and relocation program we conducted for the CTA's headquarters facilities."

Besides material and equipment, the move involved the 100 employees of the Datacenter, some of whom work on



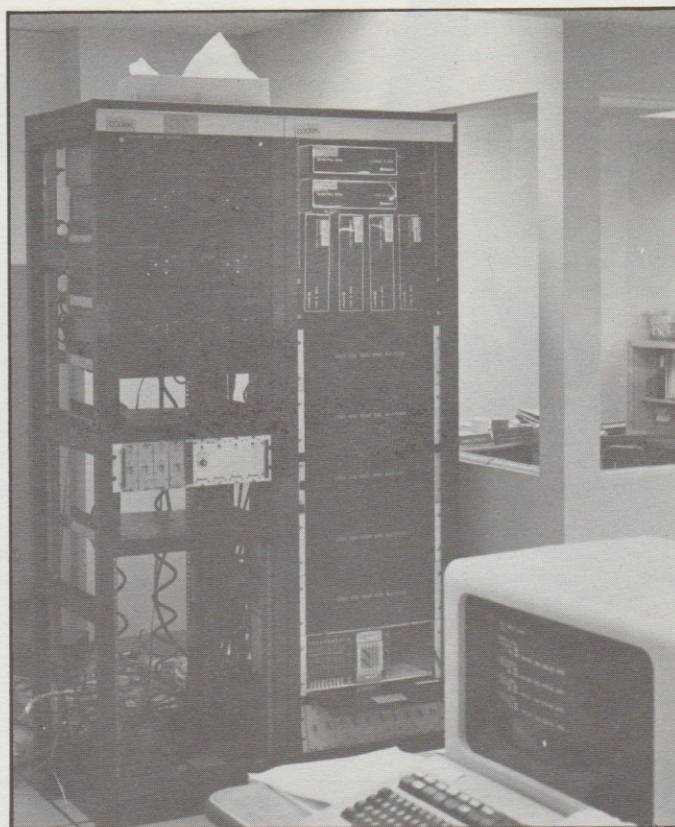
Arlene Jenny, superintendent, operations and control; Reginald Smith, senior data communications specialist; and Robert Bratek, lead systems programmer, discuss data processing operations with a vendor's representative in the data processing control center.

rotating shifts.

Looking back on the move from Jackson to Wells, Hogan said: "This move was a tremendous undertaking involving the close cooperation of many people throughout CTA. This close working relationship within CTA allowed this move to be made in a very short period of time with only a moderate disruption of computer service."

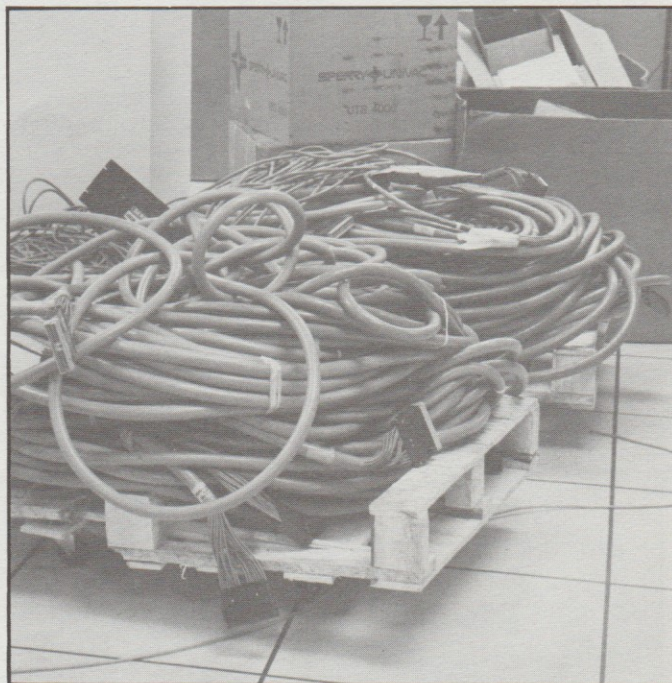
Larry Pianto, group manager, Administration, praised the work of Hogan and White for their efforts to keep the vital computer services operating during the relocation of the Datacenter.

The "monster" now has a new home, where it will continue to serve all of CTA's data processing needs.



Telephone feed unit provides data exchange between central computer facilities and remote locations throughout CTA system.

# data



Miles of cable were required to complete the installation of data processing equipment at the new location.





## Controller takes pride in dual careers

The quiet reserve and matter-of-fact approach to his job is an indication of the depth of rail/bus controller Derrick Robinson's sense of pride in his transportation career, and his patriotism as an American.

Robinson, a 14-year CTA veteran, is a U.S. Army reservist assigned to the 12th Special Forces Group in Arlington Heights. The Special Forces, better known to most by their familiar headdress, the "Green Beret," are among the most respected soldiers in the U.S. Army. They are highly skilled, and they take their business seriously.

