# Tansit News



A Lake/Dan Ryan train crosses the 'L' structure at Jefferson and Lake near the site of a multi-alarm fire, the worst in two years for Chicago. Remnants of the six-story building, seen in the background, were leveled by a crane.

© Chicago Sun-Times Photograph by Jim Klepitsch Reprinted with permission CTA ores quickly restores quickly service quickly

## Raging fire stops service

An early morning fire on Tuesday, January 3, ripped through a six-story building at the southwest corner of Lake and Jefferson streets, quickly spreading to two adjacent buildings and threatening CTA's 90-year-old Lake street elevated structure, just 25 feet away.

The blaze broke out at 3:30 a.m. on the morning of the first working day of the new year, and before the dramatic story of the worst fire in Chicago in two years ended, 30,000 Lake-Dan Ryan "L" riders, and many CTA officials, would be wondering when—or if—the venerable structure would be back in service.

The fire spread rapidly through the multi-use buildings and suddenly erupted with volcanic fury into a roaring conflagration that grew so hot paint bubbled on vehicles parked more than 100 feet away.



A Bantam crane and tower truck hoists men and material up to build new track at Lake street. Extensive repairs were needed following firemen and CTA workers' around-the-clock efforts to subdue a multialarm fire which temporarily halted "L" service.

Chicago Fire Department fire chiefs at the scene ordered a 5-11 alarm with two specials, one of the department's highest priorities; that brought a total of 185 firefighters, 28 engine companies, five truck companies, and two giant snorkel units to the scene.

They fought the blaze for more than three hours before bringing it under control and listing it as "struck out." Actually, the burned buildings were still smoldering on January 23.

Firefighters pumped more than five million gallons of water on the blaze to bring the inferno under control.

"The near-disaster which threatened the Lake street 'L' structure was averted because of the excellent cooperation of the Chicago Fire Department plus other city departments with the CTA," said Thomas Wolgemuth, manager, Facilities Engineering and Maintenance department.

"Together, the city and the CTA prove, in big ways and small, Chicago is the city that works—very well," he added.

For more details on the Lake street fire, and the outstanding response from CTA employees that restored service the next day, see pages 12-13.

### From the Chairman

## Meeting the challenge

Deep snow on our streets, sleet and icing on our rail lines, extended periods of bone-chilling temperatures, and seasonally-high ridership levels have always made winter the most difficult and trying season for public transportation in Chicago—and this year is no exception.

During the height of the Christmas Season, when we experienced 100 consecutive hours of sub-zero temperatures, and four consecutive days of record-breaking low temperatures, CTA employees put aside thoughts of warm holiday gatherings and met winter's challenge, many working 12 to 16-hour days to keep the system moving. Bus operators and train crews braved hazardous operating conditions to meet their schedules, and treated frustrated riders courteously. They were supported by other dedicated employees who worked out in the weather clearing frozen switches, jump-starting, repairing, and towing disabled vehicles, maintaining signals, and clearing station platforms and bus terminals of hazardous snow and ice.

As a result of your efforts, CTA was able to maintain an extraordinary level of service, with 96 per cent of our scheduled runs operating at the worst point, and 99 per cent of our scheduled runs operating at most times during those four cold days. My fellow Board members and I congratulate you for a job well done and thank you for the sacrifice and dedication you have shown.

In the midst of the ravages of winter, at 3:30 a.m. January 3, CTA employees were called upon to meet yet another challenge. A 5-11 alarm fire with two special alarms, Chicago's worst fire in two years, destroyed a sixstory building just south of the Lake Street elevated structure and west of the Clinton Street station. Lake Street rapid transit service was suspended while the Chicago Fire Department contained the blaze and prevented the flames and intense heat from causing severe damage to the steel elevated structure. As soon as the Fire Department determined that it was safe for CTA to inspect and repair damage caused when part of a wall fell onto the structure, Facilities Engineering and Maintenance personnel answered the call and worked through the night replacing bent rail, broken ties, and damaged electrical cables.

We commend Facilities Maintenance for a job well done. Through their efforts, which were hampered by the cold weather and smoke from the smoldering fire, Lake Street service was restored for the morning rush hour on January 4. We also commend employees from Transportation and other departments who operated one of the most smoothly-run emergency shuttle services ever deployed in Chicago, filling the gap in Lake Street service during the fire.

It is also gratifying to see that, even when faced with the challenges of a severe winter, we can show our concern for those less fortunate than ourselves. I therefore join the United Cerebral Palsy Foundation in thanking and congratulating CTA employees. Your generous donations and other activities helped make the 1984 United Cerebral Palsy Telethon a success that will provide aid for victims of this crippling disease and research that will some day find a cure.

Michael Hardill



John McClain, bus instructor at Limits Garage, is commended by CTA Chairman Michael A. Cardilli after McClain rescued a young Indianapolis couple who were stranded on Chicago's south side due to foul weather.

## Bus Instructor McClain rescues stranded couple

This story is so good it should be made into a television movie. So, let's go ahead and do it.

**Opening Scene:** A 1973 red Ford sedan slowly makes its way through a December snowstorm just before Christmas. The old car is on the northbound lanes of the Dan Ryan expressway.

Inside are a young couple, James Stoneking, 21, and his 18-year-old wife, Kristine. Stoneking has trouble steering the car on the snow-packed roadway. The car's tires are bald and the gas tank is nearly empty.

The young husband is nearly exhausted. He's been driving through the snow from Indianapolis since 10:15 p.m. It is nearly 6:30 a.m.

The visibility on the Ryan gets worse as the storm intensifies. Stoneking is so tired he aches and he is concerned for his young wife.

His car suddenly skids, he avoids hitting one car, nearly collides with a second and his sleepy wife is thrown against her door.

She is seven months pregnant, very weary, and anxious to be with her mother in Batavia, Illinois, another 50 miles away.

Stoneking can't go any further; he pulls off the expressway into an all-night gas station.

Scene 2: Kristine telephones her

mother, Mrs. Barbara Lawrence. She tells her mother she and James are exhausted, are somewhere on the South Side, 79th and State, read the street signs, they are low on gas, the car's tires are bald, and she is frightened.

Scene 3: While talking to her daughter on the telephone, Mrs. Lawrence tells her help will be on the way, to stay with the car at the gas station. After getting the gas station's telephone number from Kristine, Mrs. Lawrence hangs up her phone and as part of her morning routine, tunes in the Wally Phillips radio show on WGN, and ponders her daughter's problem.

Wally Phillips is always helping people with problems, she recalls. She finds the station's number in the telephone directory, dials it, and asks for Wally Phillips.

Scene 4: Marilyn Miller, Wally Phillips' producer, answers Mrs. Lawrence's phone call and hears the anxious mother pour out her story. Quickly, Ms. Miller sends Phillips an urgent note.

Scene 5: Wally Phillips, ear phones in place, microphone close to his face, signals for Mrs. Lawrence's telephone call to go "live" with him. She repeats her story to Phillips and to the millions of listeners on his radio show. "Surely," Phillips tells his listeners, "someone in Chicago could come to the rescue of this young couple, lost in the winter storm."

Scene 6: A 1982 GMC pickup truck is heading north out of Roseland with CTA bus driver instructor John McClain

at the wheel. He too is tuned to the Wally Phillips show and he hears the pleas for help. At 79th, McClain turns off and drives to the gas station.

Scene 7: The pickup stops at the red '73 Ford. McClain gets out of his truck, motions Stoneking to open his car window and asks "Can I help you?" The young couple are stunned. How did this stranger know they needed help? The 50-year-old bus driver instructor explains the broadcast on Wally Phillips' radio show.

"First, we have to get your car to a safe place. Then we'll see about getting you two to Batavia," he says.

Scene 8: After parking their car by McClain's pickup, he tells Stoneking, "I've got some time before I report to work. Will you let me drive you to Batavia? My pickup is equipped for bad weather driving."

**Scene 9:** Just before leaving, Kristine telephones her mother with the wonderful offer they have just received "from a CTA employee" and happily said they will be home as soon as possible.

Scene 10: Mrs. Lawrence telephones Wally Phillips and gives him and his listeners the good news of the rescue of the young couple. Phillips praises the unknown CTA employee turned good Samaritan and asks the anxious mother to call him again when they arrive at her Batavia home.

