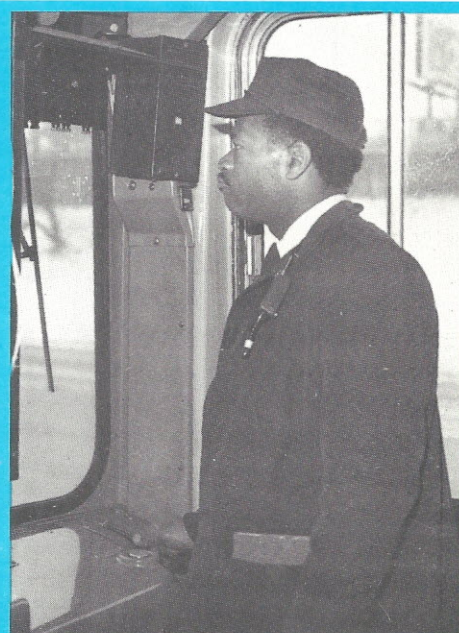
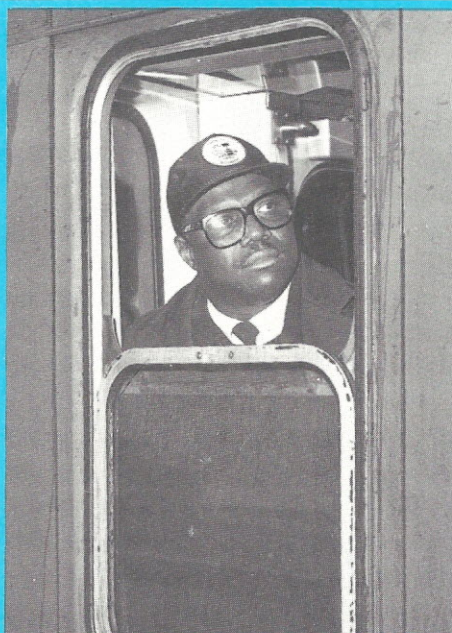
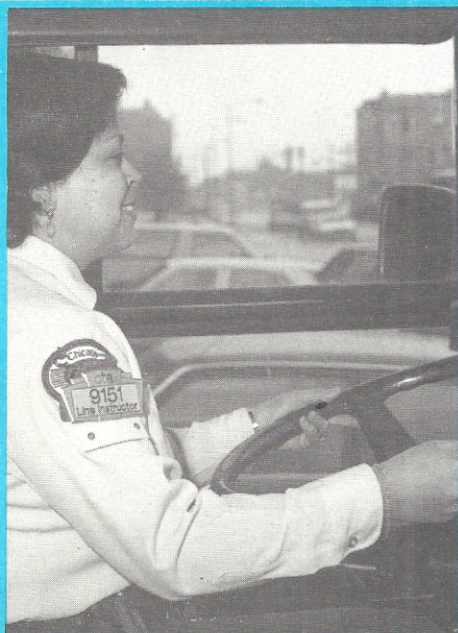


# TRANSITNEWS



January-February 1991

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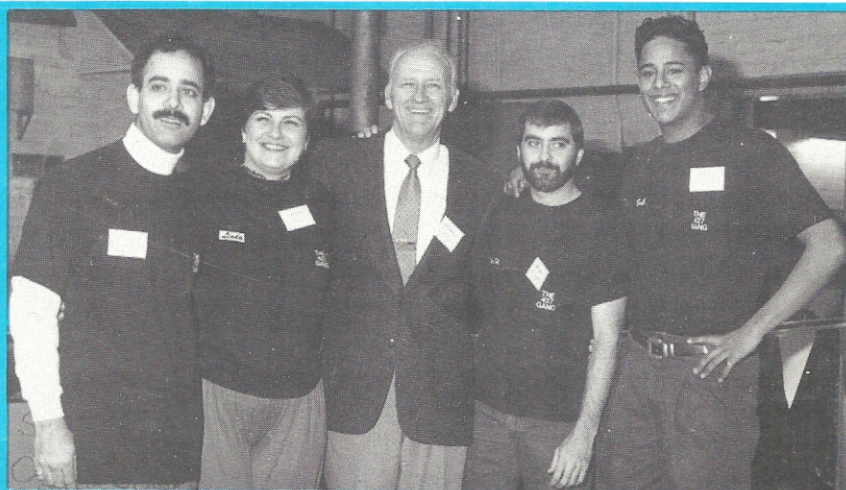


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## Executive's Message

The year ahead for CTA will be both exciting and challenging. It will be exciting because of the many changes that will be coming to our agency. It will be challenging because of the many obstacles we face in making those changes.

None of the changes will be possible without the full support of everyone involved. With that in mind, let me share with you some of the major events we can look forward to in the coming months.

**NEW BUSES:** After many frustrating delays, new buses manufactured by the TMC Corporation, of Rosewell, N.M., have finally begun arriving. By the beginning of February, we should have more than 100 in service. By the end of summer, all 491 will be in service. These will be the first mainline buses to offer wheelchair lift service for the disabled. Another 470 buses are being manufactured by the Flxible Corporation, of Delaware, Ohio. Delivery is expected to begin in the summer. These new buses will represent nearly one-half of the fleet now in service. In the meantime, it is a credit to the hard work of the bus maintenance staff that we have been able to keep our oldest buses, some with more than 700,000 miles of service, in operation.

**NEW RAIL CARS:** We are moving ahead with our order for 256 new rail cars from the Morrison-Knudsen Corporation, of Hornell, N.Y., currently the only U.S. railcar builder. We hope to begin taking delivery in 1992.

