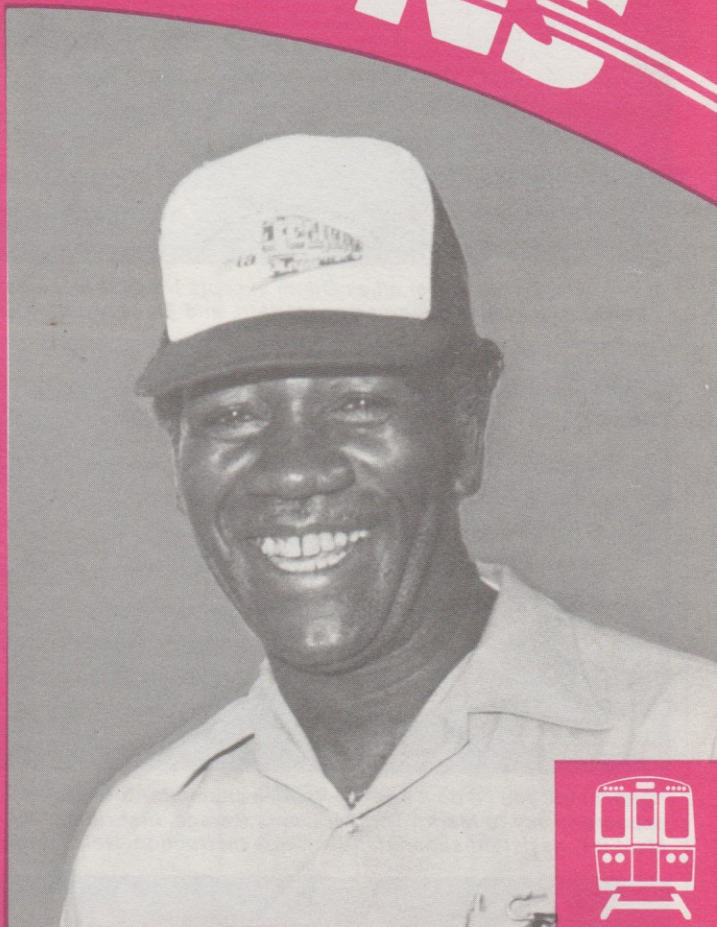


CHAMPIONS



JOHN ODOM



ROBERT J. SANDERS



Welcome aboard the first of
200 new buses being
delivered to CTA.
See page 6

Odom retains Rodeo title, looks to Denver



It is a proud moment for all as Odom accepts the first place garage winner plaque and certificate of appreciation from Alex Johnson, director of transportation personnel (left), and Transportation Manager Harry Reddick.



"Didn't I tell you I'd do it again," Rodeo champion John Odom, 69th Street Garage (left), appears to say to Martin Troglia, Limits Garage, first runner up in the 1983 competition. Mel Link, assistant superintendent, Bus Instruction, North (far left), enjoys the banter.



"You finished in fourth place," William Thompson, superintendent, bus instruction (left), tells David James, North Avenue Garage, as Thompson introduces James to champion John Odom (right).

John Odom, CTA's 1982 Bus Rodeo finalist, was true to his word. "I'll win the competition at Soldier Field again," he announced early in July as we talked with members of the Bus Rodeo Winning Circle 20.

The 22-year CTA bus operator/or-dained minister, along with three other Rodeo repeat performers, took the top four places in bids to represent CTA at the American Public Transit Association's International Bus Rodeo which is slated for Denver in October.

Just two points short of his 1982 score, Odom garnered 710 of a maximum 750 points to beat 19 other CTA contestants for the top berth in the July 30 Soldier Field final. Along with a handsome plaque marking his success, the victory nets the bus driver preacher and his wife, Mary another all-expenses paid trip to the APTA convention, this time in Colorado's "Mile High City."

Besides a second shot at APTA's grand prize of \$1,000 and a commemorative plaque, it also is another chance for Odom to redeem himself for what he believes was an unforgivable mistake which might well have cost him the 1982 international championship.

"There is no way I'm going to go overtime in this year's APTA competi-

tion. If I lose it will be in some other way, but I definitely will not go overtime as I did last year," he repeated. Odom's 1982 APTA scores ended up in the pile rather than on top of those competing in Boston.

"It's going to be a different ball game this year because Denver will be using buses with equipment similar to Chicago's which means we will have power steering. It will be unlike the Boston competition," said Odom.

"I think with the training I've had here, and the equipment, I will do very well in Denver. I certainly expect to do well. I would put CTA's operators against bus operators anywhere," he said.

Odom said of the July 30 Soldier Field competition, "It was tough, but I simply got tougher with myself." The 1983 finalist's closest competitor was Martin Troglia of Limits Garage, winner of the first CTA Bus Rodeo in 1981, and CTA's representative in the APTA competition held that year in Chicago. Troglia was later treated to an all-expenses paid trip to Toronto, Ontario, Canada.

Troglia took second place in the 1983 final with 692 points. As the first runner up in this year's competition, he received a \$500 savings bond and a trophy.

Taking third place honors was Michael Matas of Forest Glen who scored 687 points. Matas, the 1982 first runnerup, received a \$200 savings bond and a trophy. Tying for fourth place and prizes of \$100 savings bonds and trophies were David James, North Avenue Garage, and Cleven Wardlow, the 'happy' bus driver of Limits Garage. Wardlow is best known for his biblical quotations and unforgettable cheery manner, a trait which has spanned his more than 30 years with CTA and earned him the title of 'happy' bus driver. Although duplicate prizes were awarded, James is the official fourth place winner since he edged Wardlow by 13 seconds on the course.

A banquet held September 9 at the Merchandise Mart M&M Club honored all of the members of the 1983 Winning Circle 20. Trophies and appropriate savings bond awards were presented on that occasion to Odom and the four runners-up.

Breakfast with the Mayor



Mayor Harold Washington is seated between CTA Chairman Michael Cardilli (left), and Board Member Howard Medley during the mayor's informal CTA visit September 15 for a get acquainted breakfast. Chairman Cardilli, host for the occasion, and other board members accompanied Mayor Washington and members of his staff to the Merchandise Mart M&M Club where the cuisine consisted of crenshaw melon, bacon, eggs and hash browns.

From the Chairman

True measure of success

On behalf of my fellow Board members, I congratulate CTA's newest champions, Bus Rodeo Winner John Odom and Third Rail Round-Up Winner Robert Sanders. We are once again proud that Mr. Odom will represent his fellow CTA bus operators at the APTA International Bus Rodeo in Denver, and we wish him good luck and success in that endeavor.

Mr. Sanders has earned the singular honor of winning the first contest ever held by a rapid transit system to test the operating skills and job knowledge of rapid transit employees. We hope that our Third Rail Round-Up will lay the groundwork for a similar international competition that will demonstrate the proficiency of rapid transit employees.

I also personally thank all employees who contributed their

time and efforts toward the success of the rodeo and round-up by entering the competition, serving on the respective committees, and acting as judges or support workers.

Job-related competitions like bus rodeos and rail round-ups can be of great service to the transit industry and its employees and riders by inspiring employees to strive for perfect work records and improve their operating techniques during day to day operations. But the only true measure of the success of any contest at CTA is the improvement in service that is experienced by our riders. Supervisory personnel must apply the principles of performance monitoring, instruction, and discipline across the board to help all operating employees improve the level of CTA service provided to our riders.

Michael Cardilli



CTA bus roadeo veterans and newcomers display their awards for the third year at a post-banquet session. They are (from left) Cesar Lovera, Craig Richter, Kenneth Fabian, Robert Richardson, Eugene Tate, Laurance Weathersby, Martin Troglia (second place), John Odom (first place), Joe Rodenski, David James (fourth place), Cleven Wardlow (fifth place), Marcellus Williamson, Michael Matas (third place), Gerald Jackson, James Mayes, Andrew Gowin, Jessie Witherspoon, Raymond Graham, and Willie Johnson.



Third Rail Round-Up champion Robert Sanders (left), and Dennis Closs, Howard Terminal superintendent, show off the new Rail Roadeo Chairman's Cup which debuts at Howard, thanks to Sanders. Sharing the momentous occasion are Transportation Manager Harry Reddrick and Public Affairs/Consumer Services Manager Michael N. Horowitz. Executive Director Bernard J. Ford (background) presented the cup.



Clark Carter, superintendent, 69th Street Garage, and 1983 Bus Roadeo champion John Odom accept the Chairman's Cup for the second consecutive year from Executive Director Bernard Ford as James Blaa (left), Ford's special assistant, and Transportation Manager Harry Reddrick share the moment.

Bus, rail roadeo winners honored at awards banquet

"I think we can be a winner in Denver this year," declared John Odom, the 1983 bus roadeo champion, as he accepted the first place cup at the September 9 awards banquet.

The 69th Street bus operator who captured the CTA bus roadeo championship trophy for two consecutive years, thanked the M&M Club audience of CTA families, friends and co-workers for their support, and said confidently, "Things may be a little different in Denver this year."

Earlier in the evening the audience had witnessed the 22-year CTA veteran, a man of the cloth, on video tape exhorting fellow bus operators to "clean up your records and get in on the roadeo. It's a lot of fun."

Odom will attend the American Public Transit Association (APTA) convention in the Mile High City where he will vie for the international championship prize of \$1,000. Runners-up Martin Troglia, Michael Matas, and David James were also honored with appropriate trophies and savings bonds at the awards banquet.

A special highlight of the evening, however, was the presentation of duplicate fourth place honors to Cleven Wardlow, 'the happy bus driver.'

Wardlow, who Director of Training/Instruction Elonzo Hill called "the best goodwill ambassador the CTA has had," received a standing ovation as



Members of the first CTA Roundhouse 18 pose with their awards following banquet at Merchandise Mart M&M Club honoring bus and rail roдео winners of 1983. They are (from left) Norwood Martin, Joseph T. Vallier, Larry McNeil, Adelbert Cobb, Wilbert Matthews (third place), Angelo Salvaggio, John Andrews (second place), Hamp Johnson, Robert Sanders (first place), Cordell Bruns, Donald Seay (fourth place), James Hentz, Roman Doubek, and Donald Gray.

he made his way to the podium to accept his award. He was warmly embraced by Hill and others as they recalled with fond memory Wardlow's distinguished record of more than 30 years of service.

Wardlow who actually placed fifth, was tied for fourth place on points only but edged 13 seconds in time on the course by David James. The duplicate prize in Wardlow's case was in recognition of his "ambassadorship" as an employee as much as his roдео accomplishments.

Turning to the Third Rail Round-Up, Hill said, "They said at APTA and throughout the industry that it couldn't be done, but we did it, and everybody is asking us how. Since we don't try to re-invent the wheel in the transit industry, we are sharing the information."

As the first place trophy was presented to Robert Sanders, of Howard Terminal, the Third Rail Round-Up champion, Hill noted that the most important thing a motorman has to do is move the train when it has a problem. "Mr. Sanders has proved beyond any doubt that it can be done," said Hill. "There is no limit to what our accomplishments can be when we work together," he said of the first rail competition.

