

**Third rail
round up
winner
recounts
D.C.—
Metro visit**



Robert Sanders, Howard Terminal motorman and Third Rail Round-up winner, is congratulated by U.S. Senator Alan J. Dixon (D-Ill.) in Dixon's Washington office. Sanders presented Dixon with a Third Rail Round-Up belt buckle. The Senator presented Sanders with passes to the U.S. Senate visitor's gallery and to the Senate dining room.

Motorman Robert Sanders of the Howard terminal is still shaking his head in disbelief.

"That first-place prize—that all-expense paid trip to Washington I won in the Third Rail Round-Up competition was just too good to be true. Now that I look back on that wonderful week of November 5 through 11, I'm anxious to try again in the next Third Rail Round-Up," he said.

After being feted by CTA officials and Transportation Department staff members, Sanders flew from Chicago's Midway Airport to Washington's National Airport on a two and a half hour flight on Midway Air Lines on November 5. He stayed in the Ramada Inn, 14th Street and Rhode Island Avenue, about a dozen blocks from the White House.

The next day he took a motoring trip of the famous landmarks of the nation's capitol including the Kennedy Center for the Performing Arts. That evening he dined in Blackie's House of Beef restaurant, known for its 1930s decor and delicious prime rib dinners. It was the first of many excellent restaurants he enjoyed.

On Monday, November 7, Sanders, with invitation in hand, visited Washington's Metro subway system. What he saw, and learned, amazed him.

"When I think of Washington's Metro subway now, the first word that comes to my mind is—lavish. I mean everything about it is lavish. It's computerized, space age, ultra-modern, world class, the best," he said, describing the 42-mile long rapid transit system that took years to build

at a cost of \$8 billion.

Escorted by James Redding, Metro's assistant superintendent, Sanders toured the subway, surface, and elevated portions of the new system. Its stations have automatic fare collecting devices where zone fares are paid and the machines even make change. A one-way trip from one end of the Metro to the other costs \$3.

Boarding one of the six-car trains, with 75-foot-long cars, Sanders was startled to find that each train, as Redding explained, has a one-person crew. There are no conductors.

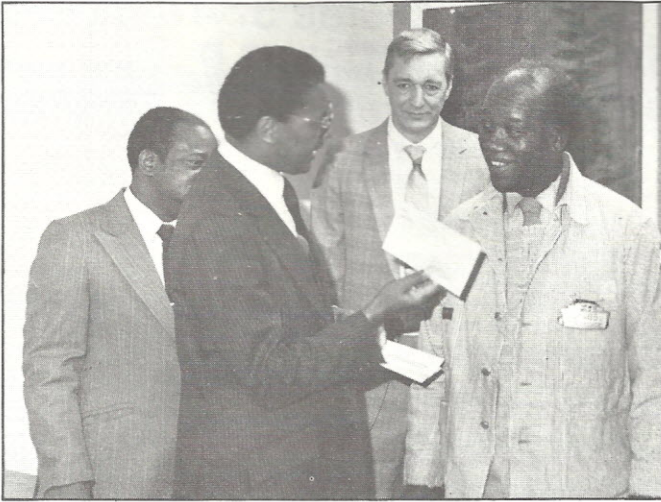
"That one crewman is called an operator, not a motorman. His job is to announce the stations and to stop the train if necessary with his train's cineston (power control handle). Otherwise, computers do everything—start the train, govern its speed, stop at stations, and open and close car doors," said Sanders.

Metro's cars can carry 175 persons, have wall-to-wall carpeting, fluorescent lighting, air conditioning, and can go up to 75 miles per hour.

The transit agency has its own headquarters building where special passes are required just to go from floor to floor.

"Metro's central control somewhat resembles the CTA's Control Center. The important difference is that Metro's controllers can adjust the speeds of trains from central control," Sanders said.

(Continued on page 2)



Robert Sanders (right) receives his prize, an all-expenses paid trip to Washington, from Elonzo Hill, director of Training and Instruction. Joining the informal ceremony are David Martin (left), area superintendent, Central, and Dennis Closs, superintendent, Howard Terminal.

Later, Sanders visited Metro's train repair shop that resembles CTA's Skokie Shop, and a train yard capable of storing 300 cars that is operated by one switchman and one towerman.

Bidding farewell to Redding and Metro, he went to Baltimore and toured its recently completed transit line that is very similar in design to Washington's Metro but is only eight miles long. Baltimore's transit line cost \$797 million.

"Some of the stations have a visitor's area where persons can look down into the subway tube and see trains coming and going. This area is on the mezzanine level," Sanders recalled.

The following day, November 8, Sanders visited the headquarters of the American Public Transit Association.

At 2:30 p.m., Sanders met with Sen. Alan Dixon of Illinois in his Senate building office. There, he presented Dixon with a CTA Third Rail Round-Up belt buckle. In return, Dixon gave Sanders passes to the Senate dining room and visitor's gallery above the floor of the Senate.

"During a debate on the senate floor a door slowly opened and in walked Sen. Edward M. Kennedy. I finally had the opportunity to see him in person in the Senate," Sanders said.

"I admire that man for all he has gone through and suffered and still bears himself like the true gentleman that he is—and the fine family he represents."

Later, Sanders visited the graves of the Kennedy brothers at the front of the Lee-Custis mansion in Arlington National Cemetery and toured the cemetery marked by its precise rows of white crosses.

Rounding out his week-long visit, Sanders went to the White House and the Smithsonian Institution, visiting its space museum and modern art gallery.

One of the last things Sanders did in Washington was to go to the Watergate Apartments and to the door which was forced open one night in June, 1972, by Nixon Administration agents. The incident led to the Watergate Investigation.

On Friday morning he boarded a plane for his flight back to Chicago, back to his friends, and back to work.

From the Chairman

Safety is no accident

Congratulations to all CTA employees for making 1983 the safest year in CTA history and especially for re-establishing this record for the third year in a row.

Safe operation is one of our most significant accomplishments because it instills confidence in our service among the riding public and proves that we are making proper use of riders' fares and public funding. Constant improvement of safety records also demonstrates that all CTA employees are dedicated to serving the public, because safe operations can only result through safety consciousness and coordinated effort by operating, maintenance, supervisory, and instruction personnel. Once again, congratulations on this fine accomplishment, and let's strive to set a new record in 1984.

