



Vacant CTA property turned into showplace

Ed Gandy is a man who sees possibilities in the seemingly impossible.

About five years ago Gandy saw the possibilities of turning three dilapidated Victorian buildings in the shadow of the Cabrini-Green housing project into something beautiful and profitable.

However, two of the buildings (on one lot) were on the south side of the Ravenswood 'L' tracks, and the other building was north of the tracks. Both properties have side yards next to the tracks. Between them, stretching under the tracks, was a piece of vacant land in the 1500 block of North Cleveland Street.

How, Gandy pondered, could he tie all three buildings together with the piece of vacant CTA property separating them.

First, he purchased the three buildings (one had a demolition sign plastered on it). Second, he took his dream of creating something beautiful out of almost nothing to architect Ted Morningstar who agreed to take on Gandy's dream.

Gandy's garden showing plantings with globed light standard in shadow of tracks. Grass is a special sun/shade variety.

The third, and most important step Gandy took, was telephoning the CTA's Real Estate Department about the vacant land under the tracks.

Gandy learned the CTA has an active program of renting yard and garden plots on the 18 miles of elevated structure right-of-way along the Ravenswood, North-South, West-Northwest, and the Skokie Swift routes.

The CTA has 177 yard and garden lots of various sizes it rents at an average rate of \$24 a year. Each licensee must clean up, and keep clean, the plots they are using.

Gandy, who owns a successful near north side chicken and ribs business, plus an 800-acre vegetable farm near Montgomery, Alabama, nourished his dream with the stuff that makes most dreams come true—money.

To be exact, Gandy has invested \$220,000 in his dream, and it shows, particularly the park-like setting created on either side and under the Ravenswood 'L' tracks. The "park" is used by the residents of the five smartly-updated units in his buildings. (Continued on page 2)

cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
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If there is a word for Gandy's park, it is chic.

It measures 100 by 125 feet and is flanked by the modernized residences on its north and south sides and protected on its east and west sides by handsome 5½-foot high red brick walls replete with wrought iron self-locking gates.

Through this handsome setting, one can see the pillars supporting the Ravenswood 'L' route tracks that give the greensward of special A34 sun/shade grass a touch of high-tech chic.

Along the buildings facing the park are 5½-foot-high arbor vitae shrubs, pruned to tailored perfection.

On the lawn are seven 18-inch diameter globe lamps on seven-foot-high wrought iron standards rising out of circular plantings of petunias. Low clumps of Japanese yews accent concrete sidewalks in the park.

Facing the park on a new garage behind the north side two-flat is a handsome, cream-colored, concrete 10 by 25-foot raised patio, replete with its wrought iron fence, three umbrella tables and matching chairs, and a red brick bar with its brown-and-cream-striped canopy. Inside the

garage is a powder room for guests of the buildings' residents' use during lawn parties.

To help soften the geometric effect of the horizontal lines of the walls, walks, and clipped hedges and the vertical lines of the pillars supporting the 'L' structure, Gandy's wife, Dilcy, planted flowering crab trees in the lawn's open spaces.

"We took out about 30 truck-loads of rocks and debris, going down about a foot and a half to subsoil," Gandy recalled. "We replaced that with 2,000 cubic yards of fresh topsoil over which we placed about 1,300 square yards of special A34 sun/shade grass sod around the 12 'L' pillars."

The three buildings Gandy rehabilitated now contain five rental units. They produce substantial rentals to help pay for Gandy's vision of turning the seemingly impossible into the possible.

"If I can do it," he said philosophically, sitting at an umbrella table on his patio in his sun-dappled garden, "so can anyone else."

CTA rents garden lots for private use

"We wish everyone who has property adjacent to the CTA's 'L' structure would take advantage of its yard and garden licensing program," said Merritt Kotin, Director, Real Estate Section in the Law Department.

"There are 177 yard and garden lots now being used under 'L' structures or along 'L' right-of-ways, such as on the Skokie Swift," he said. "Admittedly, they are not as sophisticated as Mr. Gandy's, but they provide abutting property owners access to additional space at a nominal yearly amount --\$24.

"We only ask the licensees to clean up their plots and keep them free from debris as long as they hold the licenses.

"This arrangement helps beautify the land under the 'L' structures and helps our neighbors who want to put the plots to good noncommercial use," he said.

Kotin said the licensing of yard and garden plots was started many years ago by the Chicago Rapid Transit Company, a predecessor to the CTA. When the CTA took over the 'L' system in 1947, it continued the yard and garden licensing policy.

Only persons who occupy residential property along the tracks can get a yard and garden license, Kotin added.



Terraced concrete patio with striped awning over barbeque-equipped bar against new garage containing a powder room.



Ed Gandy's yard and garden plots under the Ravenswood 'L' tracks in the 1500 block of North Cleveland Street. View is to the southwest section of Gandy's and the CTA's property.

Being there

Now that CTA is operating under strict, line item budgeting to insure the most efficient use of operating funds, every employee performs an important job, and every employee's job performance affects the overall performance of the Authority. To keep our transit system operating properly, we must have consistent, high quality job performance from all employees, and one of the most significant measurements of employee consistency is the attendance record.

While the effects of absenteeism and tardiness may be most immediately realized in our operation and maintenance functions through resultant service problems, inconsistent attendance can adversely affect the efficiency of every work area throughout CTA.

An employee who frequently takes unwarranted absences, reports late for work, extends the length of lunch or break periods, or frequently leaves the work location without good reason, is demonstrating a serious lack of responsibility toward job performance and a lack of consideration for fellow employees. All too often, casual attendance left uncorrected can cause other employees to share the burden created by the inconsistent employee, or to have their work delayed by the inability to perform timely and efficient coordination between job functions. Ultimately, this results in a reduction in the efficiency of the work unit and lower morale for all employees in the unit.

Insuring observance of CTA work schedules is one of the most important duties of supervisory personnel. I therefore direct all supervisory personnel to carefully monitor absenteeism, tardiness, and attendance records of all employees in all classifications, and identify those employees who demonstrate a lack of responsibility through casual attendance practices. Poor attendance must not be tolerated, and supervisory employees must use every corrective and disciplinary action at their disposal, including undertiming, suspension, and termination, to insure proper attendance by all employees.

If we all dedicate ourselves to consistent, high quality performance, we will continue to provide the high quality transit service that the people of Chicago expect and deserve, and we can all take pride in doing a good job.

