



RTA implements  
**LINK-UP PASS**  
for rail commuters

RTA interim Chairman John Kramer (left) and CTA Chairman Michael A. Cardilli join in an informal ceremony marking the start of the RTA's Link-up monthly bus ticket for railroad commuters to use on buses to and from their train trips. The \$25 monthly ticket is valid Mondays through Saturdays on designated bus routes.

**A**nother step was taken April 2 in the six-county RTA service area regional fare integration plan with the sale of the RTA's \$25 monthly Link-Up Pass.

The new pass is designed for use by monthly ticket holders on commuter railroads, and will permit

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## RTA implements Link-Up Pass...

them to continue their weekday and Saturday trips by using bus service at both ends of the commuter rail lines. The CTA's rapid transit system is not included in the Link-Up Pass program.

The fare integration plan began shortly after the RTA was implemented with development of the universal transfer and integrated transit fares for all transit agencies funded by the RTA. Acceptance by both CTA and RTA of each other's monthly bus passes soon followed.

The RTA Link-Up Pass, proposed last summer, will serve to cut costs of bus riding for monthly commuter railroad riders. The RTA has expressed the hope of increasing ridership on its suburban bus system, its six commuter railroads, and CTA buses.

The Link-Up proposal was high on the agenda when the RTA interim board was created late last year. In order to insure the smooth implementation of the April 2 start of the plan, members of the CTA's Operations Planning Department, headed by Howard P. Benn, director, Route and System Planning, along with RTA staff, participated in weekly meetings on the Link-Up Pass program for the first three months of the year.

*the* *new*

**RTA**

**Link-up**

**monthly bus ticket**

We've found the missing link with our new RTA LINK-UP Monthly Bus Ticket. RTA and CTA have linked-up to bring you convenience and low-cost riding. For only \$25 a month the new LINK-UP Bus Ticket can be used on all RTA and CTA designated regular, feeder and shuttle bus routes to and from railroad stations in Chicago and the suburbs during rush hours.

The LINK-UP Monthly Bus Ticket can be purchased at selected suburban rail stations and all downtown rail terminals.

For further information call  
**(312) 836-4332**, 8:30 a.m. to 5:00 p.m. daily, Monday-Friday.

**Regional Transportation Authority**

The Link-Up Passes are \$25 each and are sold only with the purchase of an RTA monthly railroad ticket at downtown railroad stations and selected outlying railroad stations.

The RTA has entered into a legal agreement with CTA to reimburse the CTA for lost or diverted revenue based upon the Link-Up Pass use on CTA buses.

The Operations Planning Department has estimated that approximately 10,000 railroad commuters who board CTA shuttle buses at the LaSalle street, Illinois Central Gulf, Union, and North Western railroad stations are eligible to use the pass.

The Link-Up Pass is valid in downtown Chicago when pass holders are boarding designated bus routes at certain boarding locations near the downtown railroad stations between 5 a.m. and 10 a.m., and between 3 p.m. and 8 p.m., Monday through Saturday. The pass is also valid during the same hours on all RTA or CTA routes which serve commuter railroad stations outside of the downtown area.

The Link-Up Pass will be honored by CTA bus operators only when it is shown with a valid RTA monthly railroad commuter pass upon boarding the bus.

## From the Chairman

### Changing seasons, new challenges

CTA employees can look back on the long winter and take pride in the fine transportation that we provided for millions of riders from the city and nearby suburbs. Crises like the holiday season's sub-zero weather and the Lake Street fire tested our abilities, while the continuous inconvenience caused by snow and cold weather tried our endurance. My fellow Board members and I congratulate you for meeting winter's challenge with a job well done.

Looking ahead we must realize that, although it is a more pleasant season, summer also presents challenges and opportunities for CTA employees.

The challenges, of course, are numerous and familiar. Hot weather can cause overheating and air conditioning malfunctions; sudden rain showers on summer days can make oily pavement become slippery and hazardous; and various sporting and recreational events can cause crowding on our vehicles comparable to the worst rush hours. We must meet summer's challenges with the same spirit of dedication, cooperation, and courtesy that established our fine service record this winter.

Summer is also a season of opportunities. Careful performance of duties and consideration for riders can convince new riders to become regular transit users, thus increasing ridership. Attention to the needs of riders, especially a willingness to assist tourists with directions and information, can lead to increased tourism that will boost our city's economy.

Most of all, summer offers many excellent opportunities to really get involved in CTA. Employees are always welcome to participate as judges, helpers, or spectators at events like the Bus Rodeo, the Third Rail Round-Up, and the new Ticket Agents' Competition; and the competitors appreciate moral support from other employees who show interest in the events. Various operating locations have also planned picnics or other activities for summer enjoyment and comradery.

So let's enjoy this summer by getting involved in CTA's summer activities; and let's begin selling CTA by showing the public that we are their agency, and that we wish to serve them by providing the best possible transit service in the country. Each and every one of us can promote CTA through our presence in the community.

*Michael Randell*



## CTA Board appoints new general attorney



Northwestern University law professor Joyce A. Hughes, a former member of the Chicago Board of Education, has been appointed CTA General Attorney by the Chicago Transit Board.

Miss Hughes who reports directly to the Chairman of the Board, will exercise supervision over all legal activities of the CTA, including law department, labor relations, worker's compensation, claims, and real estate.

To accept the CTA appointment which expires December 31, 1987, Miss Hughes relinquished her position as senior attorney for the Continental Illinois National Bank and Trust Company of Chicago.

CTA Chairman Michael A. Cardilli, commenting on the appointment, said, "Miss Hughes comes to the CTA with a background that covers the fields of education, banking, business, public service, and government. We are most fortunate that she accepted this appointment."

The new CTA general attorney received her undergraduate degree magna cum laude from Carleton College, Northfield, Minnesota; was a Fullbright scholar at the University of Madrid, Spain, and was awarded the J.D. degree cum laude from the University of Minnesota.

Her previous experience includes private practice of law in Minneapolis, where she was also general counsel for Community Electronics Corporation and counsel to the Plymouth Avenue Development Corporation. She has been an associate professor of law at the University of Minnesota, a consul-

tant to the Office of Technology Assessment of the United States Congress, and a consultant to the Division of Government and Law of the Ford Foundation.

Miss Hughes has also served the public as a member of the Governor's Council on Jobs and the Economy, U.S. Delegation to the Belgrade Follow-Up Meeting to the Helsinki Accord, and the Illinois Supreme Court Committee on Rules of Evidence.

She is a director of the Federal Home Loan Bank of Chicago, a vice president of Chicago's Community Renewal Society, and serves on the Board of Directors of Leadership Greater Chicago.

Miss Hughes is a resident of the Hyde Park community.