**CAPITAL IMPROVEMENTS:** An unprecedented capital spending program is now under way. One of the first projects this year will be the improvement of the rail system in the State Street subway. This will begin in the spring, and will mean closing the subway on selected weekends. During this time, subway service will "go over the top," using Ravenswood and Lake-Dan Ryan tracks. Another major rail project will be the replacement of ballasted track on the Skokie Swift, and similar work will take place on the Douglas and Ravenswood branches. Construction will also start on a new rail maintenance shop at Howard Yard. Other construction projects set to begin this year include two new bus garages; one at 74th and Wood, and another at Chicago and Pulaski.

**CTA HEADQUARTERS:** The CTA board of directors voted in their January meeting to remain in the Merchandise Mart. A final lease is now being negotiated. We intend to consolidate all activity on the 19th and 5th floors, beginning late this year. The new lease will mean an improved control center, a proposal for a new computer center, and modern office facilities for a number of departments.

**ELECTRONIC FARE COLLECTION:** A major push is under way to modernize the way we collect fares. Electronic pass cards will become the fastest and cheapest way to ride CTA, both on the rail and bus systems. These changes will begin in the fall of 1991, and continue into 1992.

These are some of the visible improvements we propose in 1991 for the system. However, it will not be possible to carry them out effectively without the dedication and hard work of every one of you. Many of these projects will test our ability to continue providing service during construction, and, I am sure, your patience and, even more importantly, that of our customers. But if the CTA is to carry Chicago mass transit riders into the next century on a safe and modern system, this work is vital. I look forward to working with all of you as we begin this mission.

*Alfred H. Savage, Executive Director*

### TRANSIT NEWS

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## Skokie Shop Open House An Eye-Opener For Visitors

Pride, dedication and talent were on display throughout Skokie Shop on Saturday, December 8, as the Maintenance Division held its open house for CTA employees and their families.

The open house, which is held every year by a different division of the Maintenance Branch, was intended to showcase the talents of shop employees and expose others to the intricate and complex work required to properly maintain the Authority's rail car fleet.

Nearly every employee in the shop

participated in some way preparing for the event. On the day of the open house, over 120 employees volunteered their time to explain the various displays and functional exhibits.

From 10 a.m. until 2 p.m., an estimated 1,800 visitors were treated to "hands-on" working mock-ups of various railcar subsystems, displays of tools and explanations of the function and use of components. There were also train rides, visits with Santa and refreshments.

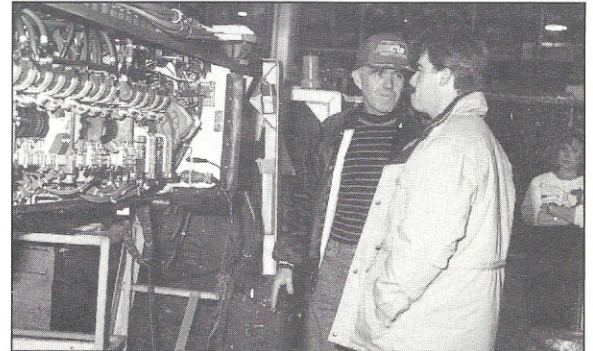
At the end of the day's activities, ticket stubs were drawn for door prizes made by some of the many

resourceful shop employees. The prizes included wood bookends adorned with bronzed rail spikes, a clock made from a 6000-series marker light housing, and a wooden rocking horse. The grand prize was a metal replica of CTA's antique car 4271 made by blacksmith/welder **Ken Blocker**.

Visitors to the open house came from almost every department of the Authority. Others were retirees and people from outside organizations. Everyone left with great appreciation for the

high level of skill and the complexity of work needed to maintain rail cars in safe and reliable condition.

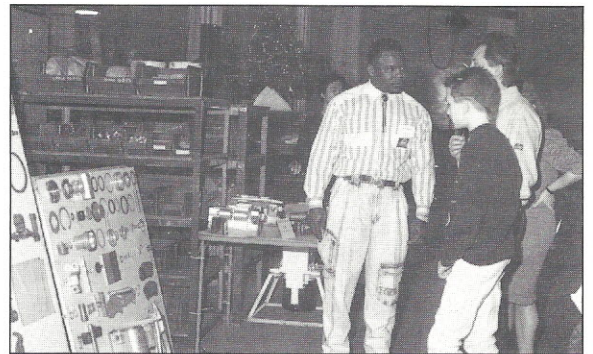
For Executive Director **Alfred H. Savage**, the open house provided a welcome opportunity to experience the creativity of Skokie Shop personnel, and meet the families of a number of CTA employees. Senior Manager **Craig M. Lang** called the event "a tremendous success, and a fine example of the pride and commitment of all Rail Vehicle Maintenance employees."



Shop foreman **Patrick Harnett** (left) talks with an open house visitor about a GE control group used to brake 2400 and 2600-series cars.



Talented blacksmith/welder **Ken Blocker** (left) tells attentive youngsters about how he makes art forms from pieces of scrap metal.



Machinist **Joel Windham** (left) explains various parts of a display featuring brake assemblies to an interested family at Skokie December 8.



Train trips to Skokie terminal at Dempster were a favorite of young visitors under the care of switchman **Jim Carroll** (with vest).



## Rail Vehicle Maintenance Helping Hands Feed 300 Families

Some 300 needy Chicago families were the lucky recipients of Christmas holiday food baskets paid for, packed and delivered by Rail Vehicle Maintenance Division personnel as part of its annual Helping Hands Program.

Employees of the division donated over \$4,600 to purchase the baskets, which contained a complete holiday meal. Included were a five-pound ham, ten pounds of potatoes, vegetables, dinner rolls and an apple or cherry pie.

In addition, over 300 new gifts were donated for the children of the families involved. The success of the program was a reflection of the tremendous generosity of division employees, who contributed more than twice the amount given in 1989, when 165 families were fed.