Michael R. Hill

Honor Rodeo winners at banquet

Winners of the 1982 Bus Rodeo were honored at a banquet Friday, August 20, at the M&M Club in the Merchandise Mart.

Operator John Odom of 69th Street garage, winner of the first-place trophy, was presented the distinctive cup by Executive Director Bernard J. Ford and Transportation Manager James Blaa. Odom will represent the CTA at the American Public Transit Association (APTA) International Bus Rodeo in Boston. The event will be held in October.

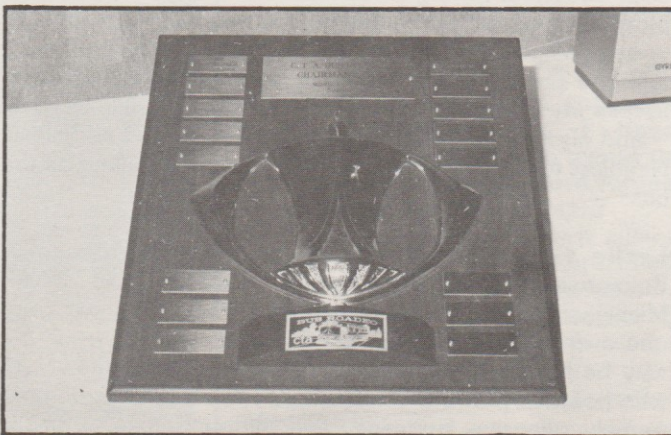
Other award recipients were second and fourth-place winners Michael Matas and Jesse Moore. Third-place winner Robert Richardson, who was not present for the occasion, received his trophy later.

The Chairman's Cup was awarded to the 69th Street garage. Accepting the award were Odom, Garage Superintendent Tom Riley, and Director of Transportation Personnel Harry Reddick. The Chairman's Cup will remain at the 69th Street garage until an operator from another garage takes first-place Rodeo honors.

CTA Rodeo belt buckles, patches, and movie theater tickets were also presented to members of the 1982 Rodeo Winning Circle 20.



Showing off their 1982 Bus Rodeo trophies as Director of Training-Utility Edward Mitchell stands with them are (from left) Jesse Moore, Beverly garage, fourth place; Mitchell, John Odom, 69th Street garage, first place; and Michael Matas, Forest Glen garage, second place. Robert Richardson, North Park garage, third place winner, was not present. Others are members of the 1982 Bus Rodeo Winning Circle 20.



The Chairman's Cup, awarded for the first time in the annual CTA Bus Rodeo, was presented to 69th Street garage by Executive Director Bernard J. Ford. The garage took the plaque when Operator John Odom, assigned to 69th Street, won first place Rodeo honors for 1982.

Sergio Villanueva (North Park garage) kept the tempers of riders cool when the air conditioning on his No. 156 LaSalle bus failed, according to Mary Jo Strusz, of Surf Street. "He was pleasant to everyone who got on the bus, and even managed to smile. About half way through Lincoln Park, when the bus was becoming really unbearable, he stopped, walked back and told everyone they could open the window latches. Some of the people couldn't get them open, so he stopped to help them. Everyone was smiling and talking about the great driver. It's nice knowing someone out there cares."



Billy Ragsdale (52nd Street garage) was appreciated by Lola Brokemond, of Jeffery Boulevard, for his courtesy on a No. 14 South Lake Shore Express bus. "He was patient to wait until each passenger was standing as comfortably as possible before proceeding to the next stop. When he noticed a mechanical problem with the bus, he paused briefly to alert everyone that the ride would be bumpy. No one seemed to mind, due to his friendliness. When we reached the Loop, he clearly announced each stop. He bade each passenger a good day. All the passengers made comments as to his concern."

commendation corner

Jodie McGuire (North Park garage) was praised by Mary Wallace, of West Sheridan Road, for "an act of kindness, quick-thinking and honesty" on her No. 147 Outer Drive Express bus. "A young lady with an infant got on and put 20 cents too much in the coin box before she realized her mistake. She made no complaint, but when the next passenger boarded the bus, this honest, kind driver told her to put all but 20 cents into the box and give the remainder to the lady who had overpaid. It was so refreshing to see an act of simple goodness from one human being to another."

Betty Spivey (52nd Street garage) was called "an excellent, considerate, alert driver" by Marshall Aaron, of East 56th Street, for having saved him from being the victim of a pickpocket on her No. 6 Jeffery Express bus. "A couple of young pickpockets followed me as I was going to my seat, and one already had his hands in my pocket and was about to take my wallet, when she gave me a very timely warning -- and also warned the other passengers -- loud and clear. Needless to say, the hoodlums lost no time in getting off the bus."

Leslie Grant (North Section) was the conductor of a Ravenswood train that Russell Anderson, of South Michigan Avenue, was riding on his way downtown early one evening. "I wish to commend your conductor on the way he handled an extremely obnoxious intoxicated rider who boarded at the Diversey stop. The man was using extremely offensive language, and although the conductor cautioned him several times to lower his voice, the passenger continued his tirade. The conductor put him off the train at Chicago Avenue. This made the balance of the trip a delight."

Samuel Adams Jr. (North Park garage) was complimented by Kerry Larkin, of North Ashland Boulevard, for "his helpful and professional work" as operator of a No. 151 Sheridan bus. "He is always very punctual, which is important for me in getting to work on time. He always checks for passes and transfers, even with regular riders, and also encourages the purchase of monthly passes. He is consistent in calling out stops, and is courteous and polite to customers. Sam is not afraid to ask someone who is rude or threatening to get off the bus, or to call police if they persist."

Robert Sosnowski (Archer garage) was commended for "his outstanding service and most pleasant personality" by Jackie LaMarr, of South Western Avenue, who was a rider on his 51st Street bus. "This driver had a kind word for each and every person boarding his bus. He said 'Good morning' to everyone, and how refreshing to hear 'Thank you' after paying the fare! He even listened patiently while a drunk held up the bus to quote the bible. When they were alighting the bus, he bid everyone a nice day. With more people like him, riders would not mind supporting the rising fares."

Jonas Barnett (Washington garage) was singled out for personal thanks in a letter from Rebecca Rubio, of North Lake Shore Drive, that included the names of 34 other Special Services people. "Congratulations on the excellent care the CTA took in picking out the people associated with Special Services. People like Jonas Barnett, who has been my driver for over six months on a daily basis and who has put in 26 years with the CTA without a sick day. He is a gentleman who represents the ultimate in kindness, sensitivity, dependability, and efficiency, as do all the drivers and people behind the scenes in the garage."



