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Earth Saving Initiatives

RECYCLE and REUSE.

These are key words in the struggle to save the environment for future generations. April 22 marks Earth Day 1998. It's the global holiday to celebrate the wonder of life on our planet and the commitment to saving Mother Earth.

Through environmentally-friendly initiatives like recycling newspapers on platforms and turning to alternative fuel sources to power our vehicles, the Chicago Transit Authority is proud to be doing its part to preserve our planet and protect our environment.

One of the most innovative earth-saving projects the CTA is undertaking an experiment with plastic rail ties. Currently, the CTA uses approximately 20,000 wooden ties each year. Since wood ties are taken only from the bottom third of trees, it takes approxi-

mately 5,000 trees to meet CTA's annual supply of ties.

Plastic ties are considered to be a viable alternative to wooden ties since they are composed of approximately 1,000 recycled plastic milk bottles each. Instead of cutting down 5,000 precious trees, 20 million plastic milk bottles would be recycled to meet CTA's yearly requirement of replacement track ties.

Unlike wooden ties which have an average useful life of 25 years, plastic ties can last up to twice as long. Though plastic ties are initially more expensive to purchase, the cost is off-set because of the longer lifespan of plastic ties and their durability.

Over time, wooden ties deteriorate and lose their strength. Rotted wooden ties are considered a special waste item, which makes the disposal of wooden ties *continued on page 4 ...*

CTA Begins New Bus Procurement Process

CTA has begun a bus procurement process aimed at providing up to 450 new buses over a three-year period. In putting out its bids, CTA became the first major transit agency in the nation to use Standard Bus Procurement Guidelines recently developed by industry leaders affiliated with the American Public Transit Association (APTA).

Working with other transit providers, bus manufacturers and parts suppliers, CTA helped develop the guidelines in cooperation with the Federal Transit Administration (FTA) in order to simplify the procurement process and make it more cost-effective.

"By working together with industry experts to develop design standards that are acceptable to our peer

agencies," said CTA Chairman Valerie Jarrett, "we'll be able to achieve considerable savings on the cost of new buses."

The buses CTA wants to purchase are 40-foot, low-floor models with seats for up to 40 riders. They will also be air-conditioned and accessible to persons with disabilities, features that are not provided on the standard-sized M.A.N. (4000 series) and old Flyer (9800 series) buses they'll be replacing, which are now 13 to 15 years old.

In modernizing its 1,882-bus fleet, CTA intends to purchase an average of 150 buses a year for three years so vendors can plan construction schedules more efficiently. Too many buses arriving within a limited period also can mean the *continued on page 4 ...*

Spring Cleaning

The CTA's 2nd Annual Spring Spruce-Up will take place on Saturday, April 18, 1998. Teams of volunteers made up of CTA staff from Bus, Rail, Construction & Engineering and Administration will spend the day removing debris, graffiti and garbage from rail stations and maintenance facilities throughout the CTA system. Sites scheduled for sprucing are the Bus South Shops, Maintenance and Construction West Shops and elevated stations along the Douglas Branch of the Blue Line including Hoyne/21st, Western, California, Kedzie, Central Park and Pulaski. The area underneath the tracks will also be tidied up.

This rite of Spring originated last year as a part of CTA's Spring Cleaning Challenge and is a part of the CTA's ongoing efforts to be more responsive to the neighborhoods and customers it serves. Contact the Vice-President of your division to sign up to volunteer.

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In a recent letter to the CTA, Ms. Agnes C. Andrews of Chicago wrote:

On Monday, March 9, I boarded bus #6192, on the 151 Sheridan at about 3:45 pm and had one of the most pleasant experiences and most pleasant driver I've had in many years as an almost daily rider.

This man went beyond expectations on an absolutely miserable day. An elderly man who could hardly walk left the bus on Lake Shore Drive and no snow had been cleared from the sidewalks. He left the bus and assisted the man across the Drive to a somewhat drier area. He returned to the bus to applause from passengers, well deserved, I'd say.

As a slightly disabled person (I wear a brace on my leg), he lowered the lift on the bus to allow me to descend. No one has ever done that even though I use a cane and it's hard when a driver does not pull over to the curb. At any rate, he's great and good for the CTA's image. Keep him, you don't run across employees that thoughtful in any industry today. Give him a pat on the back.

Going Places

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News & Reviews

CTA Still Takes You Out to the Ball Game

The famous voice in the broadcast booth may now be silent, but the games will go on just as Harry Caray would have expected them to. And carrying on a tradition older than either of the city's major league ball parks, 'L' service to both Cubs and White Sox games will once again become the transportation of choice for thousands of baseball fans. Additional fare equipment will be available on the Red Line at the Addison station for Cub games at Wrigley Field and the Sox-35th station for White Sox games at Comiskey Park. The added equipment will speed entry for fans after each game by allowing the use of either Transit Cards, dollar bills, cash or tokens for payment of fares.

