

TRANSIT NEWS

cta

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CTA's New Lift-Equipped Bus Service

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Executive's Message

As we emerge from another Chicago winter, and look forward to a busy spring and summer, the Chicago Transit Authority finds itself in an unusual position.

The CTA finds most political leaders and newspaper writers in town supporting us, rather than offering criticism. The reason: the proposed federal budget for transportation, which could eliminate 5 per cent of the CTA's operating budget.

Many of you, I'm sure, hear different versions of issues that affect the CTA. Some of you pick up information from the media, others from your supervisors, others from your fellow employees.

Here are the facts on the proposed federal budget, and how it will affect all of us at CTA. The 1991 operating budget for the CTA is \$746 million. We expect to operate this year within that budget, and without any fare hikes or service cuts. The federal government is providing \$38 million, or about five per cent, of that operating budget.

The administration in Washington D.C. has said it no longer intends to provide any money to fund the operations of transit agencies in large cities. Instead, the federal government says it will provide money only for capital improvements.

The CTA is launched on a major capital improvement program. We have plans to spend nearly one billion dollars by 1995 improving the system. But estimates of the total need for capital improvements range from 3 to 4 billion dollars.

Even if the federal government provided the CTA with more money for capital improvements, the amount would be just a small portion of what is needed.

But if the federal government eliminated the operating assistance we now receive, the effect would be devastating.

Consider a few of the ways the federal government affects our operations at the CTA:

- **Service for the disabled:** The Americans with Disabilities Act means our system must become accessible to the disabled. This is a good law, but one that will cost the CTA millions per year.
- **Clean air legislation:** Everyone supports a cleaner environment, and the recent federal Clean Air Act is aimed at helping. But for the CTA, cleaner air means spending millions to test alternate fuels and more efficient engines.

It is the wrong time for the federal government to seek a way out of helping the CTA and other large transit agencies.

This is why both the Chicago Tribune and the Sun-Times came out in support of the CTA on its editorial pages. This is why many members of the Illinois congressional delegation came out in support of the CTA as well.

And this is why all of you at the CTA must understand what is at stake. If we lose five per cent of our operating budget, we will face very tough decisions for 1992.

This spring and summer we will be lobbying our delegation in Congress to save the CTA's dollars. I invite all of you to let your representatives in Congress know how you feel.

I also invite all of you to keep operating the CTA at the high level of professionalism we have come to expect. Now is not the time to lose this extensive level of support for public transportation.

Alfred H. Savage, Executive Director

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Security Still A High CTA Priority

Security for CTA passengers and employees continues to be a high priority for the transit agency.

"The CTA has committed more than \$12 million to maintain the current high level of security for its riders and employees on our bus and rail systems," said CTA Executive Director **Alfred H. Savage**.

"Patrols by Chicago and suburban police officers and canine units

account for \$9.4 million this year," according to **William B. Mooney**, senior manager, Transportation Administrative Services.

"Police officers in uniform and plain clothes patrol rapid transit trains and stations around the clock in Chicago, Oak Park and Evanston," Mooney said. "Canine units usually patrol the system at night, especially after ticket agents go off duty, but the dogs and their handlers are not necessarily confined to nighttime hours."

A private security company patrols various CTA properties, and also will man a 24-hour closed-circuit television monitoring system covering both the Washington and Jackson stations and their connecting lower level pedways between the State and Dearborn Street subways. The contract for this service is worth \$1.3 million.

Four stations on the Congress Branch are scheduled to receive clear acrylic ramp wall panels to replace those that are presently opaque, Mooney added. Harlem, Austin, Cicero and the Medical Center stations will also be painted in bright colors and will be provided with new fluorescent lighting to heighten visibility. Additional platform windbreaks with clear acrylic panels, and annunciator lights and bells will be installed to alert riders of approaching trains, he said, similar to the treatment

accorded to the six other Congress Branch stations last year.

Mooney stated that platforms on the Lake Street Branch will get clear-paneled windbreaks next year, along with annunciators and fresh, bright paint. Selected locations will receive security mirrors in stairways. The cost of both the Congress and Lake Street projects amounts to \$1.4 million.

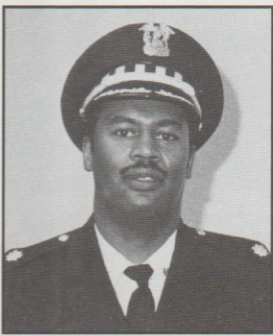
Regarding security on the bus system, Mooney said the CTA has begun a pilot project that will pinpoint the location of any CTA bus that has the special equipment installed in it.

Called the Emergency Vehicle Location System (EVL), the equipment will identify the bus' exact location. Once the pilot project is complete, an evaluation will be conducted to determine the system's future potential. The cost of the pilot system is \$200,000.

The benefit of security cameras installed as a pilot project on selected buses last year will continue to be evaluated this year, at a cost of \$150,000, Mooney said. In addition, the Authority's security staff is constantly reviewing methods by which security can be enhanced further within the appropriated budget.

"Figures show that even now, CTA runs one of the most secure major metropolitan transit systems in the country," Mooney said. "Our plans are to make it even safer for our passengers and employees in the years ahead."

New Commander Heads CPD Public Transit Unit



Captain John W. Richardson is the new commander of the Chicago Police Department's Public Transportation Section, replacing Robert W. Dart, who now heads the department's gang crimes unit.

Richardson, who has been a police officer for 20 years, was most recently a captain in the 11th (Harrison) District. He previously served for four years as commander of the Chicago Housing Authority's public housing south police unit.

"I've been using public transportation since childhood," Richardson said. "I've experienced many changes in the behavioral patterns of

riders, and observed how they have affected the CTA. I understand the concerns and needs of CTA operating employees, and of law-abiding riders. There will be strict law enforcement and high visibility by members of this section.

"Our goal is to continue the work started by Commander Dart to improve the security of CTA operating personnel and riders by giving them a transportation system as free as humanly possible of any criminal activity."

Transit News To Be Mailed Home

Beginning with the April, 1991, issue, the monthly CTA Transit News will be mailed directly to the homes of employees. We believe this procedure will ensure that every employee receives a copy, and that CTA families will become more aware of the activities and developments taking place at the Agency, and of the benefits available to them.

Lift-Equipped Bus Service

CTA has long been the leader in transportation innovations and is at the forefront once again. On Sunday, February 10, 1991, CTA began a new era of public transportation with the implementation of lift-equipped bus service. This new service will allow persons with disabilities to travel freely throughout the city on selected routes.