**Craig Lang**, senior manager of the division, said volunteers began packing the baskets at 5 a.m., December 20, and went right on to load them on trucks and deliver them. Those taking part included representatives from all ten terminal shop locations and the major rebuild facility at Skokie.

Lang praised all the participating employees for having "a tremendous sense of community and an overwhelming commitment to serve the Chicago area in every way possible." He said the food baskets were delivered to the St. James of Canterbury Community Services Organization in Uptown, the Humboldt Park Infant Mortality Reduction Initiative, in Humboldt Park, and the Door of Hope Mission in the Kenwood neighborhood on the South Side.



*Volunteers from the Rail Vehicle Maintenance Division offer helping hands to pack and load food baskets at Skokie Shop before delivering them to needy Chicago families on Dec. 20.*

## United Way Giving Increases By More Than Half

The recent United Way fund drive throughout the CTA's nine branches produced \$117,321 in donations above the \$197,147 already pledged in payroll deductions, for a net increase of 53.7 per cent.

The combined total of \$314,468 reflected one of the most successful campaigns ever held in recent years, and included one single contribution of \$1,000.

"I am proud of the strong showing in this successful fund drive for the United Way," said Executive Director **Alfred H. Savage**. "It confirms my faith in the generosity of CTA employees."

**James E. Marshall**, deputy executive director for Human Resources, said, "A great deal of credit for the success of this drive must go to the nearly 35 solicitors who performed their assignments so effectively. We appreciate the planning and hard work that helped make this outstanding achievement possible."

Human Resources program specialist **Clayton McLean** served as campaign coordinator. He said, "All nine branches contributed sizable increases over last year's effort. I think it was because of employees' increased awareness of the varied needs of the people of the Chicago area."

McLean also praised the efforts of the CTA solicitors and management staff for their commitment to the goal of the United Way. "The commitment by management was exemplified by one of the first projects Mr. Savage undertook after his arrival last April," McLean noted, "which was to make a video tape for the United Way fund drive."

## Field Museum Hosts African Heritage Festival

The Field Museum of Natural History is hosting an "African Heritage Festival," a celebration of African-American history for school groups and the general public, throughout the month of February.

Performances of African dance, music, storytelling, and hands-on activities and demonstrations of African art and culture will be featured every weekend throughout the month.

The Field Museum, which is at the south end of Grant Park, can be reached on the No. 6 Jeffery Express and No. 146 Marine-Michigan bus routes, and is a stop on the south Culture Bus route Sundays and holidays during the summer. For information on the dates and times of February performances, call the museum at 922-9410.



## Construction Begins on New Howard Shop

CTA has begun construction on a \$16,155,000 state-of-the-art rapid transit car repair shop in the Howard terminal yard. The new shop is a key element in the plan to combine the Howard and Dan Ryan "L" routes, tentatively scheduled for the summer of 1992.

The J. H. Pomeroy Company, of Roselle, was the lowest bidder for the contract to build the shop, which will be a single-story, buff-colored brick building with a floor area of 41,500 square feet. The 26-car capacity of the structure will permit the servicing of equipment not only from the new Howard-Dan Ryan line, but also from the Evanston and Skokie Swift routes.

Features of the repair shop include an eight-car wash bay for year-round exterior washing, with equipment to recycle wash water. There will also be three built-in floor hoists, each capable of raising two cars about five feet high to change and service undercarriage equipment.

The building will house an eight-car pit track for inspecting and trouble diagnosis, with an enclosure at one end for a "blow-down" to clean undercarriages prior to inspection. The basement level will have a loading dock and freight elevator.

Funding for the new shop is being provided by the federal government's Urban Mass Transportation Administration, the Illinois Department of Transportation, and the RTA. Completion of the facility is expected in mid-1992, about the same time as the south half of the Howard east car storage yard is finished.

The Howard yard currently provides storage for 150 cars. Ultimately, it will accommodate 262 cars. The capacity of the Dan Ryan terminal yard, south of 95th Street, has already been expanded from 116 to 198 cars.

The actual linkup between the Howard and Dan Ryan routes has already been completed. A subway extension continues south from the Roosevelt station, curving southwest beneath the southernmost portion of the Dearborn Park residential development. The tracks then surface on an incline west of the Metra-Rock Island embankment north of 18th Street, and join the existing Dan Ryan service just north of Archer.

## Spirit of Chicago Awards for Alertness and Dedication

Two motormen, a conductor and a Bus Service supervisor were given Spirit of Chicago awards at the December board meeting for making a personal effort to serve riders and save the Authority from unnecessary expense.

Ravenswood motorman **Jose Irizarry** noticed two suspicious-looking men boarding his northbound train at the Merchandise Mart at about the same time he heard a message from the Control Center to watch for graffiti vandals. He called in a description of the two, who alighted at Armitage.

Motorman **Angel Ramirez** was operating a southbound Ravenswood train when he saw two people fitting the description of the suspected vandals boarding his train at Rockwell. He notified Control and held his train just outside the Damen station until police arrived to arrest them.

Conductor **Jeffrey White**, who joined CTA early in 1990, went to the aid of a passenger who was being attacked in an apparent robbery attempt aboard his O'Hare line train. Several passengers called or wrote CTA to commend White for risking his own security to apprehend the assailant.

Bus Service supervisor **Tyrone Dumas** (District A) was recognized for "going the extra mile" by regularly reporting for work early and volunteering for special projects and events. When he heard, for example, that overhead wire problems had halted Metra electric service in Hegewisch, he organized the dispatch of 16 buses so 1,200 passengers could be shuttled between stations in the affected area.