Said Sanders, "Thanks to all who made this possible. We've had a chance to prove that rail employees are also the employees you expect us to be. We're not just winners tonight, but throughout the year."

Third Rail Round-Up runners-up John Andrews, Wilbert Matthews and Donald Seay also received ap-



The executive director has special praise for CTA's "goodwill ambassador," Cleven Wardlow, fifth place 1983 Bus Roдео runner-up, as the veteran 'happy bus driver' accepts his award.

propriate trophies and savings bonds for their respective places in the competition.

Third Rail Round-Up Chairman Arthur Hubbard said of the competition, "Three years ago, I looked at the bus roдео and said, we can do that on the rail. We had no manual, but we did it."

Presenting the individual awards as well as the chairman's trophies to the winning garage and terminal was Executive Director Bernard J. Ford who told honorees and guests he shared the excitement of CTA rail personnel on being the first in the transit industry to have a rail roдео.

Ford also praised the Transportation department for its continued success with the bus roдео and lauded Odom for his second consecutive CTA cham-

pionship. Michael Horowitz, CTA manager of Public Affairs/Consumer Services, said it is hoped that the rail competition will also become an APTA event.

As Alex Johnson, director of Transportation Personnel noted that rail and bus employees are now speaking the same language in terms of competition, William Thompson, Superintendent, Bus Instruction, and the 1983 roдео chairman, said the competition continues to get tougher. Thompson said entries at 69th Street Garage alone, home of the 1982-83 champion, experienced an increase of participation of more than 500 per cent over last year.

Harry Reddrick, manager of Transportation, said the fact that CTA's third annual bus roдео was such an overwhelming success is due to the outstanding work of its committee. He emphasized that John Odom's second consecutive championship not only reflects great credit upon the veteran bus operator, but is in no small measure a credit to bus instructors and administrative personnel at 69th Street Garage.

Reddrick said the rail competition has long been a CTA dream. He added, "This innovative idea which moved from inception as 'Casey Jones,' was scrapped and re-entered as the Third Rail Round-Up through the input of rail employees, makes this competition not only the first of its kind, but truly an employee program." He also praised the Third Rail Round-Up committee not only for an outstanding job, but "an enthusiastic approach to a task which had no previous guidelines."

FIRST OF 200 NEW BUSES DELIVERED



This standard 40-foot Flyer bus is ready for service with a seating capacity for 50 riders.

The first of 200 new buses being delivered to CTA were inspected in August by CTA Chairman Michael A. Cardilli, and other members of the CTA board.

The buses costing \$126,112 each, were purchased from Flyer Industries, Ltd., of Winnipeg, Canada. Flyer Industries submitted the lowest of three bids received. Total cost of the 200 buses of \$25,222,400 is shared by the Illinois Department of Transportation and the Urban Mass Transportation Administration.

The buses are the standard 40-foot size with seating capacity for 50 riders. Unlike other CTA rolling stock, these buses are not equipped with air conditioning, but have windows which open as well as two roof vents for circulation. The windows are expected to provide more comfort for CTA riders.

Delivery of the complete order of 200 buses is scheduled for December of 1983.



CTA Chairman Michael Cardilli demonstrates to a corps of newsmen the ease with which windows may be opened on the new buses to provide comfort for passengers. Windows on the new Flyer Industries bus may be opened from bottom or top.

'Squaredom' is wholesome for CTA dancers

Chicago's 1975 Lake Front Festival brought a new interest to the Ardis Morris, Sr. family as Ardis, rail superintendent at 95th Street Terminal, and his wife Jean watched square dancers in their brightly colored raiment, entertain the crowd gathered at the old James C. Petrillo Band Shell.

"I think I'd like to try that," said Jean as she stood transfixed by what she saw and enjoying the musical merriment. Really feeling like this could be her cup of tea, Jean inquired about the possibility of becoming a part of the group. She was advised to join the next 40-week square dance class in her Avalon Park neighborhood, which she did.

Morris, who initially showed little interest, was soon to get involved as Jean graduated and joined a square dance club. "I picked up the dancing with the help of my wife and other members of the group," said Morris who adds that he never enrolled in the 40-week square dance class.

Several weeks after Jean graduated, the Morrisises were both dancing their first engagement at a singles square dance convention in Memphis. Adding another feather to their bright hats, the duo took second prize at the fashion show for square dancers during that first engagement. From that point their success as square dancers grew.

Their square dance enthusiasm has taken the Morrisises to a host of cities north, south, east and west. They have participated in this colorful, festive folk dancing with people of every variety from CTA ticket agents to an oil-rich magnate from as far away as the independent Arab State of Kuwait.

Recently Morris and his wife attended the 33rd national Square Dance Convention in Louisville, Ky., where Morris says not only was every state represented but 13 other countries as well. "I enjoy square dancing because it is a wholesome recreation, and it gives us an opportunity to meet some of the most interesting people from every walk of life," said Morris.



Ardis Morris and a small group of family and friends from the 28-member Diamond Circulators show off their dancing duds during a lull at a North Lake Mini convention. Striking this pose for posterity are (from left) Ardis Morris, Sr., president; Rudolph Dillon, George Howard, Ardis Morris, Jr., Winona Dillon, Jean Morris, Betty Morris, Virginia Howard, and little Timitra Morris.

On June 4, Ardis and Jean Morris were elected president of the Metropolitan Chicago Association of Square Dancers, an organization of six Illinois counties. Previously they served as director, and then as second vice president in charge of the Chicago area convention.

Explaining how he and Jean were both elected president at the same time, Morris said square dancing is an activity for couples, thus each office is held by a couple. At the local level, the Morrisises have served as President of the Diamond Circulators, a club which they chartered.

In 1976, the Diamond Circulators attended President Carter's inaugural ball as did other square dance clubs. This opportunity is one of the square dance organization highlights which Morris enjoys telling. "Only 16 of our 72-member club attended, but we really enjoyed ourselves," he said.

Like a teacher bringing facts to light, Ardis Morris has extolled the joys of square dancing to the conversion of many co-workers. Among them are son Ardis, Jr., a clerk at Howard Street; daughter-in-law, Betty, agent instructor; Lawndale Garage Superintendent Ray Collello, and Training Center Superintendent Norman Herron.

Others introduced to the lively art by Morris are William Caston, assistant superintendent, 69th Street Garage; Mack Porter, superintendent, 77th Street Garage, retired; Larry Davis, supervisor, 61st Street Terminal;

Rudolph Dillon, supervisor, Kimball; Darden Fuller, district superintendent, Rail North; Edna Walker, clerk-stenographer, Facilities Engineering and Maintenance; John Mitchell, yard foreman, 61st Street; Howard Coleman, rail supervisor, River Road; Johnny Tolson, work train conductor, retired; and Robert Redd, supervisor, Clark and Lake.

The art of square dancing is more involved than most people would think. Edna Walker, an advanced level dancer who began dancing in 1980, said students completing the basic 40-week course are able to dance at the club level which includes about 68 routines.

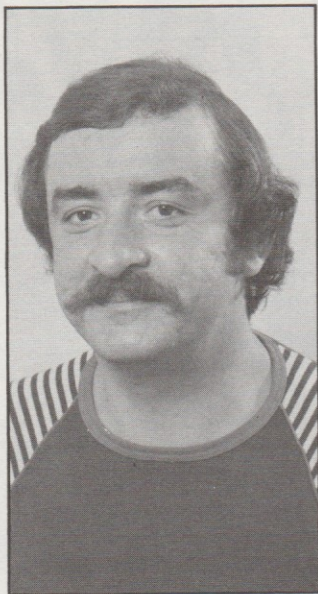
An additional 30 routines put the dancer in the mainstream while an additional 80 routines beyond this level are for the advanced dancer. "After this we have four levels of challenge dancing," said Walker who added, "A good square dancer can dance any place and to any caller regardless of the routine or the sequence in which a dance is called."

According to Morris, the challenge three and four level, which he has accomplished, requires remembering between 400 and 500 routines. He said the dictionary of square dance calls lists between 3,000 and 5,000 routines.

"The routines are international," said Morris. "No matter in what language they may be called, they are the same for everyone wherever square dancing is done."

Commendation Corner

George Raniszewski (Forest Glen garage) was the operator of a No. 80 Irving Park bus that Mary Featherston, of Lakewood Avenue, began taking earlier this year to her job on the Northwest Side. "The past several months I have been starting work earlier than usual, and it's great being able to depend on a bus getting to Clark and Irving Park (going west) somewhere around 6:12 a.m. I know just when to leave the house in order to catch it. The driver is very polite and knows his steady passengers. He kind of watches for them without delaying the other passengers, which I feel is admirable. I'm certainly glad he's there."



Franklin Spring (North Park garage) was praised for "his polite manner, safe driving techniques and seemingly genuine concern for his passengers' safety" by Carolyn Revis, who works on East Chicago Avenue. "I have been a regular passenger on his No. 146 Marine/Michigan Express bus during the early morning hours. On more than one occasion I have asked traveling information of this driver, and in each instance I have received courteous attention. I have also watched him efficiently handle his vehicle and display a very professional manner toward all passengers. He is a pleasant and skillful driver."

Robert Boldon (North Avenue garage) was complimented by Mrs. J. Damratowski, of Wellington Avenue, for his courtesy as operator of a No. 76 Diversey bus. "I had to go to see my doctor. I couldn't cross the street in a hurry, for I am a semi-cripple. When my husband motioned to him, Mr. Boldon pulled his bus to the corner and waited for us. This was at 9:10 in the morning. He was very polite and pleasant. For this alone I would like you to give him all the praise for being such a wonderful person. God bless him. We sure appreciate people like him."

Dorothy Bentley (Lawndale garage) was thanked by Mike Jarzab, of South Central Park Avenue, for her courtesy as operator of a No. 52 Kedzie/California bus. "Several of us passengers disembarked from an Archer bus, and Kedzie had the green light. This young lady driver was perceptive and decent enough to wait for the light to change so we could board the bus. I was so pleasantly surprised that I would feel remiss if I did not write this note to you. It only cost a minute, but the good feeling lasted for hours. I hope this action becomes a positive entry on her work performance record."



Charlotte Brent (West Section) was admired for her honesty as an agent in the Dearborn subway by Chieko Onoda, who works in the West Side Medical Center. "I purchased a package of tokens, and in my rush to catch the train, I ran off without picking them up. I determined that the money was simply lost. On second thought, and with the resolve that it was probably useless, I called your Customer Service Department. To my absolute surprise and pleasure, I learned that the agent had already contacted you about the tokens I had left behind. I was able to pick up the tokens that afternoon."

