



Competitions advance toward finals

Above: Maintenance teams laid into bus engines at Soldier Field as they squared off in the seventh annual maintenance competition. The winners will represent CTA at the International Maintenance Rodeo in Cleveland.

*Right: Pausing briefly from their work are the bus rodeo volunteer score keepers who have assisted the rodeo committee each year. They are (from left) **Mrs. Jamil Woodson**, **Mrs. Barbara Hodges**, **Mrs. Betty Edwards**, CTA manager, Consumer Affairs; **Arthur Bennett**, superintendent, 77th Street garage, and **Mrs. Marlene Mason** (foreground).*



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TRANSIT NEWS

is published for employees and retirees
of Chicago Transit Authority.

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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 730, Merchandise Mart Plaza,
P.O. Box 3555, Chicago, IL 60654.

Executive's message

Since we are now in the midst of the 1991 budget process, this is a good time to provide some pertinent facts about this important document.

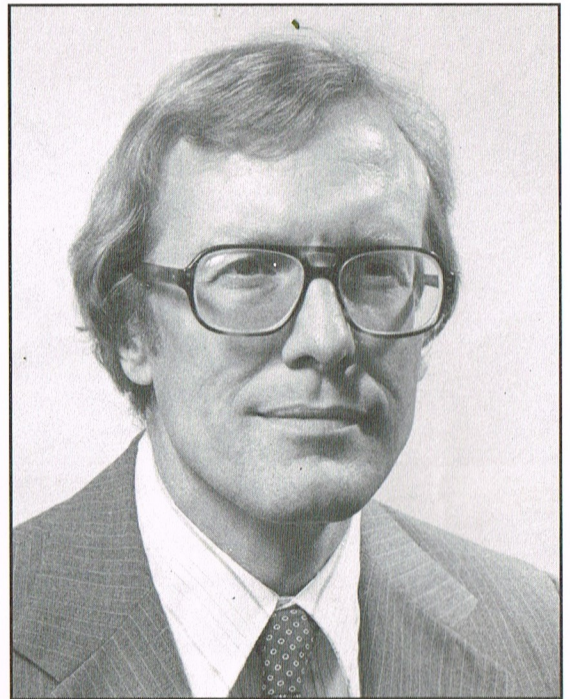
Several imposed restrictions from outside the Authority dictate how much CTA is able to spend each year, including the required farebox recovery ratio of about 50 percent, and the amount of funding that RTA receives from its regional sales tax, the State of Illinois, and the federal government (The recovery ratio is the percent of costs that must be covered from the "farebox.").

Since RTA's funding sources are only projected to grow at approximately the rate of inflation, CTA, Metra and Pace are not permitted to increase their expenses beyond inflation because it would quickly create a regional funding deficit.

The recovery ratio requirement also forces CTA to hike fares by the same percentage that our expenses increase. This is always an unpopular move with the riding public, and a tremendous incentive to hold down cost.

So, how does CTA provide funding for important new program needs such as wheelchair lifts on buses, increased passenger security, improved vehicle maintenance, or expanded special service for the disabled? Basically, there are only two ways: getting some new funding from the State of Illinois or the federal government, or cutting back existing CTA programs.

In 1989, CTA was successful in getting some new State funding in the form of reimbursement for reduced fares which should allow us to avoid a major fare increase in 1990-91. But such new funding is an exception, and new budget needs will usually have to be funded by cutting back some less important existing programs. This puts an obligation on management



Jud Lawrie

Deputy Executive Director

Budget, Planning & Management Information Systems

and employees to continually seek ways to cut costs and redeploy existing resources to meet new needs. Only by doing this will CTA be able to afford important new programs. It is important for all of us—every CTA employee—to be cost conscious, so that we may stay within the limits of our budget. CTA management's responsibility is not only to get the job done, but to do it within the budget. In meeting this responsibility, management welcomes your suggestions, and appreciates your participation.

Think of the CTA budget as you would your family budget. If you're like most people, your financial resources are limited. If, for example, you want to take an expensive vacation, you may have to cut back on other expenses. As a CTA family, we must also watch our dollars and focus our limited resources on the most important activities. Only in this way will we be able to continually improve the quality of CTA service.



