

Loop 'L'



An \$18-million face lift is planned for this world-famous 20-foot high double band of elevated structure which circles Chicago's central business district above Wabash Avenue and Lake, Wells, and Van Buren Streets. Work on the two-mile 'L' structure, slated to begin in October, will be done by CTA iron workers under the direction of CTA's Facilities Engineering and Maintenance Department.

Keeping the Loop 'L' alive

CTA's Loop 'L' structure—a double band of elevated rails encompassing much of Chicago's downtown business district—is about to undergo a three year, \$18 million rehabilitation program that will add another 40 years to its existence.

This world famous 20-foot-high steel structure, measuring nine blocks long over Wabash Avenue and Wells Street, and five blocks long over Lake and Van Buren Streets, is as synonymous with Chicago as the city's nickname, "Windy City."

Built in 1897, it is of similar vintage and construction as the Eiffel Tower in Paris which was erected for the World's Fair of 1889.

To rehabilitate the 11,000-ton Loop 'L', 1,500 tons of deteriorating structural steel must be replaced, and work is scheduled to begin this October.

Three engineering firms, commissioned to study the con-

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Winning
Circle '20'
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dition of the Loop 'L' structure, submitted a joint report in 1981 that recommended major rehabilitation. While there never has been a serious structural failure on the Loop 'L', the report expressed concern for its integrity should the deterioration continue unchecked. This rejuvenation is especially important since the City of Chicago abandoned plans to replace the Loop 'L' by building a Franklin Street subway, and it will keep the Loop 'L' running well into the 21st century.

Rehabilitation of the two-mile-long Loop 'L' structure will progress under the direction of CTA's Facilities Engineering and Maintenance Department. Dennis Penepacker, senior structural engineer and project manager, said that all material will be acquired through public bidding and will be erected by CTA iron workers.

"The major part of the rehabilitation work," Penepacker said, "will be replacing top flange angles of the track stringers and, in some cases, replacing the entire steel track stringer.

"Track stringers are five-foot-high, 50-foot-long, three and three-quarter ton steel girders, located directly below the timber ties on which the rails are spiked, and running parallel to the rails. The track stringers are supported by cross girders, and each cross girder rests on at least two steel columns that are based on footings under the streets or sidewalks."

A typical flange angle is a 50-foot-long piece of "L" shaped steel with a six-inch side and a four-inch side. Each track stringer has four flange angles bolted or riveted to it, one on each side at the bottom and one on each side at the top. The track stringers are riveted or bolted to the supporting cross girders, and the timber ties that support the rails are hook bolted to the edges of the top flange angles.

"Over the years," explained Penepacker, "the timber ties and debris in contact with the steel have held moisture in contact with the steel structure, causing the flange angles to corrode to a point that becomes critical to safety."

In addition to renewing the track support assemblies (stringers, cross girders and columns) rehabilitation work is slated for expansion bearings and secondary steel members of the structure.

"All of this work will have to be done mostly under train traffic from scaffolding beneath the structure," Penepacker said. And above the mass of downtown vehicular traffic, it should be noted.

The Loop structure serves the 24-hour Lake-Dan Ryan 'L' route operating over Wabash and Lake, the Ravenswood route that operates on the Loop's outer tracks from about 6 a.m. to 10 p.m. weekdays and from about 6:45 a.m. to 8 p.m. on Saturdays, and the Evanston Express using the Loop's inner tracks during weekday rush periods.

Design and construction work on this project is being coordinated with other Loop projects through Chris Kalogeras, CTA director of Design and Construction, and Charles Petzold, chief transit engineer, Chicago Department of Public Works. Federal and state governments are funding the \$18 million project.

"Structural rehabilitation is not as glamorous as building a new rapid transit line," said Penepacker, "but it is less expensive and it serves the same purpose."

From the Chairman

For the Common Good

I would like to express our appreciation to Governor Thompson, Senate President Phil Rock, Senate Minority Leader Pate Philip, House Speaker Michael Madigan, Minority Leader Lee Daniels and their staffs for the inclusion of a 75-million-dollar transit subsidy in the tax package that they presented in Springfield in June.

Unfortunately, the transit subsidy was not adopted by the Illinois Senate after passage by the Illinois House of Representatives. Without a subsidy that would make urgently needed transit operating funds available to us, I have instructed CTA staff to prepare an emergency austerity budget, and I direct all CTA employees to continue striving for increased operational and administrative efficiency, so we may continue to provide CTA service until this crisis is resolved.

Without a state subsidy CTA will be forced to make its third round of service cuts and consider fare increases. This will greatly curtail the public's ability to travel to work, school and places of business. It will also increase traffic congestion for those who can afford a car, resulting in increased air pollution that will affect everyone.

Chicago and downstate Illinois are economically interdependent, yet there have been no state subsidies for this region since 1979. Good mass transit is vital to Chicago's economy just as good roads are vital downstate. I call upon Governor Thompson and the Illinois Senate and House of Representatives to resolve this crisis for the good of our entire state. Let us work together to make permanent and appropriate state funding available to Northeastern Illinois transit.

Michael Randell

Photoscoop!



Transit News spy photographers recently discovered this factory prototype of new CTA buses at Washington Garage, where it was undergoing inspection and testing. Inside sources report that the 40-foot, 50-passenger buses will feature improved air circulation, using opening windows and roof vents as an alternative to air conditioning. Delivery to CTA of two hundred similar buses, built by Flyer Industries of Winnipeg, Canada, will begin later this year.

Lynn Bretz, Skokie clerk is 1983 SPSA recipient

Lynn Bretz, a Skokie Shops general clerk responsible for maintaining and updating personnel records for some 700 rail maintenance employees, is CTA's 1983 recipient of the Superior Public Service Award.

Presentation of the coveted plaque was made June 30 at the Bismarck Hotel Pavilion before a capacity crowd of other municipal and public service employees and guests including CTA officials.

Mayor Harold Washington, principal speaker at the awards luncheon, told honorees, employers and other guests, "The employees we honor today are exceptional, but in a very real sense they are typical of many outstanding people who serve in local government and municipal agencies. It is largely because of them that Chicago and the metropolitan area enjoy a strength and attraction that are unique among the great urban regions of our country."

CTA finalists receiving Superior Public Service certificates in recognition of their accomplishments were Isaac Beal, superintendent, Special Services, Washington Garage, and Andrew J. Mosley, Records Center supervisor, West Shops.

Mrs. Bretz joined CTA August 2, 1967, and was assigned to Skokie Shops in 1979 where she performs clerical duties essential to rail maintenance operations. Frank Venezia, director, Rail Maintenance, who nominated Mrs. Bretz for the award, said she has substantially reduced the confusion always associated with record keeping and files for the various positions and employees at Skokie.

"In order for rail maintenance to operate efficiently, all vacant positions must be filled as soon as possible," said Venezia. "Lynn's improvements to the record keeping system has resulted in the ability to instantly obtain information as to the status of every position. The type of information includes position status and details of each position," he said.



Lynn Bretz, accepts the coveted SPSA plaque from Public Affairs/Consumer Services Manager Michael Horowitz as her husband, Guy, (left), a vacation relief clerk, looks on. Frank Venezia, (right), director, rail maintenance, nominated Mrs. Bretz for the award.



Michael Horowitz, manager, Public Affairs/Consumer Services, (left), presents an SPSA certificate of recognition to Isaac Beal, superintendent, Special Service. Present for the occasion were his mother, Mrs. Gertrude Beal, and Michael LaVelle, director of service.



