

Winter, 1976

# cta Quarterly

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Educational Tours





# CTA Quarterly<sup>©</sup>

Vol. 2

No. 1

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## Chicago Transit Board

James J. McDonough,

Acting Chairman

James R. Quinn, Vice Chairman

Ernie Banks

Edward F. Brabec

Wallace D. Johnson

Lawrence G. Sucsy

Donald J. Walsh

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## The Covers

*During early inspection tour of CTA system, new management team of General Manager George Krambles, left, and Acting Chairman James J. McDonough, right, visited rapid transit "crossroads of world" at Lake and Wells. Cover picture shows the executives, appropriately, at the controls with Towerman Robert Perkins, center. Back cover shows campus of University of Chicago, world-famed education center served by CTA — and, in CTA Quarterly context, the home of author Pastora Cafferty's faculty services and of one of the country's most distinctive urban education programs.*

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## Top Management

An exceptional and unusual combination.

With this phrase, James R. Quinn, Vice-Chairman of the Chicago Transit Board, capsulized the quality of the new top management of CTA.

Balanced leadership — James J. McDonough as Acting Chairman, George Krambles as General Manager.

McDonough, 42, "a vigorous young man who already has made an outstanding record in positions of great responsibility both in public service and in private industry."

Krambles, 60, "a person of many years of proven experience and success at the CTA . . . also recognized nationally as one of the best experts in all phases of the operation and management of a large public transportation system."

McDonough is president of Murphy Engineering, Inc., a Chicago-based civil engineering consultancy specializing in transportation, land use planning, water supply and treatment, and recreational facilities development.

An appointee of Mayor Richard J. Daley, McDonough joined the Transit Board last December.

Krambles is now "running" all aspects of the second largest transit operation in North America. He coordinates and directs a complex consisting of 2,450 buses covering 2,000 miles of bus routes, 1,100 rapid transit cars serving 142 stations over 90 miles of rail right-of-way, the maintenance facilities and shops to keep the system in shape, and the nearly 13,000 employees who operate it.

McDonough brings to the CTA a depth of experience in city government — Chicago's. He served from 1969 to 1974 as the Commissioner of Streets and Sanitation, which includes the Bureau of Street Traffic, an agency with close working relationship with the CTA.

Earlier, from 1964 to 1969, McDonough was the first Deputy Commissioner of the Department. He managed the Chicago Skyway Toll Bridge from 1959 to 1964. In 1972, he was named "Man of the Year" by the American Public Works Association.

**Big day for the Board.** (1) Ernie Banks and Lawrence Sucsy hear the reading of the ordinance to elect James McDonough acting chairman and appoint George Krambles general manager (2) Vice-Chairman James Quinn, center, installs the new chairman as Wallace Johnson applauds (3) Krambles makes his statement of acceptance (4) Donald Walsh offers his welcome and (5) a congratulatory message is received from Edward Brabec, confined to his home with the flu on the big day.

Krambles recently observed his 39th anniversary in Chicago transit. He began his career in 1937 with the Indiana Railroad, one of the interurban systems once so popular in the midwest. One year later, he joined the Chicago Rapid Transit Company, one of two private company predecessors to the CTA, serving in the rolling stock and electrical departments.

Associated with the CTA since it was created in 1947, he has worked in the transportation, equipment, research and planning departments. He was the CTA's project manager for the Skokie Swift route, which was the first federally funded demonstration project in rapid transit.

Most recently, Krambles has been managing the CTA's largest operating segment consisting of the transportation, maintenance, and operations planning units.

McDonough's college major was transportation. He graduated from John Carroll University in Cleveland, Ohio. He served as a transportation officer with the U.S. Army in Korea from 1955 to 1957.

He is active in community service. He is president of the Chicago Area Council, Boy Scouts of America.

The McDonoughs (his wife's name is Jacqueline) have two children — a son, James, 10, and a daughter, Maureen, 12.

Krambles is a graduate of the University of Illinois and a registered professional engineer. He is a bachelor.

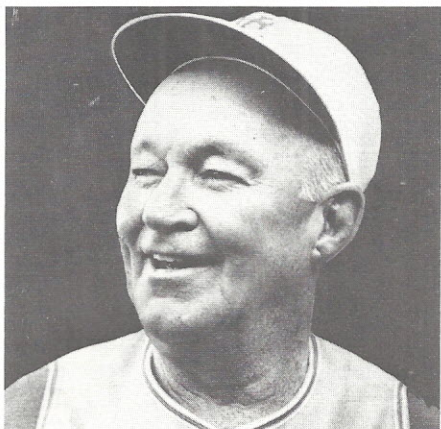
His hobby is railroads. Krambles' idea of a wonderful holiday is one spent riding a train. He even lives in an apartment that provides him with a continuing bird's eye view of the "L" tracks.



# What Did All These People Have In Common on September 28, 1938?



**Franklin D. Roosevelt**

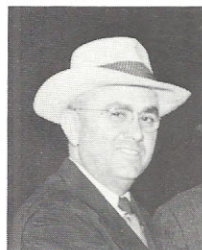


**Charles Hartnett**



**Neville Chamberlain**

*Answer: As given by Vice Chairman James R. Quinn of the Chicago Transit Board on the WEFM radio series, "Historic Impressions by Leading Chicagoans," sponsored by the Chicago Public Library. Taped December 3, 1975.*



**Quinn, then**

*September 28, 1938, was a date in transportation history of Chicago that I have always remembered.*

On that date, a large Chicago delegation headed by Mayor Edward J. Kelly had gone to Washington on a special mission. The delegation included the City Council members of the local transportation committee, of which I was Chairman . . . most of the other Chicago aldermen . . . representatives of the City Subway Commission . . . and a number of civic and business leaders.

We needed more money to build the State Street subway. We had \$29 million in the city transportation fund, but that was not enough for the subway project.

President Roosevelt took time out from a busy schedule to see Mayor Kelly. As a result of that meeting, the President authorized a federal grant of \$23 million to Chicago to get construction started immediately and to make sure that the subway was completed.

There were two other reasons why I have never forgotten the date of September 28, 1938.

While President Roosevelt was meeting with Mayor Kelly, the President excused himself to receive a telephone call. After taking the call, the President told Mayor Kelly that the call was from Cordell Hull, the Secretary of State. The President said the Secretary had just learned that Prime Minister Neville Chamberlain of England and Adolf Hitler had agreed in Munich that there would be no warlike movement at any time. That was the Munich Pact, which a year later was of no avail.

Also, when we were coming back that evening on the train, we heard over the radio that Gabby Hartnett had hit a home run when it was getting dark in Wrigley Field to give the Cubs the National League pennant for that year. That was the famous "homer in the gloamin'."



**Edward J. Kelly**



**Cordell Hull**



**Adolf Hitler**



# The Transit Patrol

## A Picture Salute

Incidents of crime usually draw publicity. Incidents of crime prevention seldom do.

The CTA Quarterly wishes Chicago leadership to be fully aware of the outstanding work of the Chicago Police Department, over the past year, in preventing crime and enforcing law on the city's transit system.

Under the leadership of Police Superintendent James M. Rochford, an expanded anti-crime program was

launched in 1974. Said the superintendent:

"The CTA is the lifeline of our city . . . We intend to do whatever is necessary to maintain public confidence in our public transportation, regardless of the cost or the manpower needed."

The police have done a great deal. And the results have been impressive.

Robberies, which cause the greatest concern on the rapid transit system, have been cut by more than 50 per cent in the past year.

Police officers have challenged 127,000 persons regarded as suspicious, made a total of 48,170 arrests, and confiscated 518 guns.

When viewed in the perspective of the vast scope of the CTA system, these statistics are even more impressive. The CTA provided more than

650 million rides last year, 2 million each weekday. There are approximately 13,000 bus stops and 124 rapid transit stations within the city.

Prominent in the enforcement drive has been the Mass Transit Unit under the direction of Captain James Delaney. This unit, formed as the result of a directive from Mayor Richard J. Daley, is responsible for the patrolling of 1,100 rail cars and other CTA rapid transit facilities stretching over 90 miles of right-of-way.

The Unit is part of a larger Special Operations Group commanded by Deputy Chief Walter Vallee. The SOG is a mobile, flexible task force capable of responding quickly — with a large number of men — to any crisis or emergency situation anywhere in the city.

But, the entire police force is







*Teams of undercover police keep CTA locations more free of would-be criminals with tactics such as that depicted here. A member of the "tac team" plays the role of an unsuspecting inebriate on a station platform. As robbers attack the decoy, two members of the team arrest them. Helping to block the escape is another member of the team who, in this case, has appeared to be a female passenger.*



involved in Chicago's major effort to safeguard the CTA system. And, CTA security personnel work closely with the police.