Diane Traxler (seated, left), executive secretary to Robert O'Connor, Manager, Labor Relations, is surrounded by CTA friends and co-workers from the Merchandise Mart who surprised her with a baby shower at the Merchandise Mart M&M Club last month. Seated next to the honoree is Ann Murphy-Gaughan, con-

tract information representative for Labor Relations. Others are (from left) Linda Bremer, Evelyn Stewart, Jan Olson, Carol Fucaloro, Alice Dungan, Ginny McGraw, Marguerite Roth, Monica Loye, Judy Weier, Maureen Danaher, Barbara Parker, Nidia Rodriguez, Mary Ann Jagodzinski, and Mary Sue O'Connor.

Thanks – for a job well done

Employees who have received commendations since the last listing.

Isaac Beal, Washington Garage
Arnold Beler, North Park
Rosie Booth, North Avenue
Francis Butts, Washington Garage

Comdora Calhoun, North Park
James Charlton, Special Services
Quenton Clark, Washington Garage
Wesley Cobbs, Washington Garage
Mary Cobleigh, Near South
Ronald Coleman, North Avenue
Nancy Corral, Special Services

Michael Doss, Washington Garage

Thelbert Elders, North Avenue
Ophelia Ellis, 77th Street

Rosalio Garcia Jr., Near South
Wallacene Good, Forest Glen
Milan Gracanin, Archer

John Harvey, 52nd Street
James Hawthorne, Limits
Booker Henry, Washington Garage
Bobby Hobbs, Washington Garage
Rosemary Hoskins, North Park
Thomas Houston, Washington Garage

Need Jackson, Special Services
Willie James, North Park

Robert Kain, Forest Glen
Ruth Kocher, Special Services

Tom Lenoir, Washington Garage
Giles Liddell Jr., Limits
Dominic Lochirco, Archer

Howard Means, Washington Garage
Carole Miranda, North Park
Alvin Moore, Washington Garage
Thomas Morrison, North Park

Robert Owens, Washington Garage

Walter Payne, 77th Street
Frederick Pepke, Limits
John Perkins, Instruction
Melvin Perry, Washington Garage
Donald Phillips, 61st Street

Robert Reed, Washington Garage
Thomas Reilly, Far South
James Robertson, Beverly
Izaih Robinson Jr., North Park
Willie Robinson, Washington Garage

Edward Sanello, North Avenue
L. Simpson, Lawndale
William Stafford, Washington Garage
Barbara Swoverland, Special Services

Rudolph Tatum, Washington Garage

Adolphe Vaughn, Washington Garage
Amador Velez Sr., Washington Garage
Joseph Wharton, 77th Street
Herbert Williams, Near South
James Wilson, Washington Garage
Leonard Woolfolk, North Avenue

Joseph Zukerman, North Park

Special Services for honored visitor



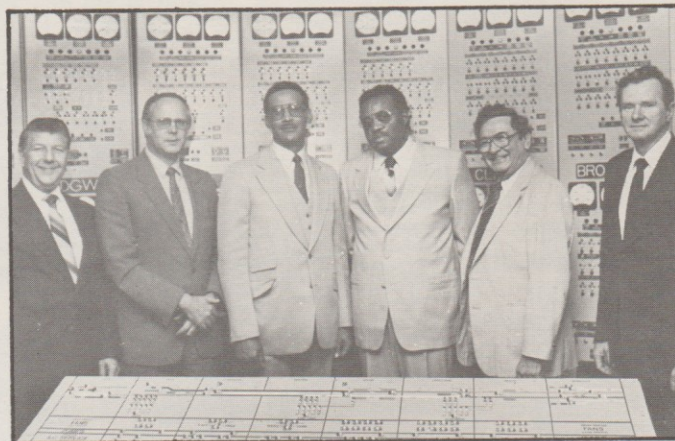
CTA Special Services provided door-to-door transportation service for Presidential Press Secretary James Brady when he visited Chicago last month. Isaac Beal, Superintendent, Special Services, operates lift as Operator Michael Doss assists Brady aboard the bus after picking him up at his hotel for the trip to Wrigley Field. At the Cubs' game, Brady was presented a bat signed by members of the Chicago Cubs. Making the presentation was "Mr. Cub" himself, Ernie Banks, a former CTA Board member.

G.E. presents original oil painting



This original oil painting of a train of the South Side Rapid Transit Company, predecessor of the CTA, was presented to the CTA Board last month by George H. Bohn (left), Manager, General Electric Company Transit Equipment Marketing. Accepting for the CTA is Board Vice Chairman James P. Gallagher. The painting, by noted transit illustrator and former Saturday Evening Post artist John Gould, depicts Chicago's first elevated rail line, the "Alley L," on the occasion of the introduction by General Electric of a major new concept in mass transportation -- the world's first electric multiple unit transit train. The date was April 20, 1898. The painting was used originally in a nationally distributed General Electric advertising campaign which saluted Chicago on the inauguration of the first multiple unit train service. Currently, the CTA is accepting delivery of the new 2600 series rapid transit cars from The Budd Company containing General Electric propulsion equipment.

Maintenance employees honored for heroism



Randy Simmons and Hayward Hughes of Facilities Maintenance receive accolades for their recent acts of heroism. The special recognition included a tour of the Control Center in the Merchandise Mart. The group includes (from left) C. Len Wiksten, Director, Facilities Maintenance; Thomas L. Wolgemuth, Manager, Facilities Engineering; Simmons, and Hughes; James Blaa, Manager, Transportation, and Michael Lavelle, Director of Service.

Manager of Facilities Engineering and Maintenance Thomas L. Wolgemuth presented certificates of special recognition to a carpenter and a rail janitor foreman for acts of heroism.

Honored were Randy Simmons, a carpenter, and Hayward Hughes, of the Rail Janitor Group, both in the Facilities Maintenance Section.

Simmons, working with a carpenter construction gang, came to the rescue of a co-worker who had fallen onto the third rail as workmen were renewing the footwalk in the area of 63rd and Halsted on the Englewood-Jackson Park branch of the North-South rapid transit line.

Witnesses said Simmons was standing directly behind the man who lost his balance and fell. He grabbed the man immediately, pulling him away from the danger area, and began administering first aid. He continued to treat his co-worker until paramedics of the Chicago Fire Department arrived. The man subsequently returned to work in good health.