## Bus, rail, ticket agents in 1984 Roadeo contests

CTA bus and rail roadeo committees are gearing up for the Authority's 1984 competition.

Bus Roadeo Chairman William Thompson said qualified participants were selected from applicants vying for berths in this year's event. "We are striving for even greater participation than last year," said Thompson. "This would be a tremendous success for us," he added.

Thompson said bus roadeo applicants were given a written test at the Transportation Training Center covering CTA operating procedures, defensive driving principles, and Rules of the Road. Simultaneous garage level preliminary driving competition is tentatively scheduled for the weekends of June 2-3, and June 9-10 at Forest Glen and 77th Street garages as contestants compete for the Winning Circle 20.

Meanwhile, as rapid transit personnel get set for the 1984 Third Rail Roundup, Arthur Hubbard, superintendent of rail instruction, told rail employees, "You made history in 1983. The 1983 Third Rail Roundup was the culmination of professionalism. Last year, we asked the question, 'Are you the trainman who will be Washington, D.C. - bound?' We are asking the same question for 1984. We will be looking for you."

Hubbard said applications for the

Third Rail Roundup will be accepted beginning June 17 and continue through June 23. Names of individuals qualifying will be posted at terminals July 13, and written tests will be conducted at all nine terminals during the week of July 15-21.

Hubbard said uniform judging and terminal competition will be held the week of July 29 through August 4, and winners will be posted the week of August 12. The final competition will be held in late August or the first week of September, Hubbard said. He said plans are also underway to include the conductor in this year's competition.

In addition, 1984 presents the all new ticket agent competition, a first for the mass transit industry as well as the CTA. Samuel Smith, assistant superintendent, Transportation Department Training Center, chairman of the ticket agent competition, said applications for the new contest will be available at terminals May 25 through June 8.

Names of qualifying applicants in the ticket agent competition are expected to be posted by June 18. Section level written tests will be conducted the week of July 1-8, while section level performance tests have been planned for the week of July 25.

Smith said the top 10 finalists, and three section champions will be named the week of July 27 with final competition tentatively set for late August.

## RTA chairman to recognize good works

CTA employees have a special opportunity to be rewarded monetarily for good works which go beyond their responsibilities to the riding public.

RTA Chairman John D. Kramer is donating his salary of \$1,000 per month to be used for rewarding deserving personnel employed by any of the agencies under the RTA umbrella. The selection of honorees will be based on letters of recommendation, or telephone calls from the general public.

A special committee has been named by the RTA chairman to review the recommendations on a regular basis. Recommendations should be mailed to RTA Incentive Programs, 300 North State Street, Chicago, IL 60610, or call 836-4047.



# Spring heralds opening of budget season



*On a much larger scale, budgeting helps CTA plan and prioritize expenses and activities.*

Spring is the harbinger of birds, flowers, grass, warm weather, new life and the baseball season. Spring is also the beginning of CTA's budget season!

Budget Manager Jud Lawrie compared the CTA budget to the family budget. "We at CTA do much the same thing as the average family does sitting at the kitchen table discussing their budget," Lawrie said. "The family has mortgage payments, a car loan, medical expenses, educational needs and unforeseen bills. CTA has many of the same types of needs. The difficulty comes in trying to balance what you want or need to do with the income you have available."

Lawrie added that the average family is made up of four individuals, while the CTA has more than 12,000 employees. Lawrie said, "The family discusses the budget in terms of tens of thousands of dollars; we at CTA talk in terms of hundreds of millions of dollars. Our problems, goals, and aspirations may be similar, but it is the magnitude and complexity of CTA's structure which necessitates the great

demands made on the budget preparers in all departments throughout the system.

This great demand for detail within the CTA budget network comes from a variety of different sources. "The CTA when viewed as a half-billion dollar corporation, must maintain good business and accounting procedures," Lawrie said. "Although we do not have stockholders, per se, we are responsible to our riders, to various funding agencies, and ultimately to the tax payers. CTA is dedicated to providing good, efficient public transportation, and sound budgeting practice is one of the ways that we accomplish this goal."

There are two primary purposes for budgeting--planning and control. Planning enables CTA to allocate its scarce resources to the needs of highest priority; and control uses the budget plan as a measure of actual performance throughout the year, identifying where budget variance problems exist and where corrective action may be necessary.

The annual budget development process begins in late-April and ends (some think it never ends) with final CTA Board approval in November. (Legislation passed in the last session of the Illinois General Assembly requires that the CTA budget be submitted to the Regional Transportation Authority for approval by November 15.)

The budgeting process is accomplished through three stages: 1) department managers outline goals and identify problems; 2) detailed dollar requests are submitted and evaluated; 3) departments develop their annual budget "spread."

## **Stage I**

Beginning in late April, the budget process starts at the department level. Department managers outline their goals, objectives, problems, and suggested changes. "This first phase is basically a narrative," Lawrie said. "Department managers review programs and outline plans. It is in this first phase that department managers



can lay the foundation for changes from their existing budget levels. Such changes might include requests for additional personnel, funding for new programs, or methods of improving operations."

The "narrative" is focused on *concepts* rather than numbers. It is reviewed with the executive director, and initial decisions are made concerning funding priorities. These decisions then become the basis for the next, more detailed budgeting stage.

## Stage 2

Throughout the CTA there are approximately 80 "budgeting units"

tion of the department. In conjunction with departmental management, they can best decide where the money should go and where personnel changes can best be made."

Once the budget is reviewed by the department manager, it is submitted to the Budget department. The budget is thoroughly examined, summarized and reviewed with the executive director. After this evaluation, the executive director and the department manager discuss any changes. The final proposed budget is then compiled and presented to the Board for public hearings, possible modification, and final approval.

fect can be monitored by the budget "spread", and any actions necessary to solve the problems can be quickly and accurately identified.

## Budget's Role

What is the Budget Department's role in this process? Is the Budget Department really the "enemy", taking a meat-axe approach to all budget requests?

Lawrie responded, "Although it is clearly the Budget Department's responsibility to evaluate the relative priorities of budget requests and to fit all requests within available funds, it also plays the role of advocate for budget requests when it is convinced that the need is justified and the priority is high."

Guidance in the technical aspects of budget preparation can be obtained throughout the year from each department's budget coordinator. As a staff member of the Budget department, it is the budget coordinator's responsibility to work with assigned departments to insure that their budget requests are prepared accurately and completely. The budget coordinator also learns the operations and needs of each assigned department and can help to represent these needs throughout the budgeting process.

As you can see, the budget process is much more than top level management merely sitting with a red pencil crossing out this or that item. Rather, the complex process of preparation, summarization, analysis, executive review, and Board adoption takes six months to complete and a full year to monitor.

