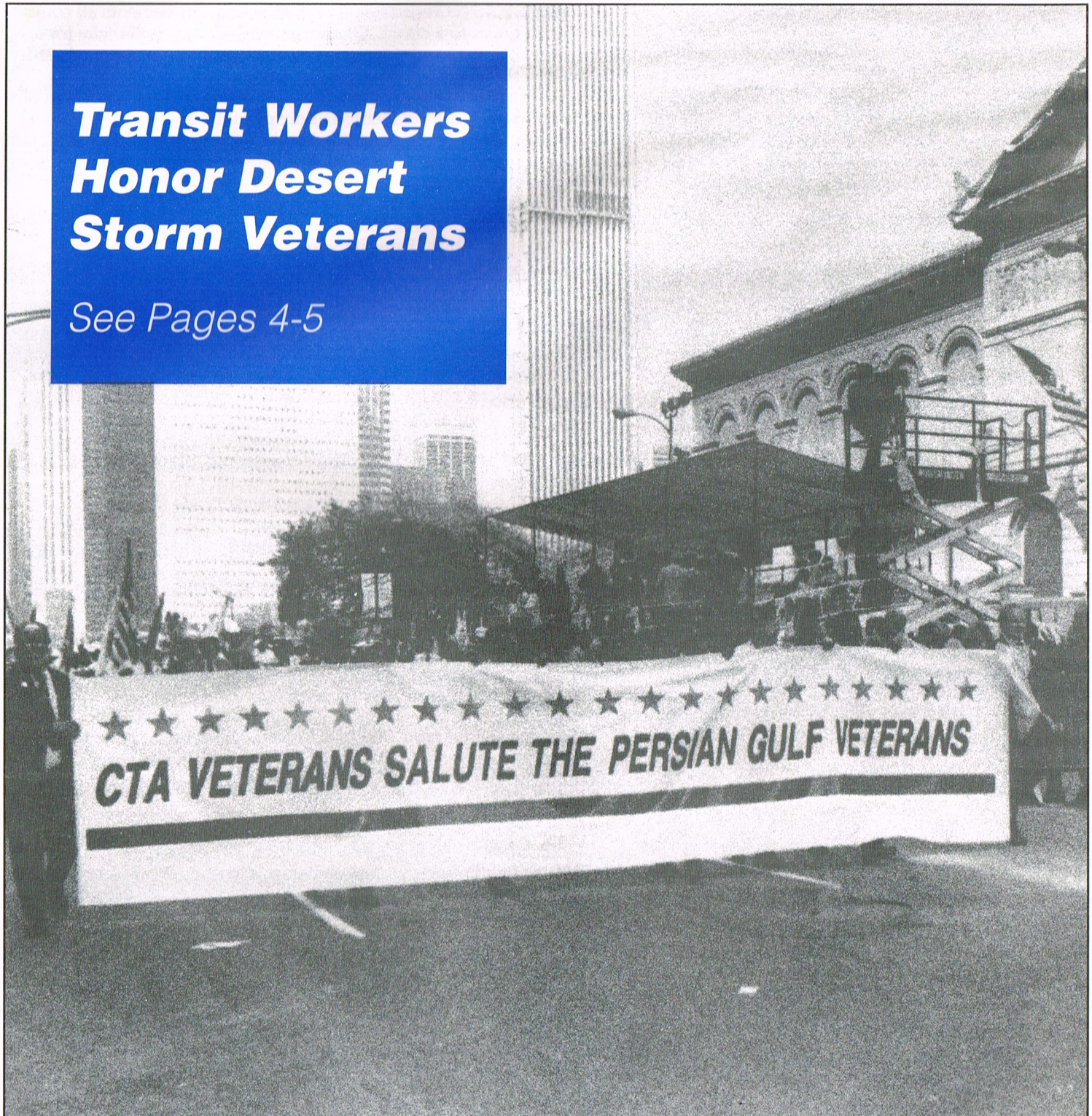


## **Transit Workers Honor Desert Storm Veterans**

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**CTA Puts a Team in New Mexico**

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**Trotters Stride for March of Dimes**

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Anyone who has tried to maneuver the city streets or expressways—whether in a CTA bus, or in a car—doesn't need to be told. This is a lousy summer for traffic.

Bridge work, street resurfacing, expressway improvements all combine to bring rush hours to a crawl. Of course, all this work will make for a better system of roads and expressways, but it will also make for a difficult summer.

This work comes at a time when the CTA is also making a number of improvements on the rail system. The scope of this work is unprecedented. On most weekends, portions of the Ravenswood line, the Skokie Swift, and the entire State Street subway are all closed for repairs. On track work alone, \$50 million is being spent.

What does all this mean for CTA employees?

It means that this summer, more than ever, we are being tested in our dealings with the public. Especially for operating employees on buses, trains, and at ticket booths, this will be a summer of questions and frustrations on the part of passengers.

Summer is also a time when many visitors are coming to Chicago. For many, a ride on a CTA bus or train is a highlight of their trip to the city. The impression that a CTA employee makes on that visitor will shape the visitor's image of the city. We know this because we hear from visitors who are not reluctant to let us know what they think.

This is also a summer when other types of attention will be placed on the CTA, as we seek funding from the state and federal governments. One passenger's bad experience on a bus or train could affect more than just one person's trip.

For all of these reasons, it is important for everyone to remember some common sense tips:

- Be knowledgeable of all service changes and reroutes caused by CTA projects, or other road work.
- Be patient with passengers who may be frustrated by delays that could have nothing to do with the CTA.
- Be willing to go the extra step with someone unfamiliar with the CTA system, or the city.

As anyone who goes through the Red Carpet training already knows, the CTA's image is shaped by what image you, the employees, leave with the passengers.

Make this summer one filled with red carpet service for anyone who comes in contact with the CTA. It will help shape a better image for the CTA, and help fill the farebox. And that, as we all know, is the bottom line.

