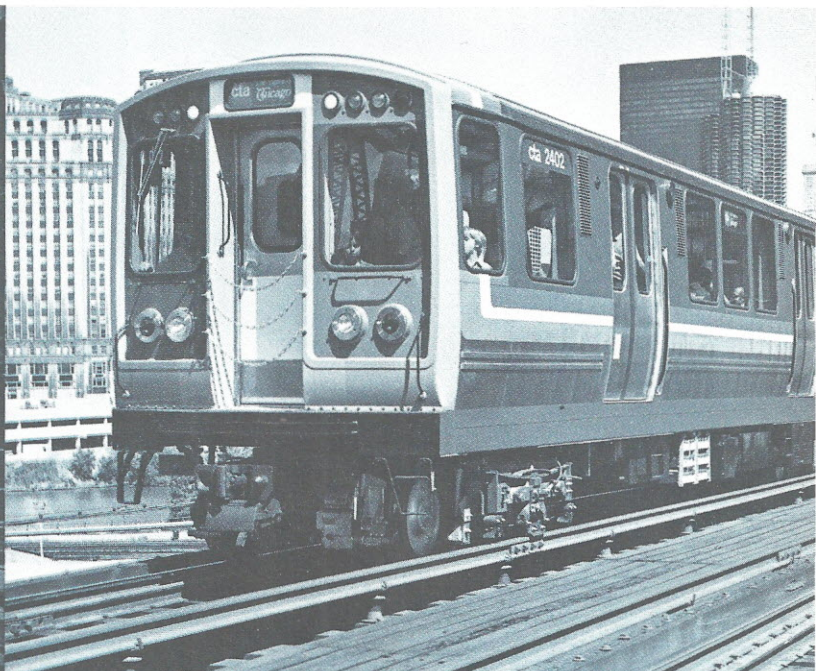
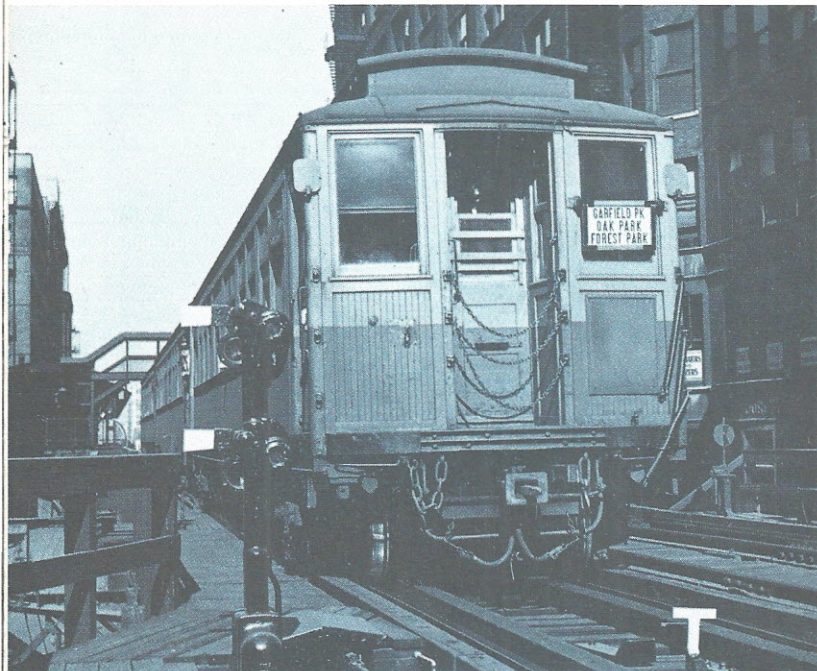


# 1976 Annual Report Chicago Transit Authority



**THEN**, at the start of CTA, wood-steel cars made up much of the rapid transit fleet; and most surface vehicles were the red streetcars. **NOW**, the latest are the 2400 series cars and the 9000 series buses.



# Chicago Transit Board

Chicago Transit Authority  
P.O. Box 3555, Merchandise Mart Plaza  
Chicago, Illinois 60654 (312) 664-7200

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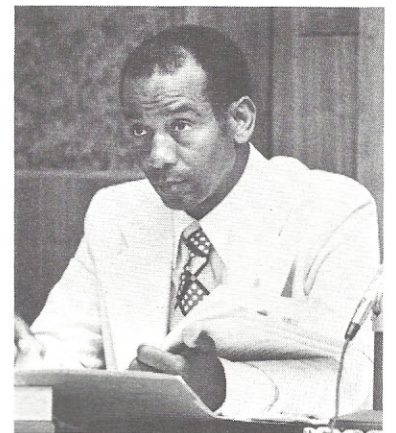
**James J. McDonough,  
Chairman**



**Edward F. Brabec,  
Vice Chairman**



**Lawrence G. Sucsy**



**Ernie Banks**



**Donald J. Walsh**



**Mathilda Jakubowski**



**George Krambles,  
Executive Director**



# 1976 Annual Report

Like other cities and urban centers, Chicago and its suburban area have moved into a new era in public transportation in which fare collections are being supplemented by public funding to help cover operating costs.

As shown in the "Financial Highlights" chart to the right, the CTA's 1976 system-generated revenues (mostly fare collections) paid for 65.4 per cent of the year's operating expenses. Public funding channeled through the Regional Transportation Authority covered the remaining 34.6 per cent of the operating expenses.

It is significant to note that the CTA's 34.6 per cent of public assistance for operations was much lower than the percentages of such aid in other major cities of the United States and elsewhere in the world.

**Ridership:** A 3.2 per cent increase in riding during 1976 saw originating and transfer revenue passengers rising to 632,447,971 from 612,546,778.

Originating bus riders were up 1,755,497 or .6 per cent over 1975 and originating rail passengers were 1.1 per cent or 995,367 riders less.

The number of riders purchasing transfers entitling them to one or more additional rides over connecting bus or rail routes increased by 7.9 per cent, from 242,883,823 to 262,024,886.

**Mileage:** Total vehicle miles operated in 1976 were 137,150,387—a decrease of .5 per cent under 1975. Rail miles increased by .7 per cent to a total of 49,681,822. Bus miles operated were 87,468,565, a decrease of 1.1 per cent.

On each weekday during 1976, an average of 2,134 CTA buses operated 260,970 miles. An average of 916 CTA rail cars operated 163,333 miles.

Average scheduled speed of buses in 1976 was 12.04 miles per hour compared with 12.05 mph in 1975. Average scheduled speed by CTA rail was 25.02 mph in 1976 compared with 25.13 in 1975.