Just remember when you are at the kitchen table with calculator paper streaming to the floor and you ask "Why am I doing a budget?", the answer comes when you can balance your income and expenses in such a way that a new car becomes possible, or a long awaited vacation.

At CTA, we are no different. The answer comes when we manage our fiscal resources in such a way that we are able not only to meet our basic needs, but also to have funds available for desired improvements. It is in this way that we can best serve our riders and our employees.



*Through careful budgeting, families plan for future needs and wants.*

*Illustrations by Erwin Harris*

which are responsible for putting the \$\$ (dollars) next to the personnel, projects, improvements, office supplies and everything conceivable within their respective departments. Stage 2 begins in summer, and the budgeting units are generally the next organizational level below the department.

"We call the budgeting process both a 'bottom up' and 'top down' approach," said Lawrie. "Budgeting needs are developed from the 'bottom up', and these needs are then evaluated within 'top down' funding targets.

"The individuals who prepare the departmental requests are 'hands-on' front line people who know the opera-

## Stage 3

After the budget has been approved, it is broken down into very detailed form which is then "spread" over the 12 accounting periods of the year. This enables management to monitor budget performance very closely. Adherence to budget is a good reflection on the manager and demonstrates that the employees in the department are performing their jobs well. The budget "spread" is also an invaluable tool that helps the department manager quickly identify and prevent unfavorable budget variations.

If unforeseen operating problems occur during the year, their monetary af-



## Commendation Corner

Dorothy Coleman Moore (West Section) was the conductor of a Milwaukee/Douglas train ridden by Father James Erwin, of South Ashland Avenue. "I wish to highly commend her for extra courteous and most helpful service. I have ridden this line for many years, and never observed a better employee. She announced stations and important places very clearly. She is very courteous in answering questions. After flying into O'Hare and boarding her train, I observed her helping travelers who did not speak English. The CTA and the city should be very proud of this lady who 'gives her all' in her job."



**Lovettia Randolph** (North Park garage) was complimented by Mrs. Lawrence Blixt, of Evanston, for her courtesy as operator of a No. 49B North Western bus. "Soon after I boarded at Howard, she saw an elderly man trying to catch the bus, and was kind enough to motion to him to take it easy, waiting a few seconds for him to make it. She had a large number of people get on at Pratt, and handled them beautifully, answering questions politely, with smiles and all-around efficiency. All in all, she was very considerate of her passengers, and should be commended for doing her job very professionally."

**Sam Thomas** and Assistant Superintendent **Rosalio Garcia** (both from Washington garage) were thanked by Emma Williams, of Yale Avenue, for their help in serving her paraplegic son, Kurt. "Due to the hard work and perseverance of Superintendent Garcia and the bus drivers for Special Services, my son was able to complete two semesters at Kennedy-King College, and is now entering Olive-Harvey College to continue his education. Without this service, he would not be able to achieve this. I especially want to commend Sam Thomas, our driver. He was always kind, polite, considerate and compassionate, truly a joy to see each morning."

**Herman Trimuel** (North Park garage) was the operator of a No. 50 Damen bus that Mary Simunich rode one morning from her home on West Schiller Street. "It was a fearful day to be out, and the (Saturday) schedule was scanty. When we pulled up to North Avenue and dropped off passengers, there was a west-bound bus letting off a few more. The driver then pulled across the street and waited for possible northbound travelers. Sir Galahad couldn't have been more courtly, and I told him so and took his number. When I got off, he told me I made his day, and I replied that he had made mine, so we were even!"



Jerome Perdue (Limits garage) was praised in letters from four riders of a No. 147 Outer Drive Express bus for recovering the wallet of Joanne Keenan, of West 84th Street. Mrs. Keenan herself wrote: "Once inside the bus, I discovered that someone had taken my wallet out of my purse. A woman passenger pointed out the young man who had taken it. The door was still open, and the young man ran out. The bus driver immediately confronted him, so he dropped the wallet and continued running. You certainly must know how much it means to have my money, credit cards and driver's license returned intact."

**Lawrence Turner** (Forest Glen garage) was appreciated by Jacqueline Hinton, of North Lotus Avenue, for his handling of a No. 85 Central bus. "I found him to be interested in his job. He greets all his passengers with a smile or a 'Good evening.' Also, he announces the streets, and is well-groomed. Finally, he isn't a slow or a fast driver, but moderate, and I believe he gets to his destination on time and safely. Like they say, your actions speak louder than words. This driver is a tremendous asset to CTA, and is worthy of more than a pat on the back, because it is hard sometimes to get along with fellow citizens."

**Patricia Cobb** (North Park garage) was commended by P. L. Mough, who rode her No. 151 Sheridan bus one afternoon from 333 North Michigan. "She had a pleasant smile for every rider. She announced every stop loud and clear, and asked everyone to watch their step, also. By the end of my 20-minute ride, she had everyone on the bus laughing and talking about her great attitude and pleasant personality. She was helpful with directions for those lost souls in the big city, and I'm sure she made everyone's evening a lot more fun. She seems to enjoy her job, and that's nice to see."

**Anthony Zenner** (North Park garage) "deserves special consideration," according to Ruth Schaeffer, of North Lake Shore Drive, who was a rider on his No. 151 Sheridan bus. "He is by far the most courteous driver I have ever encountered. He makes my day whenever I am fortunate enough to board his bus. His sense of humor and pleasant personality make an otherwise uneventful trip a real pleasure. Anyone who can maintain a high level of passenger cooperation and manage to have a smile when conditions on the bus are crowded, and everyone feels they are being shoved around, deserves the highest reward."





"Day in CTA" honorees (from left) Tom Collins, Allen Willis, Lindsey Carney, and Melvin Wark, pay close attention to bus controller James Stevens as he explains procedures conducted in the control center which primarily benefit operating personnel.

## Spirit of professionalism and service earns honors

"A Day in CTA" honors were bestowed upon a motorman and three bus operators for outstanding professionalism and community service.

Motorman Lindsey Carney of Howard Street terminal was a recipient of the special recognition for his response to a signal from a man he saw standing on the platform at Jackson Street. Carney brought his North-South train to a halt in time to avoid contact with a man who had toppled onto the tracks from the Jackson Street platform.

The 13-year veteran CTA employee immediately requested that power be turned off so that rescuers could remove the man from the tracks. The alert motorman's attention and prompt action is credited with saving a life.

In another life saving action, bus operation Melvin Wark of Forest Glen parked his east bound bus at Lawrence and Leavitt, grabbed his fire extinguisher and raced to a densely smoke-filled building. Wark broke through the burning building's doors to alert its tenants. Meanwhile, he used

the extinguisher to douse the fire as much as possible. Firemen arrived later to finish the job, and Operator Wark, a CTA employee since 1974, was rushed to a hospital where he was treated for smoke inhalation.