Andrew Mosley, Records Center coordinator, West Shops, also shows off his SPSA certificate of recognition which was presented by Horowitz. Mosley's daughter, Mrs. Andrea R. Harris, and Joseph Benson, director, Information Services, witnessed the presentation.

Upon receiving the award, Mrs. Bretz expressed appreciation for CTA's interest in the careers of its employees. Among witnesses to the presentation were her husband, Guy, a vacation relief clerk who has been a CTA employee for 10 years; her mother, Mrs. Virginia Herrer, also a Skokie Shops clerk, and a sister, Ms. Alexa Herrer.

Isaac Beal who has been in charge

of the door-to-door transportation service for CTA riders with severely limited mobility, and Mosley, who maintains all CTA inactive records at West Shops, received recognition in the supervisory, and general service categories, respectively. Beal was accompanied at the awards luncheon by his mother, Mrs. Gertrude Beal, while Mosley's daughter, Mrs. Andrea R. Harris, was at his side.



Bonneville Productions took the 900 block of West Armitage near the CTA rapid transit station back in time to resemble turn-of-the-century Greenwich Village, N.Y. Movie makers found real estate in the near north neighborhood most adaptable for the made-for-TV movie.

CTA behind the scenes in cinema, TV productions

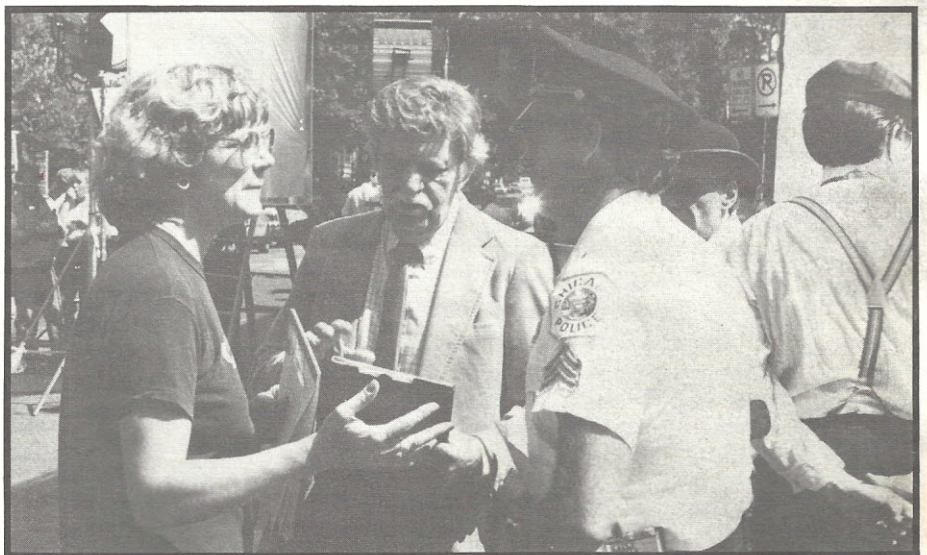
As producers of cinema and television movies look to Chicago as a production center, CTA employees continue to play an important part in the entertainment medium.

"The Last Leaf"

When Bonneville Productions revamped the 900 block of West Armitage Avenue near the CTA rapid transit station to resemble turn-of-the-century Greenwich Village, N.Y. and filmed O. Henry's classic short story, "The Last Leaf", it had the assistance of 10 CTA workers.

The June production had the help of rail employees Arthur Johnson, district superintendent; Darden Fuller, assistant district superintendent; Hester Guyton, Chester Kidd, Allen Rose, and Richard Bretz, North District supervisors.

Other CTA employees assisting as cosmetic changes of the area were made for the classic were Andrew Robinson and Willis Wardlaw, North side flagmen; Anna Scott, and Lucretia Russell, North side agent



Julie Chandler, set director for "Last Leaf," confers with Robert Ryan, CTA Public Affairs, and Sergeant Jesse Resendez, Chicago Police Department, as production of the film version of the classic O. Henry short story gets underway.

supervisors.

Adapted for television, "The Last Leaf" stars Art Carney, Sidney Penny, Jane Kaczmarek, and Hermione Baddeley. It is being filmed as an Easter parable and will be aired at

Easter next year. The production will be a syndicated television release.

Carney plays an elderly, widowed painter befriended by a young woman (Kaczmarek), who is also an artist, and her younger sister (Penny). When the

young sister becomes gravely ill, she declares that when the last leaf falls from a vine growing on a wall outside her window, she too will die. As with most O. Henry works, the ending has an ironic twist.

"Here's Chicago"

Meanwhile, if you want to impress out-of-towners with the city's greatness, treat them to a review of "Here's Chicago," an excellent promotional multi-media extravaganza now being shown at Water Tower Pumping Station.

This original comprehensive multi-media entertainment about Chicago is located in two uniquely designed theaters inside the historic pumping station, itself a survivor of the Great Chicago Fire.

The fast-paced, 60-projector, multi-screen grand tour of the faces and places that give Chicago its own special character is all brought to life by the voices of dozens of representatives of Chicagoans talking about the city. Included among the narrators is Giles Liddell, Jr., a bus operator assigned to Limits Garage who talks about the animals of Lincoln Park Zoo. His narration is in sync with visuals of the zoo's inhabitants as they appear on the screen.

Liddell, who joined CTA 10 years ago, has frequently been the subject of commendations from near north riders. He has shared his knowledge about places of interest along the routes he has served with delight. Other CTA employees making a contribution to "Here's Chicago" were Doreen Lacriola and Robert Ryan, of Public Affairs, and Cleveland Jackson, Rail Transportation supervisor.

"Here's Chicago" is in operation through Labor Day from 10 a.m. to 10:30 p.m. seven days a week. A new show starts every half hour, and admission is \$3.75 for adults and \$2.00 for children 12 years old and under, and \$2.00 for senior citizens. Special group rates are available by calling 467-7114, or 944-7284.

Here's Chicago Associates, sponsors of the multi-media extravaganza, is providing free transportation back to the Loop from the Water Tower Pumping Station for adults who present a valid CTA transfer which has been stamped by a "Here's Chicago" ticket seller to indicate that the rider



Participants and movers of the best show about town, "Here's Chicago," pause for the photographer in the lobby of the Water Tower Pumping Station theater where the comprehensive multi-media entertainment is being presented. They are (from left), Doreen Lacriola, CTA Public Affairs; Operator Giles Liddell, Jr., Limits Garage, a show narrator; William Harnett, program chairman; Robert Ryan, CTA Public Affairs; and Ted Hearne, executive producer.

paid a regular admission fee to the multi-media show.

When the specially stamped CTA transfer is surrendered to a CTA bus operator or ticket agent within a four-square block area of Michigan Avenue and Pearson Street, the return trip to the Loop will be at no additional cost to the rider.

"Streets of Fire"

Thus, CTA has earned credit in three motion pictures or television productions in as many months. In April, CTA employees had behind-the-scenes roles in Universal Studios' production of "Streets of Fire" with Michael Pare, Diane Lane, and former Chicagoan Amy Madigan, and directed by Walter Hill.

While the city is not identified, "Streets" is a story about warring neighborhoods much like the action from "The Warriors," another film directed by Hill. Its setting was in New York and concerned itself with a gang that fights from the Bronx to Coney Island.

