

# Looking Out The Library Into Washington Street



This refurbished architectural masterpiece, built in 1897, has now become the Chicago Public Library Cultural Center. It offers a great variety of services and attractions, covering arts, crafts, music, drama, dance, film, and ethnic culture. In addition, the Cultural Center houses library collections ranging from the Popular Library's current literature selections to music and art books, recordings, foreign language books and magazines, and children's literature. Centrally located downtown on Michigan Avenue, it is well served by many CTA bus routes, nearby elevated and subway lines, and the Illinois Central Gulf commuter railroad. All activities at the Cultural Center are free and open to the public. More information can be obtained through the Center's programs and exhibits office, 269-2837.

## MCDONOUGH ELECTED CTA CHAIRMAN

James J. McDonough was elected Chairman of the Chicago Transit Board for a three-year term at the Board's meeting Oct. 5. McDonough also was re-elected Chairman of the American Public Transit Association on Oct. 10 at the organization's annual meeting in Atlanta, continuing as the nation's No. 1 spokesman for public transportation. Also, at a meeting Oct. 5 in Stuttgart, West Germany, he was elected to the Board of Directors of the International Union of Public Transport, an international professional transit organization.

In keeping with a change in a state law voted earlier this year by the legislature, the CTA Board also changed the title of George Krambles from General Manager to Executive Director.

(Full Details in October issue.)

**cta** **TRANSIT NEWS**  
FOR EMPLOYEES AND RETIREES  
SEPTEMBER, 1977



# 'PEOPLE MOVING PEOPLE'—



Line-up of CTA buses for shuttling Burlington Northern commuters between LaGrange and Brookfield. Forty CTA buses from Kedzie and Archer garages were used.



James Blaa (left), CTA Transportation manager, discusses shuttle bus operation with William and Alexander Robertson, brothers who are both District B supervisors.



At times, two trains would arrive within 10 minutes of each other, with a total of 2,500 commuters. CTA buses handled them all.

## CTAers Serve Commuters In Burlington Emergency

**1745 hours Saturday, August 27:** CTA gets call from RTA. Amtrak's westbound San Francisco Zephyr train has crashed into an eastbound Burlington Northern freight train which derailed moments earlier near Burlington's Stone Avenue Station in west suburban LaGrange. The collision occurred on an overpass, causing collapse of the bridge. All three Burlington railroad tracks are blocked, cutting off its commuter service to the Loop. Can CTA provide shuttle service around the wreck?

James Blaa, manager of transportation, and Harold Geissenheimer, general operations manager, respond, and leave for the scene. Blaa arranges for shuttle bus service to meet Burlington trains and shuttle passengers back and forth around the site from LaGrange to Brookfield's Prairie Station. The timing of the weekend train schedule necessitates use of only one bus.

**1900 hours:** First CTA shuttle bus meets train at Brookfield. It runs five round trips before pulling in at 0100 hours Sunday.

**Sunday, August 28:** The same shuttle service is in effect; CTA's bus makes 12 round trips.

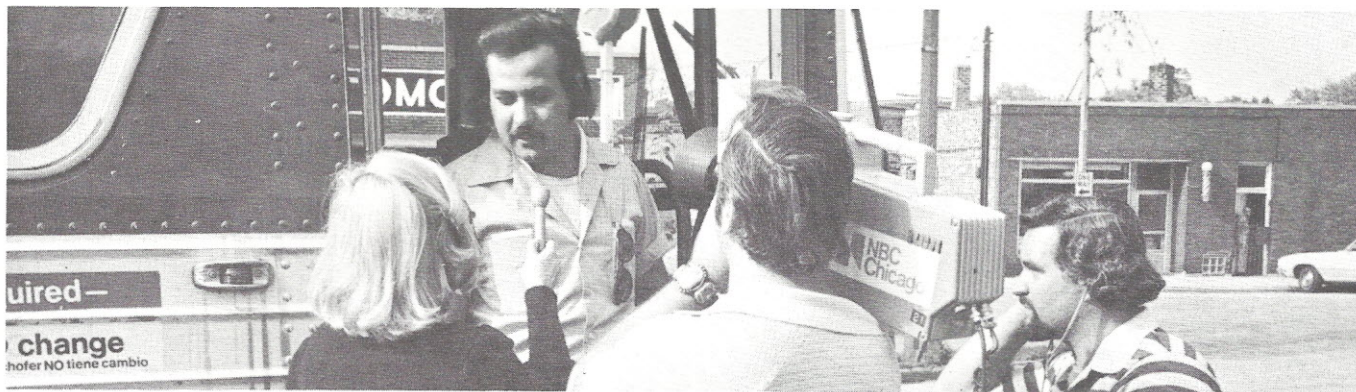
**1015 hours:** On-site meeting in LaGrange to plan rush hour shuttle strategy for coming week. CTA represented by Geissenheimer, Blaa, and George Krambles, general manager. RTA's Bernard Ford, director of transportation; James Kole, manager of rail operations, and John Pochron, also of rail operations, are present, as is Burlington's manager of commuter service, Forester DuSell.

Strategy for Monday: meet trains with buses at LaGrange in a.m., shuttle passengers to Brookfield. Reverse busing during p.m. rush period. Burlington normally services 18,000 commuters each way. CTA lines up 35 buses to shuttle these riders. Each round trip is estimated at 30



# THE BIG CTA SHUTTLE

By Anit Leppiks



CTA's shuttle service had full media coverage. Here, bus driver M. Tavarez is interviewed by NBC.

minutes; 10 minutes between stations, plus time to load and unload buses.

**Second Sunday meeting:** Blaa and Sylvester Horbach, acting district superintendent, meet with LaGrange and Brookfield police, who agree to set up special "bus only" lanes to facilitate bus movement.

Meanwhile, Krambles and Thomas Wolgemuth, manager of engineering, investigate the transfer of bridge spans to the Burlington railroad. Burlington locates suitable spans of its own in storage.

**Field meeting:** Blaa and Horbach drive over bus shuttle route.

**0540 hours Monday, August 29:** Burlington's first train met at LaGrange's Stone Avenue depot with full shuttle of 35 CTA buses. CTA personnel Blaa, Geissenheimer, and Thomas Shanahan, area superintendent of bus service, on scene with DuSelle. Decision is made to add five more buses to Tuesday's rush service.

Burlington normally made 32 trips each way, Monday-Friday. On several occasions, two Burlington trains arrive within 10 minutes of each other, with a total of 2,500 commuters alighting almost at the same time. CTA buses carry them all.

Shuttle continues on an abbreviated basis at midday and in the evening.

**1900 hours Monday, Tuesday:** Burlington closes down commuter service completely in order to remove bridge spans. CTA buses meet Burlington riders at Chicago's Union Station, providing complementary express (via Eisenhower Expressway) and local (Ogden through Cicero and Berwyn) service. CTA buses make a total of 33 trips.

**Thursday:** Burlington service resumes.

Altogether, during the emergency from 1900 hours Saturday to 0045 hours on the following Thursday, there were 827 round trips by the CTA shuttle buses and a total of 75,000 rides by commuters.

At one time or another, more than 100 CTA drivers took part in the shuttle operation. Forty buses from the Kedzie and Archer garages were used.

It was the largest operation of its kind in CTA history. And, as Geissenheimer stated, it was a "good example of CTA professionalism and cooperation between the various departments."



Harry Reddrick, Transportation personnel director, observes shuttle bus operation.



A morning scene of commuters boarding CTA buses.

(CTA photos by Art Tonner)





An early evening scene of homeward-bound commuters boarding the buses.

## Letters of Commendation

**BURLINGTON VICE-PRESIDENT DONALD H. KING, IN A LETTER TO GEORGE KRAMBLES, CTA GENERAL MANAGER, WROTE:**

"On behalf of my company and thousands of our patrons who saw CTA professionalism at its best this past week, may I offer sincere thanks to you and your organization for an outstanding shuttle bus operation between Brookfield and LaGrange.

So often we lose sight of the obvious, namely the amazing capacity of the Authority to meet and accept transportation challenges. We found much to admire in your operation, and your people. I know you are proud of them and you have every right to be."

**COMMUTER KAREN S. AMBROSE, IN A LETTER TO BURLINGTON OFFICIALS, WROTE:**

"All the efforts made by Burlington Northern, CTA and RTA in providing commuter service during bridge repairs last week are to be highly commended. The shuttle service between Stone Avenue and Brookfield was particularly efficient; obviously a great deal of experienced planning went into it. The drivers and supervisors on duty were courteous and patient under very trying conditions. Everyone connected with this operation should be applauded. I am also impressed with the speed of the bridge repairs, carried out without sacrificing safety. This experience illustrates that our transportation services are prepared and flexible enough to operate under emergency conditions. As a regular commuter on both Burlington and CTA I am grateful for such services."



# CTA Board Inspects New Control Center

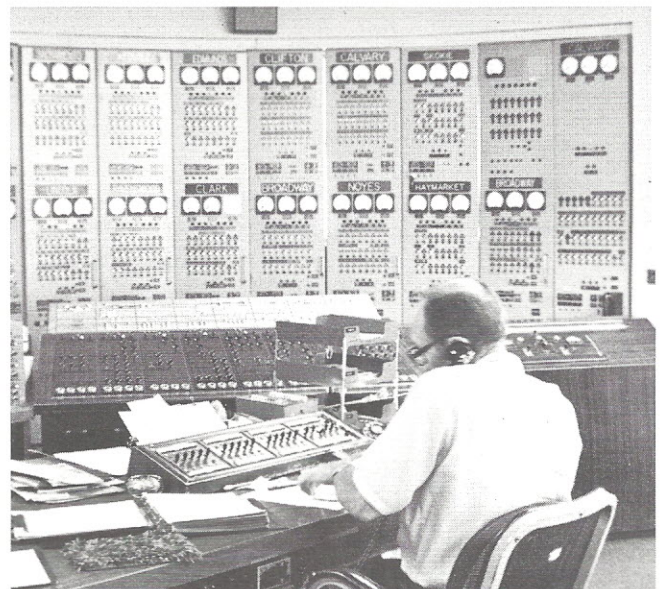


The September meeting of the Chicago Transit Board was followed by an inspection visit to the new Control Center. Left to right are George Krambles, general manager; Harold Geissenheimer, manager of General Operations Division; Edward F. Brabec, vice-chairman of the Board; Lester Rackner, Control Center superintendent; Terry Collins, communications consultant to the CTA; James J. McDonough, Board chairman, and Board members Lawrence Sucsy, Mathilda Jakubowski, and Donald Walsh. Controller Joseph D'Aquilante is at the bus control console.

