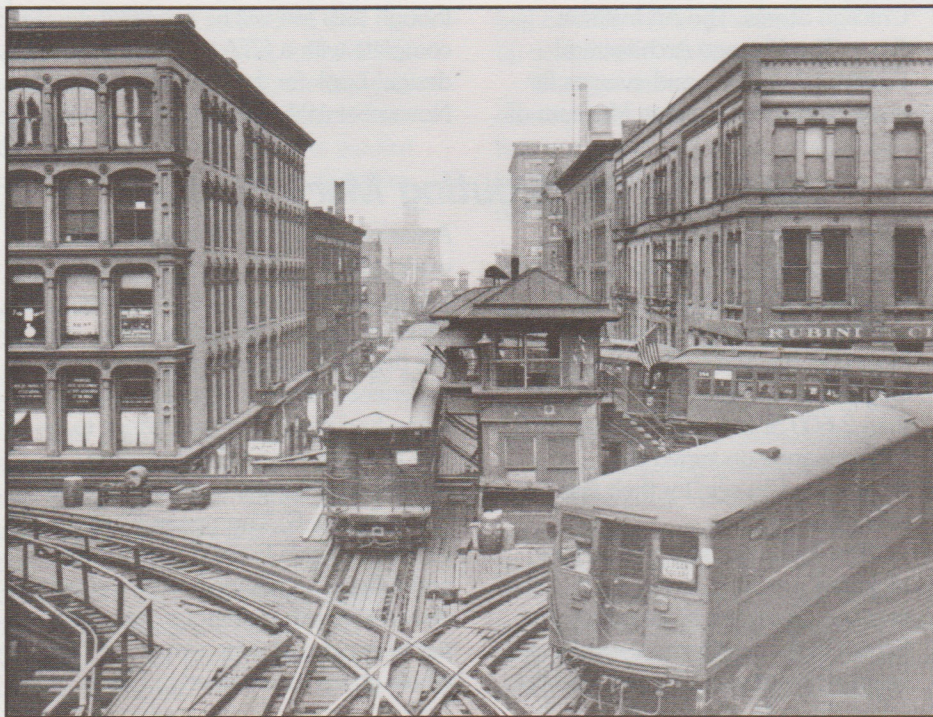


# Going Places

NEWS AND VIEWS FROM AROUND THE CTA

OCTOBER, 1997 • VOL. 2, NO. 10



When this photo was taken in 1919, Tower 18, at Lake and Wells on the northwestern corner of the Loop 'L,' controlled the busiest railroad junction in the world. This photo is from the CTA exhibit, *Putting the Go in Chicago: 100 years of Public Transit*, at the Harold Washington Library Center.

## 100th Anniversary of Loop 'L'

On Sunday, October 12th, CTA will be celebrating the 100th anniversary of the Loop 'L' service in Chicago actually started on June 6, 1892, when the South Side Elevated Railroad began operating steam-powered trains between Congress and 39th Street (later Pershing Road). But it wasn't until October, 1897, that the Union Loop was opened, allowing trains on all three of the privately owned lines then in operation to make joint stops at the 11 original stations.

Trains on the Lake Street Elevated Railroad were the first to use the newly

completed Loop after service was extended east on Lake from the original terminal at Market (Wacker Drive) and Madison. Then came the Metropolitan West Side Elevated Railroad, which had been operating trains downtown from Logan Square, Garfield Park and Douglas Park to a temporary terminal at Franklin and Van Buren. South Side trains began using the Loop after construction of an "S"-shaped connection linking the "Alley 'L'" to Wabash above Harrison Street.

A fourth line, the Northwestern

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## 100th ANNIVERSARY LOOP 'L' EVENTS Sunday, October 12, 1997

**8:30 A.M.** Loop the Loop 5k Run, Harold Washington Library Center. Prizes – awarded randomly to race participants – include weekend hotel packages, restaurant gift certificates, and CTA Collectibles. Hotline: 773-929-5979

**11:00 A.M. - 5:00 P.M.** Quincy/Wells. Vintage trains and buses, live entertainment, and the issuance of a pictorial cancellation stamp by the United States Post Office in honor of the centennial.

**Noon - 5:00 P.M.** Loop Tour Train in 1920's Antique Rail Cars. Board trains at Randolph/Wabash, Quincy/Wells, and Library-State/Van Buren.