CTA Chairman **Clark Burrus** (left) and Executive Director **Alfred Savage** (right) honored Spirit of Chicago award winners (left to right) **Jeffrey White**, **Tyrone Dumas**, **Jose Irizarry** and **Angel Ramirez** at the December board meeting.



## CTA's Safest Year Ever

1990 marked the safest year in CTA's 43-year history. Compared to 1988, the previous safest year, there were 388 fewer traffic and passenger accidents, or a decrease of 7.2 percent. The traffic and passenger accident frequency rate of 3.9 accidents per 100,000 miles was also the lowest ever at CTA.

This proud accomplishment is a tribute to every CTA employee. The operating employees' team effort enabled CTA to reach new heights. **Elonzo Hill**, Deputy Executive Director, Operations, stated, "Safety and dependability are the most important factors in our industry."

"Our safety record over the last 10 years is directly related to our incentive programs," he added.

"In the first year alone, the Bus Rodeo competition contributed to a drop of 1,300 bus accidents."

Hill said the Instruction Department was instrumental in helping CTA achieve the new record. "Their training programs enable operators to better grasp the specifics of their jobs." He stated that "Full credit must also go to our operators, bus and rail. We are the safest transit team in the nation, and we can stand with anyone."

Safety is CTA's first priority. When a problem arises, the Instruction Department institutes a refresher program to correct the problem immediately. Their goal is to have well-informed employees, to share knowledge with our operators, and to find solutions. CTA operates as a total team in its quest to be the safest transit organization in the nation.

At a recent safety seminar, the Instruction Department outlined several programs that contributed to CTA's safest year:

- Red Carpet Program
- Incentive Program
- Recertification programs
- Commercial Drivers License Program
- Employee Safety/Performance Program

These programs enabled the operators to set higher standards for themselves; to better grasp their jobs.

"The Instruction Department's efforts paid off," according to **Mike McCarthy**, Principal Public Safety Analyst. "Our safest year was a coordinated effort of many areas, especially Instruction. Whenever Safety identified trouble spots in the system, Instruction corrected it. Their concerted effort, along with our input, will help to make our equipment and facilities even safer in the future."

**David Martin**, Senior Manager, Transportation Personnel, said, "Our safety record could not have been achieved without the total commitment of all operating employees. Their dedication and individual contributions made our safest year possible."

"We guided the operating personnel per Chairman Burrus' mandate to improve service, improve employee morale, and improve the relationship between management and the union," Martin added.

"These objectives were achieved with the assistance of Instruction, garage and terminal superintendents, and the employee safety/performance program, to name a few. The Maintenance Branch also deserves praise for assuring that CTA had safe, efficient equipment."

**William Mooney**, Senior Manager, Transportation Administrative Services, called the 1990 safety record "a symbol of teamwork and communication. Considering the age of our equipment, it is a tribute to

## A Message from Elonzo Hill

In the transit business, there is perhaps no greater measure of success than a safe operation. Here at CTA, we have collectively pulled together for a number of years to make our business the safest anywhere.

As head of the Authority's Operations Branch, I am proud to announce that CTA has achieved its safest year ever in terms of passenger and traffic accidents on the bus and rail systems. This means that for every mile a vehicle traveled in 1990, there were fewer incidents involving injury or damage than ever before in CTA's 43-year existence.

Every one of CTA's approximately 13,000 employees has contributed through teamwork to achieving this monumental record. However, no single group deserves more of the credit than our operating personnel — the men and women who, day-in and day-out, provide the consistently safe bus and train service to our millions of daily passengers.

Certainly, though, operating personnel could never accomplish this feat alone. Maintenance personnel deserve a healthy share of the credit as well. Without well-maintained equipment to operate every day, there is no way CTA could boast of its safest year. This accomplishment becomes even more astounding when one considers the age of our vehicular fleet compared to other transit operators.

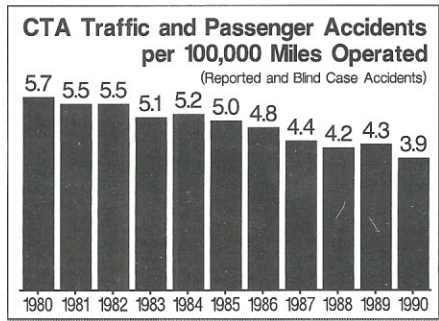
Safety is one aspect of transit that can never be taken for granted — by us or by our riders. Let's all pull together once again to set another all-time safety record in 1991!

the Maintenance Branch that they have been able to keep the fleet rolling and safe. Also, training programs, supervisors and instructors assist operators in their day-to-day duties, making for safer service.

"CTA is people," Mooney added, "and giving people their due recognition brings them together. CTA's mission is safe service, and today our service is better than ever. Instruction and Safety and Environmental Assurance were challenged to improve our system, and they both met the challenge with record-breaking results."

Also meeting that challenge was CTA's supervisory personnel. **Michael LaVelle**, Senior Manager, Transportation Service, said, "CTA employees not only strive for excellence, but also make a concerted effort to keep our passengers safe. Thanks to quality control utilized by supervision, CTA has become a proven leader in the transportation industry. Service looks forward to and projects even greater goals for

(Continued on Page 7)





## Persian Gulf Crisis Impacts Reservists in CTA Work Force

The impact of conflict in the Persian Gulf is being felt at CTA with the call-up of employees who are members of the Armed Forces Reserves and National Guard.

Since September 10, several CTA employees have applied for a military leave of absence due to an emergency call to active service with various branches of the armed forces. The list includes **Richard Cook**, Planning and Research; **Leo Dawkins**, **Walter Franklin**, **Dennis Closs**, **Joe McWane**, and **Harry Horn**, Transportation; **Thomas Smith**, Maintenance; **Napoleon Turner**, Operations Planning, and **Rick Willis**, Communications Services, who is editor of the *Transit News*.

