

cta Quarterly

Spring, 1976

IN THIS ISSUE

Field Museum
Spanish Salute
The Loop
Rush Hour Survey
Ball Parks
Washington Subway
Annual Report



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Spring, 1976

New Adventure in the Treasure House Re-explore The Field Museum	3
Spanish Salute Train named for Venezuelan patriot	9
This Fair Means Business International Trade Exposition	10
The Lively Loop Loop The Loop	12
How Sears Tower People Get To Work A CTA survey report	16
Open All Summer Wrigley Field and Comiskey Park	18
New CTA Map On the way, with downtown transit closeup	20
Capital Development Washington subway, as seen by CTA visitors	22
1975 Annual Report	24
	28

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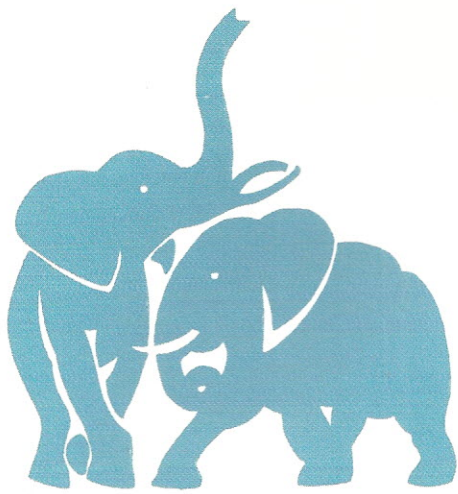
Page 28:

Boeing Vertol Company

The Covers

Front: Commuter bridges into the central business district, all of which are crossed by CTA, link greater Chicago to its economic and cultural heart, the Loop (Page 12). View (possibly the first of its kind) overlooking the Chicago River was made from atop the new Apparel Center annex to the Merchandise Mart.

Back: Near the central business district on the lake-shore is one of the country's foremost cultural complexes. Stanley Field Hall of the Field Museum, a familiar sight to many, is now the gateway to interesting new exhibits as described in the article on Page 3 of this issue.



New Adventure in the Treasure House

Off the shore of Lake Michigan near the Loop sits a white marble palace, housing the riches of the world — objects to delight, to amaze, to wonder at — some beyond your wildest imagination.

A Chicago landmark in its present location since 1921, the Field Museum ranks with the Smithsonian Institute and the American Museum in New York as one of the best natural history museums in the United States and one of the top five internationally.

Within this eminent circle, the Field Museum is especially noted for its vast and unusual collections of artifacts and specimens from all over the world as well as its scientifically-oriented research in the area of natural history.

But, however much the Museum might prize such a distinction, its director, E. Leland Webber, would not have us forget that the Museum can be an enjoyable place as well.

"There should always be something in the Museum

which gives pleasure strictly for its own sake — pleasure as distinct from education," says Webber. "This is more the approach of an art museum."

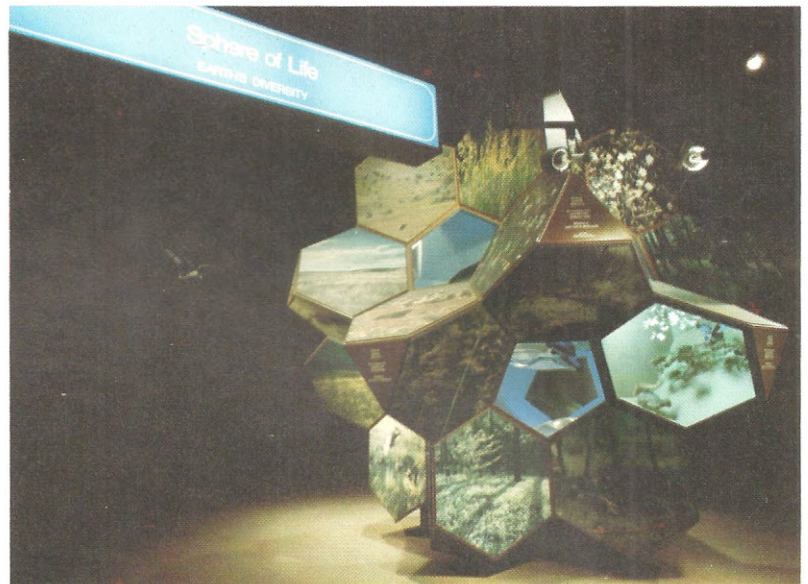
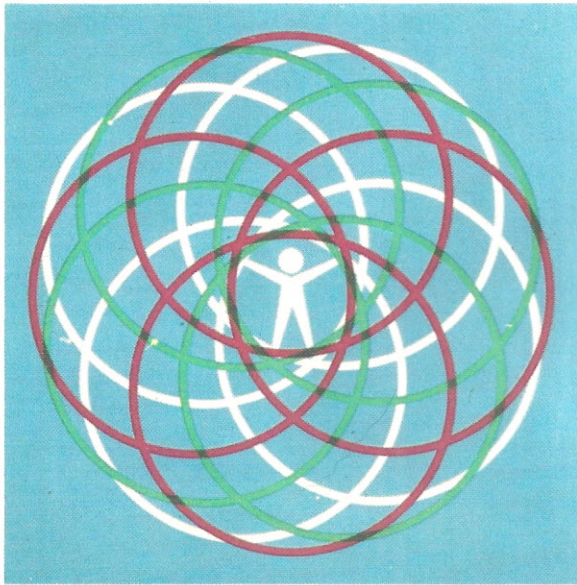
The Whole Earth

Art with an eye towards peoples, cultures, life, the earth as world — the Museum embraces all these. More than just a slice of life, it offers us the whole cake — a three-dimensional chronicle of the life and times of Earth.

Beginning with Stone Age Man up through the Ancient Egyptians and the Chinese Dynasties, the Museum takes us across continents and over time to study, among other things, African art, the Indian tribes of North and South

CTA Bus Route 149 Stateliner connects Merchandise Mart, State Street, and major hotels with south entrance to the Field Museum. Route 126 Jackson also serves the same entrance.





Marked by the symbol shown above, the Man in His Environment exhibit includes the three-dimensional Sphere of Life, right above, displaying various forms of animal and marine life, and the sculpture, right, illustrating the toolmaking intelligence of man that gives him greater mastery of natural laws.



America, and the lifestyles of the Pacific Islanders.

Alice Carnes, chairperson of the Museum's Department of Education, calls it a "treasure house". To truly enjoy this wealth, she counsels a lively participation on the part of the visitor.

"The Museum is one of the last places in our culture where you have to take an active approach in order to understand and appreciate it."

Because many of the exhibits are wrenched out of context, she explains, "you must use your imagination in order to get behind the glass, and when you can do that, you've conquered time and space."

For example, she cites, "Walking through one of the native American Indian halls, you might notice a cradle board." Her suggestion is that you then try to put yourself in the place of the Indian family and think about how the cradle board was made, who in the family made it, how

you would have made it, and how or when it was used.

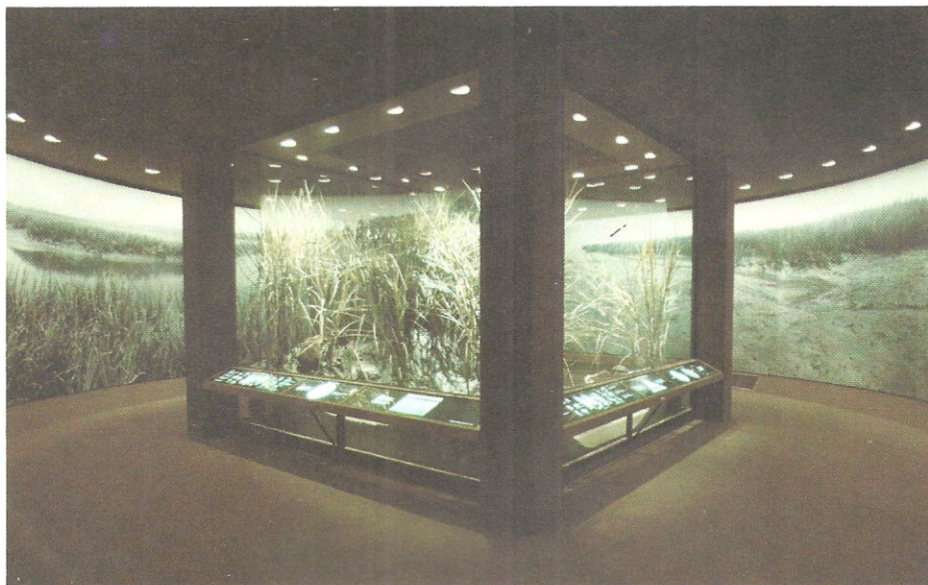
Through observing an exhibit in this particular frame of mind, she says, "you begin to understand a little about how those people lived."

Guides To Understanding

The Museum does provide several different aids designed to enhance a visitor's appreciation of its myriad exhibits.

Among them are the Journey Programs which are self-guided tours enabling a visitor to explore in detail a particular exhibit; and the Saturday Discovery Programs, a series of short, guided group tours through some of the more popular exhibits.

Both of these programs are relatively new and also indicative of some pleasantly surprising aspects to the



The diorama of a salt marsh, top, is a major section of the Man in His Environment exhibit, portraying the essential balance between various forms of life. One of these forms dependent on the ecology of the marsh is the egret, lower photo.



Museum, especially for those inclined to think of it as a house for dinosaur bones and old mummies.

As you enter the Museum, just off to the right of the stately, high-ceilinged Stanley Field Hall, with its fountains and elephants, hang the bright blue banners of "Man in His Environment", a recently mounted exhibit and probably one of the most significant and interesting.

Focusing on the interrelationships between man and the complex natural systems on our planet, "Man in His Environment" raises questions about the way in which the quality of life on our planet is changing. It asks "what are the consequences for us if we do not choose wisely among the options still open to us?"

Many will find "Man in His Environment" a striking departure from other Field Museum exhibits, both in its design as well as in its approach.

At the exhibit's entrance, the visitor first encounters the

"Sphere of Life", a large, multi-faceted geodesic structure. Each facet is a representation of some aspect of Earth's various life forms — plants, fish, insects, reptiles, birds, and mammals — and taken as a whole, the sphere is symbolic of life's diversity and unity.