Scene 11: Mrs. Lawrence excitedly tells Phillips a pickup truck has just pulled up to her home and her daughter, son-in-law, and a uniformed man are getting out. The couple praise the man in uniform to Phillips and Phillips joins in the praising of McClain, who characteristically says, "Thanks, but someone had to help them. I just happened to be the first one along. There probably were plenty of others."

**Epilogue:** Paul Kadowaki, area superintendent, Instruction, later escorted McClain to the Chairman's Office where CTA chairman Michael A. Cardilli expressed his sentiments: "It was wonderful, just wonderful what you did for those young people."

What motivates McClain to go to the aid of distressed people?

"My mother is a strongly religious Methodist who reads her Bible daily and is a great and good influence on me. She has taught me to respect others, to help those in need, and to share my joy in living the good life in the service of God."

## **Commendation Corner**

Marshall Price (77th Street garage) was appreciated for his alertness on a No. 30 South Chicago bus by Rose Pilipowski, of Avenue J. "In South Chicago, about five senior citizens got on the bus and also a young man. The driver watched in the rearview mirror as the young man was about to pick the purse of one of the ladies. He stopped the bus, opened the door, turned in his seat and told the young man to leave, all done very calmly. The young man got off. Due to the alert driver, the lady didn't lose anything. This driver is very courteous, as I have ridden on his bus many times. He handles his job with dignity."





Rosemary Hoskins (North Park garage) was commended for "her efficient and courteous manner" as operator of a No. 146 Marine/Michigan Express bus by Louise Slowick, of Hawthorne Place. "I boarded the bus and sat directly behind the driver. She answered all questions cheerfully, and called out all stops. It is difficult for visitors to get around without directions. She quickly put them at ease with her help. I counted 10 persons who took the time, as they got off, to compliment her on being so polite and courteous. Too many of us complain but seldom take the time to let someone know we do care. I enjoyed that bus trip."

John Koldan (North Section) was thanked for his honesty as a ticket agent at the Jarvis station by Scott Foster, of Jarvis Avenue. "I paid what I thought was 90 cents to the agent and proceeded upstairs to the platform. Upon reaching the platform, a voice came over the loudspeaker asking for 'the gentleman in the suit' to come back downstairs. I responded, albeit slightly annoyed, since I was sure I had paid the full amount. Well, I was wrong. One of the 'quarters' I had paid was actually a Susan B. Anthony dollar, which the agent called to my attention, whereupon I exchanged a quarter for the dollar. Such honesty is certainly commendable and worthy of attention."

George Gray (Archer garage) was the operator of a No. 99 Stevenson Express bus ridden by Therese Bronsberg, of Palos Heights. "Riding with him is a real pleasure. He always greets you with a 'Good morning' and a big smile. I even heard him tell a lady who was standing that a seat was vacant at the rear of the bus. You do not mind going to work, on Mondays especially, when he is in the driver's seat. I am sure I am not the only one who feels that way about him. If they would all take the trouble to write, believe me you would have a very thick file on this wonderful man."

Lachester Drain (Limits garage) was complimented for his courtesy as operator of a No. 36 Broadway bus by Joseph Meagher, who lives in a senior citizen center on Broadway. "He is very friendly and helps people all the time. One morning I saw him stop the bus and help a blind person who was caught in traffic. His conduct as a driver is excellent. He is also neat and clean. Everybody has a good word for him. He would make a good supervisor. The main thing is he gets along with people. That is the main factor in dealing with the public."

Cesar Lovera (North Park garage) "deserves nothing but the utmost of praise" for helping to recover documents that Jeanne Fox, of Worth, had left on his leader's bus. "He did everything possible to get my package, and tried to reassure me everything would be all right after he saw how terribly upset I was. He finally caught up with the (No. 156) LaSalle bus ahead of us, and I did get my package back. This package meant a lot, since it was full of important documents associated with my job. This driver had the utmost courtesy and handled the situation with ease. He helped me out in a time of critical need."

Henry Johnson (West Section) was the agent at Damen/North where Helen Ptasek, of Augusta Boulevard, went to take a train downtown. "In my haste, I gave the agent a \$10 bill. I am a senior citizen and usually pay 50 cents. I walked away without counting my change. When I sat in the train, I was about to put my money away when I remembered about the \$10 bill. What to do? I got off at Division and went back to Damen. Imagine my surprise when the agent told me he tried to call me, but I was already gone. He had my \$9 in bills for me. I felt so good to think there are some wonderful people still around."

**Donald Liberko** (North Section) was remembered for his helpfulness as an agent by Richard Kosik, of New York City. "I happened to be visiting the Near North Side on business. I was supposed to meet someone at Elm and State. I got off the train at Chicago/State and ascended to the mezzanine. I was confused about which way to go, so I consulted the ticket agent. He was very helpful, and I reached my destination with no trouble at all. While I was getting my directions, several people came by with fares and transfers. He wished them all a nice day, and they all went their ways with smiles on their faces."

## Honorees cited for response to crises

A bus operator and two rail service personnel who took direct action to minimize injury to CTA riders and avoid property damage, or service delays in two separate incidents have received special recognition on "A Day in CTA."

The honorees are Marshall E. Boyd, bus operator, 77th Street Garage, and motorman John Williams and his conductor, Jimmie Singleton of Howard Street Terminal.

John McClain, a bus instructor at the Limits Training Center, was also honored for assisting a stranded motorist and his wife who were enroute to Batavia (see story, page 3).

Boyd earned kudos for stopping his southbound Michigan/Harrison bus when he observed his leader's slowly moving bus with no one at the steering wheel. The problem developed as the operator of the errant vehicle and a passenger were fighting.

Boyd caught up with the bus boarded and brought it to a safe stop. Boyd



Appreciation for a job well done is shown to (from left) bus instructor John McClain, motorman John Williams and conductor Jimmie Singleton, "A Day in CTA" honorees. The three show off their certificates during a visit in the control center.

notified the control center and requested medical aid for a woman who had injured her ankle when she jumped from the moving bus and fell to the pavement.

Other honorees, motorman John Williams and conductor Jimmie Singleton, were the operating crew on Run 820 of the North-South route outside the 35th Street station when a

fire developed underneath their train.

The fire was not discovered until Singleton heard a noise and saw smoke coming from one of the cars as the train was leaving the southside station. Unable to get to the emergency cord, he pulled the door emergency which caused the motorman (Williams) to stop the train. The two then worked to evacuate the train of its passengers.

## Thanks for a job well done Employees who have received commendations.

Shaid Abdullah, 77th Street

Carmen Betances, North Park James Bibbs, 69th Street James Brooks, 77th Street Robert Brown, North Park Raymond Burkhardt, Archer

Jean Cage, North Park Sergio Candelaria, Limits Eugene Cannon, Archer Wafer Carter, 69th Street Ray Carter, Limits Anthony Ceriale, Forest Glen Rufus Cleveland, Douglas/

Congress
Patricia Cobb, North Park
Michael Cobleigh, North Park
Farris Collins, Lawndale
Mary Conley, Limits
Jerry Conner, North Park
Claude Conwell, 69th Street
Andrew Correa, North Park
Luke Costanza, Forest Glen
Robert Cowan, North Avenue
Albert Croarkin, 77th Street

Victor Davila, North Park Electra DeAlba, North Avenue Joseph Dean, 69th Street William Demery, Jr., 77th Street Robert Densmore, Rail District-North

Robert Devitt, North Park Charles Dial, North Park Allen Dixon, North Avenue

Leslie Edwards, North Avenue

Frederick Fadowole, North Park Emiliano Feliciano, Limits Roberta Flores, North Avenue Judge Ford, Limits

Tyrone Garrett, North Park David Gaston, North Park George Gray, Archer Edgar Griffin Jr., North Avenue Joe Griffith, Beverly

Moses Hampton, 69th Street John Hanna, North Avenue Leon Hayden, 77th Street Mildred Heath, 77th Street Joseph Hendrickson, North Park Sabino Hernandez, North Park Peyton Hightower, 77th Street Gregory Hoard, Forest Glen Diane Howard, Ashland

Sanders Ingram, Lawndale

Willie James, North Park Jerry Jenkins, North Park Walter Jentsch, North Park Lewis Johnson, 77th Street Calvin Johnson, North Avenue David Jones, North Avenue Howard Jones, Archer Robert Jones, North Park

