

PLAN FOR THE FUTURE

WITH CHICAGO TRANSIT AUTHORITY



Your Decision

Choosing a career is one of the most important decisions you will ever make. At Chicago Transit Authority, you start a steady, rewarding job today with an opportunity for advancement in the years ahead. What the future holds in store for you will be determined largely by the manner in which you perform your job each day . . . how you contribute to the growth and prosperity of CTA.

This booklet has been published to give you a quick look at the past, present, and future of the company you have chosen to work for. We hope that you will read it carefully and then pass it on to your family and friends. Start now to take pride in your company . . . help to build a prosperous future for yourself and for CTA.

YESTERDAY . . .

Here's how it all began



Back in 1859, a horse plodded down State Street pulling an 18-passenger, 12-foot long bobtail car. This was the beginning of a public transit system in Chicago; the beginning of a tradition of service to Chicago and its people.

In the years since 1859, public transportation has played an important role in the development of Chicago. It has been responsible to a great extent for the manner in which Chicago has grown. In the early years of Chicago's development, almost every streetcar line became an industrial street and merchants, eager to have their stores easily accessible to the public, usually built them where two lines intersected. This pattern continued throughout the years and today the city's great shopping areas and industrial areas are still dependent on public transportation.

The growth of Chicago transit from one horsedrawn streetcar line to a modern, comprehensive system can be traced in the following historical highlights:

1859

First horsedrawn cars began operation April 25 on State Street between Randolph Street and 12th Street.

1882

First cable cars began operation on State Street north of 21st Street. In 1890, the first electric streetcar line was on 93rd Street between Stony Island Avenue and South Chicago Avenue.

1892

First elevated railroad was built to provide service between downtown Chicago and the site of the World's Columbian Exposition in Jackson Park. Steam locomotives were used. In 1895, the Metropolitan West Side Elevated Railroad began operation as the first electrically operated rapid transit line in the world.

1917

First buses in Chicago were operated on boulevard route by Chicago Motor Bus Company.

1943

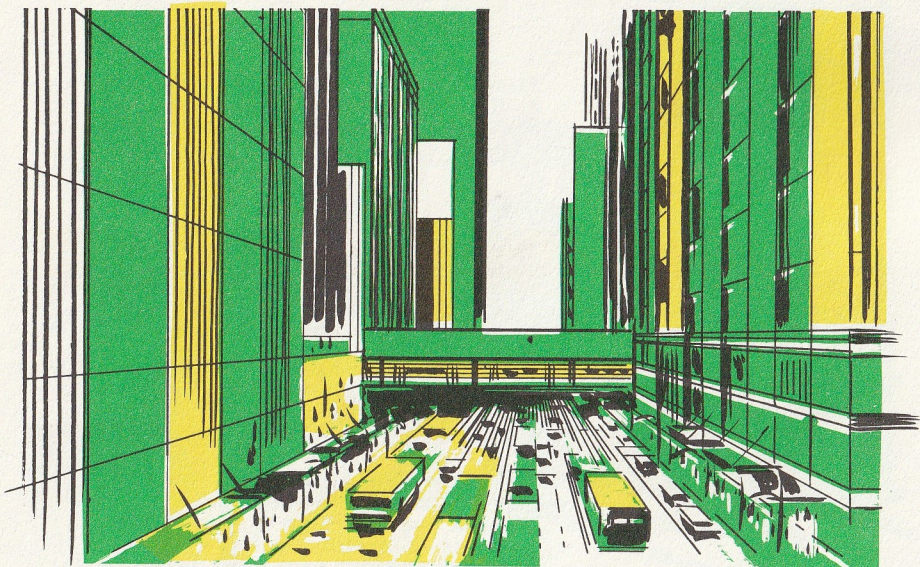
State Street Subway was opened. The Dearborn Street Subway was opened in 1951 and the West Side Subway in 1958.

1947

CTA began local transit operations by purchasing the Chicago Surface Lines and the Chicago Rapid Transit Company. In 1952, the Chicago Motor Coach Company was purchased.

