



Rider's Reader



Vol. 4, No. 3

83 November, 1951

CTA INTRODUCES LOW COST DOWNTOWN ZONE WEEKLY PASS

Experimental sale of a low-cost weekly pass good for unlimited riding on CTA surface cars and buses, operating in the downtown area (express buses excluded), was inaugurated by Chicago Transit Authority on Oct. 29, 1951. Important facts about the new pass follow:

THE PRICE of the downtown zone pass is \$1.25.

THE DOWNTOWN ZONE is the area bounded by Roosevelt Road, Clinton Street, Grand Avenue and Lake Michigan.

THE PASS IS VALID within this area for unlimited rides at any time of the day or night on any CTA surface vehicle, except express buses.

EFFECTIVE PERIOD of the pass is from 4 a.m. Tuesday until 4 a.m. the following Tuesday.

THE PASS IS A MONEY SAVER for riders who regularly use surface transit to and from railroad and bus depots, stores, restaurants, theaters, public and private office buildings, and other places and attractions in the Loop. The pass, being transferrable, can also save many dollars weekly for employers whose salesmen and other representatives make frequent daily trips in the Loop.

THE PASS IS CONVENIENT, easy to handle and eliminates the necessity of waiting for change, or bothering with transfers.

THE PASS IS EASY TO BUY. It will be sold beginning at 4 a.m. each Tuesday and continuing until 4 a.m. Thursdays, on all CTA vehicles (except express buses) operating in the central business district. It may also be purchased at any of the following locations:

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LOW COST WEEKLY PASSES*(continued from first page)*

- **Receivers' windows, CTA streetcar and bus stations**
(12 noon to 6 p.m., Mondays; 6 a.m. to 6 p.m. Tuesdays and Wednesdays)
- **Cashier, Room 518-A, 175 W. Jackson Blvd.**
(9 a.m. to 5 p.m., Mondays through Fridays)
- **Chief Clerk, Room 105, 1165 N. Clark St.**
(12 noon to 4 p.m., Mondays; 8:30 a.m. to 4 p.m. Tuesdays and Wednesdays)
- **Cashier, 600 W. Washington St.**
(12 noon to 4 p.m., Mondays; 8:30 a.m. to 4 p.m. Tuesdays and Wednesdays)
- **Uniformed CTA Collectors at Union, Northwestern and LaSalle St. Railroad Stations**
(6:30 a.m. to 9:00 a.m. Tuesdays)
- **Uniformed CTA Collectors at Merchandise Mart**
(4 p.m. to 6 p.m. Tuesdays)

**IT'S SMARTER TO CHARTER FOR ANY GROUP TRIP**

STREAMLINED BUSES—part of CTA's \$60,000,000 fleet of modern transit vehicles—plus attractive low rates, add up to Chicago's best "charter buy" for group sightseeing, pleasure and educational trips.

Geared to handle parties numbering from 25 to 2500 on trips ranging from one hour to a full day, CTA's **CHARTER SERVICE DEPARTMENT** (Telephone—DEarborn 2-6100) is well qualified to help plan carefree trips for adult and youth groups of all kinds.

A feature of the service presently popular with many clubs is the chartered "mystery trip"—destination unknown—a new idea, developed for greater group entertainment, in which only the organization's tour chairman and CTA representatives know the complete trip details in advance.

A helpful map and recreation guide containing tips for trips to Chicago and pleasure points which are of interest to schools, churches, clubs, lodges, veterans' and civic organizations, convention and other groups is now being distributed by CTA. To get your free copy of this colorful pamphlet write CTA **CHARTER SERVICE**, P.O. Box 1151, Chicago 90, Ill., or call DEarborn 2-6100.

For any group trip, *it's smarter to charter* a modern, comfortable CTA bus.



OVER 1000 years of accident free operation through the streets of busy Chicago is the combined record made by 42 CTA employes, each of whom was recently awarded his 24th consecutive yearly honor roll card by the Accident Prevention department of Chicago Transit Authority.

The honor roll cards were presented to a total of 5038 CTA motormen, conductors and bus operators of the surface division who operated their vehicles without an avoidable accident involving another vehicle or passenger during the year 1950. This figure represents 58 per cent of the 8669 men who were eligible to receive the honor roll card by operating the full year.

In order to be eligible, a motorman, conductor or bus operator must work a complete calendar year without having an avoidable accident. The honor roll contest is set up on a basis of consecutive years of "no chargeable" accidents which makes the CTA card more difficult to obtain than that of other companies. The plans of other companies are based on years of operation (which omits a bad year and counts only accident free years).

Every accident is reviewed by the trainman's superintendent who makes a preliminary decision as to the avoidability. To be sure that all of the factors are considered by the superintendent, the complete information secured by the Accident Investigation department is reviewed by the Accident Prevention department. Any additional information is then relayed back to the superintendent and a final decision is then made on the avoidability of the accident.

WE'VE TOLD THE CTA STORY BEFORE

... but to answer questions frequently asked by our riders here, again, are the basic facts:

WHO OPERATES IT? The Chicago Transit Board, consisting of seven members. Four are appointed by the Mayor of Chicago with the advice and consent of the City Council. Three are appointed by the Governor of Illinois with the advice and consent of the State Senate. Each appointment by the Mayor must be approved by the Governor, and each appointment by the Governor must be approved by the Mayor. The board elects its own chairman from its own membership. Top operating officer of the system is the general manager.

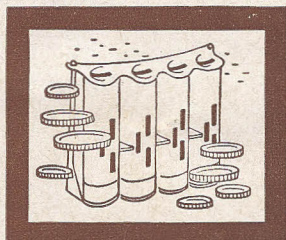


WHO OWNS IT? CTA is a municipal corporation but it is not a part of the Chicago city government. It is separate and apart from all other federal, state and local government agencies. It is self-regulating. It is financed through the sale of bonds and equipment notes to private citizens who receive only

a fixed rate of interest on the money they have invested in CTA. When all indebtedness has been liquidated, the ownership of CTA will rest with the people of Chicago and Illinois.

WHAT IS ITS RESPONSIBILITY?

CTA was created by an act of the State legislature and is charged with the responsibility of providing convenient, attractive local transit service at cost. It has no power to tax. Since there is no other source of funds, the law requires that the Transit Board must set fares and charges at levels sufficient to:



1. support its essential service to the public, and
2. maintain a high CTA credit rating to make possible financing of its extensive modernization program.