*Alfred H. Savage, Executive Director*

### TRANSIT NEWS

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## Family Fun on CTA's Culture Bus

Take a busman's holiday with your family this summer. Ride CTA's Culture Bus on Sundays or holidays and show your spouse and kids what Chicago and CTA have to offer. Culture Bus takes you to more than three dozen attractions on the North, South and West Sides while a commentator tells you about the city and its history. Buses on all three routes start their trips from in front of the Art Institute, on Michigan Avenue at Adams Street, every half hour from 10:30 a.m. till 5 p.m. for round trips of 1 1/4 to 1 1/2 hours each. You may stay aboard for the entire trip, or get off at one of the museum stops, since buses are there every thirty minutes to take you on your way.





## CTA Employees at Mart To Test Direct Deposit

CTA's Finance Branch expects to make payroll direct deposit available to all employees throughout the Authority early next year, according to **Dan Leffers**, deputy executive director, Finance.

A Bank-at-Work program is already underway for general office employees on a six month test basis effective in June. During the test period, direct deposit is only being provided through First Chicago Bank and its 60 affiliated banks, including the Gary-Wheaton and American National Banks.

Employee participation and the number of banks in the program is being limited so that the

Authority may study the viability of Direct Deposit for all employees as planned. The plan is being implemented by the CTA Treasury Division in conjunction with Accounting Systems and Operations, and Management Information Systems.

Direct Deposit is a very low-cost fringe benefit which has been in effect in most of the Chicago area's major private and public businesses since 1969. CTA employees have been requesting this convenient payroll banking method for several years.

Leffers said the six month pilot study is being conducted to work out any operational and mechanical problems which may exist prior to opening Direct Deposit to all employees at any bank in the Automatic Banking Network in 1992.

He said it was decided to conduct the study using general office employees since only 1,800 personnel are involved, and because the general office payroll is CTA's most difficult payroll. Leffers said CTA chose First Chicago because it has been the Authority's payroll bank for many years, and has extraordinary experience with Direct Deposit.

First Chicago is providing no-cost consulting services to assist CTA in resolving operational difficulties, Leffers said. Participating employees will receive free checking, a free Automatic Teller Machine (Cash Station) card, a no annual fee credit card, discounted travel, and other miscellaneous customer services.

## Bus Maintenance Rodeo Event Set

Eligible bus maintenance personnel will compete for berths in the 1991 eighth annual Bus Maintenance Rodeo at Soldier Field's south parking lot Saturday and Sunday, June 8-9.

Like their operator counterparts, maintenance personnel will be required to maneuver a driving course, undergo a bus inspection and take a written mechanical safety test. They will also tackle a power train/transmission problem.

The bus maintenance contest will be conducted simultaneously with the Operations Bus Rodeo. The competition will consist of various maintenance teams with each comprised of three people. Each team goal will be to locate seven programmed bus engine and transmission defects, at least one of which causes a malfunction.

Teams will be given 10 minutes to inspect, troubleshoot, diagnose and record the planted defects; but only defects installed in the power train by maintenance rodeo officials will be valid for scoring. Defects which prevent the engine from starting must also be corrected, and the vehicle must maintain an idle of 600 revolutions per minute.

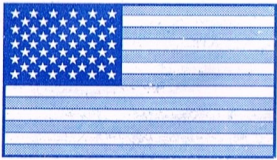
Employees who wish to serve as judges for the maintenance rodeo should contact the bus maintenance superintendent or supervisor at your local garage.

Family members and friends will also have an opportunity to participate in activities planned for them. Included will be an event called "Grand Prix," the driving of a miniature bus on a designated course via remote control.

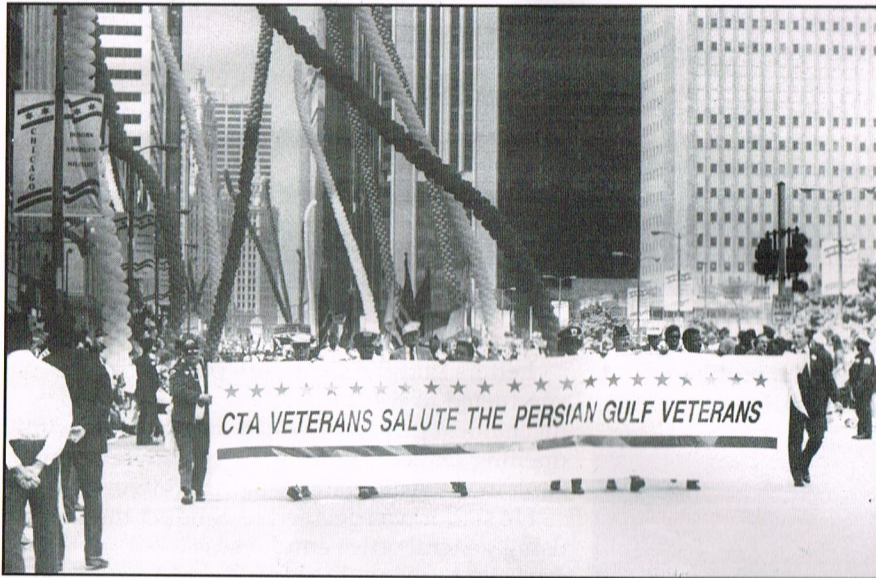
The bus maintenance rodeo committee is headed by **Michael Hennessy**, Maintenance superintendent at 103rd street garage, and chairman of the International Maintenance rodeo. Helping to promote the event is 77th Street garage light maintenance superintendent **Earl Jones**. The top bus maintenance team this year will represent CTA in the August 16 International Bus Maintenance Rodeo which will be hosted by Chicago.

Hennessey said the 1991 Bus Maintenance Rodeo will be the first such event in which heavy maintenance personnel at South Shops will participate.





## CTA Veterans March in City's Welcome Home Parade



Star-spangled banners and streamers greeted the thousands of veterans who marched in the Desert Storm Welcome Home parade, where CTA employees were ably represented.



Joining Executive Director **Alfred H. Savage** (right) before the big parade are (left to right standing) **Charles Clark**, instructor, Forest Glen; **Belton Calmes**, a non-CTA member of the Dorie Miller Color Guard; **James Griffin III**, bus operator, 77th Street; **Isaac Clark**, superintendent, Limits; **Andrew Mosley**, retired, Record Section; **Jacques Tillman**, another outside person, and **George Gray**, accounting specialist, Property Accounting. Kneeling are **Fred Lewis** (left), supervisor, "B" District, and **Charles Meredith**, bus operator, 103rd Street.