T O D A Y . . .

A glance at the present



CTA

IS A RESPONSIBLE COMPANY

CTA's first responsibility is to its passengers. Its major concern is to make its service as safe and convenient as possible.

CTA's second responsibility is to its employees. It provides jobs with good wages and a high degree of security. It judges each employee as an individual on the basis of his own accomplishments.

CTA

IS ORGANIZED FOR SERVICE

Chicago Transit Authority is a municipal corporation. It was created in 1945 for the purpose of re-establishing a progressive and solvent transit system in Chicago. To accomplish this, it was granted full power to make service modifications and adjust fare rates, powers which could not be granted private companies under previously existing conditions.

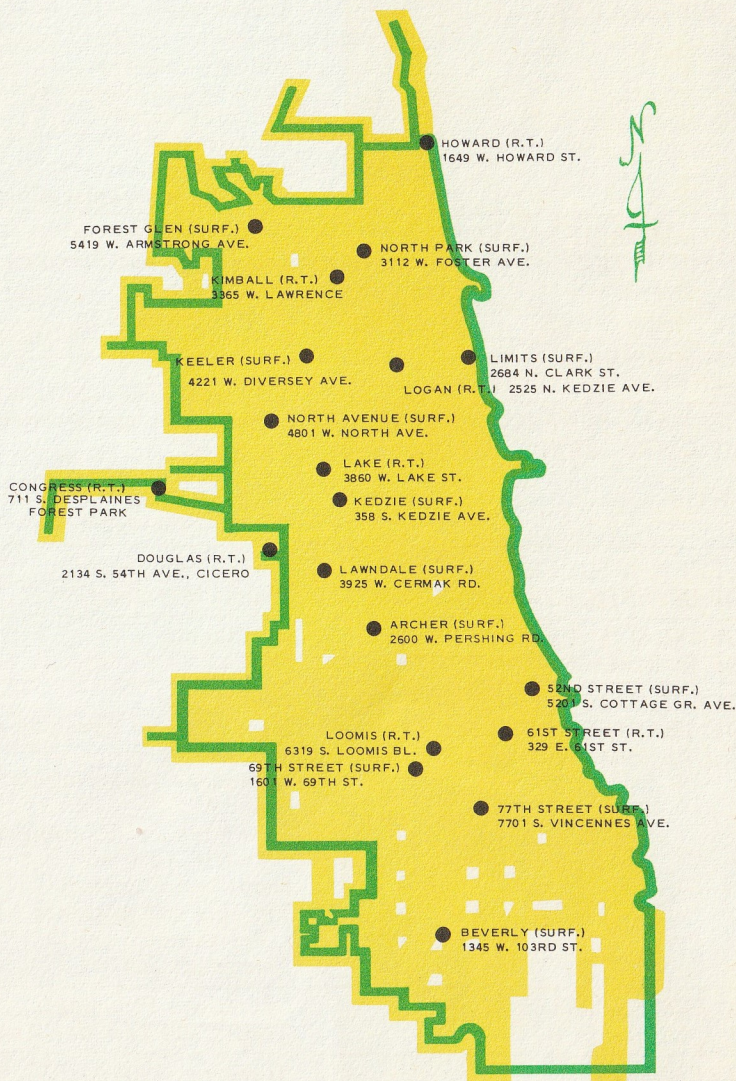
CTA is governed by the Chicago Transit Board. Its seven members are appointed by the Governor of Illinois and the Mayor of Chicago. The board is responsible for all policy making.