At the supervisory dispatch console in the new Control Center, Raymond Lugai receives a bus message to be relayed by radio to a supervisor. The card message has come to the dispatch location by moving belt.



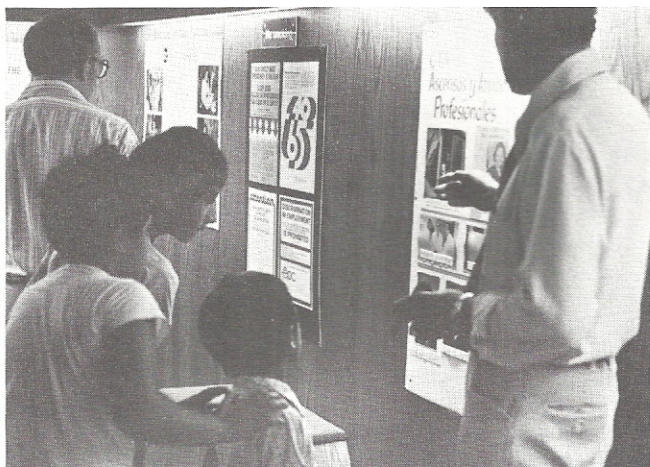
The busy rail rapid transit control panel in the new CTA Control Center. Movements of the trains are recorded on the tapes before the eyes of the controllers. Left to right: Darwin Fuller, Carl Meyer, James Washington and Oliver Winston.



The power supervision unit in the new CTA Control Center. The dials at the back indicate the power output at the various substations. William J. Rappold, power supervisor, is on the phone.



# CTA Spanish Information Bus —



Young people and their characteristic inquisitiveness kept Mario Ochoa busy. They had all kinds of questions - - from types of jobs to how to get to the baseball and amusement parks. In the picture at left, Ochoa explains the various jobs performed by the employees whose pictures were displayed in the poster entitled: CTA's Promotions and Arrival of Hispanic-American Employees.

La juventud, con su característica curiosidad mantuvo a Mario Ochoa muy ocupado. Niños y adolescentes hacían toda clase de preguntas - - desde trabajos hasta cómo ir a los parques de baseball o de recreo. En la foto a la izquierda, Ochoa explica sobre los trabajos desempeñados por los empleados cuyas fotografías fueron exhibidas en el poster con el encabezado de: Promociones y el Arribo de Profesionales Hispano-Americanos.

In the picture at right, he is handing out copies of the bilingual CTA Downtown Map.

En la foto a la derecha, se le vé obsequiando copias del mapa del Centro de la CTA.



Elda Leal of Public Affairs talks to a father and his two sons about the bilingual services available at the RTA-CTA Travel Information Center.

Elda Leal de Relaciones Públicas explica a un padre y sus dos hijos acerca de los servicios de información bilingües a través del Centro de Información de RTA-CTA.

## Fiesta del Sol

Fred King, manager of Human Resources, organized the Information Bus presentation at the Fiesta del Sol on the weekend of Aug. 26-28 in the Pilsen Neighbors Community Council area on 18th street.

Working with the Personnel Department for this special event were the Departments of Materials Management and Public Affairs.

The objectives of the project were to make better known to the Spanish-speaking community various facets of the CTA operation, including types of jobs, opportunities for minority contractors and suppliers, and publications available from the CTA to help Spanish-speaking persons use public transit.

Mario Ochoa, minority business enterprises coordinator, headed the group under King's direction.

Other participants in the project included Edgar Angel of Human Relations; Arlene Zittman of Human Resources; Felipe Gonzalez, Martha Morales, Maria Bastidas, and Maria Elena Frias of Placement; Enrique Rodriguez, Angel de la Torre, and Frank Rodriguez of Travel Information; Manuel Segura and Al Martin of Purchasing; Irma Muniz of Pensions; Carol Williams of Duplicating; Celso Castellanos of Engineering, and Elda Leal of Public Affairs.



# Autobus Informativo de la CTA

Fred King, gerente de Recursos Humanos, organizó la presentación del Autobus Informativo en la Fiesta del Sol ofrecida por el Concilio de Vecinos de la area de Pilsen, de la Calle 18. Este evento fue celebrado del 26 al 28 de Agosto.

Juntamente con el Departamento de Personal, colaboraron en este proyecto las secciones de Relaciones Públicas y Administración de Materiales.

El objetivo de esta presentación fue el de informar más ampliamente a la comunidad de habla hispana acerca de los diferentes aspectos de CTA, incluyendo los diversos tipos de empleos, oportunidades comerciales para contratistas y proveedores minoritarios e informarles acerca de los servicios y folletos disponibles para orientar y asistir a las personas de habla hispana, a fin de que puedan hacer mejor uso del transporte urbano.

Mario Ochoa, coordinador de oportunidades comerciales para las minorías, encabezó el grupo, bajo la dirección de King.

También participaron los siguientes empleados: Edgar Angel de Relaciones Humanas; Arlene Zittman de Recursos Humanos; Felipe Gonzalez, Martha Morales, María Bastidas y María Elena Frías de Personal; Enrique Rodríguez, Angel de la Torre y Frank Rodríguez del Centro de Información; Manuel Segura y Al Martin de Compras; Irma Muñiz de Pensiones; Carol Williams de Reproducción; Celso Castellanos de Ingeniería y Elda Leal de Relaciones Públicas.



Information Bus participants (seated, left to right): Irma Muniz, Maria Elena Frias, Al Martin, Elda Leal; (standing, left to right): Edgar Angel, Manuel Segura, Arlene Zittman, and Martha Morales.

Participantes en el Autobus Informativo (sentados de izquierda a derecha): Irma Muñiz, María Elena Frías, Al Martin, Elda Leal; (de pie, de izquierda a derecha): Edgar Angel, Manuel Segura, Arlene Zittman y Martha Morales.

Maria Bastidas, a clerk at the Limits Personnel Office, is a very familiar face to many Hispanic-Americans who have applied for jobs at CTA, and she has been very helpful to those needing assistance. Maria was another enthusiastic CTAer who assisted in this project, providing information to visitors on the Information Bus.

Maria Bastidas, oficinista del Depto. de Personal de Limits, es un rostro familiar para los Hispano Americanos que han solicitado empleo en la CTA. Siempre ha estado atenta a ayudarles cuando ha sido necesario. Maria fue otra entusiasta colaboradora en este proyecto.



The bilingual (English-Spanish) RTA Travel Information team: standing (from left to right) are: Angel de la Torre, one of the volunteers; Rafael Rodríguez, and Enrique Gonzalez, who also assisted in the project. Seated (left to right) are: Frank Rodriguez, also a volunteer; Mrs. Ana Boothroyd, and Thomas Larrea.

El equipo bilingüe (Inglés-Español) del Centro de Información de RTA. De pie, de izquierda a derecha, Angel de la Torre, uno de los voluntarios; Rafael Rodríguez y Enrique Gonzalez, quien también ayudó en el proyecto. Sentados de izquierda a derecha, Frank Rodríguez, también voluntario; Sra. Ana Boothroyd y Thomas Larrea.





## commendation corner



FRANCISCO MEDRANO (West Section), conductor on a Lake-Dan Ryan train, was commended by Mrs. Aurelia Choate, of West 103rd street, for being extremely informative and courteous to his passengers. Mrs. Choate said: "His manner of announcing stops is unique. He not only gives the names of the stations the train is approaching, but also tells of some of the important places located near the stops. This conductor is doing an effective job and is an asset to the CTA."

JOHN H. HARRIS (Kedzie garage), driver of a Roosevelt road bus, was praised for performance far above average by Carl Konrath, a supervisor at the Chicago Lighthouse for the Blind. Konrath wrote: "He has consistently performed his job in an exact and precise manner. He calls out each street name in a clear and concise tone of voice, and he continues to be polite and attentive to the needs of all his passengers, whether they be visually handicapped or not."

###

CARL JOHNSON (52nd Street garage), driver of a Jeffery Express bus, was lauded by Mrs. P. Stern, of East Hyde Park boulevard. Mrs. Stern wrote: "His

skill in handling his bus and maneuvering it through rush hour traffic is expert. He is extremely considerate of his passengers, especially those of us standing. He makes gradual stops and accelerations, carefully changes lanes, and deftly maneuvers as well as can be expected around large bumps in the road surface."

###

HERMAN TRIMUEL (North Park garage), driver of a North California bus, was commended by Lucy M. Billington, a decorating consultant in the Merchandise Mart. Ms. Billington wrote: "I live on the North Side and take the Ravenswood 'L' to Kedzie, where I board the North California bus. Your driver pulls into the Kedzie 'L' stop and is kind enough to wait for riders when we have to battle our way across the street."

###

ALEX PLODZIN (Forest Glen garage), driver on the North Central route, was commended by Earle C. Gott, who works in the Sears Tower. Mr. Gott said: "He does a complete job and never gets irritated. He never fights traffic, yet I am sure his on-time record is the best. He is courteous, has a friendly attitude, and does not mind waiting a few extra seconds for someone who is running to catch the bus."

###

JOSEPH JOHNSON (North Section), conductor on an Englewood-Howard train, was praised by Mrs. J. H. Gartke, of Kenmore avenue. Mrs. Gartke wrote: "There was a drunk who became verbally abusive on Mr. Johnson's train, disturbing all on board. This went on for several minutes until the conductor came into the car. He quieted him down within two stops. I certainly felt safer and more comfortable the rest of the ride."

###

DAVID McDUFFY (Kedzie garage), driver of a No. 126 Jackson bus, received praise from Phyllis Robey, of Muskegon, Michigan, who visited Chicago with a group of friends. Ms. Robey wrote: "Mr. McDuffy made every passenger feel special. When people asked directions, he would give them and then remember to announce when their stop was next. He gave us all sorts of information about the city. He was everything a good bus driver should be."

###

ELTON WILLIAMS (North Section), motorman of a Jackson Park-Howard train, was commended by Ronald E. Robinson of East 84th place. Mr. Robinson wrote: "Mr. Williams unselfishly extends himself to create an atmosphere of welcome. His amiable greetings and helpfulness, coupled with a positive attitude, make the ride to work most enjoyable. As a result, you begin your day in a constructive direction."



# Mullen Appointed Board Secretary; Others Promoted



**FRANCIS J. MULLEN** has been appointed secretary of the Chicago Transit Board. Mullen had been manager, Corporate Law, since 1975. Previously, he was manager, Law and Claims. Mullen joined CTA as an attorney in 1950 and later served as acting first assistant General Attorney. He and his wife, Lorraine, have three sons. They live in the Forest Glen neighborhood on the Northwest side.