In "Streets" subway cars and "L" trains are the only means of transportation from one battle zone to the next. The set is a four-car train on the

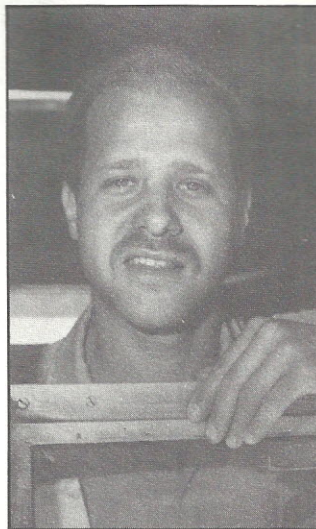
Ravenswood line bound for a mythical city of the future where things are not so good.

CTA motormen, conductors, signalmen, electricians, rail service supervisors and vehicle maintenance personnel helped put it all together. Credit goes to vehicle maintenancemen Timothy D. Wester, Roy Mitchell, Andre Brewster, and Johnnie Henderson; towermen Guillermo Barrientos and Philip Huggins; electricians Michael Fitzpatrick, Peter Kouchoukos, Nathaniel Glover and Alton Flowers, and Edward Kruszyna.

Others were pool supervisor James Colles; signal maintenancemen Arthur Lowder; rail service supervisor Sidney Edwards; conductor Theresa Edwards; motormen Eduardo Martinez, Booker Cunningham, and Michael Harris; Bernard Fletcher, RT one-man operator, Michael LaVelle, director of service; Robert Janz, area superintendent, Rail Service; Robert Heinlein, assistant superintendent, rail controller, George Millonas, manager, Equipment Engineering and Maintenance; George Haenisch, superintendent, Rail Shops; Frank Venezia, director, Rail Maintenance, and Michael Horowitz, manager, Public Affairs/Consumer Services.

Commendation Corner

Katie Avery (North Avenue garage) was complimented by Patricia Tyrrell, of Westchester, for her "totally professional behavior" as operator of a No. 17 Westchester bus. "As I waited in the shelter, a man entered and rolled a marijuana cigarette. He started smoking when the bus arrived. Within a mile the driver simply pulled the bus over to the curb and told him to leave the bus. He walked to the front and told her he was not going to move. I cannot over-emphasize the dignity of the driver. She simply held her ground with every aspect of professionalism. The man finally did get off."



Philip Buscemi (North Section) is appreciated by Angela McAfee, of Phillips Avenue, for the way he handles his duties as conductor of an Evanston Express train she rides to the Loop most afternoons. "He is the nicest and most considerate conductor I have seen in a long time. He is very helpful to riders when they ask for information. He gives people a chance to catch the train before he closes the doors. The thing that I like most is that he always smiles, and has a happy attitude. I sometimes wonder how he does it, having to deal with so many different people. Thanks for having such a nice employee."

James Boyd Jr. (North Park garage) was applauded by Laureda Philippe, of Evanston, for the way he operates his No. 203 Ridge/Grant bus. "I've been a resident of Evanston for the last year, and I've been depending on public transportation. I have never seen a driver so courteous as No. 5522. He always says something nice when you get on his bus. He watches for the senior citizens and the handicapped, and makes sure they are seated before taking off. I've seen people try to give him a hard time, but he just ignores it. He pleases everyone who gets on the bus. I think he is doing his job well."

Thomas Teuscher (North Section) was the conductor of a Ravenswood train that Mr. and Mrs. Carl Anderson, of North Kilbourn Avenue, took one day from the Loop. "We couldn't believe our ears. Stops were called out—with the names of stores near the stops. All along the line, we heard distinctly all the transfer points called, DePaul University, etc. We spoke to the young man whose voice we had heard. His badge number is 22422, and we told him how much we enjoyed all the information he gave out at each stop. Our ride back to Kimball was just delightful."

Neil Hickman (Limits garage) was noticed by Barney Berlin, of Glencoe, for his consideration as operator of a No. 125 Water Tower Express bus. "He called out all the stops, and at Michigan and Ontario, he loudly explained that this was the last stop on Michigan Avenue. The next stop would be Orleans and Grand. Over the years, I have seen many people board the No. 125 bus in error, and he was ensuring that they wouldn't go in the wrong direction. He is a fine driver and public servant."

Henry Moore (Lawndale garage) was the operator of a No. 12 Roosevelt bus that Kathy Lattuca, of Cicero, took one day from Michigan to Menard Avenue. "I seldom take the bus, so I am unfamiliar with the routes, etc. I would like

to say that operator No. 2576 was kind and helpful to me in assuring me I was on the right bus. He called out all the stops, which I think was great. He was also very competent and calm when one woman began swearing at him on the bus. I think you should be proud to have this man in your company."

Arnold Johnson (West Section) was thanked by Mrs. Charles Williams, of East River Road, for his help as conductor of a Congress/Milwaukee train. "I was on his train and had an incident with a drunk passenger. Mr. Johnson watched and then approached the passenger and asked in a very pleasant and professional manner that he stop annoying me. I have been riding CTA for many years, and this is the first time I have seen one of your employees assist a passenger in this way. I appreciate Mr. Johnson's courtesy and kindness."

Wallacene Good (Forest Glen garage) was admired by Lynne Drozt, of North Campbell Avenue, for her performance as operator of a No. 56 Milwaukee bus. "She is very friendly and courteous, says 'Good morning,' and calls out all the stops. It's a pleasure to ride on her bus. This is the second time I rode her bus, and I had to take the time to write this letter. She deserves a compliment. That's what all the riders on the bus say."

Robert Kremer (North Park garage) won the approval of Kathleen Gorman, of West Huron Street, for his handling of a No. 11 Lincoln bus. "I boarded his bus northbound on State Street. He was most helpful, and knew his run as well as the city transit system. He is cautious, courteous and caring. He has high regard for the people he transports, mixed with pleasantness. This kind of attitude gives out-of-towners and myself a good impression of Chicago and of him. I wish I could thank him personally. He gave my spirits an uplift, and I got to my destination on time."

Management Training Graduates



Transportation Manager Harry Reddick has named five new supervisory personnel following the graduation of the second management and skills orientation class. The new appointees are (from left) Rail/Bus Controllers II Jess Barker, Roy Cameron, Sterling Martin, Lawrin Riles, and Assistant Superintendent II, Personnel, Al Pierce, Near North Area. The Management and Skills Orientation Program was devised by the Training/Instruction Section staff directed by Elonzo Hill. The training coordinator was William Sholdice.

Thanks—for a job well done

Aaron Amos, North Avenue

Addonis Berrios, Forest Glenn
Booker Bolton, North Avenue
Clarence Brown, 69th Street
James Butler, North Park

Jean Cage, North Park
Angel Carreras, Forest Glenn
Wafer Carter, 69th Street
Joseph Catalano, North Park
George Chapman, North Avenue
Patricia Cobb, North Park
David Coreland, Lawndale
Curtis Cunningham, North Avenue

Travis Dixon, 77th Street
Lachester Drain, Limits
Richard Dunbar, 69th Street

August Elke, Archer
Eugene Emery, Rail-South

Raymond Furmanski, North Park

Alfonso Gonzalez, Forest Glenn

Olivia Hewitt, 77th Street
Joe Hunter, 69th Street

Alfred Jordan, Archer

Robert Kremer, North Park

Alfred Lee, Limits
William Lowery, 77th Street
Madeleine Lyons, Archer

Arthur May, 77th Street
Earnest McElwee, Jr.,
 Howard/Kimball
Raymond McHugh, Forest Glenn
Charles McKissick, Beverly
Larry Miller, Lawndale