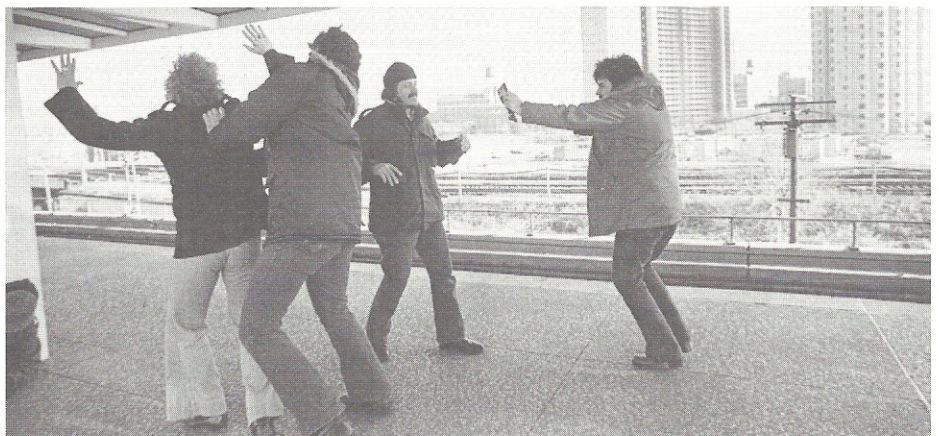
Buses, bus stops, and rapid transit stations are under the continuous watch of radio-equipped squad cars operating out of district stations.

Patrolmen board buses at unannounced locations to monitor potentially threatening situations confronting the driver and the riders.

CTA buses are equipped with "silent alarms" which can be used by the driver and will be registered at the CTA operations control center, but will not be heard by offenders on the bus. CTA personnel can then flash the alarm to squad cars in the affected area.

Discouragement of crime and vandalism is one of the effects of the police department's undercover work. For example, here are two incidents demonstrating crime prevention:

Patrolman Paul Siegfried, acting as decoy with a team of undercover officers on an Englewood train, pretended he was drunk and feigned sleep. Siegfried, wearing a beard, mod pants, and smelling of







*A typical incident. In response to call from ticket agent at station on North-South route, officers charge up the stairs and apprehend a suspect.*



cheap bourbon he had rubbed on his face, looked like an easy score with an elegant gold watch and two gold rings visible.

A few minutes later, a husky youth plunked himself next to him, poking an elbow into the officer's side. Assured that the officer was asleep, he then proceeded to remove his watch. As he did so, Siegfried jumped to his feet as did three other officers who rushed over to assist in the arrest.

Officer Kim Anderson stood on the platform at State and Lake Street during an evening rush hour, her purse dangling carelessly from her arm as she scanned a magazine. A man eased up behind her and opened the purse. As he removed the wallet, Anderson's colleagues moved in, arrested, handcuffed and led the offender off the platform.

In the accompanying picture salute to the work of the Chicago Police Department, we depict some of the other practices and techniques used to further the security of transit riders.





Inside and outside CTA trains, as shown in top pictures, members of Police Department's Mass Transit Unit provide extra feeling of security to riders. CTA employees work closely with the Mass Transit Unit, providing information about suspicious passengers and unusual incidents. Valuable leads come from conversations with ticket agents, right, or through fact-gathering from conductors and other crew members, below.



(Opposite page)

Included among the 105 Chicago police officers honored by the Chicago Junior Chamber of Commerce at its November awards ceremony were several members of the Special Operations Group who worked on the CTA system on the Operation Saturation Program mentioned in this article. Police Superintendent James M. Rochford, shown addressing the event at the Aerie Crown Theatre, has brought new emphasis to the importance of crime control on the transit system. Rochford recently reported that robberies on the elevated system were reduced by 51.1 percent in 1975 and that mass transit arrests were up 71 percent over the previous year. CTA bus checks are made frequently. Officers board buses at unannounced regular stops, checking with drivers as to conditions and happenings on the run. All such checks are documented through a form signed by the driver.







## The Next Phase In Protection

The most advanced anti-crime techniques for public transportation have been developed by the Chicago Department of Public Works and will be tested here in Chicago as a demonstration model for other major cities.

The Chicago Police Department and CTA are cooperating with Public Works, which developed the Televue Alert System as an outgrowth of recent research on transit crime prevention. This project showed that more than 64 per cent of such incidents occur on rapid transit platforms and that the most needed control unit is an instant and continuing means of alerting the police to platform activity.

The Televue Alert System combines closed circuit television, emergency telephones, alarm signals and public address facilities — all operating on a round-the-clock basis.

The TV cameras permit continuous monitoring of platform and ticket agent areas, plus verification of alarms which can be signalled by the touch of waiting passengers, CTA personnel, or police from platform locations.

Pictures from the TV pickup, alarm signals, and communications from toll-free emergency phones will be transmitted immediately to the central monitor console at the Chicago police headquarters. Verbal warnings and instructions may then be given to riders over the public address system. Video tape recorders will automatically capture and preserve each camera view during an alert situation so that suspects may be identified.

For the year-long test, the Televue Alert system will be installed at four stations on the south portion of the CTA's elevated line — at 35th Street, 40th and Indiana, 43rd Street and 55th Street.

The Department of Public Works serves as project manager for the pilot project which is being funded by the Urban Mass Transit Administration of the U.S. Department of Transportation with additional support from the Illinois Department of Transportation.





## Transit As a Social Responsibility

Mobility has traditionally been a major characteristic of American society. Hundreds of thousands of immigrants came to America because only in this country did they have the right and the opportunity to seek jobs and housing for their families.

Congress and the various state legislatures early recognized the importance of this mobility by passing legislation which fostered the development of canals, public roads and railroads uniting the vastness of a continent. For a century, Americans followed these transportation routes to seek jobs and housing.

With the advent of the automobile and the concurrent growth of the American city, Congress—continuing to

recognize its responsibility to provide every American with the opportunity to travel to jobs, housing and services—instituted the greatest and most successful public works program in the history of any nation.

The National Highway Act of 1956 provided for a network of interstate highways which would connect American cities and farmlands and continue to provide access for all citizens. Since 1956, over \$37 billion have been spent in highway construction resulting in 42,500 miles of interstate roads. The federal highway building program is close to successful completion and the intent of the 1956 legislation nearly fulfilled.

Thus, funding of mass transportation by the U.S. Congress is not an innovation, but a continuation of a commitment to provide national resources to insure the continued mobility of every individual in American society.

Federal expenditures for a national mass transportation program is the logical complement to the Federal Highway Act.

Today all major American cities are facing up to the fact





#### Editor's Note

In the forefront of efforts to improve social welfare through such public services as transportation, housing, and education is Pastora San Juan Cafferty, member of the Board of the Regional Transportation Authority and assistant professor in the School of Social Service Administration at the University of Chicago. In the belief that the philosophy herein expressed should be understood and evaluated by every reader of the *CTA Quarterly*, we asked her to prepare this monograph.

that the automobile is no longer a feasible mode of transportation in the inner city—that the costs, in terms of environmental pollution, congestion, actual costs of owning and operating a car and the ensuing social costs, have become a burden too heavy for urban areas to bear. Smaller towns and rural communities are also learning that their residents require increased mobility in order to have equal access to employment and community services.

The costs of environmental pollution, congestion and car ownership can be easily documented. Social costs—the hardest of all to measure—are indeed taking the heaviest toll of all. All these costs are intricately related.

It has become a standard cliché to describe a typical urban freeway during a peak traffic period as “the longest parking lot in the world.” Basically, the problem of traffic congestion in urban centers is simply this: the automobile is just too inefficient a system to work in high density urban areas. To illustrate this, consider the amount of space needed to transport a given number of people by bus versus by automobile, especially in view of the fact

that, more often than not, a private car carries only one person on a typical commuter trip.

It is, of course, expensive to drive a car. The U.S. Bureau of Public Roads recently published figures indicating that the typical cost of driving, in January 1970, was 11.89¢ per mile. At a reasonable average of 10,000 miles per year, this amounts to almost \$1,200 annually to drive a car—not including downtown parking fees. To this must be added the critical cost of buying a car and the additional cost to the taxpayer (user and non-user alike) of subsidizing automobile transportation.

The overall costs of our automobile-dominant system are far greater than those which the individual driver pays. Herbert J. Hollomon, provost of the Massachusetts Institute of Technology, has said that, based on a study by the National Academy of Engineering, the real overall cost of our automobile-based urban transportation system is about a dollar a mile for each automobile. (*Science News*, Volume 100, p. 250) William Vickrey, a Columbia University economist, recently stated: “To provide the transit rider a subsidy-per-trip comparable to that enjoyed by the





**Several CTA bus lines and the Jackson Park (B) route of the north-south rapid transit route serve the corner of State Street and Cermak Road, providing convenient and economical transportation for the families and senior citizens residing in the Chicago Housing Authority's Raymond M. Hilliard Center.**

peak-hour (urban) motorist and thus enable him to make a fair and unbiased choice between the two modes, it would be necessary not only to let the transit rider ride free, but also to pay him a bonus" (quoted in *Science News*, volume 101, p. 253).

