

cta Quarterly

Spring, 1975

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CTA Quarterly[©]

Vol. 1

No. 2

Chicago Transit Board

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Published every three months by
the Public Affairs Department,
Chicago Transit Authority,
Merchandise Mart Plaza,
P.O. Box 3555, Chicago, Ill. 60654.
Telephone (312) 664-7200.

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The Covers

Front: The orbit of Chicago is the responsibility of the RTA. Interdependence of communities within this area is typified by this view of Chicago via telescopic lens from the tower at Oak Brook where new RTA Chairman Milton Pikarsky held his first suburban news conference. Transportation brings these cities as close together as the camera makes them seem.

Back: State of the Art Car (SOAC) is shown at Howard Street during its dedicatory run on the Skokie Swift tracks. Developed by St. Louis Car with parent Boeing-Vertol as systems manager, SOAC is a project of the Urban Mass Transportation Administration of the Department of Transportation. Purpose: to show what can be done — NOW — to make transit more appealing, efficient.

RTA Today



A lot of knowledge about the Regional Transportation Authority seems to have gotten lost since the thorough airing of the issues during the referendum campaign of last March.

Now that a chairman has been elected and action is under way, it is time to restate the facts and to correct whatever misimpressions may exist so that the RTA can continue its complex task in an environment of maximum understanding.

The creation of the RTA is timely because it coincides with the new era in public transportation that began with President Ford's signing of the \$11.8 billion Mass Transit Assistance Act last November. The climate is one in which the public as a whole is increasingly accepting public transportation as a public service.

Mission

The RTA was created to coordinate and improve service to the public, maintaining quality of service at stabilized fares.

The charter of the RTA requires the new area-wide authority "to provide and facilitate public transportation which is attractive and economical to users, comprehensive, coordinated among its various elements, safe,

efficient, and coordinated with area and state plans."

This envisions a network through which any individual in the region may get almost anywhere else he wishes to go within the region. True, he may have to change trains or buses, but interconnections must be available to make changing convenient. And transfer charges must be standard and reasonable.

Many people in the area are completely dependent on public transportation. A General Electric survey reports that 28 per cent of Chicago families do not even own a car. Public transportation is essential to the handicapped, and to senior citizens. Transit is a vital facility in getting large numbers of students to school, patients to doctors, shoppers to stores.

A paramount reason for mass movements of people in any metropolitan area is employment — getting to and from work. In Chicago, the CTA provides job access for more than 70 per cent of lower income families. The railroads are of major importance to commuters.

But the growth pattern of the Chicago region has made inter-suburban transportation as important as that between outlying areas and the city.

Multiply the following incidents in

three figures and you get a good picture of the complexities:

1. A 15-year worker in a Chicago-based corporation has been commuting, with ease, from the family home in Wilmette. Now the company occupies a new headquarters building in the O'Hare area. The employee does not want to change jobs and lose seniority. Neither does the person wish to sell the house and move to a new community.

2. A job-seeker in Park Forest cannot find employment in an area which he can reach by public transportation. He is offered a good job in Algonquin.

3. An out-of-town company builds a new manufacturing plant in what has been an agricultural part of the area. For sufficient labor supply, the company must draw from a municipality such as Elgin or Wheaton, but the drive for workers from such areas is long.

Filling the gap areas in the transportation network (those that can be closed with services having enough riders to justify them) is part of the RTA's job — one that requires extensive professional research, surveys, and liaison with local governmental bodies and planning groups.

But, as this activity is proceeding, there is the priority task of coordinating what service is already in exist-



The Burlington Northern, a youngster with two superb railroad parents, skilled and respected. RTA is a guarantee of permanence.

ence, on rails or on roads, at fares which are logical and affordable.

Because this activity has substantial impact on national and state goals in the conservation of energy, the safeguarding of the environment, and the provision of full employment, the public interest nature of RTA's task commands keen interest from Washington and Springfield, as well as locally.

Programming

Beginning with July 1, 1976, the RTA Board must prepare and adopt a Five-Year Program to inform the public and government officials of the

immediate and longer-range objectives and the plan for carrying them out.

Included in the statement of the Five-Year Program must be:

1. The changing pattern of population density growth which public transportation planning must take into account;

2. Projected commercial and residential development which may require public transportation changes;

3. Availability of alternative modes of transportation for the mass movement of people within these social and economic patterns;

4. Proposed capital improvements of \$250,000 or more and their pur-

Chicagoland's commuter service, nation's best, must be kept that way. The North Western is a prime example of Chicago's superiority.



pose;

5. Proposed operating changes and improvements;

6. Standards of service which the riding public may expect;

7. Plans for coordinating routes and services and the anticipated expenses of fulfilling them.

Public hearings must be held in each of the six counties before final adoption of the program in order that citizens of various areas have an opportunity to express their own needs and ideas.

The program must also be reviewed with all public planning agencies in the metropolitan region. The comments of these groups must be solicited and considered.

The Five-Year Program must be updated — and extended — annually, with the changes and the next year's schedule again subject to public hearings in each of the counties and to checking with public planning commissions.

To maintain a highly-informed level from which to do the planning, the law requires the Board to —

1. Study current developments and potential problems in public transportation;

2. Encourage experimentation in the development of new transportation technology;

3. Keep up with developments in transit financing procedures;

4. Be familiar with economies and efficiencies in management organization and science;

5. Join with other agencies in studies, demonstrations, and development projects which may further public transportation;

6. Make a continuous study of ways to reduce transportation costs for riders;

7. Make continuous study of ways in which to increase ridership on and use of public transportation.

Service

The RTA has been given a number of methods through which it may maintain and improve the quality and frequency of service in the region:

1. The Authority may purchase public transportation from existing agencies.

If the agency is a private business, the agency is entitled to keep net

farebox income, after agreed-upon deductions for depreciation and reserves, equal to an amount representing "a reasonable return" on the company's property.

The Authority is entitled to determine what fares may be charged. In the event there is a dispute over these, the Illinois Commerce Commission is designated as the arbiter.

If a private transportation agency, with at least one year's operating history, requests a purchase of service agreement, the Authority must offer the terms it will require within a 180-day period.

The purchase of service agreement is designed to be the principal instrument for assuring maintenance of the excellent Chicago commuter service provided by the railroads.

No such agreement, according to law, may interfere with the railroad's freight or intercity passenger services.

2. The Authority may acquire and operate any public transportation facility in the region including the agency's reserve funds, pension and retirement funds, franchises, licenses, permits, and patents.

This would be expected to be limited to cases in which the existing facility was either unwilling to cooperate with RTA or unable to continue with the income foreseeable with assured public funding.

3. The Authority may plan and construct a new transportation facility on its own initiative.

Such action might first be expected between two communities unlinked by public transportation and where no existing service was able to close the gap.

4. The Authority may make grants to transportation agencies for operating expenses, for planning or developing public transportation, or for acquiring additional transportation facilities.

Grants

The RTA is the grants-making authority and clearing house for all grants for public transportation anywhere in the region.

It is required to adopt guidelines setting forth uniform standards that must be met to receive a grant.

The RTA may seek grants from the



Suburban buses must be kept in business — and more services must be instituted. West Towns buses are one of many RTA components.

federal government for its own regional planning purposes. It may decide through what components of its public transportation network this capital will be utilized.

The RTA may make grants from its own treasury to assist its component public transportation services in maintaining fares and quality standards.

Acquisitions

The RTA condemnation powers are made more restrictive than they are for other governmental bodies, such as the highway agencies.

In the case of public lands, for

example, an extraordinary two-thirds majority vote of the Board is required. Further, the RTA is not permitted to use the "quick take" powers that make it possible for a highway department, for example, to take title to land before a condemnation law suit is concluded.

The RTA Act contains an absolute ban against the taking of any nature preserve.

If the public property should be a park or forest preserve, there must have been a public hearing, preceded by a written study and written findings attesting to the fact that no feasible alternatives exist and that the advantages to the public from the

How to use highways most efficiently? Put rapid transit lines in the median strips. Chicago pioneered this development. RTA has more in mind.



planned utilization far outweigh the disadvantages. No other Illinois law provides this safeguard for parks and forest preserves.

Facilities

If public travel on or over any street, lane, or bridge in the region is essential to the coordinated program of the RTA, it may be used without fee, even on the part of the transportation agency using it.

Special lanes on any street may be reserved for exclusive use by public transportation without regard to any local ordinances to the contrary.

Security

The RTA is empowered to arrange for coordination and cooperation between any security forces retained by public transportation services in the region.

It may, if necessary, provide a supplementary police force of its own.

It may establish, enforce, and facilitate safety regulations for public transportation services throughout the region.

Rights

Among the other powers delegated to the Regional Transportation Authority by the statute are these:

1. To enter agreements with abutting sections of Wisconsin and Indiana to provide coordinated transportation service;
2. To invest any funds not required for immediate use or disbursement;
3. To sell, lease, or transfer any real or personal property necessary to carrying out its programs;
4. To make examinations and surveys of any lands or premises after reasonable notice to the owners;
5. To contract for group insurance, pensions, and benefit arrangements for its own employees;
6. To appear before the Illinois Commerce Commission in all proceedings concerning any transportation agency in the region;
7. To enforce fair employment practices in public transportation by withholding grants from transporta-

FIRST RTA CAPITAL GRANT SCHEDULE (For FY 75)

As Submitted to Washington for 80% Federal Funding

For Applicants

CTA: Improvements	\$100,000,000
Chicago Urban Transit District	31,250,000
City of Chicago: State Street Mall	12,473,558
State of Illinois: Commuter Parking	11,716,000
Mass Transit Districts	
West Suburban	14,881,000
South Suburban	15,240,000
Greater Lake County	724,800
Village of Niles	364,380
Village of Oak Lawn	262,750

RTA Initiated

Suburban Buses and Shelters	\$ 11,706,000
Rock Island Commuter Equipment	40,000,000
TOTAL	\$238,623,488

NOTE: RTA programs include 147 air-conditioned buses, 364 bus shelters, 50 bi-level commuter coaches, 21 push-pull locomotives.

tion services that do not carry out an affirmative action program.