On Sunday, February 13, this refined military unit demonstrated its skills over the west-northwest suburban community of Streamwood. Robinson and some 45 other reservists, representing a variety of civilian occupations, leaped from two Army UH-1 Huey helicopters as the aircraft leveled off at 1,500 feet over Streamwood Park District property. The unit performed as a team with each individual demonstrating concern for the welfare of his comrades during the mission.

"Full time soldiers have nothing on us as far as preparedness. We train as well as anybody, and we don't have as much time, so really we are in many ways better prepared than some active duty units," said Robinson. "No one can ever take away our berets or our wings."

As a rail/bus controller, also serving in the capacity of acting superintendent of Control, Robinson does what must be done to keep the system moving and provide CTA patrons with convenient, on-time service. Likewise, as a member of the 12th Special Forces, he does what is necessary to maintain a readiness posture for deterring any potentially aggressive force.

"I have acquired 11 years of military service, and I continue to be a professional soldier without any regrets. It's like the transportation business—once it gets into your blood, it's there for good," he said.

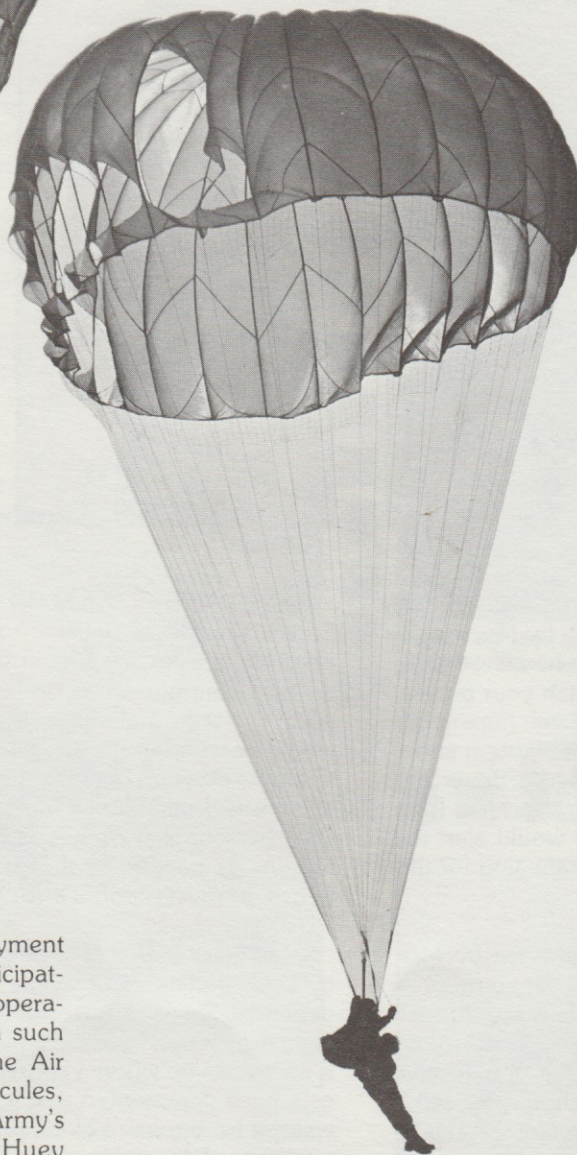
His military career has run the gamut of experiences from instructing soldiers in the use of small arms and







***"It's like the transportation business—once it gets into your blood, it's there for good."***



other weapons, and the employment of maneuvers and tactics, to participating in maneuvers and airborne operations which require exiting from such high performance aircraft as the Air Force's C-130 and C-123 Hercules, the C-141 Starlifter jet, and the Army's Hercules Prop and UH-1 Huey helicopters.

A Viet Nam service veteran, Sergeant Robinson earned 16 field decorations for gallantry in action, including the coveted Silver Star, one of the nation's highest honors for combat service beyond the call of duty.

His other decorations include the Air Medal, the Army Commendation Medal, Purple Heart, Combat Badge, and the Unit and Presidential Citations. Sergeant Robinson is credited with more than 100 air missions spanning both combat and peacetime service.

He was ordered to Viet Nam in 1968, only a year after being inducted into the Army and completing his basic training at Fort Leonard Wood, Mo. He was assigned to a reconnaissance platoon with the Fourth Infantry Division in the Central Highlands at Plieku, where he assumed duties as a section leader and was later named platoon sergeant.

As a member of the 12th Special Forces Group he serves with the only airborne unit in the Chicagoland area. The Green Berets are frequently called

upon for appearances at festive occasions such as Armed Forces Day observances and civilian related activities. Among public demonstrations conducted by the unit last year was rappelling from atop Chicago's City Hall.