William Knudsen, Forest Glen Bernard Koniarski, North Park Robert Kremer, North Park

Charley Lane, Beverly Nathan Lanier, North Avenue John Lemond, North Park Giles Liddell Jr., Limits Augustin Lopez, Jefferson Park

Ephriam Mauldin, 69th Street Jesse Mayfield, North Avenue Diego Medina, North Avenue Carmelo Morales, Forest Glen Robert Moskovitz, North Park Edward Mrozek, 77th Street

Martin Navarro, North Avenue Wanda Navarro, Howard/ Kimball

Elbert Pearson, 69th Street Hillman Phillips, 77th Street

Manuel Ramirez, North Park Thomas Rhone, 77th Street Annie Rice, Limits Artis Rigsby, Forest Glen Jack Robinson, Limits John Ross, Archer Lonnie Rupert, Limits

Joseph Slaughter, North Park Frank Staszak, Limits Willie Stewart, Beverly Willie Stewart, North Avenue Hugh Stone, Archer Theodore Stutts, Archer Elmer Swan, North Park Henry Sykes, Beverly

Pleas Talley Jr., 69th Street Adrian Taylor, Douglas/Congress Rhone Terrell, Lawndale Doris Thompson, 77th Street Johnny Trice, Forest Glen

Arturo Valdez, North Park Maria Vinas, Forest Glen

Elizabeth Washington, 77th Street Walter White, Beverly Rickey White, Douglas/Congress James Williams, Limits Willie Williams Jr., North Park

Jacques Yezeguielian, North Avenue

Amy Young, 69th Street Thelma Young, Forest Glen

Anthony Zenner, North Park Joseph Zukerman, North Park







A special service bus at Washington garage is safety checked thoroughly from engine and platform operation by bus repairer William McCray, to clean windows by bus servicer Ray Jasutsis.

Maintenance personnel at Rosemont terminal were first place winners in the third quarter Zero Accident Program competition. It was the first ZAP competition for the terminal which will provide service to O'Hare International Airport.

Rosemont, which opened early last year, "is a melting pot of personnel," said Richard Lorimer, superintendent for equipment and maintenance. "We have a mixture of people from all over the system who picked Rosemont terminal, and we have some of the best working conditions," he added.

Lorimer said Rosemont, the largest rapid transit terminal in the CTA system, has the most modern equipment and lighting. "Work conditions and employee attitude contribute to a lower accident rate at Rosemont," said

## Rosemont, Washington take first place in ZAP

Lorimer. He noted that cleaner facilities tend to make the employee a bit more careful.

Another first timer in the ZAP competition taking place honors was Washington garage, the Special Services facility.

William Wong, maintenance supervisor at Washington garage, said the facility will continue to participate in ZAP, and hopes to continue in first place.

Wong attributed the garage's first place ZAP showing to the close supervision of part time employees where he said the most attention was needed. Close supervision by the Equipment Engineering/Maintenance and Industrial Safety Group, and monthly fire drills also played a part in Washington garage's success in ZAP, Wong said.

Meanwhile, rail maintenance per-



The undercarriage of this truck at the new Rosemont terminal gets a good inspection from this safety conscious crew which includes (from left) repairers Bill Nielsen, Joe Kolek, and Ed Regester.



Fields discusses a heating circuit problem on this 2400 series car with maintenance repairmen (from left) Mike Cochran, Al Curtis, and John Luiz.



Showing off first place ZAP plaques earned at Skokie shops are (from left) Jan Broda, Shop Service foreman; Frank Vukovics, unit supervisor; Frank Porcaro, Sub-Mechanical foreman; Bob Bueger, Carpenter Shop foreman; Ted Szymanski, Armature Room foreman; George Haenisch, superintendent; Vito Pontrelli, acting foreman, Armature Room; Mark Dundovich, unit supervisor; Pat Harnett, Sub-Electrical foreman; Ken Blocker, Blacksmith/Welding foreman, and George Wylie, unit supervisor.

sonnel at the 98th Street terminal took their second consecutive first place ZAP honor. Foreman Leon Fields, formerly of 61st Street terminal, said as personnel at 98th Street continue to exercise safety discipline, the accident rate continues to decline.

"Our record has improved greatly because our personnel are really taking safety seriously," said Fields.

First place winners in the Bus Shops competition were: Vehicle Wiring, Upholstery Shop, Mechanical, Electrical Units Rebuild, Engine Rebuild, Machine Shop, Radiator Shop, and the Print Shop.

At Skokie Rail Shops first place honors went to: Carpenter Shop, Armature Room, Shop Service, Blacksmith/Welding, Degreasing, Sub-Mechanical, and Sub-Electrical.



Leon Fields, 98th Street terminal foreman (center, shop coat), is proud of the first place achievement earned by maintenance personnel. Holding the coveted plaque is Mike Cochran, car repairer.

## Maintenance employees earn a Day in CTA



Josefina Ramos, Terry Short, and Roy Mitchell, Maintenance department personnel honored with "A Day in CTA," get a close look at operations in the control center. Their hosts are bus controllers Michael Sanchez (back to camera), and Frank Jones.

Three employees from Equipment Engineering & Maintenance were recognized January 10 for their alertness and actions beyond the call of duty with a "Day in CTA."

Terry Short, night foreman at North Avenue, was making a routine inspection of the garage last winter when he discovered flames shooting out of a large electrical box. After summoning help over a bus monitor, he turned off electrical power and attempted to extinguish the blaze until firemen arrived. Due to his efforts, damage was kept to a minimum and all personnel remained out of danger.

Roy Mitchell, acting foreman, Rail South, was in the Racine shop when he noticed a flash in the yard last July 21. Upon investigation, he found a fire under a rapid transit car, and notified the Control Center. After calling for the removal of power in the yard, he tried to put the fire out with a hand extinguisher. Mitchell and other repair personnel continued working to contain the fire until firemen arrived.

Josephine Ramos, bus servicer at North Avenue, risked her personal safety on two occasions last fall to stop runaway buses. In both instances she jumped onto a moving bus to bring it to a stop. By taking prompt action, she was able to prevent any injuries to personnel or damage to the equipment.

### Perfect attendance

Equipment Engineering & Maintenance employees who achieved perfect attendance records at their jobs in 1983 have been presented with achievement awards for their efforts. Florence Salus, superintendent of Personnel, announced the following recipients from among bus maintenance personnel:

#### Archer:

Allan Adamczyk Carmen Alletto Wavne Burton Richard Creal Salvatore DeStefano Steven Econom David Evans Gabriel Figueroa Federico Garza Patrick Healy Gregory Johnson Dennis Kostolansky Jose Mercado Lorenzo Rodriguez Antone Shimkus David Thompson Jr. William Vandusen Calvin Webb Beverly: Donald Berge Burton Bockel Dennis Dougherty Roger Ferguson Claude Fizer Thomas Hummel Andrew Karkoska Fred Klotzbucher Paul Klotzbucher Thomas Paski Jonathan Rivers Thomas Smith Melvin Tolliver

Forest Glen: Steven Braswell Robert Kaese Richard Kosinski Thaddeus Kwiecien Gaspare Lombardo Mark Maginnis Aldo Marsico Salvatore Marsico Edward Murray Robert Romano Michael Schwarz Larry Styburski Richard Ulasy Phillip Wong Lawndale: John Brown Verdie Coleman Leslie Goolev Michael Jurek William Michaluk Salvatore Salatino Limits: Maurice Austin Julio Diaz Roger Louis-Charles

George Malov

Raul Robaina

### North Avenue:

Jerry Dominick Vincent Genna Jose Guerrero Joseph Lombardo Gumersindo Nazario Michael Nykolyshyn Elmer Seymore Nicola Tropea North Park: Leonard Bialek Jose Caravantes Patrick Dalu Alcides Gonzales Gary Kendzerski Sang Joo Kim Robert Lorentz Keith Szlak Mariano Urdaz Ronald Vick John Ward William Wehrmeister 69th Street: James Allen

Charles Baker Eugene Banks Robert Bosco

Harvey Brock

Vandie Brown Buron Clinton James Evans Michael Jagielski Horace Lewis Clarence Reese Jr. Willie Whaley 77th Street: Marcellus Barnes Louis Coleman William Donovan Andrew Durity Clarence Forbes Bernard Grant Raymond Hendricks Jr. Willie Hudson Harold Johnson Wadswort Jones Roger Koehler Alan Lewis David Pavey Lasalle Randle Robert Valerious Louis Warmack Samuel Washington John Wiggins Kleo Zaharopoulos