To date, CTA has received 162 lift-equipped buses from the initial order of 491 buses from Transportation Manufacturing Corporation (TMC), of Roswell, New Mexico. These buses are currently operating out of 77th Street

Garage on routes: #1 Indiana/Hyde Park; #3 King Drive; #8A South Halsted; #29 State Street; #79 79th Street, and #95W West 95th Street.

As the remainder of the TMC buses are delivered, CTA will assign 142 of them to Kedzie Garage and another 172 to North Park Garage. Kedzie will get an additional 15 buses without lifts that are narrow enough to operate on Lake Street. Another 470 lift-equipped buses are on order from Flxible Corporation, of Delaware, Ohio. They will be assigned to Forest Glen and Archer Garages as well as other garages yet to be determined.

Why Accessibility?

The Urban Mass Transportation Administration (UMTA), through the Rehabilitation Act of 1973, Section 504, mandated that any transit agency receiving federal funding must be accessible to the elderly and persons with disabilities. This mandate could be met either by providing lifts on mainline buses or by a para-transit service. CTA chose the latter and implemented its Special Services (dial-a-ride) service in September, 1981.

Initially touted as a significant step forward in providing public transportation to persons with disabilities, Special Services nonetheless came to represent a "separate but equal" response by CTA to the transit needs of persons with disabilities. Members of the disabled community filed complaints with the Human Rights Commission, claiming that Special Services did not meet their needs for several reasons—trips had to be scheduled 24 hours in advance, service hours initially were limited, the service could not accommodate the demand, and, most importantly, it did not provide the freedom of access to public transportation that exists on mainline bus service.

Subsequently, an agreement was reached (the Jones Decision, named after one of the litigants, Kent Jones) stating CTA would purchase 700 lift-equipped buses to determine if accessible mainline service was a viable adjunct to para-transit service in Chicago.

In 1988, the CTA Lift-Equipped Bus Service Operations Task Force was formed to spearhead the effort to emplace accessible mainline bus service. Overseeing the efforts of the CTA task force was the Joint Implementation Com-

mittee (JIC), composed of representatives from CTA, other governmental agencies and the disabled community. The JIC reviews all CTA plans and proposals on mainline lift service, gives valuable input to CTA and approves all plans prior to implementation.

Working under the guidance of the CTA task force and in partnership with the Council for Disability Rights (CDR), the Training Development Section of the Operations Support Services Department and the Operations Instruction Department developed an intensive one-day training program for bus operators. Key elements of the training included instruction on the technical aspects of lift-equipped bus operation and a 2 1/2 hour sensitivity training module conducted by the CDR, which provided personal interaction between bus operators and persons with disabilities.

Nor was the maintenance aspect of the new lift-equipped buses overlooked. A special unit, Wheelchair Lift Maintenance, was created within the Maintenance Branch. A select group of technicians received training in hydraulics, electronics and computer-controlled mechanisms—all necessary to maintain the lift in good working order. This group, working with the bus manufacturer, TMC, was instrumental in solving several design problems on the buses before they were placed in service.

Information for riders was prepared and disseminated by CTA's Marketing Department. A bi-lingual (English and Spanish) brochure was made available for passengers and a videotape was developed to assist riders via presentations to be made by various

Why Accessibility? (continued)

community organizations. Additional marketing efforts included advertisements in the print media directed toward persons with disabilities and a "hotline" phone service to deal with customer inquiries and complaints regarding lift-equipped bus service.

Many people at CTA are responsible for this outstanding achievement. The success of this project is due in no small part to the cooperation of many entities—CTA, the Joint Implementation Committee, the Council for Disability Rights—and, most of all, to the extraordinary effort put forth by the men and women who are the vanguard of public transit service for all our riders, the bus operators!

What is to come?

We look forward to an even greater commitment by CTA to the provision of accessible transportation for all of CTA's passengers. The Americans with Disabilities Act (ADA), signed in 1990 by President Bush, requires all buses and trains to be accessible. It also requires paratransit service for those who cannot ride mainline buses and trains and mandates that key rail stations be made accessible.

Meeting these goals represents a major challenge to the CTA. But, with the dedication and commitment of all CTA employees, they can and will be achieved.

Lift-Equipped Bus Dedication



At February 13 ceremonies outside City Hall, Mayor Daley shares the jubilation of CTA Board member **James Charlton** (right foreground) and other disabled riders over the introduction of mainline lift-bus service.

CTA's new lift bus service was officially introduced to the people of Chicago on February 13, 1991 at a City Hall ceremony on LaSalle Street. Standing in front of one of CTA's new lift-equipped buses, Mayor Daley, accompanied by CTA Executive Director **Alfred H. Savage**, proclaimed, "This is a great day for the City of Chicago. For too long the more than one-half million people with disabilities who live in our city have been unfairly discriminated against."

Mayor Daley went on to thank those responsible for making this new service possible, including the Joint Implementation Committee, ADAPT (a disabilities civil rights organization) and the newly created Mayor's Office for People with Disabilities. This new city office is under the direction of Larry Gorski (pictured on cover). Through Gorski's efforts, the City of Chicago has accelerated the removal of barriers that limit the movement of disabled residents.

Savage commented, "This new service means CTA is moving toward the national standards established in the Americans with Disabilities

Act. It is also the result of many years of hard work by leaders of the disabled community and the CTA."

Gorski said, "For too long persons with disabilities lacked accessible public transportation. Right of access to transportation is a civil right and an economic right. People with disabilities do not want special treatment, they want equal treatment. Lift-bus is a major step in that direction."

Also on hand was Josephine Holzer, Executive Director of the Council for Disability Rights, who summed up the efforts of all involved. "Our experience with the CTA has been very positive. I feel that CTA is open, responsive and determined to make lift-bus service work. The community is behind us and we are very hopeful for the future."

Professionalism Shines Through On Lake Street

They operate mainly in the shadows. And even though they spend a lot of time in the underworld, they're not trying to hide from anyone. They're neither spies nor fugitives.

They're bus operators on the No. 16 Lake route out of Kedzie garage, and they're just doing their job. The only mystery is how they're able to do it so well, considering the conditions they face.

About three-quarters of the eight-mile route is under the Lake Street 'L' structure, where rapidly alternating rays of sunshine and shadow flicker along the street ahead like the movement of figures across the screen of a silent movie.

The frequent roar of an 'L' train above can disorient even the most careful drivers, especially when the train keeps pace with the bus as it slows for a station. In addition, cars and trucks can dart over in front of you from the adjoining lane, where they are partly hidden from view by a continuous row of pillars.

As if these operational hazards weren't enough, there's one more challenge facing Lake Street operators that makes their situation different from all others: the age of their equipment. The buses have been in service 22 years — long enough for an infant to grow to maturity and be out in the world on its own.