Hughes was recognized for the assistance he rendered in the apprehension of a would-be pickpocket at the Madison/Wabash station. Hughes was waiting to board a train when a passenger boarding ahead of him caught a man making a stealthy attempt to put his hand into his pocket. Hughes assisted the conductor and the intended victim in detaining the man until police arrived.

Witnesses said had it not been for Hughes' quick response to the situation, the pickpocket would have made good his attempt and escaped into the crowd.

In addition to the certificates of special recognition, Simmons and Hughes were treated to a day of visiting with CTA Engineering and Maintenance management, including a tour of the Control Center, the Travel Information Center, and other facilities with Wolgemuth and Director of Facilities Maintenance C. Len Wiksten.

In Memoriam Melvin Alexander



Melvin Alexander, 60, News Writer and Production Assistant on the CTA **Transit News** Staff (Public Affairs/Consumer Services Department), died August 21 at his home in south suburban Dixmoor after an extended illness.

Mr. Alexander joined the CTA September 1, 1955, as a bus operator from the 52nd Street garage. He transferred to Keeler garage on December 4 of that year, and subsequently was assigned to the 69th Street garage where he served for 11 years.

He was named editorial assistant for the **Transit News** on August 6, 1967, in the Public Affairs Department in the Merchandise Mart. Early in his career as a writer, Mr. Alexander began reporting on CTA intramural sports and was well known among sports enthusiasts.

An avid golfer, he was a member of a CTA golf foursome since 1980, which roamed courses at Carriage Greens in Darien, and Hickory Hills Country Club at 95th Street each Saturday morning from April to November. He remained with the group until his health failed. He was also a participant for many years in golf outings sponsored by ATU Local 241, as well as the general office.

He was an active member for nearly six years on the CTA Bowling Team which was a part of the City of Chicago Bureau of Engineers League.

Mr. Alexander is survived by his wife, Florence; two sons, Edward and Eugene Alexander; three daughters, Karen and Lorna Alexander, and Mrs. Michele Freeman, former secretary to CTA Director of Contract Construction John Chura. He also leaves three stepsons, Charles, Keith, and Eric Childress; a foster son, Charlie Bryant; father, Edward M. Alexander Sr.; two brothers, Edward Jr. and Clarence, and nine grandchildren.

For your benefit

First Notice of Claim speeds medical processing

One of the questions employees continually ask is why is it necessary to submit a First Notice of Claim and a new diagnosis each year for a long-standing physical condition. Travelers Insurance says it's necessary because at the end of each year, all previously submitted claims and supporting documents are sent to the Home Office in Hartford, Connecticut.

This means nothing remains in the employee's family folder to indicate the specific claims and the medical reports submitted to substantiate these claims for the previous year. For this reason, the employee is required to submit a new First Notice of Claim and a diagnosis at the beginning of each year for any illness or injury not job related.

A separate claim notice and diagnosis must be provided for each member of the employee's family for each illness or injury that is not work related. (Injuries on duty are to be

handled through Marten Boyer and Company or by contacting the CTA Worker's Compensation Section at 664-7200, Extension 3621 or 3622.)

When a First Notice of Claim and diagnosis is submitted on an employee's dependent who is working, Travelers is the secondary carrier. To make any payment towards the claim, a copy of the payments made by the primary carrier and a copy of the bills must be submitted to Travelers to determine what has been paid and what Travelers can pay through coordination of benefits provision.

Finally, all bills submitted during a calendar year which are continuations of a previously submitted claim must have the employee's name and address, social security number, and be marked "CTA" on the bill for proper identification.

If all of these recommendations are followed, claims will be handled quicker, and payments will be made rapidly.

HMO opens 30-day enrollment

CTA employees wishing to join one of the seven Health Maintenance Organizations may enroll during the month of October when the annual 30-day enrollment period is open.

The seven HMO plans open for membership are Anchor, HAP, Maxicare/Intergroup, Michael Reese, Prucare, Union, and Chicago HMO. Enrollment packages are available at all work locations, and provide a comparison of benefits under HMOs and the present Comprehensive Medical Plan. Specific enrollment authorization cards are included in each package.

An HMO provides health care on a prepayment basis with emphasis on comprehensive and preventive treatment. The plan offers complete care including specialist referrals, and laboratory and hospital services. Although an HMO does

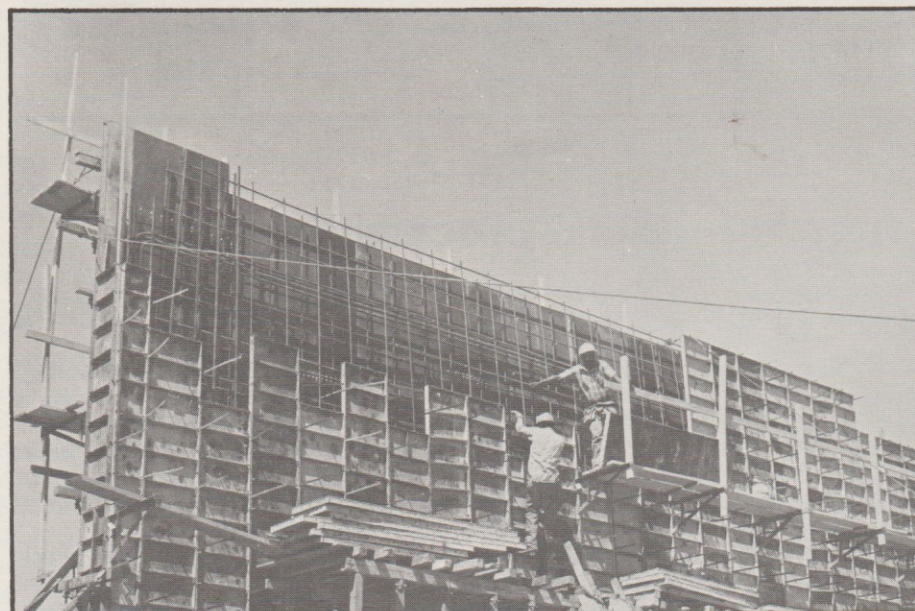
not provide dental service, the CTA employee choosing an HMO will not lose this benefit. Dental care is still provided as under the Travelers Comprehensive Medical Plan with the usual reimbursement procedures.

The HMO program is an alternative to the Travelers Comprehensive Medical Plan and is strictly voluntary. The CTA will contribute the same amount toward any HMO plan for an employee as it does for the Travelers Comprehensive Medical Plan. However, persons who wish to remain with the comprehensive program are not obligated to change their health care plans. For additional information, employees should contact the Insurance Department on Ext. 3618.

