



Announcing . . .

5¢ TRANSFER CHARGE

GENERAL INFORMATION

Effective at 4:00 a.m., Central Daylight Time, Sunday, July 23, 1961, there is a charge of 5¢ per transfer to be paid at point of trip origin when basic fare is collected. There is no additional charge for transferring as often as required to complete a continuing one-way trip.

The transfer charge applies to adult, child and student riders who interchange between buses, or between bus and rapid transit in accordance with transfer regulations.

25¢ BASIC ADULT FARE UNCHANGED

Unchanged is the basic adult cash fare of 25¢ (Middle Zone) which has been in effect since July 4, 1957.

The basic adult intra-zone fare in the North and West Zones remains unchanged. However, there is an additional charge of 5¢ for travel between Skokie and Evanston because a transfer is required. For Westchester, Bellwood, Maywood and Skokie passengers traveling inter-zone there is an additional charge of 5¢ because a transfer is necessary to complete a trip to or into the Middle Zone (East of Desplaines Avenue, Forest Park, and south of Howard Street).

CHILD AND STUDENT FARE REDUCED

Reduced to 12¢ cash from 15¢ cash or 12½¢ token, is the basic child and/or student fare (Middle Zone). The child rate applies to a child 7 through 11 years of age. The student rate applies to a full-time student, 12 to 20 years of age, in daytime attendance at a public, parochial or private elementary or high school for travel between home and school only. Holders of the present child or half-fare tokens may continue to use them or redeem them at bus operating stations or at the General Office cashier in the Merchandise Mart at the rate of two for 25¢.

\$1.00 STUDENT IDENTIFICATION CARD

A student identification card, costing \$1.00 per semester, is required to obtain the student rate. Student identification cards issued for the current Summer Semester are valid for the period specified.

EXISTING TRANSFER REGULATIONS UNCHANGED

There is no change in existing general rules and regulations governing the use of transfers.

The interchange without charge between rapid transit services, including those between elevated and subway trains at State and Van Buren and Lake transfer station in the subway, remains in effect.

INTERZONE FARE AND TRANSFER PROCEDURE

NORTH ZONE

Evanston, Wilmette and Skokie

Evanston-Wilmette Passenger

Southbound:

Special Note for Evanston-Wilmette Passengers

1. Request **Identification Check** instead of transfer if riding Evanston Express train to downtown Chicago.
2. Purchase **Transfer** if intending to change to a CTA bus.

Rider boarding in Wilmette or Evanston pays North Zone fare (adult, 40¢; child or student, 24¢) for a **non-transfer** ride;

OR pays North Zone fare plus 5¢ transfer charge, if intending to change to a CTA bus, including the CTA Skokie bus.

Rider boarding Evanston Express train at Howard, Morse or Loyola and not intending to change to a CTA bus pays Middle Zone fare to agent and fare differential (adult, 15¢; child or student, 12¢) to trainman; passenger desiring to change to a CTA bus pays basic fare, plus 5¢ transfer charge to agent. Fare differential is paid on train.

Northbound:

Rider originating at Loop "L", Merchandise Mart, Loyola or Morse stations pays Middle Zone basic fare. Between the Mart and Howard, trainman collects the fare differential.

Rider who changes from L-Subway train to Evanston train at Howard pays agent on platform fare differential to enter Evanston boarding area.

Interchange rider coming from CTA bus (rider originating in Skokie excepted) pays fare differential to complete trip.

Skokie Passenger

Eastbound:

Rider from Skokie pays North Zone fare, plus 5¢ transfer charge, and obtains transfer from Skokie bus operator for Evanston train check or to board "L"-Subway train at Howard, or to change to a CTA bus.

Westbound:

Rider destined to Skokie from Middle Zone pays Middle Zone fare (adult, 25¢; child or student, 12¢), plus 5¢ transfer charge at beginning of trip, and pays fare differential (adult, 15¢; child or student, 12¢) to complete trip on Skokie bus. (Exception: Northbound Evanston Express train rider must purchase 5¢ transfer when paying differential on train.)

WEST ZONE

Westchester-Bellwood-Maywood Passenger

Eastbound:

Pays West Zone basic fare (adult, 40¢; child or student, 24¢) and 5¢ transfer charge to complete trip into and in Middle Zone.

Westbound:

Pays Middle Zone fare (adult, 25¢; child or student, 12¢), plus 5¢ transfer charge, and presents transfer and fare differential (adult, 15¢; child or student, 12¢) to Westchester bus operator.

FARE STRUCTURE REVISION MANDATORY

Chicago Transit Authority is a service-at-cost operation. It is required by law to charge rates of fare sufficient in the aggregate to pay all of its costs.

Since World War II, the costs of rolling stock, wages, materials, supplies, and new construction have been in a continuous upward spiral. Over the years, CTA has effected wide-ranging economies, short of drastically impairing its high standards of service that compare very favorably with the service standards of other cities.

These savings, totaling many millions of dollars since 1947 when CTA began operations, have been more than offset by the effects of the post-war economic trend.

Currently there exists a deficit of approximately \$3,000,000 in the deposits that **must** be made to the Depreciation Fund to keep CTA buses, rapid transit cars and other facilities up to modern standards. At present levels of riding and costs, it is estimated that \$5,986,000 in additional revenue will be needed to offset the deficit at Dec. 31, 1961. If operations continue through 1962 at the present level of costs and riding volume, an additional \$7,743,000 will be required to offset the deficit for 1962.

Just recently CTA failed in the latest of three successive attempts to obtain financial aid from sources other than our customers.

The present and prospective deficit in deposits to the Depreciation Fund has now reached such proportions that the only course open to Chicago Transit Board under the law was to order the forthcoming rate adjustment.

We realize that there are some inequities in a charge for a transfer because it is impossible in mass transit operations for some riders to reach their destinations without one or more interchanges. No method has yet been developed to measure the length of each individual's ride, and charge accordingly. However, the transfer charge is, in effect, a modified zone system because interchange riders generally take longer rides than those using only one vehicle.

Certainly it must be evident to everyone that Chicago Transit Board and the management would prefer to forego rate adjustments, if it were at all possible.

Chicago Transit Authority

July 17, 1961