Fortunately for CTA and its riders, the operators who pick Lake Street are up to the challenge, and the antique buses they have maneuvered so well over the years are about to be replaced by sleek new models from the Transportation Manufacturing Corporation (TMC), of Roswell, N.M.

The 15 new buses that have been ordered mainly for service on Lake Street will have the same unique feature of the aging Flexibles. They'll be six inches narrower than the 476 buses making up the rest of the order, measuring only eight feet across instead of 8 1/2.

That's what's really different about Lake Street, and the reason CTA has had to make do with the Flexibles for so long. You need narrower buses to pass safely under 'L' columns that are only 22 feet 8 inches across from each other, and it just isn't economical to order only 15 buses at a time.

One of Lake Street's most faithful operators is **Eddie Smith**, who has spent more than 20 years on the route. Pulling out of Kedzie at 4:51 every weekday morning, he does whatever it takes to make schedule. "With 15 minutes between buses most of the day, you know riders will have a long wait if you're not out there. I keep a wrench and pliers handy to take care of the little stuff."

While the buses start out fairly warm after being stored all night at Kedzie, the old Flexibles lose their heat quickly at the front. Regular operators like Smith have learned to wear thermal jackets, long underwear, warm gloves and boots to insulate themselves from frigid temperatures.

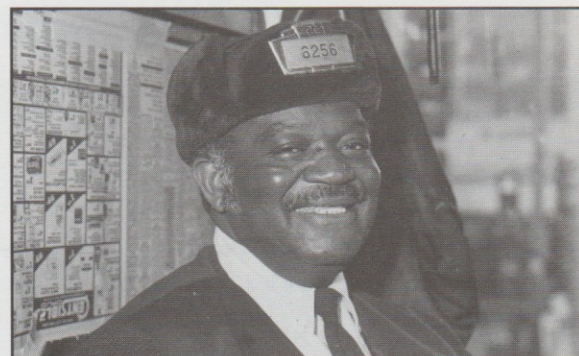
"I don't mind suffering a little for the riders," said Smith, who has 35 years with CTA. "The people out here are pretty decent. You treat them like you'd want to be treated, and they'll be good to you, too. I imagine they'll all be a lot happier when the new buses get here."

Curtis Jackson has been operating buses on Lake Street for over 26 years. "The pillars were here long before the buses," he said. "You've got to give them respect or you can really get in trouble. You've also got to remind the riders who get off at stops in the middle of the street that they've got to watch out for cars in the next lane."

"These buses were good when we first got them," Jackson added. "Lately, in the winter, I've had to trade in three or four on the same day because of what age has done to them. It's tough to do the job right when you've got cold hands and cold feet. No one can say they really know what it's like to be a bus operator till they've worked Lake Street."



Limited space between the "L" pillars west of Rockwell tells why Lake Street buses have to be narrower than others.



***Eddie Smith**, currently the senior operator at Kedzie, has operated the same buses on Lake Street for over 20 years.*



*After 26 years on Lake Street, **Curtis Jackson** can identify almost every pillar, and knows how to keep out of their way.*

Differential Pay Approved for Employees Called to Duty

At its February meeting, the CTA Board approved an ordinance providing differential pay and benefits to employees called to active military service as a result of Operation Desert Storm in the Persian Gulf.

"We want to assure our employees that family members at home will not experience financial hardship while their loved ones are serving in America's armed forces," said CTA Chairman **Clark Burrus**. "This ordinance covers any employee who is a member of a reserve force called to active

duty either in the Persian Gulf area or elsewhere."

Employees on active duty may request to have their situations reviewed by the CTA's

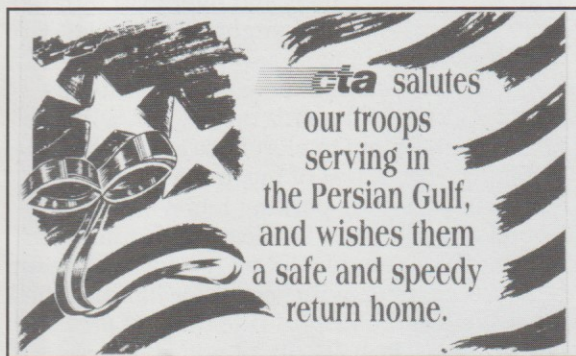
deputy executive director of finance.

To bolster the morale of troops in the Gulf region, the Community Relations Department began a letter-writing campaign among CTA employees. The initiative was sparked by **Effie Ferrera** and **Alicia Parham**, accounting specialist and accounts payable clerk, respectively, in the Finance Division. Both have family members serving in the Gulf.

The home front effort has also involved the creation of posters showing support for U.S. servicemen and women.

Graphics designer **Al Grady** prepared a car card with a flag and a yellow ribbon. The message on the card saluted the troops for their efforts and wished them a safe and speedy return home.

The car card salute was inspired by **Awilda Zanin**, finishing clerk, Reproduction Graphics. She took the idea to **Aida Galarza**, manager, Affirmative Action, after seeing a similar tribute that **Jim Saviano**, director, Graphic Services, had hung on the door to his office.



State Street Subway Closing on Weekends

From Saturday, March 30, through Sunday, September 1, the State Street subway will be closed most weekends for track renewal. One exception will be on the weekend of June 29-30, when the subway will remain open to serve riders visiting "Taste of Chicago" activities in Grant Park.

Weekend closings will begin at 1:15 a.m. on Saturdays and end at 4:30 a.m. on Mondays. During these closing times, all Howard-Englewood-Jackson Park trains will be rerouted over the elevated structure between Armitage Avenue and 17th Street, using Lake Street and Wabash Avenue in the Loop.

The southbound reroute will start at Clark Junction, where trains will be switched to the outer track. On Saturdays stops will be made at Chicago Avenue and the Merchandise Mart, as well as at all Loop stations on Lake and Wabash.

On Sundays, stops are planned for Wellington, Diversey, Armitage and Sedgwick as an experiment to accommodate riders not ordinarily served by Ravenswood trains on Sundays. Depending on rider reaction, more permanent changes may be made later in Sunday service.

Join CTA Trotters To Fight Birth Defects

Every two minutes a baby is born with a birth defect. Every 15 minutes a baby dies. You can help stop this tragedy by joining our team, the CTA Trotters, on Sunday, April 28, along Chicago's lakefront, as we participate in WalkAmerica for the March of Dimes.

The funds we raise will support programs of genetic counseling, prenatal care, diagnosis and treatment of babies, and research into the cause of birth defects. We need your help as walkers, sponsors, contributors, volunteers and boosters. For details, call **Joyce Shaw** or **Mike Taylor** at 664-7200, Ext. 3345 or 3325.