Kedzie garage construction is right on schedule



The new Kedzie garage construction project has progressed from pile caps (left) to steel frame, and is scheduled for completion in March, 1984.



This rising network of concrete columns and steel is part of an interior double fire wall within the new facility being erected.



This excavated site with its sub-grade work will be the tank pad with a capacity to store 100,000 gallons of diesel fuel.

Construction of the new multi-million dollar Kedzie garage is on schedule according to CTA engineers. Slated for completion in March, 1984, the new garage is being erected on South Kedzie between Jackson Boulevard and Van Buren Street.

Upon completion, Kedzie will be the first garage constructed to house all buses, thus meeting environmental and energy conservation standards. Engineers say reduced energy consumption will be characteristic of the new structure.

In addition to buses being parked inside the garage, all maintenance and other service functions of vehicles will also be contained inside, thus reducing noise and exhaust pollution levels in the immediate residential area. The indoor parking will also eliminate the need for idling of engines during winter months which will reduce fuel consumption.

The garage will also be heated in winter via exhaust air channeled to a system which will extract heat and use it to preheat outside air brought into the building.

The spacious facility, unlike any presently in use, will provide floor area nearly one and a half times the floor area of the seventh floor in the Merchandise Mart, where CTA general and executive offices are located. The garage is designed to accommodate 250 vehicles and 650 personnel.

To date, contractors have completed nearly 60 per cent of the facility's steel erection, with the construction of the building's masonry walls currently in progress.

Other activity at the new garage site includes the installation of the metal roof deck and major rooftop air handling units. Plumbing lines, connection to street services, concrete water reclamation tanks, as well as hoist trenches and the inspection pits, have also been completed to various degrees.

Upon completion, the new Kedzie garage will be a more comfortable facility with modern equipment for employees, which is expected to increase efficiency for both the Transportation and Equipment Engineering/Maintenance Departments.

The new garage replaces the old Kedzie carhouse which was erected on the same site in 1910 and demolished during January-July, 1980, due to its obsolete facilities and structural deterioration.

Loop 'L' structure gets a new look

The Loop 'L' structure is getting the Cinderella treatment.

Its weather-worn colors of blue and white stations and gray structure are being replaced with a pleasing cream white color for both the stations and structure.

The massive job of painting the Loop structure--running nine blocks long and five blocks wide--is being done by 27 painters working mostly from 7 p.m. to 6 a.m., seven days a week.

They are employed by the Midway Industrial Contractors, Inc., 1030 E. 87th Street, and are expected to complete their work by Thanksgiving. They are expected to use 12,000 gallons of paint.

Midway is working on a contract of \$1,437,250 let by the Chicago Department of Public Works.

Nick Kavouris, Midway's vice president, said workmen are sandblasting portions of the Loop structure where it is needed to remove rust and old paint buildup. Some of the old paint buildup is nearly a sixteenth of an inch thick and represents many paintings since the structure was built in 1897.

Besides the Loop 'L', the painters will work on short sections of tracks connected with the Loop structure.

The painters are applying three coats of paint, Kavouris said.

First, they apply a red-colored primer of modified vinyl alkyd rust inhibitor. This is followed by an epoxy polyamide intermediate flat white coat, then the shiny top coat of cream white of aliphatic acrylic polyurethane paint.

Top: Support beam of Loop 'L' shows sand blasted work in preparation for three coats of paint. View is south on Wells Street near Adams Street.

Center: Bright cream white top coat of paint lightens 'L' structure on Wells, looking south from Randolph Street.

Bottom: New paint job brightens superstructure on west side of Wells, just south of Lake Street.



ZAP Awards

Rail Maintenance employees at Des Plaines-Foster shops took the Zero Accident Program literally as they completed the second quarter of 1982 with no injuries at all -- the only terminal facility to achieve a perfect record during the period.

Meanwhile, 61st-Racine crews had the lowest accident frequency rate among rail terminal shops, allowing them to qualify for first-place honors for the sixth quarter in a row.

A repeat performance was also staged by Beverly, which has taken first place among bus garages during each of the first two quarters this year. Beverly reported only one injury among its employees during the period ending June 30.

At Bus Shops, six of 18 work areas came through the quarter without a single injury: Upholstery, Machine, Radiator and Print Shops, as well as Mechanical and Utility. Upholstery and Print Shop workers have now gone four consecutive quarters injury-free.

Another enviable record is being built at Skokie Shop, where eight of 13 work areas completed the second quarter with no recorded injuries. Among these were Carpenter, Machine and Axle Shops, Shop Service and Blacksmith/Welding. The others -- Paint Shop, Armature Room and Degreasing -- made this quarter their third in a row without an injury.

Smiling faces tell the story at Desplaines terminal shop, where maintenance crew led by Chuck Myers (kneeling left), Assistant Day Foreman, won ZAP award for injury-free second quarter.

Bob Ready (at microphone), Safety Specialist, Maintenance, was one of several speakers who congratulated crews at Beverly garage for winning first-place ZAP award for the second quarter in a row.

Joe Pratl (center), Acting Foreman, Machine Shop, displays ZAP award won by fellow machinists at Bus Shop, where five other areas also earned first-place honors.





Bob Buerger (second from left), Foreman, Carpenter Shop, accepts ZAP award from George Wylie, Acting Unit Supervisor, Vehicle Overhaul, at Skokie presentation ceremony attended by Bill Crocker (left), Unit Supervisor, Unit Overhaul, and Frank Venezia, Director, Rail Maintenance.



Unit Supervisor Henry Dickerson (wearing tie) shares another ZAP award spotlight at 61st-Racine shop with (left to right) Car Servicers Clyde Miller and Sam Siggers, and Car Repairers Frank Steen, Virgil Lindsey and Tom Lally.

New rules on pensioner withholdings

The Tax Equity and Fiscal Responsibility Act of 1982 recently passed by Congress and signed into law by President Ronald Reagan has certain provisions concerning the withholding of federal taxes on pension payments. The key provisions of the Act are as follows:

- *Unless a pensioner elects not to withhold taxes, the Retirement Plan for CTA Employees will be required to withhold taxes on all pension payments made after January 1, 1983. However, no withholding is required on the payout of nontaxable employee contributions.

- *The procedure for withholding is basically to use the number of exemptions indicated on an exemption certificate. If a pensioner fails to submit an exemption certificate, he or she will be treated as being married and claiming three exemptions. For the taxable portion of lump sum distributions--i.e. the

accrued interest on refunded employee contributions--the Internal Revenue Service will develop special tax tables.

