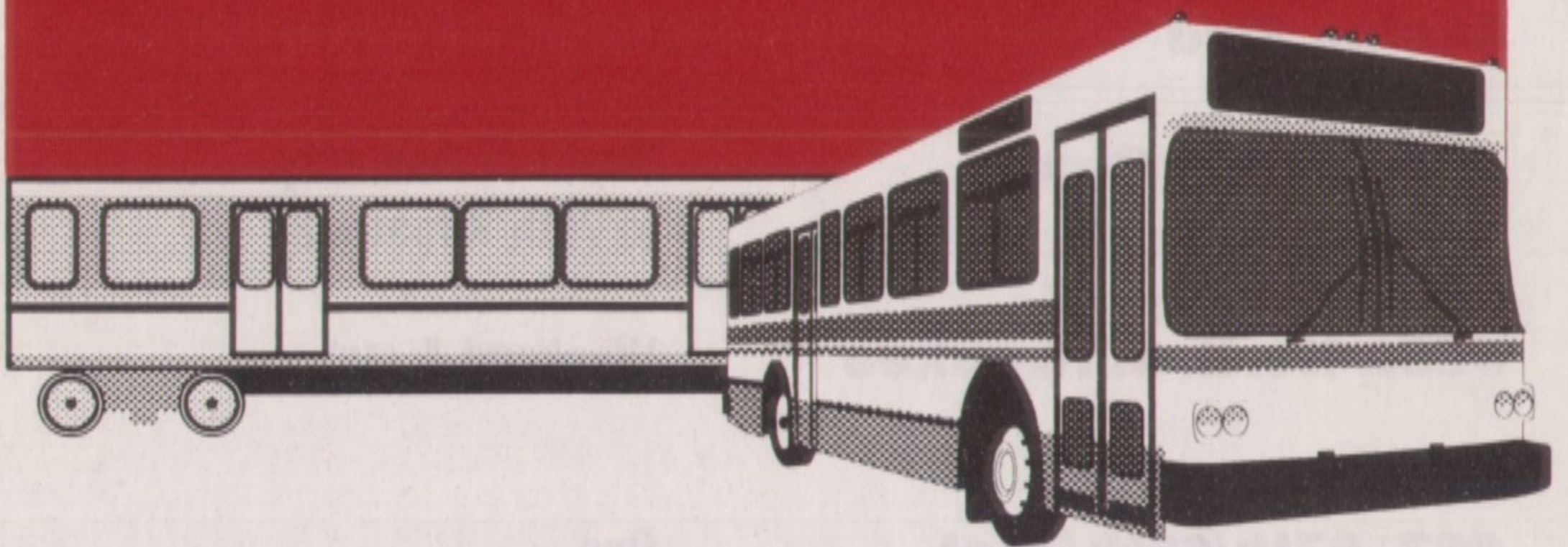


Chicago Transit Authority

BUS & RAIL

Service Reductions



Effective February, 1992





Effective Sunday, February 2, 1992

#5 South Shore

Owl Service Only

Up Arrow

Dan Ryan Rapid Transit (Bus icon)

69th

Rhodes

Keefe

67th

Jeffery 2000E

75th

South Shore Dr.

83rd

Commercial 3000E

92nd

93rd

Stony Island 1600E

Woodlawn 1200E

Cottage Grove 800E

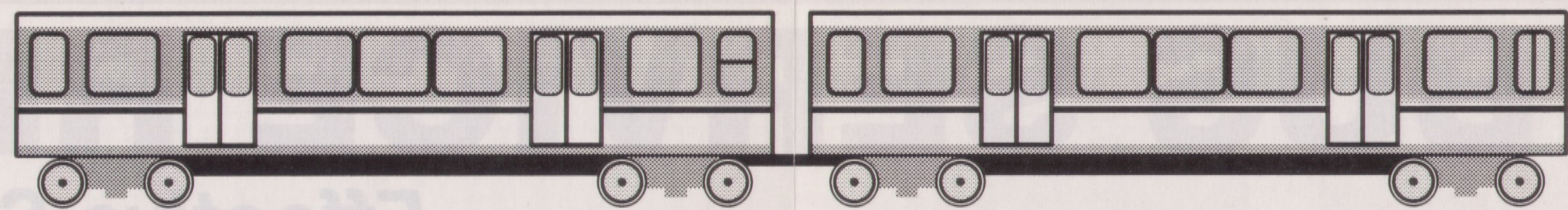
93rd

95th

Dan Ryan Rapid Transit (Bus icon)