**Revenue and Costs:** CTA system generated revenue of \$197,170,000 for 1976 was \$7,485,000 or 3.9 per cent higher than 1975. Contributing to this increase was an increase in the basic fare on September 5. Fare box revenue

## Financial Highlights — Operations

	1976	1975	Increase (Decrease)
Operating Expenses .....	\$301,688,866	\$280,953,332	\$20,735,534
System Generated Revenues .....	197,169,796	189,685,384	7,484,412
<b>Public Funding Required for Operations .....</b>	<b>104,519,070</b>	<b>91,267,948</b>	<b>13,251,122</b>
Debt Service on Equipment Trust Certificates .....	1,693,095	1,695,787	(2,692)
Interest on Revenue Bonds .....	1,574,264	774,362	799,902
Unanticipated Capital Expenditures .....	190,588	—	190,588
Reserve for Contingencies — Capital Improvement Program .....	1,400,733	—	1,400,733
<b>Total Public Funding .....</b>	<b>\$109,377,750</b>	<b>\$ 93,738,097</b>	<b>\$ 15,639,653</b>
Sources of Public Funding —			
Regional Transportation Authority .....	\$104,377,750	\$ 91,238,097	\$13,139,653
City of Chicago .....	3,000,000	1,500,000	1,500,000
County of Cook .....	2,000,000	1,000,000	1,000,000
<b>Total Public Funding .....</b>	<b>\$109,377,750</b>	<b>\$ 93,738,097</b>	<b>\$15,639,653</b>

## Sources of System Generated Revenue

	1976	1975	Increase/(Decrease) Amount	Per Cent
Passenger Revenues:				
Originating — Bus System .....	\$127,654,728	\$123,050,467	\$4,604,261	3.7
Originating — Rail System .....	42,033,870	41,939,468	94,402	0.2
Fare Differentials — State of Illinois				
Students .....	9,165,970	8,811,278	354,692	4.0
Elderly .....	11,158,316	11,895,269	(736,953)	(6.2)
Fare Differentials — RTA				
Elderly/Handicapped .....	1,677,196	—	1,677,196	—
Universal Transfer .....	188,000	—	188,000	—
Suburban Purchase of Service .....	907,987	227,381	680,606	299.3
	<b>192,786,067</b>	<b>185,923,863</b>	<b>6,862,204</b>	<b>3.7</b>
Charter Service .....	1,064,197	933,576	130,621	14.0
	<b>193,850,264</b>	<b>186,857,439</b>	<b>6,992,825</b>	<b>3.7</b>
Other Revenues:				
Advertising & Concessions .....	1,438,793	1,070,544	368,249	34.4
Rent of Building & Other Property .....	548,716	488,307	60,409	12.4
Miscellaneous .....	1,332,023	1,269,094	62,929	5.0
	<b>3,319,532</b>	<b>2,827,945</b>	<b>491,587</b>	<b>17.4</b>
<b>Total System Generated Revenue ...</b>	<b>\$197,169,796</b>	<b>\$189,685,384</b>	<b>\$7,484,412</b>	<b>3.9</b>

## Operating Expenses

	1976	1975	Increase/(Decrease) Amount	Per Cent
Wages and Salaries .....	\$197,562,125	\$184,840,295	\$12,721,830	6.9
Pension Contributions .....	26,997,116	25,266,901	1,730,215	6.8
Federal Insurance Contributions .....	10,957,451	10,350,718	606,733	5.9
Employees' Insurance .....	12,482,956	9,921,776	2,561,180	25.8
<b>Total Labor Costs .....</b>	<b>247,999,648</b>	<b>230,379,690</b>	<b>17,619,958</b>	<b>7.6</b>
Electric Power Purchased .....	5,799,842	5,206,072	593,770	11.4
Motor Bus Fuel Consumed .....	9,659,704	8,236,427	1,423,277	17.3
Operating Material & Supplies .....	15,211,033	12,838,335	2,372,698	18.5
Provision for Injuries & Damages .....	10,217,443	10,849,342	(631,899)	(5.8)
Misc. Services, Supplies, etc. ....	12,801,196	13,443,466	(642,270)	(4.8)
<b>Total Operating Expenses .....</b>	<b>\$301,688,866</b>	<b>\$280,953,332</b>	<b>\$20,735,534</b>	<b>7.4</b>

increased \$4,699,000 or 2.8 per cent over 1975. Prior to the fare increase, fare box revenues had shown a 1.1 per cent increase over 1975.

Total operating expenses for 1976 of

\$301,689,000 were \$20,736,000 or 7.4 per cent higher than in 1975. Labor costs accounted for 7.6 per cent of the total increase in operating expenses (\$17,437,000).



Material costs of \$15,211,000 were \$2,373,000 or 18.5 per cent above 1975. This increase was primarily due to higher prices.

For example, prices for bus parts averaged 16 per cent above comparative prices in 1975. Diesel fuel cost was \$9,660,000 or 17.3 per cent over 1975 costs. Electric power cost of \$5,800,000 was 11.4 per cent over 1975.

Other services and supplies costs were 4 per cent under those of 1975. These reductions were attributable to lower levels of spending for consulting services, advertising, maintenance, as well as a credit for the CTA-initiated Travel Information Center which was funded directly by the RTA for the last six months of 1976.

**Wages and Hours:** Operating labor hours for 1976 were 23,104,239 compared with 25,889,118 for 1975, a decrease of 10.7 per cent effected through service and operating adjustments made through the year.

The wage increases provided employees covered by union agreements resulted in the bus operator's rate trend as shown in the accompanying wage chart.

**Claims:** Average cost per claim settled, excluding expenses, was \$343 in 1976 compared with \$293 in the previous year. Suit costs, excluding expenses, averaged \$3,763 in 1976 compared with \$3,803 in 1975. The number of incidents totaled 18,684 in 1976 compared with 18,823 in 1975.

**Public Safety:** In 1976, CTA employees established the safest year in CTA's history. Compared with 1973, the previous safest year, there were 201 fewer traffic and passenger accidents, a decrease of 2.2 per cent.

The traffic and passenger accident frequency rate of 6.5 accidents per 100,000 miles operated was also the lowest in CTA history, a reduction of 1.5 per cent compared with previous all time low rate which was established in 1973, and 3 per cent lower than the 1975 rate.

1976 was also the fifth consecutive year that CTA maintained a traffic and passenger accident frequency rate of 7 or fewer accidents per 100,000 miles operated.

In the early years of CTA, 1947 through 1954, the accident rate fluctuated between 20.9 in 1947 to a low of 15.8 in 1954. In 1954, the Authority embarked on intensive safety-training activities and from that year to the

### Debt Service Requirements — 1976\*

	Interest	Principal and Sinking Funds	Total
Revenue Bonds .....	\$1,574,510	\$6,988,695	\$ 8,563,205
Equipment Trust Certificates .....	43,095	1,650,000	1,693,095
<b>Total .....</b>	<b>\$1,617,605</b>	<b>\$8,638,695</b>	<b>\$10,256,300</b>

\*Sinking Fund Requirement was not funded.