Employees compete for slots in Bus Rodeo, Maintenance Rodeo finals

Bus Rodeo competition

Some 385 bus operators participated in CTA's 10th annual bus rodeo at Soldier Field, Saturday, June 9.

Veteran bus rodeo contestants and newcomers kept two bus courses hot throughout the two-day preliminary competition. Operators reported for their turn in the 11-manuever tryout for a position in the 1990 "Winning Circle 30," an increase of 10 contestants admitted into the final competition, which was held Saturday, July 14, also at Soldier Field.

(See page 5 for "Winning Circle 30" finalists.)

The annual bus rodeo is designed to test phases of operation which a bus operator may expect to encounter in normal on-street situations. Each bus rodeo contestant is given seven minutes to complete the driving course.

The maneuvers tested are: **offset stree**, the process of driving through two separate narrow lanes which are offset one full lane from each other, and the **serpentine**, which tests the operator's ability to negotiate around double parked vehicles. The contestant is required to enter a gate, weave in and out through three cones, and exit through another gate.

Other maneuvers included on the rodeo course are: **right turn**, **left turn**, **passenger stop**, **right hand reverse**, which is the simulation of a bus turning around at a route terminal, requiring a bus to back up to the right. Others are: **left hand reverse**; **rear duals clearance**, the process of driving through a lane only slightly wider than the total outside width of a pair of rear dual wheels; **diminishing clearance**, which tests the operator's ability to judge position and speed of a vehicle; **curbing the bus**, and a **judgment stop**, which tests the operator's ability to judge closing distance between the bus and a small object directly ahead.

The rodeo employed 35 volunteer judges for each of the two courses during the two-day event. Rodeo Chairman **Charles Hodges** also expressed appreciation for the continued support of CTA wives who were on hand again to tally scores of contestants.

Wives giving assistance were: **Mrs. Jamil Woodson**, **Mrs. Gloria Matthews**, **Mrs. Barbara Hodges**, **Mrs. Marlene Mason**, and **Mrs. Barbara Hill**. Hodges said wives have supported the Rodeo competition every year. CTA volunteer staff assisting with the score sheets were: **Mrs. Betty Edwards**, manager, Consumer Affairs; **Arthur Bennett**, superintendent, 77th Street garage, and **Joseph Bennett**, bus instructor at the Training Center.

Winners of the 1990 CTA Bus Rodeo competition will be announced at the August Bus Rodeo awards banquet. The 1990 rodeo champion will also represent CTA in the international competition, which will be held when the American Public Transportation Association (APTA) convenes in Houston this October.

Maintenance Rodeo competition

Meanwhile, bus maintenance personnel were also engaged in simultaneous competition as 40 teams, each comprised of three people, set out to find seven bus engine and transmission defects, at least one of which was causing a malfunction.

In this seventh annual maintenance competition, contestants were tested in four phases. Like their operator counterparts, maintenance personnel are also required to maneuver a driving course, substituting a simulated wash rack for the two curb stops.

Maintenance contestants must also stand a bus inspection, as well as a written mechanical safety test, followed by the power train/transmission problem solving phase.

Each team was given 10 minutes to inspect, troubleshoot, diagnose and record the planted defects.

Only the seven defects installed in the power train by maintenance rodeo officials were valid for scoring. Contestants were required to correct the defect which prevented the engine from starting, and maintain an idle of 600 revolutions per minute.

Contestants could receive 50 points for each detected and recorded defect which had been planted in the power train. Moreover, the team finding all of the defects, correcting the one causing the power train to fail and maintaining an idle of 600 RPMs, stood to gain a bonus of a doubled score.

Maintenance Rodeo Chairman **Michael Hennessy**, Maintenance superintendent at 103rd street garage, said one point would also be added to the team score for every second less than the 10 minutes allotted to resolve the problem. Hennessy said a maximum of 350 points plus points earned for time on the driving course, as well those points earned on the other three phases of the competition, comprise a maintenance rodeo contestant's overall score.

The bus maintenance rodeo was conducted with the help of 21 committee members, as well as all of the judges from Transportation who worked the driving course. Various CTA departments also came together to support both Transportation and the Maintenance contestants.