In recent years, many employee incentive, improvement, and training programs have been instituted at CTA which have certainly contributed to service improvements. Our report in this issue on the trip to Washington awarded to Third Rail Roundup winner Robert Sanders reminds us that many self-improvement and career development programs will continue to be offered throughout the Authority this year. I urge all those of you who are eligible to participate in these programs, because they will certainly lead to greater accomplishments for yourselves and the Authority.

My fellow Board members and I are also delighted that the membership of Locals 241 and 308, ATU, have voted favorably on the amendments to the Retirement Plan. By doing so, you have demonstrated your confidence in the health of our Pension Fund and your commitment to providing cost-effective service for CTA riders. Although it is necessary for CTA to suspend Pension payments and to defer the loan to the Pension Fund in order to have a balanced 1984 Budget, the amended Retirement Plan assures employees of job security while continuing to provide many Pension benefits.

Michael Randell

Mayor and CTA chairman dedicate Polk Street Station



CTA Chairman Michael A. Cardilli (left), and Mayor Harold Washington review plaque honoring Dr. David Jones Peck for whom the Polk Street 'L' station is dedicated. Dr. Peck, an 1847 graduate of Rush Medical College, was the first American Black to receive a Doctor of Medicine degree from an American medical school.

Photo by Antonio Dickey

Mayor Harold Washington and CTA Chairman Michael A. Cardilli dedicated CTA's newly rebuilt Polk Street/West Side Medical Center rapid transit station January 17 in memory of Dr. David Jones Peck.

Doctor Peck was graduated from Rush Medical College in 1847 and was the first American Black to receive a Doctor of Medicine degree from an American medical school.

The inscription on the plaque reads:

Polk Street Station of the Chicago Transit Authority, which serves the West Side Medical Center, was dedicated on the 17th day of January, in the year 1984 to the memory of Dr. David Jones Peck.

Dr. Peck was graduated from Rush Medical College in 1847, and was the first American black to receive a Doctor of Medicine degree from an American medical school.

*Harold Washington, Mayor
City of Chicago
Michael A. Cardilli, Chairman
Chicago Transit Authority*

The new \$2.6 million steel and concrete 'L' station along the Douglas branch of the Congress-Douglas-O'Hare rapid transit route replaces a small 91-year-old brick station built in the era of Chicago's World's Columbian Exposition of 1893.

"This Polk Street station is part of the CTA's ongoing commitment to modernization and revitalization of its facilities," Chairman Cardilli said. "The station design incorporates both panoramic windows and bright fluorescent lighting to provide beauty, as well as increased security for our riders."

Architects of the Design/Construction Section of the CTA's Facilities Engineering/Maintenance Department designed and planned the entire project.

A unique feature of the new station is its H-shaped canopy, which covers both 425-foot-long trackside concrete platforms. The passenger waiting areas are each 40 feet long and 16 feet deep, and have six infrared heaters for use during cold weather.

The station has two elevators providing complete access to both platforms for physically disabled riders.

Glass walls erected on the station's front and two sides make its interior highly visible from the street. Riders waiting for No. 37 Sedgwick/Ogden buses and other transportation will also benefit from the two sets of infrared heaters just inside the building.

The station will also have a "hotline" to the University of Illinois Medical Center for emergencies.

The project was funded by the U.S. Department of Transportation and the Illinois Department of Transportation. The station was built by John Burns Construction Co., Orland Park.

New rail supervisors



Edward Tribue (third from left), and Mary Fryar, were named rail service supervisors in the West rail district, effective January 15. The appointments were made by Transportation Manager Harry Reddrick (left). Others attending the promotion ceremony were Robert Desvignes, director, Administration and Performance Control, and Michael LaVelle, director of Service. Ms. Fryar becomes the first woman to be appointed to an operations rail service supervisory position. She is a veteran of 10 years CTA service while Tribue has 15 years of service.

Management theory



Showing off their certificates of training following completion of a 15-day management theory and skills orientation are (from left) controllers Luster Morton and John Betourne, and assistant superintendents Elvin Carey and Andrew Bishop. The program, developed by Bill Sholdice, superintendent, Training Development, provides orientation for assistant superintendents and controllers to management and professional theory and skills. The training covers such subjects as communications, motivation, leadership, problem solving, decision making, report writing, employee assistant program, and contract negotiations.

CTA '83 traffic, rider accidents lower than ever

CTA did it again in 1983. For the third year in a row, reports of traffic and passenger accidents were lower than ever before, making 1983 the safest year in CTA history.

CTA recorded 5.1 accidents per 100,000 miles of operation in 1983, or 7 percent fewer than the previous low of 5.5 set in 1982.

"We're very proud of this new record," said Executive Director Bernard Ford, "and we hope the riding public will appreciate how much of a coordinated effort it represents.

"Improved performance by bus operators and rail personnel is just part of the answer," Ford added. "We also have to recognize the contributions of supervisors and instructors, as well as our safety and maintenance departments. They have all done a fine job, and we hope to make 1984 even better."

According to Safety Department Manager Tom Boyle, CTA's 2,275 buses and 1,200 rapid transit cars were operated almost 125 million miles in 1983. He said the current fleet averaged 19,608 miles between traffic or passenger accidents per vehicle, compared to only 4,785 miles in 1947.

That was the year CTA took over operation of 3,026 streetcars, 787 motor buses and 152 trolley buses from the Chicago Surface Lines, and 1,616 rapid transit cars from the Rapid Transit Company.

Boyle said the improved safety record for 1983 translates into savings of more than three-quarters of a million dollars in claims and related costs.

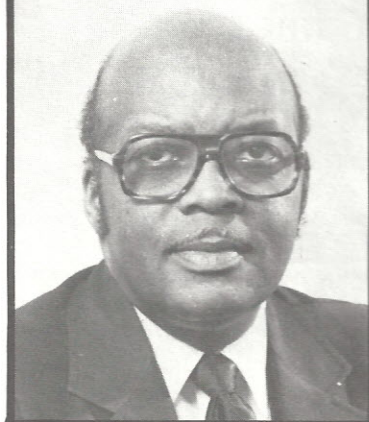
Chairman Cardilli announces top management reorganization



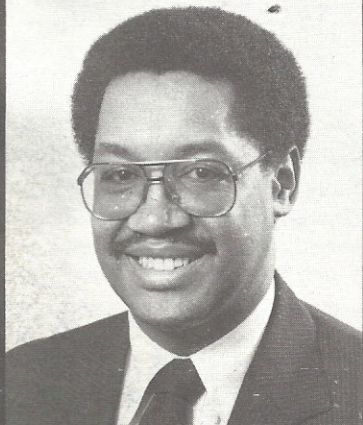
Paul J. Kole



Harry Reddrick



Frederick G. King



Ernest Sawyer



George Millonas



Ronald F. Bartkowicz

Six deputy executive director positions, and a deputy general attorney have been established in a reorganization of top level CTA management. All will report to Executive Director Bernard J. Ford.

