

# ALL THOSE NOT IN FAVOR OF A FARE INCREASE, YELL AND SCREAM!

The CTA needs your help.  
By law, we're supposed  
to operate on a pay as you go  
basis.

And the way it looks  
right now, with the way our  
costs are going, we're going  
to be forced to raise the  
fares again.

By law.

Because we're the only  
major metropolitan transit  
system without a subsidy for  
daily operations.

The only one.

So we're trying to get a  
subsidy for the CTA. And  
that's why we need your  
help.

The way we look at it,  
our job is to provide quality  
public transportation at a  
reasonable price.

And we don't think 50¢  
or 60¢ is a reasonable price.

If you don't think so  
either, fill out this coupon.

And we'll make sure  
the people who count know  
how you feel.

Thank you.

YELL     SCREAM

I'm in favor of a subsidy for the CTA.

Name

Address and Zip

Comments

Mail to: YELL and SCREAM, Chicago Transit Authority  
P.O. Box 3555, Merchandise Mart Plaza, Chicago, 60654

**CHICAGO  
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## NEWS FRONT

YELL AND SCREAM

Adorning our cover this week is a reproduction of an unusual ad placed in Chicago newspapers a few days ago. In its battle to obtain some sort of financial aid from various levels of government, the CTA has decided to enlist the aid of its long-suffering riders, with some rather interesting results.

The Republican majority on a State Senate subcommittee studying CTA's financial ills filed a report a few weeks ago recommending against any such aid from the Illinois government, in effect tossing the ball back to the city and county. At the same time, Governor Ogilvie also closed the door to such largesse by not including any such subsidy in his state budget. Inasmuch as the legislature has a Republican majority, it would have seemed as though no funds would be forthcoming, and a political issue would be made of the request for aid.

The Authority was spurred to action by the deaf ear turned in Springfield, and counterattacked with the now-famous "Yell and Scream" ad reproduced here, a version of which was also distributed aboard CTA vehicles on the day it appeared in the press. Thus far, well over a hundred thousand replies have been received from patrons not eager to add another dime to their daily fare, and the issue is clearly heating up. At the subcommittee's last hearing April 17, downstate Senators severely criticized the Authority for, in effect, applying pressure on the legislature (which the ad was clearly designed to do), reiterating their opposition to any aid, and suggesting the Authority look for funds elsewhere (meaning the city and county), and cleaning its financial house at the same time.

But the carefully-applied pressure was not without some concrete results as well. Each party is eager to blame the other for the pending fare increase, but there must be some compromise. On April 23, for example, the mayor and governor are to meet to "thrash out the question" of who gives what to the Authority. At the same time, various other proposals have been advanced to aid CTA in its plight, which, regardless of the political considerations is very real. The subcommittee chairman has advocated state, county and city purchase of the outstanding bonds (under the contract with bondholders, fares must be "adjusted" when the bond retirement fund dips below a certain level; this has happened, and would be what will precipitate a fare increase); yet another Downstate Senator has introduced legislation imposing a parking tax in the area to aid the Authority. One other subcommittee member has indicated his support for aid might be forthcoming if the proposal would be tied to creation of a metropolitan authority set up to administer the Chicago area's presently-fragmented public transportation network. This latter idea seems to have gained widespread support from many quarters since it was first advanced by C&NW President Larry S. Provo in March. Chicago is the only large city not to have at least the framework for an area authority in operation and, to give the lie to the ad is not the only city without direct operating subsidy from governmental agencies (Cleveland is another, to name one).

METRO REPORT

The public transit system in Springfield, Illinois, closing out its second successful year of operation, has reported that its passenger load was up 12%, while the national average for the same period was down 8%. SMTD General Manager Joe Arnn reported that only two other properties, Baltimore and Wichita Falls, posted larger increases.... 550 umbrellas, a skateboard and a Chinese-English dictionary were on the list of unclaimed items sold by the TA in New York last week.... The go-ahead has been given in Caracas, Venezuela, for the start of the capital's 20-mile, desperately-needed subway system; the network is expected to cost some \$25,000,000 per mile....The North Western is seeking a 6% boost in its Chicago area commuter fares; C&NW's last 5% hike came June 1, 1969. The road spent \$3.3 million on new equipment in 1969 and thus far this year, along with \$4 million on a commuter car service center near the Loop....On Earth Day, Wednesday, April 22, Albuquerque bus passengers will pay only a penny per ride. The Unusual fare was instituted at the request of the University of New Mexico environmental teach-in committee, which said that residents ought to be encouraged to ride buses and thus reduce air pollution from auto exhausts....The Rohr Corporation, builder of the new BART rapid transit cars, is negotiating to buy the Flxible Company, builder of transit and intercity buses. Rohr, by the way, has publicly stated (in response to a question posed to BART officials as to how they were so sure of a starting date for system service) that it had never been late in delivery on any order, and did not intend to start now. ....Kenosha, Wisconsin, is no longer without bus service (Lakeshore Transit bowed out well over a year ago); a new firm, Pathfinder Transit, is currently operating ex-Indianapolis TDH-4008 coaches.

