

NEW TROLLEY BUSES ON MONTROSE AVENUE LINE

CONTINUING its program to provide the finest in local transportation, the Chicago Transit Authority began placing new trolley buses in service on the Montrose avenue line late in March. These were the first of 210 such buses scheduled for delivery to the CTA by mid-summer of 1948. All trolley buses assigned to Montrose avenue are being equipped with fare boxes to speed up loading of passengers.

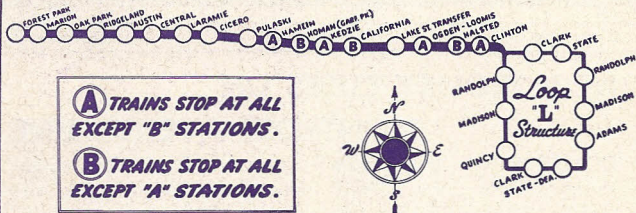
The new trolley buses are electrically operated. They seat 44 passengers and are

constructed of light-weight metal. Forced heating and ventilating systems controlled by thermostats, individual lights over the seats, extra wide aisles and convenient "lookout" windows assure a comfortable ride for passengers.

Safety features of the new trolley buses include a co-ordinated dual braking system. The treadle-operated center exit door is also interlocked with the accelerator so that the bus cannot be put into operation if the exit door is open.



ALL-EXPRESS "L" ON LAKE STREET



CHICAGO TRANSIT AUTHORITY'S first major improvement in elevated service was inaugurated early in April when the first all-express rapid transit line was placed in operation on the Lake street "L."

In making this change the CTA has set the pattern for future improvements in rapid transit service on all major "L" lines.

Only express trains now operate on the Lake street "L" from early morning until early evening on weekdays and Saturdays. All trains make all stops on Sundays.

There are 17 stops in the nine-mile route, excluding stops in the Loop. The trains run the full length of the

line, to and from the Loop and Forest Park station.

Speed and through service are only two of the advantages of the revised operating schedule. Service is more frequent and passenger capacity has been substantially increased.

In the rush hours, trains operate three minutes apart and four minutes apart between the rush hours.

West of Pulaski road, all trains make all stops. East of Pulaski road, trains marked "A" stop at "A" stations; "B" trains at "B" stations.

Ten stations which served less than eight per cent of the daily riders on the Lake street "L" have been discontinued.

HEADLINE EVENTS

Served by CTA LINES

Baseball—Chicago Cubs home games, Wrigley Field, Clark and Addison.

Chicago White Sox home games, Comiskey Park, W. 35th and South Shields.

Hobby Fair—2nd Annual Chicagoland Youth Hobby Fair, Museum of Science and Industry, 57th and Lake Shore Drive. (April 28 to May 16)

Grant Park Attractions—Art Institute, Chicago Natural History Museum, Shedd Aquarium, Adler Planetarium, Buckingham Memorial Fountain.

CTA'S FIRST SUBURBAN BUS LINE

THE FIRST suburban bus route of the Chicago Transit Authority was placed in operation late in March when buses were substituted for the "L" shuttle service, Skokie Branch. CTA bus lines have been operating short distances outside the city limits in some sections; however, this is the first suburban bus route.

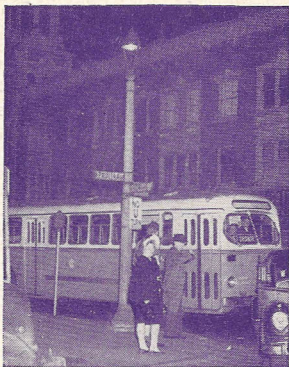
The new bus line provides frequent service between the Howard street "L" station and Dempster street — Niles Center road in Skokie by way of Howard street, McCormick road, Oakton street and Niles Center road.

Adult fare between Skokie and the Howard street "L" station, with a free transfer between Skokie and Evanston-Wilmette is ten cents, and five cents for children. These fares are identical to those in effect on the CTA's surface routes in Chicago.

Because the buses serve both local and suburban riders, a special system of fare collection has been introduced. On eastbound trips, the passengers pay as they enter. Westbound the fares are collected as passengers leave the bus.

500 MORE OPERATORS NEEDED

ONE of the most serious problems still facing the Chicago Transit Authority is a shortage of operating personnel for surface routes.



FIRST Skokie bus placed in service by the CTA left Paulina and Howard at 12:01 a.m., March 27.

There is an urgent need for more motormen, bus operators and conductors to operate present equipment and the new cars and buses which are scheduled for delivery.

"Capable operating personnel in adequate numbers is a basic requirement for satisfactory transit service," General Manager Walter J. McCarter said recently in discussing the situation. "CTA hopes to add 500 more men to its present operating force. It has been using every promotional method at its command to recruit new employees and will continue to do so. Many employees have helped in the campaign by seeking workers among their friends and relatives."

Applicants are interviewed at the Employment Office, 1165 North Clark street.

IT'S A BIG JOB

4,592 CTA vehicles!

1,300,000 passengers!

These are staggering figures but they tell an eloquent story of the transit job CTA is doing during typical morning rush periods.

To move this tremendous mass of passengers from their homes to their jobs, CTA operates 2,425 streetcars, 903 buses and 1,264 "L" cars. Again in the late afternoon and evening rush hours CTA vehicles are called upon to transport these same people back to their homes. At other periods of the day and night, thousands of Chicagoans and suburbanites are carried to shopping districts, amusement centers and various other locations throughout the city and adjoining suburbs by CTA.

This big rush hour job is handled smoothly by 6,677 of CTA's employees.

NEW STREETCARS WIN AUTO DRIVER

NEW streamlined streetcars are one of the many reasons why Loop automobile drivers are changing to CTA transportation. Here is a letter from a passenger telling why: "Recently I had the pleasure of riding to the Loop on one of your beautiful new streetcars and I enjoyed the trip every inch of the way. The car was very comfortable to ride.

"I usually drive to the Loop, but after that pleasant experience, I have decided to use the streetcar hereafter."



"Don't worry about starting it now, Dear — two more blocks and we'll be there."

CTA SERVICE ON DEFINITE SCHEDULES

STREETCAR, bus and elevated service of the CTA is operated on time schedules that best suit the transportation needs of its riders. Every effort is made to maintain these schedules.

However, unusual traffic interruptions over which the Chicago Transit Authority has no control do occur from time to time, causing delays to transit service. Fires, collisions between automobiles, explosions, flooded underpasses (this happened on the "L," too), stalled trucks and bad weather are a few of the reasons why service may be delayed.

To aid passengers stranded by such traffic interruptions, emergency shuttle service is provided by the CTA until regular operations can be resumed.