Robinson joined CTA in 1969 as a bus operator and was later named to a position as surface supervisor. Since joining the Control Center as a rail/bus controller six years ago, he has proven to be as tireless a transportation teamworker as he is a teamworker with his military comrades. "He is a hard worker and is always available," said Superintendent of Control Jerry Johnson.

Robinson's pride in his two careers is exceeded only by the pride which beams when he speaks of his family. He and his wife, Marjorie, are the parents of a daughter, Rae, 14, and two sons, Derrick II, 12, and Phillip, 7.





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## Commendation Corner

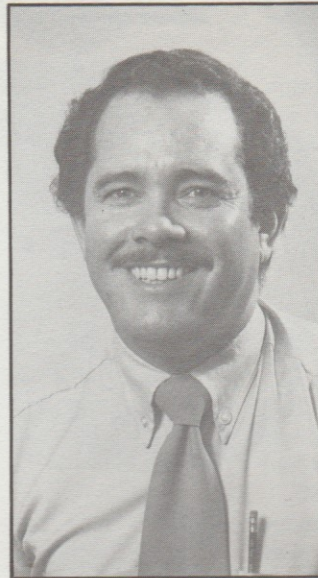
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Larry Payton (52nd Street garage) was praised for his skill as operator of a No. 6 Jeffery Express bus that Ruth Harris was taking to her office on South Dearborn Street. "At about 41st Street, there was a loud noise and the bus began to lurch and list to one side. The driver kept the bus under control and slowed down only when it was safe to do so. All the seats were filled and the aisle was filled with standees, yet not one person fell into the aisle or out of a seat. When we alighted, we discovered that the two left rear tires had blown out. Mr. Payton has my grateful thanks."



Felix Matias (Archer garage) has the approval of Mickey DiMaso, of West 47th Street, who is a regular rider on his No. 162 Pulaski/Stevenson Express bus. "This gentleman brightens up my day with a courteous smile and a friendly 'Hello' every morning. I am a firm believer in giving compliments when they are deserved, and he truly deserves one. I commend this gentleman on his care for people. He makes me and other riders feel not just like any other passenger, but like an individual. He really takes his job to heart. I commend him on his performance. He is a great human being."



Tyree Cobb Jr. (Limits garage) was thanked for his vigilance as operator of a No. 8 Halsted bus by Mrs. Ralph Paidock, of Union Avenue. "All of a sudden he announced, 'Let me have your undivided attention! Watch your purses, wallets and valuables! Hold on tight, I have been hoping this announcement would come over the speaker system about every half hour or so. At least this wonderful driver announced it. If I—an old lady—can spot pickpockets, I am sure the drivers can, too. And I wish they would alert the people on the bus just as this driver did. Thank you for this wonderful, considerate driver.'"

Melvin Payne (77th Street garage) is admired by Mrs. Luesther Chapman, of East 82nd Street, for his courtesy as operator of a No. 4 Cottage Grove bus. "He is my Sunday blessing. His smile is infectious, and if a frown is on your face, it would disappear with the happiness you receive from him. He is an example of what a man should be, and is an asset to your establishment. He has respect for the elders, a spoken word upon entering the bus, and a 'Have a good day' when departing. He is a public servant doing human service. I hope he never changes."

Seymour Hoffman (North Park garage) was the operator of a No. 97 Skokie bus that David Zander, of Minneapolis, rode on a recent visit to Chicago. "When I boarded the bus, I didn't know the fare, where to transfer to the 'L,' what train to take, what stop to get off at, etc. Your driver answered all my questions courteously and accurately. I had no problem getting to where I wanted to go, returning, or going back over the next few days. Furthermore, he was courteous to all passengers, waited for several people running for the bus, and drove smoothly, and not too fast. He is a credit to your organization."

Robert Surita (77th Street garage) is appreciated by Mrs. Eunice Wigfall, of Dobson Avenue, for his performance as operator of a No. 79 79th bus. "He is one of the most pleasant and courteous men on the line. He calls the stops and goes all out to make your trip as comfortable as he can. It would be wonderful if you had more operators like him. It is indeed a pleasure boarding his bus. He is certainly worthy of all praises. I told him how pleased I was, but I wanted to let CTA Personnel know this as well. There are so many negative things happening that when something positive happens you must report it also."

Alex Carter Jr. (77th Street garage) was complimented by C.O. Jones, of Lafayette Avenue, for his courtesy and dependability as operator of a No. 95W 95th bus. "He has been arriving at the same time each morning at my stop. He is an employee whom I consider exceptional. Other passengers have commented that it is wonderful to begin the day without having one's blood pressure elevated. I do not own an automobile, so the CTA is an integral part of my daily existence. Dependable public transportation, such as that provided by No. 2819, is vital, since I must depart for work at 4:55 a.m. daily."