**PAUL H. KADOWAKI**, who started his CTA career as a bus driver out of Limits garage 20 years ago, has returned to Limits as superintendent, Bus Instruction. Kadowaki became a traffic supervisor in 1965 and was named instructor, Surface System, three years later. In 1974, he became superintendent, North, Instruction. Kadowaki and his wife, Lois, live in Des Plaines with their son and daughter.



**ROBERT A. JANZ**, former principal safety analyst, has been appointed superintendent, Rail Instruction. Janz joined CTA in 1960 as an extra guard, becoming a conductor and motorman within the next year. In 1968 he was named instructor, and five years later, senior station instructor. He has also served as assistant superintendent, Agents-West and of Forest Park terminal. Janz and his wife, Dollita, live in the Lakeview neighborhood on the North Side. They have a son and a daughter.



**SUSAN A. THIEME**, former management development coordinator, has been named superintendent, Training Center, Human Resources Department. Ms. Thieme was an elementary school teacher before joining CTA in 1974 as a training coordinator. She has served as coordinator of the CTA Cooperative Trainee Program and of the CTA Technical Institute. She has also designed and conducted workshops for instructors of maintenance and operating personnel. Ms. Thieme lives on the North Side.

**RONALD F. BARTKOWICZ**, former director, General Law, has been named first assistant General Attorney. He earlier served as superintendent, General Law. Bartkowicz became an attorney with CTA in 1965. He and his wife, Carole, live in Elmwood Park.

In other job reassignments, **ARTHUR C. HUBBARD**, former rail controller, has been appointed assistant superintendent, Rail Instruction, and **ELONZO W. HILL**, former management-professional intern, Transportation, has become assistant superintendent, Bus Instruction. **JAMES A. PATE**, management-professional intern, Personnel, has been reassigned to the same position in Bus Instruction.

**HARVEY McCLINTON**, former analyst, Methods-Standards, is now supervisor in the same office. **TERRANCE P. MUELLNER**, former garage foreman, Kedzie, has been selected unit supervisor, Bus Garages. **SAM P. BORA**, former structural engineer, Plant Maintenance, has been named architect, Engineering. Now serving as buyer, Materials Management, is **JESUS PELAYO**, former terminal combination

clerk, Maintenance.

Former conductors **WILLIE HARDERMAN** (North Section) and **MANUEL THOMAS** (South Section) have been appointed yard foremen, Transportation. **THOMAS ROWE**, former electrical engineer, Engineering, is now junior testing engineer, Maintenance, and **ANDREW RIZZUTO JR.**, former garage instructor, TABEC, has been named systems analyst, Data-center.

Three new station clerks have been assigned in Transportation: **ERNEST MUELLER**, former ticket agent, West Section; **WILLIAM MELFI**, payroll clerk, Payroll, and **STEWART AYERS**, former driver, Kedzie. New as laborers in Materials Management are former conductors **OLIVER BAYLOR** (South Section) and **BILLY J. THOMPSON** (North Section).

Four new bus and truck mechanics have been named by Maintenance: **RUSSELL HOROSINSKI**, **PAUL LIPTAK** and **ABRAHAM TAYLOR**, all former bus repairers, and **RICHARD STANTON**, former junior photographer, Management Services. **DONNIE**

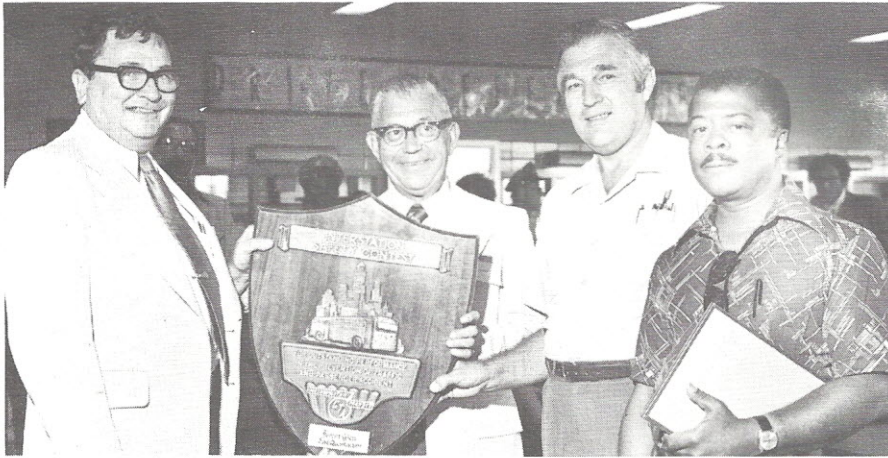
**GARDNER**, former electrician apprentice, has been named power supervisor apprentice, and former 77th Street bus drivers **NICK KOCH-OPOLUS** and **ALBERT TONEY**, have become bus and truck mechanic helpers.

Also in Maintenance, **NATALE PORCELLI**, former conductor, West Section, has been selected machinist apprentice; **CHARLES HENDERSON**, former driver, 77th Street, has been named sheet metal worker helper, and **DELMAR MORTON**, former laborer, South Shops, has become unit exchange clerk.

**COLLETTE EDMONDS**, former ticket agent, West Section, has been appointed copy center clerk, and **LOGAN COLLINS**, former driver, 77th street, has become special delivery mail clerk, both in Management Services. New as statistical typist, Management Services, is **EILEEN HENNIGAN**, former typist, Claims-Real Estate-Sales. **IRMA J. PRYOR**, former typist, Stores, has been named utility clerk, Materials Management. **JUDITH KOLOVITZ**, stenographer, has moved from Public Affairs to Engineering in the same capacity.



# Safety Awards Presented

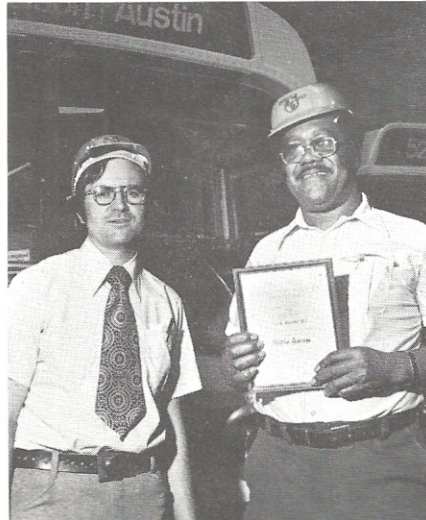


Presenting Forest Glen garage with its second consecutive quarterly Public Safety Award for 1977 is James R. Blaa (left), manager, Transportation. Holding the plaque is George W. Daubs, superintendent of the garage. Drivers John Kurinec (second from right) and Curtis English received outstanding award certificates along with James Hagerty, who was at home recovering from a recent operation. Forest Glen had a 5.2 traffic accident rate for the first six months of 1977, a 6 per cent decrease from the same period last year, and its passenger accident rate was 1.0 per 100,000 route miles traveled, down 22 per cent. (CTA Photo by Bert Cadney)

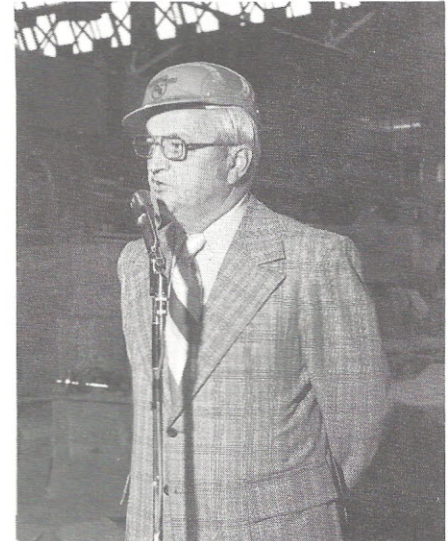
Douglas Park won the Interstation Public Safety Award in the rail terminal contest for the second quarter of 1977, and on hand for the presentation ceremony were Tom Boyle (left), manager, Safety; Michael J. Veltri, superintendent, Douglas, and Pat Hallahan, area superintendent, Far North. Douglas led all terminals with a 0.449 combined traffic and passenger accident rate per 100,000 miles of operation. This was a reduction of 47 per cent from its second quarter 1976 record. (CTA Photo by Mike Hoffert)



Kimball terminal foreman John Antonucci (left) accepts the second quarter Employee Safety Contest award from Matthew Coyle, acting supervisor, Rail Vehicle Terminals. Kimball won the award with a perfect record of no accidents for the three-month period. (CTA Photo by Bert Cadney)



At Kedzie garage, Terry Muellner (left), former foreman and now unit supervisor, Bus Garages, shares the pride of winning the second quarter Employee Safety Contest award with Spencer Bennett, present garage foreman. Kedzie had a 64.1 accident frequency rate for the period, or 7.5 points less than its nearest competitor. (CTA Photo by Bert Cadney)

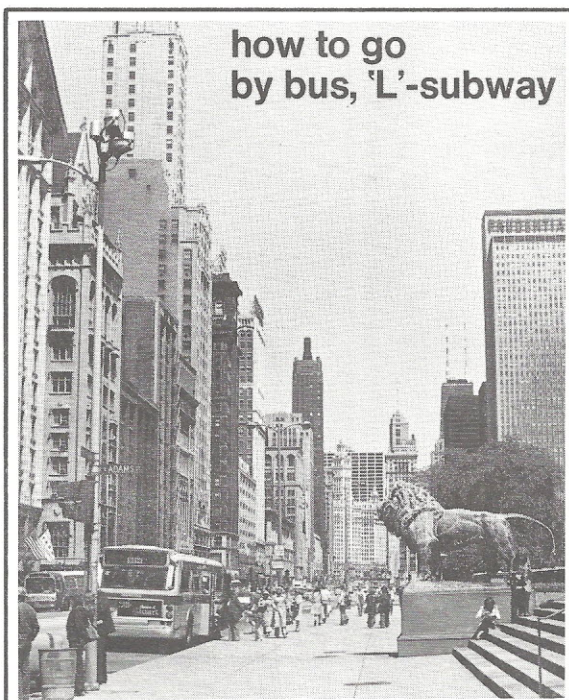


Joseph Repplinger, manager, Maintenance, offers his personal congratulations to employees at Skokie Shop who helped win the quarterly Employee Safety Contest in shop competition. Skokie won out over South Shops with a 68.4 accident frequency rate during the second quarter of 1977. (CTA Photo by Bert Cadney)