Promotion

The RTA is expected to give attention to increasing the utilization of public transportation.

It may undertake programs to encourage ridership. Such programs might well include advertising, direct promotion, special events and publicity.

It may provide coordinated ticket sales. It is providing coordinated passenger information. The base organization is already in place: the CTA's Travel Information Center (phone: 670-5000) which has been enlarged.

The CTA Travel Information Center already provides how-to-get-there guidance involving public transportation services not only in the RTA area, but also in two northwestern counties of Indiana.

Disclosure

The RTA is truly management in a

fishbowl.

To date, the Board meetings have been well attended and thoroughly covered by the media. In many cases, television cameras have been present.

The RTA must hold public hearings . . .

. . . when any extension of service or acquisition requires capital investment of \$5 million or more;

. . . when any general increase or series of increases in fares is proposed;

. . . when any route (or portion of a route) that has been in service for more than a year is about to be discontinued;

. . . when changes are being contemplated that will affect at least a quarter of the regular riders on public transportation;

. . . when acquisition of public park or forest preserve property is being considered.

Before the annual budget and program has been presented to the General Assembly and the Governor, the RTA must hold at least one public hearing in each county.

FIRST RTA BUDGET (For FY 76)

As Submitted to Gov. Walker, February 1, 1975

Estimated Income

From State Public Transportation Fund	\$114.0 million
City of Chicago and Cook County	5.0 million
New Federal Funding	31.6 million
Interest on Investments	2.0 million
	\$152.6 million

Estimated Outgo

For Operating Assistance to Carriers	\$137.6 million
Chicago Services	\$107.6 million
Commuter Railroads	24.0 million
Suburban Bus	6.0 million
RTA Operating Costs	6.0 million
Debt Repayment (State of Illinois)	7.0 million
	\$150.6 million

NOTE: Amounts based on current level of service, rates of fares, senior citizen reimbursements, and CTA bond servicing.

Four months after the close of each fiscal year (July), the RTA must issue an annual report.

All records, documents, and papers of the Authority, except those covering closed sessions, must be readily available for public inspection.

Finance

How is the operation of the RTA financed?

Farebox receipts will, of course, go directly to the transportation agencies producing them. Even at local levels, farebox revenues have proven to be inadequate to meet operating expenses and public funding has been required.

The RTA Act provides for five sources of revenue — three from existing taxes and sources and two from taxes which the RTA Board may elect to levy.

The three existing taxes or sources are as follows:

... A diversion by the state of 3/32 of the state sales tax collected in the six-county area for an esti-

mated \$80 million annual total. (Estimate made prior to the March 19, 1974 referendum.)

... A payment to the RTA of \$14 for each automobile registration state fee collected in the City of Chicago, for an estimated annual total of \$16 million.

... An annual contribution of \$5 million to the RTA by a unit or units of government within Cook County. It is interpreted that most, if not all, of this contribution is to come from the City of Chicago and the County of Cook. Arrangements were recently made for the City of Chicago to contribute \$3 million and the Cook County Board \$2 million to meet this requirement for the current year.

The two new taxes which the RTA Board may elect to levy are:

... A sales tax of up to 5 per cent on gasoline sold in the six-county area. The estimate, prior to the March 19 referendum, of this potential source was \$60 million annually. This tax must be applied universally throughout the region. However, amendments to the Act stipulate that all of the receipts from each

county be utilized for public transportation in the same county.

... A tax on the privilege of parking motor vehicles in commercial parking facilities in the six-county area. Such parking facilities must rent space to two or more cars. Parking meters on the street are specifically exempted. The estimate was that this parking tax would produce \$10 million a year.

Neither of these new taxes may be imposed without a two-thirds vote of the Board.

The Chairman has stated that there is no present need for nor intention to levy either of these new taxes.

The RTA also has the power to borrow money and to issue negotiable bonds and notes.

These instruments may pay interest of no more than eight per cent annually. They must mature within 40 years. And, they must first be offered on a bid basis.

At any given time, the Authority may have no more than \$500 million of such bonds and notes outstanding.

Program

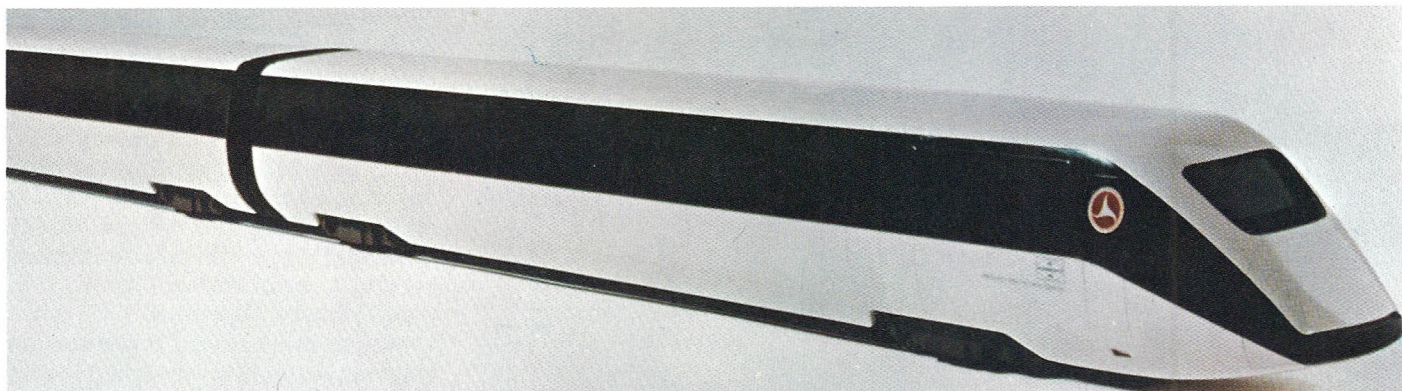
An instant program was needed to meet the requirement that a first year program and budget be submitted to the Governor and the legislature by February 1.

Because the RTA Board had no staff for this work, it drew upon the comprehensive urban mass transit budgeting and planning expertise of the Illinois Department of Transportation and IDOT's offices in Marina City.

The proposed budget, subject to inputs from public hearings in each of the six counties, tentatively rounds out at approximately \$150 million for the first fiscal year.

For its first-year proposed program, the Board adopted the general outlines of a Mass Transit Development Program issued in October, 1974 by the Regional Transportation Planning Board — a coordinating group including the Chicago Area Transportation Study, the City of Chicago, the Northeastern Illinois Planning Commission, and the State of Illinois.

The RTPB program is actually a five-year plan calling for \$2.3 billion in expenditures. It also encompasses



The Next Generation: Commuters of the future may well be riding a train similar to UMTA's Act One model. This is the type of new development about which RTA must keep continuously informed.

two counties in northwest Indiana, an area in which the RTA Board is empowered to make connecting arrangements.

Among the highlights of the RTPB five-year plan are these:

1. An improved interface with automobile transportation through expanded parking facilities at commuter stations and transit utilization of the corridors created by existing and planned expressways;

2. Transportation centers at which bus, rapid transit, and all rail lines will intersect, allowing for easier exchange of riders from one type of transit to another;

3. Direct rail access to O'Hare Airport, and probably other air terminals, through rapid transit

extensions;

4. Installation of suburban bus lines in outlying towns presently unserved by local bus transportation;

5. Improved express service through the elimination of suburban rail stops within the Chicago city limits and the curtailment of rapid transit service beyond this same area, with the probable exception of Evanston and Wilmette;

6. Intermodal transportation centers tying in with urban redevelopment and industrial growth plans in cities such as Aurora. Improved transit facilities and arrangements for elderly and handicapped riders are also likely to get priority attention.

Suburban Clue

Types of new suburban services that RTA may bring about were indicated by Director Richard Newland, temporary treasurer, in a February 27 interview with the *Libertyville Independent-Register*. Newland told reporter Christopher Madison that he will bring the following proposals before the RTA Board:

... mini-bus service from Winchester House (nursing home) in Libertyville to the Waukegan-North Chicago area for convenience of employees;

... similar bus service from Waukegan to the College of Lake County in Grayslake;

... a new bus-train-taxi terminal at the North Western station in downtown Waukegan, connecting with the Lakefront Expressway, now under construction.

Perspective

The direction of the RTA's initial work is evident in the public statements of Chairman Pikarsky and the actions of the Board since early January.

Shortly after receiving the news of his election, Milton Pikarsky invited the media to the CTA Board Room and issued a statement, the highlights of which are as follows:

"All capabilities of the RTA, including funding and revenues, must be utilized in accordance with the cardinal principle of treating the Chicago area as a whole, with full realization that the entire area is more important than any single part . . .

"We could not, for instance, adopt policies that would penalize suburban service to the benefit of transit service in Chicago . . .

"... we should work towards a universal transfer system so that riders can use any or all of the facilities in the RTA structure. We also should eliminate any inequities in fares on both buses and commuter railroads.

"The energy crisis has served to further emphasize the problems of mass transportation in suburban areas, particularly in Cook County. The RTA must act to guarantee efficient bus service for the residents of suburban Cook County, as well as in other areas where needed . . .

"... I will not support any proposals or policies for RTA which would dilute the availability of gasoline tax revenues that are developed in suburban areas for use in any

other area of the RTA system . . ."

Members of the RTA Board arranged meetings throughout the six-county area to introduce Pikarsky to community leadership.

At these appearances and elsewhere the new Chairman has emphasized the RTA's concern with suburban transportation. "The greatest need for public transportation expansion is in the suburbs," he told the American Road Builders Association.

Indicative of the spirit of cooperation that seems to have been engendered is an editorial in *The Barrington Herald*, a publication that did not endorse the RTA during the referendum campaign.

Concurring with Barrington Mayor Maurice Noll in welcoming the election of a competent RTA chairman, the *Herald* said:

"It seems that all of us, whether in Chicago or the suburbs, have fallen into an identity trap. Quite frankly, we at the *Herald* are no exceptions; we've fallen into the same trap.

"Instead of being part of the RTA area, we are suburbanites or Chicagoans; instead of RTA delegates, we have suburban delegates and Chicago delegates.

