



Bus Rodeo, Maintenance Attracts Record Entries

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Power and Way Keeps CTA Moving

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Jeanne Ludmann's 50 Years With CTA

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Executive's Message

The cloudy financial future facing the Chicago Transit Authority should be no secret to anyone working for the CTA. As I write this, our future funding sources remain uncertain. This creates a feeling of frustration, I'm sure, for all of you who wonder what an individual employee can do about matters seemingly beyond your control.

It is important at times like these not to lose sight of the many ways we can improve our own performance. We can begin by exercising a greater sense of responsibility with our resources. Improved on-time performance, attendance, and better use of our time and talent are some of the ways you can help.

Sharing ideas that make the CTA even more efficient and productive is another positive step. The Human Resources branch administers a special program called "Transit Ideas Pay" or T.I.P. It works like this:

Any employee can submit an idea or suggestion that improves CTA operations and efficiency. If that idea is utilized, both the CTA and the employee gain. The agency gains by saving money, and the employee receives a monetary reward.

One way to bring efficiency is through high-tech innovations that improve our operations. Recently, our Finance branch set a fine example as it unveiled a \$10 million capital investment program to integrate the CTA's purchasing, inventory control, and accounting systems. This system will enable all CTA departments to track the progress of purchases and material requests.

Another way to improve operations is to set high standards for performance. Those high standards are on display again this year at annual competitions like the bus roadeo recently held at Soldier Field, and other contests among rail operating employees, ticket agents, and maintenance workers. The more contestants striving to join the winner's circle, the better the service will be out on the system.

Service also improves when we improve our dealings with the public. Going that extra step, offering that extra attention to a CTA rider is our best marketing tool. If one passenger's trip is made better by the efforts of one CTA employee, everyone benefits.

Other ways an individual employee can make a difference is through special projects. Our rail shop staff at the Skokie shop captured the "Can Do" spirit when they undertook major refurbishing of the 2400 and 2000 series rail cars. This program, accomplished entirely by CTA personnel, is highlighted elsewhere in this issue of Transit News.

These are only a few examples of what is being done, and how one person can make a difference. But there is much more that can be done. Together, we can accomplish a great deal in the struggle to maintain our system despite financial problems. If we pool our efforts for the common good of the CTA and our riding public, the spirit of teamwork never fails.

Alfred H. Savage, Executive Director

On The Cover:

top photo:

CTA's 1991 top bus operator will come from this "Winning Circle 30," the competition's finalists. The winner will be announced at the Holiday Inn Mart Plaza awards banquet on August 2.

bottom photo:

CTA buses at Soldier Field's south parking lot were lined up and ready for Bus Roadeo contestants.

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Jeanne Ludmann Recalls 50 Years of CTA Joy



Friends, Co-workers Celebrate Jeanne's 50th Anniversary

Bill Buetow, senior manager, Treasury, treated **Jeanne Ludmann** to lunch at the Palmer House in tribute to her 50 years of faithful service as a CTA employee.

"I've known Jeanne for 32 years," said Buetow, "and in all that time, I don't think I've known a more caring and dedicated, or a more congenial person. The CTA was established on people like Jeanne Ludmann. She is certainly the kind of employee we like to see continue."

Earlier the department had served coffee and cake to well wishers who stopped by the office, including Treasury department retirees **Kay Corcoran**, and **David Munyers** from Palm Desert and San Diego, CA., respectively.

"I really don't know what to say," replied Ludmann, a bit surprised by all the 'ruckus.' "Fifty years of service speaks for itself," said **Jack O'Connor**, manager of Central Counting, who himself has 48 years of CTA service. Besides O'Connor and the Californians, luncheon guests included **Dan Leffers**, deputy executive director, Financial Services; retiree **Dan Perk**, formerly manager of Treasury; **Joe Simonetti**, manager, Revenue Equipment; **Jane McGuan**, director, Treasury Administration; **Mary Ann Jagodzinski**, executive administrative assistant, and **Barbara Parker**, special projects assistant.

The Palmer House French Quarter's atmosphere, the pastel colors of Jeanne's apparel, and the radiant smile that she had for everyone on her anniversary was perfect harmony for a memorable occasion.

Fifty years after she was hired as a typist in the Department of Accident Investigation of the Chicago Surface Lines, **Jeanette "Jeanne" Ludmann** isn't sure she is ready to retire.

Occasionally she thinks about a life of leisure in Florida with friends she has known for decades. "Sure there are plenty of places to go, and people to see, but my heart is here," she said.

"I graduated from high school on June 28, 1941, and three days later I was working for the Chicago Surface Lines at 600 West Washington. Since her first day on the job, Ludmann says she has enjoyed it because she has always had good bosses. "I have worked with a lot of nice people over the years, and I have found the years at CTA very satisfying," she says.

Jeanne is a person who exudes charm. Her smile is perpetual, and her unusual response to a friendly "hello, how are you?" is always the same, "delicious!" She first heard the expression on a radio broadcast many years ago, and since then it has been the manner in which she has greeted co-workers each day. For Ludmann, anything else would be out of character. "My husband had a different expression, but I think mine was better," she said. She was married to the late **Oscar Ludmann**, a CTA civil engineer, for 38 years.

Her career in transit has been an interesting mix from typist, claims clerk, brief writer, and bookkeeper to her present position as cashier coordinator. She was a Saturday relief on the switchboard, and took accident calls until the accident clerk reported. "We started at 8 a.m., worked until 5:30 p.m., and we were here every Saturday," she recalled. In all, Ludmann spent 29 years in the Claims Department.

Changes in the workplace over the years have been legion, but the one Jeanne recalled has perhaps had the most impact on job opportunities. "We had no unions when I started," says Ludmann. "If you wanted to try a different job, you went to the boss and let him know what you were interested in doing. They would try you for the job, and if you got it, the pay increase was \$5 a paycheck. That was it. The section people always had first chance at a new opening before anyone else."

A dollar certainly went a lot further half a century ago, recalls Ludmann. "My first paycheck was \$37.50, and there were no deductions. I bought a powder blue poplin rain coat for only \$5.95, and a pound of cashew nuts. Carfare was seven cents a ride, and steak was 27 cents a pound, nothing like prices now. When I think of what it takes to buy that same raincoat today, I am amazed," she said.

Bus Rodeo and Maintenance Contests Draw Record Entries

Bus Rodeo Finalists Compete for Championship

CTA's top 30 bus operators put their skills on the line in the 1991 Bus Rodeo finals at Soldier Field Saturday, July 13 as competition judges sought to name one contestant the Authority's best operator for 1991.

The winner will be announced at the Holiday Inn Mart Plaza banquet on August 2. The Bus Rodeo champion will represent the Authority in the 16th annual American Public Transit Association's (APTA) International Bus Rodeo.

Finalists were: **Robert Richardson**, and **Jesse Chin**, North Park garage; **David James**, **Isaac Price**, **Willie Johnson**, and **Jose Agrela**, Lawndale; **Michael Matas**, **Kenneth Fabian**, and **Larragoity Ray**, Forest Glen; **John Porter**, **Peter Cannella**, **Jessie Wither-spoon**, **Arthur Preston**, **Luther Lewis**, and **James Richardson**, 103rd Street.