Since it is expensive to drive a car, even today—when the average American takes for granted the universality of automobiles—almost one-fourth of all American households are without a car.

Much is said about the need for "the poor, the old and the handicapped" to ride public transportation. And, indeed, much must be said for increasing numbers of Americans who lack accessibility to employment, housing and community services simply because they do not own a car. However, it is not only those who are unable to drive who suffer, but society as a whole.

In all American cities, employment followed the exodus from the central city subsequent to World War II. Reflecting the continuing dispersal of people and jobs, auto ownership grew rapidly. In the last decade, the number of two-car families has doubled in many metropolitan areas.

However, statistics are deceptive. A 1966 study at the

University of Michigan showed that, while only 21 per cent of all American families surveyed were without a car, the percentage quickly climbed to 46 per cent when only those whose income was under \$3,000 were considered and to 76 per cent for those whose income was under \$1,000.

Nor was it only the poor who suffered from not owning an automobile. Only a third of middle income families owned a second auto, so they either depended on public transportation for trips to work or for equally important accessibility to community services. As a matter of fact, in families earning a handsome \$15,000 and over, only 60 per cent owned two cars.

So not only are those who cannot drive "disadvantaged." Families of middle income are often inconvenienced in another way. They are forced to buy and maintain automobiles—sometimes two or more per family—with resources that might be more wanted or needed for other things, or they are as handicapped by lacking accessibility to shopping, recreational and educational facilities as are their poorer neighbors.

The social costs of denying the poor of the cities social





**Chicago's largest medical center complex is served by two west side rapid transit routes and several bus lines. The Douglas-Milwaukee (B) rapid transit route serves the University of Illinois Medical Center via the Polk Street station, and the Medical Center station of the Congress-Milwaukee (A) rapid transit route (shown above) serves Rush Presbyterian St. Luke's Hospital, Cook County Hospital, Malcolm X College, and other nearby institutions.**

and economic mobility are immeasurable.

That this social and economic mobility is highly dependent on transportation can be logically argued. One of the primary causes of the Watts riots was stated to be the absence of efficient public transportation, coupled with the exodus of jobs from the central city to the suburbs.

In 1970, there were almost 100 million persons in the United States who were too young or too old to drive a car. This may trap the young in the boredom of a ghetto where the only amusement is vandalism and the only escape is drugs.

For the old, the picture is darker. It means isolation and terminal entrapment; it means the inability to shop, to get health care, to see old friends.

The poor and the old need accessibility and lower fares which will make an accessible system of transportation a viable means of getting to employment and services—true access to the community in which they live.

The handicapped need special services in order to have access to their communities.

Man has recognized that no body can be healthy if

it allows its members to rot in decay. Modern man has accepted that society as a whole benefits from providing services to all its citizens.

This is the philosophy underlying a public school system supported by all of us whether or not we are direct users; the principle guiding all public health care programs and the maintenance of public hospitals available to all; this is the reason we have built public roads to provide mobility for all our citizens. We cannot deny the logic of extending this reasoning to the financing of public transportation.

If cities — and the surrounding metropolitan areas — are to maintain a quality of life acceptable to residents, the provision of public transportation must be treated as a needed social service and given top priority by the public and their representatives in government.

**Pastora Cafferty**  
Member, Board of Directors  
Regional Transportation Authority





# Transportation Education

## The University of Chicago Example

Great promise for urban transportation is developing on the Midway of what the author John Gunther called "the most exciting university in the world." Yet, the University of Chicago has no school of transportation.

It has an incubator, however. A course. The number is 463—in the curriculum of the School of Social Service Administration. The title is "Social Problem-Solving: The Transportation Example."

The promise is two-fold. The course is teaching young people how public transportation can be utilized to unravel the social, economic, cultural, and environmental snarls in which today's city finds itself. The course is also switching varied talents onto the track of public service.

Intellects who have stopped in Pastora Cafferty's classroom in their study of law, business, science, geography have gone out to start careers in transportation—or in government administration of transit and other services.

Why? Because, thinks the professor, "they have caught the challenge and excitement of it." And, she adds, "theirs are the very aptitudes the growing transportation industry needs so much right now."

This already successful educational experiment results from the university's renowned "freedom for spacious inquiry" (Gunther) and the foresight of Dean Harold A. Richman who invited Mrs. Cafferty to teach in the school's policy program.

Pastora San Juan was accustomed to an academic environment. She grew up in it. Both her father and

mother were teachers. She pursued her master's and doctorate at George Washington University in the nation's capital and then accepted an instructorship in American civilization at GW. Her specialty: the growth of cities.

As a White House Fellow in 1969-70, she served as special assistant to Secretary of Transportation John H. Volpe. The DOT was building its Office of Environmental and Urban Systems and she was given the responsibility for liaison with youth and nationality groups.

It was in her DOT work that she met and later married the late Michael Cafferty, who was soon appointed to the chairmanship of the Chicago Transit Board.

But, before moving to Chicago, Mrs. Cafferty had joined the U.S. Department of Housing and Urban Development to coordinate Secretary George Romney's plan to relate the social aspects of transportation availability and affordability to housing in metropolitan areas.

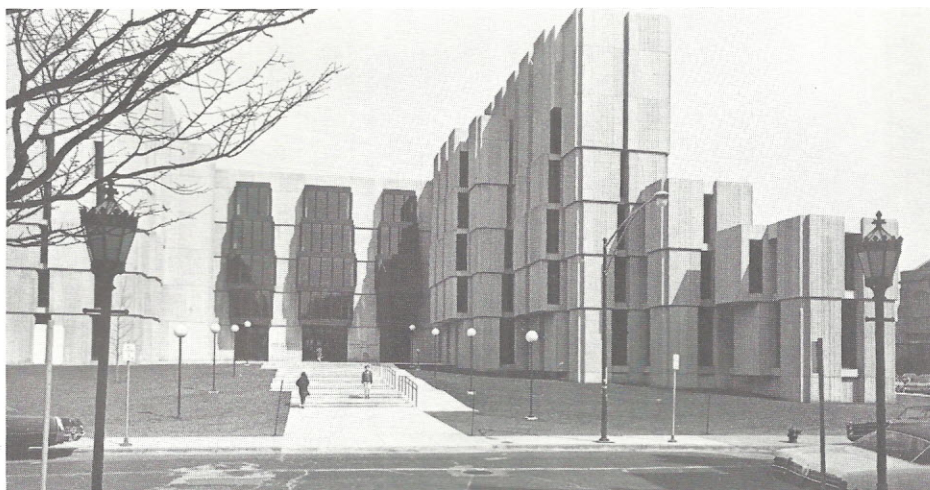
Since joining the University of Chicago faculty in 1973, Mrs. Cafferty has taught more than 60 transportation students. She has also directed two seminars in transportation—intensive day-night one-week "drills" in the subject for graduates.

During the current academic year, Mrs. Cafferty is taking a brief recess from transportation to teach a similar problem-solving course based on housing—and to develop an innovative course to enable the social policy student to focus on the "real world" of urban politics and government with the city of Chicago as the laboratory.

In this winter quarter, the student is being introduced to urban decision-making through application of a theoretical framework to specific cases in Chicago. The student is familiarized with the political and socioeconomic environment in which policy is made, the workings of urban finance and the allocation of resources.

Come spring, the student will have an opportunity to apply his policy skills and knowledge in a practicum in





*At the University of Chicago's School of Social Service Administration (opposite page) students learn that their talents can be applied to challenging and worthwhile careers in transportation planning and other types of urban problem solving. Some of their research is done at the university's modern Regenstein Library (left).*

conjunction with a Chicago governmental agency. Students are being assigned in teams, with some carrying task-oriented assignments as interns in the agencies while the others handle research and analytical work under direction of the instructor.

Mrs. Cafferty says that the Ford Foundation was led to fund the effort because Chicago's is the first social policy educational program to zero in on local government—and on the local community “where even the federal and state programs become meaningful to the social welfare client.”

Next fall, Mrs. Cafferty will resume the transportation offering and undertake a still heavier classroom load. All this is in addition to her duties as a director of the Regional Transportation Authority and her numerous civic activities with public television (Channel 11), the Teachers Aid Society/Immigrants' Service League, and the Advisory Commission to the Secretary of Commerce.

The transportation course traces the history of transportation policy in the United States, relates the influence of transportation in urban growth, examines the role of government at all levels in planning and guiding transpor-

tation, and examines the social implications of transportation.

Each student selects one current problem for concentrated study and reporting. He must use real case examples and be limited by the actual budgets set and the facilities that are in existence.

As in the new urban policy course, Mrs. Cafferty says that transportation students learn to use such reference sources as the Anthon Memorial Library at CTA and the City of Chicago's Municipal Reference Library as well as the university's outstanding new Regenstein Library.

Mrs. Cafferty draws upon CTA and RTA personnel for guest lectures. CTA's General Manager of Finance Paul J. Kole is one of the most popular guest instructors in regard to transportation funding. RTA's planning head, Joanne Vlecidis, formerly with CTA, has been helpful in relating her first-hand experience in charting capital development and analyzing its feasibilities and costs.