### Wages

Bus Operators	Basic Hourly Rate	Cost-of-Living Allowance	Total
December 27, 1975	\$7.045	\$0.450	\$7.495
1976 Changes			
Effective March 1st	—	—	—
June 1st	—	0.110	0.110
September 1st	—	0.130	0.130
December 1st	0.150	0.135	0.285
	0.150	0.375	0.525
	<b>\$7.195</b>	<b>\$0.825</b>	<b>\$8.020</b>

### Bonds

Series	Total Revenue Bonds Retired (Serial Maturities and Sinking Funds)	
	1976	Since Issue
1947 .....	—	\$84,399,000
1952 .....	—	9,306,000
1953 .....	—	2,689,000
<b>Total .....</b>	<b>—</b>	<b>\$96,394,000</b>

### Claims

	1976	1975	Increase (Decrease)
<b>Claim Settlements</b>			
Number .....	3,580	3,602	(22)
Settlement Cost .....	1,226,906	1,053,876	173,030
Expenses .....	1,626,969	1,759,408	(132,439)
Total Cost of Claims .....	2,853,875	2,813,284	40,591
<b>Suit Settlements</b>			
Number .....	798	1,056	(258)
Settlement Costs .....	3,003,066	4,016,191	(1,013,125)
Expenses .....	1,374,990	1,513,472	(138,482)
Total Cost of Suits .....	4,378,056	5,529,663	(1,151,607)
<b>Total Costs .....</b>	<b>\$7,231,931</b>	<b>\$8,342,947</b>	<b>\$(1,111,016)</b>

### Safety

	1976	1975	1954	Increase-(Decrease)	
				From 1975	From 1954
Traffic Accidents .....	6,307	6,298	16,300	0.14%	(61.31%)
Passenger accidents .....	2,524	2,856	9,678	(11.62%)	(73.92%)
<b>Total accidents .....</b>	<b>8,831</b>	<b>9,154</b>	<b>25,978</b>	<b>(3.53%)</b>	<b>(66.01%)</b>
Scheduled miles on route (in thousands) .....	135,045	135,850	164,222	(0.60%)	(17.77%)
Frequency rate—accidents per 100,000 miles					
Traffic accidents .....	4.67	4.64	9.93	0.65%	(52.97%)
Passenger accidents .....	1.87	2.10	5.89	(10.95%)	(68.25%)
<b>Total accidents .....</b>	<b>6.5</b>	<b>6.7</b>	<b>15.8</b>	<b>(2.99%)</b>	<b>(58.86%)</b>

present there has been a downward trend in accident rates. A comparison of the 1954 rate and the 1976 rate shows a reduction of 59 per cent.

The bus system had 186 fewer traffic and passenger accidents than in 1975, a 2.2 per cent reduction. The rate, too, was reduced: 9.9 in 1975 and 9.8 in 1976.

The rail system rate of 0.90 was 18

per cent lower than its previous lowest rate of 1.10 set in 1974, and 24 per cent lower than the 1975 rate. In number of traffic and passenger accidents, there was a decrease of 137 accidents compared with 1975.

The CTA's traffic and passenger accident figures include all accidents no matter how minor.



## Capital Improvement Program

Summary of Grants, Commitments and Expenditures  
For Fiscal Year Ended Dec. 25, 1976  
(Millions of Dollars)

	Buses and Rail Cars	Service Vehicles, Tools, Machinery and Equipment	Building, Track Structures and Turnarounds	Power, Signal and Communication Equipment	Miscellaneous	Total
<b>Grants Received: (Note 1)</b>						
To Dec. 27, 1975 .....	\$152.7	\$ 9.5	\$ 97.0	\$65.2	\$14.2	\$338.6
During Fiscal 1976 .....	18.7	9.1	19.3	16.9	.4	64.4
<b>As Of Dec. 25, 1976 .....</b>	<b>\$171.4</b>	<b>\$18.6</b>	<b>\$116.3</b>	<b>\$82.1</b>	<b>\$14.6</b>	<b>\$403.0</b>
<b>Commitments:</b>						
To Dec. 27, 1975 .....	\$145.8	\$ 4.0	\$ 34.5	\$31.5	\$ 4.7	\$220.5
During Fiscal 1976 .....	14.8	1.9	18.7	8.6	3.0	47.0
<b>As of Dec. 25, 1976 .....</b>	<b>\$160.6</b>	<b>\$ 5.9</b>	<b>\$ 53.2</b>	<b>\$40.1</b>	<b>\$ 7.7</b>	<b>\$267.5</b>
<b>Expenditures:</b>						
To Dec. 27, 1975 .....	\$ 69.7	\$ 2.8	\$ 32.0	\$26.9	\$ 4.7	\$136.1
During Fiscal 1976 .....	25.8	2.3	10.6	5.1	3.0	46.8
<b>As of Dec. 25, 1976 .....</b>	<b>\$ 95.5</b>	<b>\$ 5.1</b>	<b>\$ 42.6</b>	<b>\$32.0</b>	<b>\$ 7.7</b>	<b>\$182.9</b>

**NOTE 1:**

The federally financed Capital Improvement Program commenced in February, 1972, under a format which required state and local funding participation. The first projects provided for 2/3 federal and 1/3 state funding. Currently, projects are funded 80% by the U.S. Department of Transportation (UMTA), 13.3% by State of Illinois Department of Transportation, and 6.7% by local (Regional Transportation Authority) funds.

Funding sources for the grants approved as of December 25, 1976, had been as follows:

U.S. Dept. of Transportation (UMTA)	\$303.4
State of Illinois (Dept. of Trans.)	95.3
Local	4.3
<b>Total Grants As of Dec. 25, 1976</b>	<b>\$403.0</b>

**Capital Improvements:** Since 1972, the CTA has moved forward with many projects for improving and modernizing its equipment and facilities. This important modernization program has been made possible by federal grants from the Urban Mass Transportation Administration and by grants from a state transportation bond fund created in 1971 by the Illinois General Assembly.

Through 1976, the CTA received \$403 million in capital grants. Of that total, \$303.4 million, or 75.3 per cent, came from the federal government; \$95.3 million, or 23.6 per cent, from the Illinois Department of Transportation, and \$4.3 million, or 1.1 per cent, from local governmental sources.

The largest categorical amount (\$171.4 million, or 42.5 per cent) was allocated by the CTA for the acquisition of new buses and rapid transit cars. The CTA purchased 1,870 buses, and ordered 200 rapid transit cars, of which the first were delivered in late 1976.

Other allocations of capital grant funds included \$116.3 million, or 28.9 per cent, for track, structure and building improvements and the creation of off-street bus turn-arounds; \$82.1 million, or 20.4 per cent, for power, signal and communication equipment; \$18.6 million, or 4.6 per cent, for service vehicles, tools, machinery and equipment, and \$14.6 million, or 3.6 per cent, for many other necessary improvements of various types.