Other finalists were: **Henry Harper**, Limits garage; **Alan Wilson**, **Eddie Johnson**, **Richard Jobson**, and **Ted Lingo**, 77th Street; **Louis Bell**, **Earnest Hemphill**, **Leroy Worrell**, and **Ivory Lewis**, Archer; **Milton LeShore**, **Richard Bruce**, **Alfred Williams**, **Isaac Jones**, and **Jonas Barnett**, **Kedzie**, and **Albert Brown**, 69th Street.

The winner of the APTA event will have the coveted honor of being North America's Number One bus operator, and will receive \$1,000 and a trophy; the represented transit property will also receive a trophy. The APTA event will be held Sept 28-Oct 2 in Toronto Ontario, Canada. Top bus operators from transit properties throughout the United States and Canada are expected to compete in the contest.

CTA Bus Rodeo chairman **Charles Hodges** said CTA operators with at least two years of service, and outstanding work records were qualified to enter the local competition. Hodges said more than 500 operators participated this year, the greatest number of contestants ever attracted to the competition in CTA Bus Rodeo history. He said operator skills were tested on 11 maneuvers common in on-street situations. Contestants were given seven minutes to complete the driving course. Each operator was also required to undergo a uniform inspection. The Bus Rodeo chairman said the assistance of employees, retirees and family members who volunteered to serve as judges and to work in various other capacities, helped make the CTA Bus Rodeo a success.

CTA Engineers Design Bus Rodeo Course

Question: Who was the first CTA engineer to lay out an APTA bus rodeo course? The year was 1981.

Answer: It was **Craig Lang**, recently named senior manager, Materials Management. Lang was followed by **Stephen Martin**, and **Kevin Manley**, both of Engineering Maintenance. Currently, civil engineer **Paul Sheridan** is handling the project.

Since deputy executive director **Elonzo Hill**, Operations, became a member of the APTA International Bus Rodeo

committee, it has always been someone from CTA's Capital Planning and Construction Branch's Engineering department who has designed the APTA Rodeo course. The branch is currently headed by Deputy Executive Director **Nuria Fernandez**.

It works like this, **William Thompson**, Operations manager, Instruction gets the course dimensions from the host property which he turns over to Sheridan who designs a course to fit the 11 obstacles of the competition.

Actually, Sheridan designs four different courses, and to assure fair play, one course is selected by the Rodeo committee only two days before the competition. Thus, no one has the advantage of knowing the course on which their contestants will be competing before the event gets underway.

Paul Sheridan (left), confers with surveyors **Calvin Pollard** (center), and **Benny Stubblefield** as they consider a design for the 1991 bus Rodeo course.



"I couldn't begin to get the job done without the able assistance of survey party chief **Calvin Pollard**, and crew members **Eugene Sherrod**, and **Benny Stubblefield**," said Sheridan. The survey crew takes Sheridan's design and fits it to the course at Soldier Field. "All the measurements are well within the tight tolerances set by the APTA guidelines," he said.

Sheridan also credits **Hank Gauthier**, unit supervisor, bus light maintenance at Kedzie garage, with invaluable assistance. Gauthier began working with Sheridan in February. "It is time consuming, but we want it done right," said Gauthier who added, "We're proud of what we do because we know that we're working for the best transit property in the country; besides, we enjoy the event."

Bus Rodeo and Maintenance Contests Draw Record Entries (continued)

Rail Maintenance RoundUp Meets at Rosemont

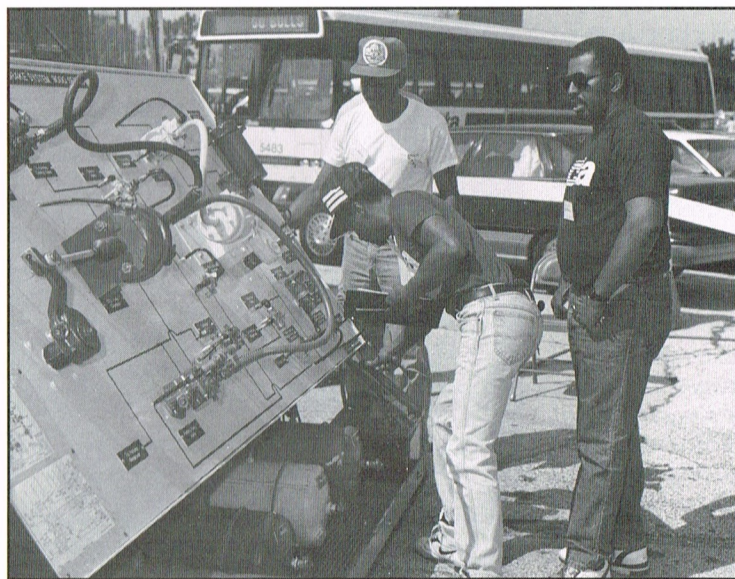
The seventh annual Rail Vehicle Maintenance RoundUp held June 1 at Rosemont Shop, like similar competitions this year, exceeded all previous contests, according to **Mark Dundovich**, manager, Rail Vehicle Light Maintenance.

Dundovich, a member of the competition committee, said 19-three person teams entered the rail maintenance contest. Each team was comprised of two repairers, and a clerk, or service person. Besides a written examination which tested their general knowledge of maintenance, contestants were drilled on their ability to inspect a vehicle, troubleshoot, identify vehicle parts, and make part changes.

Each member of the winning team will receive a trip for two to the August 13 American Public Transit Association meeting in Toronto Ontario, Canada. Winners will be announced July 26 at the Maintenance banquet at Chicago's Palmer House.

Dundovich said the day-long activity offered something for spectators as well as contestants. Marketing personnel of the Morrison-Knudsen rail car manufacturing company were at Rosemont during the competition with information about the new rail cars soon to be in CTA's inventory. The CTA Board approved a contract in 1989 for the purchase of 256 rapid transit cars from the Hornell, N.Y. car manufacturer for \$207.7 million. Prototype vehicles are expected to arrive late this fall.

Representatives of General Electric Corporation were also present to demonstrate the micro processor control group on cars 2501 and 2502 of CTA's 2400 series rail cars. The equipment which replaces some switches, also monitors operation, and makes troubleshooting easier. The micro processor control group is being installed in the new 3200 series cars also to be added to CTA's inventory later this year. Rail Vehicle Maintenance RoundUp spectators had an opportunity to see CTA's new touch screen material ordering procedure which was demonstrated by the Materials Management staff.



48 Teams Enter Bus Maintenance Competition

Forty-eight CTA bus maintenance teams, each comprised of three people, were locked in competitive battle June 8-9 at Soldier Field in the eighth annual CTA Bus Maintenance Rodeo.

The maintenance contestants were all vying for the right to represent the Authority in the fourth annual American Public Transit Association Bus Maintenance Rodeo. The APTA event will be hosted by CTA, and will also take place at Soldier Field, August 16-18.

Michael Hennessy, Bus Maintenance Rodeo chairman, said the number of participants in the CTA Bus Maintenance

Rodeo this year is unprecedented. Hennessy who also chairs the APTA event, said 40 first place teams from the United States and Canada are expected in Chicago this summer to compete for APTA's first place cup and the \$1,000 prize that goes with the Bus Maintenance title of "Best in North America."

The bus maintenance competition included a written examination on theory, and electrical print reading, followed by a bus inspection. Each contestant also had to maneuver 10-obstacles on the driving course.