Thirty-six CTA employee armed forces veterans, some of them members of the active Reserve or National Guard, represented the Chicago Transit Authority as they marched down Michigan Avenue on May 10 in one of the nation's finest tributes to the soldiers, sailors and airmen returning from the Persian Gulf.

Prominent in the CTA unit and deserving of special recognition was the Dorie Miller American Legion Drill team and color guard, led by Forest Glen instructor **Charles Clark**. Resplendent in their American Legion parade uniforms, and strutting proudly in cadence, the team made the CTA veterans stand out in a sea of 30 bands and 12,000 other marchers and dignitaries.

The Dorie Miller Color Guard is named for famed World War II hero **Dorie Miller**, a Navy mess steward who distinguished himself at Pearl Harbor when he took over a ship's gunner position and scored several enemy kills as the island endured an aerial attack on Dec. 7, 1941.

The Dorie Miller unit and CTA veterans coordinated by CTA Community Relations, marched under a red, white and blue, star spangled banner of the Community Affairs department bearing the slogan, "CTA veterans salute the Persian Gulf veterans." The 30-foot wide banner was designed by the CTA Graphics department. The 600 Dorie Miller American Legion Post membership is comprised of active and retired CTA employees.

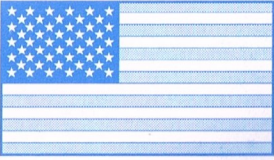
Cheers erupted as the CTA unit turned in a sharp "column right" from Wacker Drive onto Michigan Avenue. Confetti and shredded paper lined the streets in their path, and parade watchers waved and yelled their support. Others rushed out to hug some of the CTA vets on parade.

At Congress and Dearborn where the parade ended, CTA marchers high-fived, low-fived, and embraced each other for a job well done. It was a special day which they will always remember.

The occasion is best summed up by the personal observations of some of the CTA veterans. Harlem Shops repairman **Joe Kolek**, who served with SeaBee/Construction Battalion 25, U.S. Navy, called the event "Awesome. Well organized and very well received by the crowds."

"My last parade was a victory fly-over in Germany over Nuremberg in May 1945. Today is a beautiful day," commented **John Keil, Jr.**, a Management Information Systems lead systems





## Welcome Home Parade (continued)

analyst who was a 20-year old fighter pilot and first lieutenant in the Army Air Corps.

"I marched for all the CTA veterans who couldn't be here. It was an honor to represent them," said **Paul Olenski**, director, of CTA's Management Information Systems. Olenski, a veteran of the Vietnam War, was a corporal with the First Force Reconnaissance Company, U.S. Marine Corps. He called the Dorie Miller color guard "outstanding, and squared away."

"Reaction of the crowd was overwhelming to us. It was great to see CTA with a presence at this event," said **George Gray** of the CTA Finance Branch who also marched in the parade. Gray is a former Army specialist who served with a combat engineer unit during the Vietnam War.

Another Vietnam veteran, **David Perez**, director, Facilities Maintenance at Wabash and Roosevelt, said, "I'm proud to be here, proud to march, proud to represent CTA." Perez is a former Army sergeant who served with the Fourth Division, Long Range Reconnaissance Patrol.

Combined rail operator **Sharon Bartley** of Howard terminal called it "A very happy day. CTA did itself proud," said Bartley, a specialist with the 73rd Military Intelligence Group, U.S. Army Reserve.

Other CTA veterans who participated in the parade were:

**Isaac Clark**, and **Donnic Johnson**, of Limits garage; **Belton J. Culmes**, Archer garage; and **Fred W. Lewis**, Archer District B; **James W. Griffin**, **Maurice Smith**, **Cedric Chaney**, **Bennie Long**, and **Hasi E. Baker**, 77th Street garage.

Representing North Park garage were: **Robert Moyer**, **Romulo Acuna, Jr.**, and **J.T. Maryland**. Other marchers were **David Aguirre**, Lawndale; **Charles Meredith**, 103rd Street; **Renie Vargas**, Industrial Engineering, Skokie; **Mario Ochoa**, and **Ellis Kendrick**s, Affirmative Action; **Richard Schultz**, Intergovernmental Affairs; **Bertram Mims**, Community Relations; **Mike Hoffert**, Photographic Services; **Wrather Adams**, West Section C; **James P. Connelly**, Finance; **Elvis Wade**, Forest Glen; **Lola Wellington**, 69th Street; **John Kowalski**, Cicero sub station and **Frank Cames**, Kedzie. Among CTA retirees in the parade were: **Maurice Miller**, **Andrew Mosley**, and **Herbert Ligon**.



*CTA employees from earlier military campaigns pass Illinois Center on the Michigan Avenue parade route May 10.*



*Dorie Miller Color Guard members stand tall as they pass the reviewing stand for the parade in front of the Art Institute, where Mayor Richard M. Daley, Joint Chiefs of Staff Chairman General Colin Powell and other dignitaries took the salute.*





## CTA Maintenance team Joined TMC in Roswell on production Line

When Transportation Manufacturing Corporation of Roswell, New Mexico went to work on CTA's order for 491 lift-equipped buses, CTA maintenance and engineering teams set up house in Roswell to facilitate TMC's production and shipment of the new vehicles to Chicago.

A team of CTA engineering and maintenance personnel moved to the TMC plant in 1989 when the manufacturer first built its prototype for Chicago. "We saw the need to work closely with the manufacturer on quality control, so we assigned a 12-man team of our people as inspectors to their New Mexico facility," said **Jim Gebis**, director, Bus Procurement and Engineering.

CTA and TMC are working together for a quality product. "We realize that we are going to have these buses for 12 years, and we're spending \$175,000 for each vehicle. So we want the best. When we're spending that kind of money, certainly we want to be sure we're getting our money's worth; this is why we sent inspectors to Roswell," said Gebis.