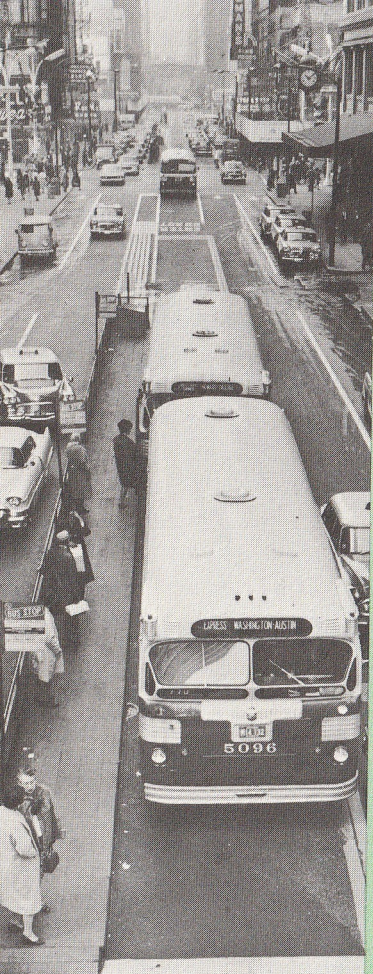
The General Manager is the chief executive officer of the authority and is responsible for its operations. He is appointed by the transit board to manage and coordinate the efforts of a staff of transportation specialists, each of whom is in charge of several of the departments which are necessary to run a service organization of CTA's scope. The more than thirteen thousand people who work in these departments all work toward one goal - efficient transportation for the people of metropolitan Chicago.

STAFF MEMBERS AND THE FUNCTIONS FOR WHICH THEY ARE RESPONSIBLE

ASSISTANT TO THE GENERAL MANAGER	Inspection Plant Guards
COMPTROLLER	Accounting Budget Internal Auditing Methods and Procedures Office Services Photographic Real Estate Stenographic-Duplicating
DIRECTOR OF PUBLIC INFORMATION	Charter Service Complaints and Service Information CTA Transit News Information to News Media
GENERAL ATTORNEY	Legal
GENERAL SUPERINTENDENT OF ENGINEERING	Construction and Maintenance Electrical Equipment Engineering Specifications Traffic Planning
GENERAL SUPERINTENDENT OF INVESTIGATION & CLAIMS	Claims Adjustment Claims Investigation
GENERAL SUPERINTENDENT OF PURCHASING & STORES	Purchasing Stores
GENERAL SUPERINTENDENT OF TRANSPORTATION & SHOPS AND EQUIPMENT	Employment Insurance and Pensions Job Classification and Employee Suggestions Medical Schedules and Passenger Traffic Analysis Shops and Equipment Training and Accident Prevention Transportation
STAFF ENGINEER	Operations Planning Traffic and Transfer Analysis
TREASURER	Treasury

CTA's vast network of surface and rapid transit routes blankets Chicago and enters, borders, or runs through many of the nearby suburbs. This system is so comprehensive that 99% of all the people in Chicago have CTA service within three blocks of their residence. This CTA coverage is shown below in yellow. Most of these people have a choice of two or more lines. There are twenty operating stations (shown below) strategically located throughout the city. Each operating employee is assigned to one of these stations. All stations have facilities for storing the operating equipment and for making repairs.





CTA

IS READY TO SERVE

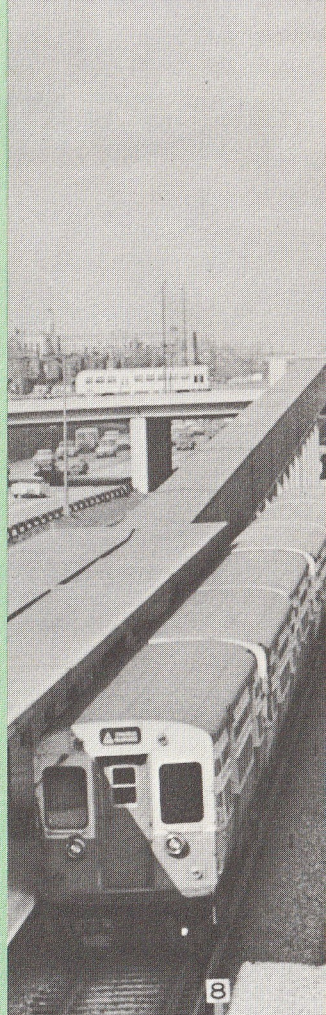
When CTA began operations, surface transit equipment consisted primarily of streetcars, most of which had been built near the turn of the century. These streetcars were noisy and not particularly comfortable or attractive. In addition, they did not have the maneuverability which was becoming necessary due to ever increasing traffic. To replace these outmoded streetcars, CTA immediately began purchasing quiet, attractive, more maneuverable buses. To date, more than 3000 buses have been acquired, and streetcars are a thing of the past in Chicago.