Angel Beenn (Archer garage) was commended by Elena Spukas, of Glen Ellyn, "for the courteous, polite and considerate manner in which he does his job" as operator of a No. 129 North Western/Franklin bus. "We, as the public, often take it for granted that you are here to serve, to take the brunt of our everyday mishaps and attitudes. It is a pleasure to board a bus and be greeted by a driver who makes us realize we are particular persons he is happy to share a small amount of time with, and we can relax knowing we are under the care of someone concerned for our welfare."



# Honor seven on "A Day in CTA"



Transportation Manager Harry Reddrick (left), welcomes "A Day in CTA" honorees to the rail/bus control center for a tour. The honorees are Bus Operator Larnzell Harper (second from left), alternate team leader, Driver Safety program, Limits garage; Ticket Agent Brenda J. Dunmore, and Bus Operator Giles Liddell, Team Leader, Driver Safety program, Limits.

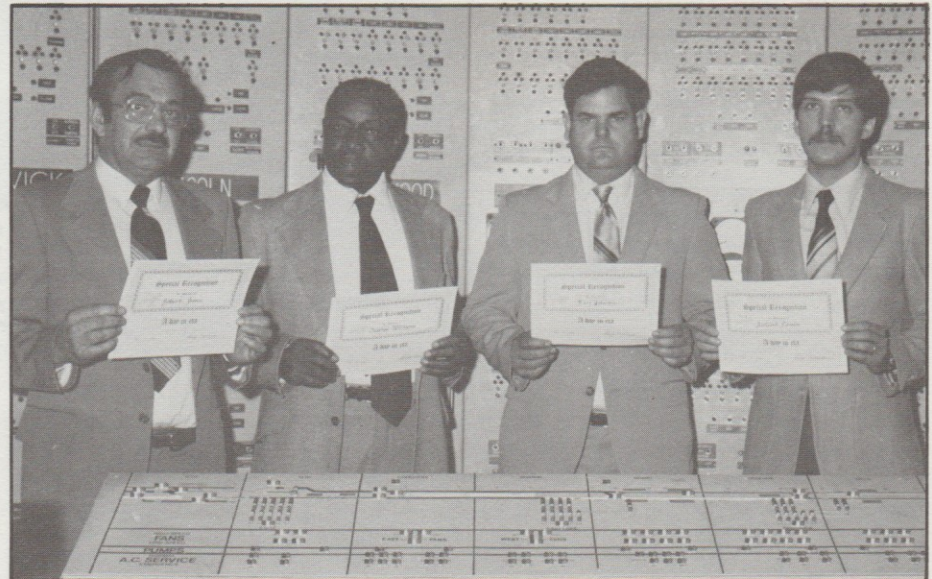
Fortunately, Charles Pennington, a regular CTA rider, was within sight of CTA ticket agent Brenda J. Dunmore when he collapsed into a diabetic coma near Clybourne and North avenue.

Ms. Dunmore went to Pennington's aid by recovering \$600 in cash from him for safekeeping until the stricken rider was well enough to conduct his own personal affairs again. Ms. Dunmore was commended for her alert response to the man's needs by policemen who were summoned to help, and received special CTA recognition as "A Day in CTA" honoree.

Other "Day in CTA" honorees are Giles Liddell, and Larnzell Harper, Limits garage's Driver Safety program leader and alternate leader of Team Two. Last September Liddell and Harper managed their team to a record of zero accidents for a 30-day period.

To improve team communication, Team Leader Liddell divided operators of Team Two into groups of nine and appointed individual group leaders. The idea worked, and Limits had its best safety record ever.

Car Repairer Richard Plomin, Harlem Shop, received "A Day in CTA" honors for detecting a condition during an inspection of a rail car which



Equipment Engineering and Maintenance department employees receiving special recognition as "A Day in CTA" honorees show off their certificates during a tour of the control center. They are (from left), Bus Repairer Robert Bosco, Bus Servicer Charles Williams, and Car Repairers, Earl Johnson, and Richard Plomin.

could have caused a derailment if it had not been corrected.

At DesPlaines Shop, Car Repairer Earl Johnson received special recognition on "A Day in CTA" for extinguishing a fire aboard a train in the DesPlaines yard. Johnson, dressed in street clothing, was about to join his family waiting for him nearby when the fire occurred.

Two other Equipment Engineering/Maintenance department employees received "A Day in CTA" recognition for having five-year perfect attendance records. They are Charles Williams, bus servicer, 69th Street garage, a CTA employee for 25 years, and Robert Bosco, bus repairer, 69th Street garage, an employee for 19 years.



# Public Safety

Public Safety Awards for the fourth quarter of 1982 were presented to Beverly garage and Douglas terminal. It was the second straight PSA for Beverly, and the 19th time the garage's employees have won the award since its inception in 1961.