Softly curving brown-carpeted walls lead the visitor into a darkened theater area to view a 14-minute film titled "Ecological Realities — Natural Laws at Work" which takes a look at three critical natural processes — the transfer of energy along the food chain from plants to animals, the re-cycling of vital minerals from non-living materials to living organisms, and the checks and balances involved in the control of animal populations.

The Salt Marsh Exhibit

How natural laws govern life in a salt marsh is the subject for the exhibit's panoramic central area — a glass-encased diorama of a salt marsh in Sapelo, Georgia, using actual specimens of animal and plant life. The encircling wall is a black and white photo-mural of the Sapelo marsh.

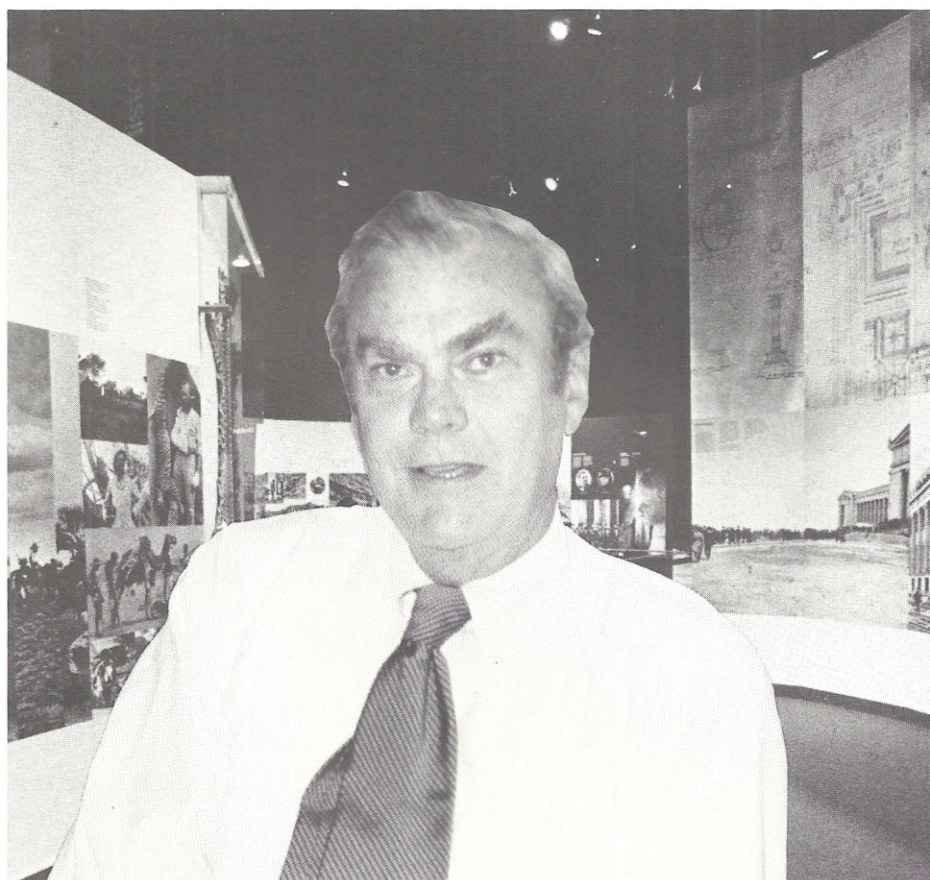
A dramatic life-size sculpture introduces the second half of the exhibit which deals with man and his impact on the environment. The sculpture depicts early man and a lion both hunting for food, but man, as seen here, is set apart by his culture through his use of a primitive stone tool.

An adjacent corridor takes the spectator through time to show the increasing complexity of man's tools. A reconstructed medieval swing plow is set in contrasting display to a modern-day plow backgrounded by a wall of photographs showing the various support industries needed in its manufacture.

A second film follows this display, "The Choice is Ours", a disturbing study of man's relationship to earth's resources through a look at the problems of population and the food supply, poisonous substances such as DDT which disrupt nature's equilibrium, and, finally, the difficult decision of accepting the alternatives to man's present course.

The exhibit ends on a quiet, reflective note in a circular chamber with a wall mural done in earth tones, a large

Leland Webber, director of Field Museum, represents unique contribution to natural science education that can be made by one well grounded in business background. The spiraling corridors of the Anniversary Exhibit, opposite page, lead one through the intriguing history of this great Chicago institution.



Getting There on CTA

You can take your next trip to the Field Museum conveniently and economically because this Chicago landmark is served by two CTA bus routes. The No. 149 Stateliner bus (Monday through Saturday only) serves the museum from the Merchandise Mart via Wacker Drive, State Street, Congress Street, Michigan Avenue, Balbo Drive, Columbus Drive, and McFetridge Drive. The No. 126 Jackson bus (daily), marked "Planetarium" or "14th & Lake Shore", serves the museum via Jackson Boulevard, Michigan Avenue, Balbo Drive, Columbus Drive, and McFetridge Drive. Both bus routes stop on McFetridge Drive across the street from the south entrance to the museum.

For your return trip you may board either the No. 149 or No. 126 buses by the Aquarium on the east side of Lake Shore Drive. This bus stop is easily reached by using the pedestrian underpass located outside of the north entrance to the Field Museum.

Both bus routes make convenient connections with the many CTA bus and rapid transit routes serving the Loop area.

reproduction of Chicago artist Kinuko Y. Craft's pen and ink drawing, illustrating six of the earth's major biomes — tundra, deciduous forest, grassland, desert, jungle and marine.

"Man in His Environment" was a \$1.4 million project, funded by a major gift from Mr. and Mrs. Ray A. Kroc and grants from the National Endowment for the Humanities, National Science Foundation, Field Foundation of Illinois, and the Charles E. Merrill Trust.

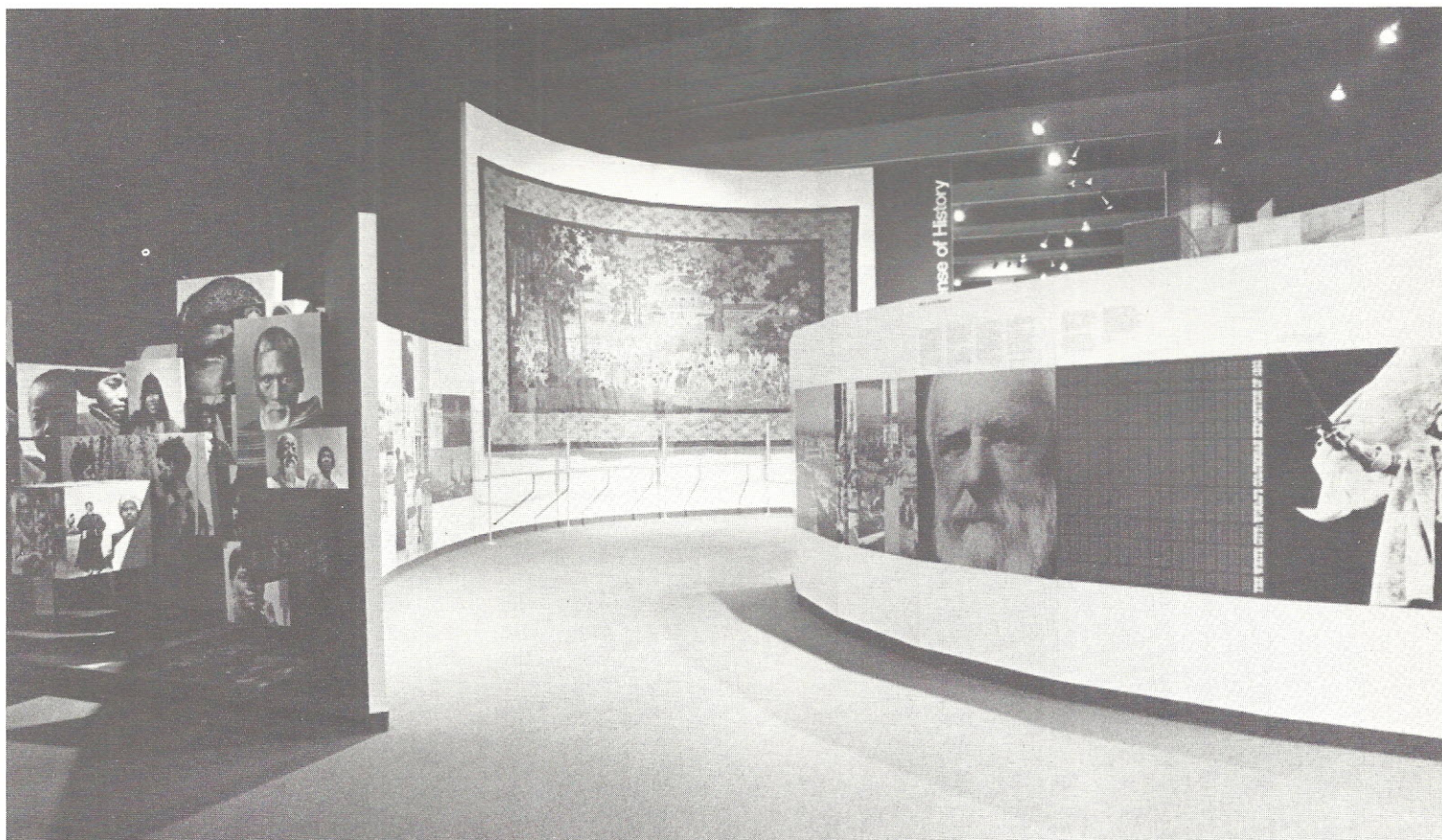
It is large, covering 8,000 square feet of Museum space. All told, "Man in His Environment" took five years in the planning and construction.

"It was an unusually long time," says Director Webber, "but it was the most difficult subject we have had to deal with — the most difficult man has had to deal with."

Oriented To Ideas

Webber also describes "Man in His Environment" as one of the most complex exhibits ever undertaken by the Museum. Besides the main exhibit at Field Museum, there are accompanying educational programs, each exploring in depth one of the issues touched on by the exhibit, a touring exhibit put together by Field Museum and circulated by the Smithsonian Institute, and several environmental films running concurrently with the exhibit in the Museum as well as being distributed to various educational groups.

"Man in His Environment" has changed people's perception of the Museum because it deals with the world in a more personal way than other exhibits," says Webber. "A



museum must be object-oriented, but the Environment exhibit is essentially problem-oriented, idea-oriented. We felt, however, its subject was so important, it was ours to deal with."