Behind the scenes, an old scoring method once requiring numerous man hours and loads of supplies, gave way this year to computerized scoring that tabulates results in a matter of minutes.

*Electrician **Ron Adams** (center) attempts to troubleshoot the air board for system malfunctions as teammate **Kenny Williams** (right), a mechanic, waits his turn. **Aaron Morris** (left), also a mechanic, is an observer.*

South Shops personnel organized several activities of interest to children, from rides around the area in CTA's miniature buses, to giving away helium filled balloons.

Children indulged themselves in several games made by South Shop workers. A game which seemed most popular was a remote controlled, miniature bus rodeo obstacle course created by carpenter **Richard Marron**. The model bus used on the course was made by carpenters **Dan Chorak** and tanners **Mike Alleva**, and **Dan Marrera**.

Hot weather, as everyone has experienced, frequently means electrical blackouts, and it means having to conserve energy when the demand for it is greatest.

Last July when the city was hit by two major power failures on the West Side of town, CTA patrons loss no time at all because public transportation kept moving in spite of the blackout.

Executive Director **Alfred Savage** said then that keeping CTA service going when all else fails is what is expected of us even though it may take a lot of effort. CTA does keep public transportation going no matter what happens, thanks to Power and Way, a primary energy source with headquarters at West Shops.

Although CTA is dependent upon Commonwealth Edison as its source of power for rapid transit service, we are not completely paralyzed by emergencies, thanks to the 42 CTA owned substations maintained by Power and Way. These substations energize the 223.2 miles of track over which our trains operate and move an estimated 500,000 riders each day.

The 600 volt source of energy is used to power rapid transit cars as well as to light some of CTA's older rapid transit stations. Moreover, CTA electrical linemen maintain the feeder cables and third rail that carry the 600 volts. Radio controlled third rail heaters are also activated through Power and Way distribution to prevent rail line freeze in winter sleet storms.

Birnest Hicks, director, Communications/ System Maintenance for Power and Way, said CTA substations receive 13,000 volts of alternating current from Commonwealth Edison and transforms and rectifies that energy into 600 volts of direct current which is used to energize the rapid transit lines. The City of Chicago relies on CTA substations and CTA Power and Way maintenance personnel to provide 600 volt power to the miles of underground cable in Chicago's Loop which is used to operate many city bridges.

Hicks and his crew are responsible for the operation and maintenance of substations, portable radios, telephones, security systems, public address systems, and intercoms, as well



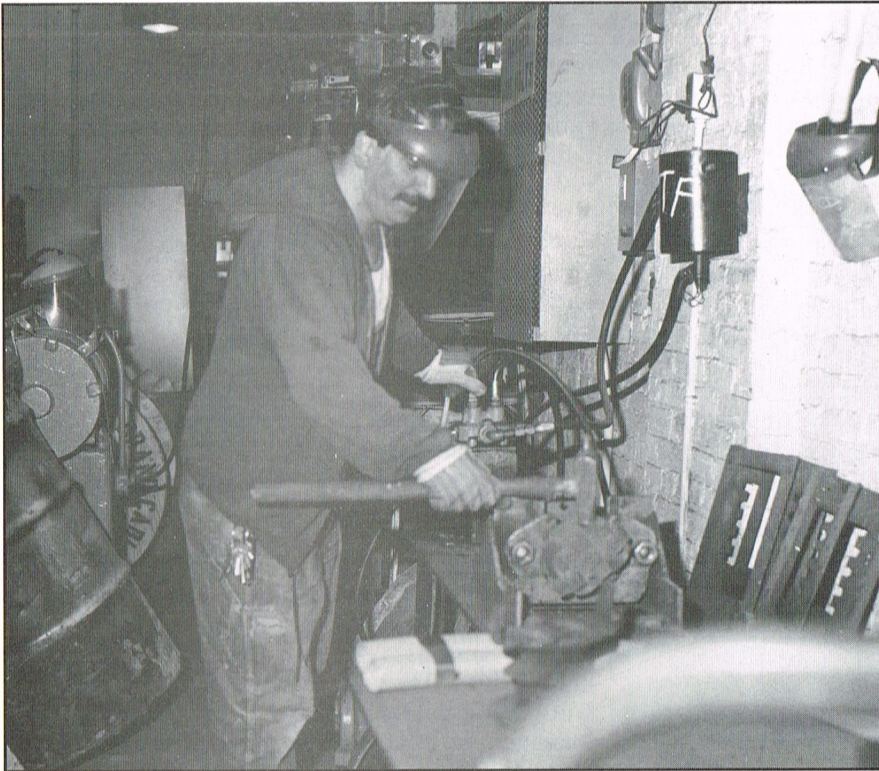
Lineman **John Christ** assembles cable taps used for power feed on the third rail.



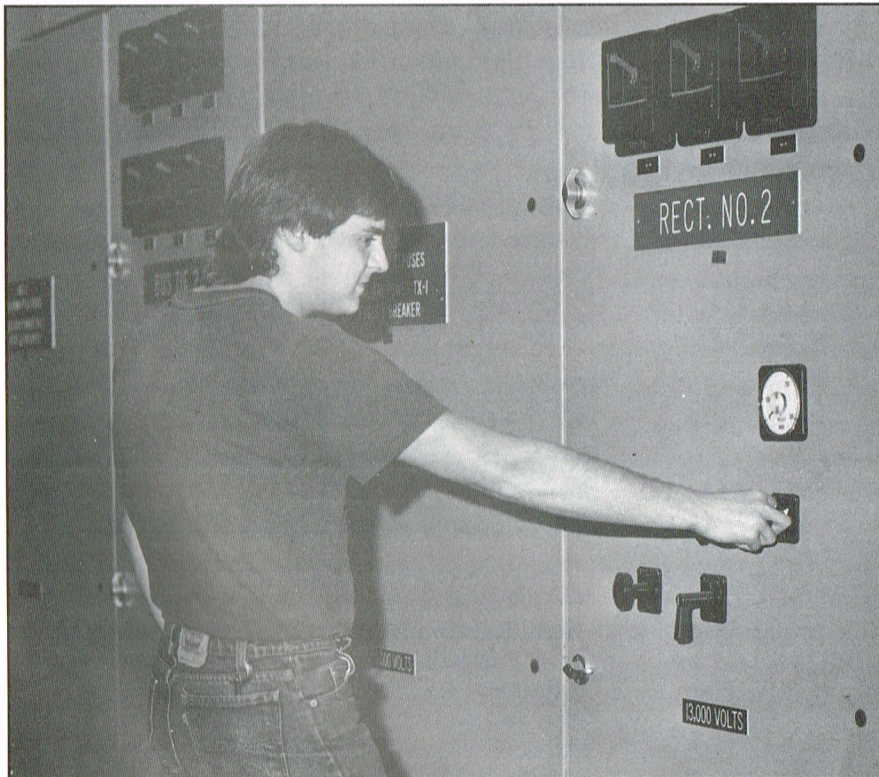
Signal helper **Jesus Martin** checks fuse box on the structure at Harding Avenue and Lake Street along the West-South rapid transit line.



Technician **Regina Elder** checks and repairs radios and other communication equipment.



Lineman **Frank Andriacchi** disassembles insulation used between ties and the third rail.