The south side garage won the award with a traffic rate of 3.47 accidents per 100,000 miles during the quarter, a 30 per cent better rate than the entire bus system rate of 4.97.

Beverly experienced a passenger rate of 0.51. In other words, the garage was involved in only one accident for every 200,000 miles of operation. This rate was 64 per cent better than the system rate of 1.40 (per 100,000 miles). Beverly had 56 accident-free days during the fourth quarter.

During the fourth quarter of 1982, Douglas terminal was involved in three accidents, giving it the PSA. This was the ninth time Douglas won the award. They last won the award for the first quarter of 1982.

Douglas won with a combined traffic and passenger frequency rate of 0.380 (per 100,000 car miles). This rate was 11 per cent lower than the rail system rate. In other words, Douglas had one accident for every 300,000 miles of operation during the fourth quarter. It also had 89 accident-free days during that period.



At Douglas Terminal, Outstanding Rail Employee Eligio Danda receives congratulations from CTA Executive Director Bernard J. Ford (left) and Transportation Manager Harry Reddick. Maury Adams (not shown) also received an Outstanding Employee Award.



Transportation employees celebrating Quarterly Safety Awards at Beverly Garage are, from left, Paul Kadowaki, area superintendent, Instruction; Flarzell Moore, assistant superintendent, Beverly; Outstanding Employee Award recipients Gus Wright and James Miller, bus operators; Transportation Manager Harry Reddick; and Superintendent, Beverly, Burnett Henderson. Representing the Safety department (background) were Rich Pytlewicz, systems safety monitor-inspector, and Tom Boyle, manager, Safety.

## Thanks—for a job well done

Employees who have received commendations since the last listing.

**Julio Adorno**, North Park  
**Maria Agnew**, North Park  
**Daniel Allen**, 69th Street  
**Amparo Alvarez**, Forest Glen  
**Katie Avery**, North Avenue

**Evon Barber**, North Avenue  
**Vera Beckley**, 52nd Street  
**Carmen Betances**, North Park  
**Vicki Bledsoe**, Howard/Kimball  
**Samuel Boyd**, Beverly  
**Robert Brown**, North Park  
**Matthew Brownlee**, District B  
**Adolph Buss**, West Section

**Jean Cage**, North Park  
**Eddie Carey**, North Avenue  
**Earl Carson**, North Park  
**Eloise Carter**, 77th Street  
**Wafer Carter**, 69th Street  
**Jessie Cavanero**, North Park  
**Arthur Chavez**, Ashland Terminal  
**Patricia Cobb**, North Park  
**Roosevelt Conklin**, Archer  
**Richard Corbett**, Howard/Kimball

**Travis Dixon**, 77th Street  
**Josef Dornseifer**, Limits  
**Récardo Douglas**, Limits  
**Lachester Drain**, Limits  
**Wilfred Dupree**, North Park

**Helen Edwards**, North Section  
**Casper Elder Jr.**, Ashland Terminal  
**Virginia Enriquez**, Archer

**Michael Fleming**, Howard/Kimball

**James Gaines**, 52nd Street  
**Odell Granger**, Forest Glen  
**Columbus Gray Jr.**, 69th Street

**Willie Hanson**, Beverly  
**Clois Harper**, 69th Street  
**Cornelius Haywood**, Limits  
**Ray Helm**, Beverly  
**Gregory Hoard**, Forest Glen

**Zeke Jagst**, North Park  
**Jerry Jenkins**, North Park  
**Daniel Joseph**, North Park

**Robert Kremer**, North Park

**Giles Liddell Jr.**, Limits  
**Jesus Limas**, North Park  
**Tilmon Lloyd Jr.**, Lawndale  
**Robert Long**, 69th Street  
**Raul Lopez**, North Park  
**Ruben Lopez**, North Park



# RTA affiliated personnel participate in CTA training



RTA instructor trainees hold graduation certificates in Board Room ceremony attended by (back row, left to right): Paul Oppenheim, RTA; Ed Mitchell, director, Training and Utility; instructors Nathaniel Payne and George Zajackowski; Robert McCreary, president, Commuter Bus Systems; and Harry Reddick, manager, Transportation.

A graduation ceremony was held in the CTA Board Room December 10 for nine RTA-affiliated bus people who participated in a 13-session instructor training program.

The program was carried out under the supervision of Elonzo Hill, superintendent, Training Center, by instructors Nathaniel Payne, George Zajackowski, and John McClain. Besides standard CTA instructor training, participants were taught driving techniques as well as follow-up and retraining procedures.

The training was requested by Paul Oppenheim, Department Manager,

RTA Bus Operations, in an effort to establish standards of training for various RTA carriers. Before RTA was established, Oppenheim said, "Most suburban bus companies were just struggling along living out of the fare box. They didn't have anything left for extras, such as formal training.