COMING EVENT

The Senate Commerce Committee has favorably reported out the \$435 million four-year passenger train subsidy bill; a full Senate vote probably will not come in time for the House to consider before the end of the current session. Additional items in the bill include authorizing DOT to designate a National Rail Passenger System within 120 days of enactment (the trains on these routes would automatically be subsidized to their full avoidable costs minus revenues). Also, Section 13 (a) would be amended to require 60 days notice of discontinuance (45 for the ICC to reply) and up to 9 months for public hearings; if the ICC orders continuance of a train not part of the DOT-designated network, the service would automatically become eligible for subsidy. Finally, the bill would "affirm" explicitly that the Commission does have the power under current regulations to enforce quality of service.

CHAPTER IV

A dissident Milwaukee Road stockholder group will seek the 5 directorships up for election at the road's annual meeting next month. The group, which has not publicly stated its motives, is also planning a move for a special stockholders' meeting later, in an attempt to unseat the remaining seven directors. Sources indicate the dissident group is dissatisfied with the road's recent failure to come to terms for a merger with the Chicago & North Western Railway.

ON THE TRAIN-OFF BEAT

The Supreme Court has stayed a lower court order requiring L&N to resume operation of its Cincinnati-New Orleans Hummingbird service pending a decision to consider L&N's appeal of the lower court's ruling. ...SCL & RF&P have been ordered to continue running 85-86, the Everglades, between Washington and Jacksonville for another 9 months to January 3, 1971; Division 3 ruled that the train was profitable up to 9 months prior to petitioning and the recent losses were too small to prove burden and the order will allow the carriers to return with two full years of statistics since the beginning of losses....The ICC has allowed IC to drop 3-4, the Mid-American, Memphis-Carbondale only, the remainder to continue (Chicago-Carbondale) for at least another year; the entire service continues to run pending appeal....CN has petitioned another group of services: 656-670/672-668 and 669/671, Toronto-Southampton/Owen Sound; 660-661, Stratford-Goderich; 662/663, 665/665, 666/667 Stratford (Palmerston)-Kincardine (all runs RDC-equipped); and commuter trains 986-987, Toronto-Guelph....C&O 19-20, Detroit-Grand Rapids was discontinued April 2; C&O 14-15 (same route) is running on a day-to-day basis pending a ruling by the Michigan Supreme Court.

RAIL WRAPUP

C&NW has offered to sell its half-interest in the Alton & Southern to all the roads serving St. Louis....JNR president Satoshi Isozaki told an international congress of railway men that his line hopes to have a 310 mph train without wheels in service by 1980. The new train would go into service on the Tokyo-Osaka run now covered by the "Bullet" in three hours; it would cover the run in about 1:00. The new train is to float several inches above the tracks, held up by electromagnetic power; the same power would also drive the train....Helicopter surveillance of potential trouble spots has been credited with cutting down vandalism directed against five Chicago area roads in the past month. The IC, BN, ATSF, C&NW and Belt have rented a copter from Chicago Helicopter Airways for the experimental project....Those "Sip'N'Snack cars on C&NW's Chicago-Green Bay trains are operated by Albert Pick Hotels' commissary division as a concession....Budd's GT-2 experimental gas turbine car is recovering from a case of acute asphyxiation that will delay its current testing program on the Long Island for about a month.

AIR/LINES

Boeing's first 747 comes to O'Hare April 26 as Pan Am begins service to London from Chicago....Pan Am also begins service to Brussels, Paris and Amsterdam using 707s....KLM began Chicago-Amsterdam service on April 15....Frontier has asked for a new route between the Midwest and West and Winnipeg....A 25% surcharge is being considered for all 747s landing at Montreal's Dorval Airport, raising the rate from the standard \$1200 to \$1500....Deltan and United have acquired additional routes to North Carolina; Piedmont and Airlift International proposals were rejected. ...Universal Airlines wants to acquire American Flyers. Universal is an all-cargo carrier, while AFA is a contract charter carrier. AF operates two Super DC8s, 2 727s and 4 Electras. Universal has 4 DC-8s (3 are Super DC8s) and 13 Electras, all freighters....A mechanic's walk-out has halted all Ozark service....Icelandic (Loftleidir) will begin operating jets on its New York-Europe economy services, still at fares well below IATA carriers rates.