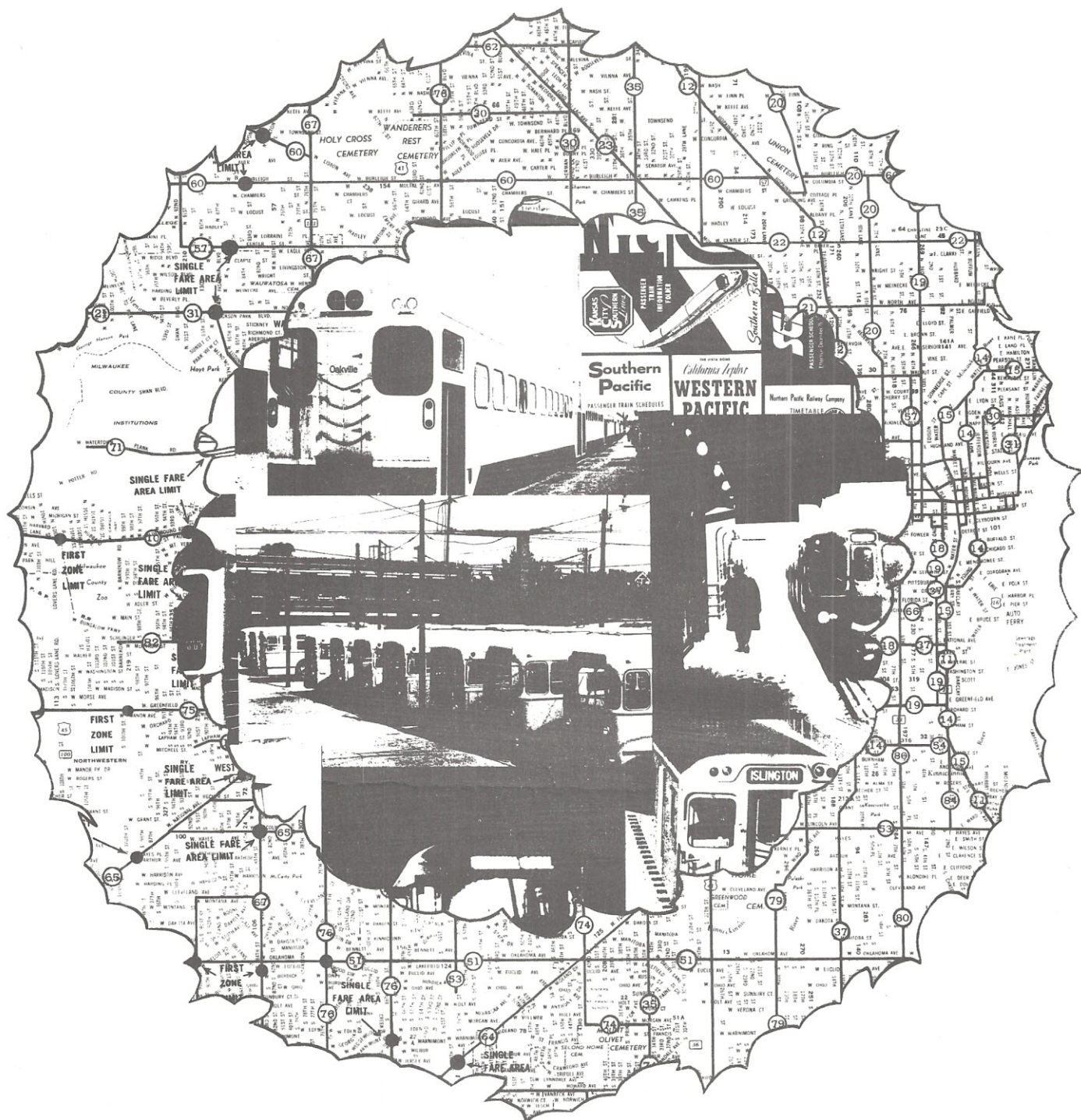


Transport Central



Seasons Greetings

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NEWSFRONT

UNFARE -- Chicagoans now have the dubious distinction of having to pay the highest base fare on any transit property in the country—40 cents; only riders of Akron Transportation Company buses pay a like amount. An increase that stirred an uncommon amount of controversy (and even at one point the threat of a mass boycott), the rate hike went into effect in the wee hours of Thursday morning, December 19. Although the transfer charge remains at a nickel, all other adult fares were upped a dime, and children's fares jumped eight cents.