## National Survey Rates— Chicago No. 1 in Transit

Chicago has been cited as having the best public transportation service in a nation wide survey of 50 cities and urban centers.

The survey also gave high marks to Chicago for its city government.

The Association of Master of Business Administration Executives conducted the survey by asking executives in business and industry to answer a series of "quality-of-life" questions in terms of "very good/excellent," "good," or "fair/poor."

About Chicago, the survey report said in part:

"Among the survey's noteworthy findings is that 61 per cent rated Chicago's government very good/excellent and 68 per cent rated public transportation the same way — exceptionally high ratings, compared to other cities."

The 68 per cent response of very good/excellent gave Chicago the

highest rating in public transportation. The City of San Francisco was rated in second place in public transportation, with a 60 per cent response of very good/excellent.

In a separate rating of the Chicago suburban area, the report said that "the fact that Chicago has excellent commuter mass transit and easy access to highways from most suburbs was cited again and again as a major advantage of suburban Chicago (48 per cent rated public transportation very good/excellent and 57 per cent rated commuting conditions the same way, although 17 per cent said they commute over an hour to work)."

The 61 per cent response of very good/excellent for Chicago's city government was outranked in the survey only by Indianapolis, with 69 per cent, and Minneapolis-St. Paul, with 62 per cent.



# HISTORICAL

## 1945 -

### 1945

**April 12** Metropolitan Transit Authority Act creating the Chicago Transit Authority signed into law by Dwight H. Green, Republican governor of Illinois, culminating a successful bi-partisan effort that began in the late 1930s under the leadership of Democratic Mayor Edward J. Kelly.

**April 23** Authorization by the Chicago City Council of exclusive rights to the CTA to operate unified system of local transportation.

**June 4** Metropolitan Transit Authority Act approved by referendum.

**June 28** First meeting of Chicago Transit Board. Philip Harrington elected chairman. One of original members was James R. Quinn, former chairman of City Council Local Transportation Committee, who served on the CTA Board until his death Nov. 26, 1976.

**Dec. 11** Placed first of series of orders for 1,275 surface vehicles (600 streetcars, 465 motor buses and 210 trolley buses) using renewal funds of the Chicago Surface Lines.

### 1946

**July 29** First major street car route (Montrose avenue) converted to bus operation.

### 1947

**Oct. 1** The CTA began operations after purchasing properties of two privately owned bankrupt companies, the Chicago Surface Lines and the Chicago Rapid Transit Company, at a net cost of \$51,000,000 for the surface system and \$12,162,000 for rapid transit system. A total price of \$75,000,000 for the Surface Lines included a renewal reserve fund of \$24,000,000. Purchase money came from first CTA revenue bond issue of \$105,000,000.

Walter J. McCarter became the first general manager.

### 1948

**April 5** First rapid transit skip-stop ("A" and "B") service begun on Lake route.

### 1949

**May 25** Ralph Budd became second CTA chairman.

**Dec. 4** New Beverly bus garage opened.

### 1950

**May 28** New North Park bus garage opened.

**July 27** 500 propane (liquefied-gas) buses ordered - largest order placed in transit history.

**Aug. 13** First of 720 rapid transit cars (6000 series) placed in operation.

**Sept. 7** 349 trolley buses ordered - largest U.S. order.

### 1951

**Feb. 25** Dearborn street subway opened. (Chicago's first subway under State street was opened Oct. 17, 1943.)

### 1952

**Oct. 1** Completed unification of city's local transportation services by purchasing properties of a third privately owned company, the Chicago Motor Coach Company, which operated mostly in the boulevards. Purchase price of \$16,400,000 came from a second CTA revenue bond issue of \$23,000,000.

### 1953

**Oct. 1** Rapid Transit right-of-way on North route between Montrose avenue in Chicago and Linden avenue terminal in Wilmette purchased from Chicago, Milwaukee, St. Paul and Pacific Railroad with proceeds of a third CTA revenue bond issue of \$7,000,000.

### 1954

**Jan. 7** Purchased right-of-way of Garfield Park route between Laramie avenue, Chicago, and Desplaines avenue, Forest Park, from the Chicago, Aurora and Elgin Railway. (Garfield Park route later replaced by rapid transit route in Eisenhower expressway.)

**May 30** The last of the old red street cars replaced with buses (Cermak and Lake routes).

**June 24** Virgil E. Gunlock became third CTA chairman.

### 1955

**Dec. 4** New Forest Glen bus garage opened.

### 1957

**Jan. 10** Mrs. Bernice T. Van der Vries became first woman member of Chicago Transit Board.

**Dec. 1** Last wood-steel rapid transit cars operated (Kenwood and Evanston routes).

### 1958

**June 21** Last streetcar operated (Wentworth route).

**June 22** Rapid transit operations begun in median strip of Eisenhower (Congress) expressway as a new concept of incorporating rail transit in a highway route.

### 1961

**April 19** Four-track operation begun through Wilson avenue station area on North rapid transit route.

### 1962

**July 27** Rapid transit inspection shop opened at Desplaines terminal on Eisenhower route.

**Oct. 28** Lake rapid transit route elevated between Laramie avenue, Chicago, and Harlem avenue, Forest Park.

### 1963

**June 13** Order placed for first air-conditioned rapid transit cars (180 cars of 2000 series).

**July 2** George L. DeMent became fourth CTA chairman.

**Oct. 1** Major new bus overhaul facility opened at South Shops.

**Dec. 30** For new Skokie Swift service, right-of-way between Howard terminal and Dempster street, Skokie, purchased from Chicago, North Shore and Milwaukee Railroad.

### 1964

**April 20** New Skokie Swift service begun. This was the first rapid transit project to receive a demonstration capital improvement grant from the federal government.

**Oct. 1** Thomas B. O'Connor became general manager, succeeding Walter J. McCarter, who retired.



# HIGHLIGHTS

## - 1977

### 1965

**Aug. 18** Illinois State Legislature authorizes first reimbursement to CTA for its long-standing program of providing reduced fares for students in elementary and high schools.

### 1967

**March 22** New transportation office building opened at 77th street garage.

**June 19** New rapid transit inspection shop opened at Harlem avenue terminal on Lake route.

**Nov. 30** First electronic cab signaling installed on Lake route.

**Dec. 29** Order placed for 150 air-conditioned rapid transit cars (2200 series) for the Dan Ryan and Kennedy routes.

### 1969

**April 10** First reduced fare for senior citizens (between 0900 and 1500 hours weekdays and Saturdays and longer period on Sundays).

**May 6** Englewood elevated route extended from Loomis to Ashland. Modern station opened at Ashland.

**Sept. 28** Service begun on Dan Ryan route in the expressway median. This marked the merging of the Lake route with the new Ryan service.