### Crisis intervention



Separate groups of CTA women employees participated in recent seminars on rape crisis intervention conducted by the Women's Services Department, Loop YWCA. Attending were (Top, front row), Sandra Shintani, Francesca Pancewicz, Dorothy Johnson, Elda Leal, Carol Mamon, Joan Berry, Betty Richman, Virginia McGraw, Dickelle Fonda, Program Coordinator, Women's Services, and Barbara Engel, Director of Women's Services, Loop YWCA. James Blaa (left), special assistant to Executive Director Bernard Ford, and Ford (right) were also present. Others in the photo are (back row), Ruth Alicia Moore, Ethel Armstrong, Mary Beth Cobleigh, CTA Assault and Rape Victim Advocacy Program Coordinator; Theresa Sawyer, Margo Julun, Helma Duniver, Judy Hedin, Veronica Parker, and Charlie Mae Lee. The second group (bottom photo) included (front row), Mary Beth Cobleigh, Claudette Westbrook, Dickelle Fonda, Geri Tapling, Camilla Render, Diane Rockymore, Diane Blaino, Carolyn Brown, Ella Otis, and Arlene Jenny. Others shown (back row) are James Blaa, Barbara Engel, Norma Porter, Jan Olson, Clare Cox, Frances Calpin, and Hattie Peterson.



### Food baskets

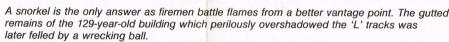
CTA employees at the Merchandise Mart filled these boxes with canned goods and other food items to be distributed to the needy during the Christmas season. The contributions were delivered to Chicago's Department of Human Services. Shown preparing the boxes for delivery are (from left) Carol Jackson, computer section data entry clerk; Wendy Evans, Schedules section control clerk; Virginia Wolfe, secretary, Schedules section, and James Marble, senior schedules clerk. Marble was project coordinator. Another participant in the Christmas project for the needy was Alton Norris, schedule maker.

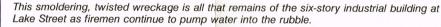


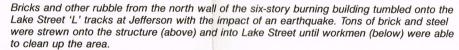
## Firemen, CTA workers halt fire threatening damage to 'L' service















A fire in the Lake Jefferson Industrial Building, 601-627 W. Lake St., at 3:30 a.m. on January 3 quickly mushroomed into one of Chicago's worst fires in two years when a three-inch natural gas pipe ruptured, escalating the fire's intensity.

The natural gas, backed by a force of 17 pounds per square inch of pressure, spewed its energy-rich fuel into the flames, converting the fire into an inferno.

To reach this pipe's shut-off valve, Peoples Gas Company crews had to dig a hole three feet deep into Lake street, a difficult task in the face of the heat generated by the blaze. They finally reached the valve at 11:15 a.m. and turned off the gas.

Above the diggers stood the Lake street 'L' structure. It appeared to be the growing fire's target until the CTA asked the Fire Department for help.

At the request of CTA officials at the fire scene, firefighters were assigned to train hoses on the Lake street 'L' structure to protect its steel, iron, and wooden components from the intense heat.

A 14 m.p.h. south wind fanned the flaming fingers at the old metal and wood elevated structure raising fears that damage might be caused by warping or cracking of its columns and horizontal support beams. The old structure had been riveted together in 1893.

It was newer than the six-story building at Lake and Jefferson which was constructed in 1855 and managed to survive the

Great Chicago Fire of 1871.

C. Len Wiksten, director of Facilities Maintenance, and his staff were at the fire scene shortly after they were alerted that the blaze was endangering the 'L' structure.

During the height of the furious fire, they looked on in horror as the north wall of the six-story building suddenly collapsed, sending tons of bricks and steel onto the old 'L' structure and into Lake street.

By dawn, the smoke streaked sky over Lake and Jefferson illuminated a scene of apparent disasterous results to the old Lake street 'L.'

A large section of the double track structure was burdened with rubble piled on the running rails, third rails, footwalks and ties. Water used to control the fire now encased everything on the structure and in the street with ice because of the below freezing weather that gripped the city.

Worse yet, two towering portions of the burned buildings loomed over the 'L' structure, threatening to repeat the first calamity.

Wiksten and his men took a grim survey of the scene. They listed about 250 feet of third rail mangled or broken; 1,000 feet of telephone cable and another thousand feet of signal cable was burned through in various places, leaving some of it in the street below.

They counted 37 stout timber ties broken, 310 feet of wood

guard rails were broken, and more than 80 feet of wood footwalks between the tracks had completely or partially collapsed.

The worst part was structural damage to seven top lateral steel angles and six top flange angles, which were bent for lengths of one to five feet.

"As soon as the smoke cleared, CTA laborers hauled many, many 100-pound bags of sand up the stairs of the Clinton station," said Pat McCarthy, supervisor of track and structure.

"Under the guidance of LeVelle Nichols, their foreman, they spread the sand over the disaster scene and got as close to those towering pieces of walls as possible," he said.

McCarthy said the laborers then assisted track foreman Bob Wantrease and his section gang in removing the ice and debris from the structure, and hauled up fresh lumber and equipment from the street.

Rebuilding and rehabilitating of the structure and its components were coordinated by Tommy Staunton, unit supervisor, track construction, who ordered the needed materials from West Shops' storeroom 48, and Charles Dunkins, unit supervisor, track maintenance and his crew working on the damaged site.

Meanwhile, carpenter leader Stein Gunderson and a small gang of carpenters went to work replacing the damaged footwalks between the tracks under the supervision of Joe Fucarino, unit supervisor, general maintenance.

All of this CTA employee activity was going on in the shadows of those two ruined structures—one, apparently an elevator shaft, the other the remains of a tall chimney.

About 125 CTA workers were working on the structure while smoke continued to rise from the fire's rubble.

By late Tuesday afternoon a huge crane, sitting imperially on its own three trailers, with a smaller crane used to put it together, arrived under a police escort.

With darkness falling, the Chicago Fire Department brought in its lighting trucks to illuminate the demolition scene. The giant crane and its two-ton "headache" ball leveled the shaft and chimney to track height.

The Chicago Department of Inspectional Services brought in a crane to pick off the tops of the remaining walls. John Dean, demolition director for that department, reported that the building owner had contacted a wrecking company to raze the remainder of his building in the interest of public safety.

While this was going on, two ironworker crews inspected about 200 feet of the 'L' structure in the vicinity of the collapsed wall for metal warping or structural cracks. They discovered only superficial damage. Their work was directed by Glenn Zika, planning engineer.

At 4:40 a.m. Wednesday morning, power was restored to the third rails by the power/rail supervisors in the Control Center.



CTA workmen at Clinton station wrap up details of the cleanup as 'L' service is restored after 26 hours of delay due to a devastating fire in sub-zero temperatures.

At 5 a.m. an out-of-service eight-car train was driven over the eastbound track while maintenance personnel stationed at columns in the area of the collapsing wall observed the columns' foundations for any sign of instability.

At 5:28 a.m. service was restored.

Restoration of cab signal cable that contains 60 connections was done by Dave Barr, signal foreman, and his maintainers and supervised by Foreman Steve Zellner, Signal Maintenance, Central Section.

Charles Parham, telephone maintenance foreman, and his gang made 300 delicate soldering connections in the junction box that was rebuilt at the Clinton station.

George Christensen, unit supervisor, radio and telephone, supervised another gang of workers who made 300 splices in the damaged telephone cable.

Gene Hill, utility superintendent, assisted by Jim Sheldon, handled the logistics of bringing the supplies to the fire scene with various trucks and other vehicles.

"I think a word of thanks has to be said to the Salvation Army," said Pat McCarthy. "They provided free coffee, soup, and hearty sandwiches to the firefighters, our workers, and a fellow who took video film pictures practically all through the night. I think his name is Larry Shriner," McCarthy said.

Thomas Wolgemuth, manager, Facilities Engineering and Maintenance Department, said he was extremely pleased with the professional manner and efficiency his personnel displayed in repairing the damaged Lake Street 'L' structure.