Reconstruction Set for Terminal at Linden

Work will begin this spring on reconstruction of CTA's terminal for Evanston trains at 4th Street and Linden Avenue, in Wilmette. The \$14.7 million project includes a new, more efficient passenger station that is scheduled to be in operation in the spring of 1992, according to **Kevin Manley**, chief of staff, Capital Planning and Construction.

The new station will be built about 150 feet east of the present outmoded structure, which was completed in 1912. Walls opposite the platform and a canopy overhead will protect riders from the weather and nearby residents from noise and light. Stainless steel fare collection equipment will include electronic pass readers for CTA's QuikPass and Pace Quik-Tic monthly riding passes.

There will also be an agent-controlled gate for handicapped riders, and ramp access to both station and platform areas.

Manley said the station building will have a large concession area, a bank of public tele-

phones, benches, and overhead infrared heaters. Large areas of glass will brighten the station in daylight and add to security. Fluorescent lighting will be used both inside the station and out on the 325-foot-long passenger platform.

The concrete platform will have windbreaks with safety glass panels and overhead infrared heaters, benches and skylights in the protective canopy.

Outside the station there will be a canopy over the bus waiting area on Linden, with a nearby signal light to alert Pace and Wilbus drivers to the arrival of incoming trains.

The two existing parking lots will be redesigned and will have shade trees and new lighting. The new east lot on Linden will be for reserved parking, with spaces for handicapped car drivers and a kiss 'n' ride dropoff area.

The west lot on 4th Street will be for general parking, with separate spaces for employees. Money slots will be provided for the public parking spaces. The present coin-operated entrance gates to the lots will be eliminated.

Paul H. Schwendener Inc., of Westmont, is contractor for the terminal project, which also calls for modernization of the "L" car storage yard and a new loop track to provide quieter and more efficient movement of trains between the yard and the station platform.

A new six-car vehicle inspection facility will be built just west of the station platform. There will also be a new control tower, a supervisor's booth on the platform with a waiting area for train crews, and new facilities for switchmen, trackmen and signal maintenance crews.

Concrete walkways will be built throughout the yard, which will be surrounded by an acoustical fence with concrete and wood panels designed to absorb noise within the yard and protect residents nearby.

Portions of the parking lots will be closed to the public by the contractor during the two-year construction period. The passenger station itself will be closed periodically on weekends while work is in progress, and CTA will provide shuttle buses between Linden and the Central Street station.

Funding for the terminal project is being provided by the federal government's Urban Mass Transportation Administration, the Illinois Department of Transportation, the RTA, CTA, and the village of Wilmette. The old station will be vacated and left standing by CTA when the new station and platform are completed in the spring of 1992.



The terminal that was constructed at 4th and Linden in 1912 will be preserved as a landmark by the village of Wilmette after CTA moves into a new facility next year.

A Sign of Affection for the Hearing-Impaired

CTA operating personnel and passengers are becoming increasingly sensitized to the barriers faced by disabled people who have just begun gaining access to mainline buses serving a number of South Side routes. However, there is another less visible group of disabled riders who could use a little extra consideration from those who may not be readily aware of their disabilities.

Deaf or hearing-impaired riders are everywhere you look, but they're not always easy to recognize. Responding to their needs can be a challenge, but it's one that **Edna Walker** is eager to meet. About three years ago, she began taking American Sign Language (ASL) courses at the Chicago Hearing Society (CHS).

"I would see deaf people signing on buses and trains," she said. "It looked interesting. I was curious to learn more about communicating with my hands." Walker, an administrative secretary in Safety & Environmental Assurance, is working toward becoming a professional certified interpreter. She is especially interested in the field of theatrical/artistic interpreting.

"This field seems only natural because I love music and the performing arts," Walker said. "In this way I can combine my musical background with sign language to interpret plays, musicals, etc. Deaf and hearing-impaired people are no different from hearing people," she added, "and believe they can accomplish anything a hearing person can."

"With the recent passage of the Americans With Disabilities Act (ADA)," she said, "there will be a growing need for qualified interpreters. I'm excited about the opportunity to facilitate communication between deaf and hearing persons."

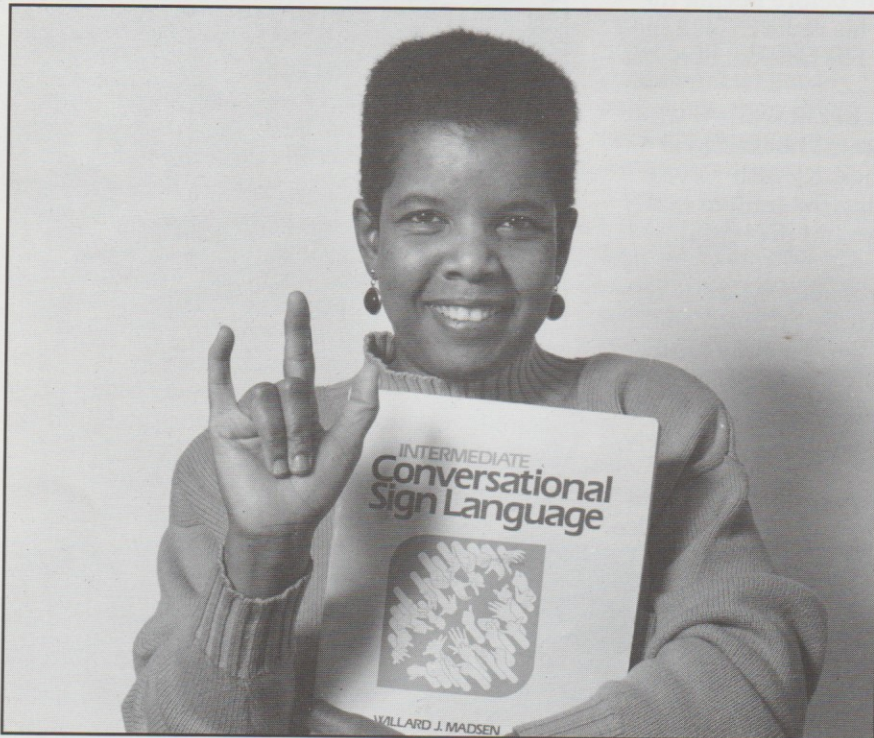
According to a 1987 survey by Gallaudet University, a college for the deaf in Washington, D.C., almost 21 million Americans, or 8.8 percent of the population, have a hearing disability of some kind. Many can be identified by the monotone nature of their speech.

In responding to requests for directions or route information from hearing-impaired passengers, Walker suggests that CTA employees face the person and speak clearly without exaggerated lip movement. This enables the passenger to lipread the employee's response. Natural gestures may also be used.