**J. H. Smith**  
CTA Public Affairs





*Preview—*

## **New Chicago Aesthetics in Trains**

There will be a new look on the CTA rails with the delivery, in the next two years, of 200 modern rapid transit cars. Red, white and blue—the colors of both our nation and the City of Chicago—will provide an important accent, both from the standpoint of aesthetics and safety. In addition to red, white and blue stripes under the windows for the length of the cars, these colors will be used for the front and end of each pair of cars for provid-

ing greater visibility.

The 200 new cars are being built by Boeing Vertol Company at a cost of approximately \$60 million in federal and state funds. The aesthetic design was by Sundberg-Ferar, industrial design firm.

Four prototypes of the new cars are scheduled to be delivered to the CTA late this year for testing. All of the 200 new cars are expected to be delivered and in operation by early 1978.

The new sculptured stainless steel cars will provide a number of new benefits to riders: reduced noise levels inside and out, wider sliding doors for easier access, smoother riding.

All new cars will be air conditioned. All will have pleasant, colorful interiors. All will have automatic cab signalling—the new electronic equipment for assuring proper spacing and speeds of trains.







# Blacks Who Helped Make America

The heroes of the struggle for independence have been re-etched on America's consciousness during these past months — but, mostly, in tones of white.

Like the pictures in the history books.

The Black heroes were not as numerous, to be sure, but few had the easy opportunity to be heroic — to attend meetings, sign documents, pick up rifles off the wall, or frame policy.

Their role was one of servitude.

But, in a few, the flame of independence burned so strongly that they found ways to contribute, no matter what it might cost. And that few is more than we may have imagined.

Black History Month of this Bicentennial Year inspired the *CTA Quarterly* to remind its readers of the contribution of Blacks to the shaping of America.

It is in keeping with Chicago Transit Authority policy. For, since mid-1974, the CTA has been launching red-white-and-blue buses and rapid transit trains, each named for a patriot of the 1776 era. And several of these have already been named for Blacks.

Among those Blacks who took part in the battle of Bunker Hill in 1775 were Prince Hall and Peter Salem.

**Prince Hall**, a freeman and property owner, was a native of Barbados who had come to the colonies in 1765. By the outbreak of the Revolution, he had become fairly well-to-do. His petition to join the Continental Army was personally approved by George Washington.

Although he was a citizen and voter, Hall had been refused admission to the Masonic Lodge in Boston several times. Curiously enough, it was the British who finally admitted him to Masonry and in a military lodge. This was before hostilities, of course.

The incident generated the Prince Hall Masonic Lodges which are found throughout the U.S. today, serving a Black membership of more than a quarter of a million.

**Peter Salem**, who served in Captain Simon Edgel's Framingham (Massachusetts) company of minutemen, also took part in the Battle of Lexington and Concord. Peter's owners, the Belknapes of Framingham, had given him his freedom so he could enlist.



Peter Salem fighting at the Battle of Bunker Hill.



Benjamin Banneker



Crispus Attucks

One of the most celebrated names of the pre-Revolutionary period is **Crispus Attucks**. This runaway slave was working on the docks in Boston harbor at the time that British troops began enforcing tax levies and breaking up demonstrations. Attucks led a group of colonists to harass the soldiers who fired into the crowd. Attucks was the first to fall.

**Salem Poor** served with such exceptional conduct and bravery in the battle of Charlestown as to warrant a petition on his behalf to the general court, signed by 14 Massachusetts officers. The petition stated "that a Negro called Salem Poor, of Col. Freye's regiment, behaved like an experienced officer, as well as an excellent soldier. The reward due to so great and distinguished a character, we submit to Congress." Poor later served at Valley Forge and White Plains.

**Edward Hector**, a member of the Third Pennsylvania Artillery, took part in the battle of Brandywine in September, 1777. When the American troops were pulled

back, Hector disobeyed the order to abandon wagons. Making use of arms left on the field by fleeing American soldiers, he protected his horses and his ammunition wagon, bringing them safely in. Fifty years later the Pennsylvania legislature rewarded him with a \$40 donation.

**Austin Dabney**, a former slave, was freed in order to enlist as his master's substitute. He sustained a broken thigh at the battle of Kettle Creek early in 1779. Forty years later, the Georgia Assembly passed an act for Dabney's relief, voting him 112 acres of land in recognition of the "bravery and fortitude" he showed "in several engagements and actions" against the enemy.

Also seeing battle were:

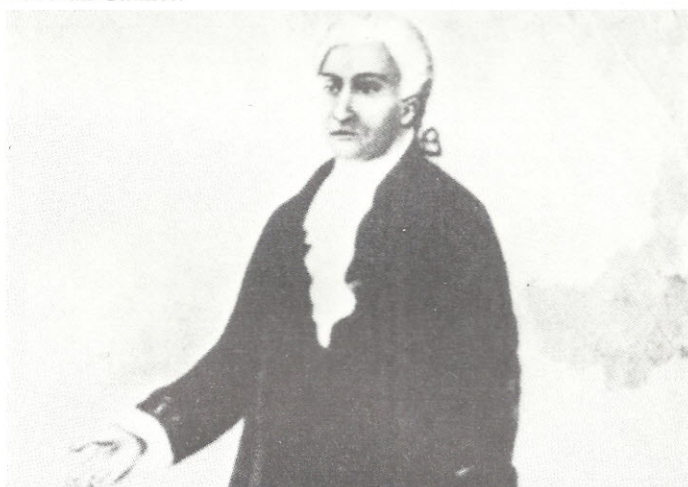
**John Harris**, who served in two Virginia regiments, fought at Monmouth and was made an orderly to young Major James Monroe — later the fifth President of the United States;

**Lambo Latham**, who was killed on the American side during the Battle of Groton Heights in 1781;





Deborah Gannett



Prince Hall

A seaman, **Cato Carlile**, a free-born inhabitant of a New England waterway town. He was enlisted in 1777 from a Piscataqua River Port for service under Captain John Paul Jones;

**David Mitchell**, who had been captured on a British sloop and declared free by the Massachusetts Council;

**James Coopers**, a free Black from Goochland County who fought as a soldier in the Second Virginia regiment and doubled as a waiter to his colonel.

Serving in the Seventh Massachusetts Regiment were **Caesar Perry** and **Jabez Jolly**. Perry, from a Bristol County, ranked first among the register of non-commissioned officers and was a private in Captain Lincoln's Seventh Massachusetts regiment. Jolly enlisted as a soldier at the age of 18 or 19 and served as a drummer in Lincoln's regiment.

Black women also played an important part in the shaping of independence. On the battle front was **Deborah Gannett**, who posed as a man for a year and a half under

the name of Robert Shurtliff and actually fought in the Fourth Massachusetts Regiment of the Continental army. She was awarded a pension and cited for "exhibiting an extraordinary instance of female heroism."

In the literary field were two women known for their poetic ability. They were **Lucy Terry** and **Phillis Wheatley**. Miss Terry was a slave in Deerfield, Massachusetts and the first Black poet in America.

Miss Wheatley was the first Black woman poet in America to have her works published. At the age of 12, Miss Wheatley could translate "Ovid". She started writing her own poetry at 14. Her poem was published in 1770. Voltaire praised her works as "very good verse." When George Washington was appointed commander-in-chief, Miss Wheatley composed a poetic tribute to him. It was published in the Pennsylvania Magazine of the American Museum in April, 1776, during Tom Paine's editorship.

One of the most outstanding contribu-



Phillis Wheatley

tions of a Black was the design plans for the city of Washington. **Benjamin Banneker**, noted for his unusual aptitude and keen sense for memorizing, reproduced from memory plans for Washington after Major L'Enfant walked off with the layout for the city. The Major had become angry when Banneker was appointed to serve on the commission and walked off with the sketches and maps.

In the world of business there were **Paul Cuffee**, a philanthropist, and **James Forten**, inventor and sailmaker.

Cuffee served as captain of ships constructed in his own shipyards.