However, even modern, maneuverable buses are slowed down by traffic congestion. Therefore, CTA has concentrated much of its effort on modernizing rapid transit and making this traffic-free service available to more people. The wooden "L" cars which had been in service for forty years or more



when CTA took over operation have been replaced by about 1000 faster, safer, more comfortable all-metal cars. Alternate-stop, all-express operation during hours of heaviest travel has been inaugurated, thereby making express service available to a majority of passengers. Bus routes have been designed to bring as many people as possible to rapid transit. Many interchanges have been built to make transfer between bus and rapid transit more convenient. As a result of these efforts, a greater percentage of CTA passengers use rapid transit than ever before.

By its vigorous actions, CTA has created a modern, efficient system which is ready and able to serve the people of Chicago with the most effective transportation they have ever had.

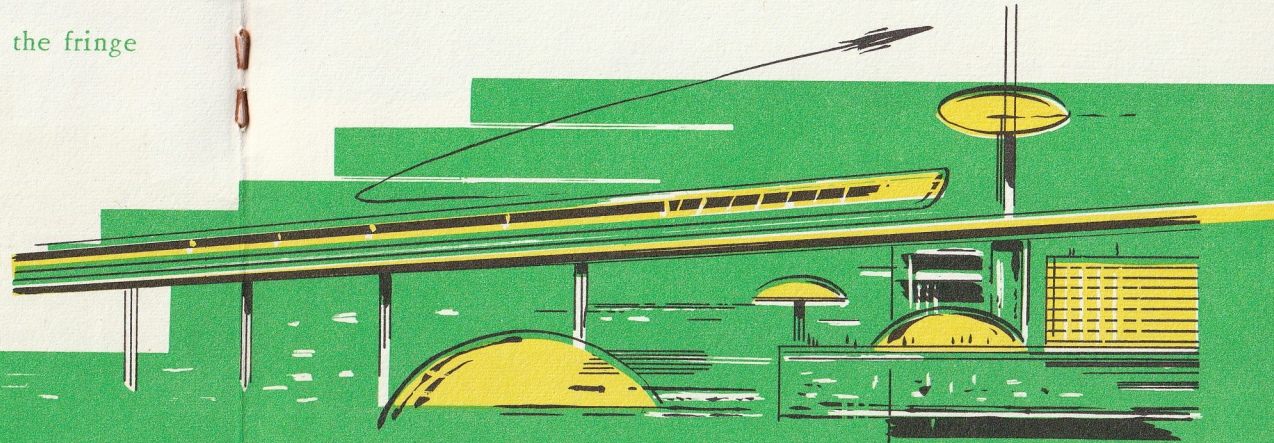


TOMORROW . . .

Scanning the future

Suburbia and Suburbanites - these are key words in CTA's future.

In recent years, many Chicago residents have moved to the fringe areas of the city and to the suburbs. Many of these people had to leave behind one big advantage which they formerly enjoyed - effective, low-cost, public transportation. Hampered by a lack of capital, CTA has been unable to extend its highly effective service into these new suburban areas. As a result, many of the people in these areas are forced to rely on the auto as their only means of transportation.