In its many aspects, "Man in His Environment" is representative of a new trend to stimulate more interest and active participation in the Museum among its visitors.

"There has been a radical change," Webber explains, "in that the Museum now has an education program, tries to encourage audience participation in its exhibits and programs, and has devoted more work toward integrating the Museum's school program with the school curriculum."

The Journey programs and the Saturday Discovery programs briefly mentioned earlier are examples of the Museum's efforts in this direction.

Change is also evident in the variety of exhibits which has graced the Museum's halls within the last few years.

The Historical View

Of particular interest is the 7-year-old Anniversary Exhibit, an elegant, sophisticated showpiece.

Located in the first exhibit area to the left of Stanley Field Hall, the Anniversary Exhibit's displays and artifacts are a focus on the Museum's aesthetic as well as scientific approach to the natural world.

A section of this exhibit tells the Field Museum's history, through pictures and words, beginning with its inception at Chicago's 1893 Columbian Exposition. Dominating this area is a mammoth, wall-size Japanese tap-

estry, whose age is betrayed by its delicate, faded appearance. A memento from the past, it was originally displayed at the Columbian Exposition.

Says Webber, "We've focused much of our attention, within the last 10 years, on special exhibits — we have at least five or six new exhibits per year."

The Museum's series of special exhibits runs the gamut of interests, with some specifically concentrating on various cultures, among them American Indian, Mexican and African.

Besides a traditional exhibit hall display, these special exhibits invite visitors to attend demonstrations of pottery making, dance, and music along with films and lectures.

This year, two of the special exhibits are "19th Century Alaskan Eskimo Art" and "Nomads of the Mystic Mountains", a study of Tibetan life and culture.

Change when it occurs at the Field Museum is purposely deliberate, tempered by an instinct to preserve its goals while maintaining the interest of its public.

"I think one has to create an institutional environment that tries to maintain a balance between tradition and innovation," says Webber. "There is no particular merit in innovation for innovation's sake."

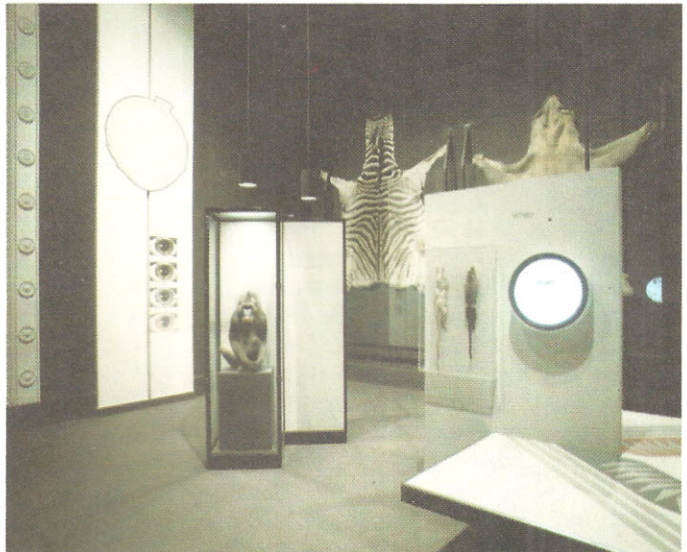
"No institution can please everyone. It makes a mistake if it perceives its function as trying to do something for everyone. An institution can do best if it can create quality programs for those people who are interested."

Participation Encouraged

A realistic position, but in the Field Museum's case,



The visitor enters the Anniversary Exhibit, left, and views artifacts and animal life, lower photos, representative of the Field Museum's vast array of collections over more than 80 years.



not one to limit its patrons to an elite few. According to a recent Museum-conducted survey, visitors to the Museum encompass people from all levels, all backgrounds.

"That's the beauty of it. The Museum does attract a great mix of people," says Webber.

But as part of his plans for the future, Webber says he'd like to build up greater adult participation in the Museum.

"People usually think of the Museum as a place to bring the children. Adults are usually amazed at how much they can enjoy themselves when they come alone.

"The Museum is the last place where a person is totally

self-directed. No one is there to tell you you should go here or there. You can explore according to your own interests."

One might say that the Field Museum has grown up with Chicago, not to be left behind in the past. If you haven't been there in a while, you have a great opportunity to discover some new things about an old friend.

Arline Datu
CTA Public Affairs



Saludo a la Comunidad Hispanoamericana

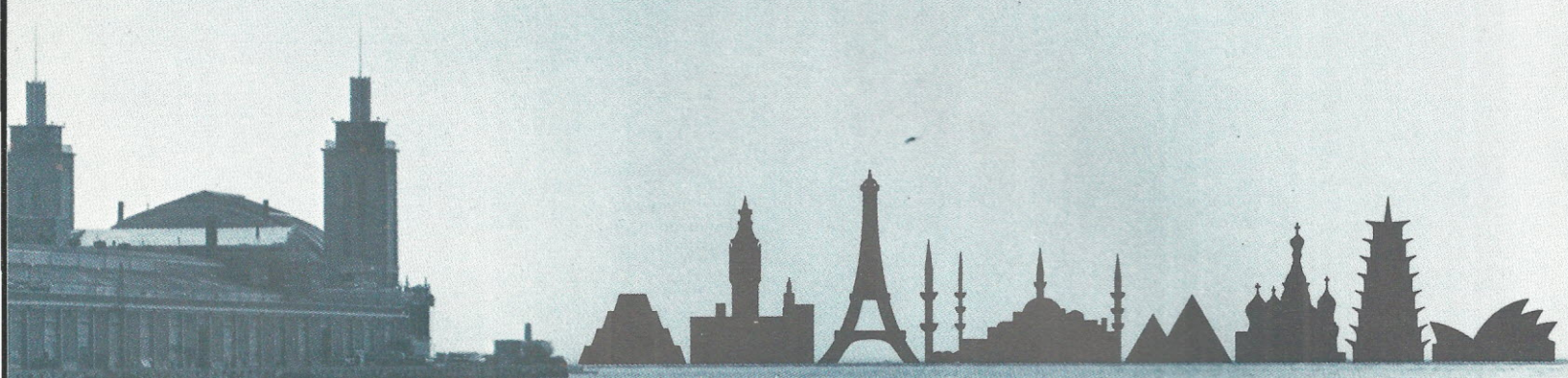
In honor of its Spanish-American riders and employees, CTA has named one of its Spirit of '76 rapid transit trains for Francisco de Miranda, a Venezuelan patriot who obtained donations of 35 thousand pounds sterling to give General George Washington necessary financing for the final defeat of the British army under Cornwallis at Yorktown.

At dedication ceremonies in the Civic Center, the Spanish-American flavor was heightened by the appearance of ten consuls general of Latin American nations stationed in Chicago and by the performance of Spanish-American dances and songs by pre-school children from the Hogar Del Nino school.

The Miranda train is in regular service on the Douglas and Logan Square-Kennedy routes which serve several of Chicago's Spanish-American neighborhoods.

F. Guanteaume-Pantin, Venezuelan consul, delivered the salute to Miranda at CTA's dedication and Elda Leal, public affairs representative for the Spanish-American community, served as mistress of ceremony. The Miranda train is pictured at right during its first day's debut run on the Loop L.





This Fair Means Business

On the Fourth of July, 1976, a modernized Navy Pier, Chicago, will reach the rest of the world.

You can celebrate your Bicentennial holiday (indeed, the first 18 days of July) by taking the CTA Grand Avenue bus to the lakefront — strolling through a bazaar of the world's industrial goods, showing your own U.S.-made wares, and bartering with businessmen from nations abroad.

The Chicago International Trade Exposition of 1976 continues the Fair City reputation won by Chicago through the Columbian Exposition, the Century of Progress, the Railroad Fair, and the previous Trade Fair in 1959 when the St. Lawrence Seaway was opened and Britain's Queen Elizabeth paid Chicago a state visit.

But, there is a new significance to the tradition this year. Fast transportation has now shrunk the globe to the dimensions of a business neighborhood. Export-import balance, dollar outflows and inflows have become the balance wheels of a sensitive U.S. economy.

And, Chicago has become the true center of world business in the U.S.

Washington may fashion the diplomacy, New York may negotiate some credit arrangements, but Chicago is the stage for the sales. For Chicago is the heart of the industrial heart of the

U.S. — the Midwest. It is the crossroads for the buyers and sellers of parts and supplies, of agricultural commodities and implements, of metals and machinery.

The Chicago Association of Commerce and Industry is not only dramatizing this fact with the July fair. It is concentrating the action of buying and selling in one place at one time in a sort of Superbowl of international business.

From 10 AM to 12 noon each day, July 1-18, activity on Navy Pier will be reserved for buying and selling by businessmen. From noon on until 10 at night, the Exposition will be open to the public. Entertainment features will be staged on the Pier and on the lake to augment the public's "reasons to come" and see what the sometimes obscure term, "world trade", really means — and how it affects us all.

It is expected that more than half a million visitors will come to Navy Pier to see the exhibits and that more than 25,000 buyers from other nations will be registered.

Consumer interest is certain to be heightened by Chicago's center position as America's distribution center for such consumer goods as apparel, home furnishings, textiles, sports equipment, building materials, automobiles, and home appliances.

CTA's services in getting visitors to and from Navy Pier will be publicized in local media in conjunction with Exposition news. CTA car cards and bus advertising will increase public awareness of the fair and CTA will have a travel information center at the event itself.

Businessmen who have not yet made arrangements for participation in the Exposition may obtain details from the Chicago Association of Commerce and Industry, 130 S. Michigan Avenue, Chicago 60603. The phone number is 786-0111 and the Exposition staff is reachable through Extension 290.

The trade fair will be the showcase production for the Phase One modernization of Navy Pier, a \$7 million program under the direction of the Department of Public Works initiated at the personal request of Mayor Richard J. Daley.

Work now under way includes a freshening-up of all building interiors, lighting improvements, reconstruction of a promenade deck, combination of the South Shed and North Shed into a single level exhibition area, and provision for means of public transportation to the east end of the pier.



1976 International Trade Exposition will link Chicago, via remodeled Navy Pier, with many nations, including those symbolized by noted silhouettes at far left. (If you have trouble identifying buildings, see Page 22 footnote.) Chicago has tradition of outstanding trade fairs, including 1959 edition when Queen Elizabeth paraded Michigan Boulevard, left. Convenient public transportation to Navy Pier is provided by CTA buses, shown below during 1975 visit of Freedom Train.