The emergency call-up has prompted the Benefits Services department to reappraise benefits for employees responding to the emergency. **James Marshall**, Deputy Executive Director, Benefit Services, said health and dental benefits are being extended to CTA families of reservists and national guardsmen for 30 to 90 days, depending upon the length of CTA service, to allow time for dependents to be picked up for benefits by the armed forces.

Marshall said members of the armed forces reserves and National Guard called in the national emergency are also assured of job seniority, which continues to accrue while the employee is on active military status the same as if the individual had never left active CTA employment status.

CTA salutes all military personnel serving during the crisis, and wishes everyone a safe, speedy return from active duty.

### CTA's Safest Year Ever

*continued from page 6*

1991, through the efforts of supervision and in cooperation with operating personnel."

In summing up CTA's 1990 achievement, **Harry Hirsch**, Senior Manager, Operations Planning, said, "The safety mark was a very gratifying award. It was even more remarkable when you consider the increased congestion of today's traffic on the streets of Chicago."

All in all, many factors contributed to CTA's safest year:

- high instruction and maintenance standards
- dedicated supervisory and operating personnel
- CTA's emphasis on teamwork

In its quest to maintain its safety achievements, CTA is striving to beat its 1990 safety mark in 1991. Let's go for it!



## Transit Memories

### Chicago's First Tunnel for Transit

The first tunnel under the Chicago River to be used for public transit was opened in 1871 at LaSalle Street from Michigan (now Hubbard Street) to midway between Lake and Randolph Streets.

Designed for all modes of street traffic, it proved of greatest benefit just months after its completion when thousands used it to escape the Great Chicago Fire, as flames were destroying the major river bridges.

Improvements in river navigation and the performance of draw-bridges lessened the appeal of the LaSalle and Washington Street tunnels until the introduction of cable cars in the early 1880's. Since cable cars could not operate across bridges, tunnels seemed a logical alternative.

Traction magnate Charles Tyson Yerkes secured the right to use the LaSalle Street tunnel to move cable car trains from his North Chicago Street Railroad lines into the business district. Beginning in March, 1888, the tunnel became the downtown entry for cable cars from Clark Street, Lincoln and Clybourn Avenues.

The Washington Street tunnel, opened in 1869 between Clinton and Franklin Streets, was converted to cable operations in August, 1890, bringing Madison and Milwaukee cars into the downtown area.

Another tunnel, which was built under the south branch of the river just north of Van Buren Street, was used by Yerkes' Blue Island and Halsted cable car lines, beginning in 1894.

The last cable cars went out of service in 1906, but the tunnels that brought them downtown from the North and West Sides didn't reopen for streetcar operations until 1910 (Van Buren Street), 1911 (Washington Street) and 1912 (LaSalle Street). The LaSalle Street tunnel was closed permanently in 1939 for construction of the Dearborn-Milwaukee subway.



*Cable car trains from the Chicago Union Traction Company's Lincoln Avenue route used the LaSalle Street tunnel to enter downtown, as shown in this turn-of-the-century view looking north from Randolph.*

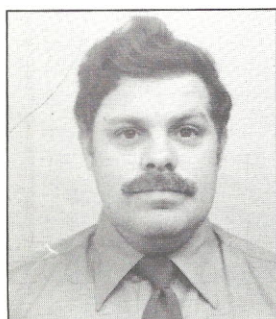




## Commendations



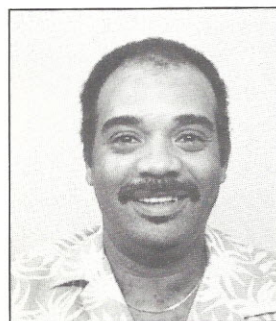
**Judy Haynes** (77th Street garage) was appreciated by Darlene Ficke, of East Huron Street, for her courtesy as operator of a No. 3 King Drive bus. "She was considerate and cordial, and totally responsive to her passengers. She waited for people rushing to catch the bus, smiled at everyone, and knew the answers to anything they asked. I had friends with me from out of town who were as impressed as I was with her wonderful performance."



**Thomas Palma** (Forest Glen garage) was called "a unique and wonderful driver" by Marie Penchar, of Fletcher Street, who was a rider on his No. 77 Belmont bus. "He greeted all passengers with a warm, heartfelt smile and a 'Good evening' or 'Come on board.' He kept up a friendly banter, identified upcoming stops, conversed genially with his passengers, and held intersecting buses for them. Stepping on his bus puts me in a much better mood right away."



**Janis Marino** (Limits garage) was "a pleasure to ride with" (on a No. 151 Sheridan bus), according to Lorraine Nielssen, of George Street. "She was courteous at all times (even when riders asked the same thing over and over), volunteered information if she thought it would be useful, drove skillfully, and put elderly riders (myself included) at ease with her confidence. She also called out every street. She'd be a fantastic choice to train others."



**Maurice Sutton** (77th Street garage) caught the attention of Juanita Scott, of Winston Avenue, while operating a No. 4 Cottage Grove bus. "It seemed as though everyone who got on the bus rode with peacefulness and a smile because of his dynamic personality and politeness. He seemed to take great pride in what he was doing, and to enjoy it. Be sure to tell him that his services are appreciated, and to continue serving in this positive and joyous manner."



## Staying Healthy

### Don't Let the Flu Bug You

The official flu season began in mid-December, but CTA's Medical Department has been seeing a lot of employees who have come down with this illness since late November, according to CTA Medical Director **Dr. Irma Realiza**.

In an epidemic year, influenza can cost the nation more than \$6 billion. About 20 percent of this is in direct medical cost, while the rest involves lost wages and production. The flu infection is caused by influenza virus, which can be of different strains.