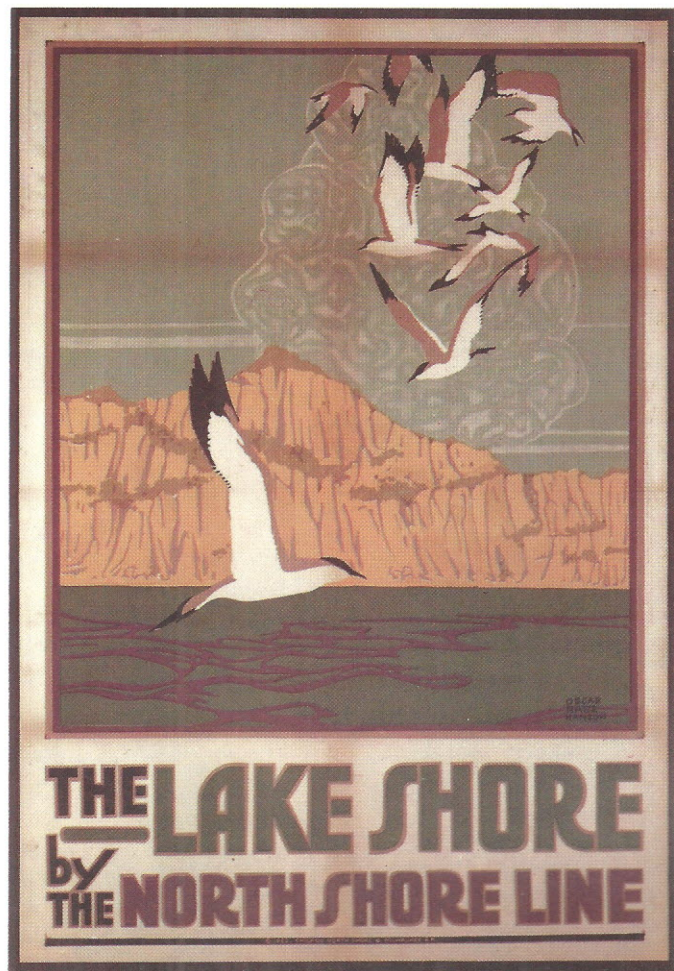
Besides making sails in Philadelphia, Forten also accumulated a fortune of \$100,000 — a portion of which came from his invention of a device for handling sails.

Betty Edwards  
CTA Public Affairs

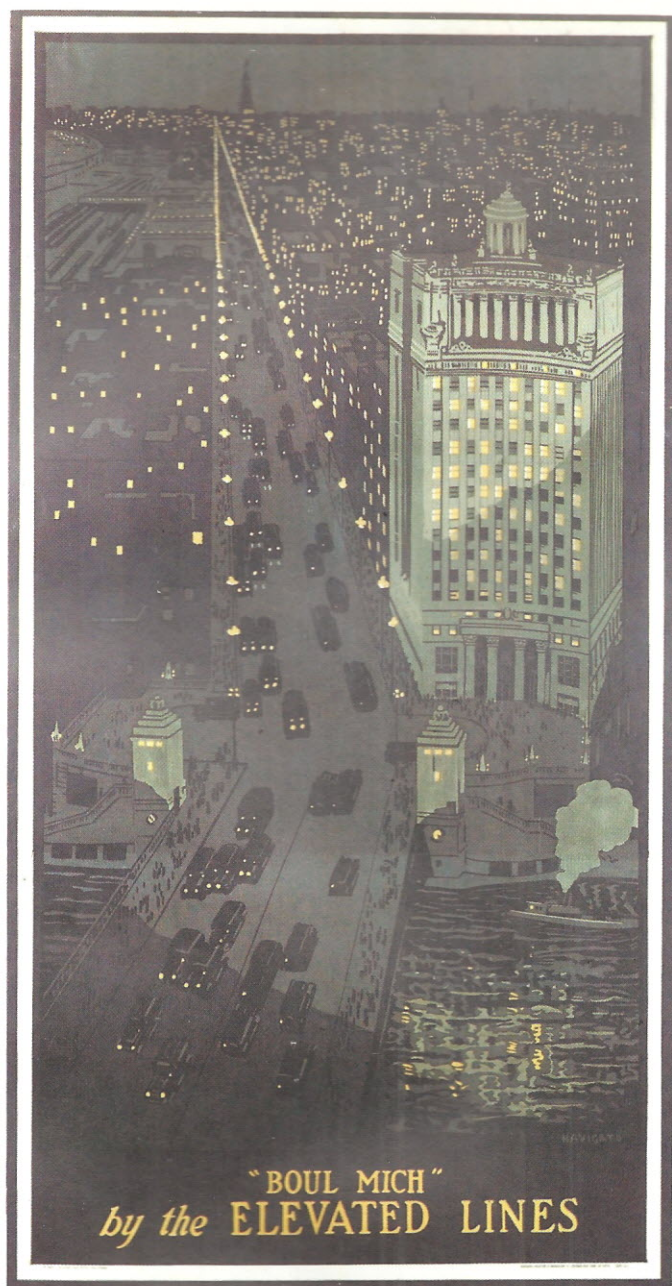


## Pop History in Posters

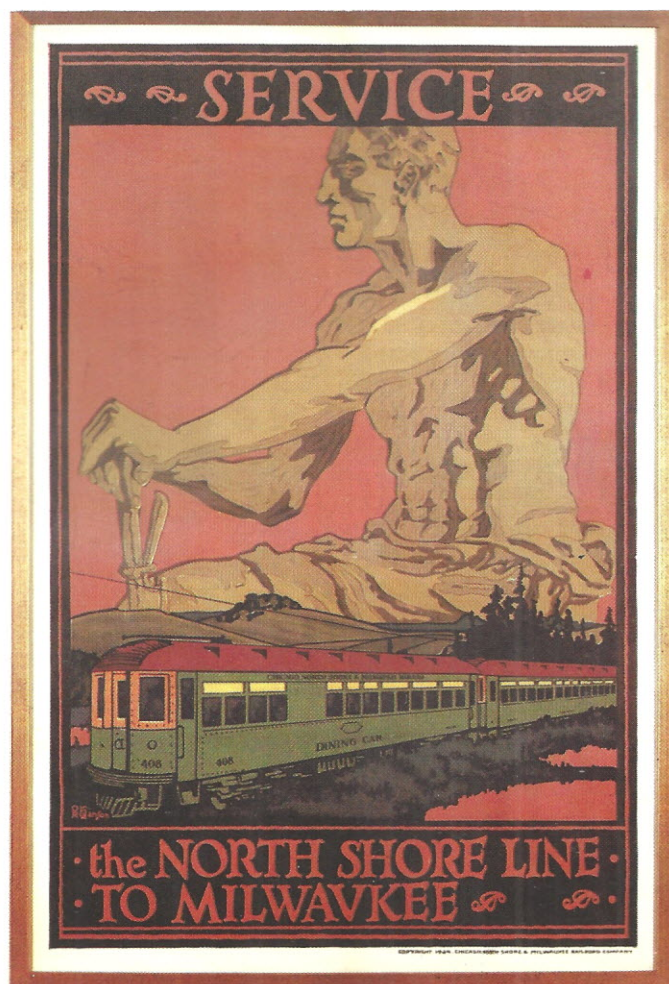
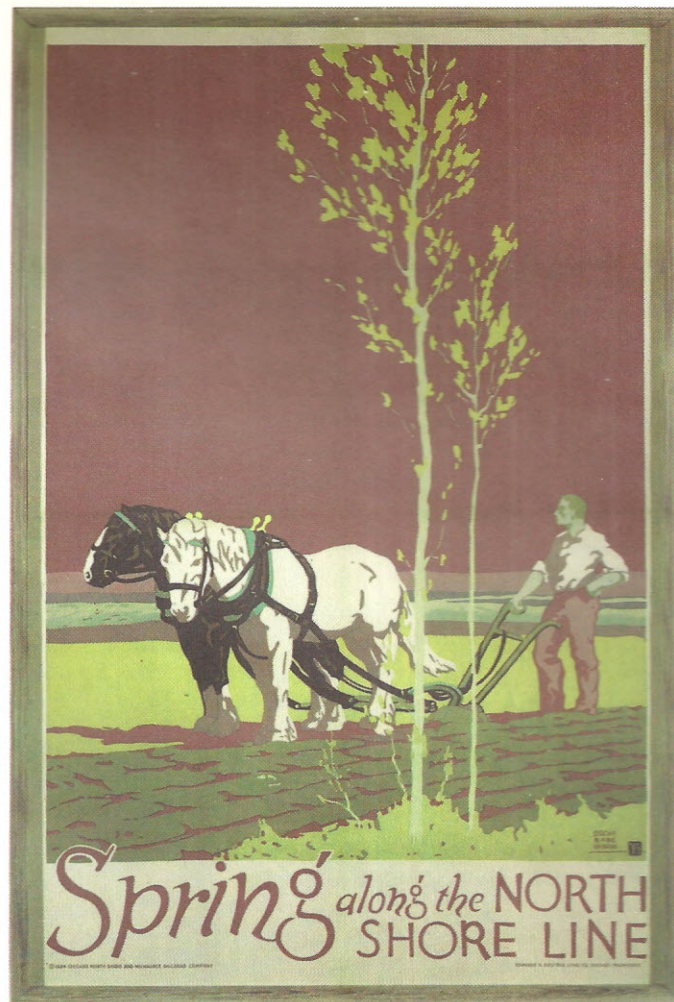
The Chicago travel scene of the '20s is painted by an unusual collection of posters exhibited last fall by David Gartler, a New Town art dealer. CTA is privileged to present this reminiscent sampler of the day when the Chicago Rapid Transit Lines and the Chicago North Shore and Milwaukee Railroad were the major corridors to family recreation. The full story follows.