"The point most of us are missing is that transportation is needed throughout the region. Improvement of the CTA isn't necessarily a slap at the suburbs. Many of us use or should use the system when in Chicago.

"Similarly, bus lines from suburb to suburb benefit Chicago dwellers as well as those in Lake county.

"From a transportation standpoint, we need to begin thinking of the entire region as a whole or none of our transportation needs will be met.

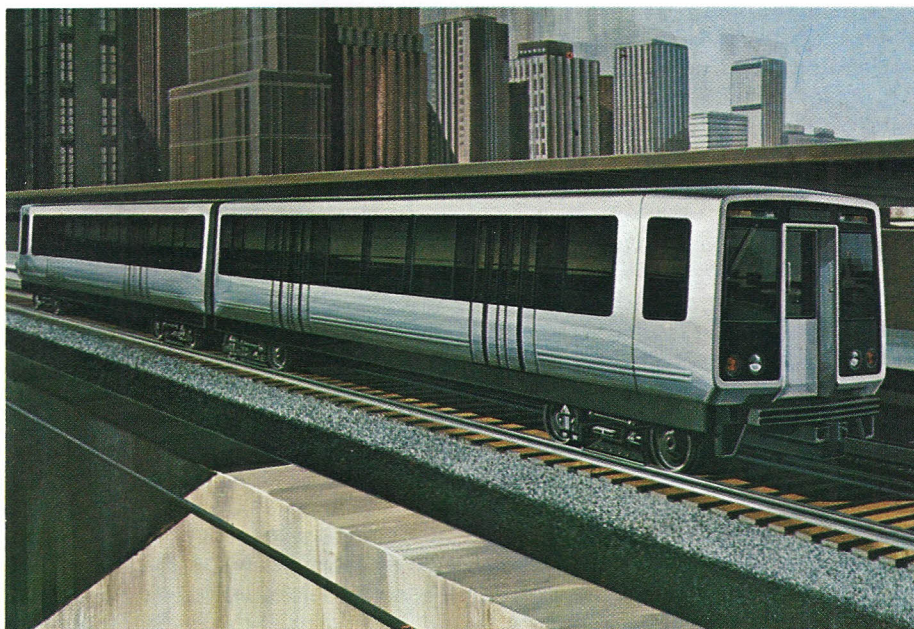
"That consciousness must also pervade the RTA offices. More specifically, what we need now — what we hope Pikarsky can provide — is a well thought out plan for a transportation network throughout the six-county area.

"We do not advocate blind loyalty; we advocate a limited trust, a trust combined with wariness and a trust which must exist for the RTA to be successful."



Transbus: It's the "dream bus" of the multi-passenger motor makers — and it may encourage more riders to leave their cars at home.

On Order: The Chicago Transit Authority has ordered 200 air-conditioned rapid transit cars such as those shown above. Specifications call for stainless steel skins, less noise, less vibration.





An RTA Board meeting at Marina City Office Building, 12th floor conference room.

Progress

At the Board's meeting on March 6, the Chairman reported the following actions and organizational projects during the first few weeks of full operation:

1. A compilation of capital improvement programs in the area of RTA responsibility for the 1975 fiscal year ending next June 30.
2. Accompanying grant applications by the RTA totaling approximately \$51 million for acquisition of new buses for the suburbs and commuter railroad cars.
3. A formalized procedure for reviewing and evaluating grant requests on a prompt and equitable basis in response to the needs of the various public transportation operators.
4. Quick examination of all aspects of the Rock Island commuter situation within the context of the mandate to continue present commuter rail services to and from the suburbs.

Pikarsky has set up initial task forces, composed of RTA directors,

to address important aspects of the RTA's work. These (with task force leaders named first) are as follows:

1. Liaison with suburban bus operations — Daniel Baldino, Jerry Boose, Nicholas Bosen.
2. Coordination with transportation related efforts by planning agencies of the region, particularly in relation to federal and state policies — Joseph Tecson, Pastora Cafferty, Pikarsky.
3. Liaison with the Chicago Transit Authority — James Kemp, Baldino.
4. Meetings with suburban officials and information gathering in the suburbs — Tecson, Richard Newland, Boose.
5. Definition and implementation of the RTA's own retirement and benefit program for employees — Ernest Marsh, Cafferty, Newland.
6. Confirmation of the RTA's designation as the statutory recipient for federal funds due this six-county metropolitan area under the federal government's new \$11.8 billion Mass Transit Assistance Act — Tecson.

On an annual basis, this potential

for federal assistance for the RTA is estimated as follows:

FY 75	\$18,042,000
FY 76	\$30,070,000
FY 77	\$39,092,000
FY 78	\$46,609,000
FY 79	\$51,120,000
FY 80	\$54,127,000

7. Liaison with commuter railroad management regarding purchase-of-service agreements and related matters — Pikarsky, Boose, Marsh, Newland, Tecson.

Directors Baldino, Boose, and Bosen — known as the "three B" committee — have continued their pre-1975 work of establishing criteria for the evaluation of aid requests. Directors Kemp and Baldino have been actively engaged in meetings with federal officials on questions involving fair employment practices.

J. H. Smith
CTA Public Affairs

The RTA Board



Milton Pikarsky

Before assuming the RTA chairmanship early this year, Milton Pikarsky had served for nearly two years as chairman of the Chicago Transit Authority. In his relatively short administration, Pikarsky effected significant improvements in CTA management organization, efficiency, scheduling, and service to the public. Among his innovations were modernized six-county wide travel information center, computerization of operating data, experimental Sunday bargain fares which proved highly successful, greater recognition of transit's right to expanded public funding, and improved safety measures. Prior to joining CTA, Pikarsky had served for more than nine years as Commissioner of Public Works for Chicago. In this capacity, he was active in development of median strip rapid transit on major expressways as well as construction of and public trans-

portation to O'Hare airport. Pikarsky has a nationwide reputation as a transportation executive and engineer. After receiving his degree in civil engineering from City College of New York and U.S. Navy service, Pikarsky joined the New York Central Railroad as an assistant engineer. He spent 1956-59 as a construction consultant, then became project coordinator for the Blue Island Railroad Group in Chicago. In 1960, he went to work for the City of Chicago as Engineer of Public Works. He received his masters degree from Illinois Institute of Technology in 1968. Pikarsky is the present chairman of the Transportation Research Board, a member of the advisory council to the Urban Mass Transportation Administration, and a member of the governmental affairs steering committee of the American Public Transportation Association.



D. Daniel Baldino

One of two suburban Cook County representatives on the Board, Dan Baldino resides in Evanston. The 33-year-old director served as assistant to the president of the Illinois State Senate when the Hon. William C. Harris held the chair. Previously, Baldino was director of public and legislative affairs of the Civic Federation of Chicago. He was an assistant professor of political science at Niagara University and St. Dominic College. Baldino has served as chairman of the RTA's so-called "Three B" committee which worked out the original criteria for emergency grants to carriers. He holds masters and undergraduate degrees in government and international studies from the University of Notre Dame. The Baldinos have five children.

Jerry D. Boose

The reference volume, *Outstanding Young Men of America*, lists Jerry D. Boose of South Elgin as a member. In 1974, Boose received the distinguished service award of the Elgin Jaycees. He is a partner in a law firm in St. Charles and is presently serving a two-year term as chairman of the Illinois Young Republican Organization.

Boose is active in suburban community affairs. He is a member of the executive board of the Two Rivers Council of the Boy Scouts of America and has worked with such charitable activities as the Salvation Army, the Community Chest, and the United Way.

Boose is a graduate of the University of Illinois at Urbana, receiving a bachelors degree in accountancy in 1964 and his law degree in 1967. Boose was recently married to the former Carol Jahn of Bartlett and took his bride on a round-world honeymoon trip.



Nicholas J. Bosen

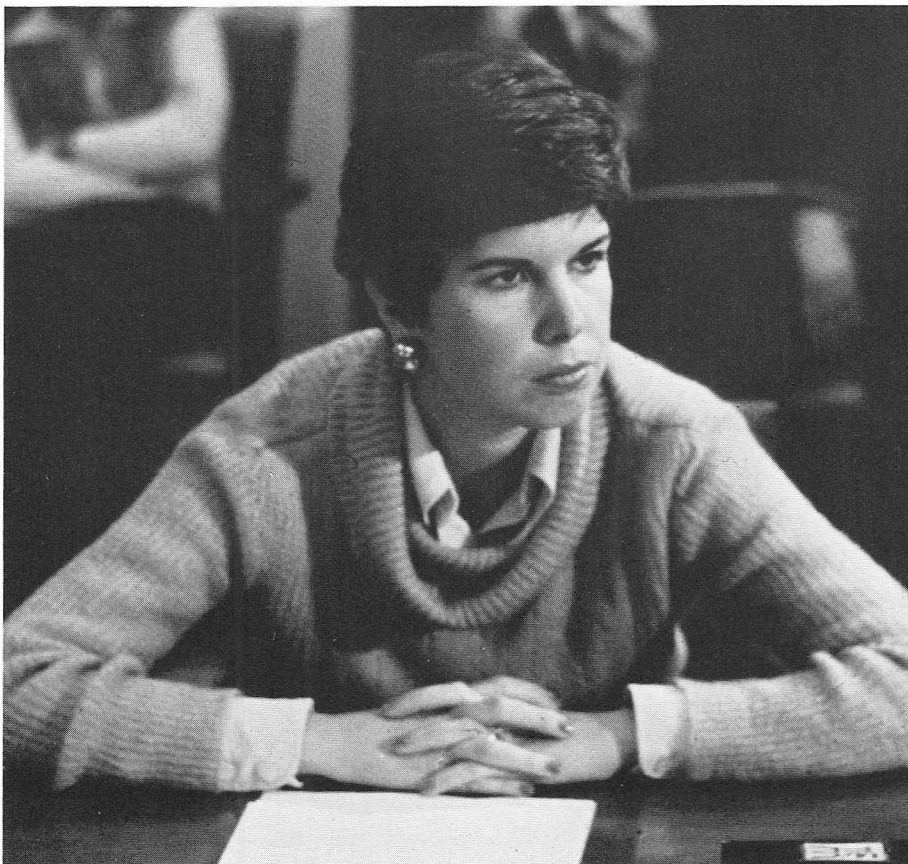
The Junior Chamber of Commerce named Nick Bosen one of their outstanding young Chicagoans of 1975.