Hennessy said without the efforts of volunteers from these departments, the annual rodeo would not have functioned as smoothly. "Volunteers are very important to us, and they are very much appreciated," he said.

CTA's top bus maintenance team was announced at the July 27 Maintenance Rodeo awards banquet, but the names of the winners were not available at press time. The winning team will represent the Authority at the International Maintenance Rodeo (APTA) which is slated for August 17-19 in Cleveland, Ohio, said Hennessy, who is also vice chairman of the international competition.

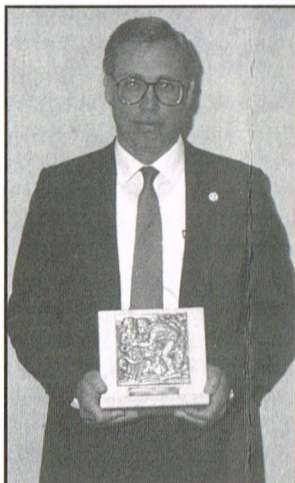


Craig Lang, three other CTA employees honored at Superior Public Service Awards luncheon

Craig Lang, Senior Manager of Rail Vehicle Maintenance, received the City's prestigious Superior Public Service Award (SPSA) at a luncheon held at the Grand Ballroom of the Palmer House on Thursday, June 28. He was one of two employees honored as Outstanding Executive Employees at the affair, and was chosen from among some 40,000 employees of municipal and county agencies.

Lang, a 13-year CTA veteran, was cited for his role in improving maintenance on CTA's rail car fleet. Among his accomplishments have been an improvement in the average number of vehicles available for service and a string of other achievements, including the introduction of more efficient, cost-effective maintenance measures.

Three other CTA employees were honored at the luncheon. They were: **Mary Ann Bridges** of the Management Development and Training (MDT) department, who was a Semifinalist in the Supervisory



Left: **Craig Lang**, senior manager, Rail Vehicle Maintenance, displays the coveted Superior Public Service Award plaque presented to him at the June luncheon.



Right: CTA Chairman **Clark Burrus** (left), and Board Member **John Hoellen** congratulate SPSA runners up. They are (from left) **Michael McCarthy**, Safety; **Mary Ann Bridges**, Management Development and Training, and **John Melendez**, Facilities Maintenance and Engineering.

Employee Category; **Michael McCarthy** of the Safety Department, a Semifinalist among Public Safety Employees; and **John Melendez** of Facilities Maintenance and Engineer-

ing, a Semifinalist in the Professional category.

All four were cited by CTA Executive Director **Alfred Savage** at the July meeting of the CTA Board.

SURVEY



TIME

COMING SOON!

Why a survey

The Chicago Transit Authority wishes to comply with various laws and regulations which protect the disabled, veterans, minority group members and females. In addition, CTA will be developing procedures which will allow for greater training and promotional opportunities for its employees.

What is it?

With this in mind, the Affirmative Action department has designed the "CTA Employee Survey", which will be distributed during August and September.

Employees are asked to respond to several questions and provide input on areas, such as career goals, veteran status, training development and child care needs.

What will it mean to me?

The information will help the Affirmative Action department in the design and development of programs and services to specifically address employee' career development and family needs. Therefore, **YOUR** input is vital and can make a difference in the programs' effectiveness.

ALL CTA employees are encouraged to get involved in the design of these programs by completing and returning the survey to the Affirmative Action department.

Should you have questions, please call **Ms. Aida M. Galarza**, manager, Affirmative Action, in the Merchandise Mart on extension 3520.



M.I.S. modernizes mainframe operating environment (MVS/XA)

On July 6, 1990, the M.I.S. Department completed the installation of the MVS/XA Mainframe Operating System and the testing of all of the CTA's application systems to be migrated to this system. The cutover of these applications to production was completed on July 21-22, 1990.

The necessity to modernize the infrastructure of the M.I.S. Operating Systems was caused by three basic factors: 1) IBM discontinued the maintenance and support of the existing VS1 Operating System. 2) CTA management desired to move to a more modern technology base to accommodate the Accounts Payable/

Purchase System that CTA is planning to install.

It was estimated by various sources that a transition of this complexity and magnitude could not be done without outside assistance and that would cost at least \$500,000 and take a year.