Other "Day in CTA" honorees were Operators Allen Willis of North Avenue garage, and Tom Collins of Archer. If the worth of an individual is really measured by the good that a person does for others, then Operator Willis is truly a giant of a man.

Since 1979, this 12-year veteran bus operator has donated his time, energy, and sometimes his money, as a coach of wheelchair softball. Last year, he and other wheelchair softball coaching staff members piloted Chicago's "Pacemakers" to a national championship in a tournament held at Soldier Field and sponsored by the Rehabilitation Institute of Chicago.

Good will ambassador Tom Collins, a CTA employee for 16 years, is an operator on the 129 Northwestern/Franklin route. Riders on Collins' bus are pleased to have him aboard because they appreciate his professionalism. His actions have always demonstrated his caring and responsible nature. A recent letter from a rider on Collins' bus to CTA Chairman Michael A. Cardilli said, 'Mr. Collins is a friendly, pleasant, most courteous and helpful individual.'

## Thanks for a job well done

*Employees who have received commendations from the public.*

**Nelson Anderson**, Ashland  
**Marcos Argudin**, Forest Glen

**Darryl Barber**, North Avenue  
**Searcy Barnett**, North Park  
**John Bright**, Douglas/Congress

**Jean Cage**, North Park  
**Marvin Chachere**, North Park  
**Raul Cisneros**, Archer  
**Gerald Cottone**, North Avenue

**Leon Davis**, 77th Street  
**Harper Donahue Jr.**, 77th Street  
**Wilfred DuPree**, North Park

**Elmer Elem**, Archer  
**Raphael Emery**, North Park

**Albert Fields**, North Park  
**William Finley Jr.**, North Avenue

**Juan Gonzalez**, North Avenue  
**Richard Grady**, Limits

**Hyman Harrison**, Forest Glen  
**A. Haskin**, Forest Glen  
**Humber Horne**, Ashland

**Donald Jackson**, Limits

**William Markowski**, Forest Glen  
**Calvin McCants**, 69th Street  
**Howard Means**, Washington  
**George Michko**, 77th Street

**Dianna Owens**, Forest Glen

**Jerome Perdue**, Limits  
**Beverly Phillips**, 77th Street  
**Edward Pietri**, Jefferson Park

**Donald Reed**, Beverly  
**Jesus Rivera**, North Park  
**Chester Robertson**, Archer

**Gary Schneider**, Howard/Kimball  
**Billy Small**, North Park  
**Albert Smith Sr.**, North Avenue

**Harold Taylor**, 77th Street

**Earl Walker**, 77th Street  
**Rusher Watson**, North Avenue  
**William Wilson**, North Park

**Joseph Zukerman**, North Park





## Cramer, Hastalis take a ride on London's transit service

*London's famous red double deck buses do a turn around Nelson monument in Trafalgar Square.*

*(Mike Cramer and Steve Hastalis, customer assistance coordinators, travel the industrialized world seeking different forms of public transit to ride on and to report about. This is another episode from Mike Cramer's Transit Diary.)*

For some time we have wanted to visit London, England, but we were deterred by either the lack of travel time, money, or both. Last November that all changed. We found a pair of round trip flights at \$486 each plus 10 days vacation each just too good to pass up.

On November 29, we boarded an Air Canada flight at O'Hare Airport, flew to Toronto for a change of planes, and by 7:30 a.m. November 30 we were disembarking at London's Heathrow Airport.

The first impression one has of Heathrow is the size of the place. We have repeatedly been told by friends that Heathrow was BIG. They were wrong. Heathrow is ENORMOUS. But, first things first.

After nipping through customs and immigration, we headed for the London Transport underground (subway to the uninitiated). From Terminal No. 3 at Heathrow we took a series of three moving sidewalks to the underground station.

London Transport has an offer we could not refuse--a week-long pass for unlimited riding at a cost of \$18 each. The alternative was to purchase individual tickets and pay by distance to a specific station.

The passes are a gilt edge bargain since London has some of the highest public transit fares in the world.

We paid for our passes and went down to the train platform where we boarded the Piccadilly line for the trip to our hotel. The cars on the Piccadilly line are slightly longer, lower, and narrower than CTA's cars. Also, the car bodies are rounded, reminding one of an airplane without wings. These cars are part of London Transport's tube stock.

Our hotel was located at Strand street near Covent Garden. The Piccadilly line would have taken us within a block of it, but, we received some incorrect directions, needlessly changed trains, and got off three blocks from our hotel.

The Covent Garden area, once a fruit and vegetable market, has been changed to a delightful shopping area replete with boutiques, specialty shops, and restaurants. But more important, it is the site of the London Transport Museum--one of our destinations.

This transit museum tells the story

through displays and graphics of public transportation in London from early horse-drawn cars, to a coal-fired steam engine used in the underground's tubes to haul passenger cars, single and double-deck buses, and various street cars. London, of course, is famous for its red, double-deck buses. Modern subway and surface vehicles also are displayed.

We each purchased, before our departure from Chicago, a one-week British Rail pass for the National Railway of Great Britain. The cost was \$147 each, an excellent bargain since Britain, Scotland, and Wales have high frequency rail service.

High speed diesel-powered trains travel up to 125 mph, so we managed to make trips to the cities of York, Redding, Greenwich, Leeds, and Carlisle, to name a few.

One non-transit note: London is not a city where one goes looking for great food. We did enjoy the traditionally English steak and kidney pie, but for those who don't favor British cuisine, there's always a handy Burger King, Wendy's, a McDonald's, or a pizza place.

We only spent eight days in England and hope to return for an extended visit. Friends who know England well advise a month's visit. I'm inclined to agree with them.



**Top:**

Coal fired steam engine in London Transport museum was once used to pull underground cars through London's tubes.