Electrician **Ken Swindell** checks a circuit breaker which changes alternating current to the direct current needed for energizing rapid transit lines.

as special engineering projects. Hicks said that there are four other areas just as vital as his which make up Power and Way, and said that they work as a close knit team to keep the system moving.

Another section of Power and Way as essential as Communications and System Maintenance is the Signal section.

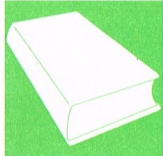
This section installs and maintains "way-side and carborne" signal equipment which allows for safe reliable train movement throughout the rapid transit system.

The Track section is responsible for the proper alignment and condition of the rapid transit running rails as well as the ties and ballast that support them. Trained trackmen walk the entire rapid transit right-of-way twice weekly, looking for any possible defects to the ties or rail which might impede the safe operation of train movement. The trackmen stay alert for loose bolts, missing spikes, shrinking or expanding rail, or any other defect that could possibly cause a delay to service.

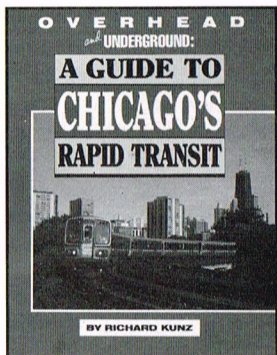
The Power and Way Structure section conducts major repairs to CTA's 100 year old structure, says Hicks. Structure ironworkers are working hard to repair the many defects to the rapid transit structure. Meanwhile, structural engineers are out daily inspecting the structure and looking for defects which, when discovered, are prioritized, and assigned to a crew of ironworkers to be repaired.

"If there is a problem with the right-of-way, or 600 volt power distribution, regardless of the weather, time of day, or the day of the week," said Hicks, "you can bet Power and Way will soon be there to solve the problems."

The Power and Way Maintenance organization is comprised of Senior Manager **Roy Smith**, Manager **Jim Johnson**, and five directors; **Birnest Hicks**, Communications/ Systems Maintenance; **Roy Stonecipher**, Signal; **Thomas Staunton**, Track; **Chris Fugger**, Power Distribution; and **Milan Velebit**, acting director.



New Transit Guide Traces City's Rich Rail History



Many books have celebrated Chicago's pre-eminent place as a railroad center, but few have focused on the city's internal transportation system.

Overhead and Underground: A Guide to Chicago's Rapid Transit by Richard Kunz, is such a publication. It traces

the rich history of rapid transit from the South Side Elevated Railway Company through the acquisition of the Chicago Rapid Transit company in 1947 by the Chicago Transit Authority.

Kunz says "One really can sightsee Chicago by rapid transit because a greater proportion of

the system is "outdoors" than on the continent's other mature metros. In fact, only two of Chicago's six routes have subway portions. Collectively, the system contacts all sectors of the city except the southwest side (an omission which will be remedied in 1993) and the far south side; seven north and west separate municipalities are also served.—"

For more than a half century electric streetcars were the prime movers of Chicagoans. Transit enthusiasts browsing through this book will relive the Chicago of yesteryear when clanging trolleys rumbled down Chicago streets. This 48-page publication is packed with information from cover to cover on every aspect of the city's transportation system. Kunz discusses everything from rapid transit cars to routes, operations, structures, stations, and terminal facilities.

He complements his text with more than 60 photographs, a half dozen maps and a few tables. Overhead and Underground is dedicated to CTA retiree and former General Manager **George Krambles**, whose research Kunz acknowledges. He also acknowledges the assistance of specialized research provided by management analyst **Bruce Moffat** of Capital Development.

The book is the joint effort of author Richard Kunz, Andover Junction Publications of New Jersey, and Zephyr Graphics and Editorial of Wisconsin. Copies of this book are available from Information Services, Room 779, Merchandise Mart. Employees who wish to take advantage of the special CTA discount price of \$12.00 may bring the payment to the CTA cashier, or mail a money order, a cashier's check, or a certified check made payable to the Chicago Transit Authority, and addressed to CTA's Director of Information Services, Room 779, Merchandise Mart. The book will be mailed through the CTA mail upon receipt of payment.

CTA Takes Softball League Championship

CTA's Industrial softball team earned the 1991 Grant Park Men's Softball League championship with a 12-0 record. The league played its final game of the season July 3.

The team, comprised of players from 14 CTA work locations, was in competition with softball teams representing seven other Chicago business and industrial organizations.

CTA's closest competitor, R.R. Donnelly and Sons, finished in second place with a record of 9-3, and Reliable Corporation placed third with 8-4. Other teams in the league were Midwest Stock Exchange, United Insurance, Merrill Lynch, TJS, Inc., and American National Bank.

"We gave it all we had whenever we were on the field, and it has paid off handsomely. We always said a little prayer before each game, and I think that has a lot to do with our record this year," said **Jim Price**, team manager. "This is the best season we have had in the 14 years CTA has participated in this league. It is one we'd certainly like to repeat." Price, of Operations Technical Services, said

CTA team members appreciate the support received from CTA management and, from employees who were at Grant Park each Wednesday afternoon to cheer them on.

The CTA team included **Eddie Watkins**, Limits Instruction; **Larry McNeil**, **Roy Bailey**, and **Ken Bell**, 54th Street terminal; **Sam Ellis**, Purchasing; **Larry Opiela**, Accounting Systems Operations; **Don Smith**, and **Walter "Dusty" Lewis**, North Park garage; **Ellis Kendrick**, Affirmative Action; **Joe Jackson**, and **Mike Ester**, Kedzie garage; **James Terry**, and **Joe Milbrook**, Schedules; **Gary Rubenstein**, Program Control; **Ed Chorak**, Grant Accounting; **Maurice Martin**, Harlem terminal; **Jim Fionto**, Planning, Marketing and Development; **Lamar "Juice" Springs**, Lawndale, and **Daryl West**, 69th Street garage.

Flag Football League Starts Soon

Employees interested in participating in the 1991-92 flag football league should contact **Angel Ramirez**, league president and coordinator, at Kimball terminal, 534-3434.

Ramirez said the league had six teams last year, and would like to expand its participation. The new season begins in mid-September, Ramirez said.

SPSA Luncheon Honors Seven CTA Employees

Elonzo Hill, CTA's deputy executive director of Operations, and **Thomas Czech**, senior manager, Personnel Administration, were the 1991 recipients of the City's prestigious Superior Public Service Award.

Hill and Czech were honored as Outstanding Executive Employee and Outstanding General Service Employee, respectively, at the 23rd Annual Superior Public Service Awards luncheon held at the Palmer House on June 20.

Five other CTA employees were honored as finalist in various categories. They were: General Attorney **William Farley**, Executive category; **William Thompson**, manager of instruction; Public Safety category; North Park chief clerk **Perry Mamon**, Clerical category; EEO service equity coordinator **Ellis Kendricks**, Professional category, and rail instructor **Frank Peppers**, Education category.

Hill who has been a CTA employee for 30 years, began his career as a bus operator and succeeded through the ranks of the Transportation department to his present position. He was honored with the Superior Public Service Award for his guidance in directing more than 8,000 CTA employees who safely provide nearly 570 million passenger trips each year.