The Lively Loop

The busy center of Chicago is rung in steel — the rails of the Loop L.

In this rectangle of 29 square blocks and 11 slender ones, masses of people move daily — to work, to shop, to see their broker, to bank, to eat, to go to the show, to administer, and to govern.

You might well say the Loop is teeming.

Fortunately, the Loop also has an excellent people distribution system — public transportation that runs free overhead and underground and is seldom stymied for long on the surface.

CTA is the key to this distribution system. Thousands of workers, shoppers, and browsers ride into the Loop each weekday on CTA subway and elevated trains and buses. Many who come by North Western commuter train walk through the sheltered Northwest Passage to board the Lake Street L for a five minute breeze to the Loop proper.

Northwest Passage was the first Urban Mass Transportation Administration-funded project in the nation in which two transportation services combined capital development for the greater convenience of the urban commuter.

Chicago's is the only big city downtown that is nicknamed for its transit system.

It's an appropriate name. For one of the most attractive features of the Loop is the ease of getting around and doing business in it.

There is a lot of business done.

State Street, Loop has the highest concentration of retail department stores in the country. Half a million people show up on State Street every day. Retail sales are around \$600 million a year.

LaSalle Street, Loop is the largest financial center in the U.S. outside Wall Street. The Midwest Stock Exchange is on LaSalle. Offices of 20 major brokerage firms are in the area and, right on LaSalle are such well-recognized firm names as Merrill



Lynch, Blair, Harris Upham, Rothschild, Fahnestock, and PaineWebber.

LaSalle is also the name of one of the many banks on the street. Others include Continental Illinois, Northern Trust, American National, Harris and Exchange National.

At the foot of LaSalle on Jackson stands one of the busiest buildings in anybody's downtown — the Chicago Board of Trade. Here is the focal point of the world in commodities activity. Here, in 1975, more than 14½ million contracts in such commodities as wheat, corn, oats, soybeans, iced broilers, silver, plywood, and gold were traded. Dollar value of these transactions came to \$322.6 billion.

The trading floor of the market is crowded each weekday between 9:30 AM and 1:15 PM. On any given day, about 500 to 600 of the Board of Trade's 1402 members are gathered around the auction market pits, conducting their bidding and selling conversations through open outcry and by hand signals.

Dearborn Street, Loop and Clark Street, Loop intersect the center of municipal and county government.

The plaza of the Civic Center, with its Picasso trademark, is criss-crossed by some of the best known public officials and jurists in the land.

City Hall, accessible from the west side of Clark, puts the Mayor's Office and the headquarters of various city bureaus within convenient walking distance of the downtown businessman.

The Dirksen and Kluczynski Federal Buildings on opposite sides of Dearborn at Jackson place many U.S. government services close at hand — including interstate commerce, passports, justice, environmental control, and civil service. In other Loop locations are such federal services as the post office, census figures, social security and medicare information, and labor arbitration.

Headquarters of a number of America's blue chip companies are located in or adjacent to the Loop. For example: Beatrice Foods, CNA Financial, Commonwealth Edison, Consolidated Foods, Consolidated Packaging, Diversy, Esmark (formerly Swift), and Walter E. Heller.

Few cities have so many outstand-



Loop scenes on a typical weekday. Commuters and shoppers making use of public transportation. Banking that can be in yen as well as dollars. Outside, on LaSalle Street, a business pace as intent as that on the floor of the Board of Trade. In Civic Center plaza, a continuous flow around Chicago's Picasso trademark.



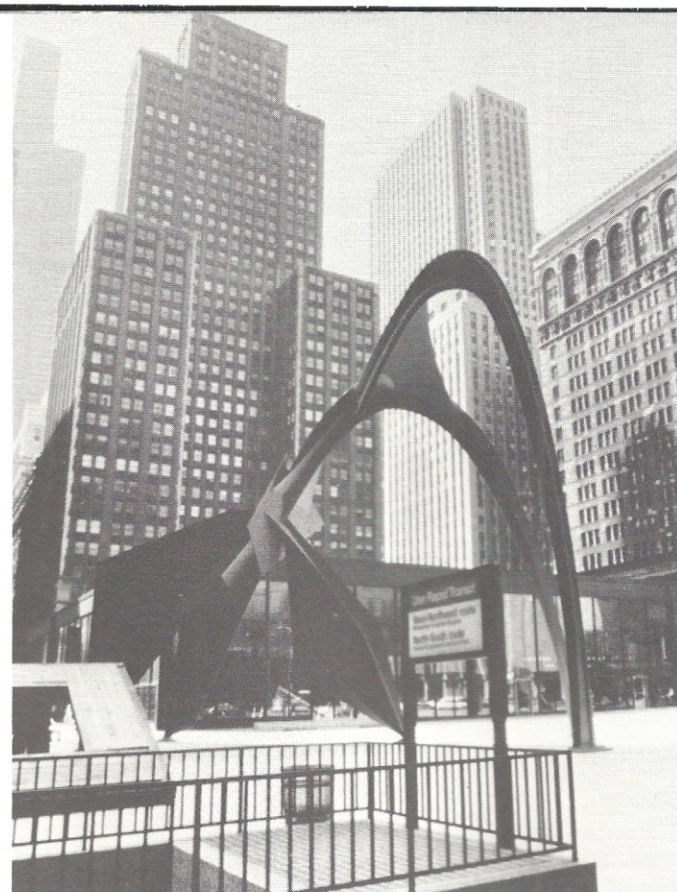
ing services in such a compact downtown area. You can walk to them without climbing hills, bus to them without grinding teeth.

Banks are full service and plentiful. The First National, in its scoop-sculptured tower, has one of the liveliest lobbies in town. There is scarcely a time when the street level banking floor, running through from Dearborn to Clark, is not alive with customers.

Foreign banking connections in the Loop are numerous and direct. Eighteen major foreign banks have opened offices in Chicago in recent years and the Loop's contingent includes representation from Switzerland, France, India, Japan, Germany, Israel, England, Ireland, and Italy.

CTA's public accounting firm, Arthur Andersen & Co. — which happens to be the world's largest — has its headquarters offices in the Brunswick Building on Washington. The largest management consulting firm — Booz, Allen, and Hamilton — is at 135 South LaSalle. A number of major law and CPA firms are located in the Loop.





Two new landmarks in the Loop's permanent outdoor sculpture museum. Left, the Chagall in First National Plaza with the Inland Steel headquarters building in the background. Right, the Calder in the plaza of the Federal Center on Dearborn.

The Palmer House is still one of the city's leading convention hotels and is virtually surrounded by CTA transportation facilities. There are more than 4,000 excellent hotel rooms in the Loop entered under such famous canopies as Bismarck, LaSalle, Midland, and Palmer House.

Stop & Shop on Washington is an international bazaar of foodstuffs and the affiliated Gaper's caterers are frequently used for "working lunch" assignments in Loop offices.

For workday lunches, the Palmer House coffee shop's filet of sole is one of the Loop's traditional favorites. And it is available every weekday, not just on Fridays.

The Berghof on Adams near State has excellent German fare and some of the fastest waiters in the profession.

Binyon's on Plymouth Court is a traditional with the financial crowd. Many city government officials like the Walnut Room at the Bismarck. A general favorite with executives is the Italian Village on Monroe.

Bordeaux on Madison is one flight down, tiny at the entrance, and thus

easy to miss — but don't. The French cuisine is outstanding.

Department stores are thought to be too "tearoomish" for businessmen in some cities, but not in Chicago. Field's has several popular restaurants on the seventh floor including the economical Veranda where you pay in advance and then just check what you want on the menu-receipt. Carson's Men's Grill attracts many business lunchers.

On the fringe of the Loop on Wabash and Randolph are the famous Don Roth's Blackhawk with the spinning salad bowl and one of the larger Stouffer's restaurants.

For those who like to entertain at luncheon clubs, the Loop has a number of impressive ones including the spectacular view Mid-Day Club high in One First National Plaza and The Attic at 135 South LaSalle.

Famous residence clubs such as the Union League and the Standard are at Loop locations.

But, Chicagoans do not think of the Loop as being limited to the part of the central business district that is packaged within the elevated tracks.

Workers in the new office buildings which hug the tracks on the opposite side of L streets are as convenient to fast Loop public transportation as one can get.

The salmon colored CNA Financial Building and the Mid-Continental Plaza on Wabash are attractive additions to the Loop complex. Others include LaSalle Plaza which is flanked by the Lake Street L, and the very new National Surety Building at Monroe and Wells.

The present home of Loop College is just a few steps from the L, Roosevelt University and DePaul University are right on it.

The Wabash edge of the Loop proper is only a short block toward the lake to the Public Library, now being remodeled into a cultural center, to the Art Institute, to the offices of the Chicago Association of Commerce and Industry, to Orchestra Hall, to the Pick-Congress Hotel, and to easy bus connections to upper Michigan Avenue.

This is the Loop — the source of the brawn and vigor which typifies Chicago to so many throughout our



This unusual view of State Street, left, shot from Marina City, shows the length of the proposed Mall along one of the world's foremost shopping streets — and how conveniently this area is served by public transportation. One of the busiest locations in the Loop, below, is the First National banking floor.



nation and even overseas.

This is the economic power plant of Chicago and the Midwest — the dynamo upon which all other parts of greater Chicago depend.

It is important to everybody that the Loop remain busy, easy to get around, buoyant, thriving. Without a lively Loop, and its interconnecting CTA

transportation, neighborhoods and suburban communities could well become isolated and arid places in which to live or do business.

J. H. Smith
CTA Public Affairs



the Loop

Loop the Loop with the CTA motorman and here's what you see — and here are some of the prominent places your passengers can reach, conveniently, from the next stop.

Locations 1 and 2: connection with Congress - Douglas - Jefferson Park rapid transit, connection with Lake-Dan Ryan rapid transit, Board of Education, Civic Center Plaza, Greyhound Bus Depot, LaSalle Plaza.