An attorney with The Berger Company, Bosen was dean of students at the University of Chicago Law School before entering private practice. He graduated from the same school in 1963 and received his undergraduate degree from the University of Illinois at Urbana.

Bosen is a director of the U of C Law School, the City Club, and the Midwest Association for Sickle Cell Anemia. He is the treasurer for the Board of Commissioners of the Chicago Housing Authority.

Bosen is interested in international affairs and is a member of the Chicago Council on Foreign Relations. He is a native of Springfield, the state capital.

Bosen has been a member of the RTA three-B committee responsible for considering and recommending emergency grants to carriers.



Pastora San Juan Cafferty

As an assistant professor in the School of Social Service Administration at the University of Chicago, Pastora Cafferty has become one of the nation's leading authorities on the social implications of mass transportation.

Mrs. Cafferty came to Chicago with her late husband, Michael, when he assumed the chairmanship of CTA. She had been in the nation's capital on the staff of the Department of Transportation. She received her Ph.D. in American literary and cultural history at George Washington University and her undergraduate degree in English at St. Bernard College, Cullman, Alabama.

Her numerous community activities include the Chicago Urban Transit District, of which she is treasurer; the Chicano Training Center; and the Mayor's Advisory Commission on the School Board. She is co-host of *Oiga, Amigo* on Channel 7 and a director of WTTW.



James Kemp

The RTA director who has been appointed by Chairman Pikarsky to serve as chief liaison with the Chicago Transit Authority is James Kemp, one of the leading labor officials in the area. Kemp is a member of the executive board of the Chicago Federation of Labor and Industrial Union Council (AFL-CIO). He is active with the A. Phillip Randolph Institute and a director of the Service Federal Savings and Loan Association. Prior to his RTA service, Kemp was a commissioner of the Illinois Fair Employment Commission. He is a past chairman of the local chapter of National Association for the Advancement of Colored People.

Ernest S. Marsh

A railroad man from his first job, Ernest Marsh began as a clerk in the Santa Fe office at Clovis, New Mexico. In 1958, he became a chairman and chief executive officer of Santa Fe Industries in Chicago, serving until his retirement.

Marsh was born in Lynchburg, Virginia, and moved to the Southwest with his parents while still a boy. With the Santa Fe, he worked in finance and administration, and held positions in various parts of Texas and Kansas before coming to Chicago.

Marsh has served as a director of Montgomery, Ward & Co., of Harris Bankcorp, of the Midwest Research Institute, of Junior Achievement, of the Chicago Community Fund, and of the Association of American Railroads.

He is the holder of a degree from Harvard Business School.

Mr. and Mrs. Marsh live in Chicago and have a family of five grown children — three girls and two boys.



Richard D. Newland

President of The Waukegan Bank, Richard D. Newland has been serving as temporary treasurer of the RTA Board where he has already added several million dollars to working capital through prudent investment of funds.

Newland has been in banking since 1951 when he left a promising professional baseball career (Cincinnati Reds) to enter the Wisconsin School of Banking at Madison. He received his undergraduate degree from Drake University.

An active civic worker in Lake County, Newland has served for 10 years as an officer of the YMCA and has been a director of the Waukegan School Board. He has also been comptroller of the North Shore Sanitary District.

Newland is a native of Iowa. He and his wife have two married daughters and a 16-year-old son.



Joseph A. Tecson

Attorney Joseph Tecson served as temporary chairman of the RTA Board during its organizing phases. Tecson had been an active suburban campaigner for the RTA during the 1974 referendum campaign.

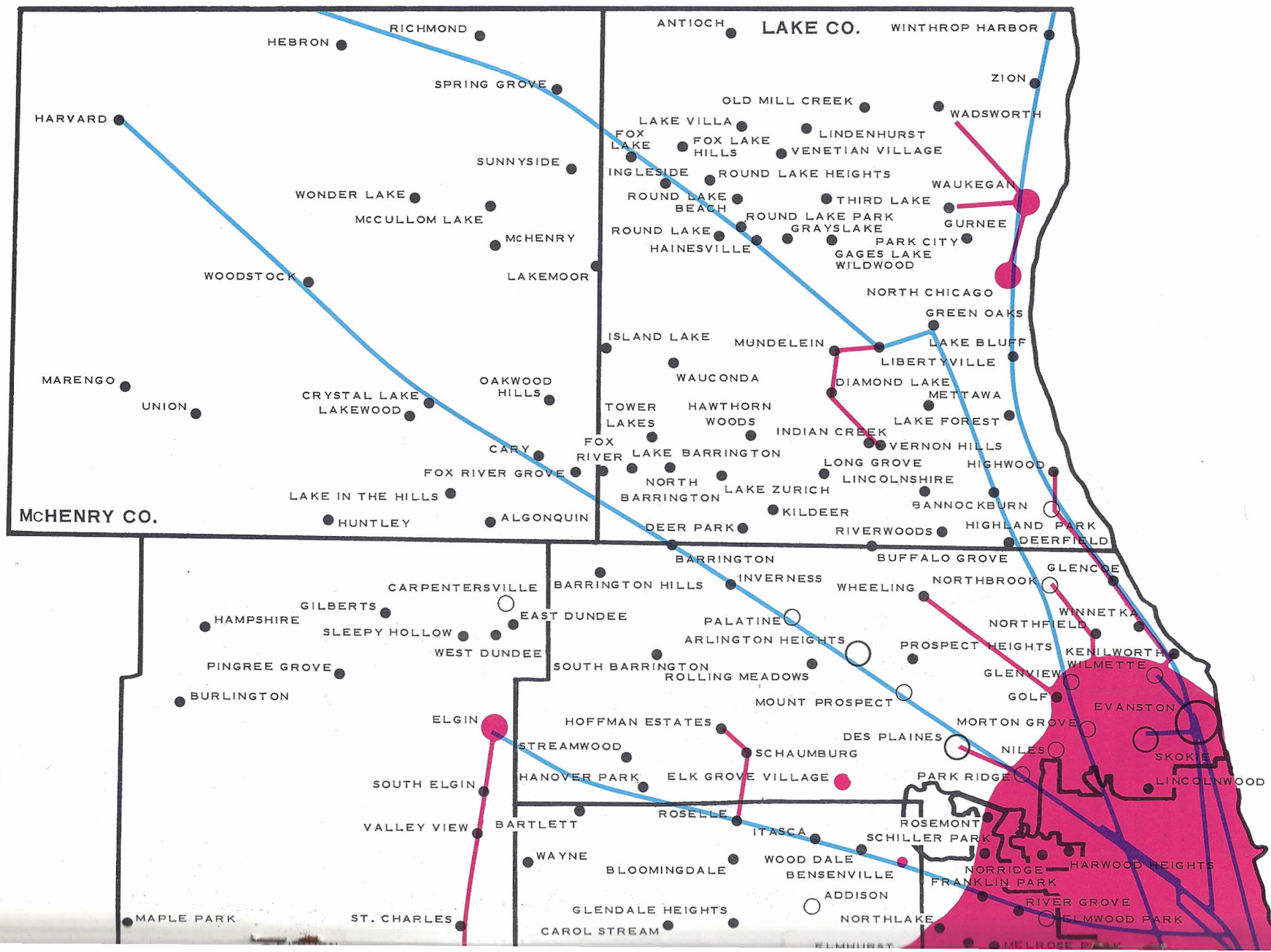
Tecson lives in Riverside and is treasurer of the Republican Central Committee of Cook County. He was a delegate to the Illinois Constitutional Convention in 1969-70.

Tecson is a leader in the Filipino-American Community in Midwest. He graduated from Lake View High School in Chicago, got his undergraduate degree from Ripon College, and his law degree from the University of Wisconsin.

As a special assistant to Illinois Attorney General William J. Scott, Tecson advised the Illinois Board of Investment in the handling of pension funds in excess of \$400 million.

Mr. and Mrs. Tecson have two boys and a girl. One of the sons is a student at Lawrence University.

Where Service Exists -- And Where It Does Not





In the Spirit of '76

Namesakes of Our Bicentennial Fleet



Haym Salomon, The Financier

The first War Bond issued in our history may have been floated by Haym Salomon. In any event, more than \$350,000 went through his bank account and out again to finance the Revolution. The Polish-born patriot also negotiated a \$400,000 loan for Gen. Washington's army, much of which may well have come from his own funds. Salomon emigrated to New York in 1772 and opened a dry goods business. In 1776, as the official provisioner, he traveled with the Continental troops in upper New York state. In New York City, he was twice arrested by the British, but managed to escape to Philadelphia where he offered his financial expertise to the Second Continental Congress. While living in Philadelphia, he did much to obtain equal treatment for the Jews. Salomon was no war profiteer. In fact, he lost most of his money in the post-war recession of the 1780s.



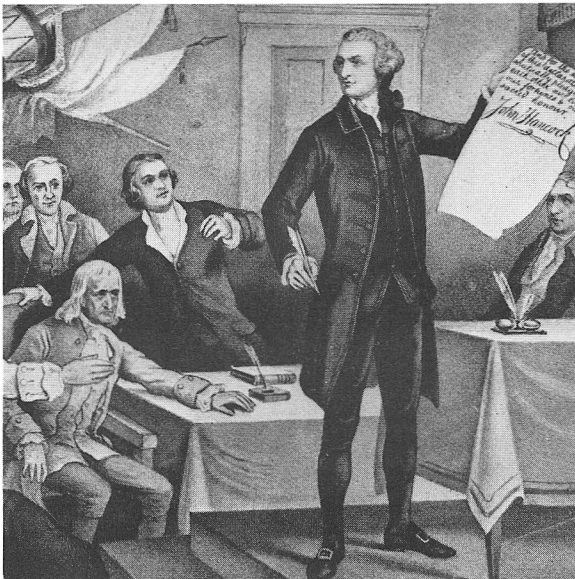
Mercy Otis Warren, The Author

The sister of James Otis, a leader in protest movements against the British Stamp Act, Mercy Warren married a political leader and was socially acquainted with many of the New England revolutionists. As a talented writer, Mercy Warren found fodder for both poetry and prose in her contacts with these people. She wrote satirical plays and poems presaging the overthrow of British domination. She later wrote a three-volume history of the war for independence under the title of *A History of the Rise, Progress, and Termination of the American Revolution*. The work is still drawn upon for its insight into the philosophies and personalities of the political leaders of the day. Mercy Otis Warren was born in Massachusetts and spent all of her life there.