Also new to the Addison station, are four seven-foot-high murals by illustrator Steve Musgrave, which

feature Cubs greats Fergie Jenkins, Ernie Banks, Billy Williams and Ryne Sandberg. The paintings were unveiled last month as a part of the CTA's Adopt-A-Station Program that encourages community groups and businesses to work as partners with CTA to improve 'L' stations with such projects as planting shrubbery or flowers, enlisting local artists to contribute their work, purchasing additional benches, etc.

Red Line trains using the State Street subway downtown take only about 15 minutes to reach the Addison Street station for Cubs games, and 12 minutes to 35th for Sox games. Service to Wrigley Field will also be provided by #22 Clark and #152 Addison buses, and to Comiskey Park by #24 Wentworth and #35 35th.



The Phantom Is Back

CTA employees interested in seeing Andrew Lloyd Webber's musical *The Phantom of the Opera*, now playing at the Civic Opera House, can enjoy a \$15.00 savings on remaining Orchestra, Dress Circle,

and First Balcony seating for select performances through April 29. Call Ticketmaster to order your specially priced tickets at 312-902-1500 and ask for the "L-type" ticket.



On With The Show

The League of Chicago Theatres and the CTA have teamed up to give CTA customers added value when they use a CTA Transit Card, Monthly Pass or Visitor Pass. By showing one of these fare cards at participating theaters, showgoers will receive a special offer which could be anything from a discount on tickets to free refreshments and gifts.

For a complete list of participating theaters, customers can consult CTA's

new League of Chicago Theaters brochure which is available through the Public Affairs Department, x3067. For customized directions to any Chicago theater, they can call 836-7000 from any city or suburban area code.

These offers are good only at participating theaters through December 31, 1998, and are subject to availability. Customers can call the theaters to verify exact details of discount offers.

Board Approves Residency Ordinance

At its March meeting, the Chicago Transit Board approved a residency ordinance that requires new non-union employees to reside within CTA's statutory service area, which includes the City of Chicago and many surrounding suburbs in Cook County. Non-union employees make up 10% of the CTA workforce, including all management level employees. A grandfather clause in the ordinance waives the requirement for current non-union employees who live outside the service area. The ordinance took immediate effect for new, non-union hires.

"A residency requirement is consistent with, and builds on, our efforts to improve the management of the CTA," said President Kruesi. "We can do a better job of providing on-time, clean, safe and friendly service when our employees have the same sense of ownership in the CTA that our riders have."

"While we appreciate the value of having all of our employees live within the service area, we also want to be fair to those who have worked here for many years and made important contributions to this organization. With a grandfather clause, our ordinance sets the right policy moving forward, and does not unduly penalize those who have been loyal, hard-working employees in the past," said Board Chair Valerie Jarrett.

Rolling through the Years ...

Please join us in congratulating CTA employees who are celebrating special anniversaries this month.

40 Years

Cyril Schindler April 7
Archer Garage, Bus Operator

35 Years

Raymond Mieszkowski ... April 18
North Park Garage, Bus Operator

Thomas Reilly April 11
Training & Instruction, General Manager of Training & Instruction

30 Years

Nathaniel Barton April 4
Chicago Avenue Garage, Janitor
Buildings & Grounds

Willie Beene April 25
Chicago Avenue Garage, Bus Operator

Eugene Embry April 5
Red/Yellow/Purple Line, Conductor

John Hollway April 11
Chicago Avenue Garage, Bus Operator

Michael Keele April 3
Bus Heavy Maintenance Electrical Worker Leader

Bernard Townsend April 19
Red/Yellow/Purple Line, Rail Service Supervisor II

Lee Walker April 2
Warehouse Operations, Manager,

Did You Know ?

50 Years Ago...April 5, 1948

'A' - 'B' skip-stop service was inaugurated by CTA on the Lake Street 'L' to speed travel by having successive trains stop at alternate lower-volume stations. Busier stations were designated all-stop so they would be served as frequently as possible.

Benefits at the time included reduced travel time, and in some instances, fewer cars needed for service, compared to all-stop operation. Skip-stop service, which was expanded to most of the other lines, was discontinued May 1, 1995.

Behind The Wheel

Clean Sweep

During last summer's 15th Annual Bus Maintenance Roadeo Competition, twenty-three teams of three people each made up of maintenance personnel from CTA's bus garages and Support Services vied for the position of first place. At the end of the competition, it was North Park Garage's three-man team of Jeff Braswell, Richard Dolan and Bryan Hedstrom that succeeded in taking the title.