Roberto Diaz (North Park garage) was congratulated by Rose Jordan, of North Lake Shore Drive, for his expert handling of a No. 151 Sheridan bus. "I don't recall just where it happened, but a small car going north on the drive turned in front of the bus to go west. Two men were in the car. It was a miracle that the bus driver was able to apply his brakes and stop. The car almost hit another car which was parked on the side street. From the look on the face of the car driver, it seemed he too thought it was a miracle there wasn't an accident. Everyone on the bus felt our driver had avoided a very serious accident."

Juanita Clark (Limits garage) was applauded by Angela Davis, of Beacon Street, for her professionalism as operator of a No. 145 Wilson/Michigan Express bus. "She was very articulate, her starting and stopping were smooth, but what impressed me the most was how well she held her composure while a woman verbally abused her on the bus. The woman seemingly tried to stage an unreal bus accident with her little girl. Everyone on the bus spoke up for the driver because she just wouldn't say anything back to this troublemaker. The woman even threatened her job. Still the driver held her tongue. Bravo!"

Patricia Cobb (North Park garage) was commended for "the wonderful and cheerful assistance" she gave as operator of a No. 151 Sheridan bus. George Lott, of Briar Place, said, "Not only does this young lady call out all the stops in a clear and pleasant tone, but she also wishes each departing passenger a 'nice day,' and cautions the elderly to watch their step. At one stop, two elderly women with suitcases boarded the bus. This driver secured the vehicle and got up and carried the suitcases on board for the women. As a newcomer to your city, I was highly pleased to see such a gallant touch."

Day in CTA honors alert action, integrity

A bus supervisor and an Archer Garage bus operator whose single action in separate incidents is believed to have averted tragedy, were honored by CTA management as a Day in CTA guests.

Praised for their immediate response to nearly disastrous occurrences were Tom Elerby, bus supervisor, District A, and Robert Vandiver of Archer Garage. At the same time, North Avenue Garage bus operator Herman Austin received a Day in CTA recognition for honor and integrity which reflected credit upon the CTA.

An eight-year old southside youth was rescued by Elerby when the boy's pants leg was caught in the escalator at the 95th Street rapid transit terminal. Recognizing the danger, Elerby quickly cut the child's pants to free him from the escalator. The youth was unharmed. The veteran bus supervisor was commended by Transportation Manager Harry Reddick for his quick response to the situation.

When fire rippled through the Archer Avenue Garage at 3:45 a.m. July 5 following an explosion, Robert Vandiver, a bus operator about to pull out, immediately began to extinguish the blaze. Vandiver also notified the control center and helped to relocate buses to safety. Transportation Manager Reddick said Vandiver's quick response to the explosion and subsequent fire averted a greater disaster.

Meanwhile, North Avenue operator Herman Austin who received the accolades of the Council of International Programs at the organization's annual dinner July 13, was duly honored by CTA management on a Day in CTA. Austin had turned in a camera which belonged to a member of the Council of International Programs. The act prompted the organization to fete him for his honesty and integrity.

Reddick said Austin's action was not only a credit to his integrity, but reflects credit upon the CTA in its finest tradition of good will in providing public service.



Certificates of special recognition were presented to Day in CTA honorees by Transportation Manager Harry Reddick (left). The honorees are bus operators Herman Austin, North Avenue Garage, Robert Vandiver, Archer Garage, and bus supervisor Tom Elerby, District A. Robert Desvignes (right), administration and performance control section director, assisted in making the presentation.

Thanks for a job well done

Employees who have received commendations since the last listing.

Lenzie Alford, North Avenue
Margaret Arboleda, Forest Glen

Barbara Barker, Ashland Terminal
Carmen Betances, North Park
Ethel Betts, Archer
John Brown, 69th Street
Willie Brown, 69th Street

Jean Cage, North Park
John Cameron, Ashland Terminal
Jose Caraballo, North Park
Eloise Carter, 77th Street
Lawrence Carter, 77th Street
Patricia Cobb, North Park
Clyde Coleman, Howard/Kimball

Lathia Davison, 69th Street
Joseph DiMartino, Forest Glen
Wilfred Dupree, North Park
Robert Duslak, Forest Glen

Constantino Estrada, Archer
Paul Frank, Jefferson Park

Wallacene Good, Forest Glen
Odell Granger, Forest Glen
Ronnie Green, Beverly

Willie Harrington, District D
Archie Harris, Forest Glen
Olivia Hewitt, 77th Street
Peyton Hightower, 77th Street
Homer Hill Jr., North Avenue
Mary Holt, Limits
Rosemary Hoskins, North Park

Davis Jackson, Limits
Jaime Jiminez, Forest Glen
Cedric Johnson, North Avenue
Ray Johnson, 69th Street
Betty Jones, Limits

Lee Lampley, 77th Street
LeBlanc LeDree, Limits
David Lewis, North Park
Lenro Lumpkin, 77th Street

Adolph Marth, Forest Glen
Kenneth Martin, North Avenue
James McDonald, Lawndale
Shelby Mickle, Lawndale
Nicholas Miller, District D
Donald Minefee, 69th Street
Luis Morales, Forest Glen
Faye Murry, Limits

Ziyad Nather, North Park

Florinda Orcasitas, Archer
Ferdinand Ortiz, North Park

Perry Patten, Limits
Joe Pearson, Forest Park
Ruth Pearson, North Avenue
Leodis Pittman, District A
John Planthaber, Forest Glen
Alvin Polowczyk, Forest Glen
Peggy Porter, Limits

Rafael Rivera, North Park
Miriam Rodriguez, Howard/Kimball
James Rubio, Archer
Yakup Sabanoff, North Park
Sam Shipp, 69th Street
Melvin Sims, 77th Street
Louise Smith, West Section
Willie Smith, Forest Glen

Wendell Talbert, North Park
Lynval Thompson, Limits

Cleven Wardlow, Limits
Leon Washington, 77th Street
Eddie White, 77th Street
Fred Williams Jr., Washington

Jacques Yezeguielian, North Ave.
Nathan Young, Lawndale

Joseph Zukerman, North Park
Victor Zynda, West Section

CTA's third rail round-up is an industry first



Third Rail Round-Up Chairman Arthur Hubbard briefs contestants on events of the competition schedule and entertains last-minute questions.

The top 18 participants in the first-of-a-kind rodeo for rail employees, dubbed Third Rail Round-Up, formed CTA's "Roundhouse 18" finalists. The contest was launched in July.

The criteria set for rail employees entering this maiden transit industry competition required contestants to have at least two years of continuous service, and to have been qualified as a motorman for at least 12 months prior to the competition.

Other qualifying rules for contestants stipulated that employees must have worked at least 200 days in the 12 months preceeding the round-up, and must have worked at least 10 days as a motorman or switchman in the past 12 months. Additionally, contestants must not have had any suspensions, chargeable accidents, chargeable rider complaints, or uniform violations. Employees entering the contest could also have had no more than two sick entries (not in-



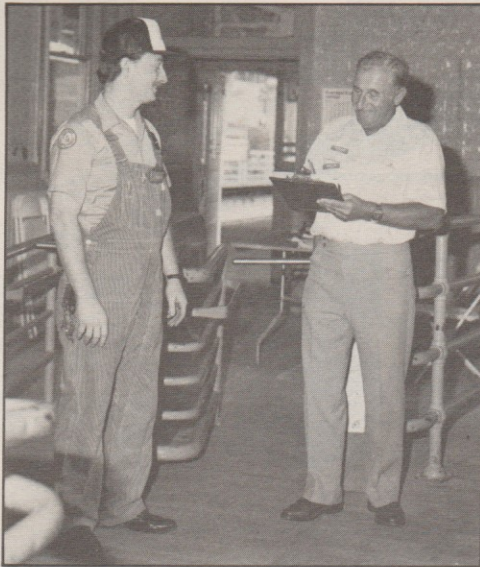
Transportation Manager Harry Reddick congratulates Robert Sanders of Howard Terminal, winner of the 1983 Third Rail Round-Up.

cluding injuries on duty), nor more than five minor violations (not more than three minor violations for switchmen).

Arthur C. Hubbard, superintendent, rail instruction, the 1983 Third Rail Round-Up committee chairman, said 118 contest applications were received from rail employees, of which 79 were recommended for the written test. Hubbard said although 58 people qualified on the test for the terminal level, or phase two of the competition, 33 employees participated from which the finalists were selected.

The top 18 winners in the competition held in the rail system's nine terminals competed for prizes as well as the satisfaction of being among the best trainmen. (Roundhouse 18 winners are on pages 12 and 13.)

Personnel working with Hubbard for the success of this precedent-making event were members of the following subcommittees: materials and



Donald Seay, fourth place winner, stands a uniform inspection conducted by Mike Veltri, superintendent, Congress Terminal.



John Austin of Washington Garage, checks contestant's berthing of train.

equipment--C. Len Wiksten assisted by Frenchie Ellis, Claude Stevens, and Walter Hallford; finance and awards--Arless Jones assisted by Carol Bowman and Kelsey King; eligibility and criteria--Ardis Morris assisted by James McLain and other rail terminal superintendents; testing procedures--James Zepp assisted by Frank Peppers and Bob Julian; publicity--Bill Sholdice assisted by Jack Sowchin and Rick Willis; volunteer services--Linda Grysbeck assisted by Betty Richman and Bernie Williams; maintenance and transportation coordination--Lester Racker assisted by Moses Ashley and George Haenisch; communications coordinator--James

Washington assisted by Jerry Johnson and training coordinator--Barbara Colwell assisted by Patricia Mglej.

Hubbard's advisory committee included Elonzo Hill, Robert Desvignes, Paul Kadowaki, and Robert Janz.

Rail instructors judging the competition were Gerry West, Lou Payne, Willie Wells, Bernie Williams, Frank Peppers, Robert Graham, Joe Nash, James Fichter, Calvin McGruder, Mitchell Thomas, Alexander Chacko, Henry Hooks, and Lonnie Perry.

Assistant judges were B.C. Morris, David Curry, Alex Wilson, Nick Blaino, Ulysee Coley, Jerry Johnson, and Byron Winburn.