# New CTA Culture Bus Guide and Downtown Transit Map Available

## Chicago Transit Authority downtown transit map mapa del centro



summer-fall, 1977

### Downtown Transit Map

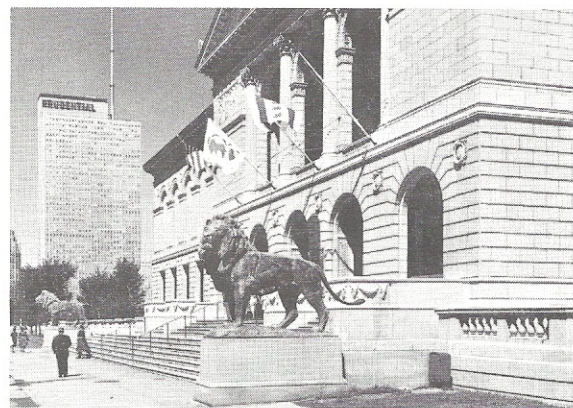
The third edition of CTA's popular Downtown Transit Map is being given wide distribution through 'L'-subway stations, bus garages, public libraries, information booths in City Hall, the Daley Civic Center, the State of Illinois building, and many other public locations, including hotels. The Downtown Transit Map is designed to promote more non-peak riding from among the 300,000 persons who make up the daytime downtown population each weekday. Features of the Downtown Transit Map include a large map of the area, mini-maps of the 47 bus routes and six 'L'-subway routes downtown, a description of CTA's service on the busiest transit streets, major points of interest, and a downtown street guide. New features in the new edition are a map locating "Great Works of Art" on downtown plazas, a listing of points of interest within easy CTA distance of downtown, and a "Sightseeing Sampler" telling visitors how they may use the State Street subway, North Elevated route and Lakefront buses for an enjoyable trip. The Downtown Transit Map also points up the benefits of the CTA's transfer and its use on RTA-funded suburban bus systems.

## Chicago Transit Authority Culture Bus Guide

Follow the blue line.

Starting point southbound

Every Sunday  
11 a.m. to 5 p.m.

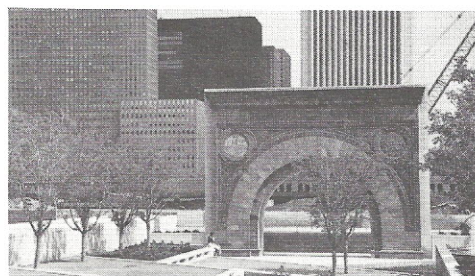


### The Art Institute of Chicago

Displays outstanding works in all media from ancient times to the present. Especially noteworthy are its world famous paintings, including its renowned Impressionist and Post-Impressionist collections. Open: noon to 5 p.m. Suggested fee: \$2 adults; \$1 senior citizens, students and children.

Bus Time to Field Museum: 10 minutes

To your right after turn around Art Institute



### Chicago Stock Exchange Arch

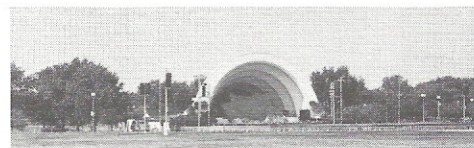
Design masterpiece by Louis Sullivan was entrance to original Exchange. Trading room is reconstructed inside nearby wing of Art Institute which also houses new Chagall stained glass windows.

### Buckingham Fountain

To your left

Description later

To your left



### James C. Petrillo Music Shell

Named for the well-known leader of the musicians' union, this music shell features free summertime evening concerts Wednesday, Friday, Saturday and Sunday.

### Culture Bus Guide

The 1,300 persons riding the Culture Bus each Sunday are being informed about points along the way by tour guides, and also by an attractive Culture Bus Guide. The guide shows pictures of and describes the eight museums being served, as well as many other points of interest along the Sunday Culture Bus route from the Art Institute downtown, along the Lakefront, to Jackson Park, and through the University of Chicago campus. University of Chicago students also give special commentaries on the University for that part of the trip.



# Service anniversaries in September

## 45 years



E. A. Reilly  
Schedules

## 35 years

A. J. Beauchamp, Maintenance  
J. F. Boyce, Safety  
M. F. Bystrek, North Avenue  
E. P. Federowicz, Limits  
W. J. Gewelke, Utility  
E. T. Gundlach, North Avenue  
S. B. Janasek, South Shops  
S. A. Javorski, Skokie Shop  
R. J. Kenny, Payroll Accounting  
E. Kisman, Beverly  
L. A. Krause, Archer  
J. Marasovich, Stores South  
T. J. McLarney, Archer  
C. J. Starr, South Shops  
T. M. Stram, Archer  
G. L. Wilson, Instruction

## 30 years

C. F. Adamowski, Stores South  
E. M. Adamowski, Treasury  
J. S. Angel, Electrical  
E. F. Augustine, South Shops  
W. H. Beckmann, Electrical  
R. M. Brindise, Forest Glen  
B. Butkiewicz, 69th Street  
B. E. Cadney, Photographic  
M. Cowling, 77th Street  
L. Dake, 69th Street  
R. Dobbartin, Maint. Instr.  
O. A. Hosendove, Archer  
C. L. Howard, Archer  
J. R. Jeffery, Kedzie  
V. L. Johnson, Near North Area  
R. C. Kaplan, Forest Glen  
S. J. Kaules, Kimball  
A. Kiszka, North Avenue  
A. E. Luckey, North Section  
P. Mannarelli, 69th Street  
H. V. McCahill, North Avenue  
J. McCray, Safety Quality Cont.  
H. R. McGann, Beverly  
W. J. McKay, Kimball  
W. Park, Electrical  
T. Reilly, Forest Glen  
E. L. Scott, Beverly  
E. Stack, Archer  
P. N. Szatkowski, Electrical  
H. Thedens, Ashland-95th  
A. S. Ukockis, Archer  
J. F. Ward, Limits  
R. E. Whitney, Howard  
D. Woods, Beverly

## 40 years



R. W. Gunderson  
Skokie Shop



J. J. Roche  
Utility

## 25 years

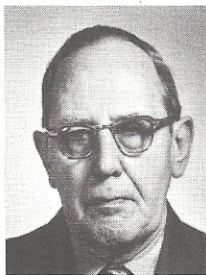
P. Alexander, 69th Street  
B. H. Bosan, Personnel Dvlpmnt.  
A. C. Cobb, Ashland-95th  
A. J. Cychner, Kedzie  
W. Daniels, South Section  
R. Dillon, Rail Dist. North  
C. W. Holley, Beverly  
J. C. Johnson, Ashland-95th  
J. Jones, Skokie Shop  
W. C. Kania, South Shops  
R. L. Levine, Ashland-95th  
H. C. Louisville, Ashland-95th  
I. Magee, 77th Street  
D. Shepherd, Ashland-95th  
M. C. Washack, South Shops

## NEW PENSIONERS

JOINING THE ranks of the retired on September 1 were the four employees pictured left who had 40 or more years of service with CTA and its predecessor companies.



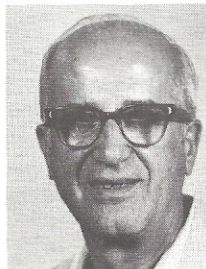
J. NESBIT  
41 Years



C. J. SNYDER  
41 Years



A. H. WIKE  
41 Years



W. A. RUZICH  
40 Years

ALEXANDER F. ANDRULIS, Mach. Ldr. B,  
South Shops, Emp. 5-28-47  
LOUIS GODEK, Service Truck Chauffeur,  
Utility, Emp. 11-12-45  
FRED LANG, Trackman II,  
Maintenance, Emp. 8-20-47  
JOHN M. MAHNKE, Collector,  
Forest Glen, Emp. 8-20-41  
MARGARET M. MC CORMICK, Ticket Agt.,  
North Section, Emp. 12-09-40  
FRANK J. MITTLER, Operator,  
69th Street, Emp. 5-16-46  
JAMES NESBIT, Signal Maintainer,  
Electrical, Emp. 2-06-36  
CORNELIUS P. O'CONNOR, Chief Clerk,  
Kedzie, Emp. 2-16-43  
FRANK RAKSTIS, Repairman A,  
Skokie Shop, Emp. 12-18-45  
WILLIAM A. RUZICH, Welder,  
Maintenance, Emp. 8-19-37  
CHARLES J. SNYDER, Ticket Agent,  
West Section, Emp. 2-07-36  
THOMAS A. STIGLIC, Director,  
Instruction, Emp. 7-17-41

LEROY VAUGHN, Operator,  
77th Street, Emp. 5-18-46  
ARTHUR H. WIKE, Operator,  
North Avenue, Emp. 1-04-36

## DISABILITY RETIREMENTS

JOHN T. SUMMERSON, Operator,  
North Park, Emp. 4-20-48  
ROBERT H. WILLIAMS, Operator,  
Kedzie, Emp. 3-22-56