CTA Chairman Michael A. Cardilli said the new positions were established to provide better management and greater efficiency.

The deputies are veteran CTA employees and represent a cross section of management personnel.

The changes were effective March 1. The new positions and persons filling those positions are:

- **Deputy Executive Director, Finance—Paul J. Kole.** Responsible for Field Review, Insurance/Pensions, Financial Services, and Treasury.
- **Deputy Executive Director,**

Operations—Harry Reddrick. Responsible for all bus and rail transportation.

- **Deputy Executive Director, Administration—Not filled.** Responsible for Materials Management, Datacenter, and Safety.
- **Deputy Executive Director, Human Resources—Frederick G. King.** Responsible for Personnel Administration, Affirmative Action, Community Affairs, and Management Services.
- **Deputy Executive Director, Planning and Development—Ernest Sawyer.** Responsible for Strategic Planning, Operations Planning, and Capital Development.
- **Deputy Executive Director, Maintenance/Engineering—**

George Millonas.

Responsible for Facilities Engineering/Maintenance, and Equipment Engineering/Maintenance.

- **Deputy General Attorney—**

Ronald F. Bartkowicz. Responsible for Law, Labor Relations, Claims, Worker's Compensation, and Real Estate.

Also reporting to the executive director are Manager, Budget—Jud Lawrie and Manager, Public Affairs—C. William Baxa.

Under the present structure of CTA, the new deputies hold the following positions: Kole, Group Manager, Finance; Reddrick, Manager, Transportation; King, Group Manager, Human Resources; Sawyer, Manager, Strategic Planning; Millonas, Manager, Equipment Engineering/Maintenance; and Bartkowicz, Assistant General Attorney.

Beverly gets equipment for petroleum disposal

A major project to control the disposal of petroleum wastes was completed recently at Beverly garage. North Park was the site of the first such project four years ago. The new Kedzie garage has pollution control equipment built in, while similar features are included in the design for another new garage at 103rd and Stony Island Avenue.

The Design and Construction section, headed by Chris Kalogeras, director, began drawing up plans for the Beverly facilities after federal funding for the project was secured in 1981. The new system has been operational since last September.

F.H. Petzold, mechanical engineer, was manager of the Beverly project, which involved the installation of a 20,000-gallon oil/water separator and drainage line connections to the outdoor bus parking area south of the garage structure. Drainage lines were also extended inside the garage, connecting the hoist pit and other work areas to the new system.

The \$225,000 pollution control facilities at Beverly require very little maintenance or attention. Once a year, the settling basins and separator are to be inspected for sand or other solids which may have accumulated so they can be removed.

Meanwhile, oil is collected in a 2,000-gallon compartment in the separator. A remote level gauge in the garage shows when the compartment is full so a scavenger can be called to remove it.

CTA benefits from the process because the scavenger pays for the waste oil, which is then recycled for reuse.

The 20,000-gallon separator unit was manufactured by Hardee Steel Fabricators Inc., near Tampa, Florida, and was transported to Beverly by truck. It was one of the largest pieces of equipment legally permitted to be moved by road.



F.H. Petzold (left), CTA project manager, and David Cowart, quality control manager for Hardee Steel Fabricators Inc., inspect the 20,000-gallon oil/water separator unit for Beverly garage at the Hardee plant near Tampa, Florida.



Knowing when to contact social security is vital

Virtually all of us will have the need to contact the social security office at sometime in our lives. What is especially important however, is to know when that contact should be made.

According to the Social Security Administration, general guidelines one should follow regarding when to contact the local social security office are:

- Before getting that first job inasmuch as a social security number is needed to get the proper social security earnings credited. This should be done at least two weeks before a new job holder begins working.
- After a death in the family in order to collect survivor benefits.
- When a family member is disabled in order to collect disability benefits if payable.

- Upon retirement—at 65 for full rate cash benefits, or as early as 62 for reduced benefits. Individuals should sign up for Medicare two or three months before reaching age 65, even if there are no retirement plans.

- Anytime there is a question about social security.

Information is always available at the local social security office on how much work credit is needed to be insured for benefits, who receives benefits, how to replace a lost social security or medicare card, how to get a free statement of the earnings credited to your social security record, and what documents are needed when applying for benefits.

Additional information about social security is also available by contacting the Social Security Teleservice Center at 725-8838.

Honor 12 for heroic actions

Twelve Equipment Engineering & Maintenance employees assigned to Archer garage were presented with Special Recognition Awards for helping to extinguish a fire on a bus in the garage last August 5. They were commended for "their quick actions and joint effort in preventing further damage to the garage and other equipment, thereby saving the Authority great expense."

Receiving the awards were Robert Adamczyk, Carmen Alletto, Anthony Blazevich, James Conway, Salvatore DeStefano, Edward Havlicek, James Moone, Patrick Murphy, Anthony Pajkos, Lorenzo Rodriguez, David Thompson Jr. and Robert Woods.

Two other Archer employees received awards for another act of heroism at the garage July 5. Robert Vandiver, a bus operator, and Brian Grabowski, relief foreman, were cited for responding quickly to a fire outside bay 2.

After noticing the fire, they immediately alerted the Control Center and asked for medical attention for an injured employee. They then moved buses out of danger and used fire extinguishers to control the blaze until firemen arrived.

New Uniforms



Selected bus operators representing all 10 garage locations are modeling a new uniform to test its durability and maintenance cost as they share in the decision making process of bus operators' changing fashions. Encouraged by officials of Amalgamated Transit Union 241 and Transportation management's cooperation to consider a different garb for CTA bus operators, male and female employees are expected to model the new uniform for approximately four months. The new attire is similar in color to apparel CTA bus operators have worn for more than 20 years, but is lighter in weight, and offers an option of a coat or Ike jacket.