"With the advent of RTA," he added, "there were more resources, and we saw the need to begin to revive some of the lost services. With the type of help we're getting from CTA, we're now able to develop our own

training programs."

Among the instructor trainees were James and Jeanne Robaus, who together own and operate the Westway Coach Co., of Villa Park, and Steve Heins, of Commuter Bus Systems, of Lombard, both RTA contract carriers.

Other participants were Terry Tarr, of Highland Park; Daniel Koncelski, of Suburban Transit System, Inc.; Peter Kommer, of West Towns; Brian Langer, of Aurora Transit; Albert Atkins, of Waukegan, and Patricia Judice, of the RTA Paratransit Department.

Roy Madison, Beverly  
 Randolph Malloy, 77th Street  
 Tyrone Malloy, North Avenue  
 Cornelius Marshall, North Park  
 Marvin Marshall, 69th Street  
 Lester McCarty, 77th Street  
 Eddie McMillan, Archer  
 Joseph McMillan, 52nd Street  
 Kevin Mitchell, Forest Park  
 Hermilo Montes, Limits  
 Louis Montgomery, North Avenue  
 Fructuoso Moreno, Limits  
 James Moses Jr., North Avenue  
 Willie Nash, 69th Street  
 Frederick Owens, 52nd Street  
 John Paczkowski, Archer  
 Amos Pearson, Limits  
 Frederick Pepke, Limits  
 Henry Person, North Avenue  
 Charles Peterson, 77th Street

Davis Price, Howard/Kimball  
 Jackie Pritt, Rail District North  
 James Pruitt, 77th Street

Billy Ragsdale, 52nd Street  
 Jerry Reed, North Avenue  
 Ivan Rodez, North Park  
 Frank Rodgers, North Park  
 Jose Rodriguez, North Avenue  
 Ramon Rodriguez, North Park

Paul Sampson, Archer  
 Francis Schaefer, Archer  
 Nora Scott, North Avenue  
 James Skinner, North Avenue  
 Michael Smith, Archer  
 Edwin Sosa, North Park  
 Robert Spann, North Park  
 Robert Surita, 77th Street

Blanca Torres, Forest Glen  
 Mamie Twine, North Section

Robert Vazquez, North Park

Dean Walcott, North Park  
 Mary Wallace, North Park  
 Levi Wardell, Howard/Kimball  
 Cleven Wardlow, Limits  
 Willie Wardlow, Forest Glen  
 Early Watson Jr., Archer  
 Eddie White, 77th Street  
 Nelson White Jr., North Park  
 James Wilson, Washington Garage  
 Leroy Wilson Jr., 52nd Street  
 Byron Winburn, Rail Instruction  
 John Winkler, North Park

Charles Young, Jefferson Park  
 James Young, North Avenue

Anthony Zenner, North Park  
 Joseph Zukerman, North Park



# Register now for 1983 CTA Softball



Forest Glen 'Blazers': 1982 CTA Softball Champions

Registration for the 1983 CTA Softball League is open for all teams, announced Joe Gale, sports coordinator for the sports recreation program of the A.T.U. Divisions 241 and 308. Deadline for entering a team in the competition is May 1, Gale said.

Each team can register by filing an entry blank and a \$100 fee with Gale at the Forest Glen garage via CTA mail. Each entry must have a team name; work location; name of team coach, his address and telephone number, team manager, his address and telephone number. The \$100 fee helps pay the league's expenses, trophies, and awards.

Gale said the CTA softball season starts Sunday, May 15, and games will be played in Washington Park, 5500 S. King Dr.

## Forest Glen 'Blazers': 1982 Champs

Winners of the 1982 season, Gale reported with modesty, were the Forest Glen Blazers; Gale is player-coach of the Blazers.

"The Blazers were the doormats (last placers) for the softball league for 12 years. In 1978, the team caught fire and won its first league championship. The team has been hot ever since."

Players on the Blazers are Roosevelt Wright, assistant coach; Willie Smith and Danell Smith, co-captains; Melvin Sanders; Everett Brown; George McCarthy; Gregory Hoard; Fred Harris; William Mandeldove; Harold Pierce; John Pieikielko; Clarence Golden; Sam Miller; Robert Christner, and Lawrence Turner.

1983 CTA Softball  
A.T.U. Div. 241-308

Sports Recreation Program

ENTRY  
BLANK

TEAM NAME: \_\_\_\_\_

WORK LOCATION: \_\_\_\_\_

TEAM COACH: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ PHONE: \_\_\_\_\_

TEAM MANAGER: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ PHONE: \_\_\_\_\_

Return to Joe Gale, Sports Coordinator, Forest Glen Garage,  
via company mail.