"I want to especially acknowledge the outstanding efforts made by our laborers and lower echelon personnel who performed double and triple duty doing hard, sometimes grueling, work with fine spirit and dedication. This successful project could not have been so without their willing, cooperative efforts," Wolgemuth said.

Fear that the Lake street 'L' structure may have been permanently, or temporarily crippled lasted just 26 hours.



Mother Nature's artistic hand developed this icy scene at Jefferson and Lake Streets (looking east) as firemen continue to hose the burning structure. Although the signal cable at left is down, the traffic signal continues to function.

### Reporter Shriner calls CTA response amazing



Larry Shriner (left), freelance reporter, donates a video tape of the January 3 multialarm Lake-Jefferson fire, Chicago's worst in two years, to CTA. Accepting on behalf of the Authority is CTA Chairman Michael A. Cardilli.

Larry Shriner, WGN radio traffic reporter and free lance video cameraman, was at the fire scene giving millions of radio listeners his first hand reports of developments of the fire.

"Despite sub-zero temperatures, heat from the intense fire radiated hundreds of feet from the burning six story brick building. Fire fighters and equipment had to retreat to a safe distance to avoid being scorched.

"Once the walls began to crumble and fall, fire fighters were able to move closer and direct larger volumes of water on the burning buildings. Until then, there was very little they could do as flames blew out every window and shot 75 to 100 feet through the roofs.

"Although CTA maintenance repairmen had been working on the structure through the night, it seemed to me that it might be days or maybe even a week before service could be restored.

"But at 5:27 a.m. the following morning the first CTA train passed over the previously damaged tracks and structure.

"It was truly amazing that service was restored so quickly."

## CTA employees participate in a gift to sickle cell



Skokie Shop foreman James R. House (top hat), worshipful master, Garden City Lodge 59, F&AM, presents a \$500 check to James H. Dawkins of the Sickle Cell Anemia Midwest Association. Other lodge officers present for the donation are (from left) Samuel I. Graham, treasurer; Lawrence A. Watts, 69th Street Garage, senior warden; Thurston Hill, junior warden; Past Grand Master Alto Clark, and Past Master Ernest L. Johnson, South Shops, lodge secretary.

Masons of Garden City Lodge 59, F&AM presented a \$500 donation to the Sickle Cell Anemia Midwest Association recently. The southside masonic lodge membership includes more than 20 CTA employees.

James H. Dawkins, past first vice president of the Sickle Cell Midwest Association, received the donation in a special ceremony. Making the presentation was Skokie Shops foreman James House, Worshipful Master of Garden City Lodge.

Other CTA employees attending the ceremony were South Shops foreman Ernest L. Johnson, district deputy grand master, past master of Garden City Lodge, and lodge secretary; South Shops mechanics Milton Britton, Levelle Stewart, and Roy Slater, assistant secretary; laborers William Robinson, and Orlando Stanback; blacksmith Tobbie Gowans, and electrician Charles Dickerson.

Others were 69th Street bus operators Thomas Washington, and Lawrence A. Watts, senior warden, and 77th Street bus operators Kevin Sparks and Juan McClellan, and Delmar Morton, material control, South Shops.

## Limits operator finds relief in marathons

Chicago was in awe of the spectacular running feat, the demonstrated athletic prowess, and subsequent finish last October 16 by two foreign contestants in the city's American Marathon-Chicago.

Kenya's Joseph Nzar, and England's John Hughes pushed hard in the final laps toward the finish line, zipping back and forth for the glorious first place honor as the African finally, and narrowly edged the Englishman by a hair's breadth in a little more than two hours.

It was a great show by the two visitors to America but hope looms that Chicago may soon have a home grown champion. It is an idea which surely must have crossed many a Chicagoan's mind, and most certainly has crossed the mind of CTA bus operator James C. Boyd of Limits Garage, a gospel minister and student at Chicago Baptist Institute.



James C. Boyd, Limits bus operator and marathon runner, zips along at a brisk pace during a Saturday morning trek with the Stony Island Runners' Club.

Boyd, a marathon runner for nearly eight years, was among the hundreds who crossed the finish line behind Nzar last fall. He finished in a respectable 3 hours, 17 minutes—respectable enough in such a gruelling event, to warrant observing over the next several months as he prepares for the 1984 American Marathon-Chicago.

Boyd's philosophy of the sport practically ties running to the soul. "I run for spiritual well being as well as for the physical benefits derived," he said. "I find it stimulating for both mind and body. It helps me to relax and to deal with everyday stress," he added.

The Limits bus operator paricipates in a minimum of two marathons annually. Events in which he has regularly participated in more than seven years of running include races for Sickle Cell, Olive-Harvey College, Loop the Loop, the Chicago Lung Association, Rosemont Horizon Turkey Trot, the American Restaurant Association, and the Beverly Ridge Run.

To stay in shape, Boyd runs at least (continues on page 14)

10 miles at each outing, usually between 50 and 70 miles per week, unless he is training for a particular event which may require a different strategy and a different pace.

His particular training vehicle is the Stony Island Runners' Club, a south-side organization of dedicated running enthusiasts representing a variety of careers who meet each Saturday morning for a basic 10-mile trek. Usually running at his side is Boyd's wife, Brenda. The couple's 12-year old son, Kenneth, an occasional runner, prefers biking, said Boyd.

### Hit record



A new single release recording, "My Heart Skips a Beat," by recording artist Joydan Prince, was written by the singer and her husband, CTA ticket agent Afidale Prince.

Prince, a CTA employee for 20 years, has also guided his wife's career. The recording artist's best seller mail order album, "All Time Hits," was awarded the Good Time Award by Good Time Magazine of Los Angeles and Chicago.

Two songs from the album, "Midnight Train to Georgia," and "For Your Precious Love," were popular singles, Prince said. He said other songs recorded by his wife include, "I Lost a Love," "Hey Mister", and "If I Could Live My Life Over Again."

Joydan has made night club appearances in Las Vegas, the Chicago area, New York and other cities around the country. She and her husband Afidale are the parents of six children.

### Your Health

## Cigarette smoking slows blood flow to brain

Cigarette smoking slows blood flow to the brain and is also the leading risk factor for heart attack in women under 50 years of age, according to recent reports of the American Medical Association.

Compared to nonsmokers, cigarette smokers (those who smoke more than one pack per day) experience a seven percent decrease in blood flow to the brain. This blood deficit increases the risk for stroke, say Robert L. Rogers, MA, and colleagues from Baylor College of Medicine in Houston.

"Smoking seems to be a potent risk factor decreasing cerebral blood flow probably by enhancing cerebral arteriosclerosis," say the researchers after studying 192 smokers and nonsmokers. "Our present study lends further support to long-suspected clinical impressions that there is increased risk for stroke among chronic cigarette smokers."

Smokers experience an even greater blood deficit to the brain if they also suffer from other risk factors, such as hypertension, hyperlipidemia and diabetes, the researchers add.

A related report from Boston University says that of all risk factors associated with nonfatal first heart attacks in women under 50 years of age, cigarette smoking is the most dramatic.

Lynn Rosenberg, ScD, and colleagues studied more than 1,000 women and found that 65 percent of all nonfatal first myocardial infarctions (heart attacks due to decreased blood supply) in women were attributable to cigarette smoking.

"The relative risk of MI increased with the amount smoked," say the researchers. "The estimated risk of myocardial infarction for current smokers of 35 or more cigarettes per day was ten times that of women who never smoked," they add.

After smoking, the most prominent risk factors were elevated total plasma cholesterol levels and decreased levels of high-density lipoprotein cholesterol. Higher levels of high-density lipoprotein cholesterol have been associated with reduced risk of coronary heart disease.

## Submit retirement applications early

If you're planning to retire soon your application should be submitted to the Pension Section not later than the 14th day of the month preceeding the effective date of your retirement.

As an example, an employee planning to retire March 1, 1984, should have an application on file with the secretary's office on or before February 14, 1984. Applications should be obtained from the individual's department.