He said to do otherwise would be to run the risk of incurring problems which may not surface for four or five years after the warranty on the buses has expired. "That could leave the CTA footing the bill for the cost of repairs. It would also mean a disruption to service which is more inconvenience to CTA riders," Gebis said.

CTA Maintenance crewmen working at the TMC plant in Roswell, New Mexico were (from left) **Dick Byar, George Holland, Pat Small, Dick Winston**, senior manager, Bus Maintenance; **Gary Ercoli, Jerry Walter, Jim Benda, James Bednar, Howard Warmbold, Tony Stevens, Joe Pila, Gary Kujawa, and Bill Lambert**.



"Sending CTA engineering and maintenance inspectors to Roswell benefits everybody. It's our way of making sure that the vehicles we're getting meet the standards which we require before they leave the manufacturer, and that saves us time," he said.

"We've got a good team in Roswell working under our equipment technician, **Dick Bryar**, who has been CTA's resident inspector in Roswell for two years," Gebis added. He said other CTA employees have also spent time at the Roswell plant, but said Bryar has been there since the project started.

During the construction process, CTA has had management personnel to oversee inspection of the vehicles in the Roswell plant. Among them were **Frank Venezia**, manager, Equipment Engineering and Procurement; **William Lambert**, unit supervisor, Bus Garages, and, in his former capacity as CTA's senior manager of Bus Maintenance, **Dick Winston** spent three months at the TMC plant where he also supervised quality control inspections. "The war in the Persian Gulf began and ended while we were in Roswell," said Winston, now senior manager of Rail Vehicle Maintenance, recalling the time he spent at TMC.



## CTA team in Roswell (continued)

"Our maintenance personnel in Roswell are to be congratulated for the outstanding efforts being given to expediting the delivery of vehicles to Chicago," said Winston. He said the urgency for the buses, which have been somewhat delayed, was heightened by the fact that most buses are generally retired after 12 years of service, yet there are some vehicles in the CTA fleet that are older.

The CTA has received some 317 TMC buses from the Roswell plant, an average of three buses a day. Production problems found earlier by CTA's inspection team have been resolved Gebis said, and delivery of the vehicles is back on schedule. He said the entire order of 491 TMC buses should be completely delivered to CTA this summer.

Meanwhile, CTA also has six inspectors at the Flxible plant in Delaware, Ohio near Columbus where 470 of its buses are in production for CTA. An old established company, Flxible has provided buses for the CTA in the past. "We're just beginning to scrap the 3700 buses manufactured by Flxible, which we have had for over 20 years," said Gebis. The Ohio bus manufacturer is sending the CTA an average of two buses a day, according to Gebis. Some of the new Flxible vehicles are already in CTA service.

When CTA ordered TMC buses three years ago, the order called for vehicles without air conditioners. Since then, the technology and equipment has improved, says Gebis, thus Flxible buses ordered just 18 months ago will provide passengers with air conditioned comfort. Wheelchair riders will also board Flxible buses through the front door which is standard design for Flxible, notes Gebis.

Procurement is having a very busy time as Gebis and his staff hold the reigns of quality control and delivery of new buses. "Normally, we buy no more than 200 buses in a year, but we're buying 961 buses in two years as a result of funding and some very special circumstances," said Gebis.



*The wheelchair lift on this TMC bus is thoroughly checked by  
**Tony Stevens***



## CTA Supports 1991 March of Dimes WalkAmerica

Among the 15,000 people who showed up Sunday, April 28 for Chicago's trek in the national March of Dimes Walk-a-thon on behalf of healthier babies in America were nearly 200 enthusiastic CTA employees.

WalkAmerica 1991 marked the seventh year of participation for CTA, and had the support of employees throughout the Authority. Clad in their best walking shoes and clothing to accommodate a comfortable stride, CTA volunteers began arriving at 7:30 a.m. at Michigan Avenue and Roosevelt Road for pre-registration and instructions. A continental breakfast was served, and T-shirts bearing the CTA logo was distributed to each participant.

The 18.9-mile march stepped off an hour later from Arvey Field at Columbus Drive and Roosevelt Road, and proceeded north to Montrose Avenue where CTA's Information bus met them and box lunches were given to each individual. At that point, the CTA Trotters, as the Authority's team is known, started the return trip to Arvey Field. Most CTA participants had crossed the finish line by 2:30 p.m. and started to wind down.

Involvement in WalkAmerica by CTA employees is a charitable endeavor that raises money to fight birth defects which claim the lives of more than 40,000 American infants each year. **Terry Hocin**, director, Advertising and Promotions, said the Authority's participation in this annual activity builds team spirit, and enthusiasm among employees as well as a pride in knowing that the CTA is helping to save a life, or spare pain and suffering.

On hand to provide moral support for the CTA Trotters were Deputy Executive Directors **Ernest Sawyer**, Administration, and **Dan Leffers**, Finance; **Craig Lang**, senior manager, Materials Management; **Mark Dundovich**, manager, Rail Vehicle Light Maintenance, and **Sarah LaBelle**, director, Market Analysis and Research.



*CTA Trotters lined up and ready to go on the 18.9 mile hike for the March of Dimes. The 1991 WalkAmerica had nearly 200 participants representing the Authority.*

CTA WalkAmerica coordinator **Joyce A. Shaw** said those registering for the event included representatives of Skokie Shops, North Park, and Lawndale garages, the Hawthorne Training facility, and general office personnel. Mrs Shaw said greater participation for 1992 is already being anticipated. In the 1987 walk-a-thon, deemed CTA's best year in the March of Dimes event, 61 employees walked and raised \$10,000 as they solicited sponsors who either pledged money for each mile walked or made specific donations.

Although final figures for 1991 will not be available until the end of July when all pledges are expected to have been tallied, this year's CTA WalkAmerica committee expects to exceed the 1987 success. Prizes for the Authority's top five walkers who raised the most contributions this year will also be presented at that time.