Thomas Czech has been a CTA employee for 20 years. He began his career as a field audit clerk, and joined the Human Resources Branch as a personnel analyst in March, 1975. Subsequently he progressed through several positions to his present responsibility. He was honored with the Superior Public Service Award for his role in developing an applicant tracking system, and for his participation in numerous anti-drug presentations and programs.

Superior Public Service Award winners and finalists are selected each year from among some 40,000 employees of the City of Chicago, the Chicago Housing Authority, Metropolitan Water Reclamation District, the Board of Education, City Colleges, the Chicago Park District, and the Chicago Transit Authority.



Displaying the awards presented them at the city's 23rd annual Superior Public Service Awards luncheon are (from left) **Ellis Kendricks**, EEO service equity coordinator; **Perry Mamon**, chief clerk, North Park; **Thomas Czech**, senior manager, Human Resources; **Elonzo Hill**, deputy executive director, Operations; **William Farley**, CTA general attorney, and **William Thompson**, manager of Instruction, Operations.

MDT Asks Colleges For Free On-Site English Classes

Grammar and punctuation are skills that we always need, notes Management Development and Training coordinator **Collette Zogg**, a former English teacher. Ms Zogg said MDT is working with Chicago city colleges and other institutions to provide opportunities for free on-site classes to CTA employees.

MDT Superintendent **Mary Ann Bridges** said improving communication skills is just one of the educational opportunities offered this summer for the benefit of employees seeking skills improvement. Ms Bridges said MDT will also host "Learning to Get Ahead," an Education/Career fair planned for 103rd Street garage on August 15 from 7 a.m. until noon.

Olive-Harvey College, located near the south side garage, has offered to provide classes at a CTA location. Similar agreements with other colleges on the north and west sides are also being discussed, Ms Bridges said.

Employees who need tuition aid assistance should contact program coordinator **Brian Marshall** on extension 3572. Marshall said the program has assisted over 300 employees enrolled in classes at various institutions this year.

Chairman Burrus Named to Finance Association

CTA Chairman **Clark Burrus** has been named an honorary life member of the Government Finance Officers Association after being nominated by CTA Treasurer **Anthony M. Mandolini**.

The association which has its headquarters in Chicago, has a membership of more than 12,000 local, state and provincial government finance officers as well as persons responsible for financial policy decisions in governmental units, public employee retirement systems, and various special districts.

Chairman Burrus is senior vice president of the First National Bank of Chicago, and has served as president of the Government Finance Officers Association. He served as comptroller of the City of Chicago from 1973 to 1979, and was an employee of the city for 26 years.

Besides holding chairmanship of the CTA Board, and the CTA Pension Fund, Burrus is a member of the Board of the Regional Transportation Authority. He has served on the transition committees of five Chicago mayors, and has been a member of the Chicago Board of Education, president of the Chicago Pension Board, chairman of the Investment Committee of the Firemen's Pension Fund, and chairman of the Cook County Revenue Study Commission.



CTA Board Chairman **Clark Burrus** holds the Government Finance Officers Association honorary life membership plaque presented to him by **Jeff Esser** (left), GFOA executive director. **Anthony Mandolini** (right), CTA treasurer, nominated Chairman Burrus for the honor.

Republic of Zaire Buys 10 CTA Buses



The CTA Transit Board has authorized the sale of 10 buses to the Republic of Zaire.

CTA retires buses from service after they have reached the end of their useful operational life cycle. The Republic of Zaire requested the buses to provide public transportation to residents of the Zairean capital city of Kinshasa. The buses were sold for a nominal fee and the Republic will arrange and pay for shipping.

The First Africa Corporation, a Chicago based international trade and financial agency, served as liaison for the Republic. State Senator Howard B. Brookins (D-18), and his staff were instrumental in paving the way for the CTA Board ordinance.

Accepting a symbolic ignition key to buses sold to the Republic of Zaire are (L-R) E. Edward Davis, president and chief executive officer, First Africa Corporation; Charles Marble, administrative assistant to Senator Brookins; **Alfred H. Savage**, CTA executive director; Bossekota W'Atshia, special economic adviser to the President of the Republic of Zaire, and Prince Asiel Ben Israel, chairman, First Africa Corporation.

West Shops Welcomes Returning Veterans



Returning Operation Desert Storm veterans (from left) electrician **Tom Smith** and welder **Bill Haskell**, hold plaques presented to them by their West Shops co-workers. They are flanked by Deputy Executive Director of Maintenance **David Hillock** (left), and Executive Director **Alfred Savage**.

When electrician **Tom Smith**, and welder **Bill Haskell** finished their supporting roles in Operation Desert Storm, they returned to their jobs at West Shops, and were greeted enthusiastically by their co-workers.

Smith and Haskell received special recognition at a West Shops open house and were presented with special plaques to welcome their return. Executive Director **Alfred H. Savage** joined Deputy Executive Director **David Hillock**, of Maintenance and **Roy Smith**, senior manager, Facilities Maintenance, in expressing appreciation for the patriotism and dedicated military service of the two men.

Smith, who works in the Substation department, is a U.S. Marine Reservist and has been a CTA employee for eight years. He was called to active U.S. Marine service on November 20, and arrived in Saudia Arabia on New Year's Eve. His unit was assigned as a security force for ammunition supply points and air fields. Smith returned to the United States on April 27.

Haskell, of the West Shops Machinist area, has been a CTA employee for 28 years. He is a member of the U.S. Army Reserve, and was called to active duty on January 20. He spent two and a half months at Fort McClellan, Alabama where he was a chemical warfare instructor. Haskell was relieved of active duty on April 5.



Staying Healthy

Diabetes is a chronic disease resulting from an unstable interaction of genetic, and sometimes environmental factors that affects the production, or use of insulin.

Dr Milton J. Sneider, CTA medical consultant, said insulin is a hormone which the body needs to break down food and turn it into glucose (sugar), the body's fuel.

There are two types of diabetes which affects approximately 15 million people in the United States. Type One is juvenile diabetes, a serious disorder that generally causes the body to stop producing insulin. Type One diabetes usually occurs before age 40, and must be controlled with daily insulin. The disease is sometimes triggered in children by a viral infection.

Type Two diabetes is adult onset and affects older, and usually overweight people. It is generally more common and it affects the body's use rather than the production of insulin. This type of diabetes can usually be controlled with diet, exercise, or oral medication.

The symptoms of type One diabetes are thirst, frequent urination, weight loss, hunger, visual problems, changes in personality, slow healing of cuts and bruises, frequent skin infections, or itchy skin, tingling of the feet or fingers, or numbness in the legs.

These symptoms are also present in the adult diabetic individual. Other complications might include leg pains, heart attack, kidney disease, or eye damage. People over 40 who are overweight increase their risk of diabetes. Doctor Sneider said by age 60, one in 10 Americans is diabetic. Moreover, he said diabetics are twice as likely to develop high blood pressure.

Anyone who believes they might have diabetes should see a doctor, or contact the Greater Chicago Chapter of the Juvenile Diabetes Foundation, (312) 670-0313.

Five M.I.S. Employees Join Black Data Processing Assoc.

Six CTA Management Information Systems employees are active members of the Chicago Chapter of Black Data Processing Associates. They are **J. Al Wilson, Jr.**, **Fred Collins**, **Glenella Johnson**, **Licia Knight**, **Robert Julun.**, and **Rodney Newberry**.