**Nov. 6** Exact fare for bus routes started.

### 1970

**Feb. 1** Service begun to Jefferson Park terminal on the Kennedy rapid transit extension.

O'Hare Express bus service begun in Kennedy expressway between Jefferson Park and O'Hare International Airport.

**June 29** Northwest Passage opened to provide enclosed walkway and escalators for connecting the North Western commuter railroad station with the CTA's elevated station at Lake and Clinton streets.

### 1971

**May 13** Michael Cafferty became fifth CTA chairman.

**Sept. 14** Filed applications with the U.S. Department of Transportation and the Illinois Department of Transportation for grants totaling \$121,000,000 as the first phase of CTA's major modernization program.

**Nov. 1** Suggestion Bus began city-wide tour to solicit ideas from the public for the design of new buses and rapid transit cars.

### 1972

**Aug. 11** First of 525 new air-conditioned buses placed in operation.

**Nov. 5** Reduced fare for senior citizens extended to all hours.

### 1973

**Jan. 19** Clair M. Roddewig elected acting chairman of the CTA board.

**May 25** Milton Pikarsky became sixth CTA chairman.

**Nov. 5** First of an additional order of 545 air-conditioned buses placed in service.

**Nov. 8** Third rail replaced trolley on Evanston rapid transit branch. 50-year-old rapid transit cars of 4000 series taken out of service.

**Dec. 12** Regional Transportation Authority Act signed into law by Gov. Walker, with one of the main purposes being to provide public financial assistance to supplement fare collections for paying operating costs of the CTA, commuter railroads, and suburban bus operators in six-county metropolitan area.

### 1974

**Jan. 3** Placed into effect the unique one-hour transfer permitting unlimited use of 10-cent transfer as long as last ride beings one hour after time punched on transfer at purchase.

**Jan. 14** Completed installation of cab signaling on Douglas route.

**March 10** Sunday Bargain Fare put into effect.

**March 19** Creation of Regional Transportation Authority approved by referendum.

**June 2** Super Transferpass placed into effect for Sundays and holidays, permitting unlimited riding at reduced fare for 24-hour period.

**June 12** Modernized Bryn Mawr station on North elevated route opened.

**June 17** First woman bus driver hired.

**Aug. 1** Expanded and modernized transit information center opened.

**Oct. 23** New terminal building at Kimball and Lawrence avenues of Ravenswood route opened.

### 1975

**Jan. 31** Milton Pikarsky became RTA chairman.

**Feb. 1** James R. Quinn elected acting chairman of CTA Board.

**March 4** Cab signaling completed on North-South route.

**June 26** New bus service facilities opened at 77th street garage.

**Sept. 4** Delivery begun on order of 600 more new buses.

**Dec. 5** Cab signaling completed on Evanston-Wilmette branch.

**Dec. 19** Cab signaling completed on Skokie Swift route.

### 1976

**Jan. 6** Last propane bus taken out of service.

**Feb. 5** James J. McDonough elected acting chairman of CTA Board. George Krambles appointed general manager.

**Aug. 22** Cab signaling completed on Ravenswood route.

**Oct. 6** Inaugural run of the first of 200 new rapid transit cars (2400 series).

**Oct. 14** First CTA bus stop shelter erected under new program of erecting 100 or more shelters a year.

### 1977

**Jan. 5** Edward F. Brabec elected vice-chairman of CTA Board, succeeding the late James R. Quinn, who had served in that position many years.

**Jan. 20** Federal grants made to Chicago Public Works Department for extending Kennedy rapid transit route to O'Hare Airport and transforming downtown State street into a transit mall.

**May 29** Culture Bus service begun as special Sunday and holiday operation serving eight museums from downtown to the University of Chicago area.

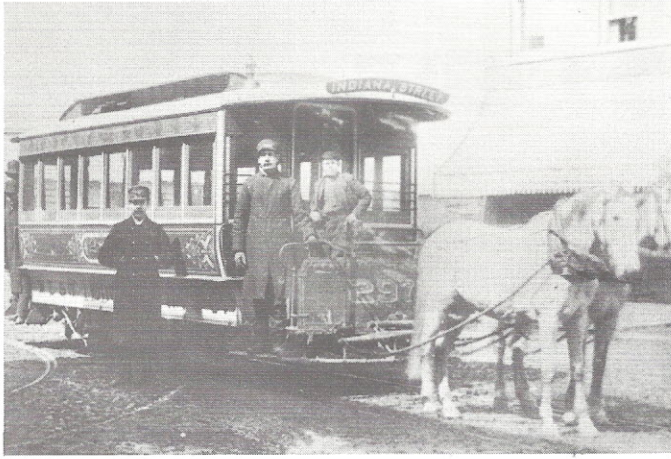
**Aug. 7** Expanded and modernized CTA Control Center opened in Merchandise Mart.

**Oct. 5** James J. McDonough became seventh chairman of CTA Board.

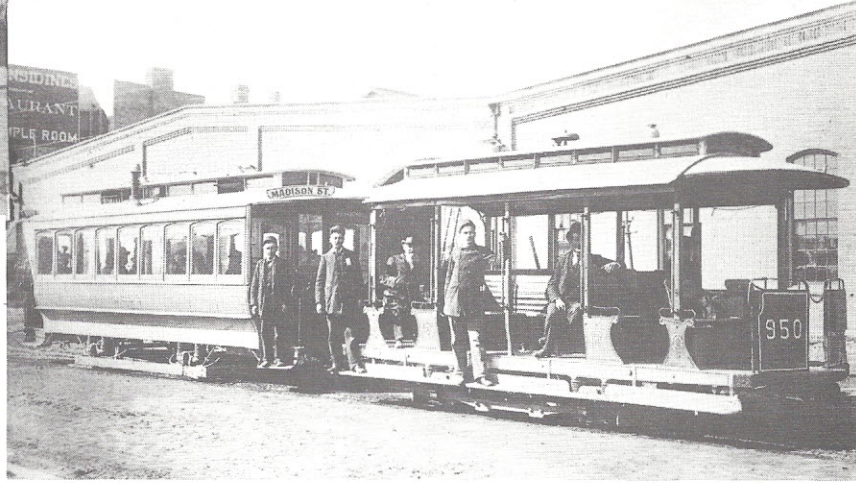


# SURFACE

Photo history of transit in Chicago



Horsecars (1859–1906)



Cable car trains (1882–1906)