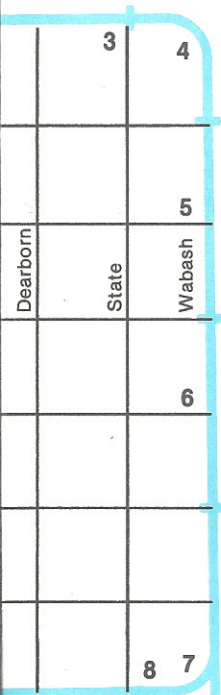
Location 3: connection with State Street subway, American Broadcasting Company (channel 7), Chicago Theater, IBM Building, Loop College, One Illinois Center, Marina City, Standard Oil Building, State Lake Theater.

Location 4: Blackhawk Restaurant, Illinois Central Gulf commuter station, Marshall Field's, Pittsfield Building, Prudential Building, Public Library (Cultural Center), Trailways Bus Depot.

1	2 Lake	
	Randolph	
12	Washington	
Wells	LaSalle	Clark
	Madison	
11	Monroe	
	Adams	
10	Quincy	
	Jackson	
Plymouth	Van Buren	
	9	

Location 5: Carson Athletic Club, Stevens.

Location 6: connection with Dan Ryan rapid transit, Borg-Warner Building, Chicago Commerce and



University downtown, Goldblatt's, Goodman Theater, Illinois Athletic Club, Mid-Continental Plaza, Orchestra Hall, Palmer House, Sears (3 blocks), Santa Fe Building.

Locations 7 and 8 (no stop): U.S. Metropolitan Correction Center.

Location 9: Board of Trade, Federal Building, Federal Reserve Building, Insurance Exchange, LaSalle Street Station, Post Office Building, Trans Union Building.

Location 10: Boy Scout headquarters, Continental Illinois Bank, Exchange National Bank, LaSalle National Bank, Midland Hotel, The Rookery, Sears Tower.

Location 11: American National Bank, Central National Bank, Civic Opera Building, Harris Bank, LaSalle Hotel, Midwest Stock Exchange, Northern Trust Company, Wall Street Journal.

Location 12: Bismarck Hotel, Central YMCA College, Civic Center Plaza, City Hall, State of Illinois Building.

cta Quarterly Spring, 1976



Automobile

all the way	671
to cta terminal	161
to commuter railroad	1408

Union Station

Burlington Northern	968
Milwaukee Road	554
Penn Central	11

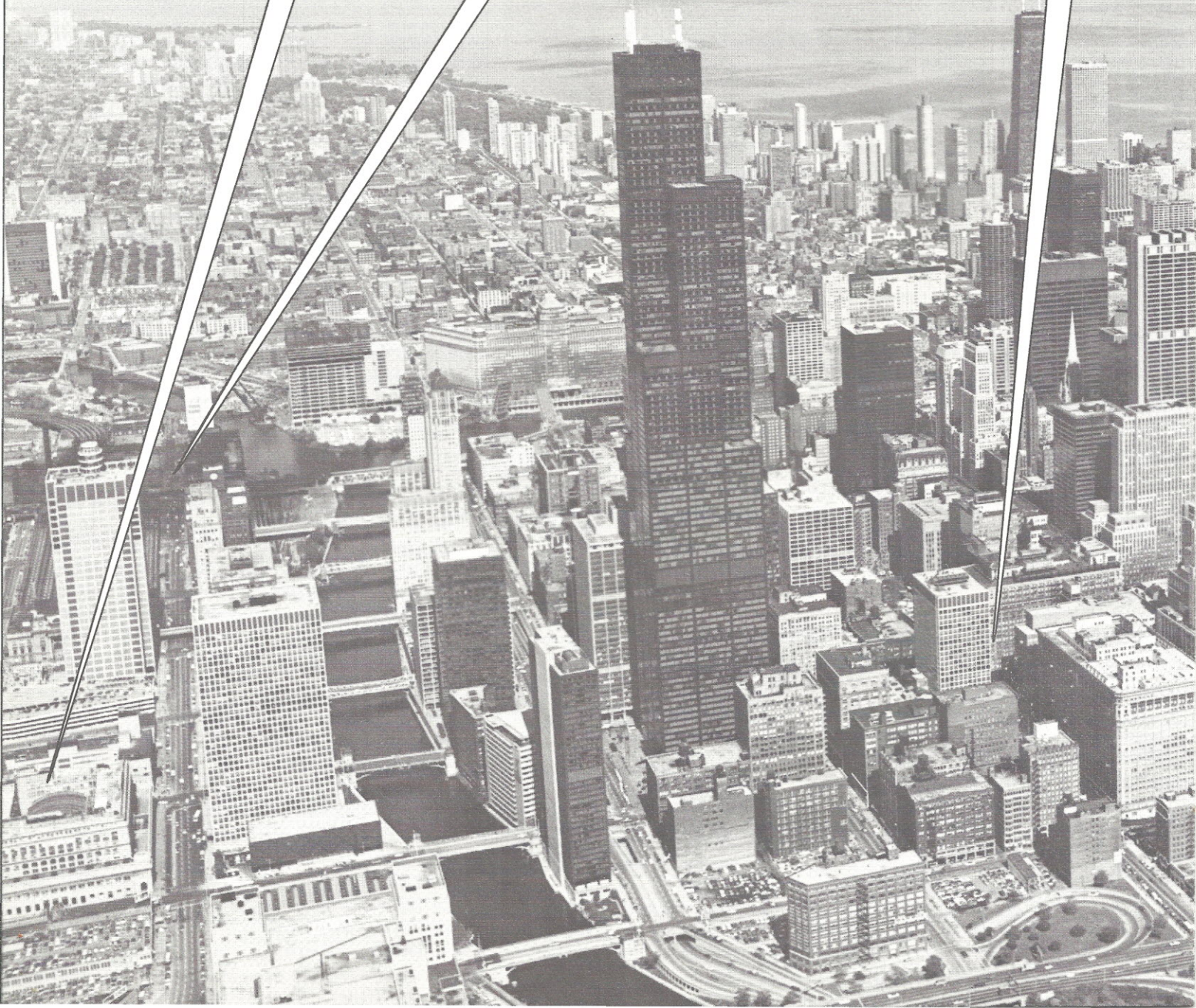
North Western Station

Chicago and North Western	1006
---------------------------	------

cta

elevated	855
then bus	212

cta bus	1080
Sears Shuttle	33
walking	12
taxi	1





LaSalle Street Station
Rock Island 180

cta
subway 586
then bus 217

Dearborn Street Station
Norfolk and Western 16

Illinois Central Station
(Van Buren)
Illinois Central Gulf 115
South Shore 14

CTA Is Tops In Sears Tower Survey

The Chicago Transit Authority is the largest single carrier of Sears office workers going to their jobs in the new Sears Tower each weekday.

More than 37 per cent of the Sears employees in the building use CTA buses and rapid transit trains, it was indicated in a survey in which 5,673 Sears employees (well more than half of Sears employees in Sears Tower) reported how they came to their jobs on a recent morning.

The figures shown in the photo-chart at the left are the actual totals from the questionnaires which the Sears employees checked as to the method they used to get to work that morning.

CTA is shown in several places on the photochart because the buses, elevated trains and subway trains were each given a special checkpoint on the questionnaire.

Altogether, usage of the CTA was specified by 37 per cent of those answering the questionnaire. Of the 5,673 Sears employees responding in the survey, 2,108 said they used the CTA.

The usage of the CTA was more than twice that of any other carrier.

The survey indicated that 17.7 per cent used the Chicago and North Western trains that morning; 17.1 per cent, the Burlington Northern; 9.8 per cent, the Milwaukee commuter trains; and 5.9 per cent, the other commuter lines.

The automobile was used by only slightly more than 11 per cent of the Sears employees answering the questionnaire.

The survey was conducted by the Sears personnel and public relations departments in conjunction with a corporate study of work schedules and travel habits after nearly two years in the Sears Tower location.



Open All Summer

Wrigley Field and Comiskey Park, richly endowed in the colorful baseball TRADITION of the Cubs and White Sox, are as basic to the Chicago scene as the waters of Lake Michigan.

The two parks retain all the old time baseball flavor of yesterday, delivering a fun-filled afternoon at the ball park very much the same as in grandpa's day. Now that Veeck has recarpeted Comiskey, even the bounce of the ball is off sod again.

Although other sports have been contested at the two parks, each caters primarily to the baseball fan, so the familiar strains of "TAKE ME OUT TO THE BALL GAME" are in perfect tune at Wrigley Field and Comiskey Park.

Easily accessible by public transportation, a natural North-South Side rivalry developed between Cub and White Sox fans over the years. This rivalry still simmers, even if somewhat more subdued in recent seasons.

Wrigley Field has real nostalgic ties to the past since it is the only baseball park in either league without lights. And, it is likely the Cubs will never play night baseball as long as they belong to the present ownership.

This year — by the way — marks the 100th anniversary of the Chicago Cubs. The team was a pioneer member of the original National League of eight clubs and its first game was played in Chicago at a site long gone — 23rd Street and Dearborn.

The date of the first game was May 10, 1876 and the Chicago Nationals defeated Cincinnati, 6-0, on that historic occasion. In their formative years, the Cubs were known as the Chicago White Stockings, a name later inherited by their American League rivals, and eventually changed to White Sox.

As an illustration of how times have changed, the cost of an original National League franchise (1876 variety) was a mere \$100.

The 1876 team won the pennant under manager Albert G. Spalding in its first season. From that day on, those early day Chicago Nationals enjoyed baseball glory under the guidance of Adrian (Cap) Anson and Frank Chance (of Tinker to Evers to Chance fame).

The team won five pennants, managed by Anson in the 1880's, and four under manager Frank Chance in 1906, 1907, 1908 and 1910. All in all, the Cubs have won a total of 16 pennants.

The 1906 Cubs won 116 games and lost only 36 during the regular season, but were defeated by the White Sox "Hitless Wonders" in the 1906 World Series, four games to one. That was Chicago's only intra-city series — 70 years ago.

Wrigley Field (37,741)

Addison on the North Rapid Transit Line

Game time: 1:30 PM

Doubleheaders at Noon

Unreserved grandstand: \$2.50

Bleachers: \$1.25

Wrigley Field was originally built for the use of a renegade Federal League club (The Chicago Whales) in 1914, but when the league folded, the Cubs moved into their present location in 1916.

They won their first game at Wrigley Field on April 20, 1916, defeating Cincinnati, 7 to 6, before 14,000 fans.