RAIL SERVICE REDUCTIONS

Effective Sunday, February 9, 1992



HOWARD-ENGLEWOOD-JACKSON PARK ROUTE			O'HARE-CONGRESS-DOUGLAS ROUTE		
<p>Owl service south of Roosevelt will be reduced by half. Trains will run every 30 minutes (instead of every 15 minutes) between Roosevelt and 58th, and every 60 minutes (instead of every 30 minutes) on the Englewood and Jackson Park branches.</p> <p>Owl service on the north side between Howard and Roosevelt will be UNCHANGED at every 15 minutes all night.</p>			STATION	CHANGE	ALTERNATIVES
			Pulaski entrance to Irving Park station	Closed for entering open for exiting	Irving Park entrance
			Spaulding entrance to Logan Square station	Closed for entering open for exiting	Milwaukee/Kedzie entrance
			Chicago/Milwaukee station	Changed from a "A" station to an "AB" station all trains will now stop here. No change in station hours (weekdays 5:05am to 8:40pm only)	
			Grand station	Closed at all times	Chicago/Milwaukee station #56 Milwaukee or #65 Grand buses
			Laramie station	Closed at all times	54th or Cicero Avenue stations #21 bus
			Hoyne station	Remains open ONLY until 18th St. station reopens (fall/winter 1992)	Western or 18th stations #21 Cermak #50 Damen buses
			Paulina entrance to Medical Center station	Closed for entering open for exiting	Ogden Avenue entrance
			LAKE-DAN RYAN ROUTE		
			<p>Owl service on the Lake Street line will be reduced by half. Trains will run hourly (instead of every 30 minutes) between Harlem and Clark/Lake.</p> <p>Owl service on the Dan Ryan line between 95th and Clark/Lake UNCHANGED (every 30 minutes).</p>		
			California/Lake	Closed at all times	Kedzie/Lake station #16 Lake bus
			Marion entrance to Harlem station	Open for entering weekday rush hours/Saturdays daytime	Harlem Avenue entrance
SKOKIE SWIFT ROUTE					
Entire line	No Saturday service	#97 Skokie bus			

CTA FARES		ADULT FULL FARE	SENIOR STUDENT CHILD DISABLED FARE ★
PASSES	WEEKLY Valid Sunday 3:00 am until next Sunday 3:00 am.	\$15	---
	EVERYDAY MONTHLY Good for unlimited rides on all service, including express.	\$60	\$30 seniors, disabled only
TOKENS	Good for one fare at any time Extra cash charge for transfer or express surcharge	Sold in packs of 10 for \$12.00	Sold in packs of 20 for \$11.00
CASH FARES	RAIL AT ALL TIMES & BUS RUSH HOUR 6 am - 9 am & 3pm - 6 pm on weekdays	\$1.50	65¢
	BUS NON-RUSH HOUR All other times and weekends	\$1.20	55¢
	TRANSFERS	30¢	15¢
OTHER	EXPRESS SURCHARGES	25¢	25¢
	SPECIAL SERVICES PARATRANSIT	\$1.50	\$1.50
★ Includes children (ages 7-11) and (with special ID) grade and high school students, seniors (age 65 and older) and disabled.			
CTA transfers, tokens, and passes are good on Pace buses.			
CTA Graphics - DB92003			

TO OUR RIDERS

The current environment of declining revenues from state and federal governments, combined with recession-related ridership declines, has forced the Authority to take drastic measures to balance our budget.

In December 1991, therefore, the Chicago Transit Board approved a plan to balance the 1992 operating budget. That plan, adopted after a series of public hearings, called for a combination of administrative personnel cuts, a fare increase and a schedule of service reductions. At the public hearings it was made clear that service reductions should be kept to a minimum.

We listened to your requests to keep service cuts to a minimum. To do that we applied savings from labor force reductions and added anticipated revenue increases from fares.

We tried to design a final plan that disrupted the fewest riders while distributing the reductions over our entire system as mandated by federal law.

We are hopeful that in the coming months economic conditions will improve to the point that ridership begins to rise to pre-recession levels. We will do our best to insure that the Chicago Transit Authority receives its fair share of sales tax dollars distributed through the RTA.

If CTA does not receive its fair share of sales tax dollars, additional service cuts will be necessary.

We thank you for your patience during these times, and we apologize for your inconvenience.