Baron Von Steuben, The Prussian

Recommended to the Continental Congress as a military expert, Baron Friedrich Wilhelm Ludolf Gerard Augustin von Steuben arrived in Portsmouth, New Hampshire, in 1777 and was directed to assist Gen. Washington at Valley Forge. Highly successful in drilling the Army, the Baron wrote the official regulations for the order and discipline of troops. He fought with distinction at the battle of Monmouth, commanded a division at the battle of Yorktown, served as Washington's aide in military and defense planning for the new nation, and directed demobilization of the Continental army in 1783. Baron von Steuben was accorded citizenship by an act of the Pennsylvania legislature in 1783. He took residence at Utica, New York and became one of the first regents of the State University of New York. He also served as president of the German Society in the U.S.



John Hancock, The Signer

It wasn't only that John Hancock was the first signer of the Declaration of Independence. He also had the largest handwriting — big enough, Hancock said, so King George III could read it without his spectacles. The adopted son of a wealthy Boston merchant, Hancock became intensely interested in independence as chairman of the town committee formed to investigate the Boston Massacre. Later he supplied some of the collaboration and much of the money for Samuel Adams' agitation. Hancock was a member of the Continental Congress from 1775 to 1780 and was president when the Declaration was adopted. He commanded 6,000 Massachusetts troops during the war and later served as the first governor of the Bay State.

Betsy Ross, The Flagmaker

At a small upholstery shop on Philadelphia's Arch Street, Betsy Ross carried on her late husband's business. One day in June, 1776, George Washington came to the shop with her uncle-by-marriage, George Ross, and the financier Robert Morris. Could she make a flag? She said she never had, but would be glad to try. A rough pencil sketch of the preferred design was made. Betsy Ross suggested the five-point stars because they could be made with a single clip of the scissors. Later, as she worked on the flag in her back parlor, the gentlemen sent her a desired color plan, painted by the established artist, William Barrett. No documentary evidence of these incidents has ever been discovered. The story was first presented in a paper read in 1870 before the Historical Society of Pennsylvania and verified by descendants of the family as told to them.





Paul Revere, The Midnight Rider

Paul Revere, a Boston silversmith, is the man most famous for galloping through the Revolutionary War. A leader of the Mohawks raiding the Dartmouth ship in the Boston Tea Party, Revere followed up his action by riding to New York City with the news. He rode from Charleston to Lexington April 18, 1775, to warn John Hancock and John Adams that the British were after them. He also alerted the entire countryside to the approach of British troops. It was this ride that was the subject of Henry Wadsworth Longfellow's famous poem. However, Revere was not famous just because he could handle a horse; he seemed to have a penchant for associating himself with historical events. A master craftsman, Revere designed the official seal for America, engraved the first Continental money, and cast the copper accessories and spikes for "Old Ironsides," the ship made famous in the War of 1812. Revere also made the copper plate fitting the dome of the Boston State House.

Paul Revere Rides The Skokie Swift



Skokie's Mayor Smith salutes our local Paul Revere as Leonard Beatty, president of CTA's Rapid Transit Division 308 of the Amalgamated Transit Union, observes.

The fastback model of the CTA array — the Skokie Swift — was appropriately reserved for the Spirit of '76 train christened the Paul Revere. Now in regular service on the route, the Paul Revere is a three-car articulated (hinged) train. A dedication ceremony was held at the Skokie Shops on Saturday, February 22 (appropriately, George Washington's *real* birthday). Suburban dignitaries present were Mayor Albert J. Smith of Skokie; Mrs. Jackie Gozell, chairperson of the Skokie Bicentennial Commission; and Lawrence G. Sucsy, CTA Board member. Skokie families brought the kids for free rides offered on the Paul Revere that afternoon.

Poised for the run: Paul Revere's wheeled pony.



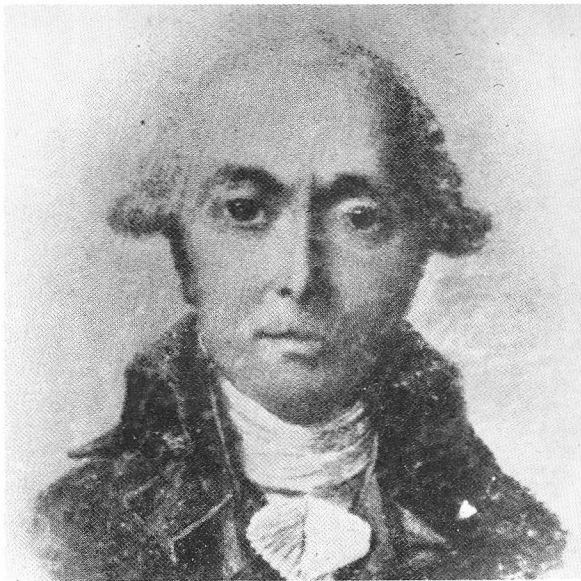
Abigail Adams, The Scribe

In 1764, Abigail Smith had married John Adams, a Boston lawyer, and a zealot for American independence. During the framing of the Declaration of Independence, when John Adams was absent for long stretches in Philadelphia, his wife wrote him letters which present a particularly vivid picture of the times and of the dedication of the involved families. Some of these letters play prominent roles in the recent prize-winning musical drama, *1776*. Mrs. Adams was one of the country's early advocates of women's rights. "Do not put such unlimited power in the hands of husbands," she cautioned in one letter. "Remember, all men would be tyrants if they could." Mrs. Adams became the second First Lady of the United States and the mother of the U.S. President, John Quincy Adams. The Adams retired to their home in Quincy, Massachusetts.



Filippo Mazzei, The Vintner

The new wine of freedom proved irresistible to Filippo Mazzei and his farm, next to Thomas Jefferson's Monticello in Virginia was allowed to languish for a time. The Italian physician had established the vineyards and groves when he emigrated to the colonies in 1773 to introduce Italian grapes and olives to the New World. A friend and correspondent of Jefferson, Mazzei is thought to have influenced some of the state's rights provisions of the Constitution. In 1779, Gov. Patrick Henry dispatched him to Tuscany to borrow money for Virginia. His sailing was delayed after he, his wife, and his stepdaughter were captured and imprisoned on Long Island for three months. He served as an agent for the American cause in Europe and published four volumes of a French-language chronicle of the American struggle for independence.



Crispus Attucks, The Black

At the time of the Boston Massacre, the mulatto, Crispus Attucks, a fugitive slave, was working as a seaman on a ship sailing out of Boston harbor. Here he may have seen evidence of the burdens imposed on the colonies by Britain's navigation and tax laws. King George's soldiers were in constant evidence at the Boston wharf areas and in nearby King Street. One day Attucks shouted, "The way to get rid of these soldiers is to attack the main guard." He led a group of unarmed men to King Street to force the troops out. The group was fired upon and Attucks was the first to fall. His death may well have done much to crystallize the colonists' resistance. For here was a slave, 20 years on the run, who was still willing to resist armed might with his bare hands. If one would risk his own life and freedom for the freedom of others, it was reasoned, could the colonists do less?



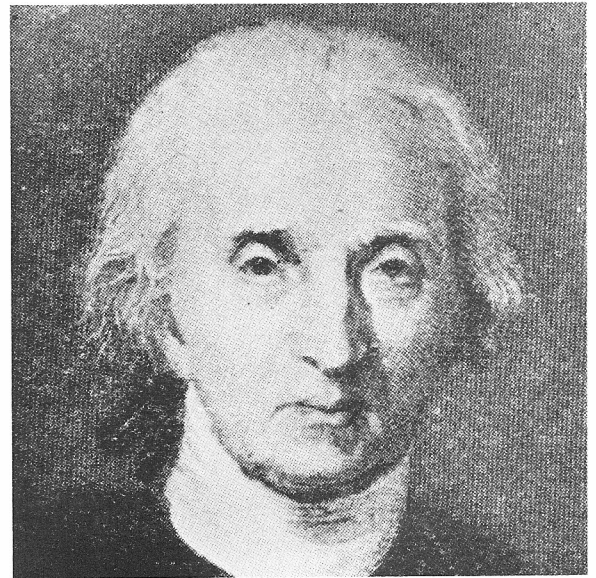
Button Gwinnett, The Georgian

It was as a member of the Georgia Council of Safety that Button Gwinnett was elected a delegate to the Continental Congress and thus became a signer of the Declaration of Independence. Few signatures have proved worth as much to collectors — as high as \$51,000 — and few names are as colorful. Gwinnett emigrated to Savannah as a trader and later founded a large plantation on St. Catherine's Island. In 1777, he was named president of its militia. He was killed in a duel arising from a dispute about responsibility for the failure of a mission against British posts in Florida.



Charles Carroll, The Catholic

Although his Roman Catholic faith barred Charles Carroll from participation in political affairs, he could not resist. In 1773, this country gentleman engaged in a newspaper debate on the issue of colonial rights in Maryland. His involvement gave him recognition as a leader and he was elected to serve in the first Maryland convention, 1774-76. He was a member of the party which traveled to Canada to seek support for the colonies and was a signer of the Declaration of Independence. He was elected as one of the first two U.S. Senators from Maryland in 1789 and an original director of the Baltimore & Ohio Railroad. At the time of his death in 1832, he was the last surviving signer of the Declaration. American Catholics generally supported the war for independence and Carroll's leadership is credited with being the major influence.



Kazimier Pulaski, The Pole

Widely honored by Polish-Americans, Count Kazimier Pulaski had already won military honors in Europe before his involvement in the American revolution. The earlier revolution in which he participated was that of his native Poland against the Russian occupation. When further resistance seemed useless, Pulaski sailed to the colonies. He served as brigadier general under General Anthony Wayne and was later given permission to organize his own Legion of cavalry and light infantry. In 1779, after a campaign of guerrilla warfare against the British, Pulaski led his Legion against the siege of Savannah. He was mortally wounded in that battle.