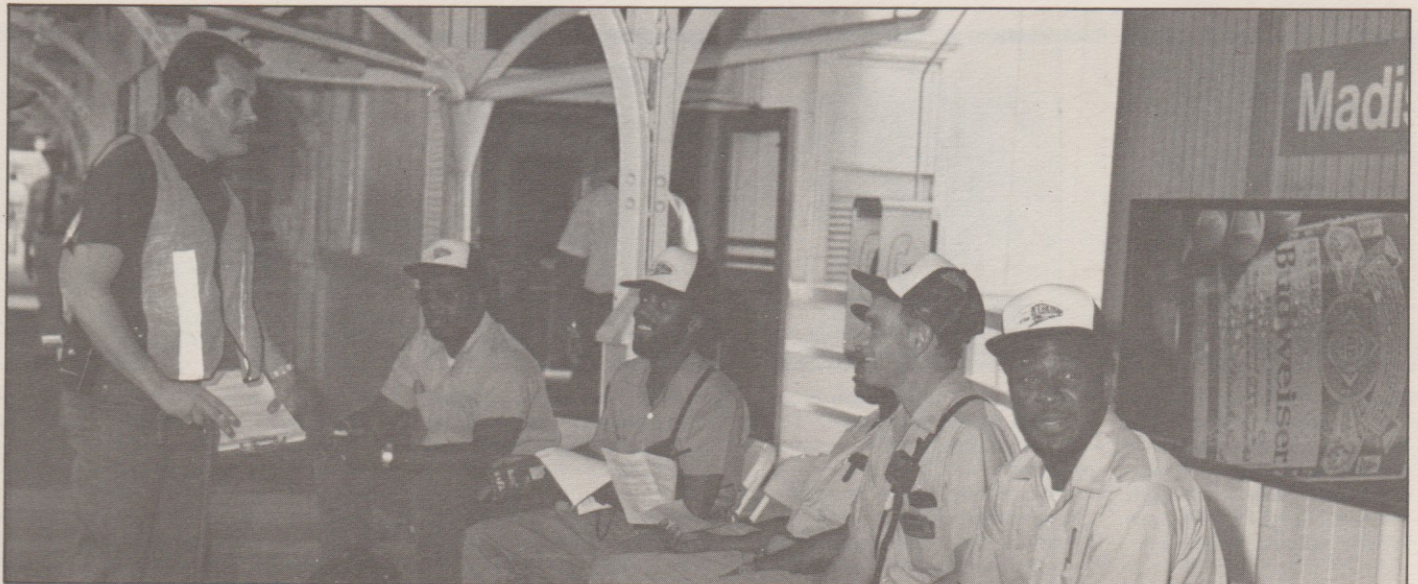
Courtesy/hostesses included

Marcia Hankins, Dorothy Johnson, Diane Caston, and Romaine Brown. Assisting them was Joe Milbrook.

Hubbard said a competition for trainmen, similar to CTA's Bus Rodeo, "had been under discussion for years."

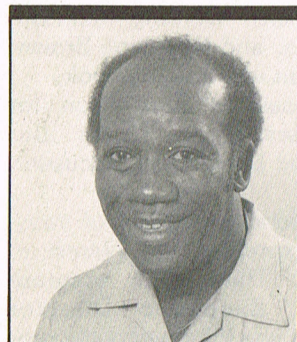
Harry Reddrick, manager of transportation, expressed an interest in having the Third Rail program developed. Executive Director Bernard Ford was informed of the proposal and gave it his backing.

Hubbard said he would like to see "hundreds of trainmen, motormen, conductors, towermen and switchmen, turn out next year for the second annual Third Rail Round-Up."



James Zepp, assistant superintendent, Rail Instruction, speaks to members of the Round House 18.

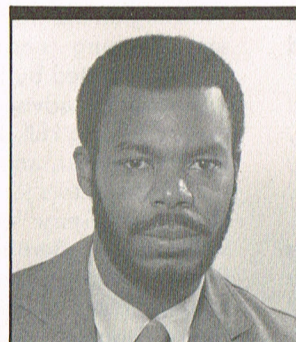
ROUND-UP HOUSE



Robert J. Sanders, motorman, Howard terminal -- "I learned a lot about trouble-shooting a defective train, and found it exciting correcting problems and racing against the clock."



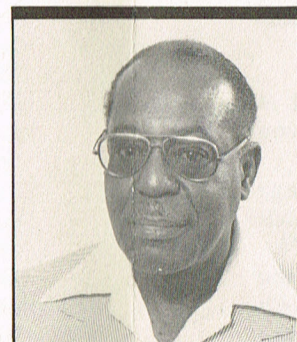
Wilbert Matthews, motorman, Howard terminal -- "I recommend all eligible trainmen take part in the next Third Rail Round-Up. It will make better trainmen out of them. It has improved my proficiency."



Larry McNeil, switchman, Harlem terminal -- "It was a challenge; I enjoy competition. I especially enjoyed trouble-shooting and being timed by judges who observed my procedures."



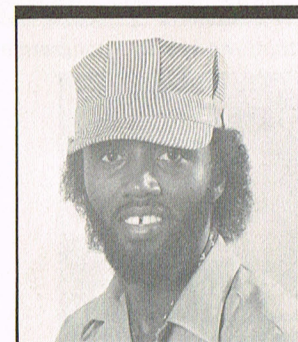
Walter Upshaw, motorman, 61st Street terminal -- "It is a pretty good program. It's about time the trainmen got a contest like the bus operators' Roadeo. I like competition."



Adelbert Cobb, motorman, 95th Street terminal -- "The Third Rail Round-Up is a good thing. It gave me, and I'm sure the other finalists, a sense of participating in something great."



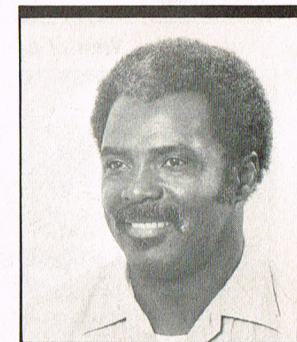
John Andrews, motorman, Howard terminal -- "It was a learning experience which gave all of us an opportunity to show our capabilities, and it gave all of us incentive to learn even more about our jobs as trainmen."



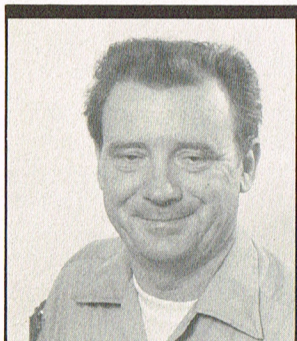
Hamp Johnson, motorman, Harlem terminal -- "I liked the trouble-shooting most. The ability to make decisions without the control center's assistance really lets you see the full scope of your capabilities."



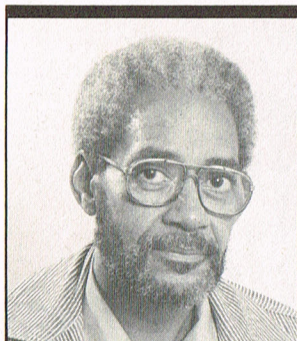
Joseph Vallier, motorman, 95th Street terminal -- "It was very enlightening. It kept me abreast of my training. I enjoyed trouble-shooting because I quickly remembered many of the procedures I had learned a long time ago."



Keswick Smalling, motorman, Harlem terminal -- "The Round-Up gave me an opportunity to see where I stand in relation to other employees in the same job. In terms of what it means, I think one can learn plenty by participating."



Rouman Doubek, motorman, Douglas terminal -- "It's fun--something different. I liked the trouble-shooting, although one or two times I felt a little nervous, but I'd do it all again because as I said, it was fun."



Cordell Bruns, motorman, 95th Street terminal -- "The Third Rail Round-Up concept is very good. Preparing for it helped me sharpen my skills. The written test was tricky; the trouble-shooting caused me to call upon all my knowledge and experience."



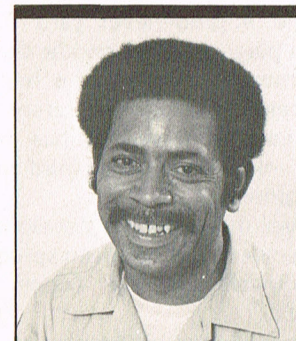
Angelo Salvaggio, motorman, Desplaines terminal -- "For years people have looked down on trainmen. Now we have finally received some recognition. I hope all the younger men try out again next year. I may not be around because I'm close to retirement."



James Hentz, motorman, Jefferson Park terminal -- "I think it's great. The contest is a morale booster. We should do this every year. I'd like to see CTA trainmen compete against those from NYC, Montreal, and Mexico City."



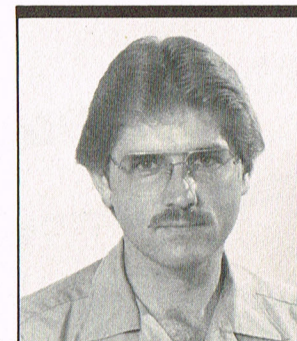
Norwood Martin, motorman, 95th Street terminal -- "It was O.K. The written test made me recall many things I learned a long time ago, and the day I was trouble-shooting, the temperature was nearly 100 degrees, so I wasn't exactly at my best."



Donald Gray, motorman, Desplaines terminal -- "The Round-Up gave all of us an opportunity to show what we know and it also showed areas in which we might be weak. So, it gave us a great opportunity to improve ourselves and become even better trainmen."



John Melus, motorman, Howard terminal -- "The Third Rail Round-Up is a good idea. It's like a refresher course. I liked the trouble-shooting part the best. Although I had three or four judges observing me, it was downright enjoyable."



Gary Schneider, motorman, Howard terminal -- "The contest was worth while. It sharpened all of our skills. I enjoyed both the written examination and the trouble-shooting, though there was more pressure in trouble-shooting."



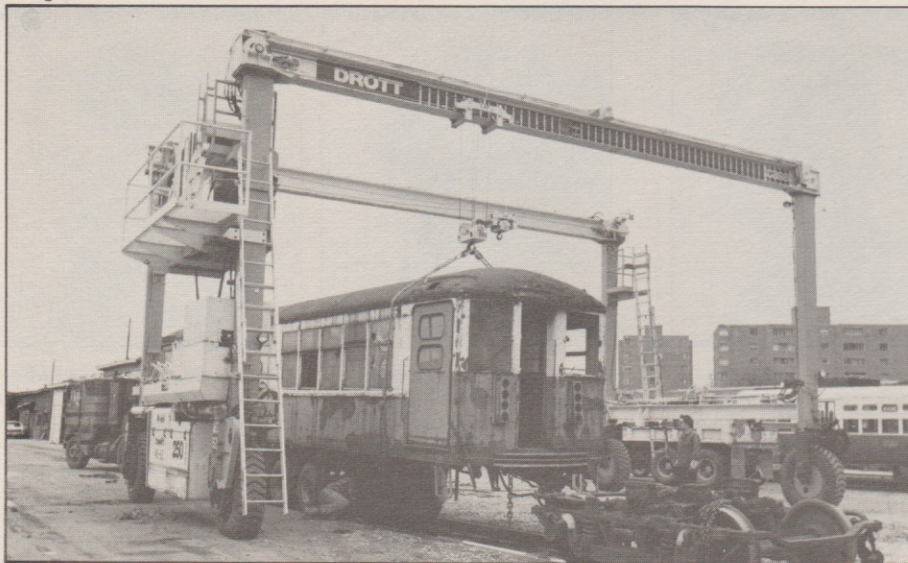
Donald Seay, switchman, towerman, pool clerk, Howard terminal -- "The written test had technical questions that were a challenge to me, but I felt pretty good about answering them. Trouble-shooting a defective train to me was a fix it yourself exercise."



View of present Lower Yard with electric powered third rail-system. Concrete incline is in center of photo.



Richard Duffield, (left), Lower Yard project manager for Envirodyne, Inc., and Stanley Neeka, project manager for CTA Facilities Engineering and Maintenance, look out over the Lower Yard from a CTA 25-ton diesel powered locomotive which is used to maneuver freight cars.