The original American League made its official debut in Chicago on April 24, 1901. The Comiskey Sox defeated Cleveland, 8 to 2, before 9,000 fans and went on to take the flag. They repeated in 1906 and 1917, and won the World Series in each of those two seasons.

Then came the infamous 1919 World Series. After winning the pennant, eight White Sox players were banned from baseball as investigators charged conspiracy to throw the series. The scandal rocked the game to its very foundations, and brought in Judge Kenesaw Mountain Landis as supreme czar of baseball in 1921.

The White Sox did not win another pennant for 40 years until the "Go-Go" Sox came through in 1959. They beat out Cleveland by five games, but were defeated by Los Angeles, four



Comiskey Park (46,500)

35th Street on the South Rapid Transit Line and the Lake-Dan Ryan

**Game time: 1:15 PM day games
8:00 PM night games
Doubleheaders at
12:30 PM**

**Unreserved grandstand
or Bleachers: \$2.00**

games to two, in the World Series.

That 1959 team had terrific speed and great pitching and its "Go-Go" tactics packed them in at the gate.

The city went World Series mad at the conclusion of the 1959 season, and the White Sox heroes were honored with a victory parade through the Loop, punctuated by the unorthodox sounding of an air raid siren that caused hundreds of phone calls by alarmed citizens. The siren had been sounded to celebrate the Sox pennant.

Stars have sparkled brightly over the years in the White Sox firmament — players such as Eddie Collins, Jimmie Dykes, Al Simmons, Ted Lyons, Red Faber, Luke Appling, Luis Aparicio, Billy Pierce, Nellie Fox, Early Wynn, Monty Stratton and, of course, the old timers Ed Walsh, Ed Cicotte and Shoeless Joe Jackson.

Cub fans proudly recall the deeds of yesterday's heroes — Hack Wilson, Gabby Hartnett, and Charley Grimm, to name just a few.

The Cubs have a modern day ratio of five to one in pennant winning statistics over the Sox since 1920.

They have won five pennants since then — the Sox only one. The last Cub pennant was won in 1945.

Who can forget the 1935 Cubs who won 21 games in a row to win the pennant after trailing the Giants by 10½ games on July 4? Names such as Lon Warneke, Freddie Lindstrom, Phil Cavarretta, Billy Herman, Stan Hack, Billy Jurgens and others sparked the push. But the Cubs lost the World Series to Detroit, four games to two.

Then there was Babe Ruth's designated homer in the 1932 Cub-Yankee World Series. The Babe motioned to a spot in the bleachers, then homered to the exact area he had pointed to with his bat. The homer came off the Cubs' Charley Root in the third game, with the Yankees sweeping the series.

Old timers also remember the year Cub catcher Gabby Hartnett took over as playing manager in late July of 1938 with the Cubs 6½ games behind Pittsburgh. They failed to gain much ground on the leaders until a crucial three-game series in mid-September at Wrigley Field.

The Cubs proceeded to sweep the series and the highlight was Hartnett's 9th inning home run that won the second game. Darkness was settling in on the park when Gabby poled his game-winning blow, and most of the fans couldn't even see the ball as it sailed into the left field seats. That homer broke the Pirates' back and the Cubs took the third and final game, 10-1, then went on to win the pennant.

Of more recent vintage, the name of Ernie Banks stands out. Voted the "greatest Cub ever", Banks had a lifetime total of 512 homers, eight seasons with 100 or more runs batted in and consecutive National League most valuable player awards in 1958 and 1959.

If landmarks could only speak, what exciting tales would emanate from Wrigley Field and Comiskey Park, symbols of baseball heroics for many decades.

The very growth of the game is linked to our Cubs and White Sox and for fans, young and old, there's still nothing like a day at the old ball park.

Attending a baseball game at either Wrigley Field or Comiskey Park is still a solid sports bargain for the entire family, even at today's inflationary prices for everything.

And there is no substitute for being at the game in person where one gets the true feeling of actual play — the crack of bat against horsehide, the umpire undergoing his daily eye examination on a close play, the kids chasing after autographs, vendors hawking their wares, the tenseness and excitement of a big scoring inning, and all the other thrills that make the game our national pastime.

**W. B. Wolfan
CTA Public Affairs**

New Downtown Map For Your Employees

Another CTA innovation is on the way — a separate, detailed map of the extensive CTA transit facilities and connections within Chicago's downtown area from Oak on the north to 15th on the south, from the lakefront to Clinton.

Copies of the map, scheduled to be off the press by late June, are free.

Employers throughout the central business district will find the map helpful for the orientation of new employees, the guidance of out-of-town visitors, and the routing of sales and contact personnel.

The downtown map will assist workers in the Loop in planning their shopping and lunch hour travel, much of which can be on CTA's one-hour transfer permitting unlimited riding as long as the last trip is started within one hour of the time of issuance.

A special convenience to CTA riders is the detailing of 47 separate CTA bus routes and eight L-subway routes serving Chicago's downtown and traveling, at various times, in some of the same streets. Individual mini-maps are a new feature for acquainting riders with routes as well as hours of service. Use of the 24-hour clock and bilingual descriptive information (English/Spanish) also are new features.

As a special aid for using buses, there will be an explanation of the routes in terms of the major streets that are served. The new pocket-size downtown map — printed in Bicentennial red, white and blue — also

will feature:

- .. a street guide for downtown;
- .. a listing of major points of interest;
- .. a table of downtown fares including the special shuttle bus and Sunday bargain rates;
- .. capsule instructions on how to get around downtown.

Quantities of the new downtown map may be obtained by writing on the letterhead of your organization to

Building Silhouettes (left to right, page 10)

Ancient Latin American Temple
Big Ben Tower, Houses of Parliament,
London
Eiffel Tower, Paris
The Great Mosque, Istanbul
Egyptian Pyramids
Saint Basil's Church, Moscow
Chinese Pagoda
Sydney Opera House, Australia



CTA Downtown Map, P.O. Box 3555, Chicago, Illinois 60654. Copies may also be picked up at CTA Public Affairs, Room 734 in the Merchandise Mart.

Single copies may be obtained by sending a self-addressed, 13 cent stamped, No. 10 (long) envelope to the address given above.

Delivery of the maps should not be expected before July 1 although some orders may be filled before that time.

This southward view of the Chicago River (opposite page) from the new Apparel Center annex to the Merchandise Mart is indicative of the extensive array of CTA services into the central business district. From just one direction: CTA bus routes over seven bridges, an elevated line which shows in the picture and a subway line which doesn't. Yet, the new CTA map separates and details all of these services.



Capital Development

The Washington Subway

The most popular candidate in your nation's capital this election year is Metro.

The big initial M is on pylons all over town. And it will stay there. Metro has been elected — by acclamation.

On inauguration day, March 27, 1976, more than 50,000 of Metro's constituents (five times the estimated crowd) stood in line in gray, humid weather to take a ride on Washington's new, sleek, silver rapid transit line.

True, one could ride only 4.6 miles of an eventual 100 mile system. And this all underground.

But, it was a long awaited experience. And a promise of a tension-free future in the nation's nerve center where the pressure of big decisions is increased by driving to work in traffic circles.

The sample ride must have been good. For, on the following Monday (first day of regular operations), Metro carried 19,913 passengers, more than twice the number expected. And, by Friday, the ridership had risen to 29,142.

Another surprise to the Washington Metropolitan Area Transit Authority, according to John E. Warrington, director of marketing, is that the noon hour, not either rush hour, is peak hour.

Perhaps this is due to the present shortness of the line. But, the happy discovery that an office girl at 16th and K can "underground it" to Woodward and Lothrop in any kind of weather and be back with her purchase within the lunch hour is certainly a factor.

Metro is probably the first rapid transit model to be equipped with an owner's manual, like a new automobile. The 20-page pocket-and-purse size booklet contains readable, illustrated information on "How To Get In...Get On...Get Off...and Get Out."

Says Warren Quenstedt, acting general manager of the Authority, in





Scenes at Washington subway opening, made by CTA's visiting delegation. Opposite page, top, Rhode Island Avenue station with connecting Metro bus on ground level. Below, train coming into Union Station stop. This page, top, Rhode Island Avenue station at elevated platform level. Below, interior of train with crowd of opening day passengers.



Robert Patricelli, administrator of Urban Mass Transportation Administration, was dedicatory speaker, left. General Manager George Krambles, center below, led CTA's delegation; here he is pictured with Allen Bingham, left, AC Transit of Oakland, California, and Herbert J. Scheuer, director of administration and member services for Washington-headquartered American Public Transit Association. Ultra-modern design of the new trains is strikingly displayed in the Metro-made photo at top of next page.

his foreword: "...Metro belongs to you, the citizen, the taxpayer. It was your decision to build it. It is your investment that sustains it...this booklet...is devoted to showing you how to use your Metro system, how to maintain it, and how to get the best personal return on your investment dollar."

We in Chicago have a "stockholders' interest," too. Metro is a giant demonstration unit of how important modern, efficient public transportation is in maintaining a healthy urban society and economy — as well as in safeguarding the urban environment.

The unit functions under the everyday inspection of those who participate, directly, in most of the basic decisions about public transportation's performance as a public service and the funding it needs and deserves to carry out this function.

It is true that Metro cost more than it was expected to cost. But, the importance of Metro far outweighs that cost and the returns will be measured, over the years, in what Metro does for the people of the national capital area and the many who visit Washington.

The next few years will find Metro expanding through the suburbs, and into Virginia and Maryland, with a total of 87 stations. Completion of the 100 miles of underground and surface rail is scheduled for 1982.

Among the public transportation leaders from throughout the nation who were official guests on Metro's opening day was George Krambles, CTA general manager. Some of the photographs in this illustrated Chicago salute to Metro were made by the Krambles party.





When Subways Were Not Welcome

Quotations from John Anderson Miller's "Fares, Please!", Pages 83-85, published 1960 by Dover Publications, Inc., 180 Varick Street, New York 10014.

It may have taken a while to get the national capital subway constructed — and to get Chicago's subway built back in the '40s — but —

It wasn't always that easy.

Would you believe the climate in London shortly before 1854 when Parliament passed the bill to create the Metropolitan Railway Company and dig a subway?