CHICAGO'S 569th PARK



CTA riders using the rapid transit terminal at Kimball and Lawrence avenues on the Ravenswood line would never guess that, just outside the parking lot near the end of the CTA property, there is a park in the railyard.

At last count, the Chicago Park Board listed 568 parks in Chicago. This is one they overlooked.

More than 15 years ago, Tom Gavin, a CTA switchman now retired, decided to do something to beautify the area around the work shanty. His idea was welcomed with enthusiasm by his co-workers who cleared the area, then planted some flowers and a rosebush.

This activity, between and after working hours, was greatly enjoyed by the CTA switchmen. They next decided to build a waterfall. One thing led to another and they soon had a park with ducks, rabbits, flowers and a vegetable garden.

Richard Walter, founder of the project,

says: "It only takes a few minutes a day to take care of the place and, since I am a pet lover, it is a pleasure for me to take good care of these animals."

The switchmen have been contributing \$1 every payday towards the purchase of fresh lettuce, carrots and grain for their pets. The owner of Imperial Products, across from the station, supplies his steady customers with boxes of selected produce several times a week.

Elmer Johnson reports that the present animal population consists of six mallard and five domestic type ducks. Some of the mallards were brought in after hunting trips.

"But we also have five healthy and tame rabbits," he adds. Two of the rabbits are in different shades of brown and one is black and white. A few feet away there are two cages containing Bugs, a large brownish-pepper male, and Princess, an all white Australian variety of

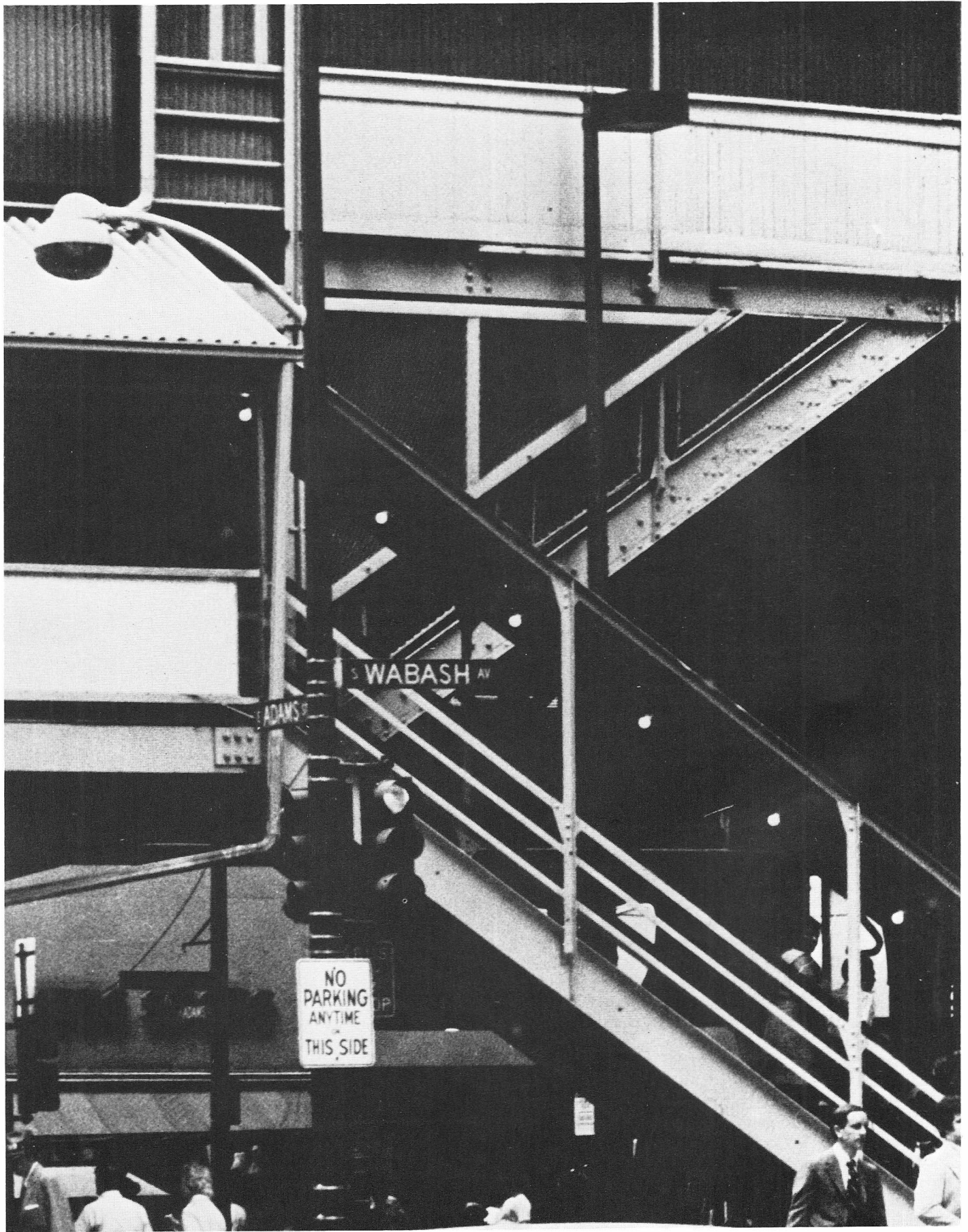
rabbit.

Princess was brought in as a bunny by children living in the neighborhood, who had found it wandering in the street, probably after escaping from a not so gentle little master or an Easter celebration.

While feeding Bugs with a juicy carrot, Edward Graetz, yard foreman, remarks: "We really enjoy our little place and, by this summer, we will also have goldfish in the pond to keep the water cleaner and make the place look nicer."

Throughout their rotating shifts, the switchmen take turns in caring for the pets. These include Superintendent William Rooney, Frederick Riddle, Raymond Eichelberger, Hugh McCauley, Lou Maher, Richard Lemke Jr., John Schwartz, Edward Irwin and Richard Wiercioch.