- *Each Plan arrangement of an employee is treated separately. Therefore, there will be no coordination required between other CTA departments, such as the CTA Deferred Compensation Plan and the Retirement Plan.

- *The Retirement Plan will give notification of a pensioner's election not to have withholdings:

- The notice of election must be made not earlier than six months before the first payment and not later than the date of the first payment.

- An annual notice will be mailed to the pensioners advising them of their right to change the election.

- With a lump sum distribution, the election must be made no later

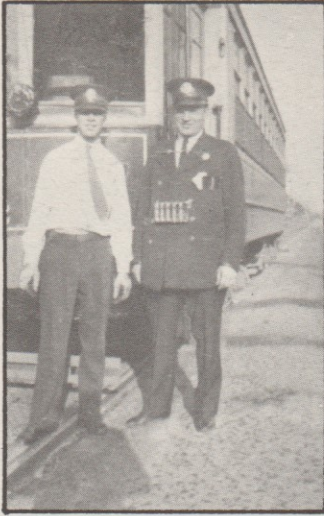
than the date of distribution.

- *If, for some reason, insufficient withholding or withholdings are made prior to July 1, 1983, the Retirement Plan may withhold from subsequent pension payments the amount needed to satisfy the pre-July, 1983 requirements.

Presently, the Pensions Section is waiting to see if the Internal Revenue Service will issue a form for this procedure.

We are also developing a mailing list of all retired employees who will receive taxable pension payments in 1983. Normally, a retired employee will have received nontaxable contributions back in the form of monthly payments within a two or three year period from the date of retirement.

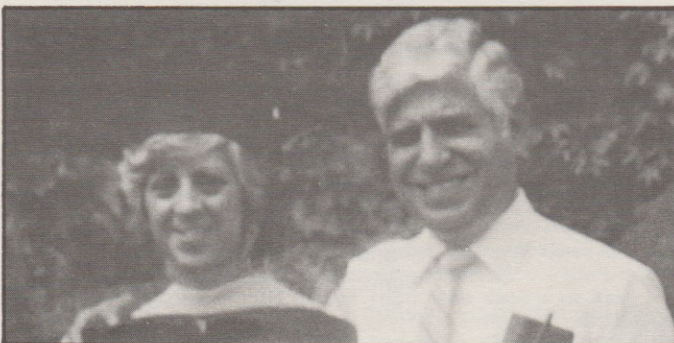
For additional information contact the Pension Section at **929-5750**.



Henry V. Nelson, a CTA retiree, dons his American Legion hat to take on volunteer work at the Veterans Hospital in Tampa, Fla. where he has amassed more than 1,000 hours of service. The former Lawndale motorman was recently the recipient of special recognition for meritorious community service from the Veterans Hospital and the American Legion. Nelson joined the Chicago Surface Lines January 21, 1929, and retired December 1, 1966. He is shown in this 1937 photo at right (without jacket) with his conductor, the late John Mondike.



Richard Cacini, an instructor at the Maintenance Training Center, Lawndale, was promoted to captain in the U.S. Army Reserve. His new rank was pinned by his father, Capt. James Cacini, U.S. Army retired. The captain's bars were ones worn by the elder Cacini during the Korean Conflict. Present for the promotion ceremony is Cacini's wife, Mrs. Marion Lee Cacini, and Major Joe Johnson, commanding officer. The newly promoted Captain Cacini is commander of D Troop, 3/85 Cavalry, U.S. Army Reserve in Arlington Heights.



Joe Lazzara and his wife, Marlene, pose proudly on Marlene's graduation day. She received a masters degree in library science from Rosary College last month. Joe Lazzara is superintendent of Grant Administration, Capital Development.

A Rider Speaks Out

Mr. M. Cardilli:

Please excuse this letter for not being more formal; however, my time is limited and I did want to get this letter to you with a few points of interest.

I live and work in Chicago and have been a CTA rider for many years, so my comments are first-hand. Generally, I really feel that the CTA is doing an excellent job of "People moving people." I think the system serves many people over a large area for a nominal cost. It seems that the news media and the CTA riders are always down on the CTA for one thing or another and I would like to tell it how it is.

Fares: Everyone complains about the cost, but for the miles you can travel, it must be considered a bargain. How else would the "masses" get to work?

Not enough buses: Not enough room on buses is almost always a complaint. I think the real problem here is the fault of the riders themselves. For some strange reason, the majority of "some people" refuse to move to the rear of the bus allowing additional passengers to board. This is a major problem on probably all routes. It is not a CTA-related problem and is very difficult to control. Suggestions: To ease the "people moving to the rear" problem, maybe CTA could initiate on some routes an "exit at the rear only" concept as a test pilot.

Service: I really feel the people get excellent service and are spoiled. No suburbs are served any better than Chicago with buses or trains.

I know the CTA is probably blamed for the condition of the buses every day and yet, who cuts up the seats, breaks the windows, throws garbage all over the bus, tears off roof vents, smokes and drinks and supplies all of the beautiful graffiti??? The people who ride the CTA!

My brother is employed by the CTA (South garage), and I know he takes pride in his job and responsibilities to keep the buses running. He taught me the "People moving people" slogan, and it would work even better if only the people would help.

It seems as if no one ever says anything good about the CTA. I think it's great, it works, and I'd hate to live and work in Chicago without it!

Ideas for improvement:

1. Seal up the "leaks" in and around windows and roof for those rainy days.
2. Provide some type of ventilation for those buses that have non-working A/C. Sealed up on a hot day without air or vents is bad!

You and the CTA are doing a fine job.

Joseph Walter
Chicago

Public Safety Awards

Public Safety Awards for the second quarter of 1982 went to Forest Glen garage and Jefferson Park terminal. It was the second straight PSA for Forest Glen and the 12th time the garage's employees have won the award since its inception in 1961.

The north side garage won the award with a traffic rate of 3.35 (100,000 miles) during the quarter, a 35 per cent better rate than the entire bus system rate of 5.16.

Forest Glen experienced a passenger rate of 0.95. In other words, for every 100,000 miles of operation, the garage was involved in one accident. This rate was 18 per cent better than the bus system rate of

1.16 (100,000 miles). Forest Glen had 30 accident-free days during the second quarter.

During this year's second quarter, Jefferson Park was involved in one accident, giving it the PSA. This was the 15th time Jefferson Park (formerly Logan Square) won the award.