Members of the CTA coordinating committee this year included **Anna Kelly**, and **Kim Johnson**, Maintenance; **George West**, Operations **Olivia Bradley**, Capital Development; **Diane Mitchell-Bey**, and **Michael Taylor**, Administration; **Carol Bowman**, **Nelson Morales**, **Robert Bono**, **Susana Flores**, **Tawanna McFarland**, **Sonya Dolton**, **Nidia Rodriguez**, **Alicia Parham**, **Enedina Aranda**, and **Annie Burgett**, Finance; **Dianna Caston**, Industrial Safety and Special Services, **Arnetta Driver**, Utility, and **Nelson Ghorbanian**, of the Medical department.

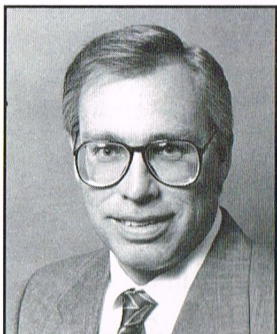
Plans are already underway for the 1992 WalkAmerica event. Interested employees should contact **Mrs Joyce Shaw** on extension 3345.



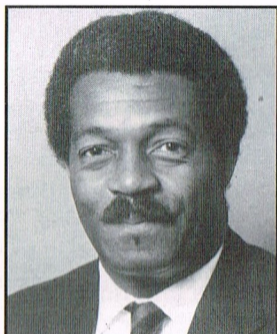
*CTA employees arrived at Arvey field with enthusiasm for what promised to be the Authority's most successful contribution to the annual March of Dimes campaign.*



## New Staff Appointments Announced



Craig M. Lang



Richard N. Winston

Three senior staff appointments were announced recently in the maintenance and finance branches.

**Craig M. Lang**, who recently headed CTA's Rail Vehicle Maintenance Division, has been chosen as senior manager of the Materials Management Division. In his new position Lang is responsible for the Authority's purchasing, which has average annual procurements of approximately \$200 million.

Lang was honored last year as the Chicago area's Outstanding Executive by the Superior Public Service Awards program for his work in improving the Rail Vehicle Maintenance Division.

**Richard N. Winston** was appointed senior manager of Rail Vehicle Maintenance. Winston has over 20 years of experience in the transit industry and was most recently senior manager of Bus Maintenance for the Authority.

In his new position, Winston will continue improving and increasing rail service reliability. He will also further develop servicing and preventive maintenance techniques of rail vehicles and related equipment.

**Donald J. Sturenfeldt** was named senior manager, Bus Maintenance. A career transit professional, he was formerly CTA's manager of Bus Heavy Maintenance.

Sturenfeldt rose to his most recent position through the ranks from bus cleaner to mechanic and the foreman's ranks. He has also held positions as superintendent of Support Services and director of maintenance.

In other appointments announced, **Bea Hicks**, was named manager, Rail Personnel, and **William Nichols** was chosen as manager, Rail Service Transportation. Hicks is the former director, Transportation Labor Affairs/Support Services, and Nicholas was director of Rail Personnel.



Donald J. Sturenfeldt

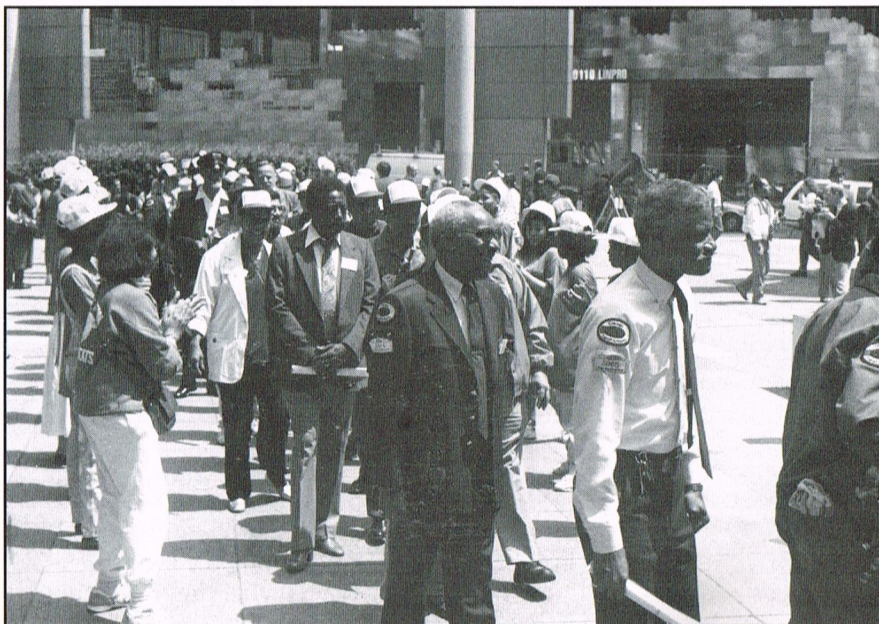
## Transit Appreciation Salutes CTA Employee Performance

CTA Chairman **Clark Burrus**, and Executive Director **Alfred Savage** commended CTA's operations and maintenance personnel during Transit Appreciation activities on May 20 at the State of Illinois Building. Especially praise worthy were the Authority's accomplishments in safety and on-time performance.

Operating station and maintenance employees representing every location in the Authority were honored at the public ceremony. As the Lane Technical High School band played a medley of patriotic tunes, cheerleaders from the Lakeview High School cheered CTA employees on.

Master of ceremonies John Drummond, veteran CBS reporter, took the opportunity to endorse public transportation as "a welcome alternative." Drummond called the CTA, "a good ride at a good price."

Joining the Authority's two top executives to honor employees on this annual occasion were **Elonzo Hill**, deputy executive director, Operations; **David Hillock**, deputy executive director, Maintenance; **Isiah Thomas**, president, Amalgamated Transit Union, Local 241; and **James Forte**, ATU, Local 308.



Selected CTA operating and maintenance employees make their way to seating provided for them at the State of Illinois Building for homage during the May 20 Transit Appreciation activities. Lakeview High School cheerleaders stand by to cheer employees on.



## Not for Baby Boomers Only Says Disc Jockey Dan Kane



*Dan Kane, CTA's Customer Assistance director by day, operates his own D.J. business on weekends. Transit News caught up with him at a recent fund raiser for the Mid North Association, a Lincoln Park neighborhood group celebrating its 40th anniversary at Cafe Brauer.*

American Band Stand's **Dick Clark**, the great spinner of hot wax for three generations of the bobby socks crowd, may have been the impetus for CTA Customer Assistance director **Dan Kane's** avocation as a disc jockey.