Black Data Processing Associates provides a vehicle for minorities who wish to participate in local and national developments in the information processing industry. The organization has national business and industry sponsorship. The Chicago Chapter of Black Data Processing Associates recently adopted the Beethoven Elementary School on the city's South Side and obtained eight personal computers for use by Beethoven's students and faculty. Since 1988, the Chicago Chapter Computer Competition team of high school students has also participated and finished second or third in the Chicago Chapter of Black Data Processing Associates' annual computer competition. As a direct result of BDPA's involvement with these students, the members of four high school computer competition teams are now enrolled in computer science programs at various colleges and universities.

Refurbished Rail Cars Better than Originals

Imagine that the family car to which you now hold the title is beginning to show definite signs of aging, and the possibility of having to replace it looms heavy with a cold, hard impact on your budget.

If you had the option of having skilled craftsmen with proven ability overhaul your car from dashboard to trunk which not only would net you thousands of dollars in savings, but would actually give you a better car than you owned at first, you would probably take the option.

This is precisely what CTA is doing with 194 of the 2400 series rapid transit cars in its inventory. The vehicles are presently undergoing major refurbishing at Skokie Shop.

Richard Juvinal, manager, Rail Vehicle Heavy Maintenance, and **Frank Vukovics**, director of Rail Shops, are presiding over the two capital project. To move things along as quickly as possible, Juvinal said additional skilled craftsmen have been hired, many of them on a temporary basis, so that Skokie Shop can meet its demands of the project.

Carpenters, electricians, machinists, painters, and other craft people are busy undressing and redressing the 2400 series rail cars in such meticulous fashion that the refurbished

cars are, in many ways, better than when they were delivered new. Some of the improvements include redesigned truck cabling, electrical system improvements, new gear boxes, and new public address amplifiers, as well as accommodations for wheelchairs.

Some modifications to the 2400 series rail cars will be obvious to the riding public while others may not, according to Juvinal. "We're not just rebuilding them, we're upgrading them," he said. Besides cars that look and ride better, Juvinal said the planned overhaul maintenance of these rail cars means that service delays and other problems will be avoided before they occur.

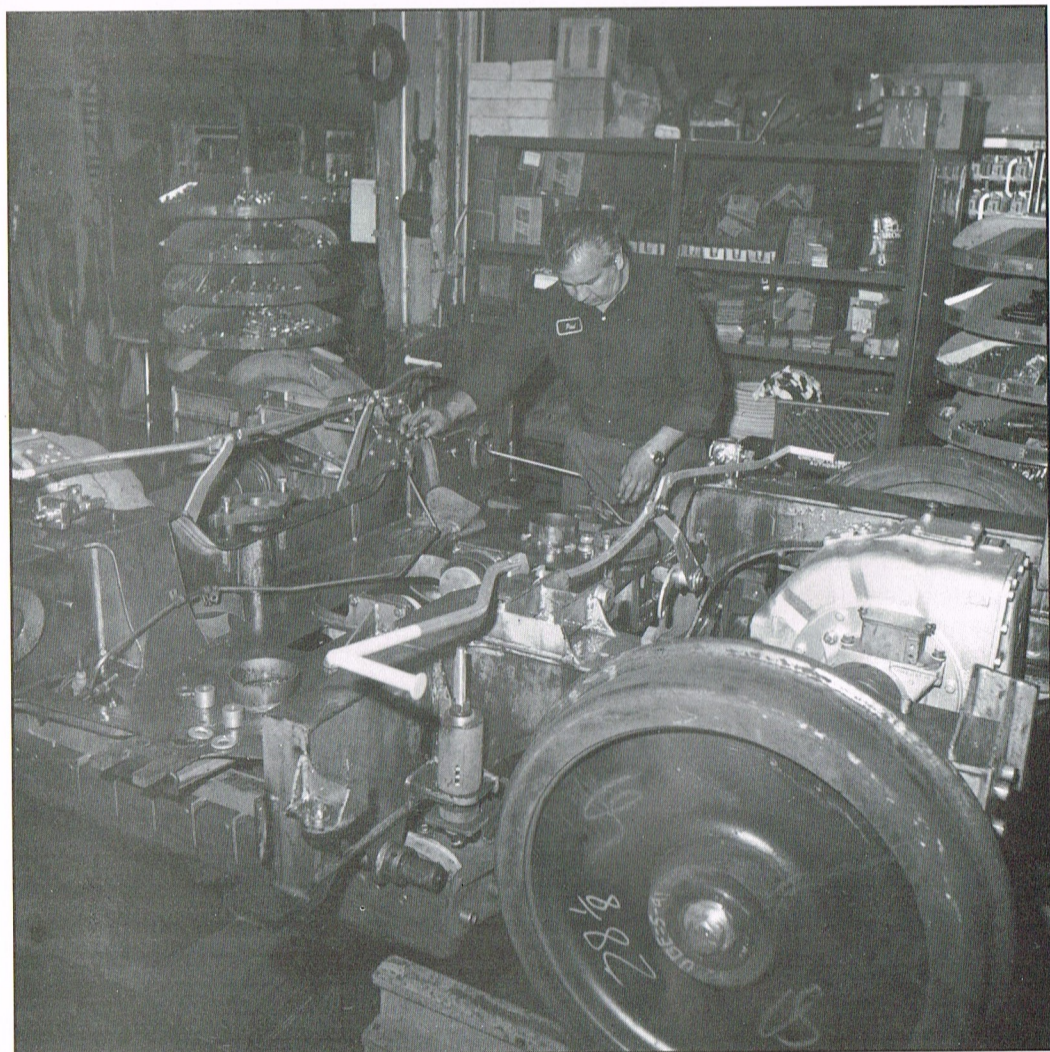
The 2400 series cars were built by the Boeing-Vertol Company between 1977 and 1978. "According to the Urban Mass Transit Association (UMTA), these cars should be serviceable for at least 25 years, and it's time for a mid-life rehabilitation program," said Juvinal who also said he hopes to get at least 35 years of service from each of the vehicles.

Skokie crews are currently working on the first group of 40 of the 2400 series cars at a production rate of four cars per month. The average cost for Skokie Shop to rehabilitate a

2400 series rail car is \$165,000 per car. The cost of a new 3200 series rail car, on the other hand, is approximately \$811,000. Meanwhile, a second major overhaul program is also underway at Skokie Shop to rehabilitate the 2000 series Pullman manufactured rail cars. These cars were built in 1964 and were CTA's first fleet of high performance rail cars.

Skokie Shop personnel are gutting the interior of these cars and replacing the entire floor. Other major assemblies, such as the trucks, doors and electrical systems are also inspected and overhauled. The job is completed with a fresh coat of paint and a thorough cleaning at a total cost of about \$80,000 per car. Juvinal said that the program gives the public reliable, comfortable, air conditioned cars which are also pleasing to the eye.