The traffic jams had been impossible and the city solicitor, Charles Pearson, had suggested encircling the metropolis with a tunnel so that people wouldn't have to "traverse the streets." Here is the public reception:

"The 'underground railway' became the best joke in town. The man in the street joked about it. Barmaldis joked about it. Cabinet ministers joked about it. Finally the music hall comedians joked about it and sang a song 'Let's All Go Underground' that achieved wide popularity.

"Along with the jokes there was a good deal of serious criticism. Clergymen made dire predictions of what would follow from man's 'burrowing like a mole beneath the feet of honest, God-fearing citizens.' Householders who lived along the proposed route feared their houses would collapse and the occupants tumble through onto the railway track. Other people said that the weight on the roof of such a tunnel would be so great that it would certainly fall in some day and bury alive the passengers on any train that happened to be passing."

Construction of the subway began on wobbly underpinnings of opinion. For example:

"The story is told that one night an excited newspaper reporter dashed into the editor's room just as the latter was preparing to go home.

"They say this new tunnel is too close to Fleet Street," he shouted. 'The whole building is likely to collapse.'

'That makes no difference,' replied the editor. 'We have already gone to press.'"



Ordered in 1975: 200 new rapid transit cars, the first of which are now being assembled and test run by Boeing Vertol Company in Philadelphia.

1975 Annual Report

The year of 1975 brought into sharp focus the now nationally recognized concept of funding transit operating costs through a combination of fare collections (or user charges) and financial assistance by the public as a whole.

As in other urban centers, this new concept of supplementing fare box collections with public financial assistance is based on the recognition that the fare box alone can no longer support transit operations as a necessary public service.

Behind this concept also is the recognition that fares must be stabilized or held to the lowest possible level to keep the service within the means of present users and to attract new users.

It is important to realize that this new concept has changed financial reporting of public transportation operations, making, for instance, the term "deficit" an obsolete word.

There now are two major categories for reporting funds necessary to cover operating costs. One category is "system-generated" revenue, consisting largely of fare collections. The other category is "public funding," which represents the difference between system-generated revenue and total operating costs.

The public funding required by the CTA in 1975 amounted to about 33% of the total operating costs, and compares favorably with experiences in other urban areas.

Riding: Total CTA revenue passengers, including originating and transfer riders, were 612,546,778 in calendar 1975 and 625,420,858 in 1974, a 2.1% decrease. Unemployment in inner city areas was a factor.

Originating rapid transit passengers were 4,707,628 (5.0%) less than in 1974. Originating bus riders were 7,266,700 (2.5%) less over the same periods.

The number of riders purchasing transfers, entitling them to one or more additional rides over connecting bus or rail routes was 242,883,823 in

Financial Highlights — Operations

	1975	1974	Increase (Decrease)
Operating Expenses	\$ 280,953,332	\$ 257,619,067	\$ 23,334,265
System Generated Revenue	189,685,384	195,049,190	(5,363,806)
Public Funding Required for Operations	91,267,948	62,569,877	28,698,071
Debt Service on Equipment Trust Certificates ..	1,695,787	1,693,816	1,971
Interest on Revenue Bonds	774,362	—	774,362
Total Debt Service Funded	2,470,149	1,693,816	776,333
Total Public Funding	\$ 93,738,097	\$ 64,263,693	\$ 29,474,404
Sources of Public Funding:			
Regional Transportation Authority	\$ 91,238,097	\$ 34,227,814	\$ 57,010,283
City of Chicago	1,500,000	1,500,000	—
County of Cook	1,000,000	1,000,000	—
State of Illinois	—	27,535,879	(27,535,879)
Total Public Funding	\$ 93,738,097	\$ 64,263,693	\$ 29,474,404

Sources of System Generated Revenue

	1975	1974	Increase (Decrease) Amount	Per Cent
Passenger Revenues—				
Originating — Bus System	\$123,050,467	\$127,718,188	\$ (4,667,721)	(3.7)
Originating — Rail System	41,939,468	44,185,798	(2,246,330)	(5.1)
Fare Differential—State of Illinois				
Students	8,811,278	8,664,494	146,784	1.7
Senior Citizens	11,895,269	10,221,878	1,673,391	16.4
Suburban Purchase of Service	227,381	302,065	(74,684)	(24.7)
	185,923,863	191,092,423	(5,168,560)	(2.7)
Charter Service	933,576	991,935	(58,359)	(5.9)
	186,857,439	192,084,358	(5,226,919)	(2.7)
Other Revenues—				
Station, Car & Bus Privileges	1,070,544	987,499	83,045	8.4
Rent of Buildings & Other Property	488,307	445,473	42,834	9.6
Miscellaneous	1,269,094	1,531,860	(262,766)	(17.2)
	2,827,945	2,964,832	(136,887)	(4.6)
Total System Generated Revenue...	\$189,685,384	\$195,049,190	\$ (5,363,806)	(2.7)

1975 compared with 243,783,575 in 1974, a decrease of 899,752 (.3%).

While riding in general was off slightly, the CTA's Sunday Bargain Fares and Super Transferpasses continued to spark still greater increases in Sunday riding, with increases in the latter part of the year being as much as 68% over the pre-bargain Sundays of 1973.

Vehicle Miles: Total vehicle miles operated in 1975 were 137,826,720, an increase of 841,581 (.6%) over 1974. Bus miles operated were 88,484,023, an increase of 298,843 (.3%). Rail miles increased 542,738 (1.1%) in 1975 to a total of 49,342,697.

On each weekday during 1975, an average of 2,172 buses operated 269,449 miles and an average of 922 rail cars operated 162,196 miles.

Average scheduled speed of buses in 1975 was 12.05 mph compared with 12.16 mph in 1974, while the rail average scheduled speed was 25.13 mph in 1975 as compared with 26.63 mph in 1974.

Financial: System-generated revenues in 1975 decreased by \$5,363,806 (2.7%) under 1974.

Meanwhile, increased costs of labor (including fringe benefits), of materials, fuel and miscellaneous services caused an increase in operating expenses of \$23,334,266 (9.1%).

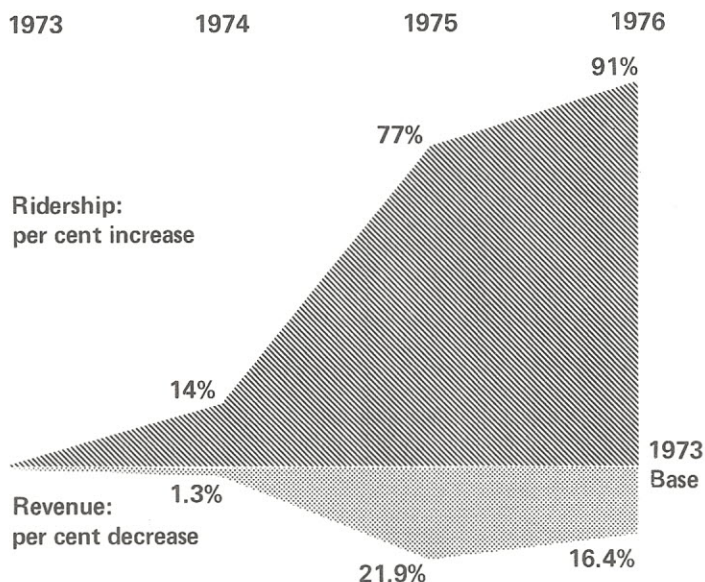
Fare box revenues declined \$6,914,051 (4.0%) under those of the year 1974 which had produced an increase in the riding habits of the public. The gasoline shortage in early 1974 accounted for additional riders.

Total operating expenses increased 9.1% in 1975 as compared with 1974. Labor costs, including fringe benefits, accounted for a \$20,390,000 increase in expenses. The increased price of materials used in maintenance of vehicles and plants were responsible for a 32% increase for operating materials and supplies. Higher prices paid for diesel fuel increased this cost by \$607,000 or another 8%. Electric power costs showed a 13% increase, due to rate increases granted Commonwealth Edison in 1974 and 1975. Other services and supplies were up to 20% due to higher costs of utility bills, heating fuel, and miscellaneous services.

The Regional Transportation Authority, the City of Chicago, and the County of Cook provided grants in

BARGAIN FARES

Comparison of first 13 Sundays*



*Sunday Bargain Fares effective March 10, 1974
Super Transferpass effective June 2, 1974

Chart shows what is happening as result of Sunday Bargain Fare introduced by CTA as experiment in 1974. Riding goes up. Sunday revenue drops, then tends to come back toward previous level.

Operating Expenses

	1975	1974	Increase (Decrease) Amount	Per Cent
Wages and Salaries	\$184,840,295	\$169,495,279	\$ 15,345,016	9.1
Pension Contributions	25,266,901	22,586,400	2,680,501	11.9
Federal Insurance Contributions	10,350,718	8,737,590	1,613,128	18.5
Employees' Insurance	9,921,776	9,168,587	753,189	8.2
Total Labor Costs	230,379,690	209,987,856	20,391,834	9.7
Electric Power Purchased	5,206,072	4,586,717	619,355	13.5
Motor Bus Fuel Consumed	8,236,427	7,628,654	607,773	8.0
Operating Material and Supplies	12,838,335	9,686,633	3,151,702	32.5
Provision for Injuries and Damages ..	10,849,342	14,582,211	(3,732,869)	(25.6)
Misc. Services, Supplies, etc.	13,443,466	11,146,996	2,296,470	20.6
Total Operating Expenses	\$280,953,332	\$257,619,067	\$ 23,334,265	9.1

Debt Service Requirements — 1975*

	Interest	Principal and Sinking Funds	Total
Revenue Bonds	\$ 1,578,573	\$ 6,750,156	\$ 8,328,729
Equipment Trust Certificates	105,787	1,594,173	1,699,960
Total	\$ 1,684,360	\$ 8,344,329	\$10,028,689

*Sinking fund requirement was not funded.
Interest on revenue bonds was funded in part.

the amount of \$92,042,310 to balance operating costs for the year plus debt service costs for interest for the six-month period from July 1, 1975. In addition, grants were provided to cover interest and principal payments on Equipment Trust Certificates in the amount of \$1,695,787 for 1975.

Safety: For the fourth consecutive year, CTA operating employees maintained a traffic and passenger accident frequency rate of 7 or fewer accidents per 100,000 miles operated.

The 1975 combined bus and rail traffic and passenger accident frequency rate was 6.7. This was 2% lower than the 1974 rate.