Due to cost containment measures, it was necessary for M.I.S. to train its own staff and go it alone. Over the past several months, the M.I.S. staff has dedicated itself to completing this essential and important project. The total effort, including many evening and weekend hours, will be completed in a period of seven months.

Information Quality Assurance

The prime role of the M.I.S. Computer Operations area is to provide accurate and timely information at the CTA. The Quality Assurance area of the M.I.S. Computer Operations is primarily responsible for assuring that all new and changed application systems meet established production standards so that the documentation necessary to process end user information requirements is available in accordance with established procedures. The production control section insures that current proportion is accurate prior to release.

To further insure that these needs are met in an accurate and timely manner, the Quality Assurance area is

currently implementing procedures to install a **Problem and Change Management System**. Once in place, this system will centralize procedures for reporting and resolution of all systems software, hardware and data communications with current production applications implementation procedures. The end result will provide the Authority with centralization of all requests, improved processing control to Central Computer Operations, Fall/Back Recovery capabilities to improve on-time scheduling performance, M.I.S. accountability for application integrity to improve credibility with end-users, and also provide better M.I.S. management reporting tools.



Computer Operator Training

A three month cross-training program for the CTA's Computer Operators has recently been completed.

The two mainframe computers used to process the Authority's corporate information needs currently consists of an IBM compatible Amdahl 5868 mainframe computer and a Unisys 1100/70 mainframe computer, each having its' unique operating characteristics. These characteristics are different for each of the mainframe computers as far as operator commands, error messages and codes, as well as general operating procedures are concerned. Prior to the cross-training program, Amdahl and Unisys operators could only operate one or the other respective mainframe computer systems.

As a result of the cross-training program, two major benefits were immediately realized: 1) Better service for CTA users through more efficient use of staff. 2) Improved job enrichment for our computer operators.

Congratulations! CTA Bus Rodeo Winning Circle 30

Robert Richardson, North Park
Mickey L. Bess, Forest Glen
David James, Lawndale
Alan Wilson, 77th Street
Henry C. Harper, Limits
Richard Bruce, Kedzie
Kenneth Fabian, Forest Glen
Jeremiah Ballard, 69th Street
Gerald Howard, 69th Street
Michael Matas, Forest Glen

George J. Michko, 77th Street
Eddie Johnson, 77th Street
Tommy Ross, Forest Glen
John L. Williams, Kedzie
James Richardson, 103rd Street
Hazel Owens, Limits
Jessie Witherspoon, 103rd Street
William H. Spencer, 103rd Street
Brian Dollar, North Park
Donell Whitehead, Lawndale

Albert Graham, Jr., 69th Street
Lawrence McGowan, Archer
Marcellus Williamson, 69th Street
Robert Harris, 77th Street
Luther Lewis, 103rd Street
John Porter, 103rd Street
Paul Meccia, Limits
Isaac Price, Lawndale
Jose Agrella, Lawndale
Ben Wallace, Limits



Executive director hears management training teams

Ten middle management employees representing Operations, Maintenance, Budget, and Management Information Systems received certificates of completion in CTA's Management Development and Training department's ninth mid level management training program on May 23 at the Merchandise Mart M&M Club.

Three class teams presented discussions on morale oriented employee complaints, an innovative approach to combatting graffiti, and part-time CTA employment, all diverse problems of long standing concern to CTA management. The reports were class-end project requirements.

Ardis Morris, superintendent III, Rail Personnel, 95th Street terminal, **Atis Makstenieks**, superintendent, Systems Development, and **Lynn Sapyta**, director, Budget, Planning and Analysis, comprised the panel on employee morale which studied concerns from salary/compensation and career path development to job enrichment and recognition. The panel also recommended actions for improvements based on the study.

Executive Director **Alfred Savage**, attending his first Management Development and Training reception, praised the studies and said the problems cited by the middle level management teams, are among issues he also plans to review. The executive director also commended MDT on a job well done, and said he looks forward to similar programs in the future.