Agnes Noone, Rail-West

Tommy Owens, North Avenue

Solomon Peterson, Beverly
Earl Pope, 69th Street
Andre Prowell, Forest Glenn

Percy Rounds, 69th Street

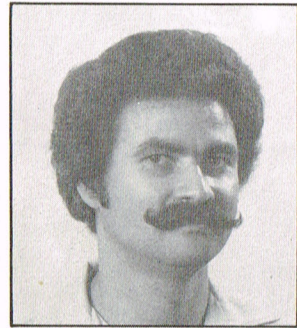
John Smith, 77th Street

Howard Taylor, North Avenue
Bobby Teague, Forest Glenn
Sterling Tharp, Jr., Limits
Ardina Thomas, Rail-West
Blanca Torres, Forest Glenn

Arturo Valdez, North Park
Paul Vance, Jr., Forest Glenn
Deborah Virgil, Rail-South

Melvin Wark, Forest Glenn
Vontie White, Forest Glenn
Alfonso Williams, North Park
Helen Woods, 77th Street

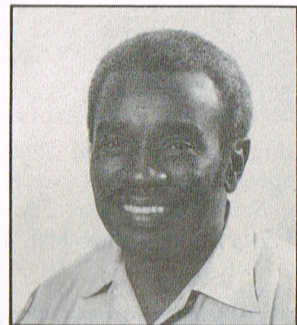
Victor Zynda, Rail-West



William Ramos—North Park
"I've been in three Roadeos and this was my best year. I scored 543 points and finished fifth in the top 20. Last year I finished ninth. I want to be Numero Uno."



Andrew Gowin—Archer Garage
"The left and right hand reverse were both tough, but I had a good bus and I wasn't as nervous as I was last year. I guess having already participated in the Roadeo before made the difference." Gowin finished 11th with 507 points.



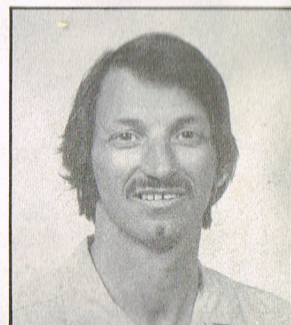
Rufus Meeks—69th Street
"Finishing in the top 20 is something added to what I've been doing for 27 years. I've been practicing, but now I know that I can drive. It's something that I really enjoy."



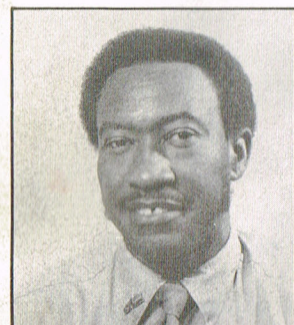
Laurance Weathersby—69th Street
"It's quite an accomplishment to have a record which makes you eligible to participate in the Roadeo. You're respected by others and you're known throughout the garage. I enjoy the Roadeo participation."



Robert Richardson—North Park
"I have been enthusiastic about the Roadeo and anxious to get into it this year because it is a challenge. I'm ready to move on; I've been through all the stepping stones."



Joseph Rodenski—Forest Glen
Joseph 'Roadeo Joe' Rodenski finished third in the preliminary with 599 points to top his ninth place 1982 record. "I like the excitement of the Roadeo and as long as I have a clean record I hope to participate."



John Odom—69th Street
"Competition is stronger than ever this year. It's always tough because of the excitement, the people involved, and the time. I would like to redeem myself for last year's performance in Boston."



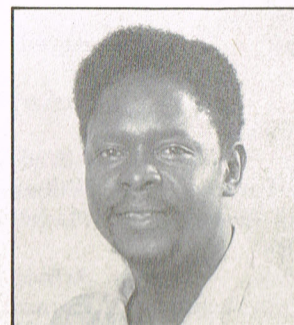
Cesar Lovera—Limits "I'm amazed at how the competition turned out for me," commented this Roadeo newcomer who finished 19th with 483 points. "I didn't think I had a chance for the top 20 with all those guys who had Roadeo experience."



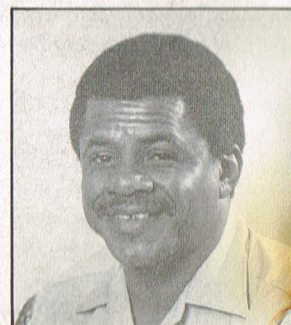
Raymond Graham—North Ave.
"I've been in every Roadeo since 1981, but this is the first time I've finished in the Winning Circle 20. It's a challenge just to go through it, but I enjoy it. This is my last Roadeo because I'm retiring next June 30 after 39 years of service."



David James, Jr.—North Avenue
"It's a great honor to finish in the top 20 with only five years of service. Just think of all the people with the many years of experience. I'm just glad that my record allows me to participate in this event."



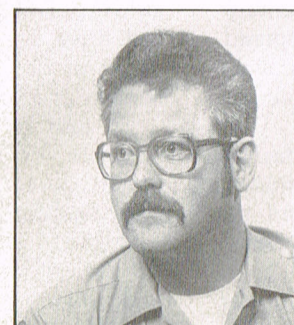
Jessie Witherspoon—Beverly
"Naturally I feel good about representing Beverly in the Winning Circle. I was also in the top 20 in 1981, the first year of the CTA Roadeo. I certainly would like to take it all for my garage this year."



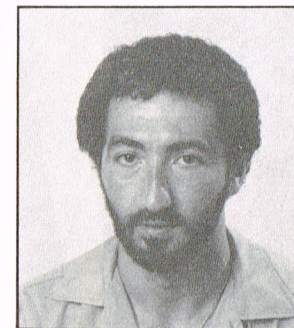
Willie Johnson—North Avenue
"Last year I had a friend who finished in the top 20, so I figured I'd get involved this time. I was surprised to find backing up a part of the test since instructors are always telling us not to attempt to back up without assistance."



James Mayes—69th Street "I was hoping I would finish at the top this time; instead I finished 13th. I went a little too far to the right and left on the Y backing. However, I'm still looking forward to the finals."



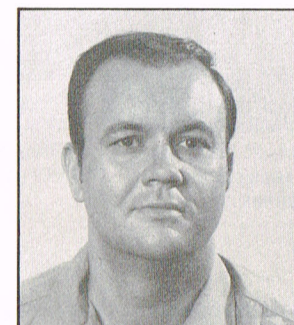
Michael Matas—Forest Glen
"This year's Roadeo competition was just as much fun as it was last year when I finished in second place. Even though I'm still mad at myself for coming in second, I feel more secure about this year's competition."



Orlando Santiago—North Park
"It gives a little different perspective to the job. It's fun to do something different from driving on the streets everyday. I entered the Roadeo because I like to drive, and I had the record to qualify me."



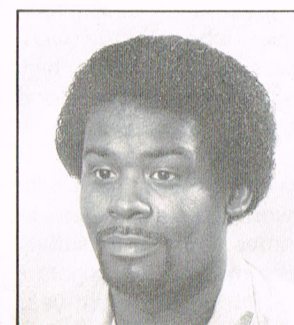
Eugene Tate—Lawndale Garage
"The competition is tougher this year, but I think that's fine. The tougher, the better. I want to win because I want to see Denver. I did well in the preliminary, but I expect to do much better in the finals."