First Aid Training



W.C. Roman, director of Stores (standing, left), presents certificates of recognition to volunteer Stores department personnel for completion of a Red Cross first aid and Cardio Pulmonary Resuscitation (CPR) training. The volunteers are (seated from left) Leon Harris, Charles Turner, Jim McMahon, Reginald Ramsey, and Walter Griffin. Others are (standing) Roman, Jack Lira, Cleophas Fultz, and John Gill, supervisor who coordinated the program with the American Red Cross. In addition, Gerald Paces received special recognition for completing the CPR modular instructor training. Classes were held at Red Cross headquarters, 43 East Ohio street.

Firemen, paramedics learn CTA rail safety procedures



Lt. Paul Sobczak (left, with clipboard), Chicago Fire Academy instructor, and eight fire fighters or paramedics who completed the course offered by CTA September through November each year for Chicago Fire Department personnel.



Rail instructor Gerald West demonstrates to Chicago Fire Department personnel the correct, and safe, way to step over third (power) rails in Kimball train yard. Fire and paramedic personnel are undergoing safety procedures by Transportation Department's Rail Training Section.

A training program to familiarize 5,000 Chicago fire fighters and paramedics with the rapid transit system's safety and emergency procedures is sparking great interest in the Chicago Fire Department's ranks.

Lieutenant Paul Sobczak, an instructor at the Chicago Fire Department Academy, said learning to walk safely on CTA tracks and structures, working near high voltage equipment, and learning the dos and don'ts of safety procedures is helping ease concern in the Fire Department ranks.

"This valuable program, started by the CFD and the CTA in 1982, is helping our fire fighters and our paramedics to more quickly apply their skills where they are most needed on the rapid transit system with confidence," Sobczak said.

This "hands-on" training program, held three times a day, three days a week, is conducted in CTA rail terminal yards by members of the Transportation Department's Training and Instruction Section and the Utility Section of the Facilities Engineering and Maintenance Department.

Groups of about 15 fire fighters and paramedics are given detailed instruction on a number of procedures; then all members of the group are asked to go through the procedures so they may experience them first hand and gain confidence.

Elonzo Hill, director of Training and Instruction, Transportation Department, has assigned 29 members of his staff to take part in the program on a

rotating basis. C. Len Wiksten, director of Facilities Maintenance, Facilities Engineering and Maintenance Department, has members of his Utility Section teaching the program along with the training instructors.

Arthur Hubbard, superintendent, Rail Instruction, stressed that fire fighters and paramedics must have confidence in working on the 'L' system not only in daylight, but at night and under foul weather conditions.

"Besides providing their various skills, the fire fighters and paramedics must keep in mind that time also is a critical factor on most of our 'L' routes, especially in rush periods; these training sessions are designed to help them quickly get to where they are needed, perform their duties, and depart as quickly as they came," Hubbard said.

"The purpose of this program," added Eugene Hill, area superintendent, Utility Section, "is to familiarize Fire Department personnel with the operation of the rail system, safety procedures, and equipment, and to promote understanding of what they can expect when they are working on the right-of-way."

The training of Fire Department personnel runs the gamut of instruction from the proper method of carrying equipment while on the tracks to jacking procedures for raising a rail car from the tracks to remove anything under the wheels.

Trainees see demonstrations which provide such pertinent information as:

- How standard hand, flag and lan-



▲ A fire fighter applies a jack under train's truck unit to raise wheels off the tracks. Instructor Thompson (right) guides "hands on" procedure.

▲ Jack Thompson shows fire fighters how wooden wedges are placed under train's wheels to elevate wheels from tracks so that objects can be removed from under wheels.



Fire fighters practice climbing up side of train using recessed foot ladder and hand rail.

tern signals are used to alert oncoming train motormen.

- The safe way to walk on or near the rail right-of-way.

- Standard procedure to use when trains approach and what to do when they pass.

- The difference in the appearance and function between third (power) rails and running rails.

- The non-touch removal of a person in contact with the third rail.

- Boarding and exiting disabled trains.

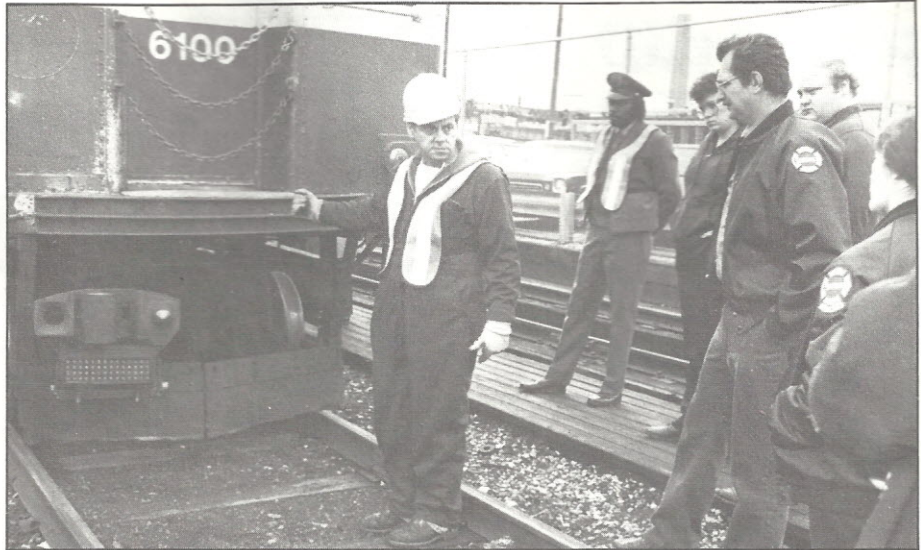
- The use of water-type and dry chemical fire extinguishers.

- How to isolate a rail car from the power rail.

- How to use platform spreaders



Instructor West tells fire personnel how to use door emergency cord and how to disconnect door fuses behind overhead panel.



Jack Thompson, Utility Section supervisor-chauffeur, instructs fire personnel how to remove snow plows from 'L' car and how to move drawbar from side to side.



Rail Instructor Sam Chilia demonstrates use of passenger evacuation planks carried on trains. Planks allow riders to go from a disabled train to one pulled up parallel to it.

that push a rail car away from the platform when needed.