### If you work in: You should see:

Transportation Joe Tunzi
Rm. 760 - Mart
Ext. 4159

Plant Maintenance Mike Rickson (West Shops) 3900 W. Maypole 722-7700

Rail & Surface Leonard Beatty
Janitors Madison &
Wahash

Wabash 263-4434 Ext. 2274

Vehicle Wally Feulner
Maintenance 7801 S. Vincennes
(South Shops) 874-7100
Ext. 303

Surface Janitors Harold Berndt 3900 W. Maypole 722-6700

722-6700 Ext. 408

Operations Sophia Reynolds
Planning Rm. 703 - Mart
Ext. 4071

Accounts John Billis
Receivable Rm. 714 - Mart
Ext. 4518

Personnel/ Mary Beth Hurley Area 605 Rm. 742 - Mart Ext. 3476

Rail Vehicle Tom Smith
Maintenance 3701 Oakton
(Skokie Shops) 973-3280

### **Annual Dinner Dance**

The third annual dinner dance sponsored by Painters Local 396 was held recently at Zum Dutchen Ech. Festivities included a nine course dinner, and dancing to the music of Dezeray. Enjoying the evening were (1) the Richard Hannigan family; (2) Mr. and Mrs. Joe Hull, South Shops; (3) Mr. and Mrs. Erwin Knudsen, West Shops; and (4) Don Freebairn, and Mr. and Mrs. Rich Chacon, South Shops.





Officers of Local 396 are (seated from left) Jim Downes, vice president; Loid Brown, business representative; Jim Haynie, president. Others are (standing) John Norman, executive board; John Glatz, recording secretary; John Seay, executive board; Ralph Ziegler, warden, and Luther Walker, steward.







### Scouting honors Lemons with Silver Beaver award



Walter Lemons, Jr., and his wife, Ida Mae, outside their tent at the Philmont Ranch for Boy Scouts near Cimarron, New Mexico. During visits to the ranch, Lemons serves as scoutmaster and protestant chaplain, and his wife serves as a den leader.

To Walter Lemons Jr., the phrase, "the boy is the father of the man," is not a jingle. It's one of life's signposts that should not be ignored.

Since 1948, Lemons has been an adult volunteer in the Boy Scouts of America and since 1953 he has been associated with the Greater Metropolitan Baptist Church, 5856 S. Wabash av., where he serves as scoutmaster and troop counselor and his wife, Ida Mae, serves as den leader. The couple have five grown children.

"When my wife and I joined Greater Metropolitan Baptist church we learned it had an inactive scouting program. Thanks to the cooperation of other adult volunteers in the church, Boy Scout Troop No. 188 and Cub Pack No. 3188, were brought back to the lists of active Boy Scout and Cub Scout units," Lemons said.

Lemons is seniority clerk in the CTA's Transportation Department at the Merchandise Mart and has been a CTA employee for 32 years.

Scouting to some people is a pastime; to Lemons and his wife it is a commitment with strong religious overtones. Not only does Lemons act as scoutmaster for his troop, he also serves as chaplain for the BSA's Midway District bounded by the lakefront, 35th street, Dan Ryan expressway, and 95th street.

"Many of the boys in this district don't have fathers living at home. Their families are headed by their mothers. If there is another adult in the family, it's usually another woman, a grandmother or aunt. Boys, especially those from about eight years old through their midteens, need, and many actually crave, a father figure.

"How else can a developing boy, with boyhood instincts and needs, become a well-rounded, responsible adult without a positive adult male to guide him through the tempestuous teens?" Lemons asked.

"The distractions caused by drugs, promiscuous sexual activity, gangs, and sporadic lawlessness can be overcome by the developing boy who has a good image of himself and knows he has a bright future.

"This kind of boy knows that opportunity knocks on the door of the person who has prepared himself to meet challenges that lead to achievements, and he anticipates success in his future field of endeavor."

In 1982, in recognition of his dedication to scouting and his religion, Lemons was awarded the Good Shepherd Religious Award from the National Association of Baptists for Scouting, which has its headquarters in Irving, Texas. The award is a gold metal cross emblazoned with a shepherd's staff on a red, white and blue ribbon.

This important award goes annually to the person who has made significant contributions in scouting and religious work for the betterment of youth.

In January, Lemons received the prestigious Silver Beaver Award from Chicago Area Council, Boy Scouts of America.

Samuel Nolan, chairman of the Silver Beaver Selections Committee, wrote Lemons and said, "I am very pleased to inform you that the Executive Committee approved our recommendation and you are to receive this, the highest recognition a local Boy Scout Council can bestow on its volunteers."

Lemons also serves as a neighborhood scouting commissioner working with other scout troops on various improvement and educational projects. He is past chairman for cub scouting in his district, and has served as chaplain and leads protestant religious services at the famous Philmont Ranch for Boy Scouts near Cimarron, New Mexico, for 600 adults and 300 to 400 boys encamped there. In addition, he served as camp counsellor.

"My philosophy of life and continued dedication to scouting partly came from those many, many 'father and son' talks I have had with boys during 35 years of scouting. The rest came from my religious training at the Moody Bible Institute here in Chicago, teaching classes in church school, and serving as church school superintendent for six years," Lemons said.

"So what does all this prove, you probably ask yourself," he continued. "Every so often a grown man will come up to me, offer his hand, and tell me who he is, that I once was his scoutmaster and now he is a success in his chosen field.

"I'm not ashamed to admit I get a lump in my throat and develop a husky voice now and then when that happens. I can feel my soul shout with joy and the satisfaction from those words I hear cannot be measured in dollars and cents.

"My personal goal in life is to leave this world a little better than the way I found it."

## New organization invites rail fan membership

A new organization which may be of interest to rail fans is open for membership.

The Shore Line Interurban Historical Society was formed for persons interested in the Chicago North Shore and Milwaukee, Chicago South Shore and South Bend, and Chicago Aurora and Elgin Railroads.

Members will receive a quarterly publication entitled First and Fastest. Annual dues are \$10 for individuals.

Information and membership applications may be obtained from Shore Line Interurban Historical Society, P.O. Box 346, Chicago, IL 60690.



### Retirement rookies

The latest to join CTA pensioners from the Claims Department for some well deserved leisure are (from left) Cecil Mimms, John Bosacki, and Rocco Iacullo. Their combined service represents 104 years of dedicated employment. An open house in their honor was sponsored by Claims Department co-workers.



### Rowbottom

"All the best" is wished for Harold Rowbottom (right) as he retires after 42 years of service with CTA and its predecessors. Presenting the transit project representative with a retirement folder is Harold Hirsch, manager, Operations Planning. Co-workers, family members and friends honored Rowbottom at a reception in the executive conference room.



### 41 Years

John Boyce, safety standards specialist, and his wife, and daughter, Mrs. Lucille Boyce, and Mrs. Karen Ekstrom, admire the plaque of memorabilia which was designed by Safety Manager Tom Boyle and presented to the retiring Boyce in commemoration of his 41 years of service.



#### Memorabilia

Insurance Clerk Jim Burklow and his wife, Gladys, display a montage of memorabilia spanning his 37 years of service, which began in 1946 with the Chicago Motor Coach Company as an extra trainman and later as a streetcar motorman. Burklow retired January 1 and now resides in Mt. Vernon, Indiana. His Insurance Department co-workers feted him and his family with a farewell open house, and presented him with a monetary gift.

## Birthday/retirement bash surprises Bill Rooney



Kathy O'Malley of the Rolling Meadows Daily Herald reports that CTA's Bill Rooney (Far North Area superintendent) thought he was going to a birthday party for Darlene Cullen, a friend, when he discovered that the party was really for him.

"It was a combination birthday/retirement bash thrown by Bill's wife, Mary, who had never been able to surprise Bill before". Nearly 60 people gathered at the Sheraton-Walden Hotel in Rolling Meadows to help celebrate with dinner and cocktails.

"Mary figured that Bill's Christmas day birthday, and January 1 retirement after 40 years, was cause enough for a big party," so she began planning the surprise last September. One couple came from as far away as Pittsburgh. Bill's sister of Niagara Falls also flew in for the surprise.

"There were plenty of friends from Rolling Meadows on hand as well as the Rooney's son Brian, his wife, Bonnie, and their six-year old daughter Erin from Aurora, and Mary and Bill's daughter, Mary J. Rooney of Antioch."

Mary credits Brian and his wife as well as his sister Mary with helping to make the affair a memorable event for their father.

A host of Bill's CTA co-workers who were also on hand for the farewell bash included Michael Veltri, superintendent, Desplaines/54th terminal; Michael LaVelle, director of service; Patrick O'Malley, assistant superintendent, Howard terminal, and Tom Stiglic, CTA retired former director of Training.

