



CTA IMPROVEMENTS FOR SECOND QUARTER OF 1948 ANNOUNCED

In advance of each quarter, the Chicago Transit Board and the General Manager will announce improvements planned by Chicago Transit Authority during the ensuing three months. The board established this policy this year by announcing scheduled improvements for the first three months of 1948.

The program for the second quarter of 1948 provides for the conversion of four more street-car lines to bus routes, requiring 99 buses and adding 47½ round trip miles to CTA bus routes:

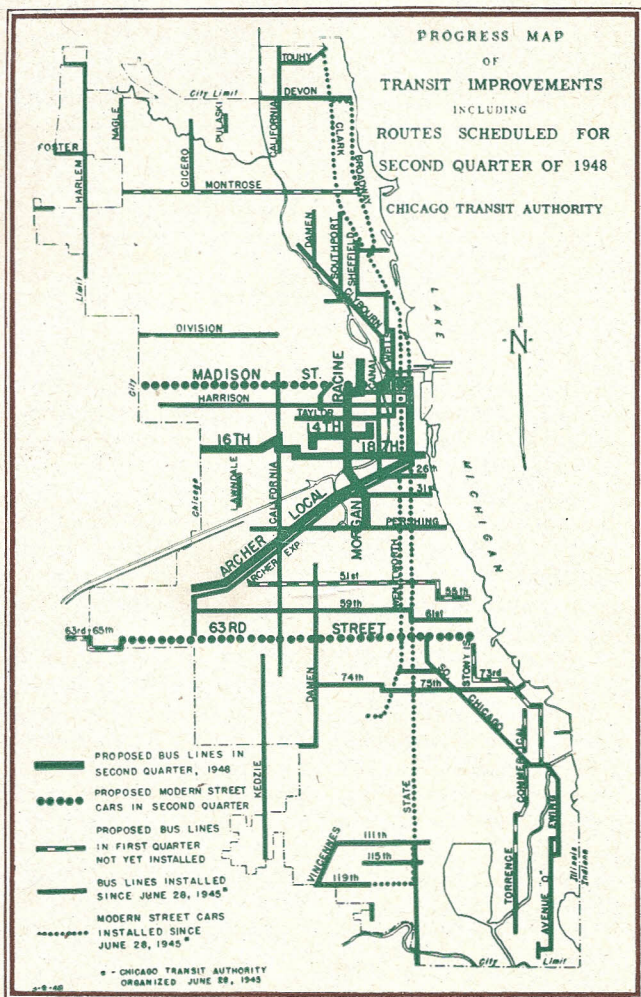
Archer Avenue — New local bus service will operate from Cicero Avenue to State and Lake Streets. Substitution of buses on the Archer Avenue car line will make it the first CTA route to be served by both express and local buses.

14th Street — From a connection with the Roosevelt Road car line at Canal Street, this new bus line will extend south to 14th Street, west on 14th and south on Damen Avenue to provide a transfer exchange with the new 18th-16th Street bus route.

18th-16th Street — Will operate between Prairie Avenue and 18th Street, and Kenton Avenue and 16th Street. On the east, the present 18th Street service will be extended to provide transfer connections with the Indiana Avenue and Cottage Grove Avenue car lines.

Morgan-Racine Avenue — Will operate between Pershing Road and Morgan Street and Sangamon Street and Milwaukee Avenue. Its north terminal will make a transfer connection with the Milwaukee Avenue car line.

RIDER'S READER



Present state of Chicago Transit Authority's modernization program, and CTA transit improvements scheduled for the second quarter of 1948, are presented graphically in the progress map reproduced above.

RIDER'S READER

CTA MAKES PROGRESS REPORT

The Chicago Transit Authority, since its organization in October, 1947, has made several major improvements in local transportation, providing faster and more comfortable service for its passengers. Recent improvements were the substitution of buses for streetcars on five south side lines and one west side line during February.

New buses were substituted for streetcars on Harrison street with an extension of its Adams street branch, operating east on Monroc, to State street and direct connections with through local and rapid transit service. No change was made on the Harrison-Van Buren route.

Fare boxes made their first appearance on CTA lines when the Harrison street buses were installed. Use of the fare box speeds up loading of passengers and simplifies the work of the bus operator. Electrically operated, the fare box receives both dimes and nickels through a slot in the top of the device.

The 31st street line was converted to a bus route and extended westward from Pitney Court to make a direct connection with the Ashland avenue route. The eastern terminal is Ellis avenue.

Buses were substituted for streetcars on the 26th street line, from South Parkway to Halsted street.

A new motor bus route on Pershing Road provides through service from St. Louis Avenue to Lake Park Avenue. Streetcar operations on West 38th Street and on

East Pershing Road have been discontinued.

The 59th-61st streetcar route has been converted to bus transportation to provide direct transfer connections at Pulaski Road and Stony Island Avenue.

Additional service has also been inaugurated on the South Cicero bus route to provide through service daily, except Sunday, between Archer Avenue and 76th Street, from 5:45 A.M. to 10:45 P.M..

Prior to February, the CTA substituted through buses for combined bus-streetcar service on South Damen Avenue, between 47th and 87th Streets.

New streamlined streetcars were placed on the Broadway-State route between 119th and Morgan and Devon and Clark, making it the second car line fully equipped with the streamliners. Clark-Wentworth was first. At the same time, new buses replaced streetcars on the north end of the line operating between Devon and Kedzie and Granville "L" station.

CTA now has in service more than 700 modern buses and approximately 440 streamlined streetcars. Two hundred more new buses, 210 new trolley coaches and approximately 160 new streetcars are to be delivered by midsummer. It also plans to order 130 new modern elevated-subway cars before July 1.

Since October 1, 1947, the CTA has inaugurated emergency rush hour service to overcome gaps in service oc-

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RIDER'S READER

casioned by delays resulting from traffic congestion in business districts. New schedules on many Rapid Transit and Surface Lines added materially to the number of vehicles in service, particularly during rush hours.

The Chicago Transit Authority proposes to spend \$30,000,000 during 1948 for improvements in service, new equipment and modernization of facilities.

BUS OPERATORS RATE "TOPS"

A note of appreciation to the Belmont Avenue bus operators was received recently from a regular CTA rider. She wrote: "I cannot let this opportunity slip by without commenting on the courteous, thoughtful men you have operating the Belmont buses from Lake Shore Drive to the elevated station. These boys rate tops with the passengers who ride the buses daily. Please give them a pat on the back—they deserve it."

COMBINATION RIDES SAVE TIME

Every day more and more local transportation users are learning that combination riding of Chicago Transit Authority surface, elevated and subway lines means faster service. "Combination rides save time," they chorus.

Chicago Transit Authority urges you, too, to consider joint use of its facilities in your travels around the city and to adjoining suburban communities. For the shorter portion of your ride—either at the beginning or the end—use CTA buses or streetcars to or from the nearest "L" or subway station, and travel by rapid transit for the longer part of your trip.

Transfers between the surface and rapid transit divisions are issued at the time fares are paid. Passengers may transfer conveniently between the two CTA services at most points where the lines cross, converge or diverge.

You'll find you can cut many minutes from your present travel time by getting the "combination ride habit" now.

PARKED CARS

block snow
removal
and

*Delay all
Traffic!*