The passenger's facial expression usually will indicate if the person understands the message. In addition to calling out a street or station stop, it may be necessary to signal the individual that the stop has been reached.

Walker is a member of the Illinois Registry of Interpreters for the Deaf and Chicagoland Advocates for Signed Theater (CAST). She has received awards from the CHS for her volunteer efforts with a hearing-impaired youth group, and from CAST for supporting its activities throughout the year. She also participates in the Sunday School sign class and worship service for the hearing impaired at Chicago Temple - First United Methodist Church.

She looks forward to auditioning as an interpreter for the the Seventh Annual Chicago Gospel Festival in Grant Park in June, and to taking part in an intensive two-week sign language course at Gallaudet University later this year. The effort she makes toward greater involvement and interaction with the deaf community, Walker says, is repaid many times over in the love and satisfaction she receives from those she helps.



*"I love you" is the message **Edna Walker** conveys to hearing-impaired people whose language she speaks.*

Spirit of Chicago Award Winners Include Switchman and Clerk

Four employees who displayed alertness, bravery, compassion and dedication received Spirit of Chicago awards at the CTA Board's February meeting. CTA Chairman **Clark Burrus** praised the four while presenting the awards.

Philip Danzy, an 11-year bus operator assigned to 77th Street garage, was on a late night No. 3 King Drive run when a passenger brandishing a gun fired several bullets, wounding two other riders before fleeing the bus. Danzy told the Control Center he was leaving his route to take the wounded riders to nearby Michael Reese Hospital. His quick action was credited with saving the life of one of the victims.

Switchman **Harold Klein** saw two cars of a train derail while it was approaching Howard terminal from the yard. The cars knocked over wayside signal equipment and tore up 85 feet of track. Klein, a 13-year employee, alerted the yard foreman who was piloting the train to make an immediate stop in order to avoid further damage and prevent possible injury to riders waiting on the platform.

When a fight broke out on the No. 6 Jeffery Express bus **Marvin Chachere** was operating at 47th Street, he quickly curbed the bus and called the Control Center for police assistance. In a letter commending Chachere — a 24-year CTA veteran assigned to 103rd Street garage — Donald Hilbrig, commander of the 21st police district, wrote, "His willingness to become involved, in disregard of his own personal safety, helped save a citizen from serious injury."

Perry Mamon Jr. was honored for his compassion while serving as a clerk at 77th Street garage. A CTA employee for 21 years, Mamon is also pastor of the New Faith Temple Pentecostal Church on the South Side. It was in his role as pastor that he was asked by his superintendent to go to South Chicago Community Hospital to offer support to the family of a bus operator who had been stricken with a fatal heart attack. Mamon was praised for going beyond the call of official duty to help the bereaved family.



CTA Chairman **Clark Burrus** (left) and Executive Director **Alfred H. Savage** (right) extend their congratulations to Spirit of Chicago award winners (left to right) **Marvin Chachere**, **Harold Klein** and **Perry Mamon Jr.**



Staying Healthy

How to Handle High Blood Pressure

If it is not treated, high blood pressure can cause serious health problems. You may have high blood pressure and not even know it because the signs of the disease are not always apparent, says **Dr. Milton J. Sneider**, of the CTA medical staff.

Dr. Sneider advises a yearly checkup for anyone who thinks he or she may have high blood pressure. "While there are many causes for this disease, we can help ourselves with just a minimal amount of care." He suggests the following:

Avoid smoking, use of salt, and putting on excessive weight. A brisk walk or other moderate exercise can be crucial to your good health if done on a regular basis.

If these measures do not lower blood pressure to a reasonable level, a doctor should be consulted. Several drugs have been developed recently that are effective in lowering blood pressure. They can be obtained through your physician.

Proper attention to abnormal blood pressure can prevent strokes, kidney disease, heart attacks, eye and other problems, and provide you with a healthier, normal life. Good care can keep days lost from work to a minimum.

Some individuals who have been placed on different blood pressure drugs have stopped taking them as soon as they felt better. This is a mistake, according to Dr. Sneider. He said that, generally speaking, once treatment has begun, and your blood pressure has been brought under control, you should continue treatment the rest of your life.

Dr. Sneider states that if you are asked to report to the Medical Department for a recheck, you should do so for your own good, and not regard it as some form of punishment. You should remember that high blood pressure can be a killer, but is easily controlled by modern medicine, so you can expect to enjoy a full life with family and friends.

Anyone with a question about high blood pressure should feel free to call the Medical Department at the Mart, Extension 3457.

Salute Support Staff Training Program Graduates



A reception was held recently at the Holiday Inn Mart Plaza to honor graduates of the Management Development and Training Department's first Support Staff Training Program, which was held in December. The pilot program, cosponsored by Triton College, stressed team building, oral and written communication, and other business-related skills. MD&T Manager **Gary Melberg** said the program was so well received there is already a waiting list for the planned May session.

Kneeling in the graduation photo are **Sue Worcester** (left) and **Iris Rodriguez**. Seated (left to right) are: **Stephanie Marble**, **Lovie Fisher**, **Ricarda Moyer**, **Eva Reyes**, **Elisa Jaquinde**, **Paula Costantini**, **Mary Beth Laschober** and **Carol Aguirre**. In the back row are: **Marcia Rhone**, **Antrace Glenn**, **Susan Pestine**, **Cheryl East**, **Kimberly Mitchell**, **Alice Dungan**, **Bonita Ghesse**, **Margaret Baxa**, **Marilyn Hayward**, **Gloria Tibbs**, **Arlene Brownlow**, **Mary Gallon**, **Beatrice Cano**, **Virginia Wolfe**, **Felicia Wilkins**, **Corazon Valera**, and **Collette Zogg**, MD&T coordinator.

Station Entrance Opens at 203 N. LaSalle

Another phase of the Clark-Lake station project was completed January 18 with the opening of the entrance to the Lake Transfer station in the Dearborn subway from the 203 North LaSalle building. The entrance will eventually provide access to both the subway and the Clark-Lake "L" station, as will the State of Illinois Center across the street. Taking part in the ceremony were (left to right) RTA Executive Director **Laura A. Jibben**, RTA Chairman **Gayle M. Franzen**, CTA Chairman **Clark Burrus**, CTA Executive Director **Alfred H. Savage**, IDOT Director of Public Transportation **Linda Wheeler**, building developer **Richard A. Stein**, and Commissioner of Public Works **David Williams**.



