

## CTA Purchases New Elevated-Subway Cars

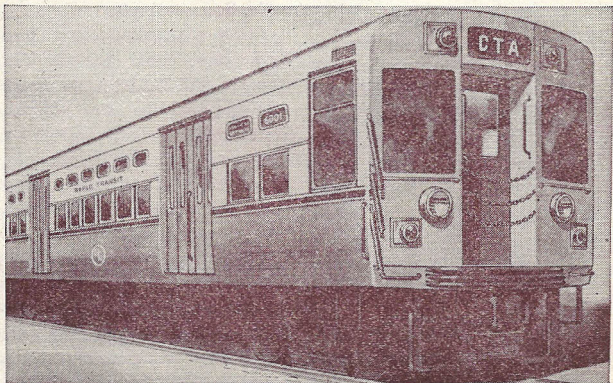
THE first new rapid transit cars to be offered to Chicago riders since 1925 were definitely assured recently when the Chicago Transit Authority authorized the purchase of 130 new streamlined elevated-subway cars at a cost of \$4,722,682.90.

Similar in appearance to the new streetcars, the elevated-subway cars are designed to provide safe, fast, noise-proofed rapid transit. Trucks and wheels will be rubber insulated, the brakes are designed to stop a train three times as fast as the present "L" cars can be stopped, and all windows will be equipped with safety glass.

For improved riding comfort, forced draft ventilation, thermostatically controlled electric heating and bull's-eye lighting fixtures for passenger reading are other modern features included in the specifications for the new cars.

Each car will seat 50 passengers and will be wider at the window ledge than the present "L" cars, thus providing more aisle room. There will be two sets of doors on each side for faster loading and unloading.

The new cars will be operated in pairs or in multiples of two, permitting the elimination of one operator's cab from each car.



New type, all metal elevated-subway cars recently ordered by Chicago Transit Authority for delivery starting in 1949.

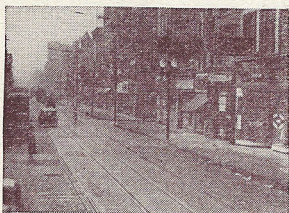
### *Parking Regulations*

#### *Improve Service*

THE rush-hour "No Parking" ordinances now in effect on three important thoroughfares in Chicago have resulted in a major improvement in street-car service operating on these streets. The ordinances prohibit curb parking in the prevailing direction of traffic from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6 p.m. It is in effect on the following streets: Milwaukee avenue, between Foster avenue and Lake street; Madison street, between Clinton street and Pulaski road; and Montrose avenue, between Milwaukee avenue and Broadway.

#### **Riders Save Time**

For example, the 40,000 riders who travel the Milwaukee avenue line, to and from the Loop during the rush hour periods, are now saving up to 10 per cent travel time as compared to last year when the curbs were choked with parked cars.



Police and other city officials have provided excellent cooperation in enforcing the "No Parking" regulation. During a recent morning survey

### **SURFACE SYSTEM TO GET FARE BOXES**

ELECTRIC coin registering fare boxes will soon be substituted for hand collection of fares on the CTA's surface routes. Bids were recently accepted by the Chicago Transit Board for an initial order of 1,000 fare boxes and a supply of tokens to expedite fare collections.

CTA buses will be the first surface units to be equipped with fare boxes.

In modernizing the CTA's fare collection methods, the use of fare boxes and tokens is expected to speed up loading and thereby contribute to improved and more convenient service.

#### **Study "L" Fare Collections**

CTA engineers who recommended the installation of fare boxes on surface routes are expected to present recommendations soon for improving Rapid Transit fare collection methods.

At the present time, two CTA bus lines, the Archer avenue and Skokie routes, are equipped with fare boxes. These electrically operated boxes register dimes, nickels, pennies and tokens. The boxes soon to be purchased will also register tokens.

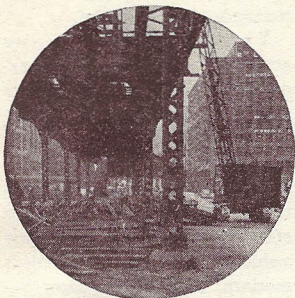
---

on Milwaukee avenue, only 17 vehicles were parked at one time along the west curb, between Foster avenue and Lake street, as compared to 540 before the ordinance.



