

A Message to Employees of Chicago Transit Authority

THE Chicago Transit Board is about to begin operating the Surface and Elevated Lines for the *NEW OWNERS*, the people of Chicago.

Upon all of us—we the directors—and you, our fellow workers—rests the responsibility for the success of this new and vital enterprise.

The CTA, like any privately owned company, must earn its own way—it has no taxing powers or revenues other than earnings.

This means we must provide and maintain attractive, up-to-date equipment and give courteous service *to encourage more riding*.

Fortunately, we start with the financial means to buy the new tools and equipment needed on both surface and elevated systems, and the means to maintain wages at levels comparable with those paid generally in the transit industry. New tools and equipment also mean safer and more attractive working conditions.

Working together, we can build and maintain these standards—*increase riding*—and give Chicago the best local transportation in the nation.

CHICAGO TRANSIT BOARD

Philip Harrington, *Chairman*

Frank McNair, *Vice-Chairman*

Philip W. Collins, *Member*

W. W. McKenna, *Member*

Irvin L. Porter, *Member*

James R. Quinn, *Member*

Guy A. Richardson, *Member*

Walter J. McCarter, *General Manager*

CTA MEANS STABILITY OF EMPLOYMENT

Because it is financially sound and able to provide new and up-to-date equipment, CTA will increase riding, expand employment and afford added insurance against lay-offs in time of depression.

CTA MEANS FAIR EMPLOYMENT AND FAIR PROMOTIONS



All capable Chicago Surface Lines and Chicago Rapid Transit employees are retained as employees of the Chicago Transit Authority. There will be no political meddling or interference with YOU or YOUR job. All appointments and promotions will be without discrimination and strictly on the basis of merit and efficiency. This is the stated policy of the Chicago Transit Board.

CTA MEANS ASSURED COLLECTIVE BARGAINING

The right to join a union of your own choosing is guaranteed.



Existing contracts between the Chicago Surface Lines and Chicago Rapid Transit Company and organizations of employees continue in force until their expiration. Then new contracts will be negotiated in conferences between the management and union representatives, or through arbitration.

CTA MEANS PROTECTION OF YOUR SENIORITY RIGHTS

This is provided by law and is the fixed policy of the Chicago Transit Board. Existing seniority rights and privileges will be retained.

CTA MEANS CONTINUED OLD AGE RETIREMENT PROTECTION



This is specifically and definitely provided by the Metropolitan Transit Authority Act.

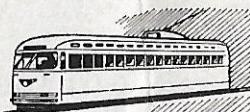
Existing pension rights and privileges established under the pension or retirement system of the Chicago

Surface Lines and the Chicago Rapid Transit Lines will remain in effect unless such system is modified by agreement with your representatives.

The Act requires the Transit Board to establish and maintain a pension and retirement system, and to protect all employee rights. This will be done.

CTA MEANS BETTER TOOLS TO WORK WITH

Under the already authorized modernization program, \$150,000,000 worth of new equipment—buses, streetcars, trolley buses, subway-elevated cars, garages and shops properly equipped will be provided.



CTA IS BOTH YOUR OPPORTUNITY AND RESPONSIBILITY

Polite, friendly treatment of our customers; thoughtful consideration of people waiting at a stop, of the aged and handicapped; smooth, safe operation of equipment; personal neatness, and clean, properly maintained equipment; attentiveness to suggestions and requests for information—all these are essential to good service.

Only good service will produce satisfied customers and more riding.

Giving the public that kind of personal service is *Your* responsibility—and opportunity to contribute to stabilized, expanded employment and to the successful operation of CTA.

WHAT THE CHICAGO TRANSIT AUTHORITY IS



CTA is a new municipal corporation, separate from all other public agencies. It has no parallel. It is publicly owned but privately financed. It must be self-sustaining from fares and earnings; it has no power to tax.

CTA is required to provide modern, attractive and convenient local transit service, and it alone is empowered to fix its rates of fare and to regulate service.

Its operating territory includes Chicago and 85 other municipalities in Cook County. It already has an exclusive 50-year franchise from the City of Chicago.

It is negotiating for the purchase of additional local transit companies in Greater Chicago to be operated as units of an area-wide system.

CHICAGO TRANSIT BOARD

Free and independent politically, Chicago Transit Board consists of seven members. It establishes CTA policy. To carry out its policy, the Board has appointed a General Manager who is the top operating official of the new system.

THE GENERAL MANAGER

Walter J. McCarter, young, vigorous, experienced transit executive is your new General Manager.

Working with you and the public, he intends to give the Greater Chicago area a modern local transit service.

He will welcome *your* suggestions for improvements in service.

NOTE: Operating Rules and Regulations of the Chicago Surface Lines and Chicago Rapid Transit Lines will remain in effect until further notice.

Chicago Transit Authority