Kane is quickly gaining popularity as a D.J. par excellence.

His 2,000 plus inventory of sounds includes recordings of "oldies but goodies" from big band and popular tunes of the 40's, 50's, and 60's to contemporary music.

Birthday parties, reunions and special events such as CTA retirement feasts for those who have subscribed to his service, have been lively and musically entertaining, thanks to Kane's repertory rack of goodies which he calls "Not for Baby Boomers Only."

When Architectural Engineering department chief **Chris Kalogeras** turned in his drawing board in January after 24 years of CTA service, his farewell party featured such tunes as "Rum and Coca Cola," by the Andrew Sisters, a hit from the 40's almost never heard over the airways these days.

"We have a record collection which we think will suit any occasion," said Kane. His D.J. savoir-faire is evident by the fact that Kane recently added **M.C. Hammer** and other rap "artists" to his collection of hits. "Personally, it's not my kind of entertainment, but if I happen to be spinning for a high school crowd, invariably that is what they will want," he said.

The CTA employee of 17 years began spinning records in 1964 for his campus radio

station at Loras College near Dubuque, Iowa where Kane earned a Bachelor of Arts degree in Business Administration. Later he joined the staff of AM Radio Station WDBQ in Dubuque.

"We were able to introduce our listening audience to some very old tunes," said Kane. "To attract more advertisers, our evening programming included 'Top 40' tunes," added Kane who was also the 1,000 watts station's announcer, news reporter, and commercial copywriter.

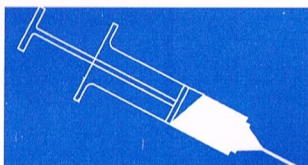
"Spinning records on any given occasion may not necessarily be a labor of love, but it sure is a lot of fun," said Kane.

"I don't know if there really is a down side to it, but if there is, it is after we've spent a good hour playing a variety of numbers, and someone will invariably ask, 'When are you going to play some good dance music?' which just proves that people can sometimes really be subjective about what's good music. Still, it's a lot of fun," he said.



*While CTA's **Dan Kane** was providing the music, Channel Two's **Bill Kurtis** was auctioneer at the Mid North Association fund raiser. Here Kurtis and Kane inspect the association's 40th anniversary cake.*





## Tour of UBS Laboratories Provides Donor Answers

Some CTA employees who recently donated blood in the jointly sponsored CTA/United Blood Service drive at the Merchandise Mart had questions about what happens to their blood once it is collected.

**Clayton McLean**, resource program specialist who coordinated the blood drive, toured UBS Laboratories where he got some answers. McLean learned that lab technicians test all the blood they receive for everything anyone could possibly imagine.

Since there is so much concern about HIV virus, technicians screen very carefully for that virus as well as for specific blood type, different kinds of antibodies, unique cell structure, the sickle-cell trait, and so on.

As an example, it was learned that the more pregnancies a female donor has had directly affects the kinds and numbers of antibodies that may be found in her blood. Moreover, a cold or flu also introduces new antibodies to one's system. UBS technicians say antibodies provide information

about what kinds of germs or viruses exist in a person's blood system.

Blood companies such as UBS have had to establish tougher guidelines because the variety of medications which some donors frequently must take, or even a trip to the dentist for a cleaning, could have a negative effect on a donor's blood.

It was further learned that virtually all donated blood is used within eight hours. Laboratory technicians also said six different components which have a variety of uses are found in human blood. Some of these components are stored, and frozen at temperatures up to 83 degrees centigrade for as long as six months before they are used.

The need for blood and blood products in the Chicago area is so acute that area wide contributions comprise only 65 percent of the need; the rest must come from other parts of the country. Much of the blood that is contributed is used for research on various diseases such as AIDS, sickle-cell anemia and other maladies that attack the blood stream.



## Staying Healthy

Fat babies are not necessarily healthy babies. Likewise, fat, or obese adults are not necessarily healthy adults. Usually, fat babies become obese adults.

Recent studies indicate that a diet limited in fat and cholesterol should begin in a child by the time it reaches two years of age. Medical authorities believe this would lower the incidence of heart problems which is a major cause of death in adults, according to **Dr. Milton J. Sneider**, CTA medical consultant.

Overweight people should seek medical guidance to accomplish a healthier and happier life style. The remedy for obesity may not always be diet and expensive exercise classes. We all agree that some overweight people have eating disorders which may be influenced by genetic, or environmental conditions. Thus, the treatment of obesity should be on an individual basis.

Such problems as hypertension (high blood pressure), cardiovascular (heart) problems, diabetes, disturbed vision, frequent back and leg pain, to name a few, frequently are the result of obesity. Moreover, statistics show that obese people generally are poor surgical risks. These are all serious health problems which could be avoided provided the individual practices sensible health habits.

While exercise programs are considered good and inexpensive, some diet programs advertised today are very expensive. Your own doctor can better advise you on how to eat sensibly at a very nominal cost. Until you see your family physician, remember that fast foods are generally high in calories.



## Kegler Awards Presented



**Tony Andrews**, director of CTA's individual handicap bowling tournament held at Chicago's Manzo Clearing Bowl, presents trophies to **Cheryl Young** of Harlem Shops who bowled 626 pins, and **Henry Swinivch** of the Duplicating department in the Merchandise Mart who knocked out 659 pins in annual tourney action.



The Archer Bandits, who have made their presence known since 1989, struck swiftly and decisively to become Amalgamated Transit Union Local 241/CTA softball champions. Extending congratulations to the Archer team are ATU Local 241 President **Isiah Thomas** (left), and **Sam Smith** (right), director, Bus Personnel.



## CTA's Senior Employee Bob Valerious Retires

When **Bob Valerious** turned in his mechanics tools at South Shops last month, he closed a career of 48 years of service. It was a career which began at 39th and Cottage Grove where he had been a garage time keeper.