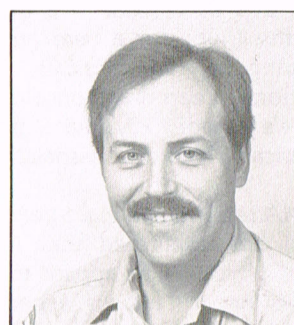
Kenneth Fabian—Forest Glen
"The Roadeo is sort of like the World Series—the best man wins as we get to the last moment, and everybody else tries again the next year. I've participated since 1981 and the course changes in that time have been minimal."



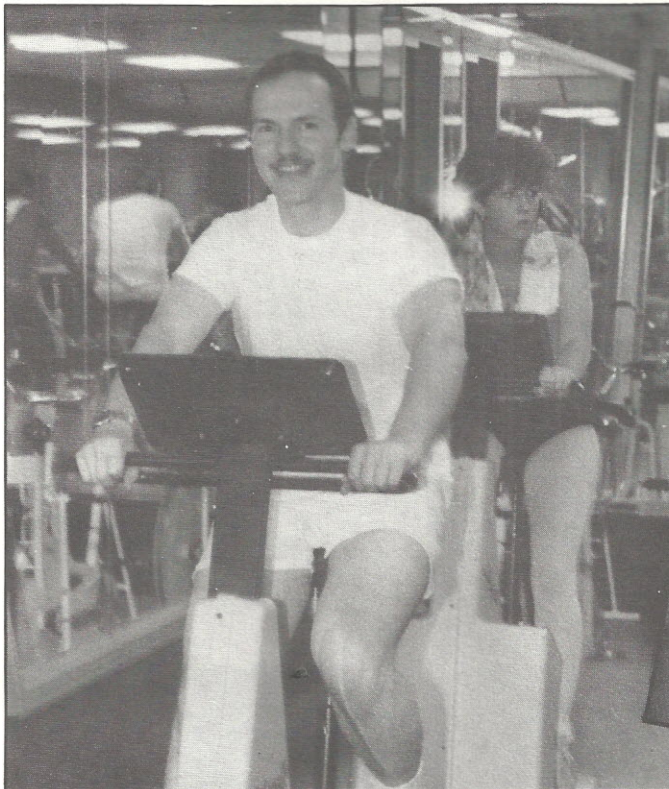
Martin Troglia—Limits "I hit a few cones on the right side as I was heading in, and a couple on the Y back. I forgot a few things since last year, but it won't happen again because I'd like to win." Troglia finished fourth with 551 points.



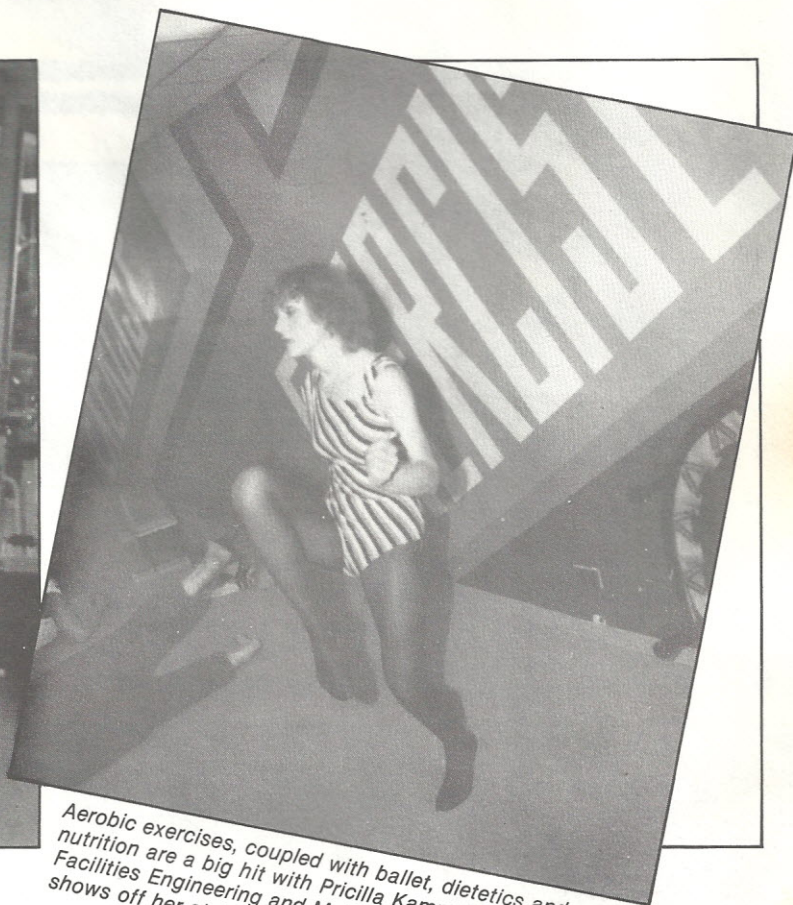
Gerald C. Jackson—77th "I'm pleased because this was my first competition and I was the only driver from 77th to finish in the top 20. I know the other operators of 77th street garage are pulling for me to win because we are the biggest garage in the fleet. I want to win for them."



Craig Richter—Forest Glen
"The competition was exciting. I was nervous, but I used my full concentration on the obstacle course and I came in seventh in the top 20 with 523 points out of 650. Last year I came in 14th in the top 20 and sixth in the finals."



A lean and trim Bob Knudsen, procurement engineer, bikes his way to fitness at a local health club. He also shapes up with progressive resistance machines and vigorous games of racquetball.



Aerobic exercises, coupled with ballet, dietetics and nutrition are a big hit with Pricilla Kamradt, secretary, Facilities Engineering and Maintenance Department who shows off her style at a health facility.

CTA employees are joining physical fitness advocates

If your idea of exercise is a quick sprint to the fridge for a beer and a snack during TV commercials, followed by long, deep drags on a cigarette, here's a word of advice from the American Medical Association. *Forget it.*

The AMA reported an eight-year investigation has confirmed that men who aren't physically fit appear to be greater risks for heart attacks, especially if they also smoke and have high blood pressure and high levels of cholesterol.

Dr. Ruth K. Peters and her associates at the University of Southern California studied 2,779 Los Angeles county policemen and firemen between the ages of 35 and 55. The men were judged free from coronary artery

disease when they volunteered for the study.

The researchers reported that men with a low "physical work capacity," objectively measured by a stationary bicycle exercise test, were at least twice as likely to have a heart attack as men who were more physically fit.

The higher risk of heart attacks appeared to be limited to sedentary men who already were endangered because of smoking, higher than average cholesterol or blood pressure, or combinations of these factors.

When two or more of these factors were present, men with low physical work capacity were more than six times as likely to suffer heart attacks, the medical investigators reported.

During the eight-year study of the 2,779 men, 36 suffered heart attacks; three-fourths of the victims had at least two of the significant risk factors present, not including low physical work capacity.

Men who were physically fit and had moderate elevation of blood pressure seemed to be most protected against heart attacks, whether or not

they smoked or had elevated cholesterol, or even both, the researchers concluded.

A good example of the researchers' conclusion is CTA's Bob Knudsen, procurement engineer in the Materials Management Department's Procurement Section.

"I'm not a calorie counter and I smoke," Knudsen said, "But I work out three or four times a week for about an hour to an hour and a half session at a health club."

He said he entered a fitness program in 1977 following surgery to repair the torn cartilage in his right knee caused by an accident.

"I had to take physical therapy and do exercises to strengthen the knee, and when that was accomplished, I continued working out.

"I guess I'm a 'sweathog' because I like to work with lifecycle stationary bicycles that make me sweat up to three pints in one session. I know I've lost that much because I weigh in before I start and weigh myself again when I've finished.