### CTA TRANSIT NEWS

Volume XXX

Number 9

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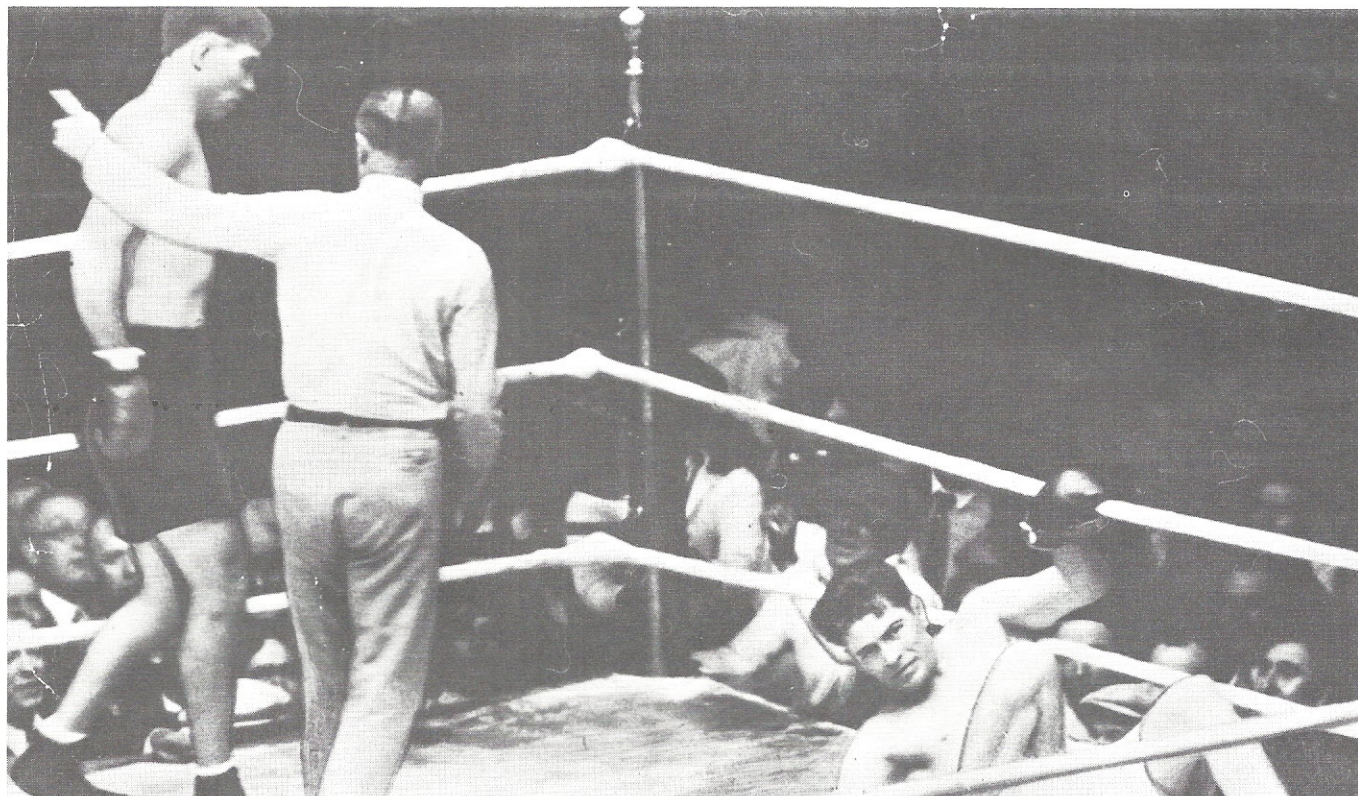
Tom Buck, Public Affairs Manager  
J. H. Smith, Director of Publications  
Christine Borcic, Managing Editor

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**50th Anniversary Of**  
**Boxing's Biggest Event**  
 By W. B. Wolfan

Soldier Field scene on Sept. 22, 1927: Start of the famous "long count"; Tunney on canvas and Dempsey ordered to neutral corner.



This year marks the 50th anniversary of what is generally regarded as the greatest fight of all time, the famous "long count" heavyweight championship bout between Gene Tunney and Jack Dempsey in Chicago's Soldier Field on Sept. 22, 1927.

1927 was a year when Lindbergh soloed across the Atlantic, prohibition was in full swing, the twenties were roaring, Calvin Coolidge occupied the White House and prosperity flourished without a hint of the depression to come in October of 1929.

In sports, Babe Ruth and Lou Gehrig combined to hit 107 homers between them to make the Yankees of 1927 the No. 1 baseball club of all time. They won the pennant by 17 games and swept the World Series from Pittsburgh four straight. That was the year of Ruth's record-breaking 60 home runs.

On that September night in Chicago boxing unveiled the "fight of the century" with golden-voiced Graham McNamee at the microphone to describe the blow-by-blow for the millions listening to radio sets at home.

The fans who jammed huge Soldier Field brought along high-powered binoculars to best view the action in the roped arena from their distantly-located seats.

But no one seemed to mind -- all that mattered was the fight itself.

Tunney had defeated Dempsey a year earlier in Philadelphia's Sesqui-centennial Stadium, winning a 10-round decision, a verdict that surprised the boxing faithful who rated Dempsey an invincible champion.

The matchup between the two was what sports writers described as "a natural". Dempsey the Manassa Mauler with the knockout punch, pitted against Tunney, the ex-Marine, a superb

boxer and master ring strategist.

The odds were an almost even 11-to-10 -- take your pick. Tunney was accorded a very slight edge by most of the experts.

The fight crowd included celebrities from every walk of life who jammed ringside for the return battle.

Tunney's victory in Philadelphia had been a tremendous upset, so interest in their second meeting was at fever pitch.

Tunney weighed in at 189½ pounds, Dempsey at 192½, his same fighting weight when he destroyed Louis Angel Firpo in two rounds at the Polo Grounds in New York in 1923. The first Tunney-Dempsey fight in Philadelphia was witnessed by 120,000 fans. The Soldier Field event attracted a paid attendance of 104,943, according to the official figures, but there were additional thousands to make the turnout even larger than the gate count.

The receipts were more than 2½ million dollars, tops for boxing gates in that era.

The referee was Dave Barry, whose name was to become a household word all over America after the battle.

The bout was scheduled for 10 rounds. The 32-year old Dempsey spotted Tunney a three-year age advantage, an important factor in the stamina necessary to keep up with a younger boxer of Tunney's skill.

Most fight experts predicted Dempsey would have to score a knockout to win -- that Tunney's speed and skill would prevail if the fight went the limit.

Oddly enough, Dempsey gained even greater stature in his two defeats than Tunney ever did as champion. Various boxing polls over the years have rated Dempsey as the greatest fighter

of all time. Tunney always was ranked behind the Manassa Mauler as well as Joe Louis.

In reconstructing the 1927 bout, it was a Tunney victory on points except for that seventh round and the never-ending controversy over the referee's long count.

Did referee Dave Barry save Tunney from a KO because he refused to start the count over the heavyweight champion until he had waved Dempsey to a neutral corner? Jack had floored Gene with a mighty right. Precious seconds elapsed before Barry began the count of ten after Dempsey had retreated to the neutral corner.

Some experts said later that Tunney would never have gotten up from the canvas without those extra seconds of grace.

Tunney denied this, saying he decided to take the full benefit of the count before getting up and that he wasn't seriously hurt by Dempsey's punch.

When he finally arose from the canvas, the huge crowd was in an utter frenzy, screaming for the "kill." Tunney, however, managed to hang on. He clinched and back pedaled to keep clear of Dempsey's aggressive attack and at the bell managed to unleash a flurry of counter-punches.

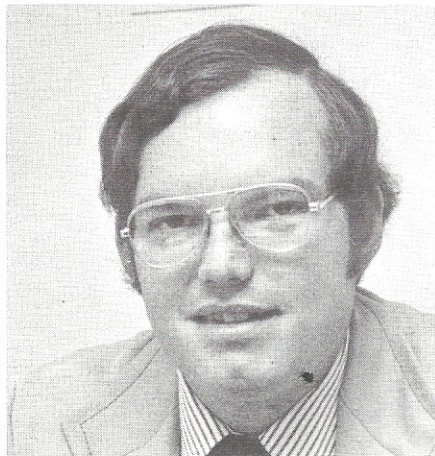
After complete revival by his handlers between rounds, Tunney went on to easily win the decision and retained his title.

But that was only the beginning of the "long count" controversy. And even today -- 50 years later -- it remains a subject of argument, a part of boxing history that no one has ever settled satisfactorily. Dempsey has his adherents, and so does Tunney. It is a question of what one believes or wants to believe.





Thomas D. Boyle



John E. Blum

JOHN ALAIMO, 92, Way & Structures, Emp. 8-16-23, Died 6-12-77  
 FRANK G. ANDERSON, 61, North Park, Emp. 9-14-46, Died 7-27-77  
 WALTER M. ANDERSON, 84, 77th Street, Emp. 2-01-28, Died 7-16-77  
 GILBERT E. ANDREWS, 79, Electrical, Emp. 4-02-17, Died 7-19-77  
 EDWARD F. BOEHM, 86, 77th Street, Emp. 3-25-20, Died 7-02-77  
 FRED BONAGUIDI, 87, West Section, Emp. 5-07-17, Died 6-06-77  
 LOUIS S. BRICKSE, 77, Maintenance, Emp. 7-09-42, Died 7-06-77  
 WILLIAM A. BUENGER, 80, North Park, Emp. 11-22-22, Died 7-01-77  
 DAVID CARROLL, 37, North Avenue, Emp. 7-06-65, Died 6-16-77  
 FRANK CHRISTENSEN, 61, Jeff. Park, Emp. 10-01-46, Died 6-23-77  
 JULIUS CONLEY, 55, North Park, Emp. 10-04-68, Died 7-03-77  
 FRANK J. CZARNECKI, 71, West Section, Emp. 6-23-43, Died 7-23-77  
 WALTER J. DALEY, 71, Archer, Emp. 11-01-31, Died 7-23-77  
 ROBERT A. DARTSCH, 70, 77th Street, Emp. 11-10-36, Died 7-09-77  
 LAWRENCE E. DREW, 70, Skokie Shop, Emp. 3-14-25, Died 7-10-77

## Safety Department Realigned

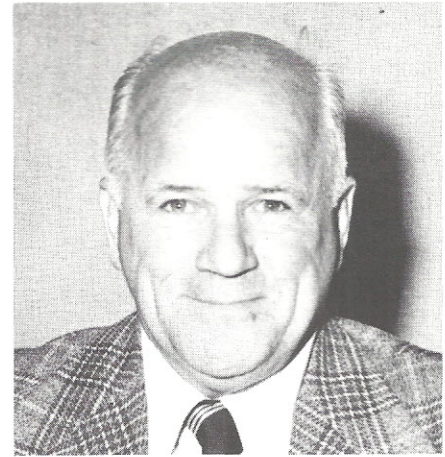
The CTA Safety Department has been re-aligned to provide a more functional organization consistent with CTA's increased commitments to safety.

John F. Boyce has been appointed safety standards specialist.

John E. Blum has been appointed supervisor, safety inspections-investigations, responsible for monitoring compliance with the programs and standards by field observations.

Edward P. Henry has been appointed supervisor, safety performance analysis, responsible for monitoring the effectiveness of the programs by statistical means.