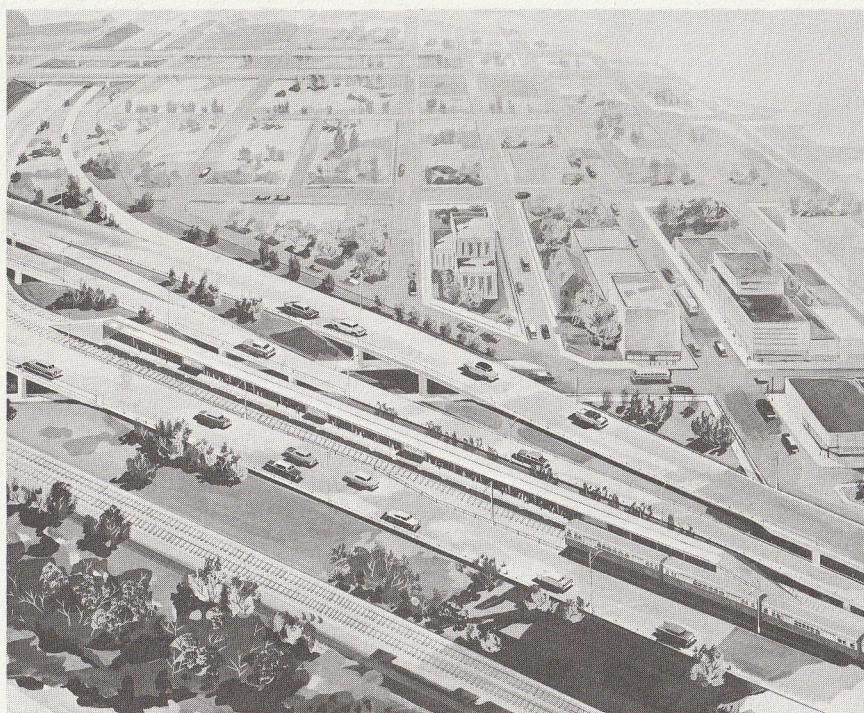
To cope with the influx of autos from these rapidly growing fringe areas, several multi-million dollar expressways have been built. These expressways have been a great help to motorists in the off-peak periods, but they have not adequately solved the rush hour driving problem. Traffic jams on expressways are frequent and autos must often travel at speeds a great deal under the posted speeds, thereby defeating the purpose of the expressway.

And the problems do not end when the driver leaves the expressway. Now he must find a place to park his car, hopefully somewhere near his destination. In Chicago's Central Business District, parking spaces must be found for most of the one-quarter of a million autos which enter the district each weekday. Merchants and employers in the area are becoming alarmed as valuable office

and store properties are torn down to provide parking spaces. But, since the suburbs are continuing their rapid growth, the problems now present will continue to multiply unless prompt action is taken.

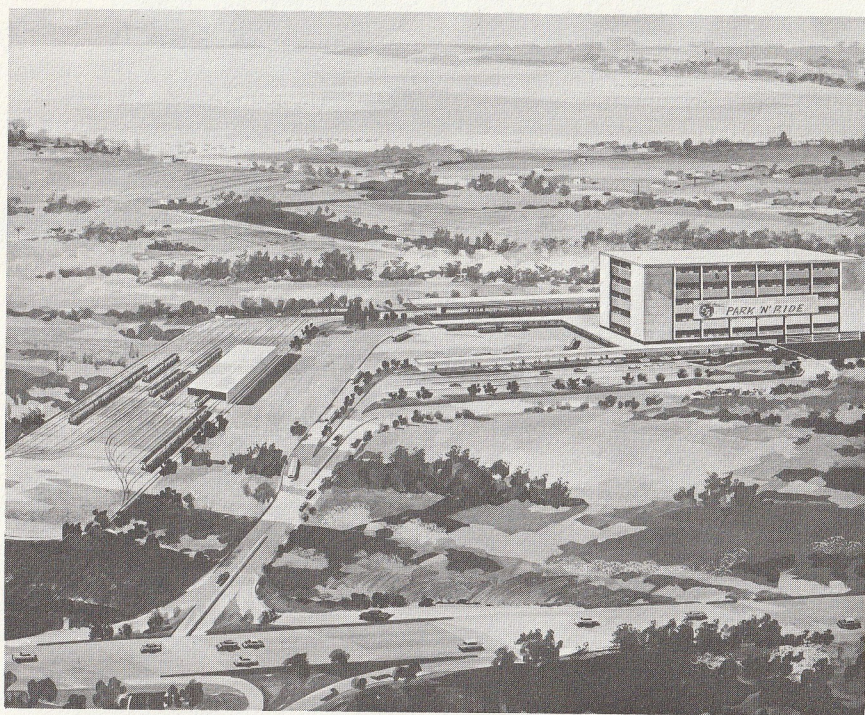
Chicago Transit Authority has proposed a program of practical solutions to traffic congestion and the parking problem. Its program proposes the improvement of existing rapid transit and the building of new rapid transit facilities to extend service to the fringes of the city. An important feature of the program would be the construction of large garages at rapid transit terminals where suburbanites could leave their cars and board large-capacity, high-speed rapid transit trains. They would then be transported to their destinations with no traffic problems enroute and no parking problems when they arrived.