*Truckman **Paul Didier** is busy overhauling this 2400 truck body at his bench.*



Final Standings 1990-91 77th Street Operators Bowling League

Team	Won	Lost	Top 12	Individual Bowlers
1. Pinbusters	68	37	1.	Billy T 196.64
2. Friday's Trouble	66.5	38.5	2.	Levi 191.95
3. Hitters	60	45	3.	R.Thompson 191.38
4. Golden Arms	55	50	4.	Gipson (Gip) 191.36
5. Roadrunners	55	50	5.	Levon 189.86
6. 700 Club	52	53	6.	Ken 188.46
7. Hot Rodders	50	55	7.	L.Samuels 187.68
8. New Rookies	49	56	8.	Prince 186.10
9. Tigers	47.5	57.5	9.	Stewart 181.77
10. Archer Bandits	47.5	57.5	10.	Hicks 181.63
11. Fireballs	43.5	61.5	11.	Whip 181.61
12. Thunderballs	35	70	12.	Kemp 180.95

High Team Game Scratch
Friday's Trouble 1108

High Team Game Handicap
Roadrunner 1114

High Team Series Scratch
Friday's Trouble 3139

High Team Series Handicap
Hitters 3116

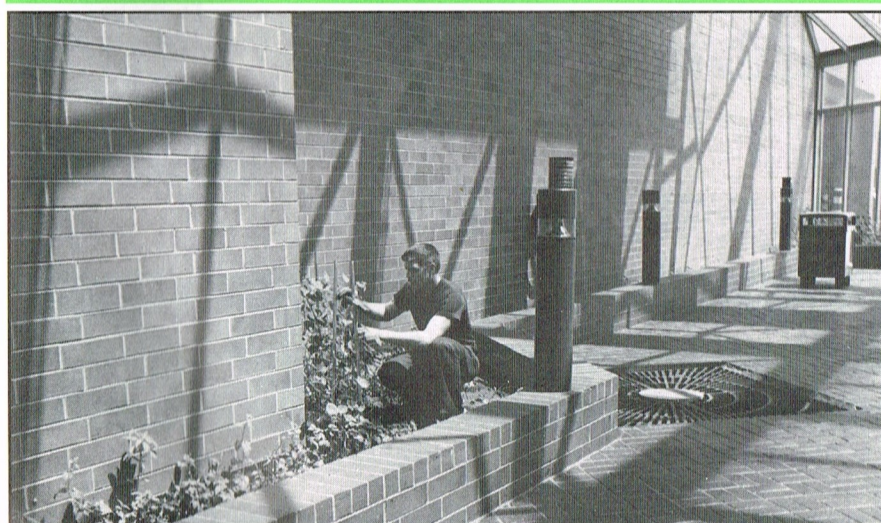
High Ind. Game Scratch
Ron Thompson 278

High Ind. Game Handicap
Bob Williams 278

High Ind. Series Scratch
Emery Gipson 719

High Ind. Series Handicap
Giles 724

Most improved bowler for the 1990-91 season is **Jerry Furlines** of the 700 Club with plus 10 pins.



Bus repairman **Paul F. Ruebe**, an avid gardner, natures vegetation which he and fellow repairman **Michael Kouba**, and assistant maintenance foreman **Dominic Nicosia** planted in the atrium of the 103rd Street bus garage. The three pooled their resources and spent long hours after work attending to the beautification project which included planting trees in the outside area, and erecting bird houses nearby. The gardening partners said they wanted a pleasant environment in which to work, and a pleasing sight to greet the public during business at the garage.



Transit Memories

Propane Buses a Mainstay for 25 Years

Buses powered with liquified propane gas constituted a sizable portion of CTA's vehicle fleet for more than a quarter of a century. Ultimately, 1700 of these vehicles, built to several body designs by Mack, AC-Brill, and Twin Coach (later Flxible), served CTA riders on routes throughout the city.

The decision to use the smokeless, odorless propane fuel was made not long after the 1947 absorption of the Chicago Surface Lines routes and was primarily based on economics. In the late 1940's, propane, compared to diesel and gasoline, was an inexpensive surplus fuel. Its high octane rating permitted higher compression ratios which resulted in increased horse power. Moreover, the visible exhaust smoke and the objectionable exhaust odors were completely eliminated.

In 1950, CTA took delivery of 500 propane gas buses from the Twin Coach Company. This first group was numbered in the 5000-5499 series, and could seat 51 passengers. These buses proved to be an immediate operating success, setting the pattern for the conversion of much of the city's streetcar system.

CTA's last group of propane buses was built by Flxible in 1963 and numbered in the 8700-8849 series. These were the only units to have the "new look" body design which was also used on the diesel buses.

By the early 1970's, the economic advantages of propane powered vehicles had disappeared. In addition, the unavailability of replacement parts and improved engines made the continued use of propane fuel impractical, thus the last CTA propane buses were retired in 1976.



The first of a fleet of 500 buses in the 5000-series liquified propane gas vehicles is delivered to North Park garage during the winter of 1950-51.



In Memoriam

Vito Agostino,
90, Const/Mtce

Harvey J. Becker,
69, North Avenue

George E. Bigby,
87, Investigations

Leonard Brezek,
79, District A

William Byrd,
76, Archer

Bernard J. Callahan,
92, S&E

Leonard J. Calus,
76, Transportation

Salvatore Damiano,
85, Skokie

Mary A. Cleary,
80, Accounting

James J. Damico,
83, Skokie

George Demco,
82, North Section

Patrick M. Flanagan,
87, South Side

Charlie J. Florence,
66, O'Hare

John Floyd,
84, Limits

Martin Flynn,
86, South Shops

Fred E. Fuqua,
65, South Section

Leslie Gaskill,
83, Kedzie

Herman Goldman,
70, Forest Glen

John W. Guinee,
58, Beverly

Philip E. Huebsch,
84, District D

Doris D. Johnson,
90, North Section

Robert J. Johnson,
68, North Park

Harvey Jones,
60, Central Inst Dist.

Edward J. Kelly,
82, Kedzie

Sahay K. Kishore,
48, Howard

Raymond H. Kramer,
72, 69th Street

Constantine Lambros,
70, Kimball

Greene Love, Jr.,
46, DesPlaines

Victor E. Marino,
83, 77th Street

Patrick McDonnell,
89, S&E

John H. McGhee,
67, Lawndale

William J. McGovern,
82, Stores

Frank A. McKiernan
93, Kedzie

Michael G. Murphy,
77, Skokie

James Nasti,
83, West Section

William F. Naughton,
86, North Avenue

Hilton Nichols,
86, 52nd Street

George A. Olszewski,
82, S&E

William Ravizee,
75, Materials Mgmt.

Robert J. Ready,
68, Kedzie

Willie P. Rielly,
78, West Side

Casimir Strzynski,
67, South Shops

Leo R. Tauchen,
89, 77th Street

Henry A. Thiede,
74, Forest Glen

Ezra Treece,
92, Kimball

Charles W. Warren,
84, Kedzie



July Retirees

Lino M. Casagrande,
West Shops, 14 years

Patrick J. Clifford,
Gen. Office, 40 years

Luis A. Flores,
No. Park, 17 years

Edward R. Jackson,
DesPlaines, 21 years

John P. Jones,
So. Stores, 25 years

Lawrence L. May,
95th Street, 35 years

Adele M. Monson,
Gen. Office, 40 years

Redus Moore,
Mad/Wabash, 34 years

Ardis Morris,
Congress, 39 years

Michael Murphy,
West Shops, 3 years

Marsha M. Powell,
Douglas, 20 years

Petros J. Retsos,
Mad/Wabash, 21 years

Cleveland Robertson,
77th Street, 24 years

Willard Willette,
103rd Street, 26 years

Donald R. Yabush,
Gen. Office, 17 years

Rudolph M. Zepeda,
Gen. Office, 16 years

Disability Retirements

Robert G. Budz,
Fac. Engr/Mtce, 5 years

Thomas B. Canning,
Fin./Treasury, 8 years

James W. Cockrell,
Trans./Pers., 18 years

Sam M. Costabile,
Fac. Eng/Mtce, 18 years

James Gardner,
Trans./Pers., 13 years

Richard C. Kroll,
Trans./Pers., 17 years

Earl McCaskill,
West Shops, 20 years

Willena J. Pierson,
Trans/Pers, 12 years

Alice D. Richman,
Trans/Pers, 14 years

William C. Rosenberg,
Trans/Pers, 12 years

Health Coverage Offered Spouses Of Deceased Retirees

A recent change in CTA's Retirement plan provides for the extension of health insurance coverage to surviving spouses of all deceased CTA retirees.