Firemen and paramedics were also warned that long wet raincoats or other garments touching the power rail will expose the wearer to electrical shock, and learned that metal fasteners on garments can be attracted by a "live" power rail acting as a magnet.

Chicago Fire Commissioner Louis T. Galante expressed his appreciation for the CTA's willingness to assist in providing this specialized training for members of the Fire Department.

"I am most impressed with the excellent cooperation extended by the CTA in the past and I hope that these mutual efforts will continue into the future," Commissioner Galante said.

"I've monitored many of the classes and I've yet to see a fire fighter or paramedic who was not attentive. Some of the questions asked of our instructors early in the program helped us re-

fine the presentation from their point of view," said James Zepp, assistant superintendent, Rail Instruction.

"We have had 840 Fire Department personnel successfully complete the training for this training period," said Elonzo Hill.

"This group includes six deputy district chiefs, 19 captains, 55 lieutenants, 66 engineers, 70 battalion chiefs, 287 fire fighters, and 337 emergency medical service personnel (paramedics).

"This important training program is scheduled to continue until about 5,000 Fire Department personnel have completed it.

"This is one important way the CTA can help those who help the CTA," Hill added.

In addition to Chicago fire fighters, CTA has given the same instructions to fire fighters of Cicero, DesPlaines, Oak Park, Park Ridge, Rosemont, and Skokie.

Fourth quarter Public Safety Awards

Beverly garage, Kimball terminal earn safety awards

Public Safety awards for the fourth quarter of 1983 were presented to Beverly Garage and Kimball Terminal. It was the 20th PSA award for the south side garage, and the first since the fourth quarter of 1982.

Beverly took the award with a traffic rate of 3.07 accidents per 100,000 miles, a 43 per cent better rate than the bus system rate of 5.41. Beverly experienced a passenger rate of 0.50 —one accident for every 200,000 miles of operation.

Safety officials said this rate was 61 per cent better than the bus system rate of 1.28. Beverly had 55 accident-free days during the fourth quarter of 1983.

At Kimball Terminal meanwhile, it was the fifth Public Safety award for that facility, and the terminal's first since the third quarter of 1982. Kimball had a perfect quarter experiencing no traffic or passenger accidents, and therefore 92 accident-free days.

Attend Cleveland COMTO conference

Approximately 50 members of the Conference on Minority Transportation Officials (COMTO) representing CTA/RTA Chicago attended the February 17-18 Greater Cleveland Chapter, Regional 4 conference.

The Cleveland, Ohio chapter was COMTO host to members from 25 transit properties and related businesses, and provided seminars on labor relations, minority enterprises, and using computers. The workshops thrust emphasized the importance of these functions as they relate to the transit industry.

The conference theme, "The Economic, Cultural and Political Impact of Transit on the Minority Community," was the primary source of development of the workshops and other meetings. Conferees also heard reports from U.S. EEO Commissioner Chester Gray on the changing employment patterns in the public sector. Other officials spoke on increasing MBE participation in the minority community.



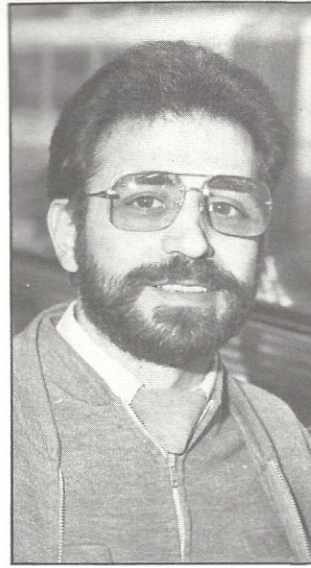
Bernard Henderson, superintendent, Beverly garage, holds the Interstation Safety plaque which the southside garage received for the fourth quarter of 1983. Sharing the honors are (from left) Alex Johnson, director, Transportation Personnel; Robert Julun, assistant superintendent, Beverly; Michael McCarthy, principal public safety analyst who presented the plaque, and Tom Reilly, area superintendent, Far South.



Tom Boyle (left) manager, Safety, presents the Interstation Safety contest plaque to Nick Blaino, superintendent at Kimball terminal.

Commendation Corner

Ruth Calhoun (North Avenue garage) was appreciated by Muriel Gunderson, of Augusta Boulevard, for her courteous operation of a No. 66 Chicago bus. "She changed my mind about buses. She was courteous, smiling and kind. She pulled the bus slowly up to the curbs so as not to splash riders, and so they wouldn't have to step into water before boarding the bus. When people were running for the bus, she would wait, sometimes stopping a little short of the stop to allow them to board. Also, she called out the stops and said, 'Have a nice evening' to departing riders. Thank you for hiring such a sweet lady."



David Rossie (Archer garage) was praised by Paula Marszalek, of South Hamlin Avenue, for his performance as operator of a No. 61 Archer/Franklin Express bus. "He is extremely polite, considerate and kind. Every passenger that boards his bus receives a cheery 'Good morning!' and everyone that alights is cautioned to 'Watch your step.' He has never hesitated to take the time to give directions. If an elderly or handicapped person boards, he ensures that the person is seated before starting up. When faced with a rude passenger, he manages to remain polite. Obviously, he enjoys his work and takes pride in it."

Wafer Carter (69th Street garage) was admired by Mrs. Gene Subos, of South Union Avenue, for his handling of a No. 44 Wallace/Racine bus. "He was so pleasant and informative. He called every stop loud and clear, and also gave information about connecting buses. If a bus connected with a point of interest, he gave that information, too. There were no jerky stops. Everything was smooth and really pleasant. I have been riding buses for a great many years, and I can't remember when I enjoyed a ride as much. This man is doing an excellent job for the CTA."

John Lemond (North Park garage) was applauded by Ruth Mix, of North Paulina Street, for "doing his job well" on a No. 22 Clark bus. "He held his ground all the way (from the Loop) to Irving Park Road by prohibiting 10 or 15 passengers from depositing dollar bills in the fare box. When he saw a passenger with a bill in hand, he placed his hand over the fare box and asked if they didn't have change. Two or three actually did. The others he told to try to get assistance from other passengers with change, which they did. If more drivers would follow suit, maybe the public guilty of breaking your rules might wake up."