**Middle Left:**

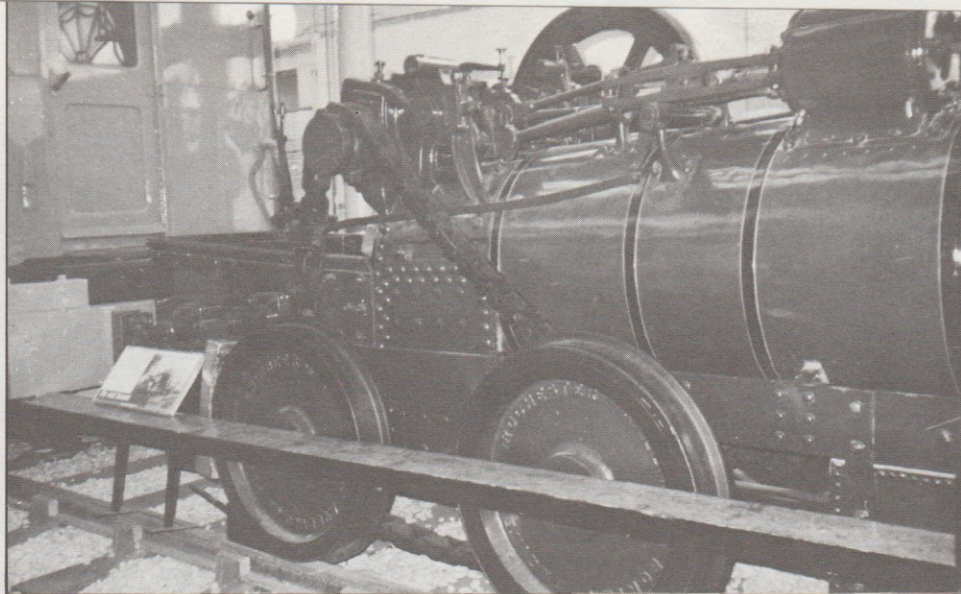
Cramer sits at mockup of old control box of retired driver's cab on display in the Transport museum. The cyneston (power control device) is on the left side.

**Middle right:**

Mike Cramer, customer assistance coordinator, pauses in London Transport's museum beside a retired "tube" car used in the underground around the turn of the century.

**Bottom:**

Driver on British Rail's Midland Electric line chats with two rail supervisors who escorted Cramer and Steve Hastalas, customer assistance coordinators, on rail trips round the British capitol.







*All three of CTA's Culture Bus routes originate in front of the Art Institute, on Michigan just south of Adams, where Chicagoans and visitors alike board articulated buses for direct trips to the city's major cultural attractions, and listen as commentators provide historic and other information about points of interest along the way.*

## Culture bus is back, fare structure changes

CTA's eighth Culture Bus season began Sunday, May 27, when the "Big Bend" buses used for the service returned to their warm-weather terminal in front of the Art Institute, on Michigan just south of Adams.

Service on all three Culture Bus routes will operate every Sunday and holiday until September 30, carrying riders to more than 30 cultural attractions on the South, North, and West sides.

Routing and schedules remain the same as last year, with West route buses leaving every 30 minutes between 10:35 a.m. and 4:05 p.m.; South route buses departing at 20-minute intervals from 10:40 till 4:40; and North route buses, every 30 minutes from 10:45 till 4:45. Round trips take from 1¼ to 1½ hours each.

The major change in 1984 is the

fare. A Culture Bus Supertransfer now costs \$2 for adults and \$1 for children, or for senior citizens or disabled riders with a Special Users Travel Card.

Step-up provisions allow adult riders presenting a standard Supertransfer to pay an additional 60 cents for the same all-day riding privilege on the Culture Bus, while children and others pay an extra 30 cents.

Similarly, adult riders with a Monthly Pass pay an additional \$1 for a Culture Bus Supertransfer, while seniors are asked for an extra 50 cents. These same amounts are also required of riders presenting a valid standard transfer.

The increase is necessary because of the premium service being offered. In providing direct service between museums and other cultural attractions, Culture Bus functions like cer-

tain express bus and train routes that currently require a surcharge fare.

In addition, Culture Bus riders receive printed flyers and picture guides produced by the Public Affairs Department to provide information about cultural stops, their hours of operation and admission charges. The literature includes schedules of the times buses leave each stop and identifies attractions, such as the Sears Tower Skydeck and John Hancock Center Observatory, where discounts are offered to persons showing a Culture Bus Supertransfer.

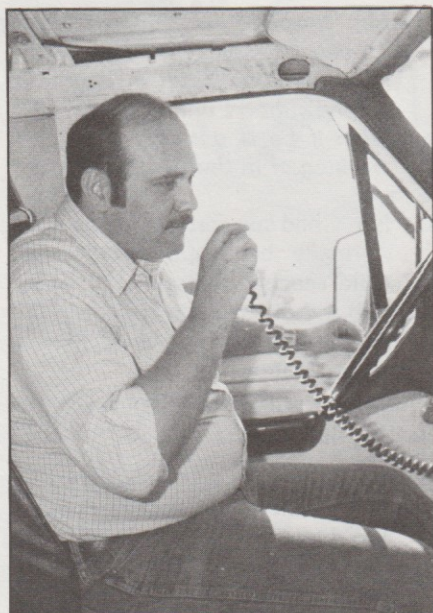
Above all, there is the professional touch provided by the volunteer commentator aboard each bus. Using a built-in public address system, the commentator tells riders historic and other information about points of interest along the routes with the aid of a script prepared by Public Affairs.



## CTA workers rescue youth from Garfield Park lagoon

Something more than routine is what you would have to call the first stop of the day on Friday, March 23, for electricians Ray King Jr. and Harry Walter. The two night shift employees had just left West Shops in their Building and Wiring Maintenance van when they noticed three youngsters playing on the ice in the Garfield Park lagoon.

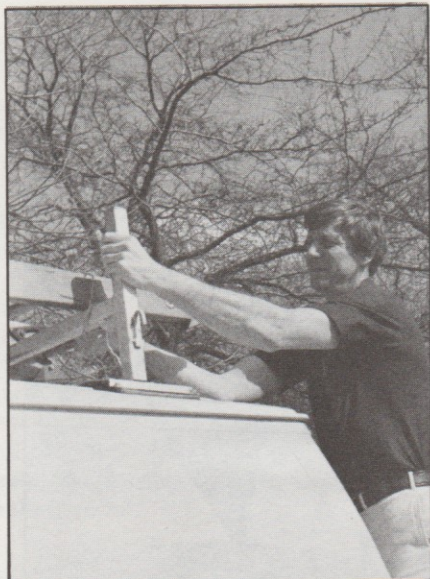
As they passed nearby, they saw two of the boys jump to shore as the ice began to break up beneath them. The third and bigger boy didn't make it, and fell into the frigid water. With that, King picked up his radio-telephone and called the Control Center.



Ray C. King calls Control Center requesting rescue assistance for a youth in icy waters at Garfield Park.

Help was on the way, but the question was, would it come soon enough to save the youth, who apparently could not swim?

Instinctively, King drove the van across the park and as close as he could get to the lagoon. He and Walter then jumped out and pulled



Harry Walter takes a ladder from atop his maintenance truck to rescue a 12-year old boy from the Garfield Park lagoon.

two 20 foot ladders from a rack on the roof.

After calling to the youth to hold on to the ice floe, King inched himself out along one of the ladders that he and Walter had pushed across part of the floating ice. As he worked his way closer, King kept reassuring the youth, who was still some distance away.