**1:00 - 5:00 P.M.** *Putting the Go in Chicago*, Library-State/Van Buren – 80 vintage CTA photographs are on display. Historical CTA lectures featuring the history of the 'L' (1:30 P.M.) and public views on transit (3:00 P.M.).

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They're #1 and #2 on CTA's Seniority List.

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Service Cut Reminder, Red & Blue Line Trains Keep Two-Person Operation in Subway

Dear Mr. Mosena:

All of my life, I have counted on CTA buses and trains as my primary mode of transportation. That has been a long time. I rode the CTA to elementary school and high school. I continued riding the CTA to college at DePaul and then to graduate school at Northwestern. Today, I ride the CTA to work, church, social engagements, and public events.

Over the years I have watched the CTA change along with the times. While service has not always been perfect, I do appreciate the Orange Line to Midway, which opened a few years ago, and the park and ride facility at Cumberland.

I want to congratulate the CTA for the Transit Card. The growing pains were worth it. No more tokens or separate transfers. No more long lines at train stations waiting to be served by ticket agents. The \$1.50 bonus on a \$13.50 purchase is a nice treat – especially for us long-term riders. Thanks!

Sincerely,

Carol McGuire  
Chicago

## Going Places

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# News & Views

## CTA Collectibles

Beginning in November, a new catalog of CTA collectibles will be made available, just in time for your holiday shopping. Merchandise ranging in price from \$3.50 to \$75.00 will be available to the public at The Chicago Stores, The Art Institute Store, The Chicago Architectural Foundation Stores, and even as far away as the Philadelphia Museum of

Art. CTA employees taking advantage of our in-house sales, will receive a 15% discount. From tote bags to teddy bears, bus banks to umbrellas, CTA collectibles go well beyond the usual T-shirt and tie campaign, though they too will be available, complete with a CTA transit map design! Look for the catalog in your November 19th paycheck.

## Add 'CTA' to Scouting Merit Badges

When you think about the Boy Scouts, campfires, square knots, and walking elderly persons across the street probably come to mind. Now you can add CTA to the list. On Saturday, September 27, more than 2,600 Scouts from all over Chicagoland converged on downtown Chicago for their first ever *Tour de Loop*.

The five-mile, self-guided tour included two trips on the CTA. "The tour was designed to introduce the Scouts to the architectural wealth and cultural diversity of Chicago, and the urban life-style, in general," said Boy Scouts Council President Matt

Ackerman. "We definitely wanted to work with the CTA, and to include a bus or train trip on the tour. Public transit is a huge part of city living, and this definitely provided a first time experience for a lot of young people. Many had never had the chance to ride a bus or elevated train before."

The Boy Scouts began their tour at the James R. Thompson Center (State of Illinois Building) at 8 A.M., and followed a planned route through downtown with numerous opportunities to explore at their own pace. The whole group reconvened in Grant Park for a council-wide conferring of a new *Tour de Loop* merit badge.

## CTA and Lottery Launch First Wrapped Train



The Illinois Lottery and the CTA unveiled the nation's first wrapped train on

September 9. The wrapped eight-car train featuring an Illinois Lottery advertisement, was launched with an inaugural ceremony and run at the Cermak/Chinatown station.

"Wrapping" at the CTA was previously limited to buses, with the message being leased to only one advertiser. Employing materials such as fiberglass, wrapping a train creates a new source for advertising revenue for the CTA.

Illinois Lottery Director Lori Montana and CTA President David Mosena hosted the event. Cars on the Lottery Train will run exclusively on the Red Line through early 1998, traveling north to Howard and south to 95th Street.

"The Illinois Lottery is excited about using this important medium to reach potential players and create awareness for the Lottery," said Montana. According to CTA President David Mosena, "We've been looking for the right company to partner with, and the Illinois Lottery seemed to be the perfect fit. Train wrapping offers a new source of revenue for the CTA. That benefits the agency and our customers."

## CTA Welcomes the World's First Fuel Cell Bus

**T**he billowy black smoke spewing out of exhaust pipes may be a thing of the past for the CTA buses of the future, as the Chicago Transit Authority leads the drive for clean air.

The CTA made history on September 18 as it welcomed the world's first zero-emission, fuel cell bus to its service fleet. Though the fuel cell bus will not carry passengers until later this year, the CTA will become the first transit agency to place a pollution-free, fuel cell bus into revenue service.