The new tariffs were clearly labeled a stopgap measure by Chairman George DeMent, who reiterated the Authority's intentions of seeking financial assistance on a state or local governmental level, and would assist only in part in offsetting the anticipated \$25 million 1969 deficit. Chicago has one of the few remaining publicly-owned transit systems that is not directly subsidized by a state or local governmental agency; CTA's only funds not derived from the fare box or other operationally-oriented income (car-card rental, newsstand revenues, etc.) have been contributed by the city and/or the federal government in the form of capital improvements such as the several new rapid transit lines.

The Authority did attempt to "soften" the blow, however. Each rider was given a leaflet detailing the new fares, which was headlined "We'll Try to Make It Up to You" (by providing two new rapid transit lines in the Dan Ryan and John F. Kennedy expressway median strips, and attempting to stem the rising tide of transit crime by installing an exact fare plan by next November. Also to be inaugurated next April will be a reduced-fare tariff for senior citizens). A further public-relations plus was the "Unfare" advertisement placed in Chicago papers and reproduced on our back cover this week. Transport Central will comment further on the fare hike and other aspects of CTA operations in a several-part series of articles beginning in January.

ELSEWHERE ON THE FARE FRONT -- Right on the heels of the CTA hike came a plea by Paul Reistrup of the Illinois Central for authority to raise the tariffs on the railway's electrified suburban lines. With the institution of higher rates on the CTA, IC's local fares within the city are less than those charged by the Authority, and the railway claims this is "unfair competition" in reverse, placing an undue burden on the IC by inundating it with more riders than it can handle....Waukegan-North Chicago Transit, hard hit by the loss of its lucrative O'Hare run, has been granted permission to raise its adult fare to 30¢ and its child's tariff to a quarter....Other fare hikes: Port Authority Transit in Pittsburgh, all fares up a nickel (adult base now 30¢ up to 35¢) effective January 1; and Winnipeg, adult rate soon to go up to a quarter from 15¢.

RIDER'S READER -- Establishment of the Urban Transportation Advisory Council has been announced by Transportation Secretary Alan S. Boyd. The Council will advise DOT on all aspects of transportation in urban areas. ...A new program to develop express bus service between poverty areas and employment sites which lack adequate public transportation access has also been announced by DOT; the agency will pay 90% of net project costs.... Since the establishment of the Urban Mass Transportation Administration

on July 1, 1968, about \$58½ million in capital grants has gone to 14 cities in 14 states....Four grants totalling \$1.3 million have been awarded to Puerto Rico to help purchase 210 transit buses and construct a ferry terminal in Old San Juan....The North Western now has a 30¢ round trip "Santa Claus" excursion fare for children from 5 to 12 from any station on its suburban system to Chicago, good on the Saturdays before the Christmas holiday....Three more MBTA/Boston rapid transit stations are to be modernized.

WHOA THERE! -- That's a no-no! We inadvertently inferred that IC's Chicago-Jacksonville Seminole had been discontinued last week. Actually, the train continues to operate pending the outcome of an appeal by the City of Chicago; no decision is expected until after January 1.

Delay was also the word of the day for the Northern Lines merger, as the Supreme Court acted on a Justice Department appeal to further explore the effects of the marriage before giving final blessings; the order indefinitely stays the nuptials.