Transit Project Representative Harold Rowbottom, another Rolling Meadows resident and friend attending the Rooney bash, called the celebration one of the finest he has attended. "It's the first time I've ever seen Rooney speechless," said Rowbottom. Both Rowbottom and Veltri will also become pensioners on January 1 after more than 42 years with CTA and predecessor companies.

## Service Anniversaries in January

### 35 Years

Maury Adams, Douglas/Congress Robert Desvignes, Transportation Robert Flowers, Rail Maintenance Henry Fullriede, Materials Mgmt. Walter Kinnish, Lawndale Peter Kourakos, North Park Stanley Kubicz, Forest Glen Stanley Kuropas, South Shops Thomas Lenoir Jr., 77th Street Daniel O'Donnell, Equip. Engr./Maint.

### 30 Years

John Broadnax, South Shops Prestal Carnes, Bus Instruction Watkiel Edwards, Central Bus Dist. Richard Goldman, Limits Ray Hardin, Limits Alfred Jackson, Stores-South Tomie Jackson, North Avenue Charles Lindsay, Lawndale Melvin Mitchell, Lawndale Thomas Warren, Relief Area-Bus Wilson Washington, 77th Street John Weber Jr., North Park Robert Zimmerman, Forest Glen

#### 25 Years

Stanley Andrews, Forest Glen Joseph Carlyon, South Shops George Cox, Power & Way Lincoln Eaton, Forest Glen Harvey Heide, Buildings & Grounds Charles Kehoe, South Shops Louie Lee, 77th Street Arthur Piecyk, Skokie Shop Edward Schwamb, Transportation John Smith, North Avenue Chester Tylinski, Archer

### New Pensioners December, 1983

LUTHER BROWN, Rail Janitor, Madison & Wabash, Emp. 4-30-68 CLARENCE DOTSON, Rail Janitor, Madison & Wabash, Emp. 9-7-67

### **Disability Retirements**

GREGORY ANTHONY, Bus Operator,
North Park, Emp. 5-23-57
\*ROBERT DENNIS, Bus Operator,
Archer, Emp. 4-18-66
GIUSEPPE GERACI, Shop Tractor Oper.,
Skokie Shop, Emp. 10-25-71
ROY HOWARD, Rail Janitor,
Madison & Wabash, Emp. 12-14-65
HENRY LAWS, Bus Instructor,
Training Center, Emp. 9-28-50
MICHAEL NUGENT, Car Repairman,
Kimball, Emp. 11-3-67

\*Retroactive to 11-1-83

### New Pensioners January 1984

EDWARD ADAMOWSKI, Bank Ldgr. Bkpr. 11, Treasury, Emp. 9-15-47 JAMES ALLEN, Trainman, Desplaines, Emp. 2-7-49 ELMER AUST, Craneman A, West Shops, Emp. 5-8-41 THOMAS BANKS, Bus Operator, 77th Street, Emp. 9-17-53 HENRY BEATY Jr., Bus Operator, 77th Street, Emp. 8-11-48 LeANDREW BLAKE, Bus Operator, Beverly, Emp. 1-28-49 MICHAEL BOGIRA, Car Repairman, 54th Street, Emp. 8-5-52 JOHN BOSACKI, Claim Representative, Law/Claims, Emp. 10-2-51 JOHN BOYCE, Safety Strd. Spec., Safety, Emp. 9-24-42 HARVEY BROCK, Bus Repairer, 69th Street, Emp. 6-21-51 VERNON BURGESS, Asst. Supt., Transportation, Emp. 3-9-48 JAMES BURKLOW, Ins. Clerk V, Insurance & Pensions, Emp. 4-15-46 THEODORE BURNETT, Bus Operator, 77th Street, Emp. 4-18-52 WILL CANDY, Bus Operator, Lawndale, Emp. 8-24-43 JOHN CAROLAN, Chief Clerk, Jefferson Park, Emp. 11-27-41 JACK CARTER, Bus Operator, Archer, Emp. 7-22-46 RAYMOND COLELLO, Superintendent Lawndale, Emp. 10-20-47 FRANK COLEMAN, Bus & Truck Mech., South Shops, Emp. 3-12-53 MARTIN CONNEELY, Car Repairman, 61st Street, Emp. 6-12-51 JAMES COONEY, Warehouse Wkr. 11, South Shops, Emp. 11-5-48 ROBERT CRANE, Bus Operator, 69th Street, Emp. 7-29-46 LEONARD DAKE, Bus Operator, 69th Street, Emp. 9-27-47 BYRON DEAN, Bus Operator, Beverly, Emp. 10-17-46 ARMANDO DeBUONO, Bus Operator, Forest Glen, Emp. 1-12-48

SAM DeVUONO, Carpenter Foreman, West Shops, Emp. 7-16-46 JOSEPH DREW, Bus Operator, Beverly, Emp. 11-23-53 LOUIS DRINKA, Elec. Wkr. Ldr. South Shops, Emp. 5-3-44 PETER DUFFY, Warehouse Wkr. 1, South Shops, Emp. 2-12-51 CLAUDE DUNLAP, Car Repairman, 61st Street, Emp. 7-3-51 THECLA DUSZYNSKI, Bindery Wkr. Ldr., South Shops, Emp. 9-11-56 ROY EVANS, B&T Mech. Foreman, South Shops, Emp. 10-11-52 BENERRAGE FLENAUGH, Ticket Agent, Jefferson Park, Emp. 12-31-53 AMOS FOSTER, Money Handler, South Shops, Emp. 8-6-53 PAUL FRANK, Conductor, Jefferson Park, Emp. 5-14-48 SAM GIRARD, Chief Clerk, Forest Glen, Emp. 5-6-46 ANTHONY GRIMALDI, Carpenter, South Shops, Emp. 5-3-48 WILLIAM HARRIS Jr., Bus Operator, 77th Street, Emp. 11-3-47 FRANCIS HARTIG, Bus Operator Archer, Emp. 2-17-50 ROLAND HARTNEY, Assignment Clerk, 95th Street, Emp. 3-28-40 IRVING HENDERSON, Bus Operator, Beverly, Emp. 6-11-53 JAMES HICKMAN, Bus Operator, 69th Street, Emp. 8-13-53 ATLAS HORN, Sheet Metal Worker, South Shops, Emp. 7-16-52 ROCCO IACULLO, Claim Coordinator, Law/Claims, Emp. 6-28-46 EARL JACKSON, Bus Operator, 77th Street, Emp. 11-13-51 MAXINE JEFFERSON, Agent Supervisor, North Section, Emp. 6-15-51 WALTER JENTSCH, Bus Operator, North Park, Emp. 3-6-61 ARCEDUS JONES, Bus Operator, Beverly, Emp. 11-16-53 ROLAND JONES, Bus Operator, 77th Street, Emp. 3-17-69 WILLIAM KALBOTH, Bus Operator, North Avenue, Emp. 8-15-47 LOUIS KASPER, Warehouse Wkr. 1, Skokie Shop, Emp. 9-22-69 JOSEPH KILCULLEN, Warehouse Wkr. 11, South Shops, Emp. 12-11-50 WILLIAM KILLION, Money Handler, South Shops, Emp. 8-13-53 JOHN KINCADE, Bus Operator, Beverly, Emp. 1-25-54 WILLIAM KLOS, Comm. Engr. Asst., Fac. Engr. & Maint., Emp. 6-2-75 ROBERT KOEHLER, Bus Operator, Archer, Emp. 7-24-46 VIRGIL KRUSE, Engr. Asst., West Shops, Emp. 1-27-47 EDWARD KRUSZYNA, Lineman, West Shops, Emp. 10-6-48 CHARLES KUCERA, Controller, Control Center, Emp. 2-12-47 JOHN KURINEC, Bus Operator, Forest Glen, Emp. 5-29-46 LEROY KUTCHINS, Engr. Asst., West Shops, Emp. 12-17-41 JAMES LeMOND, Unit Supervisor, West Shops, Emp. 5-20-43 HUBERT LIGON, Bus Operator, 69th Street, Emp. 7-19-56 BEN LONGINOTTI, Serv. Truck Chauff., West Shops, Emp. 2-14-55