## Your Health

### About burns

by Linda C. Lapid, RN  
CTA Medical Dept.

Burns are wounds produced by various kinds of thermal, electrical, radioactive, or chemical agents. These agents kill cells by changing the protein substance of the cell.

Burns may be sustained in different intensities, namely first, second, and third degree.

First degree burn: The skin is reddened but intact. It is painful with minimal or no edema (excessive ac-

cumulation of fluid in the tissue). Complete recovery usually within a week.

Second degree burn: The skin is blistered with redness, edema, and is very painful. Infection may occur. Recovery usually in two to three weeks with scarring.

Third degree burn: Skin is dry, pale white or charred. There may be areas with fat exposed and severe edema, but pain is minimal. The nerves underneath the skin are severely damaged, thus decreasing the person's ability to feel pain. Skin grafting is necessary. There is scarring, loss of contour and function of the affected area, a high probability of infection, and long-term recovery.

Once a burn has been sustained, the application of cold is the best first aid

measure. Running cold tap water, soaking burned area in ice water, or applying cold towels will give immediate relief from pain and restrict further tissue damage.

The burn should be covered as quickly as possible to minimize bacterial contamination and to decrease pain by preventing air from coming in contact with the injured surface. Sterile dressings are best, but any clean dry cloth may be used in an emergency.

Ointments and salves should not be used. Instead, a physician should be consulted immediately.

Approximately 8,000 people in the United States die of burns each year. In addition, hundreds of thousands experience pain, disability, and disfigurement as a result of burns.



## Service anniversaries in March

### 40 Years

Thomas Roan  
Forest Glen

### 35 Years

Vernon Burgess, Rail Service  
Robert Green, 69th Street  
Mariano Imbraguglio, Power & Wiring  
Jimmie Moore, 52nd Street  
Nicholas Suero, Desplaines Terminal  
Michael Vasquez, North Terminals  
Fred Wilson, Utility

### 30 Years

Walter Chapman, Rail System  
Frank Coleman, South Shops  
Timothy Hall, Near South  
Samuel Hart, Archer  
Thomas Jackson, 77th Street  
Charles Johnson, 52nd Street  
Joseph Johnson, Beverly  
Willie Oakley, Rail System  
Will Taylor, 69th Street  
Willie Thomas, Archer

### 25 Years

Fred Badke, Archer  
Thomas Devaney, West Section  
Charles Fronczak, Forest Glen  
Herbert Hodge, Archer  
Gerald Hogan, Bus Service  
Walter Keller, North Park  
Thomas Kirby, Shop Service  
Donald Mayer, Archer  
Billy McKnight, Bus Instruction  
Joseph Philip Sr., District A  
Evan Rhoda, District B  
Roscoe Spooner, South Section  
James Thaxton, Bus Instruction

## NEW PENSIONERS

CARL BRADLEY, Towerman,  
South Section, Emp. 5-21-51  
ROBERT BUSAM, Box Puller,  
Forest Glen, Emp. 5-23-46  
ZDZISLAW HURMAN, Bus Repairer,  
North Avenue, Emp. 1-11-67  
THURMON JOLLY, Janitor,  
69th Street, Emp. 8-28-58  
LEONARD KUKOWINSKI, Chief Clerk,  
Congress/Douglas, Emp. 2-28-47  
JIMMIE MOORE, Bus Operator,  
52nd Street, Emp. 3-23-48  
\*ROGER MULVIHILL, Bus & Truck Mech.,  
South Shops, Emp. 7-23-47  
RONALD SHAW, Bus Operator,  
Beverly, Emp. 2-12-53  
EUGENE SIMPSON, Shopman I,  
Skokie Shop, Emp. 8-22-47  
VICTOR SZYMKEWICZ, Sr. Trav. Info. Rep.,  
Pub. Aff./Cons. Servs., Emp. 7-2-52  
EDWARD STRUGALLA, Bus Operator,  
Lawndale, Emp. 2-23-53  
EDWARD TONER Jr., Prod. Planner,  
West Shops, Emp. 9-29-75  
HOWARD WARD, Bus & Truck Mech.,  
South Shops, Emp. 4-1-47

## DISABILITY RETIREMENTS

ROBERT ADAMS, Bus Operator,  
69th Street, Emp. 6-10-68  
ANNA BOOTHROYD, Bilingual Trav. Rep.,  
Pub. Aff./Cons. Servs., Emp. 7-31-65  
JUAN HERNANDEZ, Bus Operator,  
North Avenue, Emp. 5-22-69  
CLARENCE HURD, Rail Janitor,  
Madison/Wabash, Emp. 4-18-72  
ANTHONY KRAUS, Serv. Truck Chauff.,  
West Shops, Emp. 12-22-48  
BILLY McCLAURIN, Bus Servicer,  
52nd Street, Emp. 8-1-69