The CTA, the City of Chicago Department of Environment, together with Ballard Power Systems introduced the first of three buses that will utilize the revolutionary fuel cell technology as part of a two-year test.

"This is an exciting moment for the CTA as we venture out into a new frontier for public transit by introducing the city's first emission-free bus. Chicago and the CTA will both benefit from the improved air quality the fuel cell buses will bring," said Chicago Transit Board Chairman Valerie B. Jarrett.

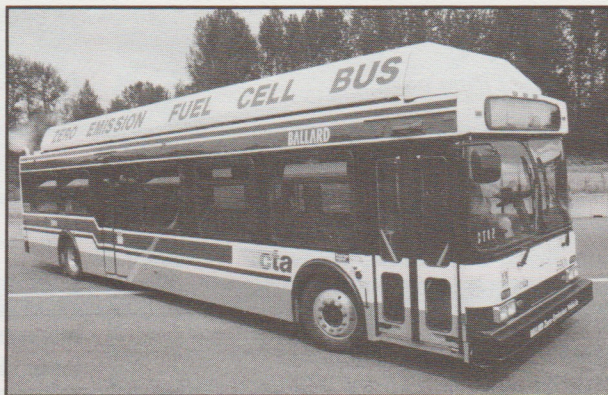
The new bus is powered by the Ballard Fuel Cell Engine, which generates power through an electro-chemical process. This technology allows the engine to convert alternative fuels like natural gas, methanol, or hydrogen directly into electricity without combustion and without pollutants. CTA's fuel cell bus will be powered by compressed hydrogen gas.

The fuel cell bus will perform like diesel-powered vehicles, but without the heavy exhaust that diesel vehicles can produce. The only by-product of a fuel cell bus is pure water vapor.

Air Products & Chemicals, Inc., a world leader in the production and safe handling of hydrogen, has installed a hydrogen fueling station at the Chicago Avenue Garage. CTA employees are receiving training on all aspects of fuel cell safety, operation, and refueling.

Federal funding specifically earmarked for environmental air quality improvement projects covered the project's \$9.6 million price tag.

The remaining two fuel cell buses are expected to be delivered to the CTA in October. CTA customers can expect to see the emission-free buses placed



into revenue service later this year.

The routes selected for fuel cell bus service are the #20 Madison, the #65 Grand and the #66 Chicago. These routes all operate out of the CTA Chicago Avenue Bus Garage and travel through the downtown area where the highest concentration of pollutants are found.

President Mosena said, "The CTA has long been interested in seeking ways to use alternative fuel sources to power its vehicles. The new fuel cell buses will allow us to make strides toward providing the city with pollution-free bus service. The investment in a project like this is huge, but no price tag can be placed on cleaner air for generations to come, or the quality standard of providing safe, on-time and truly clean service to our customers."

## From The Mart

### 98 Years & Counting

Carmella Petrella and Mary Lyall are number one and two at the CTA – on the CTA's seniority list that is. Their

combined years of service totals 98, just two short of the 100 years that the Loop 'L' has been in service.

While able to retire with full benefits, they choose to continue to work for the agency in a very sensitive

area: payroll. They make sure that the amount of our paychecks is what it is supposed to be.

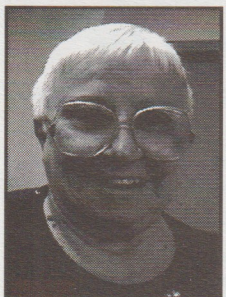
Carmella is a control clerk for terminal shops and crafts. Mary is a responsible for general office employees. Both see to it that the payrolls are processed and that the employees get paid properly.

Carmella began her career in transit in April of 1944 with the Chicago Rapid Transit Company, which combined with Chicago Service Lines in 1947, to form the CTA. Her 53 years of service puts her at the top of CTA's seniority list.

Mary, who came on board the CTA in 1952, is number two on the seniority list with 45 years of service. She began

her career at the CTA with a revenue accounting job at the Merchandise Mart, just a few months after the agency had moved its headquarters to its current seventh floor location.

Next time you visit the Mart, be sure to say hello to Carmella and Mary. They can often be seen taking their breaks together as they stroll up and down the Mart's center corridor.