Some of the main features of the CTA program are:



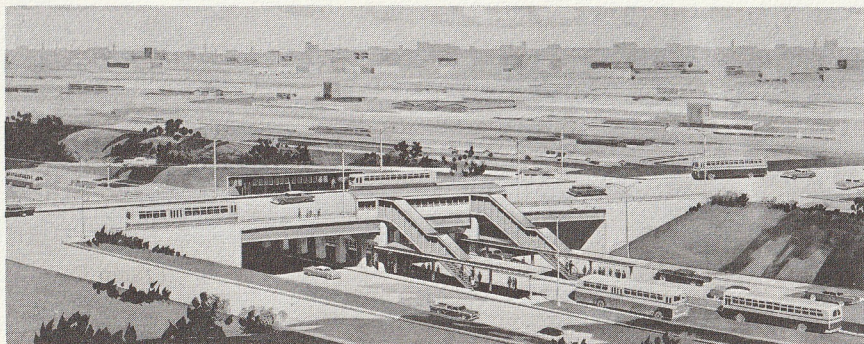
NORTHWEST EXPRESSWAY

A view looking south at a station at Diversey and California Avenues on the proposed Northwest Expressway Rapid Transit route. Rapid Transit in the Northwest Expressway would be an extension of the Logan Square "L" subway northward to the expressway right-of-way and then northwest to an initial terminal near the northwest city limits.



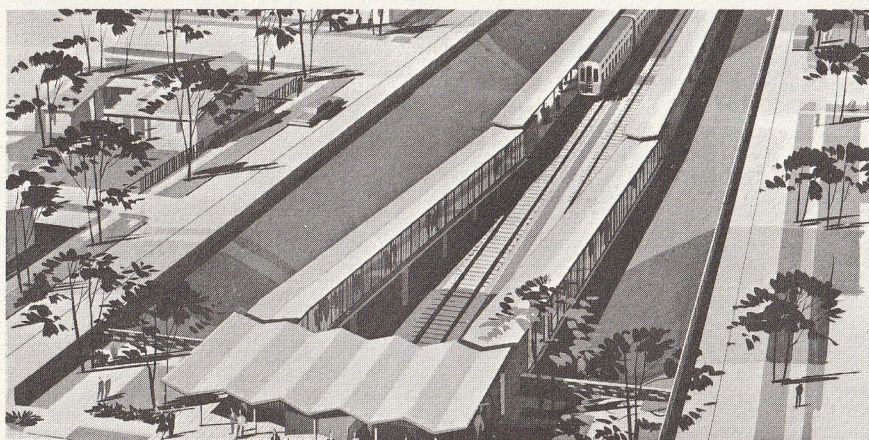
SOUTHSIDE RAPID TRANSIT

A view looking south at terminal facilities and a Park-n-Ride garage which would be located at 103rd Street and Doty Avenue on the Calumet branch of the South Expressway Rapid Transit Route. The proposed route in the median strip of the Expressway would extend from a connection with the existing State Street Subway at about 13th Street to the Doty terminal and to a terminal at 119th Street on the Blue Island branch.