By that time firemen from Truck 26 had arrived and were able to use their own longer ladders to complete the rescue. In the process, King and two of the firemen themselves fell into the lagoon.

The 12-year-old boy was taken to St. Anne's Hospital, where he was treated for exposure. Fortunately, he was none the worse for the ordeal other than being cold and scared.

King got an early break on his night shift so he could go home and change into dry clothes. For King, 33, it was the kind of experience he couldn't have anticipated when he joined CTA only a year earlier. Walter, 40, has been on the job five months less.

Facilities and Engineering Maintenance Manager Tom Wolgemuth said, "In dealing with the public, CTA is constantly concerned about safety. What these men did was to extend this concern on a direct personal basis and at considerable risk to themselves. Their quick response reflects great credit on themselves and on CTA."

## 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 August 1, 1984, should have an application on file with the secretary's office on or before July 14, 1984. Applications should be obtained from the individual's department.

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

Transportation	Walter Lemons, Ext. 4136 Fred Jones, Ext. 4128 Rm. 760 - Mart
Plant Maintenance (West Shops)	Mike Rickson 3900 W. Maypole 722-6700 Ext. 504
Rail & Surfaces Janitors	Leonard Beatty Madison & Wabash 263-4434 Ext. 2274
Vehicle Maintenance (South Shops)	Eddie Evans 7801 S. Vincennes 874-7100 Ext. 303
Surface Janitors	Harold Berndt 3900 W. Maypole 722-6700 Ext. 408
Operations Planning	Ruth Havlik Rm. 700 - Mart Ext. 4011
Accounts Receivable	John Cannon Rm. 714 - Mart Ext. 4515
Personnel/ Area 605	Mary Beth Hurley Rm. 742 - Mart Ext. 3476
Rail Vehicle Maintenance (Skokie Shops)	Lynn Bretz 3701 Oakton 973-3280

(New personnel have been designated in some cases to handle retirement applications for their departments since the listing published in January. The new designees are listed in *italics*.)





Chicago chapter members, Conference of Minority Transportation Officials (COMTO) meet for lunch at Catfish Digby's where they were part of a financial planning and investment seminar conducted by Ms. R. J. Quinn, financial planner/investment advisor. Standing are Ernestine Flient, Capital Development, a member of the COMTO education committee, seminar sponsors; Ms. Quinn; Betty Edwards, Community Relations, president, COMTO, Chicago chapter; and Celso Castellanos, Facilities Engineering and Maintenance, COMTO executive committee member. Seated (from left) are Anita Curtis, Human Resources, executive committee member; Anna DelRivero, Labor Relations, and Nidia Rodriguez, Financial Services.

## Hold financial planning seminar for COMTO members

CTA/RTA employees associated with the Conference of Minority Transportation Officials, Chicago chapter, joined other members of the Chicago business community as participants in a financial planning and investment seminar March 24.

The seminar, held at Catfish Digby's Restaurant, was conducted by Ms. R.J. Quinn, financial planner/investment advisor for Wardell and Reed Associates, who gave insight into comprehensive financial and tax planning as well as retirement and employee benefit plans, and risk management strategies. Participants also received a prospectus on investment analysis.

The seminar was sponsored by COMTO's education committee, Fred G. King, chairman. Other members of the committee are Diane Mitchell, Operations Planning; Maria Martinez, Law/Claims; Ernestine Flient, Capital

Development, and Ella Otis, Internal Auditing.

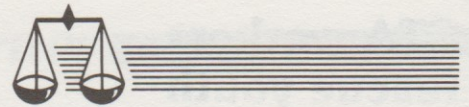
Ms. Quinn is a registered investment advisor, and a member of the Institute of Certified Financial Planners, the National Association of Security Dealers, and the International Association of Financial Planners.

Officers of the Chicago Chapter of COMTO are Betty Edwards, president; Ernest Sawyer, vice president; Marjorie Holmes, secretary, and Charles E. Marble, treasurer.

## G.O. credit union sets annual meeting

The CTA General Office Federal Credit Union, located at the Merchandise Mart, will hold its annual meeting to elect officers and make financial reports on Friday, June 29, in the CTA cafeteria at the Mart.

• Herbert Schomer, Credit Union treasurer/manager, said the meeting is set for 5 p.m. Box dinners will be available, and door prizes will be awarded.



## Law for Today

**Q.** I co-signed a bank note for a friend who demonstrated his friendship by skipping town and leaving me to pay the obligation of \$2,300. How can I legally recover this debt from my friend?

**A.** The borrower who defaults on a loan is liable for reimbursing a person who co-signed at his or her request. In cases where reimbursement is not voluntary, the co-signer should seek legal representation to obtain a judgment against the borrower for the amount owed. It may then be possible to make a claim against the borrower's wages or property.

- Illinois State Bar Association

**Q.** My husband is supporting a 16-year-old son from a prior marriage. Will he have to continue paying support until the boy is 18 even if he is out of school and working or in the Armed Forces?

**A.** No. Child support payments may normally be stopped before a child reaches majority (18 years old) if that child has become self-supporting or has been legally emancipated.

- Illinois State Bar Association

**Q.** We've owned some property in the country for several years. We'd intended to build on it, but the tight money situation makes that difficult. Instead, we've decided to move a house trailer onto the lot and fix it up like a permanent home. The only hitch is that the zoning board says "no." Doesn't a family have the right to have the home it wishes on its own land?

**A.** It does, as long as that home conforms to the zoning laws of the community.

- Illinois State Bar Association



## Casey is back, models flying high

When a myriad of physical problems began to take their toll on Casimir (Casey) Strzynski three years ago, the South Shops machinist, then 57-years old, retired on disability.

The CTA veteran of 35 years service enjoyed his job, and he was very active in two radio controlled model airplane clubs, and their competitive flying events. Thus, becoming a disability pensioner was the last thing he had planned for his future.

Life had been so full for Casey, but now it was as though a light was clicked off as his multiple physical problems closed in to cast a pall over his hopes for a brighter future in retirement.

However, a bit more in the pink these days, Casey has returned to his love of being a model aircraft hobbyist. "Mike Stroden, the CTA's employee assistance coordinator, was one of those whose efforts on my behalf kept me out of the 'friendly confines' of the old rocking chair and helped me regain most of my health--and my life," Casey said.

Strzynski's wife, family and friends provided him with the love and supportive interest which carried him through those initial months of being on disability. "You could say I was in pretty bad shape," Casey recalls. "Without the love of my family and friends, I don't want to think about what would have happened."

When he regained most of his health he returned to his hobby. "It



Casimir (Casey) Strzynski works on fuselage of radio controlled model of World War II Gen. Jimmy Doolittle's bomber in his home workshop.