"A pint of sweat weights one

pound, so, I figure I lose about three pints of sweat a session."

Knudsen said his maintained weight is higher than the average for his age (32), but he boasts of a flat stomach, he looks trim, and he feels great.

In addition to the bicycles and progressive resistance machines, Knudsen enjoys playing vigorous games of racquetball.

Looking trim and feeling great were the goals of Priscilla Kamradt, secretary, Facilities Engineering & Maintenance Department.

"When I was a college freshman I put on weight by consuming a lot of junk food and ice cream. Following injuries from a 1970 auto accident I added more weight and I became inactive and lethargic even though I had been a top athlete in high school," Ms. Kamradt said.

Determined to trim down from a size 11 to a size five, Ms. Kamradt succeeded in losing weight—she dropped down to 90 pounds—but at the expense of her overall health. In 1971 she joined a health club and has been in it since then.

She then studied dietetics and nutrition, took ballet, gradually regained some of the weight she lost, and learned to maintain her ideal weight through proper diet.

About two years ago she began doing aerobic exercises that have not only reshaped her figure, but reshaped her outlook on life.

"Aerobics are excellent in reshaping the body, improving the participant's heart and lungs, but most important, aerobics can become a positive way of life, can produce a good, healthy frame of mind," she proclaimed. "A daily aerobic workout gives me a natural 'high,' leaves me feeling refreshed and replenished. No sedentary lifestyle for me."

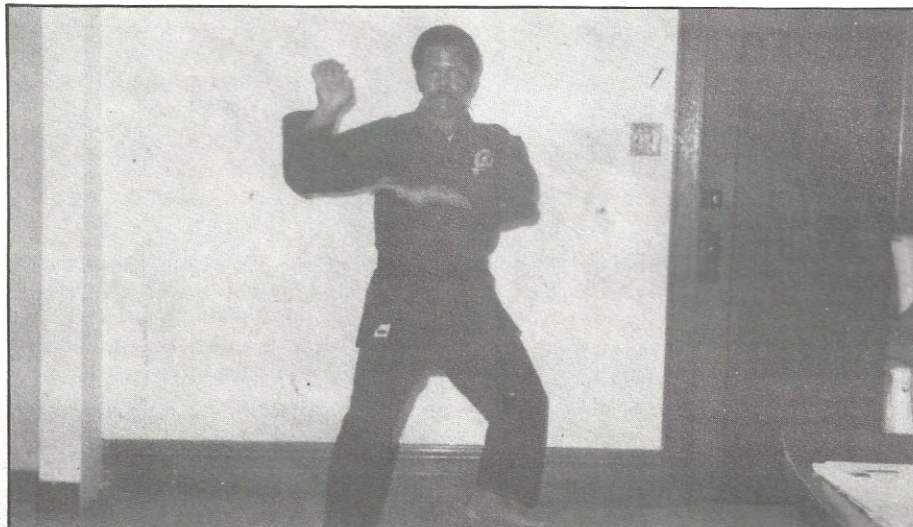
While aerobics appeal to some people, others, including Rick Willis, editor of Transit News in the Public Affairs/Consumer Services Department, prefer running.

"I got into a fitness program last December in a health club where I have worked up to running five miles four or five days a week. I also work out on the weight machines because my original goal was to lose the paunch I developed from my desk-bound job," Willis said. "A sedentary life style tends to sap one's strength

due to the lack of exercising the muscles.

"There's much debate about the advantages and drawbacks of running, but it's the one exercise I enjoy the most. It leaves me feeling good and I figure if running is wholesome, leaves me feeling good, improves my physical condition, then why not run? I literally run for my life."

Fitness, as practiced by William H. Nash, Training Center bus instructor, is a commitment to be observed every waking minute. Keeping one's body physically fit is not something one elects to do, it is a duty to one's self, family, friends, employer, nation and religion. That's Nash's philosophy.



William H. Nash, training center bus instructor, is a master in Aikido, the Japanese art of self defense. The practice of martial arts gives Nash the fitness discipline needed for continued good health.

Nash holds the rank of master in Aikido, the Japanese art of self defense, and a black belt in Karate, the Korean martial art. But that's only part of it.

He practices his martial art in his home for about an hour and 40 minutes, six days a week. He also swims two hours a day, five days a week at Chicago State University and jogs from five to 10 miles one or two days a week.

"My fitness program was born the day three muggers robbed me on the street 21 years ago. I was helpless, I couldn't do anything to protect myself and my belongings. One of the muggers had a baseball bat, another had a machete, that's a long-bladed knife.

"After they robbed me, I vowed that would never happen to me again. It hasn't. It never will, period," he said with determination.

Nash entered intensive Karate training in 1952 and later was awarded a black belt for his proficiency in each of the martial arts.

In 1970, Nash started teaching Karate to youngsters in the Garfield park area. Two years later he began training in the martial arts of Jujitsu and Judo, and began the study of Yoga as a form of meditation and relaxation.

In addition, Nash has studied and practiced Kung Fu and Tai Chi Chuan.

To complete his mental and physical training, Nash has undertaken studies in Positive Mental Attitude for perfection of his concentration, coordination and relaxation.

In the other court is David T. Martin, Area Superintendent, Central, Transportation Department. Martin plays racquetball.

"Over the years I decided to play racquetball strictly for recreation and for the fun of it. I still play it—for fun—a couple of times a week. I also use the progressive resistance machines at the club I attend," Martin said.

These are some examples of keeping fit. There may be hundreds, even thousands of CTA employees in a wide variety of fitness programs.

Before embarking on any physical fitness program, its good advice to discuss your plans with your physician so you can be advised of any limitations due to your present physical condition and age.

Market-base rate is set for U.S. savings bonds

The market-based interest rate for Series EE Savings Bonds issued between May 1 and October 31, 1983, is 8.64 percent for their first semiannual interest period. Older Series EE and E bonds and U.S. Savings Notes will also receive this market-based rate for six month interest-accrual periods starting between May 1 and October 31.

The market-based rate is 85 percent of the market rate on Treasury five-year securities during the previous six months. Series EE Bonds issued since November 1, 1982, must be held at least five years to qualify for the rate. Accrual-type Savings Bonds and Notes issued before that date are eligible for market-based rates if held and earning interest to the first interest-accrual period beginning on or after November 1, 1987.

New bonds are guaranteed to earn a minimum rate of 7.5 percent per annum, compounded semiannually, if held five years or longer.

The rate for the previous market-based period—November 1, 1982, through April 30, 1983—was 11.09 percent, and the average yield for the two periods is 9.87 percent. This average is part of the market-based formula only for eligible bonds issued on or before April 30, 1983. The average yield will change as each new six-month rate is averaged in with previous six-month rates earned from November 1, 1982 or the issue date on the bond, whichever is later.

"Public reception of the market-based interest system has been very positive," Treasurer Buchanan said. "Sales have increased over comparable year-earlier figures each month since the system went into effect. Since January, sales are up nearly 30 percent, while redemptions have dropped by a third.

"With payroll savings activity—the major way bonds are sold—also showing encouraging upward movement, we believe that the market-based interest system is returning the Bond Program to a solid, competitive position among savings instruments," she continued.

The redemption value of a bond held five years or longer is determined by the Treasury Department by averaging the market-able five-year rates during each semiannual period, multiplying by 85 percent, averaging the ten semiannual rates, and compounding the result semiannually from the first period. Bonds receive the semiannual market-based rate for their respective semiannual interest periods beginning on or after each May 1 and November 1. As always, bond holders can find the current redemption values of their bonds using the Tables of Redemption Values provided by the Treasury Department to banks and other redemption agents.