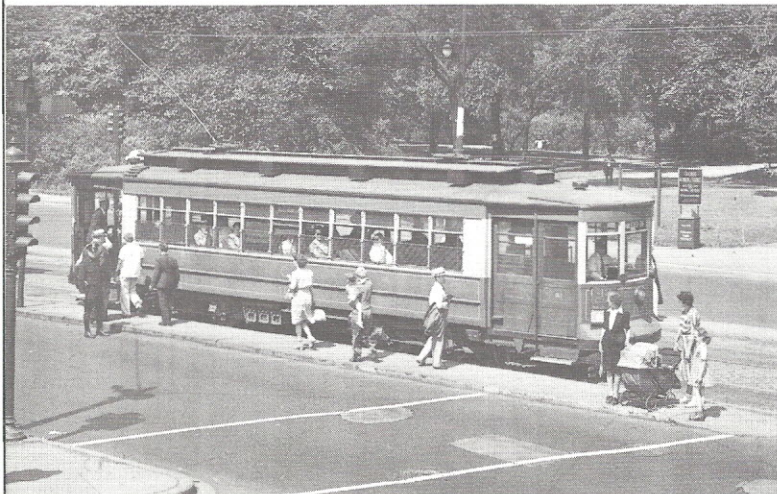
Four-wheel electric streetcars (1890–1914)

Red Pullman streetcars (1908–1954)



Open top double deck buses (1917–1937)

40-seat trolley buses (1930–1958)

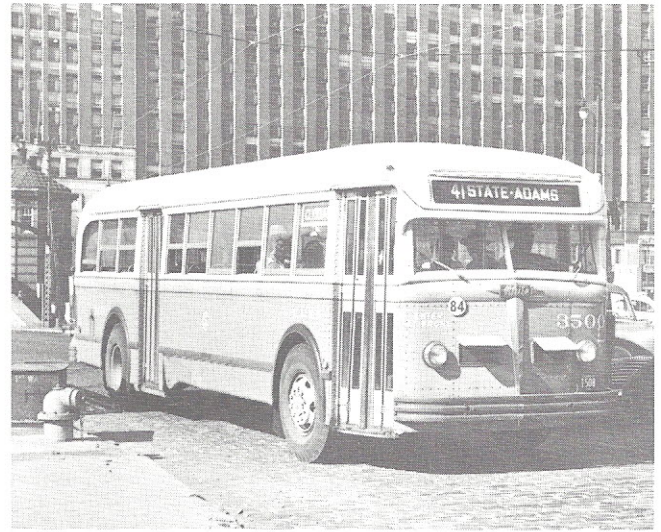




# VEHICLES



Closed top double deck buses (1930–1950)

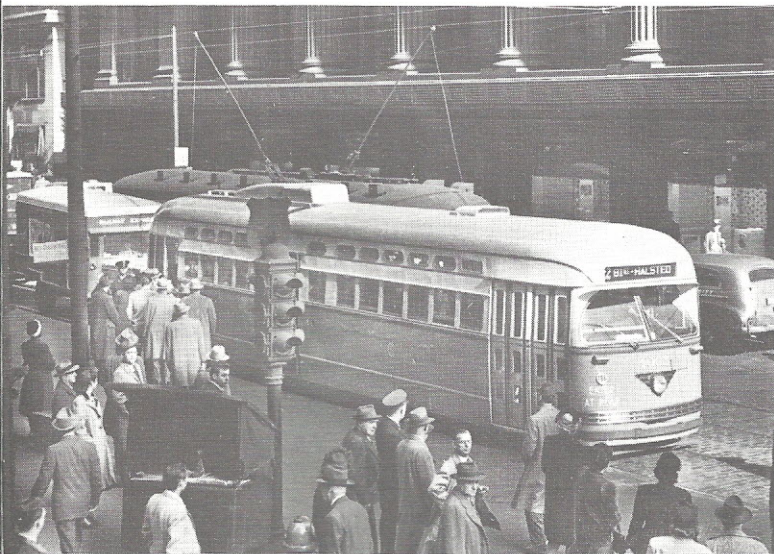


44-seat gasoline buses (1944–1963)



49-seat trolley buses (1951–1973)

50-seat air conditioned diesel buses (1972 to present)



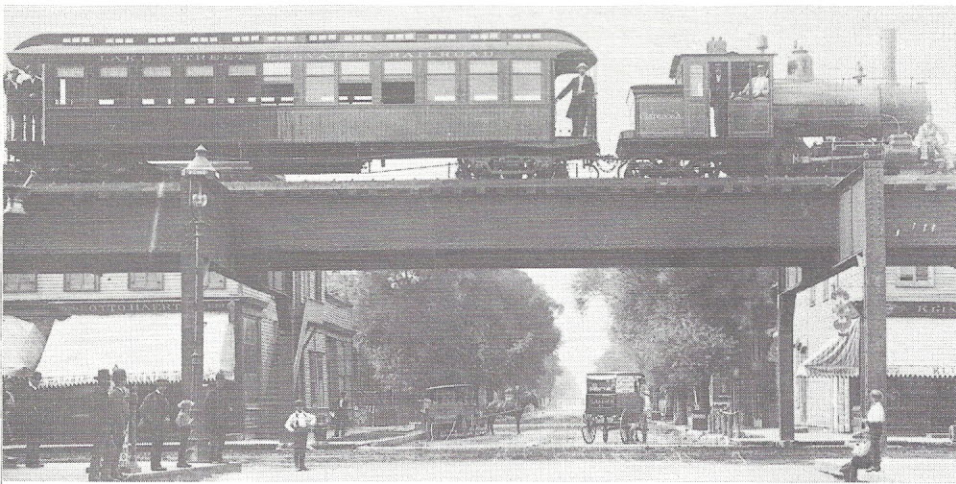
Green Hornet streetcars (1946–1958)

50-seat propane buses (1951–1976)



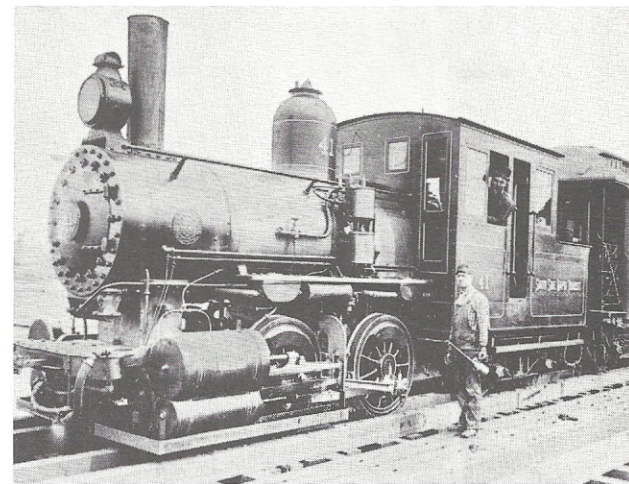


# RAPID TRANSIT CARS

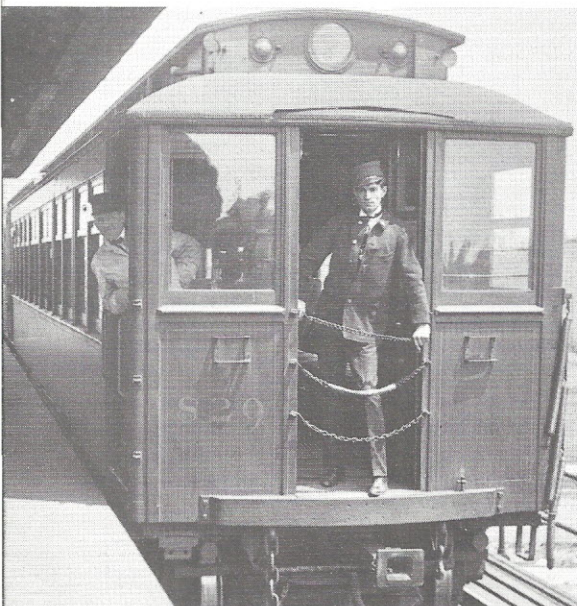


Steam engines, Lake Street 'L' (1893–1896)