In 1954, the Authority embarked on intensive safety-training activities and from that year to the present there was a downward trend in accident rates. A comparison of the 1954 rate and the 1975 rate shows a reduction of 58%.

The Bus System had 69 fewer traffic and passenger accidents than in 1974, a 1% reduction. The rate, too, was reduced: 9.9 in 1974 and 9.8 in 1975.

The Rail System rate of 1.18 was the second lowest rail rate in CTA history.

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

Claims: Average cost per claim settled, excluding expenses, was \$293 in 1975 compared with \$287 in 1974. Suit costs, excluding expenses, averaged \$3,803 in 1975 compared with \$3,157 in 1974. The number of incidents totaled 18,500 in 1975 compared with 17,884 in 1974.

Wages, Hours: Wage increases were provided employees covered by union agreements resulting in the bus operator's rate trend as shown in the wages chart.

Operating labor hours for 1975 were 25,889,118 compared with 25,393,578 for 1974, an increase of 495,540 (1.9%).

Comprehensive tables and data for 1975 will be available later in 1976 and will be forwarded to those requesting them. Address your request to Public Affairs Dept., CTA, Room 742, Merchandise Mart. Statistics in this advance report for 1975 are *subject to final audit*.



Opened in 1975: bus turnaround and shelter at Central and Caldwell.

Wages

	Basic Hourly Rate	Cost-of-Living Allowance	Total
December 28, 1974	\$6.895	\$ —	\$6.895
1975 Changes			
Effective March 1	—	0.105	0.105
June 1	—	0.130	0.130
Sept. 1	—	0.105	0.105
Dec. 1	0.150	0.110	0.260
	0.150	0.450	0.600
	\$7.045	\$0.450	\$7.495

Bonds

Series	Total Revenue Bonds Retired (Serial Maturities and Sinking Funds)	
	1975	Since Issue
1947	\$215,000	\$84,399,000
1952	—	9,306,000
1953	—	2,689,000
Total	\$215,000	\$96,394,000

Claims

	1975	1974	Increase (Decrease)
Claim Settlements			
Number	3,602	4,899	(1,297)
Settlement Costs	\$1,053,876	\$1,408,093	\$ (354,217)
Expenses	1,759,408	1,787,459	(28,051)
Total Cost of Claims	\$2,813,284	\$3,195,552	\$ (382,268)
Suit Settlements			
Number	1,056	1,317	(261)
Settlement Costs	\$4,016,191	\$4,158,120	\$ (141,929)
Expenses	1,513,472	1,617,932	(104,460)
Total Cost of Suits	\$5,529,663	\$5,776,052	\$ (246,389)
Total Costs	\$8,342,947	\$8,971,604	\$ (628,657)

Safety

	1975	1974	1954	Increase-(Decrease) From 1974 From 1954	
Traffic Accidents	6,298	6,495	16,300	(3.03%)	(61.36%)
Passenger Accidents	2,856	2,680	9,678	6.57%	(70.49%)
Total Accidents	9,154	9,175	25,978	(0.23%)	(64.76%)
Scheduled Miles on Route (in thousands)	135,850	135,710	164,222	0.10%	(17.28%)
Frequency Rate—Accidents per 100,000 Miles:					
Traffic Accidents	4.64	4.79	9.93	(3.13%)	(53.27%)
Passenger Accidents	2.10	1.97	5.89	6.60%	(64.35%)
Total Accidents	6.7	6.8	15.8	(1.5%)	(57.59%)

Ten Year Financial & Statistical Summary

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

Fiscal Year

	1975	1974	1973	1972(a)	1971	1970	1969	1968	1967	1966(a)
Passenger Revenues	\$166.2	\$173.2	\$172.4	\$178.5	\$181.2	\$174.9	\$171.9	\$145.7	\$140.7	\$140.4
Student Fare Differential—State of Illinois	8.8	8.7	6.8	6.1	6.1	6.0	4.6	3.6	3.7	3.6
Senior Citizen Fare Differential—State of Illinois	11.9	10.2	4.0	—	—	—	—	—	—	—
Other Revenues	2.8	2.9	3.3	2.5	3.7	3.8	3.4	3.6	3.5	3.4
Total System Generated Revenues	189.7	195.0	186.5	187.1	191.0	184.7	179.9	152.9	147.9	147.4
Total Labor (including Fringe Benefits)	230.4	210.0	184.3	180.9	161.3	147.3	132.0	117.2	109.2	102.7
Material and Supplies	12.8	9.7	7.8	9.8	9.6	8.7	8.0	7.5	7.6	7.0
Provision for Injuries and Damages	10.8	14.6	9.8	9.3	9.5	9.2	8.2	5.5	5.9	6.5
Power & Fuel	13.5	12.2	8.9	7.6	7.3	6.8	6.4	6.3	6.5	6.6
Other Operating and Maintenance Expenses	13.5	11.1	10.0	8.3	8.5	7.1	6.4	3.9	5.4	5.4
Total Operation and Maintenance Expenses	281.0	257.6	220.8	215.9	196.2	179.1	161.0	140.4	134.6	128.2
Revenue Available (Deficit) before Debt Service	(91.3)	(62.6)	(34.3)	(28.8)	(5.2)	5.6	18.9	12.5	13.3	19.2
Debt Service Requirements:										
Revenue Bonds	8.2	8.2	8.2	8.3	8.0	7.9	8.0	8.0	8.1	8.2
Equipment Trust Certificates	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Revenue Available (Deficit) before Depreciation	(101.2)	(72.5)	(44.2)	(38.8)	(14.9)	(4.0)	9.2	2.8	3.5	9.3
Grants from RTA, State of Illinois, City of Chicago, and County of Cook for Operating Costs, Interest on Revenue Bonds & Equipment Trust Debt Service Grant from State of Illinois for Debt Service	93.7	64.3	39.1	6.0	3.5	—	—	—	—	—
	—	—	—	10.0	9.0	—	—	—	—	—
Net Revenue Available (Deficit) before Depreciation	(7.5)	(8.2)	(5.1)	(22.8)	(2.4)	(4.0)	9.2	2.8	3.5	9.3
Depreciation Requirement (Current Period)	15.2	15.6	14.9	15.0	15.3	14.8	14.4	12.2	11.8	11.8
Balance Available (Deficiency)	\$ (22.7)	\$ (23.8)	\$ (20.0)	\$ (37.8)	\$ (17.7)	\$ (18.8)	\$ (5.2)	\$ (9.4)	\$ (8.3)	\$ (2.5)
Capital Investment:										
Funds provided by CTA	\$ —	\$.2	\$.2	\$ 1.1	\$ 1.3	\$ 3.6	\$ 7.0	\$ 5.9	\$ 7.6	\$ 14.3
Funds Provided by Federal, City, etc.	49.4	25.7	35.7	29.3	4.7	19.1	48.4	46.4	1.4	—
Total Capital Investment	49.4	25.9	35.9	30.4	6.0	22.7	55.4	52.3	9.0	14.3
Sale of Real Estate—Proceeds	—	.5	.9	1.3	3.0	.1	.2	—	.8	—
Outstanding Revenue Bonds—Less Reserves	33.6	32.8	32.8	34.8	41.3	47.4	54.3	60.4	65.9	71.1
Outstanding Equipment Trust Certificates—Less Reserves	1.6	3.2	4.8	6.1	7.5	8.9	10.2	11.5	12.8	14.0
Total Bonds and Certificates Outstanding	\$ 35.2	\$ 36.0	\$ 37.6	\$ 40.9	\$ 48.8	\$ 56.3	\$ 64.5	\$ 71.9	\$ 78.7	\$ 85.1
Revenue Passengers:										
Originating—Bus	280.2	287.4	272.8	277.1	282.6	296.2	317.0	347.0	389.8	405.7
Originating—Rail	89.5	94.2	95.2	100.5	103.5	105.6	103.1	110.8	120.7	117.6
Total Originating Passengers	369.7	381.6	368.0	377.6	386.1	401.8	420.1	457.8	510.5	523.3
Transfer Passengers	242.9	243.8	227.6	228.4	225.0	226.9	231.1	235.1	257.1	261.1
Total	612.6	625.4	595.6	606.0	611.1	628.7	651.2	692.9	767.6	784.4
Automobile Registrations—Cook County	2.3	2.3	2.3	2.2	2.1	2.1	2.0	2.0	1.9	1.8
Revenue Vehicle Miles:										
Bus	88.5	88.2	90.7	95.1	95.2	98.3	102.2	103.8	107.1	112.3
Rail	49.3	48.8	48.7	50.8	51.1	51.5	45.6	44.8	45.3	45.5
Total	137.8	137.0	139.4	145.9	146.3	149.8	147.8	148.6	152.4	157.8
Active Passenger Equipment (thousands):										
Buses	2.8	2.7	2.9	2.8	2.9	3.0	3.1	3.2	3.2	3.2
Rail Cars	1.1	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Total	3.9	3.9	4.1	4.0	4.1	4.2	4.3	4.4	4.4	4.4
Rates of Fare at Year End:										
Full Fare (b) (d)	45¢	45¢	45¢	45¢	45¢	45¢ (c)	40¢	40¢ (c)	30¢ (c)	25¢
Children, Students and Senior Citizens (e)	20¢	20¢	20¢	20¢	20¢	20¢	20¢	20¢ (c)	12¢	12¢
Transfer Charge (f)	10¢	10¢	10¢	10¢	10¢	10¢ (c)	5¢	5¢	5¢	5¢
Total Incidents Which May Result in Suits or Claims (thousands)	18.5	17.9	16.0	13.6	17.2	19.5	22.3	22.7	23.6	22.7
Number of Employees, at Year End (thousands)	13.0	12.5	12.1	12.6	12.8	12.9	12.5	12.2	12.4	12.2
Bus Operators Hourly Wage Rate at Year End, (Including Cost-of-Living) ...	\$ 7.495	\$ 6.895	\$ 6.20	\$ 5.535	\$ 5.27	\$ 4.78	\$ 4.33	\$ 4.00	\$ 3.41	\$ 3.29

(a) Fiscal Years 1966 and 1972 were 53-week years. All others were 52-week fiscal years.

(b) Senior Citizen reduction effective limited hours (4-20-69) — 24 hours basis (11-5-72).

(c) Fare changes effective 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.

CHICAGO TRANSIT AUTHORITY
P.O. Box 3555, Chicago, Il. 60654

Address Correction Requested

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