The U.S. Public Health Service Centers for Disease Control says those at high risk include everyone 65 years of age and older, and people of all ages who have chronic lung or cardiovascular problems, such as asthma, emphysema, heart or kidney disease, diabetes or sickle-cell anemia. Anyone who, because of illness or medical treatment, has a poorly functioning immune system is also considered at high risk.

All of the above are advised to have the flu vaccine, preferably in late November or early December. Vaccinations are also valuable for otherwise healthy individuals, but those with bleeding problems and certain allergies should take appropriate precautions.

The symptoms of flu are nasal congestion, sneezing, coughing, generalized bodyaches and headaches, fever and sore throat.

Basic treatments include bed rest, proper diet, analgesics, antipyretics, increased fluid intake, cough syrups and antibiotics, if secondary bacterial infection is present.

Employees who have a prolonged illness or feel very sick should seek medical attention immediately. Proper clothing for cold weather should include a hat, scarf, and appropriate layers of clothes, such as sweaters and jackets, especially for those who must spend time waiting outside.

Covering the nose and mouth while coughing and sneezing will help prevent spreading an illness. We want 1991 to be a joyful and healthy year for everyone.



A dozen Operations personnel who retired from CTA in January were honored with "A Day in CTA" December 27 in recognition of more than 30 years of dedicated service with the Authority.

**Robert L. Desvignes**, manager of Rail Personnel, completed almost 42 years in rail service, rising through the ranks to supervisor, instructor, superintendent and manager. (See story on Desvignes retirement.)

**Ervin G. Schultz**, operator from North Park garage, began his career in 1950 with the Evanston Bus Company. In retirement, he plans to obtain a license to sell real estate. He and his wife, Emma, have four daughters and one granddaught.

**Luzell Mims**, a bus service supervisor, started out in 1953 as an operator at the old Devon garage. A three-time honoree of the Striving for Excellence program, he lives with his wife Jeannetter on the South Side, where he is active in the 6th Police District's Crime Stop campaign.

**James J. Skopec** joined CTA in 1954 as a bus operator at the Ravenswood garage. The next year he transferred to Keeler, where he worked until his promotion to supervision in 1968. Eight grandchildren are expected to keep him more than occupied in retirement.

Kedzie garages new and old have been the only work location of bus operator **Fred L. Bassett** during his entire 35 years with CTA. Named "Employee of the Month" at Kedzie in November, he has spent most of his career on Roosevelt, Madison and Lake bus runs. He too has eight grandchildren.

When **Donald D. Grant** began working for CTA as a bus operator in 1956, he was assigned to 52nd Street garage. After six years at North Park, he moved on to Archer, where he remained for 28 years. Grant is an accomplished barber and does commercial artwork as well.

**LeRoy Wilson Jr.** operated PCC streetcars for a while after going to work for CTA at the Devon station in 1956. He then switched to buses, moving to 52nd Street, North Park and 103rd Street garages. He plans to attend a school for air conditioning and refrigeration work, and to spend more time visiting five brothers and sisters who live in the area.

**Joseph P. Jamison** entered rail service in 1956 as a trainman in the West Section. After qualifying as conductor, switchman and motorman, he transferred to the South Section in 1969, where he continued as a motorman until his retirement.

**Wayne C. Williams** came on the job in 1957 as a bus operator at Archer garage. He transferred to 77th Street in 1970, where he stayed until his promotion to Bus Service supervisor nine years later. Since 1984 he has been an instructor at 69th Street.

**Wesley Cobbs** drove out of North Avenue garage for 15 years after joining CTA in 1957. He then became a Special Services operator at Washington garage and qualified as a line instructor. Assigned to Kedzie since 1986, he was honored last July as "Employee of the Month."

**Roosevelt Russell** worked out of North Park garage for only six months after joining CTA in 1957 before moving to 69th Street, where he stayed throughout the remainder of his 33-year career. Considered dedicated and consistent by his supervisors, he plans to visit family members in other parts of the country and to do a lot more fishing in retirement.

**Jerome E. Ryan** served all 32 of his years with CTA operating buses out of Forest Glen garage. During that period, he made the adjustment from manual transmission to trolley buses, and from propane to diesel equipment. Reliable and self-sufficient, he was called "exemplary" by his superintendent.



## Financial Tips

### You Can Make The New Year Less Taxing

For many of us, January is not only the month snowflakes begin to fly, but also when 1040 forms begin to flutter into our consciousness. As the W-2 and 1099 forms start to arrive, it may no longer be the season to be jolly, unless we are fortunate enough to qualify for a refund.

In the event you have dependents, be sure that they have a social security number if they are two years of age or older. For 1991, that rule changes, requiring social security numbers for all dependents one year or older.

Be sure to securely attach your W-2 forms and checks, if required, to the place indicated on the income tax return. And don't forget to sign the return, along with the date you signed it. If a joint return is filed, both the taxpayer and spouse must affix their signatures and note the dates.

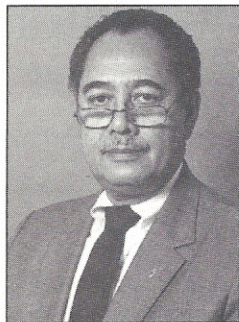
The Revenue Reconciliation Act of 1990, which was signed by President Bush on November 5, mostly affects 1991. For 1990, the following applies:

1. Personal exemption is \$2,050.00.
2. Standard deductions are:
  - (a) Unmarried — \$3,250.00.
  - (b) Married, filing jointly — \$5,450.00.
  - (c) Married, filing separately — \$2,725.00.
  - (d) Head of household — \$4,750.00.
3. The Illinois State Income Tax is computed at 3 percent for 1990.