All three report to Thomas D. Boyle, manager of Safety, who will also serve as acting superintendent of safety programs-standards, responsible for establishing programs and standards for system safety, industrial safety and fire prevention. (CTA Photos by Eric Blakely)



John F. Boyce



Edward P. Henry

### IN MEMORIAM

ANTON F. DUDRICK, 87, 77th Street, Emp. 1-23-12, Died 7-01-77  
 THOMAS DUNNE, 67, Special Investigation, Emp. 5-13-46, Died 7-08-77  
 CAESAR EVANS, 36, 77th Street, Emp. 5-27-63, Died 7-22-77  
 GEORGE GEIS, 55, South Shops, Emp. 3-29-66, Died 6-23-77  
 PETER P. GILL, 83, Kedzie, Emp. 4-19-23, Died 7-19-77  
 THOMAS L. HAJEK, 84, West Section, Emp. 10-07-42, Died 7-03-77  
 JOHN J. HEFFERNAN, 66, Maintenance, Emp. 5-24-39, Died 7-14-77  
 CHARLES W. JOHNSON, 84, 77th Street, Emp. 4-10-15, Died 7-04-77  
 LESLIE M. KEAG, 63, Kedzie, Emp. 8-24-36, Died 7-25-77  
 PATRICK J. LALLY, 72, 69th Street, Emp. 4-01-42, Died 7-23-77  
 JOHN LHOTKA, 91, West Section, Emp. 6-19-30, Died 7-27-77  
 CHARLES G. LLOYD, 36, 95th Street, Emp. 8-22-69, Died 8-10-77  
 JOSEPH MARTINKUS, 90, 69th Street, Emp. 4-14-25, Died 7-04-77  
 JOSEPH NARDI, 51, West Shops, Emp. 7-25-47, Died 6-23-77  
 CLEMENS NELSON, 84, 77th Street, Emp. 4-01-20, Died 7-24-77  
 ANTONIO P. NOTO, 87, West Shops, Emp. 7-20-43, Died 7-13-77  
 EDWARD J. O'MARA, 78, Maintenance, Emp. 7-20-26, Died 7-14-77  
 TEOFIL OZGA, 87, Armitage, Emp. 9-23-19, Died 6-23-77  
 ARTHUR J. PINELLI, 62, Mgmt. Serv., Emp. 8-18-45, Died 7-12-77

JOSEPH PUSATERI, 77, Kedzie, Emp. 12-07-43, Died 7-09-77  
 HENRY C. SCHRAM, 65, North Park, Emp. 8-11-41, Died 7-03-77  
 ROBERT SHAKAUSKI, 89, West Shops, Emp. 8-22-19, Died 6-12-77  
 CORTLAND L. TICE, 61, North Park, Emp. 11-30-43, Died 7-06-77  
 HEINZ VOGT, 59, Blue Island, Emp. 6-08-59, Died 7-09-77  
 ROBERT WILLIAMS, 37, 77th Street, Emp. 2-07-66, Died 8-17-77  
 ARTHUR ZAJAC, 52, South Shops, Emp. 7-29-46, Died 6-26-77

#### ATTENTION: ALL CTA EMPLOYEES

Start something beautiful -- a Credit Union Account. All savings accounts are insured to \$40,000.00. Employees have the advantage of payroll deductions whether you are adding to your savings account or paying on a loan. The Credit Union offers low interest rates on loans and high interest on savings. Any Credit Union officer will be glad to give you more information. Do it today!



# 1976 Annual Report

For the first time, TRANSIT NEWS is providing its readers with a summary of the CTA's annual audited financial report and other statistical information.

As shown in the "Financial Highlights" chart to the right, the CTA's 1976 system-generated revenues (mostly fare collections) paid for 65.4 per cent of the year's operating expenses. Public funding channeled through the Regional Transportation Authority covered the remaining 34.6 per cent of the operating expenses.

It is significant to note that the CTA's 34.6 per cent of public assistance for operations was much lower than the percentages of such aid in other major cities of the United States and elsewhere in the world.

**Ridership:** A 3.2 per cent increase in riding during 1976 saw originating and transfer revenue passengers rising to 632,447,971 from 612,546,778.

Originating bus riders were up 1,755,497 or .6 per cent over 1975 and originating rail passengers were 1.1 per cent or 995,367 riders less.

The number of riders purchasing transfers entitling them to one or more additional rides over connecting bus or rail routes increased by 7.9 per cent, from 242,883,823 to 262,024,886.

**Mileage:** Total vehicle miles operated in 1976 were 137,150,387—a decrease of .5 per cent under 1975. Rail miles increased by .7 per cent to a total of 49,681,822. Bus miles operated were 87,468,565, a decrease of 1.1 per cent.

On each weekday during 1976, an average of 2,134 CTA buses operated 260,970 miles. An average of 916 CTA rail cars operated 163,333 miles.

Average scheduled speed of buses in 1976 was 12.04 miles per hour compared with 12.05 mph in 1975. Average scheduled speed by CTA rail was 25.02 mph in 1976 compared with 25.13 in 1975.

**Revenue and Costs:** CTA system generated revenue of \$197,170,000 for 1976 was \$7,485,000 or 3.9 per cent higher than 1975. Contributing to this increase was an increase in the basic fare on September 5. Fare box revenue

## Financial Highlights — Operations

	1976	1975	Increase (Decrease)
Operating Expenses .....	\$301,688,866	\$280,953,332	\$20,735,534
System Generated Revenues .....	197,169,796	189,685,384	7,484,412
<b>Public Funding Required for Operations .....</b>	<b>104,519,070</b>	<b>91,267,948</b>	<b>13,251,122</b>
Debt Service on Equipment Trust Certificates .....	1,693,095	1,695,787	(2,692)
Interest on Revenue Bonds .....	1,574,264	774,362	799,902
Unanticipated Capital Expenditures .....	190,588	—	190,588
Reserve for Contingencies — Capital Improvement Program .....	1,400,733	—	1,400,733
<b>Total Public Funding .....</b>	<b>\$109,377,750</b>	<b>\$ 93,738,097</b>	<b>\$ 15,639,653</b>
Sources of Public Funding —			
Regional Transportation Authority .....	\$104,377,750	\$ 91,238,097	\$13,139,653
City of Chicago .....	3,000,000	1,500,000	1,500,000
County of Cook .....	2,000,000	1,000,000	1,000,000
<b>Total Public Funding .....</b>	<b>\$109,377,750</b>	<b>\$ 93,738,097</b>	<b>\$15,639,653</b>

## Sources of System Generated Revenue

	1976	1975	Increase/(Decrease) Amount	Per Cent
Passenger Revenues:				
Originating — Bus System .....	\$127,654,728	\$123,050,467	\$4,604,261	3.7
Originating — Rail System .....	42,033,870	41,939,468	94,402	0.2
Fare Differentials — State of Illinois				
Students .....	9,165,970	8,811,278	354,692	4.0
Elderly .....	11,158,316	11,895,269	(736,953)	(6.2)
Fare Differentials — RTA				
Elderly/Handicapped .....	1,677,196	—	1,677,196	—
Universal Transfer .....	188,000	—	188,000	—
Suburban Purchase of Service .....	907,987	227,381	680,606	299.3
	<b>192,786,067</b>	<b>185,923,863</b>	<b>6,862,204</b>	<b>3.7</b>
Charter Service .....	1,064,197	933,576	130,621	14.0
	<b>193,850,264</b>	<b>186,857,439</b>	<b>6,992,825</b>	<b>3.7</b>
Other Revenues:				
Advertising & Concessions .....	1,438,793	1,070,544	368,249	34.4
Rent of Building & Other Property .....	548,716	488,307	60,409	12.4
Miscellaneous .....	1,332,023	1,269,094	62,929	5.0
	<b>3,319,532</b>	<b>2,827,945</b>	<b>491,587</b>	<b>17.4</b>
<b>Total System Generated Revenue .....</b>	<b>\$197,169,796</b>	<b>\$189,685,384</b>	<b>\$7,484,412</b>	<b>3.9</b>

## Operating Expenses

	1976	1975	Increase/(Decrease) Amount	Per Cent
Wages and Salaries .....	\$197,562,125	\$184,840,295	\$12,721,830	6.9
Pension Contributions .....	26,997,116	25,266,901	1,730,215	6.8
Federal Insurance Contributions .....	10,957,451	10,350,718	606,733	5.9
Employees' Insurance .....	12,482,956	9,921,776	2,561,180	25.8
<b>Total Labor Costs .....</b>	<b>247,999,648</b>	<b>230,379,690</b>	<b>17,619,958</b>	<b>7.6</b>
Electric Power Purchased .....	5,799,842	5,206,072	593,770	11.4
Motor Bus Fuel Consumed .....	9,659,704	8,236,427	1,423,277	17.3
Operating Material & Supplies .....	15,211,033	12,838,335	2,372,698	18.5
Provision for Injuries & Damages .....	10,217,443	10,849,342	(631,899)	(5.8)
Misc. Services, Supplies, etc. ....	12,801,196	13,443,466	(642,270)	(4.8)
<b>Total Operating Expenses .....</b>	<b>\$301,688,866</b>	<b>\$280,953,332</b>	<b>\$20,735,534</b>	<b>7.4</b>

increased \$4,699,000 or 2.8 per cent over 1975. Prior to the fare increase, fare box revenues had shown a 1.1 per cent increase over 1975.

Total operating expenses for 1976 of

\$301,689,000 were \$20,736,000 or 7.4 per cent higher than in 1975. Labor costs accounted for 7.6 per cent of the total increase in operating expenses (\$17,437,000).



Material costs of \$15,211,000 were \$2,373,000 or 18.5 per cent above 1975. This increase was primarily due to higher prices.

For example, prices for bus parts averaged 16 per cent above comparative prices in 1975. Diesel fuel cost was \$9,660,000 or 17.3 per cent over 1975 costs. Electric power cost of \$5,800,000 was 11.4 per cent over 1975.

Other services and supplies costs were 4 per cent under those of 1975. These reductions were attributable to lower levels of spending for consulting services, advertising, maintenance, as well as a credit for the CTA-initiated Travel Information Center which was funded directly by the RTA for the last six months of 1976.

**Wages and Hours:** Operating labor hours for 1976 were 23,104,239 compared with 25,889,118 for 1975, a decrease of 10.7 per cent effected through service and operating adjustments made through the year.

The wage increases provided employees covered by union agreements resulted in the bus operator's rate trend as shown in the accompanying wage chart.

**Claims:** Average cost per claim settled, excluding expenses, was \$343 in 1976 compared with \$293 in the previous year. Suit costs, excluding expenses, averaged \$3,763 in 1976 compared with \$3,803 in 1975. The number of incidents totaled 18,684 in 1976 compared with 18,823 in 1975.

**Public Safety:** In 1976, CTA employees established the safest year in CTA's history. Compared with 1973, the previous safest year, there were 201 fewer traffic and passenger accidents, a decrease of 2.2 per cent.

The traffic and passenger accident frequency rate of 6.5 accidents per 100,000 miles operated was also the lowest in CTA history, a reduction of 1.5 per cent compared with previous all time low rate which was established in 1973, and 3 per cent lower than the 1975 rate.

1976 was also the fifth consecutive year that CTA maintained a traffic and passenger accident frequency rate of 7 or fewer accidents per 100,000 miles operated.