In the day when travel posters were as likely to be local as international, people made a variety of one-day trips by rail. Up the shoreline just to look at the scenery. To Fort Sheridan to visit a doughboy in the Army. To the beach more for swimming than tanning — and an occasional peek at the bathing beauties. To upper North Michigan, when the Wrigley Building was the center of it, for window shopping and dinner. To keep up with the course of agriculture on nearby farms as the earth was being turned. And all, as the poster reminds us, in the great tradition of passenger service that characterized the rails.





**David Gartler, director of Poster Plus, 2906 N. Broadway Avenue, realized that he had made a major discovery of the season because the posters had very little public exposure. Since he knew of no similar collection, he used them to form a striking exhibition in his gallery.**



Pop history is told through objects, songs, fashions more than through events. Most often, it develops from unscheduled rummaging in attics and cellars rather than planned expeditions.

In no way is the feeling of a time as well reflected as it is in the communications media of that period — the yellowed newspaper clippings, the photographs, and the posters.

In the perspective of time, these once-common objects can become rare pieces of art. Particularly when they were artistic to begin with.

The transit travel posters of the early 1920s collected (and restored) by David Gartler, director of Poster Plus, Inc., 2906 North Broadway, comprise one of the major discoveries of the current exhibition season.

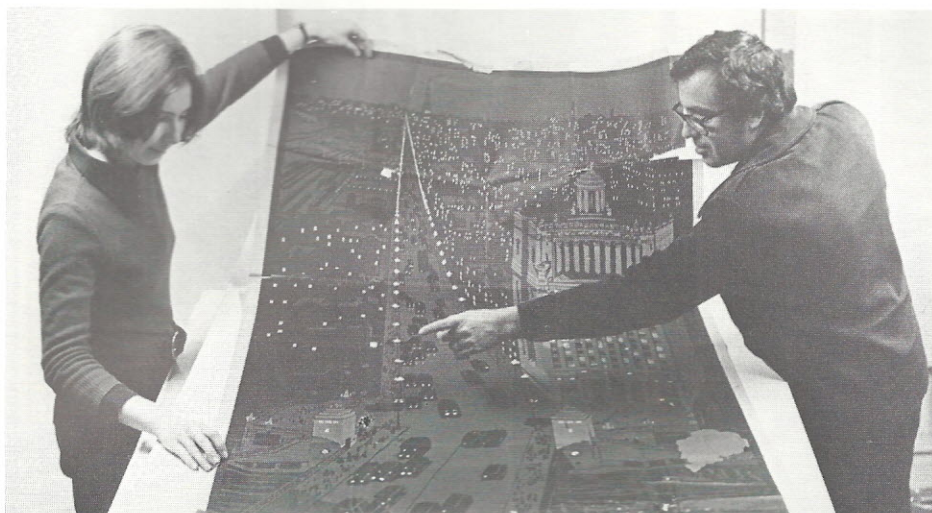
The posters reflect a time in which public transportation was the most popular way to go to the theatre, the beach, the landmark, the museum, the Sunday outing in the park.

The 34 lithographs — some of which have been sold for up to \$1,000 — are masterpieces of the flat color field poster techniques perfected by European designers of the period. Produced in a day when four-color process printing was uncommon, the posters carry up to ten colors. Their grandeur is heightened by their sweeping size — as large as 40 x 80.

The work of a number of artists, some of whom are known to have been members of the Chicago Guild, the posters are similar enough to suggest the supervising eye of an overall







*Discovered in a customer's apartment building, all the posters were folded and many were stained and torn — badly in need of restoration (top). Susan Scherer of the Poster Plus staff is shown restoring the poster of Michigan Avenue, using reversible processes to conserve the original material. Rice paper was applied to the back of the poster to add strength (center), and a deacidification solution was applied to counteract the deterioration of the original wood pulp paper. Average time required to restore each poster — 10 hours.*



art director. Gartler believes such a coordinator may have been retained by the famed utility magnate, Samuel Insull, who owned or controlled all of the railroads involved.

Gartler's work in restoring the posters is noteworthy. No patchwork or mending is visible, even at close range inspection. Yet, when a customer of Poster Plus came upon the box of posters in her apartment building, all were folded and many were stained and torn.

Susan Scherer of Gartler's staff developed the process for restoration of the posters. The average working time involved was 10 hours per poster.

Transit posters have a particular appeal to Gartler who worked as a ticket agent on the L and the subway during the summer periods of his college years.

Not that Gartler has built his entire studio on travel posters. He is mainly a dealer in distinctive, medium-priced poster art and the transit poster discoveries were an extra dividend of serving a discriminating clientele.

Some of the transit posters are still available to collectors, but Gartler is retaining reproduction rights as he intends to publish a volume containing transportation posters.

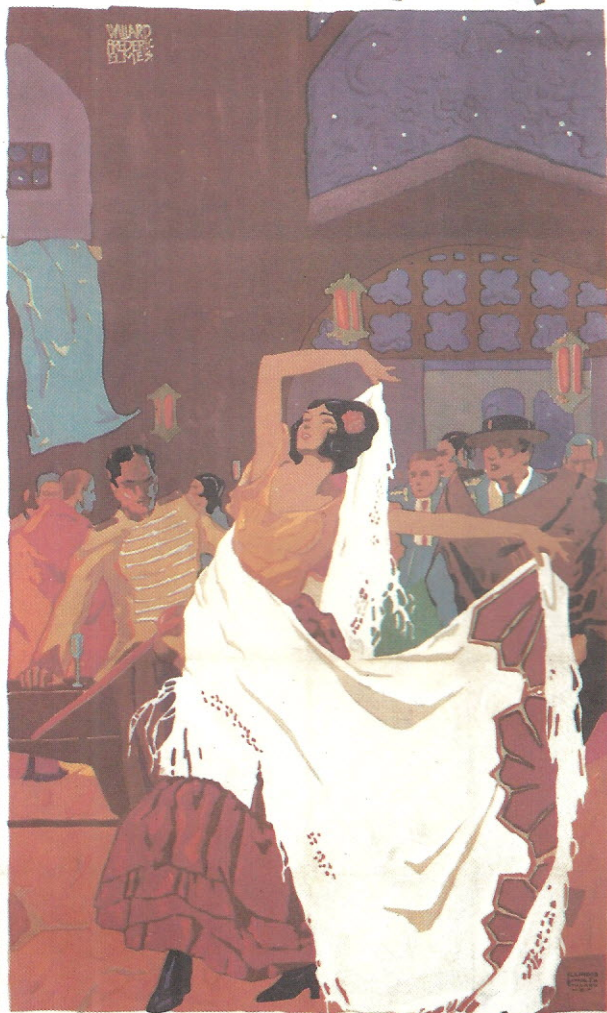
He will welcome contributions of posters from the same period from other transit companies around the country.

**J.H. Smith**  
CTA Public Affairs





# CHICAGO CIVIC OPERA

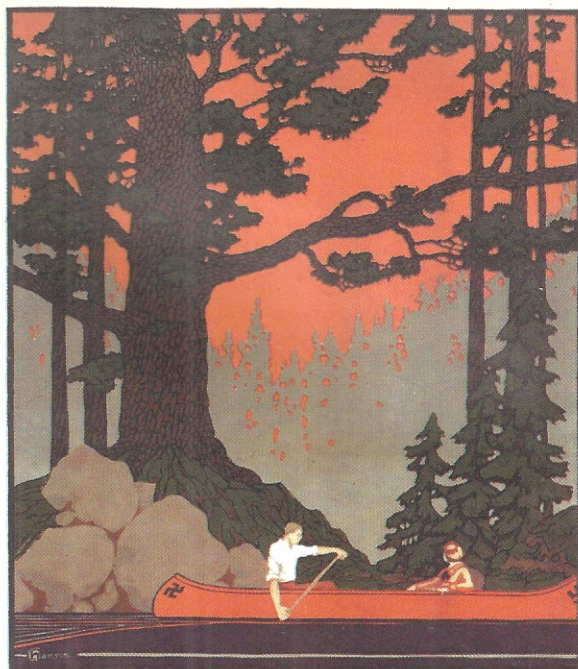


by The CHICAGO RAPID TRANSIT

Times have changed, but the destinations remain popular. Chicago's Opera, now called Lyric. The Evanston Lighthouse and Nature Center on the lake, still a convenient walk from CTA bus and "L" service. And, Wisconsin and Illinois resorts for weekend outings — now mainly by automobile.