CTA's diesel-powered gantry straddle crane being used to load scrapped 'L' car onto flatbed truck.

CTA's 78-year-old Lower Yard at 313 E. 63rd Street is finally going modern -- and dry.

The 11-acre rapid transit storage yard is operated by the Materials Management Department as its No. 48 storeroom in cooperation with the Facilities Engineering and Maintenance Department, and the Transportation Department.

It is used for the storage of equipment, bulk track construction materials, and scrap rapid transit rail and salvage materials to be sold at bid.

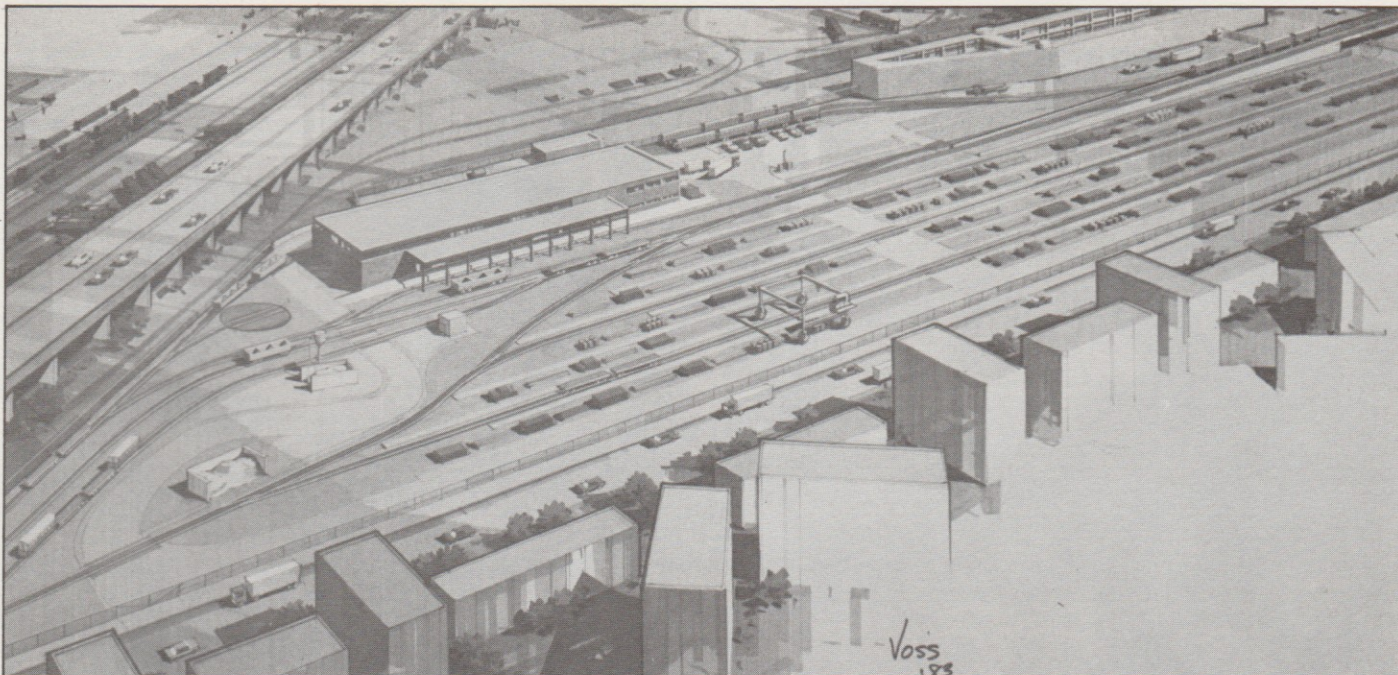
It also is a shipping and receiving freight depot where CTA tracks connect with the Conrail system.

The at-grade-level yard has long been plagued with periodic flooding in summer and winter. This has been a concern for employees' safety because the yard's rail system has 600 volt D.C. electric powered third rails near the ground.

Over the years the development of the Lower Yard has been sporadic and piecemeal. Just like Topsy, it "just grow'd."

Now all that will be over.

A comprehensive plan to finally end the yard's flooding, eliminate most of the ground level third rails, and bring the yard up to modern standards is underway as Phase I of a three phase development program. Phase I began on April 1, and the Lower Yard was closed June 12 to work train opera-



Artist's drawing of Lower Yard as it will look when improvements are completed by 1985. Diesel-powered, wheel-mounted gantry straddle crane is in center of rail yard. At lower left are Conrail freight train tracks serving yard. Three-walled structure is for bulk storage of ballast material. Up and to right is elevated warm sand tower. Circular device is a freight car turn-around. Next to it is the proposed two-story warehouse. At far right corner of sketch is incline connecting Lower Yard to Jackson Park 'L' structure. Building next to incline is not in Lower Yard.

tions. Its personnel and equipment were assigned to Skokie Shop. Materials are temporarily being shipped by truck to Skokie Shop to permit construction of a new concrete incline and critical special track work at the Lower Yard.

When the entire improvement is completed in 1985, the Lower Yard will serve CTA well into the 21st century.

The comprehensive plan was developed by members of the Facilities Engineering and Maintenance, Materials Management and Transportation Departments. Envirodyne Engineers Inc., 222 W. Adams St., is consultant on the project.

Starting from the bottom, the plan calls for construction of a modern storm water sewage system to keep the yard free from floods. When this is completed, the grade level of the Lower Yard will be raised two and a half feet by spreading 60,000 tons of rockfill, gravel and crushed limestone.

In place of the antiquated trackage and its third rail system will be a new track layout to accommodate today's longer freight cars. The new tracks will be paralleled by concrete pathways to be used by a nearly two-story-high, diesel powered, four wheel gantry straddle crane equipped with electric

hoists for efficient loading and unloading of heavy, bulky materials. A diesel powered 25-ton locomotive will be used to move freight cars around the yard's new track system.

A two-story high, 34,000 square-foot warehouse will contain palletized and stacked bulk storage railroad hardware, a sawmill, covered loading docks, and a yard office complex.

The new yard will also have an elevated tank for storage and dispensing of warm, dry sand for wintertime use on outdoor 'L' station platforms, stairs and walks, providing safe footing for CTA riders.

Surrounding the 11-acre site will be an eight-foot-high chain link fence with fire alarm stations, new night lighting, and guard checkpoints at entrances and exits.

The Blinderman Construction Company, of Skokie, was the low bidder on Phase I on the south portion of the yard including replacement of the crumbling concrete incline track structure from the Lower Yard up to the Jackson Park 'L' structure. Blinderman's low bid was \$2.3 million. Bids are pending on work on the north half of the yard and on construction of the warehouse. The entire three phase project is being funded by federal and state governments.

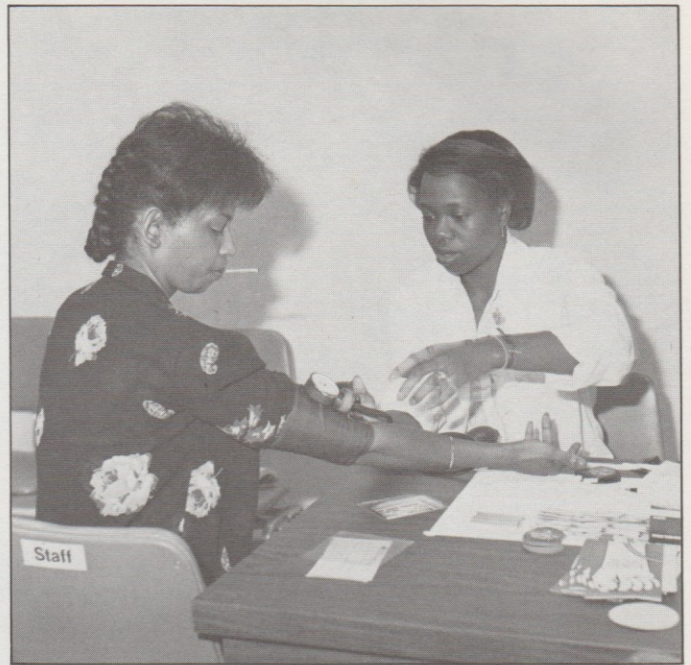
Lower yard once owned by Armour

The land comprising the Lower Yard has been in the "rapid transit family" since 1905, when it was sold by Jonathan O. and Lolita S. Armour to the South Side Elevated Railroad Company. Portions of the original tract were relinquished to various developments such as a playground, coal yard, amusement company property, and a motel.

In 1924 the South Side Elevated Railroad Company was consolidated by the Illinois General Assembly with the Metropolitan West Side Elevated Railway and the Northwestern Elevated Railroad Company into the Chicago Rapid Transit Company.

Over the years various changes were made in the Lower Yard, but no comprehensive plan was developed. Most of the materials stored there are what are termed "long lead" orders that may remain for very long periods of time before being hauled to a construction site.

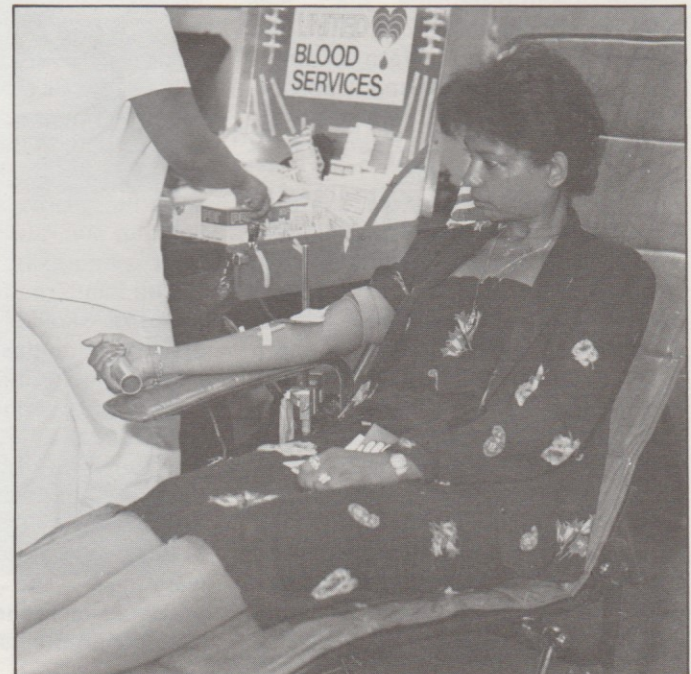
The creation of the CTA by the Illinois General Assembly in 1945 and its coming into operating status in 1947 included the Lower Yard along with the many other properties of the Chicago Rapid Transit Company and the Chicago Surface lines and, later, the Chicago Motor Coach Company.