In the early years of CTA, 1947 through 1954, the accident rate fluctuated between 20.9 in 1947 to a low of 15.8 in 1954. In 1954, the Authority embarked on intensive safety-training activities and from that year to the

## Debt Service Requirements — 1976\*

	Interest	Principal and Sinking Funds	Total
Revenue Bonds .....	\$1,574,510	\$6,988,695	\$ 8,563,205
Equipment Trust Certificates .....	43,095	1,650,000	1,693,095
<b>Total .....</b>	<b>\$1,617,605</b>	<b>\$8,638,695</b>	<b>\$10,256,300</b>

\*Sinking Fund Requirement was not funded.

## Wages

	Basic Hourly Rate	Cost-of-Living Allowance	Total
December 27, 1975	\$7.045	\$0.450	\$7.495
1976 Changes			
Effective March 1st	—	—	—
June 1st	—	0.110	0.110
September 1st	—	0.130	0.130
December 1st	0.150	0.135	0.285
	0.150	0.375	0.525
	<b>\$7.195</b>	<b>\$0.825</b>	<b>\$8.020</b>

## Bonds

### Total Revenue Bonds Retired (Serial Maturities and Sinking Funds)

Series	1976	Since Issue
1947 .....	—	\$84,399,000
1952 .....	—	9,306,000
1953 .....	—	2,689,000
<b>Total .....</b>	<b>—</b>	<b>\$96,394,000</b>

## Claims

	1976	1975	Increase (Decrease)
Claim Settlements			
Number .....	3,580	3,602	(22)
Settlement Cost .....	1,226,906	1,053,876	173,030
Expenses .....	1,626,969	1,759,408	(132,439)
Total Cost of Claims .....	2,853,875	2,813,284	40,591
Suit Settlements			
Number .....	798	1,056	(258)
Settlement Costs .....	3,003,066	4,016,191	(1,013,125)
Expenses .....	1,374,990	1,513,472	(138,482)
Total Cost of Suits .....	4,378,056	5,529,663	(1,151,607)
<b>Total Costs .....</b>	<b>\$7,231,931</b>	<b>\$8,342,947</b>	<b>\$(1,111,016)</b>

## Safety

	1976	1975	1954	Increase-(Decrease) From 1975	From 1954
Traffic Accidents .....	6,307	6,298	16,300	0.14%	(61.31%)
Passenger accidents .....	2,524	2,856	9,678	(11.62%)	(73.92%)
<b>Total accidents .....</b>	<b>8,831</b>	<b>9,154</b>	<b>25,978</b>	<b>(3.53%)</b>	<b>(66.01%)</b>
Scheduled miles on route (in thousands) .....	135,045	135,850	164,222	(0.60%)	(17.77%)
Frequency rate—accidents per 100,000 miles					
Traffic accidents .....	4.67	4.64	9.93	0.65%	(52.97%)
Passenger accidents .....	1.87	2.10	5.89	(10.95%)	(68.25%)
<b>Total accidents .....</b>	<b>6.5</b>	<b>6.7</b>	<b>15.8</b>	<b>(2.99%)</b>	<b>(58.86%)</b>

present there has been a downward trend in accident rates. A comparison of the 1954 rate and the 1976 rate shows a reduction of 59 per cent.

The bus system had 186 fewer traffic and passenger accidents than in 1975, a 2.2 per cent reduction. The rate, too, was reduced: 9.9 in 1975 and 9.8 in 1976.

The rail system rate of 0.90 was 18

per cent lower than its previous lowest rate of 1.10 set in 1974, and 24 per cent lower than the 1975 rate. In number of traffic and passenger accidents, there was a decrease of 137 accidents compared with 1975.

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



# Ten Year Financial & Statistical Summary

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

	Fiscal Year									
	1976	1975	1974	1973	1972(a)	1971	1970	1969	1968	1967
Passenger Revenues	\$171.7	\$166.2	\$173.2	\$172.4	\$178.5	\$181.2	\$174.9	\$171.9	\$145.7	\$140.7
Student Fare Differential—State of Illinois	9.2	8.8	8.7	6.8	6.1	6.1	6.0	4.6	3.6	3.7
Elderly Fare Differential—State of Illinois	11.2	11.9	10.2	4.0	—	—	—	—	—	—
Elderly-Handicapped Universal Transfer Differential—RTA	1.8	—	—	—	—	—	—	—	—	—
Other Revenues	3.3	2.8	2.9	3.3	2.5	3.7	3.8	3.4	3.6	3.5
<b>Total System Generated Revenues</b>	<b>197.2</b>	<b>189.7</b>	<b>195.0</b>	<b>186.5</b>	<b>187.1</b>	<b>191.0</b>	<b>184.7</b>	<b>179.9</b>	<b>152.9</b>	<b>147.9</b>
Total Labor (including Fringe Benefits)	248.0	230.4	210.0	184.3	180.9	161.3	147.3	132.0	117.2	109.2
Material and Supplies	15.2	12.8	9.7	7.8	9.8	9.6	8.7	8.0	7.5	7.6
Provision for Injuries and Damages	10.2	10.8	14.6	9.8	9.3	9.5	9.2	8.2	5.5	5.9
Power & Fuel	15.5	13.5	12.2	8.9	7.6	7.3	6.8	6.4	6.3	6.5
Other Operating and Maintenance Expenses	12.8	13.5	11.1	10.0	8.3	8.5	7.1	6.4	3.9	5.4
<b>Total Operation and Maintenance Expenses</b>	<b>301.7</b>	<b>281.0</b>	<b>257.6</b>	<b>220.8</b>	<b>215.9</b>	<b>196.2</b>	<b>179.1</b>	<b>161.0</b>	<b>140.4</b>	<b>134.6</b>
<b>Revenue Available (Deficit) before Debt Service</b>	<b>(104.5)</b>	<b>(91.3)</b>	<b>(62.6)</b>	<b>(34.3)</b>	<b>(28.8)</b>	<b>(5.2)</b>	<b>5.6</b>	<b>18.9</b>	<b>12.5</b>	<b>13.3</b>
Debt Service Requirements:										
Revenue Bonds	8.6	8.2	8.2	8.2	8.3	8.0	7.9	8.0	8.0	8.1
Equipment Trust Certificates	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
<b>Revenue Available (Deficit) before Depreciation</b>	<b>(114.8)</b>	<b>(101.2)</b>	<b>(72.5)</b>	<b>(44.2)</b>	<b>(38.8)</b>	<b>(14.9)</b>	<b>(4.0)</b>	<b>9.2</b>	<b>2.8</b>	<b>3.5</b>
Grants from RTA, State of Illinois, City of Chicago, and County of Cook for Operating Costs, Interest on Revenue Bonds & Equipment Trust Debt Service	107.7	93.7	64.3	39.1	6.0	3.5	—	—	—	—
Grant from State of Illinois for Debt Service	—	—	—	—	10.0	9.0	—	—	—	—
<b>Net Revenue Available (Deficit) before Depreciation</b>	<b>(7.1)</b>	<b>(7.5)</b>	<b>(8.2)</b>	<b>(5.1)</b>	<b>(22.8)</b>	<b>(2.4)</b>	<b>(4.0)</b>	<b>9.2</b>	<b>2.8</b>	<b>3.5</b>
Depreciation Requirement (Current Period)	23.6	15.2	15.6	14.9	15.0	15.3	14.8	14.4	12.2	11.8
<b>Balance Available (Deficiency)</b>	<b>\$(30.7)</b>	<b>\$(22.7)</b>	<b>\$(23.8)</b>	<b>\$(20.0)</b>	<b>\$(37.8)</b>	<b>\$(17.7)</b>	<b>\$(18.8)</b>	<b>\$ (5.2)</b>	<b>\$ (9.4)</b>	<b>\$ (8.3)</b>
Capital Investment:										
Funds Provided by CTA	\$ —	\$ —	\$ .2	\$ .2	\$ 1.1	\$ 1.3	\$ 3.6	\$ 7.0	\$ 5.9	\$ 7.6
Funds Provided by Federal, City, etc.	46.8	49.4	25.7	35.7	29.3	4.7	19.1	48.4	46.4	1.4
<b>Total Capital Investment</b>	<b>46.8</b>	<b>49.4</b>	<b>25.9</b>	<b>35.9</b>	<b>30.4</b>	<b>6.0</b>	<b>22.7</b>	<b>55.4</b>	<b>52.3</b>	<b>9.0</b>
Sale of Real Estate—Proceeds	.7	—	.5	.9	1.3	3.0	.1	.2	—	.8
Outstanding Revenue Bonds—Less Reserves	33.1	33.6	32.8	32.8	34.8	41.3	47.4	54.3	60.4	65.9
Outstanding Equipment Trust Certificates—Less Reserves	—	1.6	3.2	4.8	6.1	7.5	8.9	10.2	11.5	12.8
<b>Total Bonds and Certificates Outstanding</b>	<b>\$ 33.1</b>	<b>\$ 35.2</b>	<b>\$ 36.0</b>	<b>\$ 37.6</b>	<b>\$ 40.9</b>	<b>\$ 48.8</b>	<b>\$ 56.3</b>	<b>\$ 64.5</b>	<b>\$ 71.9</b>	<b>\$ 78.7</b>
Revenue Passengers:										
Originating—Bus	281.9	280.2	287.4	272.8	277.1	282.6	296.2	317.0	347.0	389.8
Originating—Rail	88.5	89.5	94.2	95.2	100.5	103.5	105.6	103.1	110.8	120.7
<b>Total Originating Passengers</b>	<b>370.4</b>	<b>369.7</b>	<b>381.6</b>	<b>368.0</b>	<b>377.6</b>	<b>386.1</b>	<b>401.8</b>	<b>420.1</b>	<b>457.8</b>	<b>510.5</b>
Transfer Passengers	262.0	242.9	243.8	227.6	228.4	225.0	226.9	231.1	235.1	257.1
<b>Total</b>	<b>632.4</b>	<b>612.6</b>	<b>625.4</b>	<b>595.6</b>	<b>606.0</b>	<b>611.1</b>	<b>628.7</b>	<b>651.2</b>	<b>692.9</b>	<b>767.6</b>
Automobile Registrations—Cook County	2.4	2.3	2.3	2.3	2.2	2.1	2.1	2.0	2.0	1.9
Revenue Vehicle Miles:										
Bus	87.5	88.5	88.2	90.7	95.1	95.2	98.3	102.2	103.8	107.1
Rail	49.7	49.3	48.8	48.7	50.8	51.1	51.5	45.6	44.8	45.3
<b>Total</b>	<b>137.2</b>	<b>137.8</b>	<b>137.0</b>	<b>139.4</b>	<b>145.9</b>	<b>146.3</b>	<b>149.8</b>	<b>147.8</b>	<b>148.6</b>	<b>152.4</b>
Active Passenger Equipment (thousands):										
Buses	2.5	2.8	2.7	2.9	2.8	2.9	3.0	3.1	3.2	3.2
Rail Cars	1.1	1.1	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>Total</b>	<b>3.6</b>	<b>3.9</b>	<b>3.9</b>	<b>4.1</b>	<b>4.0</b>	<b>4.1</b>	<b>4.2</b>	<b>4.3</b>	<b>4.4</b>	<b>4.4</b>
Rates of Fare at Year End:										
Full Fare (b) (d)	50¢(c)	45¢	45¢	45¢	45¢	45¢	45¢(c)	40¢	40¢(c)	30¢(c)
Children, Students & Elderly	25¢(c)	20¢	20¢	20¢	20¢	20¢	20¢	20¢	20¢(c)	12¢
Transfer Charge (f)	10¢	10¢	10¢	10¢	10¢	10¢	10¢(c)	5¢	5¢	5¢
Total Incidents Which May Result in Suits or Claims (thousands)	18.7	18.8	17.9	16.0	16.5	17.2	19.5	22.3	22.7	23.6
Number of Employees, at Year End (thousands)	12.8	13.0	12.5	12.1	12.6	12.8	12.9	12.5	12.2	12.4
Bus Operators Hourly Wage Rate at Year End (Including Cost-of-Living)	\$ 8.02	\$ 7.495	\$ 6.895	\$ 6.20	\$ 5.535	\$ 5.27	\$ 4.78	\$ 4.33	\$ 4.00	\$ 3.41