To compete, each team was required to maneuver a bus through the same series

of challenging obstacles as used during the bus operators' competition with a special four-barrel obstacle that simulated the wash rack procedure for cleaning bus exteriors. Each team had exactly one minute to complete this obstacle. If a team completed the obstacle in under or over the one minute time period, points were deducted from their score. Teams were also required to inspect a bus for 18 planted defects and identify them.

Last year, a new non-scored event was added to the competition that included



modules for troubleshooting a bus's engine/transmission, air brake board and electrical board.

North Park's winning team, with a combined 30 years of experience, went on to represent the CTA in the 1997 International Competition in Nashville, Tennessee last August.

Left to Right:

Bryan Hedstrom

Jeff Braswell

Richard Dolan

Bus Procurement

... continued from page 1

need for massive reconditioning or replacement later in too short a time.

Spreading out bus deliveries has the additional advantage of making it easier for CTA maintenance crews to prepare the buses for service, which became a challenge a few years ago when more than 900 new vehicles arrived within a 12-month period.

Besides the savings anticipated under the new bus procurement guidelines, CTA President Frank Kruesi said, "The off-the-shelf system we're now using to purchase buses and other supplies will also reduce costs because we won't have to warehouse so many different parts, and the ones we do need will be more readily available in the marketplace.

"Once all these new buses are in service," he added, "70 percent of CTA's bus fleet will be air-conditioned, and 95 percent will be accessible to people with disabilities." He said, "The new buses will also be environmentally-friendly, with engines that not only meet current emissions guidelines, but will have 25 percent lower particle emissions than the models they'll be replacing. It's going to mean a lot to the people of Chicago to have these buses on our streets."

Earth Saving

... continued from page 1

expensive. At the end of their useful life, plastic ties can be recycled without harming the environment.

CTA's 2-year test project with plastic ties will involve the installation of 240 plastic crossies in the area of the California station along the Cermak (Douglas) branch of the Blue Line. The plastic ties will be evaluated for strength and ease of installation. In addition, tests will be conducted to determine if plastic ties help reduce noise levels.

If successful, the CTA's plastic tie project will save trees, money and most importantly our Earth.

Changing Gears

Final Phase of Service Changes to Begin
The CTA will implement the last of a series of service changes on Sunday, April 26, 1998, affecting both rail and bus service:

RAIL LINE SERVICE CHANGES

Rail Line	Type of Service Change	Alternative(s)
Blue Line, Cermak (Douglas) branch	Night Owl Service Reduced	N-S routes to/from Blue Line, Forest Park (Congress) branch, #N60 Blue Island /26th
Blue Line, Cermak (Douglas) branch	Weekend Service Eliminated	#12 Roosevelt, #18 16th-18th, #21 Cermak, #60 Blue Island, N-S routes to/from Blue Line, Forest Park (Congress) branch.
Green Line	Night Owl Service Reduced	Red Line, #N4 Cottage Grove, #N20 Madison
Purple Line	Night Owl Service Reduced	#N201 Central/Sherman (New overnight service)

BUS ROUTE SERVICE CHANGES

Changes affecting bus service include:

EXTENDED or NEW Night Owl service on 3 bus routes as alternatives to eliminated rail service:

#20 Madison	Extended to Harlem/ Lake Terminal Weekdays 1am - 4am, Saturday 1am to 6am, Sunday 1am - 7am
#N60Blue Island	Extended to 54/Cermak Terminal Monday-Saturday 11pm - 4am, Sundays 11pm - 5:30am
#N201 Central/ Sherman	New Overnight service EVERYDAY between Central & Granville Red Line Station. Weekdays 1am - 5:30am, Saturday 1am - 5:30am, Sunday 2am - 6:30am

Reduced Night Owl service on part or all of 20 bus routes, route reductions on 4 weekday bus routes, and minor service-hour reductions on 21 other routes. These changes are detailed in a new Service Changes brochure available now. Call 1-888-YOUR-CTA.

CTA Clean Machines Hit The Streets

At a ribbon-cutting ceremony on March 16 at Navy Pier, the CTA made history as the first transit agency in the world to put zero-emission, fuel-cell buses into service. As reported in our October 1997 issue, CTA's fuel cell buses feature a Ballard Fuel Cell Engine, fueled by compressed hydrogen gas with the performance equivalent of other CTA diesel-

powered vehicles. However, the fuel cell bus produces no pollution.

Its only by-product is water vapor.

These newest buses in CTA's fleet are part of a two-year trial of this new technology. Three "Clean Machines" were placed into service last month on the #20 Madison, #65 Grand and #66 Chicago Avenue routes.