Romance On Schedule at Dempster Street

It was a good thing Evanston Express Run 510 arrived on time at Dempster Street during the evening rush period February 14. Without such excellent service, Susan Adamo, of Evanston, might not be headed for the altar with Paul Baliles. With CTA's cooperation, Baliles was on the platform ready to ask for Susan's hand in marriage the moment she stepped off the train. Channel 2 TV caught the Valentine's Day event live for the evening news. After Paul's proposal was accepted, a brief celebration was held on the spot where Susan's train came in.



Renovated Cottage Grove Station Back In Operation



The Cottage Grove station on the Jackson Park branch was reopened January 21 after over a year of reconstruction. Alderman Arenda Troutman (at lectern) expressed the community's appreciation for the \$4.9 million project that included new electronic fare collection equipment, improved lighting, and elevators from the sidewalk to each platform. Also taking part were (left to right, foreground) Department of Public Works Commissioner David Williams, Mayor Richard M. Daley, and CTA Executive Director **Alfred H. Savage**.

New Warehouse for 63rd Street Lower Yard



A new heavy duty storage building is nearing completion in the 63rd Street lower yard on the Jackson Park branch. The 700,000-square-foot warehouse measures 353 by 80 feet, and has separate truck and rail loading docks with bridge cranes. The \$3.3 million facility replaces several outmoded frame storage buildings, and is expected to improve operational efficiency significantly when it opens later this year.

CTA Shares Pride In Honored Achiever



Lagreta Chillers, the stepdaughter of **Daniel Thomas**, quality assurance inspector at Skokie Shop, was one of 14 finalists honored as Illinois Young Black Achievers by the Illinois Lottery and Jewel Food Stores.

Picked from among 325 entrants, the 13-year-old 8th grader from Gwendolyn Brooks Junior High School in Harvey was singled out for her civic activities. She has been in gifted programs since 2nd grade.



Transit Memories

When Streetcars Ran With Trailers

For nine years, beginning in 1921, streetcar service in Chicago had an added dimension — the trailer car. Just over 100 of these unpowered surface vehicles were built in the first few years of the decade by the Chicago Surface Lines and the J. G. Brill Company, of Philadelphia.

Post-World War I economic growth and an increase of over 600,000 in the city's population between 1920 and 1930 brought new highs in public transportation usage. A record 1,167,941,668 revenue passengers were counted in 1927 as having ridden on Chicago Motor Coach Company buses, Chicago Surface Lines streetcars, and Rapid Transit Company 'Ls.'

Trailer cars were used mainly during rush periods to augment the capacity of regular streetcar service without requiring extra motormen. The vehicles were 47 1/2 feet long, had seats for about 62 riders, and looked somewhat like the Peter Witt cars that were introduced at the end of the decade. Both entry and exit were by either of two center doors.

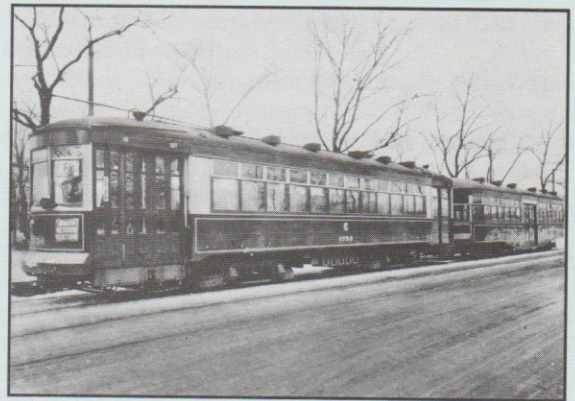
Clark-Wentworth was the first route to get motor-trailer trains, beginning on September

1, 1921. Others went into service on Halsted, Pulaski, Cicero, Madison, Grand and Ogden.

Even though the cars weighed less than half the 28 tons of the Old Pullman cars that had been rebuilt to haul them, they still put a considerable strain on whatever motor units were involved. A lengthy layover between trips was needed to cool the motors.

While radial tightlock couplers connected the air and electrical circuits automatically with the motor car ahead, air had to be supplied from the motor car's tanks. With no trolley poles of their own, light, signal and heating current also had to come from the motor car.

The development of two-car multiple unit trains ended the interest in trailers, and the last units were taken out of service after operating on Halsted on September 9, 1930.



Hauled by one of the "169 cars," a trailer moves through Garfield Park on the Madison route in the mid-1920's.



In Memoriam

Carl W. Anderson, 70, North Section
Anthony J. Arini, 75, Vehicle Maint.
Emil E. Barbrick, 88, Forest Glen
Bernard C. Becker, 71, 69th Street
Wilhelm A. Behnke, 83, Vehicle Maint.
Louis J. Bieniek, 67, Forest Glen
Anthony Bosco, 63, West Shops
Walter W. Bovald, 85, Shops & Equip.
Richard A. Brady, 73, Transportation
Elmer F. Briskey, 67, North Avenue
Erna E. Buchholz, 91, Law
Lawrence M. Casey, 79, North Avenue
Jesse Cross, 72, Vehicle Maint.
Edmund Daddezio, 67, Forest Glen
William T. Downtin, 84, Investigation
Michael Dwyer, 84, Shops & Equip.
Harry Filip, 70, Douglas
Charles J. Freeland, 88, West Sect.
Newton Gable, 85, 52nd Street
Sam Gianpiccolo, 79, North Park
Edward Havlicek, 86, Lawndale
Mary I. Hendrickson, 71, Rail Maint.

Thomas Hurston, 97, 77th Street
Anton Kazaitis, 97, Shops & Equip.
Patrick J. Kehoe, 79, District C
John J. Kirby, 74, Beverly
Charles Krauss, 90, Shops & Equip.
Margaret Lavin, 93, North Section
Leo Lizak, 77, Plant Maint.
Thomas P. Lyons, 80, North Side
James E. Marble, 58, Schedules
Joseph L. Markos, 69, Jefferson Pk.
Joseph Mascolino, 101, South Side
John McGill, 72, Beverly
Herbert L. McKnight, 64, Beverly
Roy W. Minogue, 77, Vehicle Maint.
Arthur H. Moilanen, 84, North Ave.
John J. Mornar, 66, Treasury
James C. Morris, 83, South Side
Jamhie H. Morris, 69, Kimball
John J. Murphy, 79, 77th Street
Nicholas Navert, 84, Kedzie
Maurice O'Donnell, 71, 69th Street
John Ohlman, 77, North Park

John Paakonen, 79, Forest Glen
Arthur Parker, 85, West Section
Benjamin Perkins, 63, 77th Street
Vito Riscossa, 80, Kedzie
Jennie J. Scott, 78, Maintenance
Myles P. Sheridan, 82, South Side
Siegfried G. Shonts, 81, Budget
Nicholas B. Sipich, 77, Bldg. Maint.
Clarence W. Spindler, 80, Track
Philip J. Sutkus, 74, Archer
Harold Thompson, 92, Shops & Equip.
Frank T. Tindle, 74, North Park
Lawrence J. Tobin, 85, West Side
Joseph Wacker, 83, North Side
Harold C. Walborn, 77, North Side
Louis Weincord, 80, North Side
Irene Wenke, 97, Accounting
Frederick L. Wise, 71, West Shops
Adam Zasimowich, 75, Transport.
Francis E. Zeiger, 70, 77th St.