Elda Leal
CTA Public Affairs



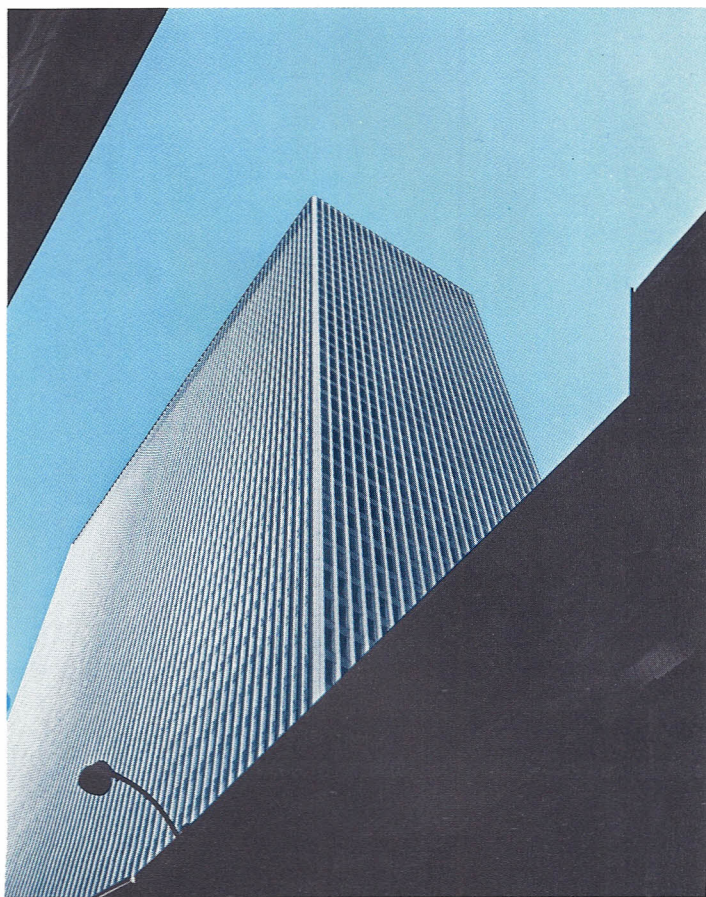
L-ementary Art

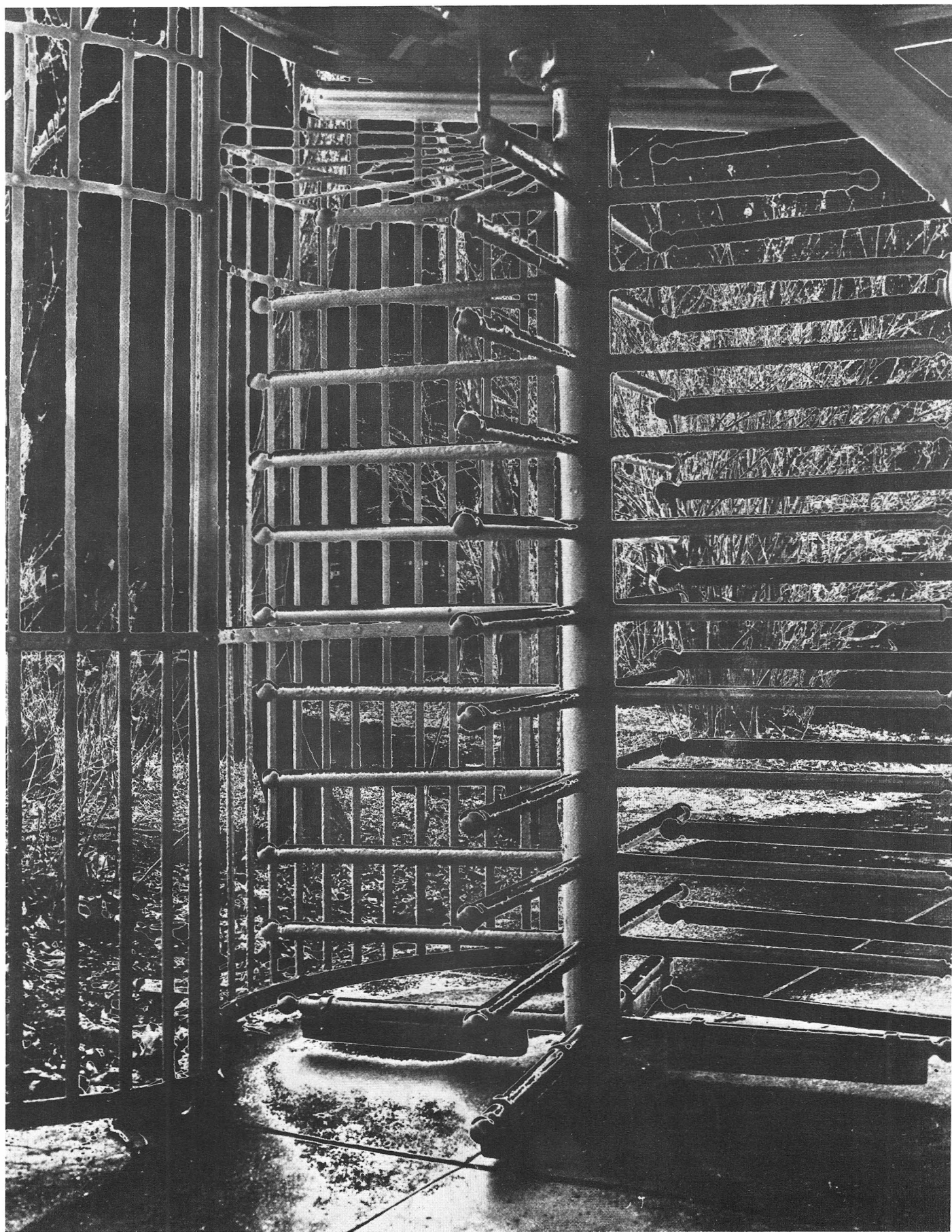
a photo portfolio

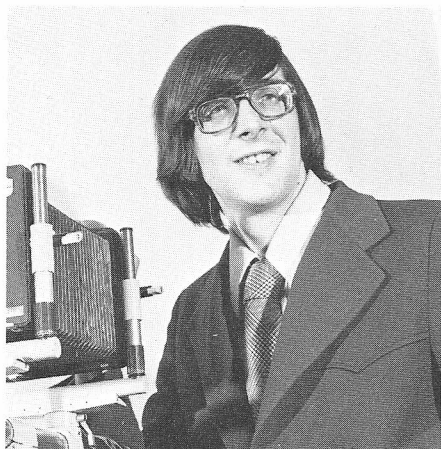
from the camera of William Wild



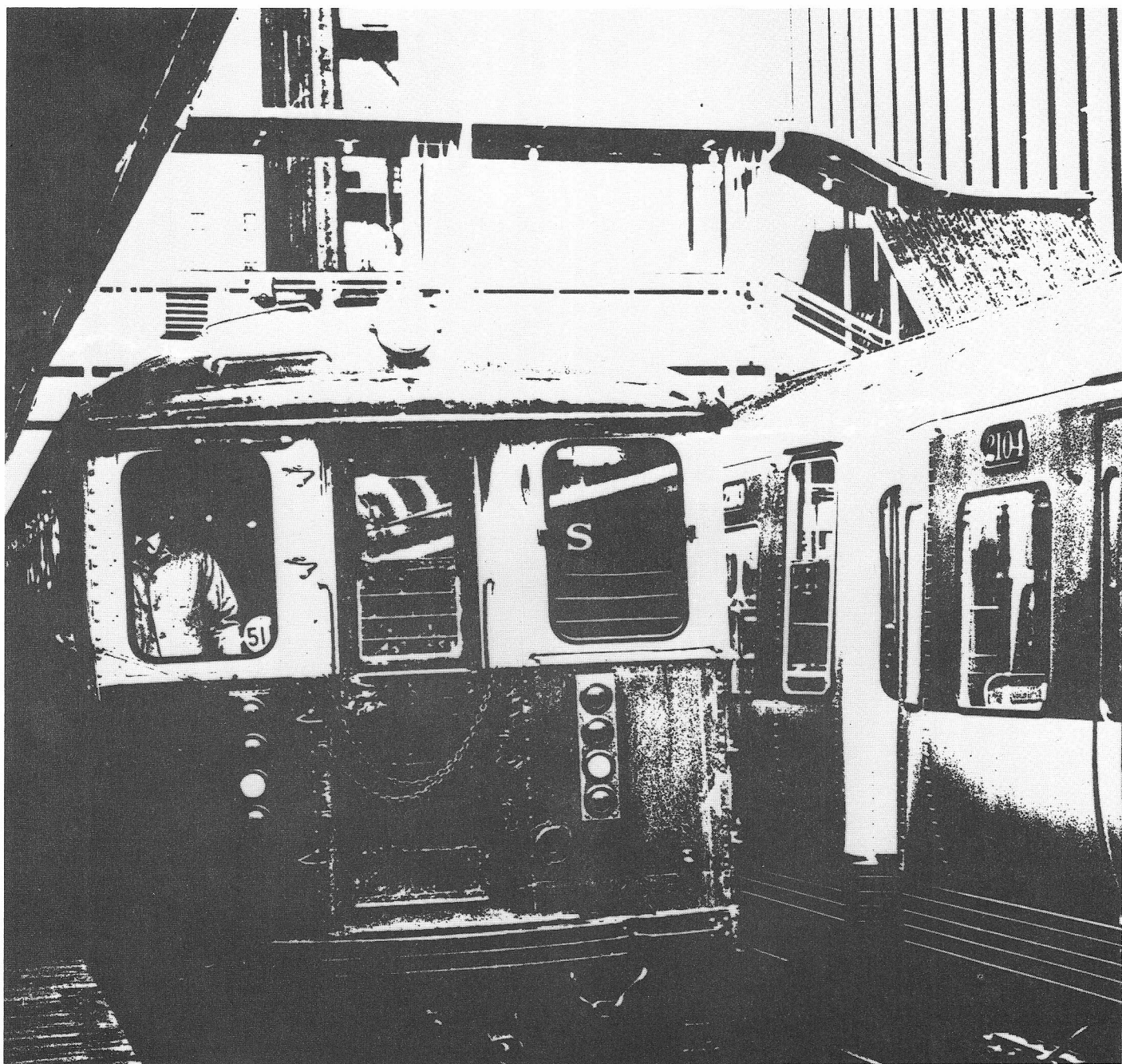
**An artist
in search of a subject
to communicate
the gut feeling of the city
could do no better
than the elevated.**



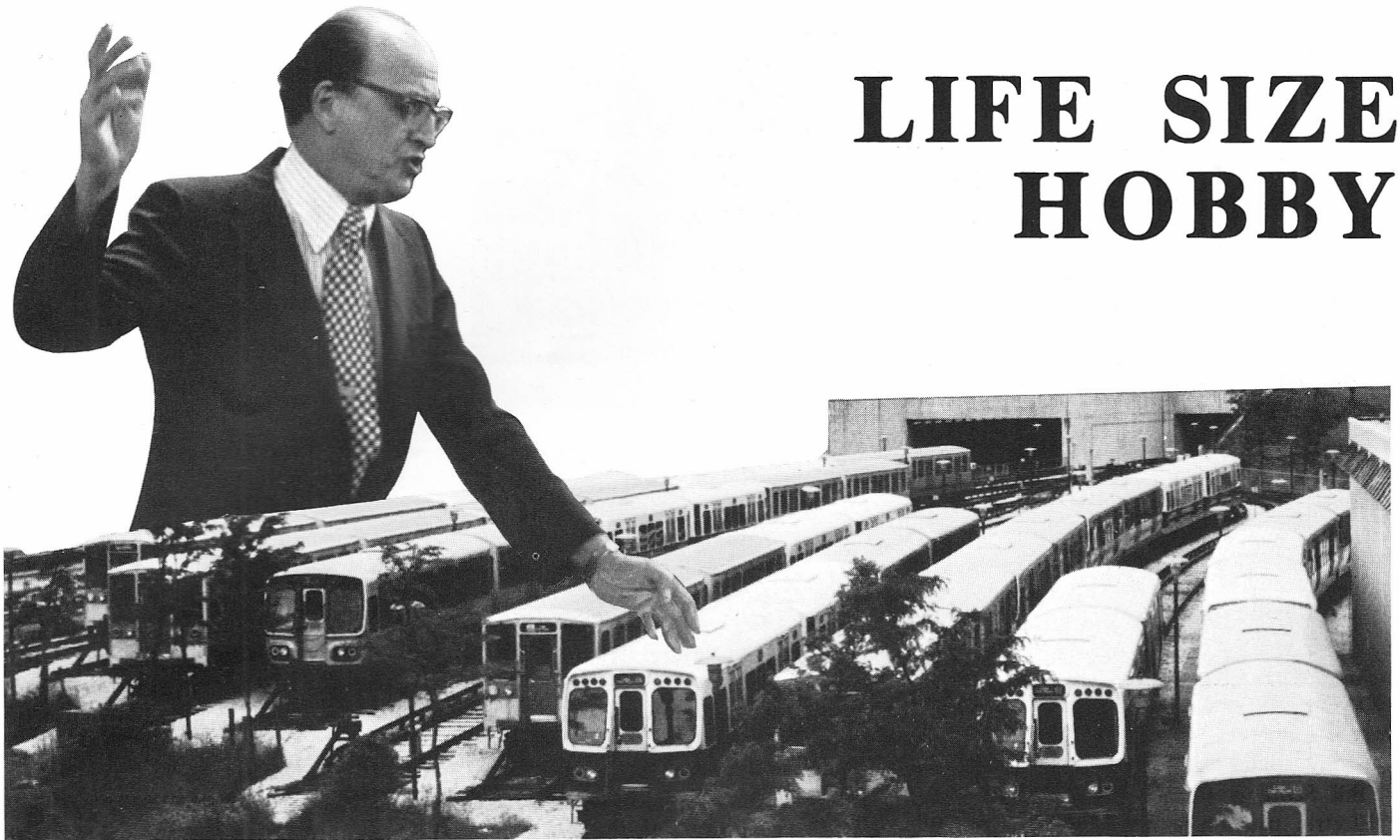




William Wild's eye is his camera, but his paintbrush and palette are a darkroom, negatives, paper, and reproduction techniques. A native of Iowa, Wild is an executive with Oscar and Associates, commercial photographers. His hobby is creative photography and he selects subjects from his everyday environment. For example, his daily ride to work from Evanston on the L.