New bonds are guaranteed to earn a minimum rate of 7.5 percent per annum, compounded semiannually, if held five years or longer. The guaranteed yields on older bonds in effect before November 1, 1982, continue as a minimum to the end of original or extended maturity periods which began before that date. Minimum guaranteed yields are effective only when higher than the market-based yield. Interim yields for new issues held less than five years range from 5.5 percent after one year to 7¼ percent after 4½ years.

Savings bonds redeemed or reaching final maturity before being held at least five years after November 1, 1982, are not eligible for market-based interest. These bonds earn interest on a fixed scale to redemption or final maturity, depending on original issue date. Series E bonds issued May 1, 1941 through May 1, 1943 and Series H Bonds issued June 1, 1952 through September 1, 1953 have reached final maturity and no longer earn interest.

IIT honors CTA employee as outstanding student



Robert Gierut, personnel supervisor, Facilities Maintenance department, was among honorees at an Outstanding Student Awards luncheon for the Chicago Chapter, American Society for Public Administration.

Gierut who joined CTA in 1977, was chosen as the 1983 "Outstanding Public Administration Student" of the Illinois Institute of Technology (IIT) by the IIT Master of Public Administration Program faculty.

Dr. Richard A. Rettig, director of the MPA program at IIT, and chairman of the Social Sciences department, said the faculty based its choice of Gierut for the award on his "...superior performance in the classroom and our knowledge of his CTA responsibilities." Gierut was one of seven students from Chicago area colleges and universities honored at the June 17 luncheon.

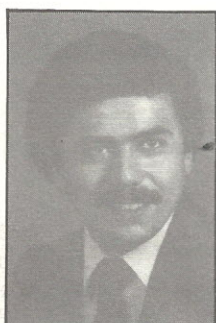
Gierut attained a 3.76 grade point average while earning the MPA degree. He entered the program at IIT in 1979 and received his degree last December. He earned a bachelors degree from Lewis University.

Dr. Rettig said IIT offers a Master of Public Administration program for full-time employees who seek part-time instruction. All classes are offered at IIT's downtown center, 77 South Wacker Drive, from 6 p.m. to 8:30 p.m. Monday through Thursday evenings.

More June graduates



DEAN N. MUSSARI
Loyola Academy
Philip G. Mussari
West Shops



PHILIP M. MUSSARI
Loyola University
Philip G. Mussari
West Shops

Sickle cell cotillion



Della Darice Weatherspoon, 18, daughter of Mr. and Mrs. Joe Weatherspoon (West Shops), was among debutantes for the Sickle Cell Anemia Volunteer Enterprise at Chicago's Marriot Hotel April 30.

SCAVE is an affiliate organization of Michael Reese Hospital. Proceeds from the black tie optional affair were donated to the hospital for the treatment of sickle cell anemia.

Miss Weatherspoon is a Michael Reese Hospital and Chicago Medical Center volunteer. She is also a sports, and arts and crafts enthusiast, and a member of the Chicago Police Explorers, as well as the Hyde Park Volleyball Club and Teen's Life Club.

The Hyde Park Career Academy senior was escorted by Harold Leonard, Jr., a student at Leo Catholic High School. Miss Weatherspoon was presented by her father, a CTA employee for 25 years.

Certificate of Merit



Rosemary Yabush and Drew Thomas, Evanston Township High School students, with their display on the history of rail transportation in Chicago and Evanston titled, "Riding Out of Town on a Rail."

A Certificate of Merit was won by Rosemary Yabush, daughter of Don Yabush, news media coordinator, for her 12-page research paper titled, "Riding Out of Town on a Rail," tracing the development of rail public transportation in Chicago and Evanston. The award was presented March 19th at the Chicago Metropolitan History Fair in Maine Township South High School.

Accompanying her entry was a photo display tracing the historical development of railroad, streetcar, and rapid transit service. Drew Thomas, a fellow Evanston High School junior, created a model of a 50-year-old "L" car that accompanied the photo display and Rosemary's research paper.



Your Health

Beware of sun exposure

Watch that sun.

Heat Stroke is the term for the most serious disorder due to exposure to environmental or climatic heat, while Sun Stroke refers to the same disorder when exposure to direct sunlight is the main source of environmental heat.

Symptoms of heat stroke when seen early are confusion, rapid pounding pulse and hot dry flushed skin. The victim may collapse and go into a coma.

Rapid cooling of the body is urgent. Ice water baths or packs with massage to promote circulation are effective. Cooling should stop when the rectal temperature reaches 102 degrees Fahrenheit (38.89 degrees Centigrade) but should be reinstated if temperature rises again.

After this first aid measure, expert medical care is necessary to manage any circulatory disorder and possible brain damage effects.

Ordinary sunburn, on the other hand results from overexposure of the skin to ultraviolet rays, usually in our common effort to achieve the "Tan." Symptoms may appear in one to 24 hours. There may be redness, scaling of the skin, pain, swelling and in more serious conditions, fever, chills, weakness and shock.

Chronic prolonged exposure to sunlight has a distinct aging effect on the skin. It can also lower our resistance to infection by hindering the process of the body's immune system. A more disturbing consequence of overexposure to sun is the increased incidence of skin cancer.

Most cases of severe sunburn are unnecessary and are the result of failure to adhere to simple precautions.

The initial summer exposure to bright midday sun should be no longer than 30 minutes. Exposure to sun before 10:00 a.m. or after 4:00 p.m. is much less hazardous because the sunburn-producing wavelengths usually are filtered out. A wide variety of sun screen ointments, creams and lotions which may be used will also help protect skin from the sun.

by **Linda C. Lapid, RN**
CTA Medical Section

Spencer Bennett retires, joins sons in new career



Spencer Bennett (left) gets a farewell handshake and his retirement papers from Manager George Millonas, Equipment Engineering and Maintenance department, during a party honoring Bennett, day foreman at 77th Street Garage.

Spencer Bennett, 52, day foreman at 77th Street Garage, retired June 1 at a party held in his honor after 30 years in public transit.

Bennett who had served both CTA and its predecessor, the Chicago Motor Coach Company, assumed a new career upon retirement as he joined his sons, Spencer Jr., and Wendell in operating an auto repair shop. The elder Bennett builds drag racing cars as a hobby.

Bennett and his wife, Ethel, are also the parents of two daughters, Nancy, a West Section ticket agent, and Sandra.

Michael Kilcommons retires



On March 31, several Facilities Maintenance employees gathered at West Shops to celebrate the April 1 retirement of Trackman Michael Kilcommons. Sharing in the festivities were (front row, left to right) Ed Shaw, track foreman; Bob Vantreas, section foreman; Kilcommons; Adam Knerr, track foreman; Nathaniel Clay, track foreman; and Frank Demonte, section foreman; (back row) Nick Boccuzzi, trackman; James Stanford, section foreman, and Dominic Cinquepalmi, track foreman.