CTA's blood donor crusade

Marjorie Holmes, CTA affirmative action officer, was among CTA employees at the Merchandise Mart who participated in the fall blood donor drive conducted jointly by United Blood Services, and the American Red Cross. The blood drive, held at all CTA work locations, was sponsored by CTA management and Amalgamated Transit Union Locals 241 and 308. Employee participation assured blood for each individual and

members of their families for one year. As Ms. Holmes begins the donor process (1) a technician takes a blood sample to determine the iron level. (2) Next, blood pressure and temperature, important health indicators are checked. (3) Cleared as a good donor, another technician begins the final process of collecting the blood. (4) As Ms. Holmes waits, the donation is completed in a process which takes less than 20 minutes.



Maintenance job reassignments told

Many of the job reassignments posted during the first half of 1983 reflect a strengthening of maintenance functions. Ten former bus repairers in Equipment Engineering & Maintenance were named relief foremen in the same area: Thomas Moore, Robert King, Michael Smith, James Baylor, Armando Aristodemo, Ronald Broughton, Darryl Cook, Brian Grabowski, Thomas Lopez and Kevin Higgins.

Also promoted to relief foremen from within Equipment Engineering & Maintenance were Sheldon Webster, former resident instructor, and Michael Dain, former garage instructor. Appointed terminal night foremen in the same department were Timothy Wester, former inspection terminal instructor, and former car repairmen Richard Urban and Kevin Finnegan.

Enrique Gonzalez, former bi-lingual travel information representative, Consumer Services, has become a bus repairer. Kenneth Lacker, former production clerk, is now production control coordinator, while Stephen Wojnicki, former senior combination clerk, has been named combination clerk coordinator.

Selected as escalator servicemen in Facilities Engineering & Maintenance were James Rigney, former machinist; Harvey Heide, former electrician, and Walter Brozek, former electrical worker, all from within the same department.

Also in Facilities Engineering & Maintenance, Robert Gierut, former analyst, Labor Relations, has been named supervisor, Facilities Maintenance Personnel, and Thomas Luebker, former electrical engineer, Equipment Engineering & Maintenance, has become a testing engineer. Frank Bocclair and Barry Bowles have been promoted from rail janitor to rail janitor foreman.

In Transportation, Andrew Bishop, former controller, Control Center, has been chosen assistant superintendent, Personnel, Near North. Also named assistant superintendents, Personnel, were William Claiborne, former bus instructor, and former rail instructors Ulysee Coley and Byron Winburn. Another former bus instructor, Frank Jones, has become a controller in the

Control Center.

In other Transportation Department reassignments, Mary Fields and Elree Jones, former conductors, have been selected yard foremen, while Aubrey Bolling and Ronald Moody, both former switchmen, have been named work train conductors.

Carol Griseto, former stenographer, has become confidential office assistant within Materials Management. In Financial Services, Rita Deakin has moved from accounting technician to senior accountant, while Chuchai Gosrisirikul and Juanita Gandor, both former accountants, have been named accounting specialists.

In Operations Planning, Allan Lee has been promoted from traffic planning technician to transit technician. Planner Paul O'Brien has been reassigned from Operations Planning to Capital Development. Michael Hartman, former project controller, Capital Development, has been named senior strategic planner, Strategic Planning.

Arthella Brown, confidential office assistant, has moved from the Executive Director's Office to Labor Relations. Cynthia Meczynski, former confidential office assistant, Personnel Administration, has been selected forms/records/procedures assistant, Management Services. Also in Personnel Administration, Robert Reule has been reassigned from personnel records coordinator to classification & compensation specialist.

COMTO chapter names officers

The recently established Chicago chapter, Conference of Minority Transportation Officials (COMTO) announced its slate of executive committee personnel for 1983-84.

Named as president was Betty B. Edwards, Public Affairs/Consumer Services. Ernest Sawyer, manager, Strategic Planning, was elected vice president; Marjorie M. Holmes, CTA's Affirmative Action officer, was named secretary, and Charles E. Marble, superintendent, Claims Administration, was named treasurer.

Executive committee co-chairmen are: public relations, Celso Castellanos, Engineering, and Rick Willis, Public Affairs; membership, Paul Kadowaki and Elonzo Hill,

Transportation, and Elda Leal, Public Affairs; program chairman, Milton Lamb, RTA; scholarship/education, Fred King, Human Resources, and Doris Thompson, RTA.

Other executive committee co-chairmen are: constitution/nominating committee, Harry Reddrick, Transportation, and Attorney William Mansker. Anita Curtis, manager of Placement, Ruth LeBron of Budget and Hal Pollard, Waukegan Transit, are committee co-chairmen of special projects.

The Conference of Minority Transportation Officials was established in 1971. A national organization, it is designed to create a professional network for minorities which will provide maximum contact and timely communication of employment and economic opportunities in public transportation for minorities.

Gonder named to accounting committee



Emmet Gonder, senior budget analyst, has been named to the Illinois Certified Public Accountant Society's governmental accounting committee, and the subcommittee on counties and special districts.

Gonder has been a member of the society since 1977 when he passed the uniform CPA examination. He is a 1971 graduate of the University of Chicago Graduate School of Business where he received a master's of business administration degree in finance. He joined CTA in December 1978.

Gonder will write an audit guide for special districts with the subcommittee, and will review audits of governmental entities for quality control.



Lawndale sets pace for safety improvements



The bump hat is in order for Lawndale bus repairer Verdrie Coleman as he checks out this engine.



Bus repairer Lonzo Lyles dons safety goggles as well as a bump hat as he works on this vehicle. Bump hats, safety goggles and the use of other safety equipment has meant an improved safety record for Lawndale Garage.

Lawndale Garage's bus maintenance personnel continued to spiral towards new heights in the Zero Accident Program (ZAP) in June as it took first place honors in the second quarter.

Lawndale's most recent first place ZAP award came in the fourth quarter of 1982, followed by second place in the first quarter of 1983. Until it made the turn around in the fourth quarter, the garage had been a frequent winner of the "bottom of the barrel" award for the highest injury frequency rate among garages.

Day foreman Bill Toomey said the new safety emphasis at Lawndale came after Executive Director Bernard Ford visited the location during one of

his field trips. Toomey said at that time Ford encouraged employees to improve their safety record. "It was the beginning of Lawndale's upward trend for improving the safety record," he said.

Toomey said a more conscious effort to wear protective equipment has also helped improve Lawndale's safety record. Maintenance personnel at the garage have vowed to continue winning ZAP safety awards.

Night foreman Anthony Tunious said efforts to remind maintenance workers of protective equipment have been doubled. Tunious said he frequently encourages workers to wear work shoes with non-slip soles as well as the blaze orange vests and other

personal protective equipment for safety measures.

"When management recognized Lawndale as a location which needed safety improvement, it was just what was needed to get its personnel busy," said Jim Dudley, supervisor of Safety, Equipment Engineering and Maintenance.

Safety became the watch word as everybody began working as family for a first place ZAP award. Garage workers were more conscious of bump hats, goggles and safety shoes, and safety violations were reported with regularity as co-workers warned each other of hazards and applied caution.

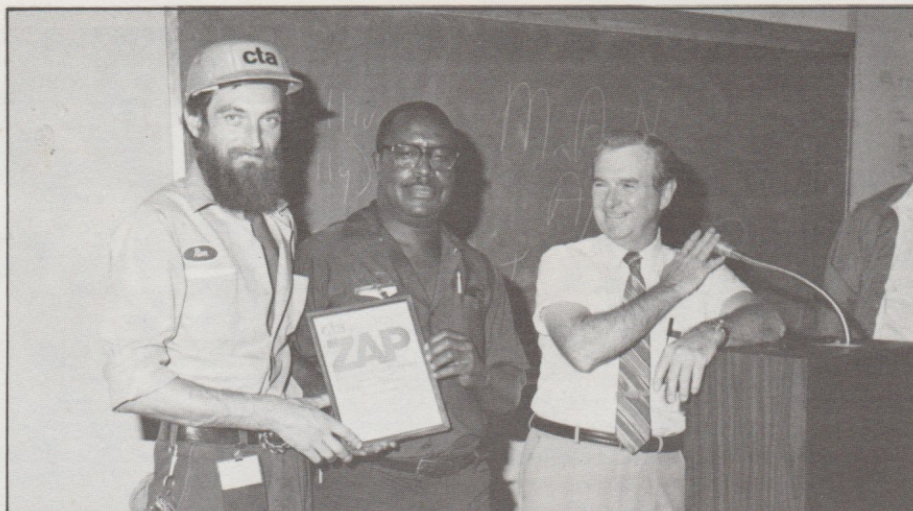
"Bump hats do help avoid a lot of trouble when they are worn," said

repairer Salvatore Alleruzzo, a 16-year employee who has been careful not to become a statistic.

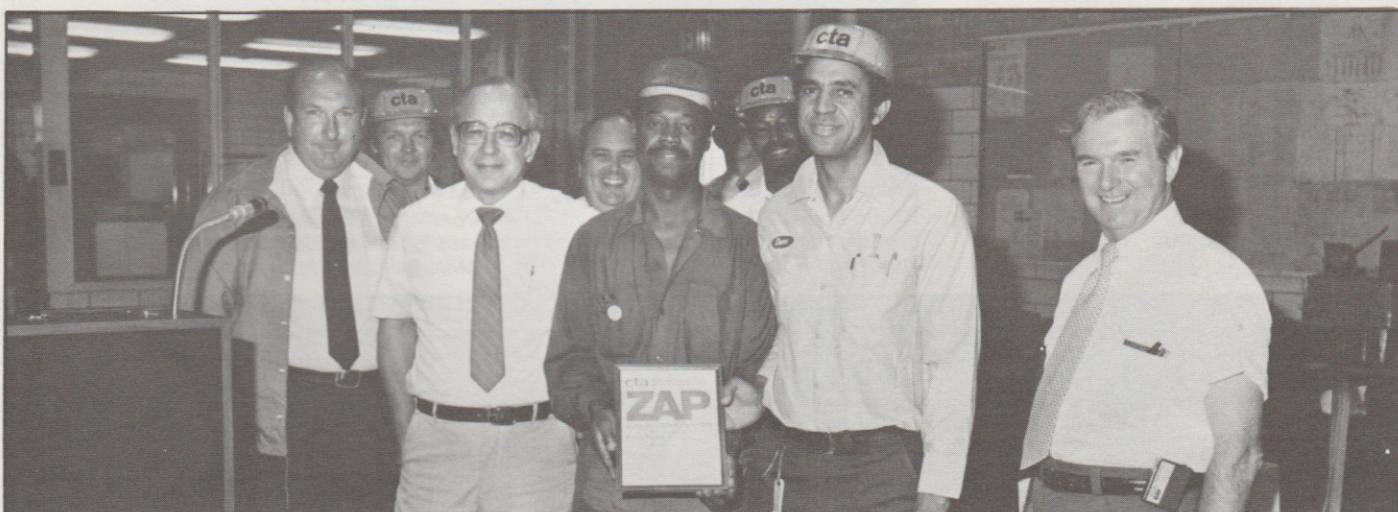
John H. Brown, a servicer, said "I encourage people to slow down when they're driving into the shop, or walking through. We don't want any accidents due to personnel or equipment."