Evanston Lighthouse  
By the Elevated Lines

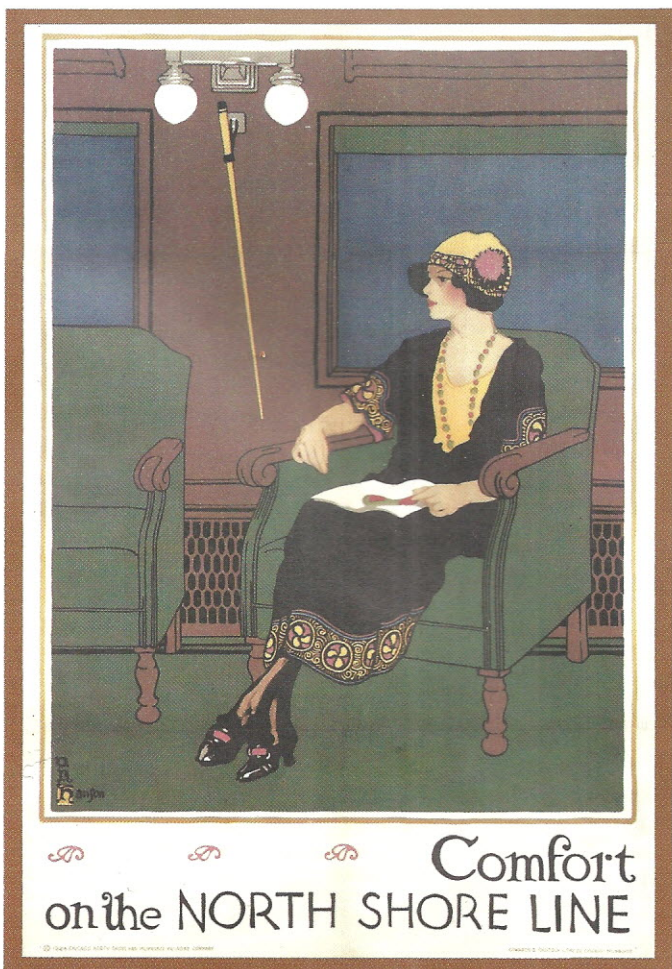


Wisconsin Resorts  
by the NORTH SHORE LINE  
Rail and Bus Route





*Just picture these. Hunters going to a duck blind on a commuter train. "I visited with the nicest lady I met in the parlor car on the way up to Milwaukee; we had a ginger ale together." And Chicago Temple as it looked before nearby buildings dwarfed the steeple.*





# Horseplay in Gold Coast Canyon

Once again you can ride the CTA to see a 4,000 year old game.

It's polo and it's being played every Sunday night through March amid the skyscrapers of the Near North Side at the Armory, one block east of the historical Water Tower at 234 E. Chicago Avenue.

The current three-month indoor season began in January and is now scheduled to be a permanent fixture on Chicago's winter sports scene, all of which can be conveniently reached by CTA.

Polo, say some scholars, started in the courts of Persia as a stick and ball equestrian sport, similar to ice hockey, as far back as 2000 B.C. Definite historical records of matches date it at 500 A.D. in Persia. From there it was carried to Arabia, China, Japan, India, and England before it migrated to America 100 years ago in 1876, finding its first home in suburban and rural areas.

Now polo is staging a rebirth in downtown Chicago in the best indoor polo arena — the size of a football field — in the Midwest.

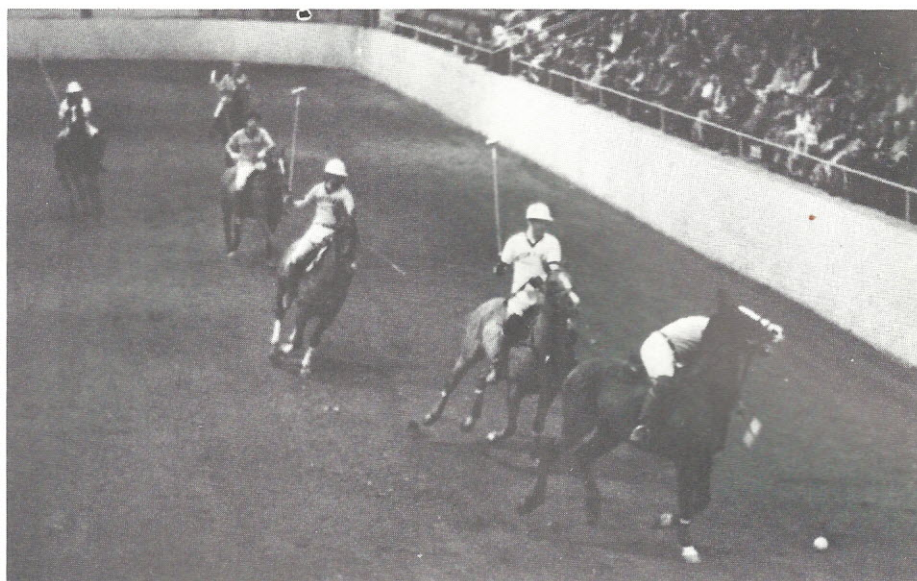
The Armory, which seats 4,000 spectators, was originally designed for polo after World War I. With a stable for 60 horses of the National Guard cavalry units, the Armory was the scene of many a match which ended in 1967 as a result of the war in Viet Nam, despite sellout crowds. The Armory was needed to house troops.

Last spring, co-founders of the Polo Club of Chicago, and polo veterans Arthur Mertz and Richard Tauber, got the okay to start again.

They resodded the 100-by-50 yard playing field with 12" deep earth, rebuilt 45 stalls, added tack, club and dressing rooms in psychedelic colors.

They enlisted grooms — a cadre of 20 boys and girls — and put to work 30 hotwalkers from the nearby Ogden Elementary School to cool off the horses after each play period.

And they qualified their new club for the U.S. Polo Association, thereby drawing some of the top players of the



country to the Chicago field. These players include the Midwest's only six goal players, Edward Lutz and William Stevens.

Five three-man teams from Milwaukee and Brookfield, Wisconsin; Hinsdale, Lake Forest, and Barrington are playing four times during this winters 13-week season.

Match games feature teams from the Near North, Gold Coast, Naperville, and Elgin.

One all-star game was held at mid-season, and the other will culminate play on March 28.

In addition, Chicago players scrimmage two or three times a week at the Armory in preparation for the public Sunday night games.

Nancy Austin, executive manager

of the Polo Club, explains, "These guys will play every chance they can — they're polophiles. They'll do anything — and I mean anything — to play polo."

It's not hard to understand why. As Mertz says, "If you like hockey, basketball, or any other fast moving, physical sport, you'll love polo."

Add to that the fact that the American style of play is recognized as the most aggressive and colorful in the world.

"Attack is the name of the game," Tauber says.

That's the brand of action at the Armory.

**Anit Leppiks**  
CTA Public Affairs



# Chicago History in Posters

Four of this year's posters at CTA locations are being used to reacquaint travelers with important chapters in Chicago history.

The posters are large reproductions of watercolors by Csaba L. Zongor, promotion coordinator at the CTA.

The project was undertaken by the CTA as part of its program to highlight history during the nation's Bicentennial.

The events portrayed by the watercolors are those designated by the four stars in Chicago's city flag:

- . . the Fort Dearborn settlement
- . . the Chicago Fire of 1871
- . . the World's Columbian Exposition of 1893
- . . the Century of Progress.

First copies of the four posters were presented to Mayor Richard J. Daley at City Hall.


The posters are reproduced in full color on the following pages.





# These Are CTA's 1976 Historical Posters

Actual size: 28 inches by 42 inches



**Ft Dearborn**


**Massacre 1812**

\*\*\*

The first star in the Chicago flag represents the 1812 destruction of Fort Dearborn, the earliest American settlement at what is now Chicago. Settlers and Indians on both sides became victims of the conflict with England known as the War of 1812. The end of the war saw the sovereignty of the United States intact. The nation was free to begin the unparalleled growth which Chicago has mirrored.

... brought to you by CTA

*The rigors of beginning*



**1871 CHICAGO FIRE**

**NORTH CHICAGO**

\*\*\*

It may or may not have been started by Mrs. O'Leary's cow, but when it was over in 1871 the prairie boomtown Chicago lay in ruins. Its homes, factories even its infant mass transportation system seemed beyond repair. Few foresaw the city's remarkable recovery. The disaster and the city's rebirth is symbolized by the second star in the Chicago flag.

... brought to you by CTA

*Ashes before the phoenix*





\*\*\* The world's first Ferris Wheel, the great Midway, and hundreds of other displays of what American "know-how" could accomplish, attracted over 25 million people to the 1893 Columbian Exposition. Getting there was half the fun for the millions who rode Chicago's cable cars and the new Jackson Park Elevated line. The exposition is commemorated by the third star in the Chicago flag.

...brought to you by CTA

**The fair which launched the 'L'**



\*\*\* In the midst of the depression, Chicago demonstrated its vitality by creating the Century of Progress exposition. Located where Meigs Field and McCormick Place now stand, the exposition's gates opened in 1933. When they closed in 1934, 40 million people had had a preview of what the future would offer in transportation, housing and entertainment. The event is commemorated by the fourth star in the Chicago flag.

...brought to you by CTA

**Confidence during the depression**



# Learning is Experiencing

1976 Educational Tours  
Planned for Students in Grades K-12.

A timesaving aid, each trip conveniently and economically organized for your class.