Confusion and status-quo are the key words in the continuing conflict over train-crew size on the BRC, L&N and IC. A presidential emergency board recommended (after 30 days of "discussion") that the carriers and BRT bargain collectively; it would now appear that another strike is possible next month.

HEAD END -- B&O wants to discontinue four more Washington-Baltimore RDC runs including 131 (4:55 PM SB daily), 133-135 (mid-day), and 132 (8:10 AM NB); 131 is set for dropping January 11, the others for January 9.... Stockholders and an ICC examiner have approved the Milwaukee-C&NW merger.MoPac has been reported as planning to discontinue all sleeping-car operations following Pullman runs of December 31 on the Texas Eagle.... The New Haven has petitioned to discontinue 11 weekday and 13 weekend New York-Boston runs from the present 27 trips; three through New York-Springfield round trips are also proposed with an effective date of January 6. NH officials infer that the United Aircraft TurboTrains will provide additional service soon thereafter; we'll obtain more precise data.

The Missouri Pacific has filed a new complaint with the ICC requesting that organization investigate possible illegal control of the IC-GM&O/Frisco by the Union Pacific. The MoPac filed a similar complaint in 1967 but withdrew it last April after UP placed its 23½% ownership of IC stock in voting trusts....Capital outlays: The Milwaukee, about \$15 million for new cars and locomotives; C&NW, \$11 million with EMD for 41 diesel locomotives; GN, \$17.8 million for 677 freight cars and 12 locos, all three roads' orders to be delivered in 1969.

AT DEADLINE -- The Chicago Tribune said Friday it has learned that the Illinois Central plans to lease a TurboTrain from DOT for service on its Chicago to Carbondale "mini-corridor" beginning early next year. The Turbos were to have begun service earlier this year on New Haven's New York-Boston run, but a succession of legal and financial problems has resulted in enforced idleness for the high-speed equipment....President Johnson has decided the transPacific route case: Continental was awarded rights from its territory to the South Pacific; TWA was granted U. S.-India rights that make it an around-the-world carrier; Northwest may now serve the Far East by way of Hawaii; and Pan Am will be able to provide expanded New York/Seattle-Japan service over two Great Circle routes. In addition, Flying Tiger was granted cargo rights to the Orient.

TIME OFF -- In keeping with its custom of taking a year-end break, TC will not be published next week, and will reappear January 3, 1969. See you then!

UNFARE.

Well, it's official.
40¢ to ride the CTA.

And hard as we try to explain or apologize, a lot of people won't listen.

To some it will be one more indication that "The System" is out to get the little man.

To some it will be the last straw. They'll stop riding.

And to some it will be one more strain on an already over-stretched budget. Well, we don't like it any better than you do.

But if we don't like it and you don't like it, why raise the fares? A good question.

In the first place, the CTA is required to meet expenses from income. We're not supposed to make a profit, but we're not supposed to lose money either.

Second, expenses are up. A new wage agreement with our drivers is the largest part of generally increased operating costs.

Third, ridership has declined. If use of CTA facilities had increased proportionately to our expenses, we wouldn't be operating at a deficit. But it didn't and we are.

In a nutshell, that's why the

fare is 40¢. Well, at least transfers are still a nickel.

What can you do about the fare increase? Several things:

1) Grit your teeth and put up with it. Just like you put up with the increased cost of everything else these days (car insurance, parking rates, cab fares, and new car prices for example).

2) Ride the CTA as often as possible. In the long run, the more you use it, the less it will cost.

3) Here's the hard part. The CTA operates under the limitations of existing statutes. We must find other sources of income, such as subsidies. We will propose a program, but we will need your support. Frankly, we can't do it without you.

Certainly there should be better ways for a public service to increase income than by fare increases that put the heaviest burden on those least able to pay.

Once more, we're sorry. Please remember this as the new fares go into effect at 4 a.m. this Thursday.

And remember, we're in business to serve you.

We have to be. It's a cinch we're not in it for the money.

**CHICAGO
TRANSIT
AUTHORITY**