ROSARIO LOREFICE, Trackman 11, West Shops, Emp. 1-11-68 DONALD MAYER, Bus Operator, Archer, Emp. 3-17-58 CHRISTINE McCORD, Ticket Agent, North Section, Emp. 5-13-76 CECIL MIMMS, Claim Rep. Law/Claims, Emp. 8-24-48 FLARZELL MOORE Sr., Asst. Supt., Beverly, Emp. 6-19-46 MARTIN MORRISON, Supervisor, District A, Emp. 6-30-49 WILLIAM MURPHY, Chief Clerk, Beverly, Emp. 1-27-43 JOHN NORMAN, Painter, South Shops, Emp. 5-5-53 JOHN O'CONNOR, Director, Pass. Cont./Graphics, Emp. 6-5-46 EUGENE PAOLI, Bus Operator, North Park, Emp. 10-12-53 JOHN PELZMAN, Bus Operator, Beverly, Emp. 10-5-50 JOSEPH PHILIP Sr., Supervisor, District A, Emp. 3-10-58 TOMIE PHILLIPS, Bus Operator, Lawndale, Emp. 8-13-53 WILLIAM RAPPOLD, Controller, Control Center, Emp. 3-24-41 IKE RIVERS, Mail Clerk, Management Services, Emp. 4-11-53 GEORGE ROBINSON, Bus Operator, 77th Street, Emp. 4-10-51 WILLIAM ROONEY, Superintendent, Kimball, Emp. 12-22-43 FRANK ROSS Jr., Machinist Foreman, West Shops, Emp. 11-1-39 HAROLD ROWBOTTOM, Trans. Proj. Rep., Street Traffic, Emp. 8-17-23 ANGELO SALVAGGIO, Motorman, Desplaines, Emp. 11-1-48 ROBERT SHEA, Bus Operator, North Avenue, Emp. 3-19-41 JOHN SMITH, Bus Operator, Beverly, Emp. 8-1-49 THOMAS SMITH, Supv., Proc. Rail, Rail Shops, Emp. 8-24-65 DALE SOMSEL, Bus Operator, North Park, Emp. 1-4-46 RAYMOND SPAKOWSKI, Bus Operator, North Avenue, Emp. 4-27-46 JOSEPH SPARKS, Janitor, West Shops, Emp. 2-2-53 RALPH STEPHENS, Final Assembler, Rail Shops, Emp. 11-28-52 LEWIS TAYLOR, Bus Operator, Beverly, Emp. 6-10-52 JOHN TIFFY, Clerk, Central District, Emp. 5-28-46 ERNEST TONSIL, Ticket Agent, Kimball, Emp. 8-3-53 MICHAEL VELTRI, Superintendent, Congress, Emp. 12-18-40 PAUL VENTICINQUE, Unit Supv., Rail Shops, Emp. 5-26-49 WILLIAM WEBB, Bus & Truck Mech., South Shops, Emp. 5-19-47 ELVIN WHITE, Superintendent, 77th Street, Emp. 2-24-48 JESSIE WHITEHEAD, Bus Operator, Lawndale, Emp. 10-12-53 EDWARD WHITING, Lineman, West Shops, Emp. 8-1-45 THEODORE WRIGHT, Bus Operator, 77th Street, Emp. 12-6-48 WALTER ZAWACKI, Carpenter, West Shops, Emp. 3-12-46

CHESTER ZIELINSKI, Carpenter Leader,

South Shops, Emp. 5-9-41

WALTER ZINKOVICH, Bus Operator, North Park, Emp. 3-21-63

### **Disability Retirements**

SAMUEL BIBBINS, Mat'l Handler, 69th Street, Emp. 8-1-60
HENRY BRUCKER Jr., Bus Operator, Transportation, Emp. 2-12-68
LONNIE FIELDS Jr., Bus Operator, 77th Street, Emp. 5-7-70
MARY GALLAGHER, Ticket Agent, West Section, Emp. 8-15-64
VICK SNOW, Cond./Motorman, South Section, Emp. 5-25-73
ROY WILLIAMS, Ticket Agent, 95th Street, Emp. 10-7-70
\*LOYCE WRIGHT, Bus Operator, Forest Glen, Emp. 12-15-66

\*Retroactive to 12-1-83

#### IN MEMORIAM

LeROY ARRASMITH, 70, District D, Emp. 4-30-42, Died 9-24-83 JOHN BELLISARIO, 77, Engineering, Emp. 4-10-34, Died 10-28-83 GUISEPPE BOVINO, 86, Const. & Maint., Emp. 3-12-29, Died 10-18-83 JOHN BRUNELLI, 80, Forest Glen, Emp. 7-22-27, Died 10-1-83 GEORGE CZAJKA, 89, Way & Structs., Emp. 5-11-23, Died 10-20-83 DUDLEY CONEY, 69, Archer, Emp. 1-14-44, Died 10-30-83 CASTRO DAHMER, 80, Beverly, Emp. 6-25-26, Died 10-17-83 FRED DESCH, 77, West Section, Emp. 2-9-37, Died 10-17-83 ROBERT DIETZ, 93, West Shops, Emp. 5-10-13, Died 10-20-83 CHARLES GERARD, 64, South Shops, Emp. 6-21-46, Died 10-5-83 ALBERT HERRMANN, 92, Devon, Emp. 12-23-19, Died 10-14-83 GORDON LaCROSSE, 71, Stores-North, Emp. 9-26-46, Died 10-6-83 IRMA LUDWIG, 88, North Section, Emp. 7-25-45, Died 10-7-83 OTTO MACRINI, 84, South Section, Emp. 4-16-18, Died 10-7-83 FRANK MATRE, 83, Lawndale, Emp. 5-1-26, Died 10-18-83 FRANK MITTLER, 71, 69th Street, Emp. 5-16-46, Died 10-24-83 JOHN NEWMAN, 68, Archer, Emp. 5-28-46, Died 9-30-83 JULIA O'CONNOR, 87, North Section, Emp. 1-19-27, Died 10-21-83 LARS PEDERSEN, 65, North Park, Emp. 7-30-47, Died 10-10-83 ELMER REIMANN, 81, North Section, Emp. 9-21-37, Died 10-26-83 FRANK SCHEUBERT, 81, Engineering, Emp. 3-23-20, Died 10-2-83 JOHN SPOO, 75, District B, Emp. 9-29-36, Died 10-2-83 ARLENE SWANSON, 77, West Section, Emp. 5-18-51, Died 10-17-83 BENEDICT TOLVAIS, 92, 77th Street, Emp. 6-9-16, Died 9-24-83 EDWARD TONER Jr., 63, West Shops, Emp. 9-29-75, Died 10-19-83 PETER YUSKA, 65, 77th Street, Emp. 2-14-45, Died 10-27-83



New officers of the CTA Pioneers Retirement Organization are (from left) Mel Horning, first vice president; George Nash, second vice president; Frank Koziol, president; Warren Scholl, treasurer, and Walter Steinbeiss, secretary. The new slate of officers were introduced to the membership at the organization's annual Christmas party.

The first social event of the 1984 calendar for the CTA Pioneers Retirement Organization will be a Valentine Day party set for February 14, it was announced last month.

Other calendar events planned for the new year include a Mother's Day party May 8; Back to School party, September 11, and a Christmas party, December 11.

The pioneers meet the second Thursday of each month at the Golden Flame Restaurant, Nagle and Higgins avenues at 12:30 p.m. For additional information, telephone Secretary Walter Steinbeiss at 334-9386.

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#### CTA TRANSIT NEWS

Volume 37 Number 1
Published for employees and retirees of CTA by the
Public Affairs/Consumer Services Division.
Editorial and graphics by the Public Affairs Department,
Bill Baxa, Manager.

Director of Publications: Jack Sowchin Editor: Rick Willis Graphic Designer: Alexandra Eiva Contributing Writers: Jeff Stern, Don Yabush

Typesetting and printing provided by the Management Services Department.

Distributed free of charge to all active and retired CTA employees. Annual subscription price to others, \$5. CTA TRANSIT NEWS, Room 734, Merchandise Mart Plaza, P.O. Box 3555, Chicago, Illinois 60654.

CHICAGO TRANSIT AUTHORITY P. O. Box 3555, Chicago, Illinois 60654

JOHN LeBEAU 15329 Chicago Road Dolton, IL 60419 TN Paid

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