LIFE SIZE HOBBY



George Krambles: his vocation is his avocation.

Some people never lose interest in electric trains — especially if they are members of an elite railroad fraternity called the Central Electric Railfans Association.

Based in Chicago, the 36-year-old group of electric railroad enthusiasts thrill at the sight of any antique on the tracks — from an obsolete Chicago North Shore and Milwaukee Railroad S-606 line car which was used to maintain the trolley wires to the CTA Paul Revere Spirit of '76 train.

They're people who will spend hours travelling to an almost obliterated set of tracks to unravel the story of a now defunct rail line. It's play for them.

They're well established as part of a little known half-century old tradition which includes such devotees as band-leader and composer David Rose, the late Harry Truman, and Chicago architect Arthur Dubin.

And their research is valued by city and transportation planners as well.

A Krambles Creation

CERA was formed by George Krambles, CTA Operations Manager, and Frank Butts, owner of a Wisconsin bus company, in 1938.

Attending an early CERA meeting was not unlike going to the Friday night

movies.

Held on chartered 'L' cars, with rows of seats facing one direction, the lights would even be dimmed for a slide show.

They had plenty to talk about then too — 621 electric rail companies which, at their peak used 16,000 miles of inter-urban track across the country.

CERA established itself as a scholarly society by issuing an historical bulletin on the Gary Railways at its first excursion. The group was riding the Gary Railways from Gary to Valparaiso, Ind.

These annual bulletins have evolved into full fledged books. The largest, 600 pages, traces the history of The Milwaukee Electric Railway and Light Company.

A few CERA publications, such as the original "Electric Railways of Iowa," published in 1956 as a limited edition that sold for \$9 in bookstores, now display pricetags of \$75 as collector's items.

A history of Chicago rapid transit, 1892-1947, will be brought up to date with volume II, currently on the press.

Most of the research materials for these books comes from the private collections of CERA members.

While some members boast basements full of railroad hardware, others collect timetables, tokens, and photographs.

Krambles, for instance, is well known

for his donations of photographs of tracks and aerial views of the city, which curators at the Chicago Historical Society relate, prove invaluable as research material for city planners.

Photos Pay Off

Krambles explained that the CTA also once saved itself a lot of unneeded work thanks to a photograph in the collection of William Janssen, a CTA engineer.

The picture, taken in Decatur in 1935, showed an experimental usage of a pan trolley on an Illinois Terminal car.

"The fact that their experiment failed gave us an indication of what went wrong. We redesigned the pan trolley and got ours to work," Krambles said.

The air foil on the pan trolley, which uses the principle of aerodynamics used in an airplane wing, creates lift at the same time the train is moving, assuring good sliding contact with the overhead trolley wire.

But lest you think CERA is merely a bookish crew of railroaders, consider that they have interrupted parades and started fires while "at play."

For it is on rail trips that these railfans let it "all hang out" (cameras, lenses, tripods, note pads, and timetables) as they hang on for a ride on the oldest or most unusual electric train they can find.



Special Train: to a rail fan, it's better when it's aged.

I was privileged to ride with this band of buffs when they turned out in force to give the SOAC train a once over.

The SOAC Trip

Created by the federal government to demonstrate the state of the art of advanced rapid transit vehicles, the SOAC train drew a number of comments from these railfans who are used to riding somewhat aged cars.

Bill Scott, a finance manager, said: "Electric traction interests me — it's almost an article of faith. The thing that impresses me with SOAC is its stability at high speeds."

I saw a couple of the older fans shaking their heads as they walked through SOAC's ultra modern interior.

Apparently, SOAC was just too new. For while railfans range in age from seven to 70, a train, they seem to feel, must have a 50-year-old track record.

With all of the wisdom these railfans must have gleaned from riding such impressive electric lines as the Pennsylvania RR, now part of the Penn Central, the Pacific Electric, portions of The Milwaukee Road, and the Chicago North Shore & Milwaukee Railway, I asked what advice they would pass on to present day transportation planners.

All agreed public funding is imperative; however most felt riders should still pay "some kind of fare" to "keep a sense of pride in 'their' railroad."

Another railfan, a suburbanite, said he has watched areas rise or decline depending upon the availability of working mass transportation.

"There's still a lot of room to expand in the South suburbs, for instance — if people could only get there."

He advocated at least one commuter train an hour both ways. He said he hopes the Regional Transit Authority would be able to manage trains so that no suburb should be further from Chicago than a 35-45 minute ride.

Later, watching all 75 of those on board eagerly jump off the train for a picture taking stop — this despite the cold of what was a bleak, windy Sunday afternoon — I wondered what made these people get so excited.

An Enthusiastic Group

Norm Carlson, an accountant and vice president of CERA, explained:

"Railroads are something outdoors — kind of a brawny thing strictly in contrast to work. Most of the time I'm outdoors photographing — I've had several frozen ears."

Butts, like Carlson, has had his own adventures with railfan trips.

He related that it was on a Memorial Day fan trip aboard the Chicago South Shore and South Bend Railroad to South Bend, Ind., that "we scattered a village band."

"They sure weren't expecting us. They were in the middle of a parade when we decided to ride through town," he said.

Charles Garay, a telephone systems reliability engineer, remembered the last streetcar trip over a line in Washington, D.C., where the plow jammed on the tracks and caught fire.

"Flames were spurting up blocks ahead of us down the middle of the street. But it wasn't until a flame shot up between the legs of a traffic policeman that a fire engine came — and quick," he said.

Watching Krambles manage complex CTA operations in his quiet, well bred manner, you would never picture him knocked off his feet — indeed, even out of his golashes — on a simple railfan trip.

"It was a frosty morning in November when our chartered car — one of the heavy wooden interurban cars — came into Fort Dodge, Iowa," he said.

"There was a regular car waiting at the end of the line for a return trip. But when the motorman applied the brakes

— and we were travelling at less than walking speed — our car went into a slide."

Krambles continued, "It banged into the waiting train, knocking us all down."

"When we got up, I noticed my golashes sitting in the spot I had been standing in," he said.

Hobby To Job

Krambles and Butts have proven that while electric railroads may be a nice hobby, it can also expand into a profitable career.

Both admitted their interest stemmed from boyhood fascination with trains.

Butts said he was intrigued with groups of cars running down the tracks without an engine to pull them.

Living at 63rd and University, Butts watched CTA 'L' trains, Illinois Central trains and both North and South Shore trains. All were electric.

For Krambles it was an almost inborn love for electric trains.

"I automatically took the locomotive off and pushed the cars of my train set on the floor, pretending they were electric," he said.

By the time he was 14, Krambles was reading all the trade publications on electric trains he could find.

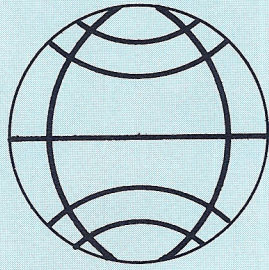
By 1938, Krambles had earned a B.S. degree in railway electrical engineering with honors from the University of Illinois. Butts, graduated with a B.S. degree in geography from the University of Chicago, was trying to run several small transit companies.

Butts has travelled to Europe 17 times, once bringing home a streetcar which was presented to him by the City of Fribourg, Switzerland. The car, built in 1899, is currently on display in Trolleyville, U.S.A., a streetcar museum in Olmstead Falls, Ohio.

Not all of us can ship trains across the ocean. But if you would still like to be a participant rather than an observer of electric trains, there is still plenty of room aboard one of the "nostalgia trains" CERA charts.

But watch it — you may really get hooked. If you're married, maybe you should check with your spouse before joining CERA. It's significant to note that 75 per cent of the active CERA members are bachelors.

Anit Leppiks
CTA Public Affairs



TRANSITOPICS

Worldwide

- CTA -

To demonstrate optimum of today's technology in rapid rail vehicles, DOT's Urban Mass Transportation Administration has been exhibiting and test-running State-Of-The-Art Cars at major rapid transit centers in U.S. Chicago's mobile "stage" was the Skokie Swift with playdates in January-February.

Opening ceremonies at Skokie Shops were attended by several hundred Chicago area leaders including Mayor Albert J. Smith of Skokie. UMTA head Frank Herringer was principal speaker.

SOACs were developed by Boeing Vertol of Philadelphia as systems manager for UMTA with St. Louis Car as principal subcontractor. Cars are people-oriented. Sculptured from one-piece molded fiberglass. Seats are upholstered, floors are carpeted. Cars are climatized. Normal conversations can be carried on by riders as though they were seated in modern office building.

SOAC noise level is lowest yet attained in U.S. Cars can accelerate to 80 mph in less than 60 seconds. Ride quality is smooth, non-jerky on deceleration.

- CTA -

Rapid transit beat a souped-up car from Providence (R.I.) suburbs to Union Station, according to United Press International wire story. Course was 27 miles during rush hour traffic. Driver based his delay on frequent inability to pass other vehicles -- and on stop lights.

- CTA -

Rising gasoline prices and increasing motor traffic congestion have heightened emphasis on public transportation worldwide, Robert Lindsey reports in New York Times. In Bologna, Italy, cars are now banned from center of town, but city buses can be ridden without charge. In Rio de Janeiro, subway is under construction and jitneys are being used in business district. Transit systems are being built in eight new West German cities.

- CTA -

A level of \$6 billion a year in federal funding of mass public transportation was advocated to the Senate Budget Committee in recent testimony by RTA Chairman Milton Pikarsky. The RTA chief executive said that the annual funding was within the parameters of the needs and capacities of existing urban transit systems. He stated that the funding might well be considered a public "investment" in that it would help the U.S. to solve such major problems as the energy shortage, environmental improvement, and control of the cost of living.

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