### THE "STUB" COMES DOWN

A Chicago landmark for 54 years, the Market street elevated terminal between Lake street and Madison, is now a memory. Wrecking crews have just finished tearing down the "stub" to make way for construction of the Wacker drive super-highway.



*View of Market Street "L" structure as removal job nears completion.*

The Market street "stub" was placed in service in 1894 as the downtown terminal of the old Chicago and Oak Park Elevated Railway (the Lake street "L"). Following the construction of the loop elevated structure, however, its importance as a terminal gradually diminished and in recent years its use had been confined to a few evening rush hour trains on weekdays only. It has been out of service completely since April 5, 1948, when the Chicago Transit Authority inaugurated all-express service on the Lake street "L" line.

Engineers for the CTA and the wrecking contractor esti-

### *Silence!*

### *Men at Work*

THE majority of people, while riding public vehicles, enjoy a good conversation about events of interest, sports, or perhaps just the weather. This holds true for the motormen and bus operators who operate the vehicles as well as those in other lines of work. However, CTA men know that their job is to transport passengers safely to their destination. For this reason they refrain from any unnecessary conversation.

---

### *New Map Folder Ready for Distribution*

THE Chicago Transit Authority's first system-wide map folder showing all CTA lines and connecting suburban routes is now available and can be obtained, free of charge, by writing or stopping in at the Public Information Department, Chicago Transit Authority, Room 1226, 79 West Monroe street.

Included in the pocket-size map folder is a condensed directory of Chicago streets, important facts about the CTA, points of interest in the city and hints to passengers on how to travel faster with CTA unified service.

---

mate that approximately 1,280 tons of wrought iron, cast iron and steel will be salvaged from the structure.

## RIDER'S READER

### Old Equipment Rapidly Being Scrapped

WHAT effect has the Chicago Transit Authority modernization program had on the old operating equipment that was in service prior to the time CTA was organized in 1945?

According to a recent report, 1,179 streetcars have been scrapped since 1945, and an additional 171 streetcars are scheduled for scrapping in the near future. Now used in maintenance work as salt cars are 82 streetcars that were taken from public service, while 89 trailers have been removed from the passenger equipment list.

For a more realistic viewpoint of the status of its equipment, let's take a look at the re-evaluation estimate the CTA recently made of its rolling stock. Now fully depreciated and carried at salvage value are 2,641 street-

cars, listed at \$500 each; 1,165 "L" cars, listed at \$300 each; 150 buses at \$400 each; and 114 trolley buses at \$200.

The Transit Authority's buses have also felt the modernization program. Authority has been given to scrap 77 buses, 49 more are scheduled for scrapping, and 10 others have been assigned to non-transportation service.

The number of units scrapped, however, is far exceeded by the number of new streetcars and buses bought by the CTA, and now in daily use throughout the city. Thus old equipment is not just being revalued; it is being steadily replaced by new vehicles to give CTA riders modern, safe and comfortable local transit. The CTA proposes to acquire more new units and facilities for further service improvements in 1949.

### HEADLINE EVENTS

served by  
CTA LINES

**PROFESSIONAL FOOTBALL**  
**CHICAGO CARDINALS** —  
Home Games — Comiskey  
Park, 35th & Shields—Oct. 24,  
Nov. 7-21, Dec. 5.

**CHICAGO BEARS** — Home  
Games—Wrigley Field, Addi-  
son & Clark—Oct. 10-17-31,  
Nov. 14-28, Dec. 12.

**CHICAGO ROCKETS**—Home  
Games—Soldier Field, 14th  
street & Outer Drive — Oct.  
24-31, Nov. 25

**COLLEGE FOOTBALL**  
**NORTHWESTERN UNI-**  
**VERSITY** — Home Games —  
Dyche Stadium, 1525 Central  
avenue, Evanston, Illinois —  
Oct. 9-23-30, Nov 20.



"I just want to show you how bad the undertow really is."

One way to have your name go down in history is to put it on the list for a new automobile.