"We work together as a team at this garage," said Lonzo Lyles, "We have been together a long time and we're getting better all the time."

Bus Garage Superintendent Ray Colello noted, "We help each other out. When our operators see something that could be a potential hazard for the maintenance shop, we let them know about it, and they do



Ronald Schwichtenberg, bus repairman (left), and John Brown, bus serviceman, show off Lawndale Garage's long awaited first place ZAP certificate as Jim Dudley, safety supervisor, Equipment Engineering Maintenance, looks on.



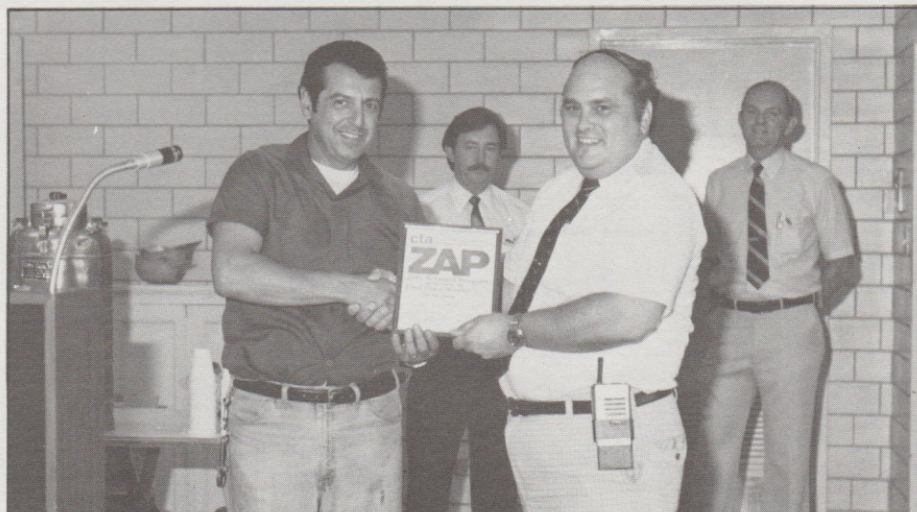
Lee Slay, car repairman at 98th Terminal, proudly displays a first place ZAP certificate as co-workers share the honors. Members of the group are (from left) James Pankonen, director, Systems Assurance; Gary Kemp, assistant day shop foreman; George Millonas, manager, Equipment Engineering Maintenance; Frank Venezia, director, Rail Terminal Maintenance; Slay, Richard Lorimer, superintendent, West Rail Terminals, Leon Fields, day shop foreman; Dave Artis, car repairman, and James Dudley, Equipment Engineering Maintenance supervisor of safety.

the same for us. This garage is harmony within."

"The ZAP is back at Lawndale," said Toomey, "and we hope to stay."

Among rail terminals the 54th and 98th Street terminals took first place ZAP awards. At Skokie meanwhile, first place certificates in rail shop competition went to workers in the Paint Shop, Armature Room, Shop Service, Machine Shop, Axle Shop, and Degreasing area.

Bus Shop competition winners at 77th Street were employees of the Paint Shop, Blacksmith/Welding, Vehicle Wiring, Mechanical, Shop Service, Inspection Shop, Machine Shop, Radiator Shop, and the Print Shop.



Dom Nicosia, 54th Street Terminal foreman (left), accepts a first place ZAP certificate from Frank Venezia, director, Rail Maintenance.

South Shops personnel hold picnic

Recipe for a memorable picnic:

Take one breezy day in June; add a generous helping of fun and laughter; sprinkle with cold drinks, hot dogs, candy, potato chips and chili; season with children's games---volleyball, softball and horse shoe pitching; spice with door prizes and free balloons; fold in 123 families (including 236 children); set out in the warm sunshine in Rubio Woods Forest Preserve until done.



South Shops Picnic Committee includes (From left, front) Jim Jankus, Rene Sakroil, Jeff Sweda, Rich Morrow, Leon Griffith, and Frank Sprovieri. Back row: Harry Hollendonner (left), and Robert Brown. Not pictured are Mike Bay and Jerry Walter.



Possible victory slips through the fingers of this entrant in the egg toss contest.



Pie eating contest attracted entrants with impressive, ahem, credentials.

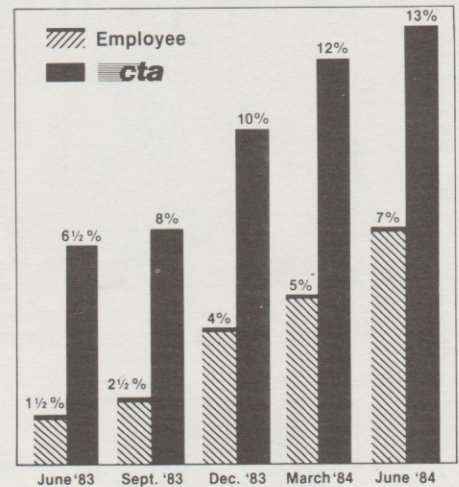


Clowns Bob Domikaitis (left), and Ed Milkint spread some picnic joy.



Adults line up eager (?) pint size entrants for the big race.

Contributions to pension plan explained



Employees who have been studying their paychecks will have noticed deductions beginning in June, 1983, reflecting amounts being contributed to the Employee Pension Plan.

It's all part of the agreement reached in February, 1982, whereby contributions from both employees and the Authority were temporarily suspended to ease cash flow problems.

Over the coming year, through June, 1984, contributions will gradually be restored in a process that calls for increases every three months.

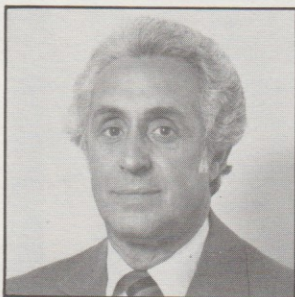
From June through August, 1983, for instance, employees were to contribute the lower of the cost-of-living pay adjustment, or one and a half per cent, while the Authority was to provide six and a half per cent. From September through November, the employee rate was to rise to the lower of the cost-of-living pay adjustment, or two and a half per cent, while the Authority's participation was to reach eight per cent.

The respective increases for the three-month period beginning in December will be four and 10 per cent; and starting in March, 1984, five and 12 per cent. Beginning in June, 1984, the contributions will reach and remain at the level of seven and 13 per cent respectively.

The amount of employee contributions made through November 30, 1984, are not to exceed the cost-of-living pay adjustments taking effect throughout this period.

Service anniversaries in August

40 Years



Phil Adelizzi
Real Estate



Valeria Bowman
Payroll Accounting



Marie Havlik
Facilities Maintenance

35 Years

Henry Beaty Jr., 77th Transportation
Jack Chunowitz, Claims Management
Cedric Draper, North Park Maintenance
James Fahey, Rail District North
Henry Keane, Fac. Engr. & Maint.
Bernard Kivlehan, Skokie Shop
Cecil Mimms, Claims Management
Alvin Nichols, 77th Transportation
Dale Peters, North Park
Donald Ruroede, Skokie Shop

30 Years

Chester Browning, North Park
Rufus Boyd, Limits
Will Candy Jr., Lawndale
Francis Farrelly, North Avenue

Amos Foster, Central Counting
Richard Griffith Jr., 69th Street
Willie Guthrie, Bus Instruction
James Hickman, 69th Street
William Killion, Central Counting
Merritt Kotin, Real Estate
Tommie Lowery, Signal
Luzell Mims, District C
Calvin Oldham, Utility
Tomie Phillips, Lawndale
Donald Powell, Stores
Charles Roberson, Forest Glen
Marvin Salmanoff, North Park
Ernest Tonsil, West Section
Lawrence Tuggle, 77th Street
Gonzald Valdez, Archer

25 Years

Charles Barnes Jr., 77th Street
Wilbert Blakely, South Shops
Jerry Boone, Rail Janitors
William Chamerlik, West Shops
Val Church, North Avenue
Albert Evars, West Shops
Thurmon Jolly, 69th Street
Stephen Kinchus, West Shops
Harvey Kirkpatrick, Bus Instruction
Ronald Mendyk, Utility
Roy Mohler Jr., Control Center
James Pruitt, 77th Street
Donald Regan, West Shops
Arthur Tropple, North Park
Robert Vantrease, West Shops
Patrick White, West Shops

Service anniversaries in September

35 Years

William McCarthy, 77th Street
Patrick Nolan, Ashland Terminal
Thomas Togher, Harlem Maintenance
Frank Von Schwedler, North Park
William White, Forest Glen

30 Years

Prentis Armstrong, District C
Thomas Banks, Jr., 77th Street
DeLord Hatcher, Equip. Engr./Maint.
Goldwyn James, 69th Street
Robert Johnson, Adm. Services
Frederick King, 77th Street
Leonard Mirabelli, Equip. Engr./Maint.
Otis Rounds, 77th Street
Isaac Taylor, Utility

25 Years

Grant Greene, Equip. Engr./Maint.
John Hudson Jr., 52nd Street
LeBlanc LeDree, Limits
Bernard Michalski, Fac. Engr./Maint.
Myroslaw Nimylowycz, North Avenue
Russell Schaeffer, Fac. Engr./Maint.
Benjamin Smith, 77th Street
Aleksander Wyszynski, Transportation

New Pensioners

OWEN BOOTHROYD Jr., Instructor,
Limits, Emp. 12-30-63
ERNEST CLANTON, Rail Janitor,
Madison/Wells, Emp. 3-18-71
JOSEPH CONNERS, Bus Operator,
Limits, Emp. 1-25-46
JUNIUS ECHOLS, Bus Operator,
77th Street, Emp. 2-6-51
CHARLES FRASSICO, Bus Operator,
Forest Glen, Emp. 4-25-50
EDWARD GERTZ, Machinist,
West Shops, Emp. 8-1-49
ANDREW JONES Jr., Bus Operator,
77th Street, Emp. 1-23-58
EUGENE KENNARD, Bus Operator,
77th Street, Emp. 2-6-48
GEORGE LEUENBERGER, Janitor,
Limits, Emp. 7-28-53
ARVEL MILLS, Box Puller,
North Avenue, Emp. 3-13-61
JOHN MULLIGAN, Assign. Clerk,
61st Terminal, Emp. 1-24-49
THOMAS ROAN, Bus Operator,
Forest Glen, Emp. 3-13-43
WALTER RUSCIK, Bus Operator,
Lawndale, Emp. 6-8-49
ROSCOE SPOONER, Ticket Agent,
South Section, Emp. 3-13-58
EUGENE SPROVIERI, Serv. Trk. Chauff.,
West Shops, Emp. 1-16-47
RAYMOND TIERI, Claims Rep.,
Law/Claims, Emp. 7-23-53
CLAUDIUS WORLAND, Wit. Loc. Clk. II,
Law, Emp. 8-25-47