**Carmella Petrella**  
Payroll Control  
Clerk for  
terminal shops  
and crafts



**Mary Lyall**  
Payroll Control  
Clerk for general  
office employees

## 100th Anniversary of Loop 'L'

continued from page 1

Elevated Railroad, began serving the Loop from the North Side in 1900. Trains from all four railroads served stations at Clark and State above Lake; Randolph, Madison and Adams above Wabash; State, Dearborn and Pacific (LaSalle) above Van Buren; and Quincy, Madison and Randolph above Fifth Avenue (Wells Street). Trains from yet another line, the Chicago North Shore & Milwaukee interurban electric, began using the Loop 'L' in 1919.

***“To Chicagoans and visitors alike, the Loop still provides a vital link between downtown and the rest of the city and suburbs beyond...”***

Through the years, there were a number of different routings, including service in the same direction on both tracks. Lines were added and cut, but for several years, Tower 18, at Lake and Wells, remained one of the busiest railroad junctions in the world. It was not until the opening of the State Street subway in October, 1943, that the heavy Loop traffic began to ease up. A further reduction occurred in February, 1951, with the opening of the Dearborn subway, and in June, 1958, with the through-routing of trains from Logan Square via the Dearborn subway and Congress median to terminals at Desplaines and 54th Avenue.

The usefulness of the Loop 'L' has remained, and its importance became clear with the establishment of through service on the Lake-Dan Ryan Line in 1969, and the creation of the new Orange Line to Midway in 1993.

To Chicagoans and visitors alike, the Loop still provides a vital link between downtown and the rest of the city and suburbs beyond, and it continues to identify the commercial heart of Chicago as no other landmark can.



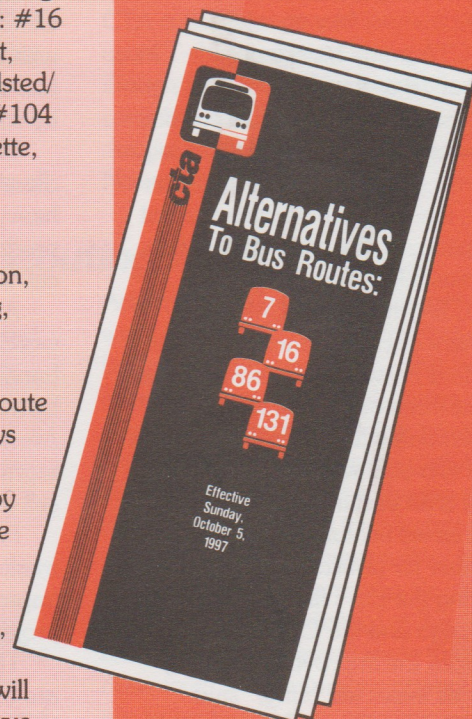
# Changing Gears

## Service Change Reminder

The first phase of service changes will go into effect on Sunday, October 5. Ten of the CTA's lowest performing bus routes will be discontinued: #16 Lake, #31 31st, #32 West 31st, #41 Elston/Clybourn, #42 Halsted/Archer, #99 Stevenson Exp., #104 Pullman/Altgeld, #110 Marquette, #131 Washington, and #164 Narragansett Express.

Weekend service will be discontinued on the #7 Harrison, #24 Wentworth, #39 Pershing, #49A South Western, #86 Narragansett, and #96 Lunt. Service on the #59 59th/61st route will be discontinued on Sundays only. Saturday service for the #204 Dodge will be replaced by Pace, operating under the same route name and schedule.

The #12 Roosevelt will be rerouted at all times via Ogden, Taylor, and Damen in both directions. The #73 Armitage will be rerouted on weekdays to serve Anixter Company via Clybourn and Ashland in both directions. Brochures were produced to help our customers, affected by service changes, switch to alternate CTA services. There are a total of eight different brochures – each containing a mini-CTA map showing service changes and nearby CTA alternatives. Brochures will be delivered by



direct mail to households in affected areas and by seat drops on the bus routes listed above.

Additional copies of the brochures are available at the Merchandise Mart security desk, the RTA, or by calling (312) 836-7000.

## Two-Person Operation Maintained for Blue and Red Line Subway Trains

While the change-over to one-person operation on CTA trains is proceeding, the CTA is taking special precautions for subway operation.

CTA Blue and Red Line trains will switch to one-person operation on October 26. However, two-

person operation will be maintained for the subways only. Specially-trained Customer Assistants will ride along underground to help ensure safe, trouble-free transit for our customers. Schedule rotations for the assistants will be in place soon.