Charlotte Brent (North Section) won the approval of Yvette Price, of Oglesby Avenue, for "the gracious manner in which she performs her duties as a ticket agent (at Grand/State). She takes the time to say, 'Hello,' 'Thank You,' 'Have a good day,' etc. Many torn-faced patrons cross this woman's path, including myself, only to leave the ticket window with a new-born smile. As a staff member in a personnel operation, I am aware of the importance of an organization's 'first impression,' projected by employees in a public contact capacity. I commend your employee for her exemplary performance."

Eugene Reid (Limits garage) was commended by Martha Kaplan, of Wrightwood Avenue, for his alertness on a No. 151 Sheridan bus. "He had just stopped to pick up some passengers when suddenly he called out to us to watch our purses, having recognized three young men getting ready to board the bus as pickpockets. He also alerted the young lady ahead of the men that they were after her purse. Then, in no uncertain terms, he told the three that he did not want them on his bus, and they didn't get on. Here was a man who was concerned for his passengers. We were all grateful."

Robert Richardson (North Park garage) was the operator of a No. 147 Outer Drive Express bus that John Scanlon, of Lakewood Avenue, rode several times. "He drives with finesse, smoothly and carefully, which apparently is difficult to do with the new articulated buses. He doesn't badger riders. He seems to be kind. Because he is quietly efficient, in addition to being an excellent driver, he probably won't be noticed. At a time when the ordinary citizen must put up with so much misuse of power, a smooth, pleasant ride with this driver is a treat. He's doing the job he's paid to do and doing it exceptionally well."

Walter Mack Jr. (North Avenue garage) pleased Mabel Hoffman, of Honolulu, with his courtesy as operator of a No. 76 Diversey bus. "The driver had already closed the door of the bus, but generously re-opened it to let me on. Then a young blind man boarded the bus. After a time he asked the driver to let him off at Paulina. The driver told him we had already passed it. Then he let him off at the next stop, hailed a bus coming from the other direction, and helped him reach it. In Hawaii, they believe they have the corner on the spirit of aloha (love). However, now I know it flourishes in Chicago, too."

Honorees cited for response to crises

Two bus operators, a rail service supervisor, and a Beverly garage clerk who took direct action to minimize injury to CTA riders, avoid property damage, or service delays in four separate incidents have received special recognition on "A Day in CTA."

The honorees are Marshall E. Boyd, bus operator, 77th Street garage; Dorothy Graham, bus operator, Beverly garage; Melvin Gardner, clerk at Beverly, and Robert L. Densmore, supervisor, North Rail District.

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.

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

Operator Graham, and Gardner, both of Beverly garage, combined their efforts to summon help for a motorist observed handcuffed to the steering wheel of her car and emergency flashers engaged.



"Day in CTA" honorees (from left) Marshall Boyd, Robert L. Densmore, Mrs. Dorothy Graham, and Melvin Gardner show off their certificates of special recognition. The four were treated to a tour of facilities at the Merchandise Mart, and met with CTA management.

Ms. Graham approached the vehicle, parked about a half a block west of the Beverly garage, and heard the woman's cry for help. She notified Gardner, the clerk on duty at the time, who called police. The motorist who had been the victim of an armed robbery, was rescued within five minutes after police were notified.

Rail supervisor Robert L. Densmore was honored for his unhesitating response during a service delay which was caused when the trolley pans of

two Skokie Swift trains slipped from a broken span wire. Densmore, having already evacuated the train of its passengers, called for the power to be cut. Once the power was off, he climbed atop each car, pulled down the trolley pans and secured the rope.

When the power was restored, he controlled the trolley pans by holding the rope from atop the cars through the area of the damaged span wire thus minimizing the service delay as well as averting injury to CTA riders.

Thanks for a job well done

Employees who have received commendations.

Salim Abdul-Khaalig, Beverly

Samuel Basile, 77th Street
Rudolph Blakemore, North Avenue

Jean Cage, North Park
Jose Cancel, North Park
Sergio Candelaria, Limits
Carlotta Carter, 77th Street
John Christner, Forest Glen
Ethel Claiborne, 77th Street
Charles Clayton, 77th Street
Al Clayton, Archer
Patricia Cobb, North Park
James Colles, Jefferson Park
Georgia Cook, Archer
Albert Croarkin, 77th Street

Jesus Davila, Forest Glen
Cora Davis, Forest Park
Byron Dean, Beverly
Angel DeLaPaz, Forest Glen
Frederick Douglas, North Park
John Durnell, Archer

James Edwards, North Avenue
Constantino Estrada, Archer

Daniel Galarza, North Park
Albert Garner, North Park
Nathaniel George, 77th Street
Corine Glaspie, West Section
Anastacio Gonzalez Jr., Lawndale

Allen Gordon, North Avenue
Odell Granger, Forest Glen

Willie Haynes, Forest Glen
Ellie Head, 69th Street
Henry Hinkle, North Park

Zeke Jagst, North Park
Willie James, North Park
Ricca James, North Section

Joe Kent, 77th Street
John Kiszkan, Forest Park

Robert Lay, Limits
James Lewis, North Park
Walter Lewis Jr., North Park

Nazario Magana, North Park
Christine McCord, North Section
Sammy Miller, Forest Glen
Florine Miller, West Section
Edgar Mollinedo, North Park
Fructuoso Moreno, Limits
Raymond Mount, North Park
Charles Murrell, Limits

Moses Oliver, North Avenue
Willie Otis, District B

Drago Pancic, North Park
Fanny Patton, Archer
Frederick Pepke, Limits
Larry Polk, 69th Street
Alvin Polowczyk, Forest Glen
Albert Powell, Ashland Terminal

Patricia Rhoden, Ashland Terminal
Alice Richman, North Park
Johnny Riouse, 77th Street
Toval Rolston, Forest Park

Joseph Smith, Limits
Alfred Smith, Douglas/Congress
Ronald Stefinsky, North Park
Zulema Stoyas, Forest Glen

James Strickland, 69th Street

Earl Terry, Forest Glen
Sterling Tharp Jr., Limits
Debra Thurbush, Jefferson Park
Sidney Turner, Agent Dist. Office

Allen Wade, 77th Street
Lonnie Walker, North Park
Thomas Walker, Limits
William Walls, Archer
Dorothy Walton, Limits
Cleven Wardlow, Limits
Arthur Watkins, 69th Street
Maurice Watson, North Section
Anthony Williams, Archer
Otha Williams, Lawndale
Willie Williams Jr., North Park
Iona Williams, North Park
Thester Winston, 69th Street
Martha Woods, North Park
John Wuest, Forest Glen

Nikolaos Xifaras, North Park

Anthony Zenner, North Park
Joseph Zukerman, North Park
John Zupko, Howard/Kimball

J. P. O'Connor retires after 37 years service



John O'Connor (center), director of passenger controls and graphics, Operations Planning, is honored at a retirement party held at Marina Towers. More than 100 CTA employees, retirees, and friends attended. Sharing the table of honor with O'Connor are (from left) George Krambles, CTA executive director, retired; O'Connor's sister, Ms. Alice O'Connor, his wife, Mrs. Lorraine O'Connor, and Harold Hirsch, manager, Operations Planning.