Meanwhile, **Birnest Hicks**, director, Communications/System Maintenance; **Robert J. Hasemann, Sr.**,



*Certificates of completion in CTA Management Development and Training department's ninth mid level management training program were presented to (from left) **David Perez**, director, Rail Janitor Service, Madison-Wabash; **Dennis Milicevic**, director, Support Services, South Shops; **Ruth Lebron**, manager, Maintenance Administration; **Robert Hasemann, Sr.**, superintendent, Bus Maintenance, 69th Street; **Lynn Sapyta**, director, Budget Planning and Analysis, Merchandise Mart; **Atis Makstenieks**, superintendent, Systems Project Development, Merchandise Mart; **Ardis Morris**, superintendent, Transportation Personnel, 95th Street terminal; **Bernis Hicks**, director, Communications/System Maintenance, West Shops, and **Ulysee Coley II**, superintendent, Transportation, Personnel, 63rd/Ashland terminal. The program facilitator was **Mary Ann Bridges**.*

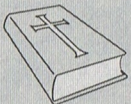
superintendent, Bus Maintenance, 69th Street garage, and **David Perez**, director, Janitorial Rail Services, comprised the team in search of a new approach to the graffiti problem.

The trio presented recommendations for using a new and effective plexi cleaner uncovered by their research. According to the Hicks-Hasemann-Perez team, use of the solution would also be cost effective.

The third team was comprised of Superintendents III **Ulysee Coley**, Ashland terminal, **Alex Wilson**, Desplaines terminal, **Ruth LeBron**, manager, Maintenance Administration, and **Dennis Milicevic**, director, Support Services. This group

addressed the effective use of part-time CTA employees.

Presenting certificates were **David Martin**, senior manager, Transportation Personnel; **David Hillock**, deputy executive director, Maintenance; **Richard Winston**, senior manager, Bus Maintenance, **Roy Smith**, senior manager, Facilities Maintenance; **Nancy Nagel**, manager, Management and Budgets, and **Jeffrie Shelley**, director, Management Information Systems. The program facilitator was **Mary Ann Bridges**, and the manager of Management Development and Training is **Gary Melberg**.



Memoriam

Henry G. Anderson, 93, Kedzie,
Jerome T. Anderson, 70, Veh. Mtce.
Michael T. Barris, 77, 77th Street
Gerard S. Brindise, 92, Rail West

Raymond Chernak, 70, Archer
Vincent J. Ecter, 67, 77th Street
Clarence E. Eugene, 69, Veh. Mtce.
Lawrence Genender, 69, Agents No.
Mitchell Kitzman, 73, Equip. Eng.
Peter C. Kloss, 78, Forest Glen
Roy F. Lemke, 80, North Park
Maurice McCormack, 86, Archer
Michelle McCotry, 37, 69th Street

Lee E. Mussared, 87, Forest Glen
Bernard H. Nelson, 74, Beverly
Arthur J. Palicki, 78, North Av.
Edward C. Petersen, 71, Forest Glen
Carl G. Redemske, 79, North Av.
John S. Slatinsky, 84, S&E
Ralph A. Tannhauser, 71, West Shops
Frank J. Turpin, 83, Forest Glen
Peter J. Walsh, 90, 77th Street





Anniversaries

40 Years

Raymond Bieniasz,
Traction Power Engr.

30 Years

Michael Akai, Central Counting
David Allen, Janitorial Svcs.
Willie Brewster, Kedzie
McRayfield Caldwell,
Rail Pers./North
Joseph Daquilante,
Ops. Comm. & Power
Salvatore Gariti,
Desplaines Mtce. (10-20-89)
David Johnson, Corporate Law
Thomas Kman, Jr., Body D
Henry Krob, Body C
William Miller, Rail Pers./South
John O'Connor,
Gen. Bldg Mtce./South
John Pendleton, 103rd Street
Eugene Sherrod, Jr., Civil Eng.
Horst Tietz, Forest Glen

35 Years

Raymond Jones, Ashland/61/95
Raymond Lugiai, Bus Service
Thomas Staunton, Track Mtce.