Coverage is provided under the Group Hospital Surgical Major Medical Plan, the complement to the Medicare Plan, or a Health Maintenance Organization. To receive the coverage, the spouse of a deceased retiree must complete the necessary forms and pay the monthly premium.

The CTA Retirement Plan office at 221 North LaSalle Street, Suite 2026, wants to hear from individuals who are eligible for health insurance coverage under this new provision. Telephone inquiries are being taken at 1-312-444-9694.



June Anniversaries

45 Years

Harry Hawke,
Skokie

35 Years

L. Hampton,
Bus Pers/South

30 Years

James Alexander,
Bus District A

Sam Caccitolo,
Forest Glen

Arthur Filip,
O'Hare

Milton Gaylord,
Forest Glen

Daniel Hammond,
Signal/Comm

James Lewis,
North Park

Louis Maestre,
69th Street

William Millar,
Support Shops

Jerry Thomas,
Ashland/61st/95th

Carl White, Jr.,
Rail/South

25 Years

James Brown,
Agents/West

James Cockrell,
Douglas/Congress

Daniel Costley,
Bus light Mtce

Harmon Fisher,
Kedzie

Lewis Griffith,
Ashland/61st/95th

Francis Higgins,
103rd Street Mtce

Walter Kenerson,
103rd Street

Melvin Little, Jr.,
North Park

Kathleen Lyckberg,
Mgmt Services

Melvin McIntosh,
Support Svcs/Rail

McArthur Morgan,
Rail Janitor Svcs

Daniel Pate,
103rd Street

James Patterson,
Schedules

William Pravda,
Tire Insp. Center

George Reed,
69th Street

Leon Ruth,
Schedules

Jesse Stoudmire, Jr.,
Howard/Kimball

Ronald Tuck,
Instruction

Charles Turner,
103rd Street

Edward Wallace,
Rail District/North

Elton Williams,
Howard/Kimball



July Anniversaries

50 Years

Jeanette Ludmann,
Finance

45 Years

Lois Jahnke,
Finance

40 Years

Edward Reaux,
Opers Comm & Power

35 Years

Jonas Barnett,
Kedzie

Mary Donohoe,
Agents/North

James Doss,
103rd Street

Donald Grant,
Archer

Douglas Price,
Kedzie

Willie Satterfield,
Lawndale

Donald Willingham,
Lawndale

30 Years

Richard Bryar,
Bus Equip Eng.

Walter Collins,
Howard/Kimball

Isaac Dean,
Bus Instruction

Gerald Guth,
Signal/Comm

Elonzo Hill,
Operations

Carl Meyer,
Opers Comm & Power

David Moore,
Ashland/61st/95th

Gerald Mroz,
Internal Audit

James Rizzuto,
Support Svcs/Bus

Paul Sundblad,
South Shops

Edward Willis,
Bus Instruction

25 Years

Hartford Archie,
Ashland/61st/95th

Sylvester Brown, Jr.,
Mech Mtce/North

William Brown,
Ashland/61st/95th

Oliver Bufkin, Jr.,
Rail District/North

Bennie Calvert,
Lawndale

Joseph Chocolate,
Forest Glen

Larry Craig,
77th Mtce

Alvin Dickerson,
Kedzie

Cleophus Donaldson,
Vehicle Wiring

Frank Findlay,
Bus District A

William Greenwood,
77th Street

Edward Hayes,
Forest Glen Mtce

George Henley, Jr.,
Archer

William Hill,
103rd Street

Austin Jones, Jr.,
Ashland/61st/95th

Robert Mickey, Sr.,
South Shops

Don Motyke,
Skokie

Charles Parker,
77th Street

Louis Payne,
Rail Instruction

Rudolph Roberts,
103rd Street

Lettie Robinson,
Relief Area/Bus

William Robinson,
Skokie

Cecylia Ropa,
Finance

Elmer Shoemate,
Archer

Henry Smith,
69th Street

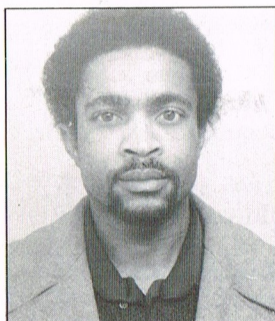
Michael Trice,
Ashland/61st/95th

William Wade, Jr.,
69th Street

Carolyn White,
Agents/South



Commendations



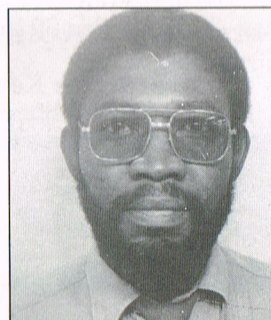
Russell Briscoe (Lawndale garage) was the operator of a No. 66 Chicago bus that M. Deacon, of West Superior Street boarded after being mugged on her way to the bus stop. "He was truly concerned if I was physically harmed, etc. He suggested I stop at the police station, which is where he let me off. Since this happened, I have observed that this driver is especially pleasant. He knows who gets on his early morning run at each stop. He cares! I can't tell you how much I appreciated the help he gave me."



Philip Stokes Jr. (Limits garage) was called "one of CTA's finest drivers" by Sandra Williams, of East Delaware Place, who was on his No. 151 Sheridan bus. Not only was he courteous to all the passengers, but he was also extremely professional as well as pleasant and exceptionally friendly. He was very clean and neat, and his uniform was well pressed. Besides calling out all the street stops, he included tourist sites and major attractions, which I thought was helpful to those who did not know the route."



Ruthie Williams (Agents North) was commended by David Reedy, who frequently visits Chicago from Alexandria, Virginia. "I have encountered her on several mornings at the State/Lake elevated station on the Lake-Dan Ryan line. She has often cured my confusion, provided excellent directions, sage advice, and always added a measure of cheerfulness and friendliness on an otherwise gray morning. Ms. Williams is one of the best goodwill ambassadors in Chicago, and an excellent spokesperson for the CTA."



Roosevelt Graham (103rd Street garage) won the approval of Rosanna Fulth, of Indiana Avenue, for his courtesy as operator of a No. 34 South Michigan bus. "He always greets you with a pleasant smile and a hearty 'Good morning.' The ride is smooth all the way. He is also very cautious, and makes sure his passengers are safely on the bus out of the way of the doors before moving. He takes extra care with our elderly, and he even makes us laugh and smile. He deserves an award for courtesy and kindness."

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