SOUTHWEST EXPRESSWAY

A view looking west at California Avenue and the proposed Southwest Expressway showing the proposed express bus median strip operation and a station. Exclusive bus lanes in the median strip of the Southwest Expressway would extend from a connection with the South Expressway near Halsted and Cermak to Cicero Avenue and Pershing Road.



ENGLEWOOD EXTENSION

A view showing the proposed Englewood Rapid Transit extension at a point west of Loomis Boulevard. The Englewood branch would be extended from 63rd Street and Loomis Boulevard into the Clearing Industrial District at 63rd Street and Cicero Avenue.

Enactment of this program is currently prevented by a lack of funds. A program of this magnitude, while less costly than continued expressway construction, would still cost millions of dollars - money that CTA does not have and cannot hope to accumulate out of fares. The only hope for enactment of this program, therefore, seems to lie in the use of public funds.

Because the program would benefit so many segments of the community, its enactment should be the responsibility of the entire community and public funds should be made available just as they are made available for expressway construction. If they are, Chicago will have a truly metropolitan transit system and will have taken a giant stride toward solving one of the biggest problems facing any large city today.

We hope that the first portion of this booklet has given you some idea of how and why CTA came into existence, of some of the things it has accomplished since 1947, and of some of its plans for the future. Much of the information covered is not generally known to a great many Chicagoans. You can help promote your company and help it achieve its objectives by making the information available to people who are interested in our plans and policies.

**The last portion of
the booklet will tell
you why CTA is . .**

. . a good place to work

PAY

CTA maintains pay scales which are among the highest in the transit industry. You have already been informed as to your pay rate. If you have any questions, consult your immediate supervisor.

PAID HOLIDAYS

New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

PAID VACATION

You are entitled to a paid vacation whose length is determined according to your length of service.

PAY WHILE SICK OR INJURED

Employees must have one year of service to be eligible to receive pay or sick benefits while sick or injured. The amount of money received depends on the reason for the absence and the length of absence.

All employees, regardless of length of service, who are injured during the course of and arising out of their employment are eligible for compensation benefits as provided under the Workmen's Compensation Act of the State of Illinois.

BENEFITS

HOSPITAL AND SURGICAL INSURANCE

After 90 days' service, you receive a free Hospital and Surgical Insurance policy for yourself. Extended coverage for yourself and your family is available at low cost.

LIFE INSURANCE

After one year of service, you receive a free Life Insurance policy.

PENSION PLAN

You and CTA each contribute toward a pension fund established to provide you with a monthly income when you retire. The amount paid to you after retirement varies according to your total earnings during your employment.

FREE TRANSPORTATION

Immediately upon employment you are entitled to ride free of charge on any CTA vehicle at any time of day. (Note: On Evanston Express trains, CTA employees are required to pay the current differential charge).

EXTRAS

CTA COMPANY MAGAZINE

Each month a copy of the company magazine, "Transit News," is mailed to your home. The magazine features news about the company and its employees.

EMPLOYEE SUGGESTION SYSTEM

CTA encourages its employees to submit suggestions whenever they feel they have discovered a better way to do one of the many tasks around CTA. Employees are given cash awards whenever a suggestion is adopted. Suggestions need not be confined to the employee's job but may take in any aspect of CTA operation.

IN CONCLUSION

We are glad that you are with us. We hope that you will find your job rewarding and satisfying and that you will make CTA your career.

Whatever your job, you are now an important part of the CTA organization. In joining CTA, you have assumed an obligation to help provide the best possible transit service to the people of metropolitan Chicago. Fulfillment of this obligation requires 100% effort at all times by all employees. Only by making this effort can you insure continued growth for your company and a more prosperous future for yourself.



CHICAGO TRANSIT AUTHORITY
Training & Accident Prevention Department
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