25 Years

John Andrews, Rail Pers./South
Robert Barnes, Gen. Bldg Mtce./South
Charles Baxter, Limits
Cleveland Bennett, 63rd St. Warehse.
Edmund Daddezio, Forest Glen
Alex Fritzler, Accts Rec.
Robert Gehr, Lawndale
Eddie Gholston, Kedzie
Robert Koster, Utility
Joseph Rafinski, Dougl/Cong.
John Richardson, Agents West
Patricia Schoenbaum Payroll Ops.
Jerome Stopa, Steel Fab.
James Washington,
Ops Comm/Power
Andrew Wilson, Archer
Elijah Wilson, Sub-Stations Supv.

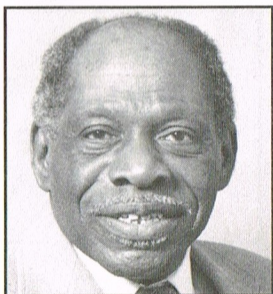


Retirees

July Retirees

Robert E. Bean,
Engr & Mtce., 26 years
Claude J. Brantley,
Trans/Admin., 21 years
Jerry Boone, Engr & Mtce., 32 years
Curtis Brown, 77th Street, 33 years
Namon Brown, District C, 31 years
Michael J. Byrne, West Shops, 4 years
Ernest D. Cherry,
Engr. & Mtce, 10 years
Briggs M. Connell,
69th Street, 25 years
John O. Cooper,
77 Street, 38 years
Christopher L. Dignam,
West Shops, 18 years
John H. Finley, Campaign, 21 years
Roy F. Giddens, Kedzie, 24 years
David C. Gordon,
103rd Street, 31 years
Clarence C. Guse,
North Park, 26 years
Lewis Jackson, West Shops, 25 years
Robert E. Johnson,
Mgmt Services, 36 years
Philip G. Mussari,
West Shops, 12 years
Lee H. Oak, Forest Glen, 32 years
William S. Reese, Kedzie, 30 years
Bruno Romej, Trans/Pers., 30 years
Robert L. Ross, Lawndale, 34 years
Charles Smith, Archer, 27 years
Samuel W. Sorting,
West Shops, 20 years
Edward J. Szewc,
Engr. & Mtce., 13 years
Walter T. Tucker, Jr.
Mtrl. Mgmt., 21 years
Joseph T. Vallier III,
95th Street, 21 years
Peter J. Willemsen,
North Park, 26 years
Henderson L. Williams,
Forest Glen, 18 years

Mail clerk retires after 36 years



CTA Supervising Mail Clerk **Robert Johnson** turned in his mail cart and headed for leisure on July 1 after 36 years of employment in a career that started as a bus operator at North Park garage.

Prior to his mail room service, Johnson worked a brief stint in CTA's Central Counting facility at 77th Street and Vincennes Avenue.

More than 300 of Johnson's co-workers stopped by the open house held for him at the board room in the Merchandise Mart to congratulate him and extend their wishes for his happiness in retirement. Johnson was accompanied by his wife of 31 years, Mrs. Clarice Johnson. Other family members are his sister, niece, and nephew.

Surprise, Surprise!

Kim Hunt-Rhymes was the center of attention at a surprise baby shower put together by co-workers and CTA friends as Kim, of Internal Auditing, began a maternity leave. Helping to spring the surprise were (from left) **Cynthia Florence**, Operations; **Gail Clisby**, Records Management, and **Patricia Reed**, Internal Auditing. The expected event occurred at 2:58 p.m. Friday, June 22 at St. Francis Hospital in south suburban Blue Island as infant daughter **Sierra Lavon Rhymes** was born. The baby's birth weight was 7 pounds, 7 ounces. Kim's husband, **Basil Rhymes**, is a municipal employee for the City of Chicago. The family also includes a son, **Brandon**.



Disability Retirements

Wifred Dowdell, Lawndale, 12 years
Willie Haynes, Forest Glen, 20 years
Robert C. Hazzard,
West Shops, 7 years
Anabell Rios, North Park, 11 years
Cheryl Murray-Wright,
103rd Street, 7 years



Security cars dedicated



Robert Dart (left), commander, Chicago Public Transportation Security, Chicago Police Department, and **Raleigh Mathis**, senior manager, CTA Security, display two of the

Authority's newly dedicated security detail vehicles. The increased focus on security resulted in a 40 per cent decrease in crimes on CTA's bus and rail systems during 1989.

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