Arizona Pensioners



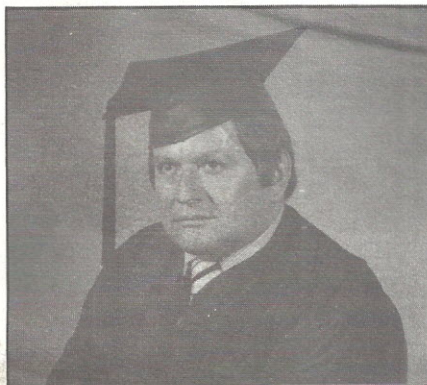
CTA pensioners living in Arizona gathered in Phoenix for this "family" portrait sent to say hello to friends in Chicago. They are (kneeling, from left) Joe Krzak, Dom Napoleon, James McGann, Henry Ziolkowski, and Larry Casey. (standing) Ted Wodarski, Robert Barber, Ed Norris, Dan Gorski, John Bednarz, Art Fanstill, George Benshish, Bruce Trutty, August Shimkus, and Elmer Bay.



These men of leisure are also CTA pensioners living in Arizona. They are (seated, from left) Ernie Guedel, and Roy Bowers. (standing) W.G. Woods, Sr., Dan Gorski, Bob Jusinski, Henry Ziolkowski, and Ted Wodarski.



Market Research Analyst Olivia Bradley, Materials Management Department, was CTA's representative at the recent Chicago Business Opportunity Fair held at the Palmer House. The fair, which was of special interest to Chicago-based businesses, gave minority suppliers and purchasing personnel from major buying organizations an opportunity to meet and exchange information about mutual buying and selling needs. CTA is a member of the Chicago Regional Purchasing Council, Inc., which sponsored the fair.



Bus Operator Juan E. Paladines, Archer Garage, was awarded the Associate of Arts degree in Business Administration from Loop College where he majored in accounting. Paladines joined CTA July 21, 1975.



Congratulations to Operator John C. Hopkins, 77th Street Garage, and his wife, Patricia who became the proud parents of a baby girl, Joslyn Patrice, born June 23, 1983. The baby weighed seven pounds, six ounces, and was 20 inches.

Service anniversaries in July

35 Years

Willie Cooper, Campaign Area
Frank Fiore, Utility
Gerard Gullery, Skokie Shop
Peter Maroncelli, Forest Park
John Miller, Special Services
Patrick O'Shea, Power Distribution
Patrick O'Sullivan, South Shops
Dennis Rawlings, Jr., 77th Street

30 Years

Jesse Byrd, Bus Instruction
Andrew Cunningham, Stores
John Eckel, Data Center
Thomas Kelly, Buildings & Grounds
George Leuenberger, Limits
Michael McCarthy, Safety
Van Penn, Jr., North Avenue
Raymond Tieri, Claims

25 Years

Gerald Christensen, West Shops
Robert Haak, Jefferson Park
Harry Harris, Utility
Roy Jackson, Claims
Theodore Kazanis, Forest Glen
Meyer Lemel, North Park
Patrick Meaney, Jefferson Park
Charles Rule, Jr., 77th Street
Richard Shonder, Forest Park
Richard Valloni, Power Distribution

New Pensioners

FOTIS BOURAS, Conductor,
Howard Street, Emp. 7-28-72
LEON BROWN, Bus Operator,
Lawndale, Emp. 6-20-55
ROBERT J. FRIESTAD, Bus Operator,
Limits, Emp. 8-12-46
*DAVID J. HARTFORD, Bus Operator,
Archer, Emp. 2-2-50
HURLEY L. HUNTER, Bus Operator,
Lawndale, Emp. 10-7-52
*ALLEN JACKSON, JR., Bus Operator,
Limits, Emp. 11-28-52
JAMES H. JOHNSON, Bus Operator,
77th Street, 7-24-47
IRENE S. PASTINSKY, Travel Info. Rep.,
Public Affairs/Cons. Serv.,
Emp. 7-19-61
LAWANDA E. REDDING, Data Ridership
Clerk, Operations Planning,
Emp. 11-10-62
CHRISTOPHER C. REDMOND, Janitor
Foreman, Madison & Wabash,
Emp. 2-16-61
HARVEY O. SMITH, Bus Operator,
North Park, 11-7-57
*SLYVESTER R. TILLMAN, Trackman II,
West Shops, Emp. 5-5-55

*retroactive to 6-1-83

IN MEMORIAM

DORIS BARTHEN, 65, North Section,
Emp. 2-10-37, Died 5-2-83
ALEXANDER BELL, 81, Archer,
Emp. 4-12-23, Died 5-14-83
EDMOND CALABRESI, 67, North Ave.,
Emp. 7-19-46, Died 5-1-83
JAMES CERVENKA, 67, South Shops,
Emp. 2-12-36, Died 5-13-83
GEORGE DIPPLE, 72, Archer,
Emp. 1-13-36, Died 5-6-83
FRANK DUCZMAN, 72, Beverly,
Emp. 1-7-49, Died 5-21-83
LEROY GOSS, 83, Keeler,
Emp. 5-15-28, Died 5-4-83
LOUIS HERSH, 89, Lawndale,
Emp. 10-30-18, Died 5-23-83
THOMAS HICKEY, 72, North Ave.,
Emp. 7-1-42, Died 5-7-83
JOHN IGOE, 86, West Shops,
Emp. 10-17-24, Died 4-22-83
HARRY KELSO, 84, 77th Street,
Emp. 5-15-15, Died 5-27-83
JOHN KOSIROG, 86, West Shops,
Emps. 7-2-35, Died 5-2-83
IGNATIUS KUTA, 89 West Section*,
Emp. 8-21-45, Died 1-2-83
CHESTER MALEK, 68, North Ave.,
Emps. 1-5-61, Died 5-21-83
PETER MADIA, 71, North Ave.,
Emp. 7-3-41, Died 3-6-83
EDWARD MATTHIAS, 78, Forest Glen,
Emp. 10-10-24, Died 5-7-83
HAROLD McGANN, 65, 77th Street,
Emp. 9-6-47, Died 5-5-83
JOHN MIHALOVICH, 82, Veh. Maint.,
Emp. 7-6-27, Died 5-12-83
MICHAEL MORAN, 75, Veh. Maint.,
Emp. 6-6-51, Died 5-10-83
OTTO NORDSTROM, 90, North Park,
Emp. 11-30-21, Died 4-20-83
ROBERT NUGENT, 81, West Section,
Emp. 1-30-29, Died 5-8-83
WILLIAM PARIZEK, 79, North Ave.,
Emp. 1-27-27, Died 4-20-83
STANLEY PILARSKI, 88, West Shops,
Emp. 12-3-18, Died 5-6-83
RUSSELL PLUMMER, 85, Veh. Maint.,
Emp. 10-3-27, Died 5-21-83
RAYMOND SCHEID, 69, Veh. Maint.,
Emp. 2-18-42, Died 3-22-83
MARTIN SIEFRIED, 88, South Shops,
Emp. 11-17-25, Died 5-26-83
FRANCIS VAN GEENEN, 68, Truck Chauff.,
Emp. 4-17-41, Died 5-16-83
ANTHONY WILKES, 85, West Section,
Emp. 12-19-23, Died 4-22-83
ROY WISEMILLER, 86, Douglas,
Emp. 8-6-18, Died 5-14-83
WILLIAM WITKUS, 62, Forest Glen,
Emp. 9-11-45, Died 5-11-83
DAVID YOUNG, 67, 77th Street,
Emp. 7-12-45, Died 5-12-83
RALPH ZIMMER, 69, District A,
Emp. 5-3-46, Died 5-23-83

*correction

cta EMPLOYEE ASSISTANCE PROGRAM

(Formerly Employee Counseling Program)

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To find solutions for problems

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- DRUGS
- FINANCIAL

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- MARITAL
- EMOTIONAL

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or significant others

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