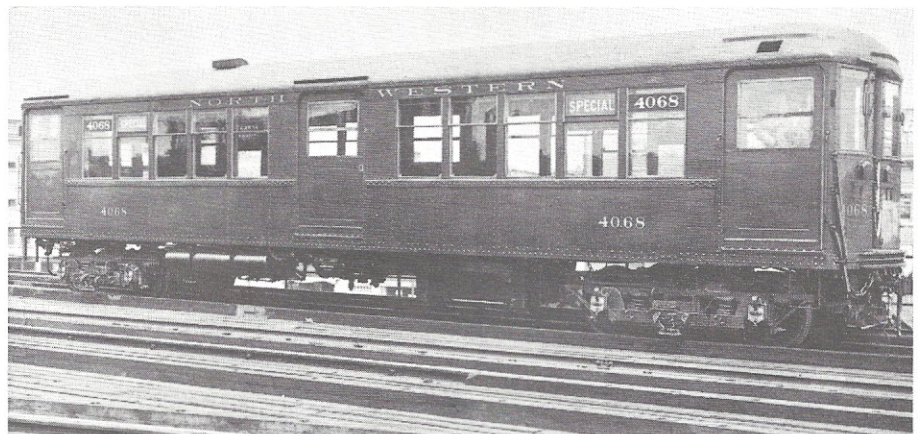
Wood-steel electric cars (1895–1957)



Steam engines, South Side 'L' (1892–1898)



All-metal center door 4000 series cars (1914–1965)

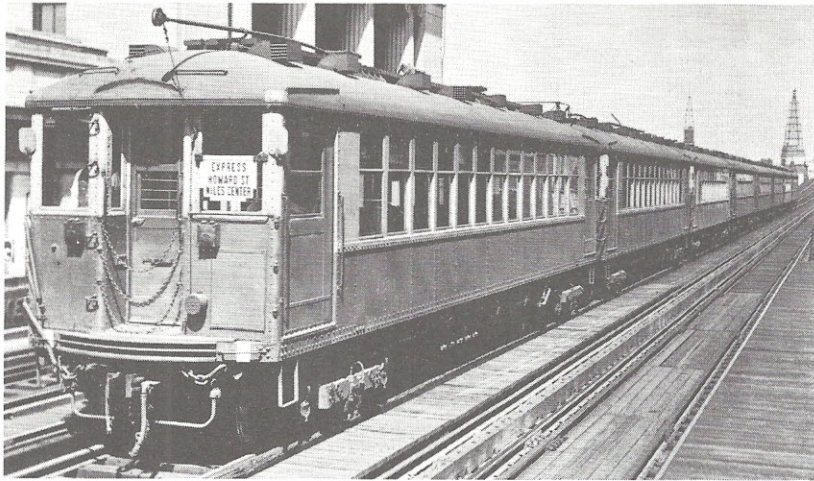


Worlds first multiple-unit electric cars (1898–1930)





Photo history of transit in Chicago



All-metal 4000 series cars (1922–1973)

All-metal 6000 series cars (1950 to present)



All-metal articulated cars (1947 to present)

Air conditioned 2000 series cars (1964 to present)



Air conditioned 2200 series cars (1969 to present)



Air conditioned 2400 series cars (1976 to present)





# Ten Year Financial & Statistical Summary

(In Millions of Dollars, Passengers and Miles, Except Where Noted)