Disability Retirements

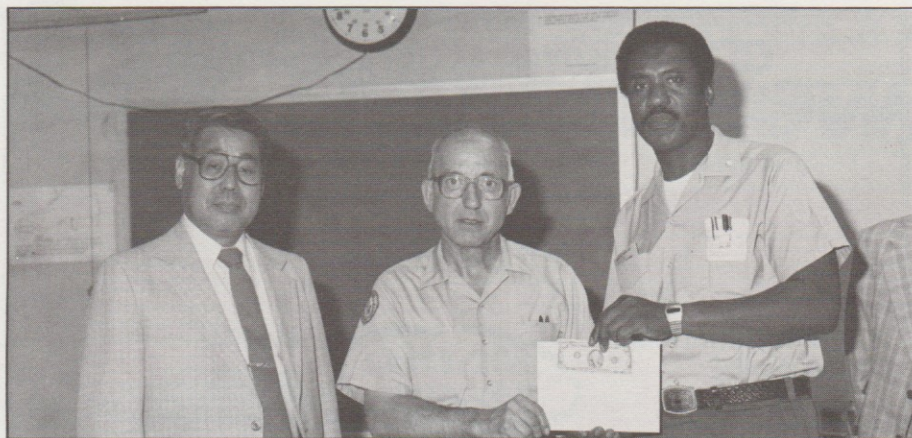
McCARTHER BARNES, Bus Operator,
North Avenue, Emp. 9-30-68
ROLLIE DOOLEY, Bus Operator,
69th Street, Emp. 7-2-68
CURTIS EAST, Bus Operator,
69th Street, Emp. 5-29-63
CHARLES GAINES, Bus Operator,
77th Street, Emp. 5-23-57
EUGENE JOHNSON, Bus Operator,
North Avenue, Emp. 9-15-60
HELEN KRALJ, Ticket Agent,
West Section, Emp. 7-23-69
BETTY RICE, Ticket Agent,
West Section, Emp. 1-22-69
JAMES P. SPENCER, Car Servicer,
Racine, Emp. 9-23-68
RICKY WITT, Supervisor,
Dist. D, Emp. 5-17-73

IN MEMORIAM

ALBERT ANDREWS, 77, Keeler,
Emp. 9-25-50, Died 7-8-83
JOHN BALLARD, 42, North Park,
Emp. 4-28-80, Died 7-16-83
FRANK J. BECKER, 73, Utility,
Emp. 10-3-42, Died 7-19-83
EUGENE BERGFELD, 71, North Section,
Emp. 2-23-63, Died 7-9-83
CARL BISCH, 74, 61st Street,
Emp. 10-14-47, Died 7-6-83
JOSEPH BOBKO, 72, South Shops,
Emp. 7-6-48, Died 7-26-83

Bus instructor Boothroyd retires

More than 75 friends and co-workers of Owen Boothroyd Jr. attended a retirement party in his honor in the training center on July 1. Boothroyd, 63, retired after 20 years service. Since 1976 he had been a bus driver instructor in the training center. Boothroyd received a gift of cash from his friends. He and his wife, Anna, moved to Florida.



Owen Boothroyd Jr., (center), receives his retirement gift from Arthur Bennett, bus driver instructor. Joining the informal presentation is Paul Kadowaki, area superintendent, instruction, in the training center.

JOHN BREYTSpraak, 63, West Shops,
Emp. 4-1-47, Died 7-22-83
KENNETH BURNELL, 79, Kedzie,
Emp. 10-7-31, Died 6-25-83
JOSEPH DeBENEDETTO, 66, West Section,
Emp. 2-12-46, Died 7-5-83
LOUIS DEITCH, 79, General Office,
Emp. 4-4-31, Died 7-19-83
JAMES DEVINE, 88, Lawndale,
Emp. 7-20-21, Died 6-13-83
CHARLES DIVITA, n/a, Various,
Emp. 8-16-42, Died n/a
MILTON DRANE, 75, Archer,
Emp. 12-18-43, Died 7-13-83
HERBERT ELSNER, 85, Lake Street,
Emp. 12-23-18, Died 6-1-83
MATTHEW FEILER, 81, North Section,
Emp. 9-3-42, Died 6-27-83
FRED GARDNER, 66, Skokie Shop,
Emp. 3-31-45, Died 7-16-83
ANDREW GIBSON, 68, Veh. Maint.,
Emp. 7-24-46, Died 7-21-83
WILLIAM GLARDON, 94, 77th Street,
Emp. 8-16-10, Died 7-24-83
MARTIN GRADY, 69, Beverly,
Emp. 5-21-34, Died 7-10-83
CORNELL GRANT Sr., 56, 69th Street,
Emp. 2-14-66, Died 6-26-83
ALFRED HALE, 86, North Avenue,
Emp. 6-12-25, Died 6-3-83
CLIFFORD HERCHENRODER, 67, S. Sect.,
Emp. 9-8-47, Died 7-27-83
ARTHUR JACKSON, 59, 77th Street,
Emp. 4-12-48, Died 7-20-83
GEORGE JOHNSON, 91, Track,
Emp. 7-1-07, Died 7-5-83
ARTHUR JOOST, 70, North Section,
Emp. 2-15-45, Died 7-2-83
JOHN KEARNS, 87, North Section,
Emp. 6-1-21, Died 6-28-83
JAMES LEAMY, 82, South Shops,
Emp. 10-1-42, Died 7-17-83
EMMETT J. McCARTHY, 80, Archer
Emp. 12-17-27, Died 7-26-83
HUGH McCauley, 66, North Section,
Emp. 3-20-42, Died 7-30-83
FREDERICK McCOY, 77, Archer,
Emp. 10-31-42, Died 6-10-83
FRED McDOLLE, 85, South Section,
Emp. 12-12-23, Died 7-6-83

PAUL McENANEY, 79, Beverly,
Emp. 1-13-44, Died 6-3-83
THOMAS McCOURTY, 82, West Section,
Emp. 1-29-31, Died 6-20-83
JOSEPH MORRISON, 78, Kimball,
Emp. 10-20-47, Died 6-30-83
OTTO MULLARD, 79, Forest Glen
Emp. 2-28-28, Died 7-20-83
JAMES NELSON, 83, Devon,
Emp. 7-5-29, Died 7-5-83
EDWARD O'SHAUGHNESSY, 69,
Adm. Svcs., Emp. 5-6-41, Died 6-20-83
JAMES PLATT, 83, Shops & Equipment,
Emp. 9-5-46, Died 6-8-83
JOSEPH PORTEN, 83, Archer,
Emp. 2-12-36, Died 6-17-83
MARIE SCHEID, 85, Electrical,
Emp. 4-21-41, Died 6-30-83
WILLIAM SCHMARJE, 68, South Shops,
Emp. 2-9-48, Died 6-5-83
ERWIN SCHULTZ, 72, West Section,
Emp. 9-27-37, Died 7-22-83
WILLIAM SHEPARD, 87, Track,
Emp. 10-10-23, Died 7-10-83
NICHOLAS STASICH, 96, Way & Structs.,
Emp. 5-5-21, Died 6-7-83
EDWARD TROST, 78, Beverly,
Emp. 9-8-23, Died 7-10-83
WILLIAM WALKER, 43, North Park,
Emp. 9-12-63, Died 7-21-83
MICHAEL WALSH, 83, 77th Street,
Emp. 11-2-25, Died 6-21-83
WON YUIL YOO, 45, North Park,
Emp. 9-3-75, Died 7-14-83

The following names of deceased retirees were omitted from the Number 4 issue of Transit News. We apologize for any inconvenience that may have been caused by this error.

ALICE ARKIN, 71, General Office,
Emp. 7-18-57, Died 2-24-83
CHARLES BLADE, 91, North Section,
Emp. 12-8-11, Died 2-16-83
HOWARD BOWERS, 60, Forest Glen,
Emp. 11-27-45, Died 2-22-83
STELLA CEPAS, 81, West Section,
Emp. 9-20-37, Died 2-17-83
VERNON CONGER, 85, Transportation,
Emp. 6-1-44, Died 2-22-83

HERMAN COOK, 94, Kimball,
Emp. 3-9-28, Died 2-7-83
OLIVER DAVIS, Jr., 72, Beverly,
Emp. 2-20-36, Died 2-11-83
DOMINICK DIMARIA, 82, Engineering,
Emp. 11-22-23, Died 2-22-83
MICHAEL DOHERTY, 95, Kedzie,
Emp. 1-25-30, Died 2-27-83
CHARLES DZIKI, 83, Kimball,
Emp. 9-25-23, Died 2-27-83
WILLIAM FEYKES, 88, 77th,
Emp. 3-3-23, Died 2-14-83
PATRICK FOGARTY, 84, Beverly,
Emp. 7-8-26, Died 2-1-83
WILLIAM FOLTA, 77, Accounting,
Emp. 8-22-22, Died 2-19-83
SOPHIA HAKENJOS, 88, North Section,
Emp. 9-30-25, Died 1-23-83
ARTHUR HOLMBERG, 78, 77th,
Emp. 11-10-36, Died 2-21-83
STANLEY JOZWIAK, 71, Keeler,
Emp. 6-24-37, Died 2-9-83
GEORGE MALARZ, 65, Archer,
Emp. 3-24-60, Died 2-28-83
HENRY McCauley, 90, 69th,
Emp. 11-10-28, Died 2-13-83
JOHN MURPHY, 83, 77th,
Emp. 4-17-43, Died 2-22-83
FULTON NEALY, 74, Shops & Equipment,
Emp. 12-30-35, Died 2-12-83
HARRY PECHTER, 76, Stores,
Emp. 6-22-28, Died 2-14-83
CLARENCE PENBERTHY, 85, Shops &
Equipment, Emp. 10-31-22, Died 2-9-83
JOSEPH PODUCH, 86, Way & Structures,
Emp. 7-17-25, Died 2-2-83
ALFONSE SHARK, 77, Beverly,
Emp. 1-5-44, Died 2-23-83
JOHN THOMPSON, 71, 69th,
Emp. 6-30-37, Died 2-12-83
SALVATORE VITACCO, 83, Limits,
Emp. 11-29-43, Died 2-8-83
CHARLES WENZEL, 79, Forest Glen,
Emp. 5-4-43, Died 2-18-83
CASIMIR WIECHOWSKI, 76, Congress,
Emp. 3-15-44, Died 2-23-83
DAVID WILLIAMS, 88, Way & Structures,
Emp. 8-24-20, Died 2-2-83
PATRICK WOLFE, 82, South Shops,
Emp. 4-19-43, Died 2-28-83

cta EMPLOYEE ASSISTANCE PROGRAM

(Formerly Employee Counseling Program)

"Purpose"

To find solutions for problems

"Goal"

Keep people working

- ALCOHOLISM
- DRUGS
- FINANCIAL

222-6114
222-6115

- LEGAL
- MARITAL
- EMOTIONAL

cta Employees or family members
or significant others

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Jack O'Connor, Central Counting, celebrated his 40th anniversary with CTA in June of 1983. Unfortunately, his photo was unavailable for the June issue publication deadline.

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