There are other changes, but they do not apply to everyone, and are difficult to elaborate on here. Good luck, and may your refunds be substantial.



## For Bob Desvignes, A Joyful 10-7



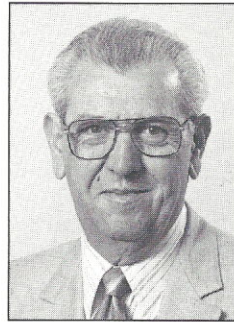
A career extending back almost to the start of CTA itself came to a close January 1 with the retirement of **Robert L. Desvignes** as manager of Rail Personnel. Since joining CTA early in 1949, Desvignes has mastered every aspect of rail operations, while serving as supervisor, instructor, superintendent and manager.

Involved in most of the rail transit innovations introduced under CTA auspices, Desvignes takes greatest pride in having overseen preparation of the *Corrective Action Guidelines* booklet that was issued early in 1990. He also had a direct hand in preparing, implementing and administering the guidelines, which he said "allow management to discipline employees in a more humane fashion, without stripping them of their dignity or penalizing them financially."

Desvignes served in the U.S. Army during World War II, and has a degree in optometry. In his spare time he enjoys fishing and bowling, as well as handball and racquetball.

One particularly rewarding aspect of retirement will be the opportunity it gives Desvignes to spend more time playing with his grandchildren Christopher, Brian and Jeffrey.

## Chris Kalogeras Retires



Direct involvement in some of CTA's most significant construction projects and seeing them through to a successful conclusion are among the many satisfactions **Chris Kalogeras** plans to take with him upon retirement January 1 after 24 years with the agency.

Kalogeras headed the Architectural Engineering Department during much of his CTA career. He was project coordinator with the city's Department of Public Works on the Dan Ryan, Kennedy and O'Hare Extension rapid transit projects, as well as on the Howard-Ryan connection.

He also worked on the Kedzie, 103rd Street, Chicago-Pulaski and 74th-Wood garage projects, and on the rehabilitation of a number of rapid transit stations.

"I don't know of any other profession where you can start off with just a thought and a piece of paper, and create something really useful and lasting," he reflected. "I've considered it a privilege to have worked at CTA, and I have nothing but praise for the staff. They've been terrific."

Kalogeras, whose father, George, retired in 1948 after many years in Maintenance with the Chicago Surface Lines, lives in West Rogers Park with his wife, Pauline. The focus of their frequent attention is Ashley, daughter of their son, George, and his wife, Michelle. In retirement he also expects to spend more time in church and civic work, and to do more fishing, golfing and traveling.

An Air Corps radio operator and gunner in World War II, Kalogeras earned a degree in architectural engineering at IIT, and is a licensed architect. For 18 years prior to joining CTA, he helped design schools, hospitals, jails, churches and commercial buildings for various architectural offices.



## Retirees

### December Retirees

**Samuel H. Adams**,  
North Park, 35 years  
**Tom E. Chandler**,  
69th Street, 25 years  
**Hilliard J.**  
**Derengowski**,  
North Park, 35 years  
**Wilbert H.**  
**Dohrmann**,  
Forest Glen, 38 years

**Wilson Gatling Jr.**,  
Lawndale, 12 years  
**Elcosie Gresham**,  
77th Street, 39 years  
**Marian F. Hanning**,  
West Section, 27 years  
**Anthony L. Hotko**,  
Archer, 27 years  
**Norwood Martin**,  
95th St.Term., 38 years

**Forrest McHerron**,  
69th Street, 25 years  
**Wendell Slay Jr.**,  
69th Street, 33 years  
**Carl A. White Jr.**,  
61st St. Term., 29  
years

### Disability Retirements

**John Aasen**,  
Forest Glen, 25 years  
**Juan Alamo**,  
North Park, 12 years  
**Gloria Danzie**,  
103rd Street, 15 years  
**Barbara J. Ester**,  
69th Street, 12 years  
**Frank M. Foster**,  
Douglas Term., 17 years

**Jesus Gonzalez**,  
North Park, 12 years  
**Marvin W. McClure**,  
95th St. Term.,  
22 years  
**Paul Mosley Jr.**,  
North Section,  
16 years

**Perry Patten**,  
103rd Street, 20 years  
**Juan E. Perez**,  
Limits, 12 years  
**James D. Przybylski**,  
North Park, 15 years  
**Frances Lee Thomas**,  
Limits, 13 years





## Anniversaries

### 40 Years

**Joseph Fano,**  
Motor Line

**Thomas Popek,**  
Safety Inspection

### 35 Years

**Herman Miles,**  
Bus Service

### 30 Years

**Vernon Cannon,**  
69th Street  
**Charles Coats,**  
Lawndale Mtce.  
**Ronald Gliszczynski,**  
Support Shops  
**John Harris,**  
Kedzie  
**James Johnson,**  
Forest Glen Mtce.