Minnow pylon racer captured the "Best of Show" award at this year's Model Aviation Academy competition which drew 60 entries to the Chicago Ridge Mall. Casey's entry goes more than 100 m.p.h.

was very slow going at first, but I kept working at making model planes. At first I made silly mistakes, started over, made more mistakes, and began again until I got the job right," Casey said.

Friends from his model plane flying clubs drove by and began taking him to club meetings when he felt stronger. Now he feels good enough to go to fly-

ing competitions where he sits and answers inquiries about his favorite sport.

"I get a big kick from answering questions about model plane building and flying from boys and girls. I want them to get into this fine sport which they can actually control from the drawing board to the final competition. I started building \$4 models at 17. They cost a lot more now, but planes, the engines, and most of all the judged competitions are more wonderful, to say nothing of fresh air, sunshine, and good friends," he said.

For additional information about building and flying radio controlled model airplanes, contact Casimir Strzynski, 5331 S. Francisco Ave., Chicago, IL 60632.

"Just because I'm on disability pension doesn't mean I'm not flying high--with my model planes," Casey quipped.



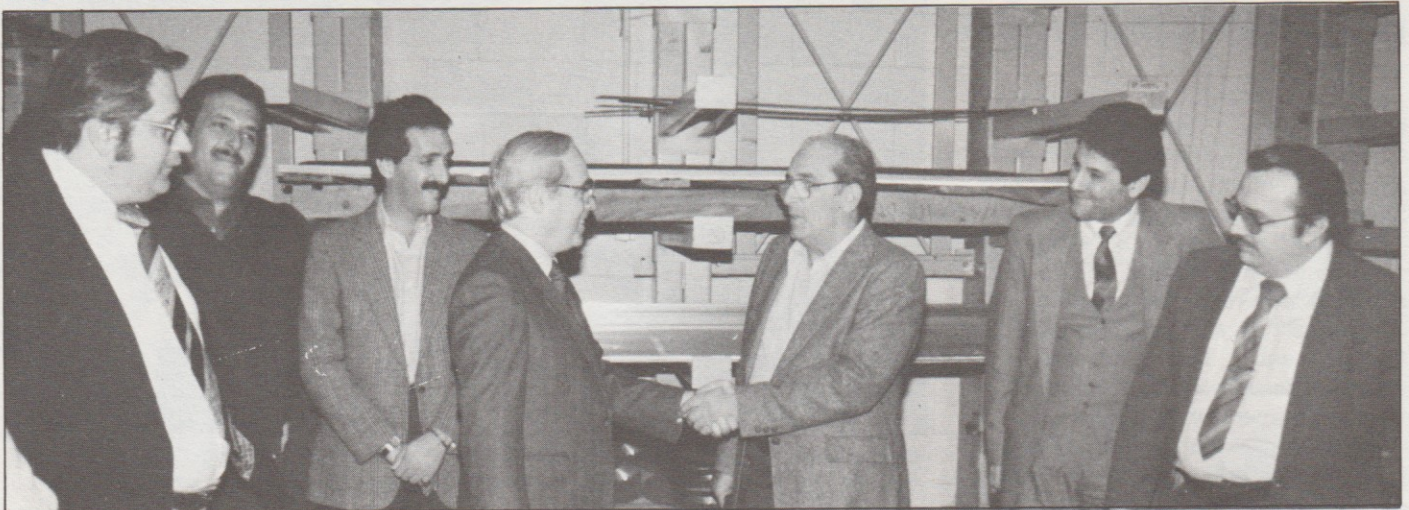
Casey proudly shows off his Doolittle bomber model at recent model competition and show. His gasoline powered bomber, which has a five-foot wingspan, was judged "Best of Show" held in Orland Square Mall.



Gull wing Stinson model of late 1930s plane by Casey has seven-foot-long wing removed. Next to it is the "Best of Show" trophy this model won. Model planes weight about six or seven pounds.



## Retirement celebration honors Skokie warehouse supervisor



*Congratulations all around were for Nick LaCorcia (third from left), unit supervisor at Skokie Warehouse 42, Stores Department, who retired March 1 after 38 years of CTA service. Well wishers were (from left), Jim Zazula, supervisor, Stores North; Matthew Rago, procurement analyst; LaCorcia, accepting a fond farewell from Ed Tobin, Manager, Materials Management; Nick LaCorcia's sons, Bert, and Nick, and Bill Roman, director, Stores.*

Some 200 family, friends, and special guests attended a retirement party at Skokie Warehouse 42 in honor of Unit Supervisor Nick LaCorcia who joined other CTA pensioners March 1 after 38 years of service.

LaCorcia began his CTA career in 1946 as a laborer in the Stores Department at West Shops following his discharge from service with the U.S. Army's 101st Airborne, Screaming Eagle Division. His military service in-

cluded participation in the Allied Forces' D-Day invasion of Europe on June 6, 1944.

In 1947 he was promoted to stock clerk I, and 11 years later was transferred to Storeroom 42 where he remained until his retirement. There he was promoted to stock clerk 2 in 1969, and in 1974, he was named senior storekeeper. His elevation to unit supervisor came on June 14, 1981.

A career highlight for LaCorcia was

the enormous savings for CTA of \$90,000 in 1981, which was realized when LaCorcia correctly identified an error in a vendor price list. Then Group Manager Larry Pianto, Materials Management, penned a letter of commendation to the unit supervisor for his dedication to service which greatly benefitted CTA.

Five years earlier, LaCorcia had been nominated for the Superior Public Service Award which is sponsored by the City of Chicago.



### Farewell Friends

The mock headline proclaims the happy event for Gordon Balazs, area superintendent, Bus Service, who retired March 1 after 37 years of service. Gordie's Transportation Department co-workers feted him with an open house in honor of the occasion.



### Traffic checker retires

Traffic Checker Samuel Highsmith (left) accepts his retirement packet from Norman Oswald, director, Schedules. Highsmith, a 27-year employee, started with CTA as a bus operator in December, 1957. He joined the Schedules section as a traffic checker in December, 1978. He and his family will reside in their Near North Side home.



## Retiree observes 99th birthday



Tom Murphy, a CTA pensioner for 31 years, observed his 99th birthday on April 16.

A conductor for 43 years, Murphy was assigned to Kedzie barn when he retired in 1953. He and his wife, Jane moved to Thousand Oaks, California where he still resides.

Ms. Vita M. Sloyan, Murphy's daughter, also of Thousand Oaks, said her father is in good health and keeps busy by tending his garden. His six great grandchildren, celebrating St. Patrick's Day, and keeping up with the Notre Dame Fighting Irish are also sources of joy for him.