Jefferson Park won with a combined traffic and passenger frequency rate of 0.067 (100,000 car miles). This rate was 85 per cent lower than the rail system rate. In other words, Jefferson Park had one accident for every 1½ million miles of operation during the second quarter. It also had 90 accident-free days during that period.



Forest Glen garage employees gather to see their garage win the second Public Safety Award in a row in informal ceremonies in the north side facility's train room. Supervisory and Safety Department personnel attended the program. Forest Glen won the award for the second quarter, 1982 competition.



Gathered for a "family" portrait are some members of the Jefferson Park terminal, winner of the Public Safety Award for the second quarter, 1982. Joining operating crews are members of the Transportation and Safety Departments.

Law for today

Q. My wife and I have sold our home for several thousand dollars more than we paid for it. My wife is 65 and I am 60. Will we have to pay a tax on the capital gain?

A. A capital gain tax is the tax paid on your net profit derived after improvements and such things as legal expenses are deducted. This tax can be deferred if, within a certain time period, you purchase another residence costing at least as much or more than the home you just sold. Under a law which became effective in 1978, taxpayers 55 years or older can take a one time only exclusion of up to \$100,000 of profit on a home sale

- - Illinois State Bar Association

Q. Is there any law that requires a landlord to return a tenant's security deposit within a certain amount of time?

A. Yes. A landlord of real property containing 10 or more units must return any security deposit received within 45 days of the date the tenant vacates the premises. Failure to return the deposit as well as failure to supply the tenant with an itemized statement of damage and repair costs could subject the landlord to liability for an amount twice the security deposit, plus court costs and attorney's fees.

- - Illinois State Bar Association

Q. How long must a couple wait to be married after receiving a marriage license from the county clerk's office?

A. The law provides that a couple need only wait one day for the required ceremony instead of the previous law which required a three day waiting period.

- - Illinois State Bar Association

Q. My lease says I can sublease my apartment and I have located a person who wants to sublet. Can my landlord refuse to allow me to sublease?

A. Yes. Even though the lease allows you to sublet, the landlord need not accept an unsuitable tenant. However, the landlord may not be unreasonable in refusing to accept subtenants.

- - Illinois State Bar Association

Submit questions to:

**Illinois State Bar Association
Illinois Bar Center
Springfield, IL 62701**

(Answers may appear in columns.
Personal answers not possible.)

Weekends are made for educating



Jan Olson



Virginia McGraw



Ann Murphy-Gaughan



Linda Bremer

Earning a college degree is the dream of a lifetime for some people, especially if their pursuit of education was ever interrupted.

Many CTA employees have returned to the classroom at night, but find it a tough proposition as they strive to cope with job, family, the academic world, and a garden variety of other obligations which may confront them in any given day. At best, attendance at night classes becomes a greater challenge than academics.

Four very determined CTA general office employees have found a better way to deal with the simultaneous pursuits of diploma and paycheck. They are participating in Mundelein College's Weekend College in Residence program - a college education's "better mouse trap."

Working toward baccalaureate degrees in business are Linda Bremer, Secretary to the Administrative Joint Commission; Ann Murphy-Gaughan, Contract Information Representative, Labor Relations Department, and Virginia McGraw, Executive Secretary, General Operations Division. Jan Olson, Secretarial Stenographer I, Law Department, is working towards a liberal arts degree with a business minor.

The Weekend in Residence program puts its students through three-and-one-half hour classes Friday night and all day Saturday and Sunday.

A highly-concentrated program is offered to men and women who wish to attend college and earn a degree while working full time during the week. Mundelein is located on Lake Michigan's shoreline on Chicago's far north side.

Linda Bremer, a sophomore majoring in business administration, said the program is convenient for her. "Even though I have close to an hour's drive to get to Mundelein, I appreciate it much more than rushing to a class after leaving work. I like the comfortable surroundings, which includes the students and the small classes.

Everyone is in the same boat, either returning to school after many years, or getting a late start, so no one is trying to show anyone else up," said Bremer, who plans to specialize in public administration.

Jan Olson said, "I find it easier to attend classes on the weekend because I am on my own time, and I'm fresher when I can begin classes early. I find it easier to organize and budget my time because I don't have to worry about getting to class from work."

Olson, also a sophomore, said this new approach to a college degree gives her enough time to take care of other obligations since she does have some free time during weekends.

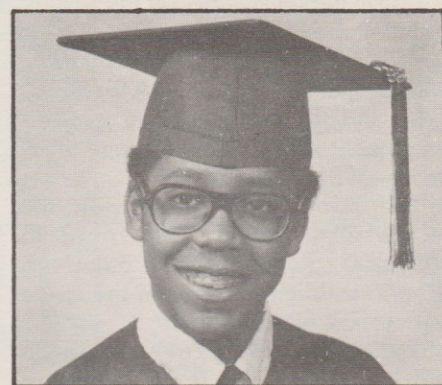
When the job sometimes requires an employee like Mundelein freshman Ann Murphy-Gaughan to stay beyond what is the normal quitting time for most people, the Weekend College in Residence becomes the perfect alternative to night classes. There is no need to rush for the campus not knowing if you'll make it on time.

"I never really know when I'm going to be through at work," said Murphy-Gaughan, "so it always made it difficult to go to school at night. Besides, I always thought about going to Mundelein, and now I live only four blocks away, so it's very convenient."

Virginia McGraw, another sophomore, called the weekend program an excellent opportunity for the mature student. "All of the people in this program are highly motivated to succeed, and the cooperation between the college and the student is the best," said McGraw.

Jane McGuan, Sales Coordinator, Group Sales Section, Treasury Department, an alumnus of the Weekend College in Residence program, said the program demands a lot from its students, but gives a lot in return. "The class size is so small you feel tutored," said McGuan, who spent five years in the program. She graduated in 1981 with a degree in business management.

Controller's son scores academic excellence



Kenneth F. Evans, 13, son of Lampton Evans, Superintendent, Rail/Bus Personnel, Controller II, completed an accelerated academic summer program at Loyola Academy in Wilmette with academic excellence.

The six-week program covers a full school year of mathematics and English with classes conducted four hours each day in the two subjects. Evans, a 1982 graduate of St. Dorothy Catholic school, earned an A in both subjects at Loyola and had a composite score of 99 per cent on the St. Ignatius High school entrance examination, the highest attainable score.

Upon graduating with honors from St. Dorothy, he was accepted as a Link candidate, a special organization founded by Father Swade of Ignatius, and designed to motivate bright ethnic students to their fullest potential.