	Fiscal Year									
	1976	1975	1974	1973	1972(a)	1971	1970	1969	1968	1967
Passenger Revenues	\$171.7	\$166.2	\$173.2	\$172.4	\$178.5	\$181.2	\$174.9	\$171.9	\$145.7	\$140.7
Student Fare Differential—State of Illinois	9.2	8.8	8.7	6.8	6.1	6.1	6.0	4.6	3.6	3.7
Elderly Fare Differential—State of Illinois	11.2	11.9	10.2	4.0	—	—	—	—	—	—
Elderly-Handicapped Universal Transfer Differential—RTA	1.8	—	—	—	—	—	—	—	—	—
Other Revenues	3.3	2.8	2.9	3.3	2.5	3.7	3.8	3.4	3.6	3.5
<b>Total System Generated Revenues</b>	<b>197.2</b>	<b>189.7</b>	<b>195.0</b>	<b>186.5</b>	<b>187.1</b>	<b>191.0</b>	<b>184.7</b>	<b>179.9</b>	<b>152.9</b>	<b>147.9</b>
Total Labor (including Fringe Benefits)	248.0	230.4	210.0	184.3	180.9	161.3	147.3	132.0	117.2	109.2
Material and Supplies	15.2	12.8	9.7	7.8	9.8	9.6	8.7	8.0	7.5	7.6
Provision for Injuries and Damages	10.2	10.8	14.6	9.8	9.3	9.5	9.2	8.2	5.5	5.9
Power & Fuel	15.5	13.5	12.2	8.9	7.6	7.3	6.8	6.4	6.3	6.5
Other Operating and Maintenance Expenses	12.8	13.5	11.1	10.0	8.3	8.5	7.1	6.4	3.9	5.4
<b>Total Operation and Maintenance Expenses</b>	<b>301.7</b>	<b>281.0</b>	<b>257.6</b>	<b>220.8</b>	<b>215.9</b>	<b>196.2</b>	<b>179.1</b>	<b>161.0</b>	<b>140.4</b>	<b>134.6</b>
<b>Revenue Available (Deficit) before Debt Service</b>	<b>(104.5)</b>	<b>(91.3)</b>	<b>(62.6)</b>	<b>(34.3)</b>	<b>(28.8)</b>	<b>(5.2)</b>	<b>5.6</b>	<b>18.9</b>	<b>12.5</b>	<b>13.3</b>
Debt Service Requirements:										
Revenue Bonds	8.6	8.2	8.2	8.2	8.3	8.0	7.9	8.0	8.0	8.1
Equipment Trust Certificates	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
<b>Revenue Available (Deficit) before Depreciation</b>	<b>(114.8)</b>	<b>(101.2)</b>	<b>(72.5)</b>	<b>(44.2)</b>	<b>(38.8)</b>	<b>(14.9)</b>	<b>(4.0)</b>	<b>9.2</b>	<b>2.8</b>	<b>3.5</b>
Grants from RTA, State of Illinois, City of Chicago, and County of Cook for Operating Costs, Interest on Revenue Bonds & Equipment Trust Debt Service	107.7	93.7	64.3	39.1	6.0	3.5	—	—	—	—
Grant from State of Illinois for Debt Service	—	—	—	—	10.0	9.0	—	—	—	—
<b>Net Revenue Available (Deficit) before Depreciation</b>	<b>(7.1)</b>	<b>(7.5)</b>	<b>(8.2)</b>	<b>(5.1)</b>	<b>(22.8)</b>	<b>(2.4)</b>	<b>(4.0)</b>	<b>9.2</b>	<b>2.8</b>	<b>3.5</b>
Depreciation Requirement (Current Period)	23.6	15.2	15.6	14.9	15.0	15.3	14.8	14.4	12.2	11.8
<b>Balance Available (Deficiency)</b>	<b>\$(30.7)</b>	<b>\$(22.7)</b>	<b>\$(23.8)</b>	<b>\$(20.0)</b>	<b>\$(37.8)</b>	<b>\$(17.7)</b>	<b>\$(18.8)</b>	<b>\$(5.2)</b>	<b>\$(9.4)</b>	<b>\$(8.3)</b>
Capital Investment:										
Funds Provided by CTA	\$ —	\$ —	\$ .2	\$ .2	\$ 1.1	\$ 1.3	\$ 3.6	\$ 7.0	\$ 5.9	\$ 7.6
Funds Provided by Federal, City, etc.	46.8	49.4	25.7	35.7	29.3	4.7	19.1	48.4	46.4	1.4
<b>Total Capital Investment</b>	<b>46.8</b>	<b>49.4</b>	<b>25.9</b>	<b>35.9</b>	<b>30.4</b>	<b>6.0</b>	<b>22.7</b>	<b>55.4</b>	<b>52.3</b>	<b>9.0</b>
Sale of Real Estate—Proceeds	.7	—	.5	.9	1.3	3.0	.1	.2	—	.8
Outstanding Revenue Bonds—Less Reserves	33.1	33.6	32.8	32.8	34.8	41.3	47.4	54.3	60.4	65.9
Outstanding Equipment Trust Certificates—Less Reserves	—	1.6	3.2	4.8	6.1	7.5	8.9	10.2	11.5	12.8
<b>Total Bonds and Certificates Outstanding</b>	<b>\$ 33.1</b>	<b>\$ 35.2</b>	<b>\$ 36.0</b>	<b>\$ 37.6</b>	<b>\$ 40.9</b>	<b>\$ 48.8</b>	<b>\$ 56.3</b>	<b>\$ 64.5</b>	<b>\$ 71.9</b>	<b>\$ 78.7</b>
Revenue Passengers:										
Originating—Bus	281.9	280.2	287.4	272.8	277.1	282.6	296.2	317.0	347.0	389.8
Originating—Rail	88.5	89.5	94.2	95.2	100.5	103.5	105.6	103.1	110.8	120.7
<b>Total Originating Passengers</b>	<b>370.4</b>	<b>369.7</b>	<b>381.6</b>	<b>368.0</b>	<b>377.6</b>	<b>386.1</b>	<b>401.8</b>	<b>420.1</b>	<b>457.8</b>	<b>510.5</b>
Transfer Passengers	262.0	242.9	243.8	227.6	228.4	225.0	226.9	231.1	235.1	257.1
<b>Total</b>	<b>632.4</b>	<b>612.6</b>	<b>625.4</b>	<b>595.6</b>	<b>606.0</b>	<b>611.1</b>	<b>628.7</b>	<b>651.2</b>	<b>692.9</b>	<b>767.6</b>
Automobile Registrations—Cook County	2.4	2.3	2.3	2.3	2.2	2.1	2.1	2.0	2.0	1.9
Revenue Vehicle Miles:										
Bus	87.5	88.5	88.2	90.7	95.1	95.2	98.3	102.2	103.8	107.1
Rail	49.7	49.3	48.8	48.7	50.8	51.1	51.5	45.6	44.8	45.3
<b>Total</b>	<b>137.2</b>	<b>137.8</b>	<b>137.0</b>	<b>139.4</b>	<b>145.9</b>	<b>146.3</b>	<b>149.8</b>	<b>147.8</b>	<b>148.6</b>	<b>152.4</b>
Active Passenger Equipment (thousands):										
Buses	2.5	2.8	2.7	2.9	2.8	2.9	3.0	3.1	3.2	3.2
Rail Cars	1.1	1.1	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>Total</b>	<b>3.6</b>	<b>3.9</b>	<b>3.9</b>	<b>4.1</b>	<b>4.0</b>	<b>4.1</b>	<b>4.2</b>	<b>4.3</b>	<b>4.4</b>	<b>4.4</b>
Rates of Fare at Year End:										
Full Fare (b) (d)	50¢(c)	45¢	45¢	45¢	45¢	45¢	45¢(c)	40¢	40¢(c)	30¢(c)
Children, Students & Elderly	25¢(c)	20¢	20¢	20¢	20¢	20¢	20¢	20¢	20¢(c)	12¢
Transfer Charge (f)	10¢	10¢	10¢	10¢	10¢	10¢	10¢(c)	5¢	5¢	5¢
Total Incidents Which May Result in Suits or Claims (thousands)	18.7	18.8	17.9	16.0	16.5	17.2	19.5	22.3	22.7	23.6
Number of Employees, at Year End (thousands)	12.8	13.0	12.5	12.1	12.6	12.8	12.9	12.5	12.2	12.4
Bus Operators Hourly Wage Rate at Year End (Including Cost-of-Living)	\$ 8.02	\$ 7.495	\$ 6.895	\$ 6.20	\$ 5.535	\$ 5.27	\$ 4.78	\$ 4.33	\$ 4.00	\$ 3.41

(a) Fiscal Year 1972 was a 53-week year. All others were 52-week fiscal years.  
 (b) Elderly reduction effective limited hours (4-20-69) — 24-hour basis (11-5-72).  
 (c) Fare changes effective September 5, 1976, July 8, 1970, December 19, 1968, November 5, 1967.  
 (d) Sunday Bargain Fares — 25¢ Effective March 10, 1974.  
 (e) Sunday Bargain Fares — 10¢ Effective March 10, 1974.  
 (f) Transfer Charge — 5¢ Elderly and Handicapped, Effective December 15, 1975.