



Announcing

NEW CTA FARE STRUCTURE

EFFECTIVE 4:00 A.M., NOVEMBER 5, 1967

For the past ten years, with the exception of a 5¢ transfer charge initiated in 1961, despite severe inflationary pressures Chicago Transit Authority has maintained a basic fare of 25¢. This has been done by diligently effecting as many operating economies as possible, short of drastically impairing CTA's high standards of service.

The costs of labor, material and supplies necessary for CTA operations have sky-rocketed during this period. CTA's basic wage rates alone have increased more than 50 per cent in this ten-year span. At the same time, the cost-of-living allowances (now 16½¢ per hour) paid to CTA employes, pensions and social security contributions, and other fringe benefits have all increased immensely. This present-day inflation, which is so obvious to everyone, now forces CTA reluctantly to adjust its fare structure.

Consequently, effective 4:00 A.M., November 5, 1967, there will be a 5¢ increase in CTA's adult fare rate with some additional adjustments that are described in detail on the following page. **CHILD AND STUDENT RATES REMAIN UNCHANGED.**

Chicago Transit Authority would prefer to forego rate adjustments if this were at all possible; however, the law requires CTA to charge rates of fare that are sufficient in the aggregate to pay all operating expenses and other charges.

CTA PRINCIPAL RATES OF FARE

Effective 4:00 A.M., November 5, 1967

	ADULT		CHILD* (7 to 12) or STUDENT**	
	Without Transfer	With Transfer	Without Transfer	With Transfer
BASIC FARE	30¢	35¢	12¢	17¢
Exceptions - - Rides originating or terminating at: <u>Lake Rapid Transit Stations</u> Ridgeland Oak Park Harlem <u>Congress Rapid Transit Stations</u> Oak Park Harlem Desplaines <u>Douglas Rapid Transit Stations</u> 50th Laramie 54th	40¢	45¢	12¢	17¢
	Eastbound - Fare to be paid when entering stations or on trains Westbound - Adult fare differential (10¢) to be paid on board train as follows: Lake (Austin station) Congress (Austin station) Douglas (Cicero station)			
Douglas Extension Bus (21B)	40¢	45¢	12¢	17¢
Evanston Rapid Transit Westchester Bus Skokie Bus (North of Howard Street, Chicago) Vincennes-111th Express Bus (Northbound-Entire Route) (Southbound-North of 75th Street)	45¢	50¢	24¢	29¢
	These fares also apply to Evanston Express service at Howard, Morse and Loyola stations			
Skokie Swift	50¢	50¢	29¢	29¢
Shuttle Buses	20¢	35¢	12¢	17¢
*Child under seven years of age accompanied by an adult may ride free. **Elementary or High School student with CTA Identification Card.				

FARE PAYING PROCEDURE

The procedure for paying the new fare remains the same, with the exception of the following:

Lake Rapid Transit

Eastbound--Adult rider boarding train at the Harlem, Oak Park, or Ridgeland station pays 40¢ (45¢ with transfer) to station agent or to train conductor.

Westbound--Adult rider to the Ridgeland, Oak Park, or Harlem station pays the basic fare of 30¢ (35¢ with transfer) when originating trip. Fare differential (10¢) will be hand-collected on train before leaving the Austin station.

Congress Rapid Transit

Eastbound--Adult rider boarding train at the Desplaines, Harlem, or Oak Park station pays 40¢ (45¢ with transfer) to station agent or to train conductor.

Westbound--Adult rider to the Oak Park, Harlem, or Desplaines station pays the basic fare of 30¢ (35¢ with transfer) when originating trip. Fare differential (10¢) will be hand-collected on train before leaving the Austin station.

Douglas Rapid Transit

Eastbound--Adult rider boarding train at the 54th, Laramie, or 50th station pays 40¢ (45¢ with transfer) to station agent or to train conductor.

Westbound--Adult rider to the 50th, Laramie, or 54th station pays the basic fare of 30¢ (35¢ with transfer) when originating trip. Fare differential (10¢) will be hand-collected on train before leaving the Cicero station.

Douglas Extension Bus

Eastbound--Adult rider pays 40¢ (45¢ with transfer) when boarding bus.

Westbound--Adult rider without transfer pays 40¢ when boarding bus.

Westchester Bus

Eastbound--Adult rider pays 45¢ (50¢ with transfer) when boarding bus.

Westbound--Adult rider with transfer pays 5¢ fare differential when boarding bus at Desplaines terminal.

NOTE: FARE AND FARE-PAYING PROCEDURE FOR CHILD AND STUDENT RATES REMAIN UNCHANGED.

An additional charge of 15¢ is to be paid for any combination of rides between:

Evanston Rapid Transit
Skokie Swift
Skokie Bus (north of Howard Street)

and

Westchester Bus

and

Vincennes-111th Express Bus
(Northbound - entire route)
(Southbound - north of 75th Street)

FARE STRUCTURE REVISION MANDATORY

The Metropolitan Transit Authority Act which governs CTA operations requires CTA to operate on a service-at-cost basis. This means that revenue from operations must be sufficient to cover all costs of wages, purchases of new rolling stock, material and supplies.

The Trust Agreement which provided the finances to establish the Authority, requires CTA to make deposits to a Depreciation Reserve Fund of an amount equal to eight per cent of total revenues to maintain buses, rapid transit cars, and other facilities at modern standards.

As of October 7, 1967, there was a deficiency in deposits to the Depreciation Fund of more than \$7,500,000. If this trend were permitted to continue at its present level, it is estimated that it would result in a deficit of \$9,000,000 by the end of 1967. This existing and prospective deficit has reached such proportions that the only course open to Chicago Transit Board under the law is to order an increase in fares.

During the 10 year period that CTA has maintained a basic 25 cent fare, the costs of labor have spiraled. Bus operators' wages, alone, have increased more than 53 per cent. At the same time, while there has been a reduction of over 2,000 in CTA's labor force, the total payroll has grown from \$74,612,188 in 1957 to more than \$100,000,000, projected to the end of 1967.

The reduction in the number of employes has been accomplished by extreme vigilance on the part of CTA management. In addition, costs of operation have been pared by practicing day-to-day economies.

In accordance with the terms of an agreement with labor unions representing CTA employes, a cost-of-living allowance, based on the Chicago Consumer Price Index issued by the U. S. Bureau of Labor Statistics, is adjusted quarterly. This is in addition to the basic wage rate. Currently, this allowance amounts to 16.5 cents per hour, per employe. Since March, 1966, when the first cost-of-living allowance of one cent per hour was paid under the present labor agreement, until November 30, 1967, CTA's labor costs will have increased more than \$4,300,000. Projected from December 1, 1967, to November 30, 1968, when present labor contracts expire, the cost-of-living allowance alone will increase CTA labor costs an additional \$5,000,000.

Also, on December 1, 1967, under the terms of the present labor contract an increase of 12 cents per hour in basic wage rates must be granted. This will boost CTA's labor costs by an additional \$3,377,000 per year.

With this in mind, Chicago Transit Board has no choice other than to adjust its rates of fare in order to maintain service at its present level.

CHICAGO TRANSIT AUTHORITY