Twin boys, Matthew Edward, and Ronald Vernon Williams, were born to car servicer Herbert and Debra Williams, March 17 at Augustana Hospital. The boys each weighed 6 pounds, 8 ounces, and measured 21 inches in length. Mr. and Mrs. Williams are also the parents of three other children; Kristian, 11; Tyrone, 8, and Herbert, Jr., 19 months.



Transportation Clerk Helmut Stankevicius, North Avenue Garage, and his wife, Linda, are the parents of a son born January 28, 1984. The baby, William Anthony, was born at Elmhurst Memorial Hospital and weighed 7 pounds, 3 ounces, and was 20 inches long.

## Service anniversaries in April

### 40 Years



**Carmella Petrella,**  
Payroll Acctg.

### 35 Years

**Cornelius Gillespie,** Mech. Maint.

### 25 Years

**Eugene Caldwell,** North Park  
**Robert Cowan,** North Avenue  
**William Fisher,** 77th Street  
**Joseph Flynn,** Mech. Maint.  
**James Hurst,** Mech. Maint.  
**Fred Jones,** Admin. Svcs.  
**Henry Martin,** 77th Street  
**Robert Potrzeba,** Howard/Kimball  
**Willie Robinson,** 77th Street  
**Karel Sloomans Jr.,** Elec. Eng. & Maint.  
**Booker Thomason,** 69th Street

## New Pensioners

**SHERMAN ADAMS,** Bus Operator,  
Beverly, Emp. 11-16-53  
**DAVID BOURNE,** Ticket Agent,  
63rd/Ashland, Emp. 10-8-56  
**RUFUS BOYD,** Bus Operator,  
Limits, Emp. 8-13-53  
**ROBERT CHAMBERS,** Control Center,  
Transportation, Emp. 8-25-55  
**HELEN DOHERTY,** Steno. V.,  
South Shops, Emp. 6-9-47  
**ANDREW GRABOWSKI,** Bus Operator,  
North Avenue, Emp. 10-8-53  
**EDWARD GRAETZ,** Yard Foreman,  
Kimball, Emp. 12-18-45  
**LEROY HAGEN,** Frmn, Elec. Wrks.,  
South Shops, Emp. 3-4-42  
**MARIE HAVLIK,** General Clerk,  
West Shops, Emp. 8-24-43  
**EUGENE HENDREE,** Painter,  
West Shops, Emp. 10-25-51  
**MARY HENDRICKSON,** Clerk III,  
Skokie Shops, Emp. 6-6-57  
**PATRICK HOEY,** Machinist,  
West Shops, Emp. 6-11-46  
**HENRY KOHLER,** Instructor,  
77th Street, Emp. 3-3-50  
**ANDREW LEE,** Bus Operator,  
Forest Glen, Emp. 8-11-55  
**DARRELD MERCURE,** Car Repairman,  
Kimball, Emp. 10-8-53  
**LAWRENCE PAGE,** Clerk,  
69th Street, Emp. 2-5-53  
**RONALD ROY,** Supervisor,  
North Avenue, Emp. 1-24-46  
**AUGUST SAN FILIPPO,** Bus Repairer,  
Forest Glen, Emp. 3-2-54  
**HERMAN SEMON,** Carpenter,  
West Shops, Emp. 8-23-45  
**JOHN THUROW,** Money Handler,  
South Shops, Emp. 2-16-46  
**\*ARTHUR WILLIAMS Jr.,** Janitor,  
West Shops, Emp. 7-26-56  
**CHARLES S. L. WILLIAMS,** Bus Servicer  
69th Street, Emp. 6-6-57

## Disability Retirements

**EDWARD CONNER,** Conductor,  
54th Street, Emp. 1-6-69  
**EDDIE GRIFFIN,** Bus Operator,  
Limits, Emp. 1-6-69  
**CHARLIE MOORE,** Yard Foreman,  
West Section, Emp. 11-24-50

*\*Retroactive to 3-1-84*

## IN MEMORIAM

**HERMAN AMBOS,** 77, North Park,  
Emp. 11-26-42, Died 2-7-84  
**CHARLES BAKER,** 91, 77th Street,  
Emp. 5-24-13, Died 2-4-84  
**HUGH BARNES,** 72, North Section,  
Emp. 10-16-45, Died 2-4-84  
**ERVIN BREST,** 71, Archer,  
Emp. 8-8-41, Died 2-6-84  
**ERNEST BUERGERMEIER,** 72, Archer,  
Emp. 12-21-36, Died 2-14-84  
**HARRY CARTER,** 63, 77th Street,  
Emp. 7-24-51, Died 2-6-84  
**CARLO DISPETTO,** 76, Engineering,  
Emp. 8-22-29, Died 2-4-84  
**PATRICK DOHERTY,** 79, North Park,  
Emp. 9-9-42, Died 1-26-84  
**FELIX DUNNE,** 71, Engineering,  
Emp. 6-25-48, Died 2-8-84  
**HAROLD ERICKSON,** 81, Forest Glen,  
Emp. 6-4-24, Died 2-7-84  
**RUDOLPH GAMPERL,** 80, Engineering,  
Emp. 8-31-45, Died 2-15-84  
**JOHN GLEASON,** 87, West Section,  
Emp. 8-28-23, Died 10-11-83  
**ARTHUR HABICH,** 73, 77th Street,  
Emp. 6-25-48, Died 2-4-84  
**JAMES HERRON,** 69, Forest Glen,  
Emp. 9-18-45, Died 2-1-84  
**LEROY KIRCHOFF,** 84, Purchasing,  
Emp. 2-3-36, Died 2-3-84  
**GEORGE KULLOWITSCH,** 85, West Shops,  
Emp. 8-12-36, Died 2-6-84  
**SAM LUCCHESI,** 79, Engineering,  
Emp. 3-11-25, Died 2-12-84  
**JOHN O'DONNELL,** 83, Kimball,  
Emp. 5-8-23, Died 2-10-84  
**JOHN O'SULLIVAN,** 85, Forest Glen,  
Emp. 12-28-65, Died 2-27-84  
**EDWARD PSIODA,** 68, Plant Maint.,  
Emp. 3-25-36, Died 2-9-84  
**KENNETH RUEHLMANN,** 67, North Section,  
Emp. 12-3-45, Died 2-28-84  
**EDWARD SEGERSON,** 74, West Section,  
Emp. 8-27-42, Died 2-22-84  
**ALBERT STAHL,** 93, West Shops,  
Emp. 5-6-29, Died 2-9-84  
**RUSSELL STROHACKER,** 61, District B,  
Emp. 4-22-46, Died 2-16-84  
**WILLIAM WHITE,** 85, Const. & Maint.,  
Emp. 6-25-20, Died 2-17-84



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