January Retirees

Robert F. Aldworth, Opns. Plan. & Dev., 16 years
McBride Anderson, Financial Services, 30 years
Frank B. Bartos, Eng. & Maint. Fac., 20 years
Fred L. Bassett, Kedzie, 35 years
Louis C. Basso, Materials Mgmt., 34 years
Clarence W. Baxa, Media Relations, 32 years
James R. Bell, Eng. & Maint. Equip., 25 years
Cleveland Bennett, Materials Mgmt., 25 years
Frank Bocleair, Eng. & Maint. Fac., 25 years
Frank L. Bruno, Eng. & Maint. Serv., 43 years
Excell D. Buckner, Eng. & Maint. Fac., 26 years
Robert E. Buergermeier, E. & M. Fac., 29 years
Eileen Carmody, West Section, 26 years
Raymond D. Carson, Pensions, 34 years
Alex Carter Jr., 77th Street, 30 years
Giuliano Caruso, Eng. & Maint. Equip., 37 years
Quillen Chubb, 103rd Street, 25 years
Eugene R. Church, Forest Glen, 27 years
Eugene F. Clifford, Eng. & Maint. Fac., 25 years
Wesley Cobbs, Kedzie, 33 years
Rita L. Deakin, Financial Services, 38 years
Robert L. Desvignes, Trans. Personnel, 42 years
Rosario DiMarco, Eng. & Maint. Equip., 6 years
Anthony C. DiNella, Eng. & Maint. Fac., 6 years
Denis C. Dobbryn, Eng. & Maint. Fac., 35 years
Peter Dolan, North Park, 31 years
Emile J. Domer, Eng. & Maint. Fac., 34 years
Thomas J. Donnelly Sr., E. & M. Equip., 29 years
Howard Francis, 103rd Street, 26 years
Luther L. Gaston, Treasury, 34 years
Vincenzo Geraci, Eng. & Maint. Equip., 23 years
Peter J. Graf, Eng. & Maint. Fac., 38 years

Donald D. Grant, Archer, 34 years
Robert O. Hargrave, E. & M. Equip., 30 years
Cary A. Holman, 103rd Street, 24 years
Jewell M. Hunt, North Section, 23 years
Hubert Ivory Sr., Central Dist., 24 years
Joseph P. Jamison, 61st Street, 34 years
Florence A. Janczura, Financial Serv., 24 years
Charles T. Jones, Limits, 25 years
Frank L. Jones, Comm. & Power, 25 years
Fred L. Jones, Trans. Services, 31 Years
Chris G. Kalogeras, Eng. & Maint. Fac., 24 years
Eun Gyn Lee, Eng. & Maint. Fac., 12 years
Joe W. Mack, 95th Street, 30 years
James L. McCurtis, Congress, 31 years
Raymond D. McGovern, Eng. & M. Fac., 23 years
Jesse R. Miller, Eng. & Maint. Fac., 14 years
Luzell Mims, District C, 37 years
Austin Moran, Eng. & Maint. Fac., 11 years
Seymour M. Motin, North Bus Area, 15 years
Eleson E. Murphy, Operations Plng., 30 years
Terrance J. Murtaugh, E. & M. Equip., 27 years
Dorothy V. Nyczak, Financial Serv., 21 years
John C. O'Connor, Eng. & Maint. Eq., 26 years
Mitsuo Ogata, Forest Glen, 32 years
Semen Pacira, Eng. & Maint. Equip., 14 years
George W. Page, North District, 23 years
Fred C. Plambeck, Forest Glen, 31 years
James R. Pruitt, 103rd Street, 32 years
Leon Rayburn, North Section, 25 years
Edward Reaux, Comm. & Power, 39 years
Jack Robinson, Eng. & M. Equip., 22 years
Willie B. Robinson, 77th Street, 31 years
Roosevelt Russell, 69th Street, 33 years
Jerome E. Ryan, Forest Glen, 32 years
Joseph T. Sammon, E. & M. Equip., 25 years

Edward J. Sanello, Forest Glen, 21 years
Ervin G. Schultz, North Park, 40 years
James J. Skopec, Forest Glen, 36 years
Joseph Solan Jr., Forest Glen, 31 years
John M. Sullivan, E. & M. Fac., 37 years
James Thompson, Lawndale, 25 years
Luis Velez, Eng. & Maint. Fac., 34 years
Ronald Walker, 61st Street, 27 years
Jerome E. Walter Sr., E. & M. Eq., 25 years
John C. Williams, Materials Mgmt., 34 years
T. C. Williams, Eng. & Maint. Fac., 25 years
Wayne C. Williams, 69th Street, 33 years
LeRoy Wilson Jr., 103rd Street, 34 years
Edna Wimberly, West Section, 16 years
Ronald L. Winston, West Section, 25 years
John W. Woods, Eng. & Maint. Fac., 31 years
Richard O. Young, Lawndale, 27 years

Disability Retirements

Earsker Burgess Jr., Archer, 20 years
Paul Daniels, Schedules, 27 years
Ophelia Ellis, North Park, 16 years
Carlos Jimenez, Forest Glen, 18 years
Hector Mercado, Forest Glen, 15 years
Ruby Norwood, 69th Street, 12 years
Doreen L. Sorenson, Trans. Pers., 19 years
Loretta Wilson, Trans. Personnel, 11 years



February Anniversaries

40 Years

James Pate, Safety & Tech. Serv.
William Payne, Ashland/61st/95th

35 Years

Frank Goudeau, 69th Street

30 Years

James Burris, Kedzie
Allen Fowler, 77th Street
Salvatore Furlin, Forest Glen Mtce.
Johnny Gavin Jr., 69th Street
Mary Ann Jagodzinski, Finance
John Pitsoulakis, Bus Instruction
Cecil Wood, Engine, So. Shops

25 Years

Clarence Asher, 69th Street
Leslie Baughn, Bus Dist. B
Linda Bremer, Intergovt. Affairs
Henry Brown, Payroll Operations
Ernest Burnett, Lawndale
Stephen Conway, Archer
Josea Cook Jr., Trans. Trng. Ctr.
Cannie Davison, 69th Street
Lessie Dillon, 77th Street