John P. O'Connor, Director of Passenger Controls and Graphics in CTA Operations Planning retired Dec. 31 after 37 years of service.

O'Connor began working in the Staff Engineers Office of the former Chicago Surface Lines in 1946, just prior to the take-over by the Chicago Transit Authority.

His entire career has been spent in

research and planning with major studies including the conversion of the streetcar system to buses, improving the speed and operation of the rapid transit system, and general service planning of new bus and rapid transit routes and services.

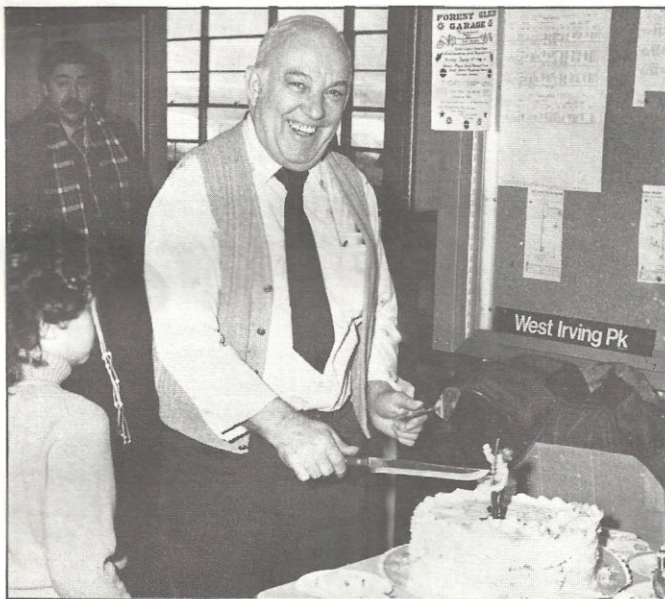
Additional duties included supervising the preparation of passenger controls and fare collection plans, and all

passenger information graphics.

He was past chairman of the Fare Collection Task Force of the American Public Transit Association and a member of the Intermodal Facilities Planning Committee of the Transportation Research Board.

O'Connor is a resident of Westchester, IL.

Sam Girard retires



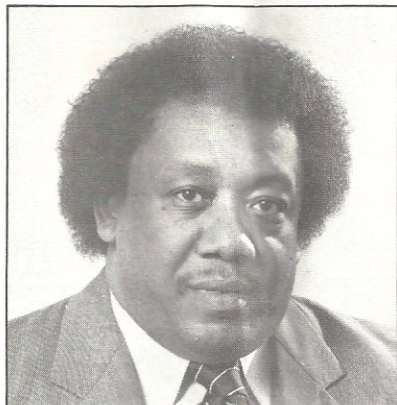
More than 200 friends and co-workers of Sam Girard, chief clerk, Forest Glen garage, feted him at a retirement party December 28 in the garage. Girard ended his 37-year career in public transit on January 1. His fellow workers and friends gave Girard a cash gift and a special plaque honoring his career. On January 13 he was guest of honor at a dinner for 160 persons in a nearby banquet hall. Girard and his family plan to remain in their home in Schaumburg.

Adamowski retires

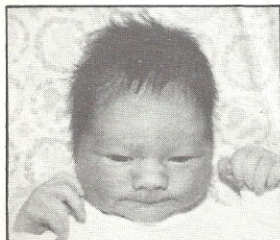


Dan Perk (left), manager of Treasury, congratulates Edward Adamowski upon his retirement after 36 years of service with CTA and its predecessors. Prior to joining the Treasury Department where he was a bank ledger/bookkeeper, Ed worked in the Stores department. He began his CTA career as a bus cleaner at Limits garage. Adamowski and his wife, Mary Ann, who recently became grandparents, plan to spend their retirement in their Chicago home near their sons, Bob of CTA Central Counting, and Brian, a car repairman at Rosemont.

Promotion



Ollie Winston was promoted to assistant superintendent of controllers in the Control Center on January 2. He was formerly a power/rail supervisor in the Control Center. Winston, 38, joined CTA in 1967 and has been qualified in 12 rail operations jobs on the rapid transit system. Before joining CTA, Winston served in the U.S. Navy in electronics and radio communications.



Harry Horn, assistant control center superintendent, and his wife, Doreen, became grandparents for the first time on November 21 when their daughter, Mrs. Amy Albarran, gave birth to Jason Michael Albarran in Ravenswood Hospital. The baby's father, Cypriano Albarran, operates a security guard service.

Service anniversaries in February

40 Years

Herman Goldman, Forest Glen
William Ruddle, North Avenue
Richard Schneider, Bus Maint.
William Taylor, Comm./Power Cont.

35 Years

Robert Crawford, Forest Park
Americo DiGianfilippo, Wilson
Willie Green, Bus Relief Area
Burton Hill, General Maint.
Andrew Karkoska, Beverly
Robert Lorentz, North Park
Robert Loughran, Comm./Power Cont.
Langley Lykins, Rail Service
George Millonas, Equip. Engr./Maint.
Duane Reed Jr., Subst. Maint.