(a) Fiscal Year 1972 was a 53-week year. All others were 52-week fiscal years.

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

(c) Fare changes effective September 5, 1976, July 8, 1970, December 19, 1968, November 5, 1967.

(d) Sunday Bargain Fares — 25¢ Effective March 10, 1974.

(e) Sunday Bargain Fares — 10¢ Effective March 10, 1974.

(f) Transfer Charge — 5¢ Elderly and Handicapped, Effective December 15, 1975.



## Joe's Big Catch



This is "how an old guy enjoys retirement," reports Joseph J. O'Connor, who took an early retirement last December after 40 years service. Joe caught the 10-foot-long sailfish while fishing with his son, Philip, in the Pacific ocean 12 miles off Acapulco, Mexico. Joe was superintendent of office procedures and budget in the Engineering Department.

## Johnny Pope—



—a CTA tradition that happens every year. Johnny, a paymaster in Treasury, vacations each year in Tampa, Fla., where he visits his sister. And TRANSIT NEWS always publishes a photo of Johnny relaxing, with his ever-present cigar in hand.

### NEW PARENTS

Kedzie bus driver Joseph Lapp and his wife, Mary, received a visit from the stork on August 24 when their first child, Marissa Jeanette, was born at Loyola University Medical Center, weighing in at 6 pounds 9 ounces. Congratulations to the happy parents!

## Wins Navy Award

Seaman Recruit Paul J. Michaud, at the Great Lakes Naval Training Center, was a winner of a Military Excellence Award, which is presented each week by the Navy Club of the United States. Paul, who was graduated from Schurz High School, is the son of Marian Michaud, Personnel, and George Michaud, Production Supply Control, Skokie Shop. Our thanks to Mary Hendrickson, of Skokie Shops, for submitting this news item.



## Mexican Welcome Mat



The welcome mat to inspect the Metro subway system in Mexico City is always out, especially to anyone in transit.

This report comes from Olivia Thompson, of CTA's Duplicating Services, who returned for another vacation visit in Mexico.

"When I was in Mexico City two years ago, I rode the Metro and was very impressed," explains Olivia.

"This time I wanted to know more about it, so when I arrived in Mexico City, I presented a letter of introduction from CTA to Metro officials.

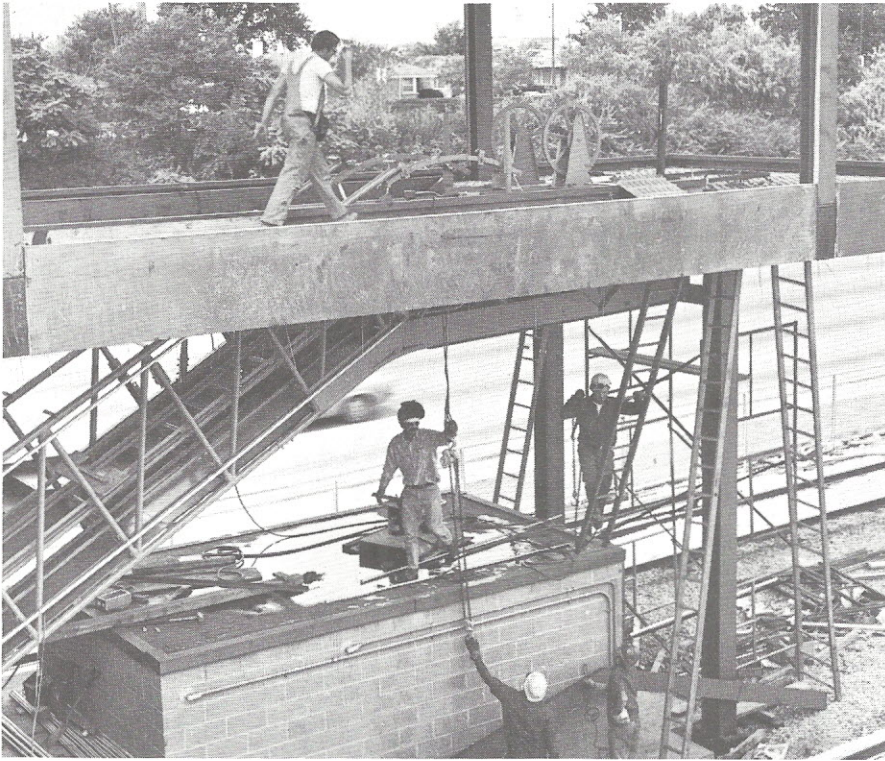
"They were just wonderful to us, and they gave us the red carpet treatment."

Olivia and her family were afforded the assistance of an English-speaking guide who escorted them to Metro's control tower, control room and repair shops.

"The Metro officials said they were very pleased to show their system to people from other transit systems," says Olivia.

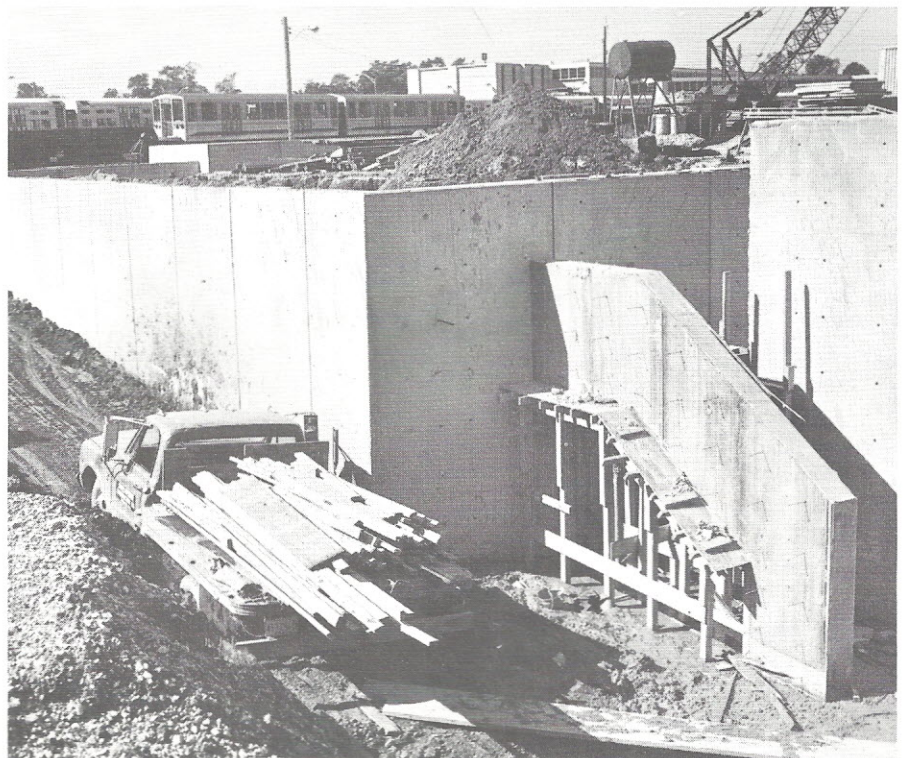


## cta engineering department projects in progress



The structural steel framing on the new north entrance to the Dan Ryan station at 79th Street is complete, and the escalator trusses have been installed. The concrete block enclosure below the steel frame houses the station's relocated electric service room. An aluminum and glass curtain wall will enclose the station entrance.

A concrete retaining wall and stairway foundation wall have been built on the east side of the new parking lot at the Desplaines terminal on the Congress/Milwaukee route. The stairway will connect the parking lot to a lower level kiss-n-ride area adjacent to the station entrance.





## Anyone For Cricket?



If you are so inclined, please get in touch with Godfrey E. Blair, CTA bus driver, 77th Street garage, who ranks as an international cricket player. Blair, who learned cricket in his hometown of Kingston, Jamaica, was selected as a member of the United States Cricket Team for an international match with Canada that was played over a three-day Labor Day weekend in Toronto. The U.S. team lost, but still made a good showing. Blair, who is 37, is captain of the Caribbean Athletic Cricket Club team, which plays on Sundays in May through September in Washington Park on Chicago's south side. This year, his team won the mid-west cricket championship for the fourth year in a row.

## Slides and Sound for Safety



Cam Render, promotion coordinator, advertising and promotion, has put together a slide presentation program with written script to convey to school-age children what the CTA is all about. Pictured above on board a CTA train are (from left to right, front seat) So Yong Paek, the daughter of Sok-Pong Paek of Public Affairs, and Freddie Hernandez, the son of North Avenue bus driver Maria Hernandez. In the back seat (left to right) are Mrs. Paris Tribue, the daughter of Cam Render and a learning disabilities teacher at the Marsh Elementary School; Laura Roche, the daughter of James Roche of Customer Service, and Christopher Daugherty, the son of Archer bus driver Hayse Daugherty. The children volunteered as models to convey the message of safety, proper boarding and alighting, seating, and courtesy on CTA vehicles. The project is initially directed towards the first through third grades, with a more advanced version incorporating sound for the fourth through sixth grades. Steve Hastalis, community relations coordinator, is assisting Cam in the audio version.

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