Tom Elerby Jr., Bus Instruction
Ronald Garner, Central Counting
Lee Gillard, 69th Street
Bernard Gilmore, Structures Mtce.
Richard Goodman, 77th Street
Tommy Harper, Agents West
James Hawthorne, 103rd Street
Harry Horn, Opns. Comm. & Power
William Howell, 77th Street
Leroy Hunter, Vehicle Wiring
Grace Iacono, Opns. Planning
Robert Jackson Jr., Ash./61st/95th
Allen Jacobs, Central Bus Dist.
Jimmie Johnson, 69th Street
Denis Kippes, Limits
Willie McCain, Bus Dist. A
John McClain, Bus Instruction
Cleveland Minnifield Jr., Kedzie
Robert Neighbors, O'Hare
Earnest Phelps, Schedules
Willie Rochelle, Bus Dist. A.
John Sara Jr., Signal Support
Eddie Sibley, 77th Street
Nathaniel Sowell, Howard/Kimball
Claude Stevens, Safety Insp. & Inv.
Obell Townsend, 103rd Street
Joseph Valtierra Jr., Trans. Trng.
Toby Warmack, Printing
David Weathington, Bus Dist. A
Floyd Williams Jr., Rail Pers. No.

March Anniversaries

45 Years

Joseph Grojean, Bus Service

40 Years

Patrick Clifford, Grant & Prop. Actng.

35 Years

Willie Burch, Bus Dist. C
Elwood Flowers, Ashland/61st/95th
Luis Velez, Field Support

30 Years

Kenneth Blocker, Truck Shop, Skokie
James Flores, Mech. Mtce. So.
William Lyke Jr., Mech. Mtce. No.
George Martens, Forest Glen
Mack Mister Jr., Kedzie
Steve Nicpon, Forest Glen
James Reidy, Signal Mtce.
Lloyd St. James, Bus Pers. South
Kenneth Stolz, Admin. Services

25 Years

Joseph Bailey, Racine Mtce.
David Butler, 69th Street
Joseph Byrne, Bldg. Mtce. No.
Eugene Cooper, 69th Street
Wallace Davison, Structures Mtce.
Lothar Grabowski, Truck Shop, Skokie
Hubert Ivory, Central Bus Dist.
James Johnson, Limits
George Kaderabek, Inform. Services
Norman Lee Jr., 103rd Street
James Marshall, H.R. & Benefit Svcs.
Raymond Mason, Agents North
Fred Odrowski, Commun. Mtce.
Frederick Randall, 77th Street
Bennie Ritchie, 77th Street
George Shorts, Rail Janitor Svcs.
Sebastiano Silvio, Track Mtce.
John Smith, Kedzie
Marshall Smith, Bus Dist. A
Keith Taylor, 77th Street
Charles Turner Jr., Limits
Wallace White Jr., Track Support
Marcellus Williamson, 69th Street



February Retirees

Willie Baker, Lawndale, 25 years
Daventer Bond, 103rd Street, 23 years
Willie L. Brewster, Kedzie, 30 years
David Brownlee, Lawndale, 24 years
Steven K. Butler, Racine Maint., 25 years
Charles E. Conner, E. & M. Fac., 34 years
Claude Conwell, 69th Street, 34 years
Samuel Coulter Jr., 77th Street, 31 years
John A. Eiselt Jr., North Park, 29 years
Eddie L. Elliott, 103rd Street, 26 years
David Evans Jr., Howard, 26 years
Aaron G. Fairfax, Kedzie, 37 years
Robert E. Feathersen, E. & M. Fac., 25 years
Tyree Gray, Kedzie, 25 years
Robert Harris, 95th Street, 34 years
Claude J. Jones, 77th Street, 30 years
William J. Klimas, E. & M. Equip., 25 years

Thomas A. McCann, District D, 37 years
Charles A. Preschel, Forest Glen, 24 years
Robert F. Revolt, E. & M. Fac., 29 years
John O. Sanchez, E. & M. Fac., 19 years
Benjamin Smith, E. & M. Equip., 25 years
Arthur J. Tropple, North Park, 32 years
Cornelius L. VanDerMolen, E. & M. Fac., 25 years

Disability Retirements

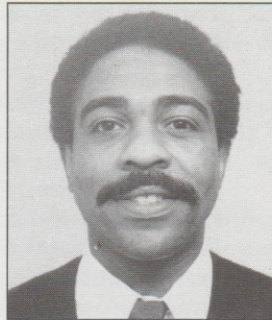
Jose H. Alvarado, Douglas, 15 years
Hercules P. Auza, Eng. & Maint. Eq., 14 years
Alvin D. Hayes, Trans. Personnel, 21 years
Sherwood B. Kenerson, Ashland, 16 years
Robert L. Lay, Limits, 21 years



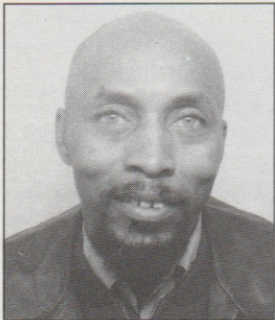
Commendations



Dianna Owens (Forest Glen garage) was complimented for her courtesy as operator of a No. 77 Belmont bus by Charles Bermingham, of North Kenneth Avenue. "I can't see well, and I have to ask if the bus goes to Lincoln Avenue. She is polite about telling me. She always calls the stops loudly and clearly. In every case where I have overheard disputes between her and a passenger or questions about directions, she has handled the problem correctly and politely."



Charles Young (Congress terminal) was admired by Donna Bold, of West Giddings Street, for his performance as conductor of an O'Hare line train. "I can't say enough about the way he calls off the stops, his courtesy to passengers and his positive attitude. When we were delayed, he kept us advised and apologized several times. Another time, he came into our car when an inebriated rider became a little unruly to ask if there were any problems. He had everything under control."



John Reynolds (103rd Street garage) was thanked by Yvonne Randle, who works on East Wacker Drive, for holding his No. 6 Jeffery Express bus so she could transfer from a No. 1 bus at Lake Park Avenue. "There was no one at the stop, and I thought he was going to pull away. He didn't, and he didn't lose a second at any stop. He was courteous and waited when people needed to cross a street to get to the bus. It was a rather horrible Monday, but I was glad to be on his run."



Helen Mosqueda (Lawndale garage) won praise from Mrs. William Domrese, of South Whipple Street, who was a rider on her No. 60 Blue Island/26th bus. "She called off all the streets, and reminded those who asked to get off at certain stops. She was pleasant to all the passengers, whether they were getting on or off the bus. When the bus got crowded, she turned around and asked everyone to make room for the seniors and handicapped. She's the best CTA can offer."

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