A highly regarded mechanic at South Shops, Valerious was a second generation career transit worker who followed in the foot steps of his dad. "Bob Valerious is one of our best mechanics," says **Mike Hennessy**, maintenance superintendent. "He will be missed," he said.

As for Valerious, he has a healthy respect for the co-workers he left behind. "There is a lot of knowledge in the garages," he said. "Valerious said he believes there is enough talent at South Shops that CTA could really build its own buses. 'I've seen a lot and worked with a lot of good people over the years, and I know we have the people and the talent to do this,' he said.

As for the future, Valerious said "I've been provided with a good pension, but I must find something to do. I simply won't sit for very long."

Meanwhile he plans to divide his time between his south suburban residence in Homewood, and a home in Michigan. "There is much work to be done in both places, so I'll be busy for awhile," he said.

He said the most significant change in public transportation during his career with CTA was the switch from street cars to buses. "What I'd really like to see is a mono rail system in Chicago; I think that would be great. If they can do it in Disneyland, why can't we employ such a system for a city like Chicago," said Valerious who calls himself "a dreamer."

The Valerious family includes his wife, Barbara, who is a school principal, and two sons.

**Bob Valerious**, retiring CTA mechanic, is seated at the controls of this shop cart, a replica of the old streetcar of days gone by. The CTA veteran of 48 years service is flanked (from left) by his mother, Mrs **Sally Valerious**; wife, **Barbara**; and sons, **Jeremy**, and **Robert**.







## Transit Memories

One of the least known and most unusual transportation services to be provided by CTA or its predecessors operated almost daily for more than half a century hauling only freight.

In 1900, the Northwestern Elevated Railroad instituted rapid transit service over the north side elevated structure from the Loop to Wilson Avenue.

In 1908, "L" service was extended northward to Central Street in Evanston, and later to Linden Avenue in Wilmette over trackage leased from the steam powered Chicago Milwaukee and St. Paul Railway. The St. Paul (later known as the Milwaukee Road) discontinued passenger service north of Wilson at that time, but continued to provide freight service to numerous customers in both Chicago and Evanston. Most of these were coal and lumber yards, but there was also a meat processing company and several warehouses.

On November 1, 1920, the operation of the freight service was taken over by the "L" which had purchased two 50-ton electric locomotives from Baldwin-Westinghouse for this purpose. Freight cars destined for points along the "L" were received from the St. Paul at the Buena Yard, a small three track facility located in the shadow of the elevated structure at Irving Park Road. Freight movements were normally conducted at night to minimize interference with regular passenger service.

Due in large part to the phasing out of coal in favor of gas or oil for heating purposes, the number of freight customers served dwindled to just one, the Lill Coal Company which was located opposite the Berwyn station. Service to this lone customer continued through April 1973 when only a few carloads of coal were being delivered each week. On April 30, 1973, at 7:30 p.m., the last freight car returned to the Buena Yard, marking the end to what had been the only service of its type to be operated by an urban rapid transit system. The Lill coal yard site is now occupied by a supermarket, and the two electric locomotives were sold to the Toledo Edison Company.



*Freight was occasionally handled during the daylight hours as evidenced by this 1960's view taken from the Wilson Avenue shop.*



## In Memoriam

**Stanley J. Barkauskas,**  
80, South Shops

**Donald R. Beard,**  
87, 77th Street

**Raymond R. Burkhardt, Jr.**  
57, Archer Garage

**Austin J. Byrnes,**  
75, South Shops

**William C. Dunn,**  
68, West Shops

**Raymond L. Eggebrecht,**  
55, South Shops

**Fred H. Frieb,**  
73, Rail West

**Donald R. Gierhahn,**  
60, West Shops

**Erven M. Guy,**  
93, Public Info.

**John E. Holly,**  
92, Devon

**Peter J. Hynes,**  
84, 69th Street

**Timothy Kearney,**  
74, Rail Central

**Herbert Lowenstein,**  
70, Rail Area

**Charles McMorrow,**  
93, Rail South

**Sam Mirallego,**  
73, Rail North

**Vincent J. Moore,**  
82, Claims

**Luke Morley,**  
88, S&E

**William H. Oglesby,**  
79, 77th Street

**Arthur R. Olson,**  
77, North Park

**George A. Pedersen,**  
73, Jefferson Park

**Clenter Purnell,**  
50, Fin. Rptg/Anal

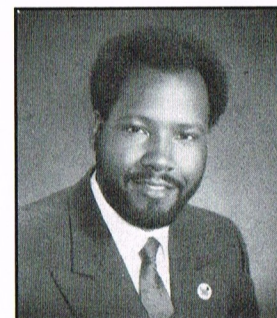
**Thomas D. Rawlings,**  
69, 77th Street

**Harry S. Sherlok,**  
86, Forest Glen

**Marvin L. Sikes,**  
59, North Avenue

**Louis M. Traiser,**  
89, Engineering

**Irwin E. Wiesmeyer,**  
89, S&E



**Marcellus Barnes** of the 77th Street Repair department, South Shops, has been elected president of the Chicago Police department Fourth District Steering Committee. He was previously recognized by the Police department for his

long standing service. He is also an executive board member of Amalgamated Transit Union, Local 241.