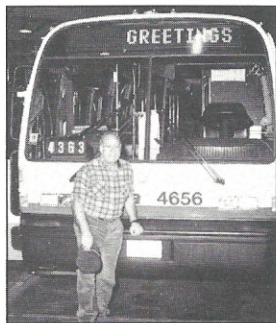
**Claude Jones,**  
77th Street  
**Ronald Joy,**  
77th Street Mtce.  
**Keith Klein,**  
Campaign Area  
**Rudolph Roach,**  
Bus Instruction  
**Robert Williams,**  
Bus Pers. North

### 25 Years

**Earl Allen,**  
Bus Dist. C  
**Chester Anderson,**  
Forest Glen  
**Steven Butler,**  
Racine Mtce.  
**Lawrence Chatman,**  
Bus Instruction  
**Duane Dooley,**  
77th Street Mtce.  
**Robert Featherson,**  
Rail Janitor Svcs.  
**Robert Garner,**  
103rd Street  
**Daniel Giles,**  
Bus Dist. C  
**Myrtha Hayes,** Utility  
**Chester Hendrix,**  
77th Street  
**Robert Heneghan,**  
Limits Mtce.  
**James Jacobs,**  
77th Street  
**Neville Keller,**  
Bus Pers. South

**Leslie Kelley Jr.,** Congress/Douglas  
**William Klimas,**  
Tire Inspection Ctr.  
**Willie Moore,** Kedzie  
**Buddy Mosley,**  
77th Street  
**Bruce Price,**  
77th Street  
**Barry Smith,**  
Ashland/61st/95th  
**Paul Spencer,**  
Lawndale Mtce.  
**Leonard Thomas,**  
Ashland/61st/95th  
**Cornelius**  
**Vandermolen,**  
Mech. Mtce. So.  
**Lonnie Voss Jr.,**  
Central Counting  
**Robert Wilson,**  
Kedzie  
**Frederick Wilson Jr.,**  
77th Street

## Bruno Family Tradition Reaches The End Of The Line



*Frank Bruno ready for retirement as an instructor.*

Family and tradition mean a lot to CTA, and the Authority has been enriched over the years by the loyalties created when one generation follows another into a career in transit.

Some 106 years of service by one such family ended in January with the retirement of **Frank Bruno**, instructor at the Maintenance Training Center at Hawthorne. Frank's departure closed out a tradition that began in 1927, when his father, **Louis**, joined the Chicago Surface Lines as a car repairman at the North Avenue car barn.

"My brother **Tony** and I were just kids during the Depression, but we thought we had everything we needed on Dad's salary," Frank said, "even though he only made 65 cents an

hour when he started. With all the different kinds of work done by the company, we figured they must have something good for us to get into, too.

"Tony joined the Surface Lines in 1944 as a conductor on the 'blue goose' (PCC) streetcars on Madison Street," he said. "About a year after my discharge from the Army, in 1946, I was hired as a car cleaner at Blue Island. Pretty soon I trained as a mechanic for buses at Archer."

Frank Bruno moved through the ranks in bus repair at Archer, Keeler and Beverly garages before becoming an instructor in 1969. Over the years he estimates training more than 500 bus maintenance personnel, and was involved in the transition from trolleys and propane to all-diesel buses. For 15 years, he also taught a class in first aid.

In ending more than 43 years on the job, Frank leaves CTA with the satisfaction that, with his father's 34-year career and his brother's 29 years on streetcars and buses, the Brunos have left a legacy of dedication and service that few transit families can match.



*Tony Bruno enjoyed being a conductor on PCC cars.*



## In Memoriam

**Joseph S. Brzoska,**  
78, Shops & Equip.  
**Patrick Clancy,**  
86, Shops & Equip.  
**James J. Coughlin,**  
71, Vehicle Maint.  
**James Cunningham,**  
68, 95th Street  
**Robinson Curtis,**  
92, North Section  
**Michael J. Cusack,**  
79, Claims Law  
**Marian Filip,**  
77, West Section

**Joseph Fleischmann,**  
77, Limits  
**Louis M. Fraiser,**  
89, Engineering  
**Allan C. Groff,**  
72, North Park  
**Albert Hickman,**  
85, 77th Street  
**William O. Kriz,**  
82, Forest Glen  
**Francis McGurley,**  
72, West Shops  
**Andrew Milos,**  
88, West Shops

**Frank A. Peterson,**  
88, West Section  
**Earl F. Saenger,**  
77, 69th Street  
**Leo J. Switlik,**  
85, Shops & Equip.  
**Arthur C. Tabal,**  
71, North Avenue  
**Margaret M. Timmons,**  
91, Accounting



## Way To Go, Bill Baxa

Media Relations Manager **C. W. Baxa** made his December retirement fit right in with the holiday spirit of giving by finding a rewarding way to dispose of the many souvenirs he had acquired during his 32 years with the agency. Most of the items were decorations on the walls of his office.

There were paintings of streetcars by professional artists, picture books of Chicago transit vehicles, a miniature two-car 2000-series train made into a desk set, and hundreds of political and special events pins.

Rather than cart it all home, where there was little space to display it and hardly anyone to enjoy it, Baxa decided to make the souvenirs available to those who would appreciate them, and do it in a way that would spread cheer well beyond the walls of the Merchandise Mart.

Since everything in the office had been a gift somewhere down the line, Baxa held an auction where fellow employees and transit buffs could bid on each item. The profits would go to Wally Phillips' WGN Neediest Kids Christmas Fund.

The auction, held early in December, was a gain for everyone concerned. Baxa was able to clean out his office without having to pack and move his souvenirs. The bidders got the treasures they wanted, and Wally Phillips' kids got \$710 more worth of Christmas cheer. Way to go, Bill!

## CTA Saves \$350,000 By Doing Its Own Farebox Repairs

CTA recently marked the first anniversary of doing its own maintenance and repair work on its 2,500 electronic bus fareboxes by announcing it had saved \$350,000 by not contracting the work out.

**Daniel R. Leffers**, deputy executive director, Finance, said, "While most transit agencies continue to have farebox maintenance performed by outside contractors, the CTA began to realize in 1989 that doing the work on our own premises could provide extensive cost savings and added security control."

Leffers praised the technicians revenue equipment staff headed by Director **Joseph Simonetti** for making the savings possible. "In the year he and his staff have performed the identical work done by a private contractor," he said, "CTA and its riders have benefitted tremendously."

In addition to maintaining the smooth operation of the Authority's bus fareboxes, the technicians also service related fare collection equipment.

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