\*Retroactive to 2-1-83

## IN MEMORIAM

JOHN ALLEN, 78, Treasury,  
Emp. 6-17-18, Died 1-1-83  
JOSEPH BASICH, 87, Way & Struts.,  
Emp. 7-16-21, Died 1-25-83  
FRANK CALPIN, 69, South Section,  
Emp. 9-4-45, Died 1-30-83  
JOSEPH FERRUZZA, 89, Way & Struts.,  
Emp. 9-25-29, Died 1-21-83  
EARL FRAME, 90, West Section,  
Emp. 1-19-16, Died 1-14-82  
MARTIN GAZA, 81, South Shops,  
Emp. 5-12-41, Died 1-14-83  
JOHN GRANT, 77, Limits,  
Emp. 9-6-22, Died 1-5-83  
HARAIO GRIFFITHS, 91, Devon,  
Emp. 1-18-24, Died 1-5-83  
STANLEY GUSTAFSON, 69, North Park,  
Emp. 2-12-42, Died 1-31-83  
EDWARD HOWES, 84, West Section,  
Emp. 7-8-18, Died 1-4-83  
IGNATIUS KUTA, 89, West Section,  
Emp. 8-21-58, Died 1-2-83  
WILLIAM LITTLE, 68, Veh. Maint.,  
Emp. 12-11-50, Died 1-30-83  
JOHN McLAUGHLIN, 83, West Section,  
Emp. 7-16-56, Died 1-6-83  
MARY MOLINARI, 90, West Section,  
Emp. 7-3-39, Died 1-27-83  
EDWARD MULVANEY, 57, 69th Street,  
Emp. 5-11-61, Died 1-1-83  
ALBERT NEGELE, 79, North Park,  
Emp. 11-21-42, Died 1-14-83  
PHILLIP NEUGEBAUER, 83, North Avenue,  
Emp. 3-31-23, Died 1-3-83  
ROBERT OWENS, 57, Oper's Planning,  
Emp. 6-8-53, Died 1-2-83  
WILLIAM RUSSELL, 84, Desplaines,  
Emp. 9-23-20, Died 1-26-83  
ANNA SCHOLZ, 93, North Section,  
Emp. 1-21-47, Died 1-29-83  
FRANCESCO SCOZZARI, 88, Way & Struts.,  
Emp. 5-23-23, Died 1-29-83  
JOHN SHONDER, 79, West Section,  
Emp. 1-4-26, Died 1-1-83  
ANTHONY SULLIVAN, 78, 69th Street,  
Emp. 4-2-29, Died 1-31-83  
JAMES WALSH, 71, Forest Glen,  
Emp. 1-11-52, Died 1-7-83  
JOHN WILLIAMS, Claims,  
Emp. 4-4-28, Died 1-17-83  
LAWRENCE WOLAVER, 82, Limits,  
Emp. 11-12-40, Died 1-24-83  
OPAL WOZNIAK, 64, West Section,  
Emp. 7-1-61, Died 1-19-83  
V. A. ZALATORIS, 72, Archer,  
Emp. 4-27-47, Died 1-22-83

## South Shore student earns academic honors



Daphne A. Ballard, 17, a senior at South Shore High School, has been named to Who's Who Among American High School Students. She is the daughter of bus operator Jack Ballard, and his wife, Mrs. Dorothy Ballard, a combination clerk at Harlem Shop.

Miss Ballard who ranks 28 in a class of 204 students, scored 23 on the American College Testing (ACT) and has been offered a full academic scholarship at Southern University in Baton Rouge, La., Jackson State University, Jackson, Miss., and Lane College in Tennessee.

She is a participant in the Principal's Scholarship Program, a special honors college preparatory program for advance placement. The

South Shore senior is a nationally commended student for national placement in the upper 10 percent on the Preliminary Scholastic Aptitude Test (PSAT), and has been nominated for induction in the National Honor Society in May.

In 1982, Miss Ballard was selected by the Rotary Club of Chicago to attend the World Affairs Conference Seminar, an international meeting of high school students which convened at the University of Wisconsin in Whitewater.

Besides her academic excellence, Miss Ballard is a member of the South Shore High School girl's basketball and softball teams as well as the drama club.



# WANTED

for the June issue of **TRANSIT NEWS**:

Pictures of **high school** or **college** students graduating in 1983 who are **sons** or **daughters** of CTA employees.

All pictures must be taken by a professional photographer and **MUST** be wallet size. On the back of the picture, please provide the student's full name and school as well as the employee's name and work location. Pictures will not be returned.

Please submit pictures to: **CTA TRANSIT NEWS, Merchandise Mart, Room 734, Chicago, IL 60654.**  
**Deadline for Pictures – May 14, 1983**



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