While in elementary school, Evans made outstanding achievements in mathematics, social studies and science for which he received merit awards. The youth scored in the upper five percentile of academic tests administered annually to students attending Chicago elementary schools.

His scores qualified him to participate in a city-wide talent search sponsored by the Chicago public schools and the Gifted Program section of the Illinois State Board of Education. The project represents a systematic attempt to identify students at the upper elementary level who show exceptional ability in mathematics and language arts. These students are given an opportunity to take additional tests which more accurately measure their math and verbal skills.

NEW PENSIONERS

ANDREW BUTLER, Operator,
77th Street, Emp. 9-11-51
CHARLES HENDERSON, Operator,
77th Street, Emp. 3-11-57
ALOYSIUS KOLMAN, Tinner,
West Shops, Emp. 7-22-47
RAYMOND LEONHART, Bus Repairer,
North Park, Emp. 5-9-47
EDWARD REASON, Operator,
52nd Street, Emp. 7-31-51
MARGARET ROCHE, Ticket Agent,
North Section, Emp. 4-18-52
GLENN ROSS, Trvlg. Mtrl. Handler,
South Shops, Emp. 9-4-51

DISABILITY RETIREMENTS

HARRY BROWN, Operator,
Beverly, Emp. 11-5-56
WILLA HAYWOOD, Comb. Clerk,
Howard, Emp. 4-29-70
CLIFFORD JACOBS, Serv. Trk. Chauff.,
West Shops, Emp. 10-22-43
SIMON JONES, Operator,
Beverly, Emp. 4-3-67
JOSEPH MAREK, Engine Blower,
North Park, Emp. 9-11-50
EDWARD RIVERS, Collector,
Archer, Emp. 1-28-57

IN MEMORIAM

MELVIN ALEXANDER, 60, Pub. Aff./
Cons. Svcs., Emp. 9-1-55, Died 8-21-82
GUSTAV BERGSTROM, 91, 52nd Street,
Emp. 3-7-24, Died 6-29-82
FRANK BUGLIO, 74, North Park,
Emp. 10-1-47, Died 7-10-82
DAVID CLARK, 78, Kedzie,
Emp. 3-29-27, Died 7-3-82
MICHAEL CONROY, 81, Kedzie,
Emp. 5-29-36, Died 7-2-82
ALBERTA DAVIS, 74, South Section,
Emp. 5-21-69, Died 7-3-82
THOMAS DeCANTILLON, 68, North Park,
Emp. 6-5-46, Died 7-4-82
GUY DiMEO, 71, Kedzie,
Emp. 11-4-42, Died 7-23-82

HUBERT DOLL, 74, West Section,
Emp. 10-25-33, Died 7-11-82
A. Z. GARVIN, 66, Beverly,
Emp. 5-3-51, Died 7-18-82
ROBERT HOWSON, 79, Limits,
Emp. 2-10-43, Died 7-27-82
ROBERT JEROZAL, 65, West Shops,
Emp. 2-4-48, Died 7-24-82
OTTO KOPCHYNSKA, 85, North Section,
Emp. 6-18-18, Died 7-2-82
EDWARD KUKLEWICZ, 60, Forest Glen,
Emp. 10-16-41, Died 7-25-82
PAUL LAKICH, 67, Linden,
Emp. 4-3-53, Died 7-10-82
GEORGE LAPHAM, 81, 69th Street,
Emp. 8-1-23, Died 7-3-82
JOHN LAZZARO, 68, Plant Maint.,
Emp. 5-19-47, Died 7-7-82

HERBERT MATTHES, 69, Archer,
Emp. 6-26-41, Died 7-23-82
NESBIT MURDEN, 60, 77th Street,
Emp. 2-24-48, Died 7-4-82
LESTER NELAND, 74, North Park,
Emp. 2-24-34, Died 7-13-82
TIMOTHY O'CONNOR, 31, Plant Maint.,
Emp. 10-12-71, Died 8-22-82
EDWARD O'ROURKE, 62, Sales,
Emp. 6-25-51, Died 7-31-82
MAURICE POWE, 62, Maintenance,
Emp. 5-26-55, Died 7-8-82
BESSIE RENTFRO, 92, South Section,
Emp. 5-1-46, Died 7-8-82
JOHN SCHULTZ, 61, Plant Maint.,
Emp. 10-19-60, Died 8-11-82
MICHAEL TOBIN, 67, Assign. Office,
Emp. 5-15-46, Died 7-22-82

Service anniversaries in September

40 years



Rosemary Kenny
Payroll



John Boyce
Safety



Charles Starr
South Shops

Stanley Janasek
South Shops
Norbert Gewelke
Utility

35 years

Edward Adamowski, Treasury
John Angel, Electrical
Edward Augustine, South Shops
William Beckmann, Maintenance
Ralph Brindise, Forest Glen
Bert Cadney, Photographic
Leonard Dake, 69th Street
Raymond Dobbartin, Maint. Tng. Ctr.
Pierino Mannarelli, 69th Street
William Park, Electrical
Edward Stack, Archer
Peter Szatkowski, Electrical
Anthony Ukockis, Archer
James Ward, Limits

30 years

Paul Alexander Jr., 69th Street
Burton Bosan, Public Affairs/Cons. Svcs.
Adelbert Cobb, Ashland/95th
Anthony Cychner, North Avenue
William Daniels, South Section
Rudolph Dillon, Rail-North
Charles Holley, Beverly
Joseph Johnson, Ashland/95th

Henry Kania, South Shops
Robert Levine, Ashland/95th
Herman Louisville, Ashland/95th
David Shepherd, Ashland/95th
Merlin Washack, South Shops

25 years

S. L. Brooks, Track
Ulysses Buck, Archer
Robert Clemons, Lawndale
Dewitt Coleman, Archer
Bernard Fay, District C
Lenard Gilbert Jr., Central District
Lura Henderson, Archer
Charles Hicks, North Avenue
Thomas Hughes, Control Center
Tom Lenoir, Washington
David Maiden, South Shops
Henry Mosley, Utility
Christopher O'Brien, Maintenance
Donald Pruitt, North Avenue
Percy Riddick, 77th Street
William Riley, 77th Street
Gene Ross, Consumer Services
Robert Ross Jr., South Shops
Mitchell Thornton Jr., Utility
Joe Trotter, 77th Street
Virgil Tyler, Maintenance
Archibold Valentine, North Avenue

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Nummber 9

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