Sponsored by Chicago Transit Authority



**cta**

## Forest Preserve Nature Centers

**Grades K-12** **3-4 Hours**  
**Recommended Subjects: Natural Science, Ecology**  
**Operates Year Round**

What can beat an informative walk along a nature trail in Cook County's colorful forest preserves? There are four nature centers distributed throughout the county (Little Red Schoolhouse, Crabtree, Sand Ridge, River Trail) and each provides interesting trails and indoor exhibits on Natural Science and Ecology that will fit your area of study. Your CTA Information Packet includes specific details including nearby picnic facilities. During the winter months, special naturalist guided field trips can be arranged.

Educational Tours of Chicago's cultural attractions, via chartered CTA bus, are being made available to an expanded list of schools this year.

The new *Learning Is Experiencing* brochure, shown at the left, is being sent to all public and private schools in CTA's service area plus 1,310 elementary and high schools along the Amtrak railroad routes connecting Chicago to such cities as Dubuque, Quincy, Springfield and Champaign.

Last year, nearly 6,000 children, with their adult escorts, explored Chicago on 150 CTA Educational Tours.

The most popular tour (Chicago, Past and Present) included a panoramic view of total Chicago from the Sears Tower skydeck plus excursions into Chicago history through visits to

the Chicago Historical Society and to the multi-media dramatization at The Chicago Odyssey.

In the CTA service areas, CTA buses call for the tour groups at the schools. The CTA driver remains with the group throughout the itinerary.

Groups coming into Chicago by Amtrak are picked up by the CTA bus at Union Station.

CTA Educational Tour rates include CTA bus service from point of departure to point of return.

For further details and exact tour rates, write CTA Group Sales, Room 7-130, Box 3555, Merchandise Mart Plaza, Chicago, Illinois 60654.

The CTA Educational Tours are available to other youth-oriented organizations as well as schools.

## Chicago Past and Present

**Grades 3-12** **5-6 Hours**  
**Recommended Subjects: History, Social Studies**  
**Operates Year Round**

Chicago's past is displayed when you visit the Chicago Historical Society where you'll see many exhibits of earlier times in Illinois, including the great Chicago Fire and the Columbian Exposition.

At The Chicago Odyssey, located in picturesque Old Town, your class will virtually relive the history and current life of Chicago as it is flashed upon seven screens by three movie projectors and 27 slide projectors and accented by a panoramic sound system. Chicago will pass before your very eyes and ears in 52 exciting minutes. You'll stop for lunch in a downtown restaurant where you will have time to relax and enjoy your meal.

For your third view of Chicago you'll climb to the top of the Sears Tower, world's tallest building, where the real city lies at your feet.

## Lincoln Park

**Grades 1-12** **4-5 Hours**  
**Recommended Subjects: Science, Biology**  
**Operates Year Round**

The Lincoln Park Zoo offers, in addition to the main zoo, The Farm in the Zoo where children can visit the farm animals in their natural habitat. Students can see an actual milking demonstration. Another attraction, The Children's Zoo, offers visitors a

chance to observe animals up close.

Other attractions in the area include the Chicago Academy of Sciences and the Lincoln Park Conservatory. Both are within easy walking distance of the zoo and may be included in your tour at no extra cost.

## Brookfield Zoo

**Grades K-12** **5-6 Hours**  
**Recommended Subjects: Science, Biology**  
**Operates Year Round**

Take the entire day to explore the beautiful home of over 2,000 animals. The Brookfield Zoo pioneered the "barless" cage and "natural" environments for its animal exhibits. While visiting the zoo, don't miss the Seven Seas Porpoise Show or the Children's Zoo where you can meet the animals in person. This is a great trip that all ages are sure to enjoy and remember.

## The Architecture of Frank Lloyd Wright

**Grades 4-12** **4-5 Hours**  
**Recommended Subjects: History, Social Studies, Art**  
**Operates Year Round**

From the late 1800's until he died in 1959, Frank Lloyd Wright was a dominant force in American architecture. Many of his buildings, including Unity Temple and his home and studio are in Oak Park. On this trip your group will get a guided tour of Unity Temple, as well as a driving or walking tour past some of the Oak Park homes Wright designed. You will also visit his home and studio where a



guide will show you some of his many innovations including the famous playroom he designed for his children. Time has also been allotted for your group to enjoy a picnic lunch in one of the many charming parks.

### **University of Chicago**

**Grades 5-12** **4-5 Hours**  
**Recommended Subjects: Ancient History, Social Studies**  
**Operates Year Round**  
**(Tuesday through Sunday)**

Spend a day touring one of the nation's leading universities. Founded in 1891 by John D. Rockefeller, the University of Chicago is the home of many famous buildings. On your tour you will visit Frank Lloyd Wright's Robie House, the Rockefeller Chapel and many other campus sites. Bring your lunch and eat in Ida Noyes Hall in a room reserved for your group.

You'll also visit the Oriental Institute where the cultures of ancient Egypt, Palestine, Syria, Anatolia, Mesopotamia and Iran are described during a guided tour. Highlights include several mummies and a fragment of the Dead Sea Scrolls.

### **Museum of Science and Industry**

**Grades K-12** **5-6 Hours**  
**Recommended Subjects: Science, Math, Social Studies**  
**Operates Year Round**

Spend a day at Chicago's most popular visitor attraction where your class will enjoy over 2,000 permanent exhibits and special attractions. Don't miss the famous Coal Mine or a tour of the captured German Submarine.

After a busy morning, have your lunch (optional) at the "Snack Spot" before continuing your explorations.

There is no general guided tour available, but your CTA information packet includes many suggestions to help you plan your time to best suit the needs of your group.

### **Museum of Contemporary Art and Circle Campus**

**Grades 3-12** **5-6 Hours**  
**Recommended Subjects: Art History, Social Studies**  
**Operates Year Round**  
**(Tuesday through Friday)**

This combination tour features the Museum of Contemporary Art and the

Chicago Circle Campus of the University of Illinois.

At the Museum of Contemporary Art you will enjoy a 45 minute guided tour of current exhibits which are both enlightening and fun for all ages. Their ever-changing galleries feature art ranging from the latest works of contemporary artists to revivals of recent pioneers.

During the tour of the Chicago Circle Campus your group will have a chance to see a college lecture room, classroom and laboratory. Jane Addams' Hull House, a national historical landmark, is also located on the campus and a slide presentation on the life of Jane Addams and a tour of Hull House is included in your trip.

This is a good chance to introduce your class to the university environment at a campus that some of them may attend.

### **Cinestudy**

**Grades K-12** **3-4 Hours**  
**Recommended Subjects: Science and Literature, Social Studies, Foreign Language, Music and Ballet**

**Operates January-May and September-December**

M & R Theaters offer a wide variety of films for all ages and interests. For your convenience the films are shown at the Evergreen, Norridge, Old Orchard and Oriental Theaters. All films begin at 10 AM. Call us for the current schedule.

### **Field Museum of Natural History**

**Grades 1-12** **3-4 Hours**  
**Recommended Subjects: Social Studies, Natural Sciences, Geology**  
**Operates Year Round**

One of the world's great natural history museums chronicles human and natural evolution through the centuries. Exhibit topics include prehistoric peoples, dinosaurs, Ancient Egypt, Native Americans, and the animal kingdom. Guided programs are available in these and other areas.

New this year is the *Man in His Environment* exhibit, a three-dimensional and audio-visual exploration of natural systems and the impact of human societies on our environment.

If possible, arrive in time for lunch and spend the afternoon. Field Museum is a fascinating adventure.

### **Shedd Aquarium**

**Grades K-12** **3-4 Hours**  
**Recommended Subject: Biology**  
**Operates Year Round**

The Shedd Aquarium is the largest aquarium in the world. It houses over 7,500 species of marine life. Don't miss the aquarium "frogmen" when they feed the fish in the giant tank in the center of the building. Call for feeding times.

The Aquarium is located on a "peninsula" in Lake Michigan so bring a picnic lunch to enjoy by the lakeside. (If the weather doesn't cooperate we can make arrangements for your group to eat aboard the bus.)

### **Adler Planetarium**

**Grades 2-12** **3-4 Hours**  
**Recommended Subjects: Science**  
**Operates Year Round**

As great and awesome as all outdoors! The Adler Planetarium offers an ever-changing "Sky Show" presentation, as well as three floors of exhibits on astronomy. In addition to this, the new underground extension —The Astro Science Center—is open to chronicle man's conquest of outer space.

Special shows dealing with more advanced subjects can be arranged for high school groups.

The Adler Planetarium is the only place in Chicago with clear skies 365 days a year!

### **Combination Tours**

- Adler Planetarium and Field Museum
- Shedd Aquarium and Adler Planetarium
- Field Museum and Shedd Aquarium

The above tours of the Grant Park area attractions combine the highlights of the previously mentioned programs. This flexibility enables your class to make the most use of their day by visiting more than one museum. An expedition to the Undersea World, the World of the Past and the World Beyond. Combination tours, including transportation, will require approximately 6 hours each.



**CHICAGO TRANSIT AUTHORITY**  
P.O. Box 3555, Chicago, IL 60654

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