30 Years

George Booker, Comm./Power Cont.
Booker Byers, 77th Street
Samuel Clark Jr., 69th Street
James Dentley, 77th Street
Vincent Ecter, 77th Street
Magnus Edgar Jr., North Park
William Harris, District C
Richard Lane, Bus Instruction
Timothy Mulvey, Beverly
Irene Peterson, Res. & Spec. Proj.
Henry Sams, Limits
Donald Schaeffer, Forest Glen
Raphael Wilson, 77th Street

25 Years

Frank Bailey, 77th Street
Richard Brown, 77th Street
Joseph Browne, General Maint.
John Gorman, Rail Dist. North
Joseph Hartl, Comm. Design
Thomas Mortell, Doug/Congress
Donald Prendergast, Truck Shop
Wade Simmons, North Avenue

New Pensioners

SOL BATTLE, Bus Service,
Beverly, Emp. 5-17-48
JOHN BROADNAX, Bus & Truck Mech.,
South Shops, Emp. 1-21-54
PRESTAL CARNES, Bus Instructor,
77th Street, Emp. 1-28-54
ERNEST CARTER, Bus Operator,
North Avenue, Emp. 1-6-55
RUFUS CLEVELAND, Conductor,
Congress, Emp. 3-5-51
K.C. DAVISON, Motorman,
South Section, Emp. 5-21-51
WILLIAM FRANKLIN Sr., Bus Servicer,
Beverly, Emp. 4-2-71
WILLIE GUTHRIE, Instructor,
69th Street, Emp. 8-31-53
TOMIE JACKSON, Bus Operator,
North Avenue, Emp. 1-21-54
CLARENCE JUNKINS, Instructor,
77th Street, Emp. 6-14-51
HENRY KANIA, Bus & Truck Mech.,
South Shops, Emp. 9-17-52
JOHN McGRALL, Carpenter,
South Shops, Emp. 1-27-45
BARTHOLOMEW McGRATH, Motorman,
South Section, Emp. 11-24-50
MELVIN MITCHELL, Bus Operator,
Lawndale, Emp. 1-18-54
CASIMIR NOGA, Bus Operator,
Archer, Emp. 10-8-47
DENNIS O'LEARY, Laborer
South Shops, Emp. 1-9-51
RUBEN RAZOR, Traffic Checker,
Schedules, Emp. 12-31-64
ROBERT REES, Supervisor,
Central District, Emp. 12-31-53
CHARLES ROWELL, Bus Operator,
Lawndale, Emp. 1-23-51
JOSEPH SIEGAL, Superintendent,
Power & Wiring, Emp. 6-26-46
ANN SLOAN, Stores Acctg. Cont. Clk.,
Financial Services, Emp. 10-26-53
*JAMES STRONG, Rail Janitor,
Madison/Wabash, Emp. 7-18-55
JOHN TYK, File Clerk,
Personnel Adm./Job Class., Emp. 1-21-48
GENEVIEVE WRIGHT, Bill Clerk, IV,
Financial Services, Emp. 3-9-50

*Retroactive to 1-1-84

Disability Retirements

LOIS DODDS, Bus Operator,
Archer, Emp. 12-9-74
WILLIAM McNALLY, Ticket Agent,
West Section, Emp. 4-1-57
RALPH SULLIVAN, Bus Operator,
69th Street, Emp. 5-6-67

IN MEMORIAM

CHARLES BACKSTROM, 90, West Section,
Emp. 9-21-43, Died 12-12-83
HENRY BOSSE, 88, 69th Street,
Emp. 6-21-29, Died 12-83
JETHRO BRIGHT, 62, 77th Street,
Emp. 10-4-45, Died 12-11-83
MICHAEL BURKE, 81, 69th Street
Emp. 2-27-28, Died 12-16-83
FRANK CASTIGLIONE, 84, South Shops,
Emp. 11-23-37, Died 12-13-83
JERRY CHADWICK, 79, Engineering,
Emp. 1-13-48, Died 12-7-83
NEIL COTTER, 75, South Shops,
Emp. 8-30-29, Died 12-13-83
JULIA CURRY, 87, West Section,
Emp. 11-24-40, Died 12-8-83
HENRY DeMANUELE, 57, Beverly,
Emp. 1-19-61, Died 12-24-83
DAVID DULFER, 71, 69th Street,
Emp. 4-27-37, Died 12-2-83
HERBERT EICHTEN, 80, West Section,
Emp. 11-13-29, Died 12-5-83
THOMAS FAHY, 84, 77th Street
Emp. 9-25-23, Died 12-22-83
ARTHUR FRANK, 75, Utility,
Emp. 6-7-38, Died 12-11-83
RAYMOND GUNTHER, 75, Schedule/Traff.,
Emp. 8-30-43, Died 12-19-83
HENRY HARPER, 81, West Section,
Emp. 1-13-45, Died 12-17-83
MAX HAWKINS, 92, 77th Street,
Emp. 3-21-16, Died 12-7-83
CLEVELAND HOSCH, 70, 52nd Street,
Emp. 1-16-51, Died 12-8-83
ALLEN JACKSON JR., 56, Limits,
Emp. 11-28-52, Died 12-8-83
ARTHUR KAESTNER, 73, Kedzie,
Emp. 9-12-42, Died 12-12-83
JOHN KEPHART, 63, North Park,
Emp. 12-22-75, Died 12-23-83
EDWARD KRUMLAND, 89, North Section,
Emp. 2-28-17, Died 12-31-83
WILLIAM KUGELBERG, 75, Keeler,
Emp. 9-2-42, Died 12-29-83
GEORGE KUNDRAT, 68, Archer,
Emp. 11-11-70, Died 12-21-83
JOHN MILAS, 66, Vehicle Maint.,
Emp. 7-12-39, Died 12-20-83
BERNARD MULVANEY, 78, Howard,
Emp. 2-14-27, Died 12-28-83
CHARLES NOREK, 76, West Section,
Emp. 1-25-51, Died 12-27-83
ROBERT O'BRIEN, 69, Real Estate,
Emp. 3-10-75, Died 12-18-83
WILLIAM O'BRIEN, 67, Beverly,
Emp. 7-19-48, Died 12-12-83
PETER REMY, 78, 77th Street,
Emp. 9-21-26, Died 12-17-83
JOHN REZNICEK, 85, South Shops,
Emp. 4-10-45, Died 12-6-83
ROBERT TIDSTAND, 88, Way & Structs.,
Emp. 1925, Died 12-24-83
WILLIAM WEBSTER, 88, West Section,
Emp. 5-12-20, Died 12-17-83

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CTA TRANSIT NEWS

Volume 37 Number 2
 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
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