## May Retirees

**Alfred J. Belligio**  
South Shops, 4 years

**Johnny Bonner, Jr.**  
77th Street, 26 years

**John P. Brennan,**  
West Rail, 28 years

**James L. Briley,**  
Kedzie, 31 years

**Thomas E. Chiovino,**  
North Park, 25 years

**Willie C. Cooper,**  
77th Street, 25 years

**Arthur G. Frazier,**  
Archer, 39 years

**Leon Gaddy,**  
69th Street, 30 years

**Norman A. Jones,**  
77th Street, 27 years

**Terry M. Kent,**  
West Shops, 28 years

**Denis J. O'Donoghue,**  
Archer, 30 years

**John C. Planthaber,**  
Harlem Shop, 25 years

**Carroll C. Porter,**  
77th Street, 24 years

**James L. Quinn,**  
West Shops, 17 years

**Clarence E. Richardson,**  
69th Street, 16 years

**Robert J. Valerious,**  
77th Street, 48 years

**Bruce Williams,**  
Kedzie, 25 years

**Cecil L. Woods,**  
South Shops, 30 years

**Joseph W. Young,**  
Dist. C, 25 years

### Disability Retirements

**Maria M. Agnew,**  
North Park, 13 years

**Carmen M. Betances,**  
Trans. Pers., 12 years

**Jose Cancel,**  
North Park, 17 years

**Dorothy Davis,**  
Trans. Pers., 7 years

**Elmer Horvath,**  
Mangement Svcs.,  
5 years

**Earnest J. McElwee,  
Jr.,**  
Kimball, 15 years

**Steve Sweda,**  
West Shops, 6 years

**Juris Vitands,**  
Forest Glen, 24 years

**Dennis R. Wallace,**  
West Shops, 22 years



## Anniversaries

### 35 Years

**Luther Gaston,**  
Revenue Equipment

### 30 Years

**Dominic Demaria,**  
Rail Dist. West

**Thomas Donnelly,**  
Support Svcs/Bus

**Ervin Harmon,**  
Ashland/61st/95th

**Ronald Jareckas,**  
Machine & Register

**Karl Kassal,**  
Archer Garage

**William Miedema,**  
Support Svcs/Bus

**Robert Mulnix,**  
North Park Garage

### 25 Years

**Vincent Aikens,**  
North Park Garage

**Phillip Auriemma,**  
Oper Comm & Power

**Harbhajan Gakhal,**  
Archer Mtce

**Willie Gregory,**  
O'Hare Terminal

**John Jones,**  
South Warehouse

**Johnny Martin,**  
103rd Street Garage

**Gerald Marusarz,**  
Forest Glen Garage

**Samuel Moore,**  
Howard/Kimball

**Fred Polk, Jr.**  
Forest Glen Garage

**Derrell Norton,**  
Forest Glen Garage

**James O'Malley,**  
Rail Janitor Svcs

**William Orr,**  
Central Counting

**Francis Payne,**  
Linden Mtce.

**Charles Rimmele,**  
Administrative Svcs

**Edwin Szot,**  
Archer Garage

**Richard Riddle,**  
Howard/Kimball

**James Robinson,**  
Track Mtce

**Terry Short,**  
Lawndale Mtce

**Robert Smith,**  
77th Street Garage

**George Taylor,**  
103rd Street Garage

**Abner Williams,**  
Service Planning

**Otha Williams,**  
Bus District C

**James Zazula,**  
North Warehouse

## Rebecca E. Cousin is Among Who's Who of American Women



**Rebecca Elizabeth Cousin**, Executive Office Administrator to CTA Executive Director **Alfred Savage**, is included in the 1991-92 volume of *Who's Who of American Women*.

The volume lists the accomplishments of American women in a variety of endeavors from across the nation. Ms Cousin, a native of Nashville, Tennessee, attended Northwestern University and worked as a legal secretary before joining the Chicago Transit Authority as a clerk typist on March 12, 1959.

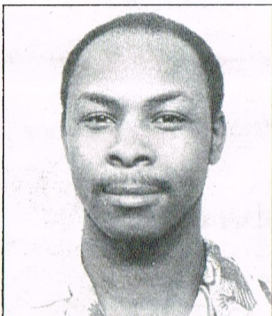
Ms Cousin was a runner-up in Chicago's 1988 Superior Public Service Award program, and was included among the 1,670 Striving for Excellence honorees at Chicago's Museum of Science and Industry last November 3.

"It is an honor to have been selected for inclusion in this year's *Who's Who of American Women*. I don't know who made the nomination, but certainly someone thought enough of me to do so, and I am very grateful," Ms Cousin said.

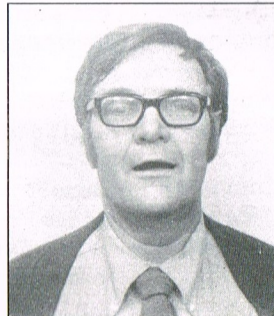




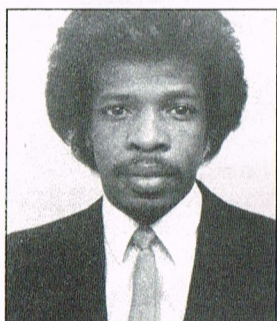
## Commendations



**Michael Staples** (77th Street garage) was complimented by Dr. Margaret Burroughs, vice president of the Chicago Park District, who was a rider on his No. 3 King Drive bus. "Besides being a very competent and efficient driver, he exhibits a warm, positive personality. He cheerfully and pleasantly called the stops. Passengers entering the bus were greeted with a pleasant 'Good morning,' and upon disembarking, they were given a cheery 'Have a good day.' He started my day off just right, and I thank him for it."



**James Kolstad** (69th Street garage) was called "unique bus operator" by Kenneth Mendenka, of South Talman Avenue, because of the way he handled a No. 53A South Pulaski bus. "I have never met a nicer bus operator in my life. This gentleman is the epitome of what a bus operator should be like. In a day when everything is 'rush-rush,' he takes the time to greet each passenger, which I know can make a person's day riding the CTA a great deal more pleasant. I am already looking forward to riding his bus next week."



**Hudson Black** (Limits garage) was commended by Annie Criddel, of East Delaware Place, for his courtesy on a No. 36 Broadway bus. "He greets the passengers with a warm, friendly smile. It is a pleasure going to work when he is driving. No matter what the road conditions, he is always prompt. He is also a cautious and safe driver, and calls out each street to give passengers who are engaged in conversation notification of their upcoming stop. He should be recognized for his punctuality, professionalism and pride."



**Tuesday Simpson** (Limits garage) was appreciated by Darvia Lawrence, of East 50th Place, who was a rider on her No. 151 Sheridan bus. "She was so thoughtful, kind and considerate. She seemed to enjoy her job. She called out the stops, and was most helpful to all the passengers. It was a rainy, nasty day, but she made it much more bearable. I heard other passengers compliment her, too. She exuded personality and dedication to her job. She made me feel like a human being. I hope to be able to ride with her again."

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