



Rider's Reader



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CHICAGO'S LOCAL TRANSIT UNIFIED:



FIFTY-YEAR GOAL

ACHIEVED

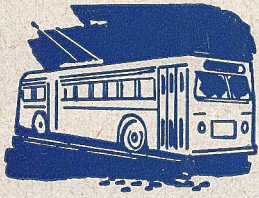
On October 1, 1952, Chicago Transit Authority's fifth anniversary as a local transit operator, complete unification of Chicago's major local transit became an accomplished fact, through CTA purchase of the Chicago Motor Coach Company.

To the CTA system is added a total of approximately 175 miles of routes, principally on the boulevards of the Chicago Park District, and 595 motor buses which increases CTA's modern bus fleet to 2,606 units. These additions give CTA the distinction, and the responsibility, of operating the nation's largest, most comprehensive local transit surface system. All of the 1,300 employees of the Motor Coach, excepting only a small group of top management officials, are now CTA employees.

For more than half a century, Chicagoans—local transit riders, civic and business leaders, and public officials—had been urging complete unification.

Chicago Transit Authority's first step toward unification occurred October 1, 1947 when it bought and began operating, as a single system, the properties of the Chicago Surface Lines, and the Chicago Rapid Transit Company.

In the past five years, these two rival organizations have been consolidated into a single efficient organization. Wasteful duplication of service has been eliminated, service has been unified and improved, and unequalled progress has been made in modernizing equipment.



More than \$70,000,000 has been spent, most of it since October 1, 1947, in modernizing equipment and services. No previous generation of Chicagoans has seen as much new transportation equipment on the streets of Chicago as there is today. A total of 2,815 modern units—204 all-metal rapid transit cars, 900 gas and diesel buses, 600 streetcars, 560 trolley buses, and 551 propane-fueled buses—has been put in service to date. A minimum of 400 more units—L-subway cars and buses are soon to be added.



This rubber-insulated modern equipment has substantially reduced the noise-level on Chicago's streets. The flexibility of motor buses has made easier, and, in important instances, has made possible, the establishing of one-way streets to reduce traffic congestion, and has simplified the job of the City, the County and the State in their extensive street resurfacing and repaving program. Toward the cost of improving streets where buses have and are replacing streetcars, the CTA is contributing \$10,000 per double track mile.

Service has been substantially improved, both on the surface and rapid transit systems. The two systems have been co-ordinated and a program of constructing attractive, convenient, off-the-street transfer interchange facilities is underway.

On the surface system, the extensive conversion from rail to rubber has provided a much needed flexibility to combat service delays caused by the unequaled volume of traffic on the city's principal streets. The number of off-street terminals has been more than doubled in the past five years, and long, through lines have been functionalized by the use of buses on outer ends to give areas along the outer edges of the city more dependable service.

On the rapid transit system, the former competitive practice of intermingling express and local trains has been stopped, lightly used stations have been closed, and an all-express "A" and "B" service during the hours of heaviest travel has been established. These service changes, along with the addition of modern equipment, have given Chicago its fastest rapid transit service. Running time of the Lake Street "L" has been reduced by 10 minutes, providing the fastest service between the Loop and suburbs immediately to the west. On the North-South line,

ADVANTAGES OF UNIFICATION

Addition of the Chicago Motor Coach Company property to the CTA system has an important bearing on the CTA modernization program. It means that modernization can and will continue at an even faster pace.

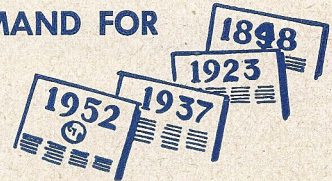
Here are the advantages of unification that come to every local transit rider, every Chicagoan, and every business enterprise:

1. Every neighborhood, every community is linked by a single, modernized local transit service.
2. The universal transfer has actually become universal in operation.
3. Speedy completion of the remainder of the current equipment modernization program is assured.
4. Equitable distribution of the cost of local transit among all local transit riders is achieved.

five minutes has been cut from the running time. On the Logan Square route, which operates in the new subway, running time between the Loop and Logan Square has been cut by approximately 50 per cent.

Modernization of CTA equipment is approximately 80 per cent complete on the surface system, where more than seven out of ten riders start their trips on modern equipment. Modernization of rapid transit equipment is less advanced, but the planned addition of a minimum 400 more cars will be a substantial contribution to this phase of the program.

HISTORY OF DEMAND FOR UNIFICATION



As early as 1898, a Special Committee of the City Council, appointed to investigate the City's local transportation, reported as follows:



"No one can behold a community like Chicago, spread out, as the nearly two million people of this city are, over 186 square miles, without realizing the immeasurable importance of facilities for passenger transportation. And to one thus beholding this city, with his mind free from prejudice or special influence, it would appear perfectly plain: (1) that local passenger traffic should enjoy the best of all existing facilities in the transportation line, and (2) that to secure these, the different transportation agencies must necessarily be developed and arranged with reference to each other."

In 1923, the Committee on Local Transportation of the City Council, reporting a Physical Plan for a Unified Transportation System, recommended in part as follows:

"Consolidation and co-ordination of all local transit lines so as to permit unified operation."

In 1937, a report presenting a Comprehensive Local Transportation Plan for Chicago, which became known as the famous "Green Book" report, said in part:

"Every important report and recommendation in recent years has recognized and stressed the desirability and even the necessity of unified operation of all local transit facilities in Chicago . . .

"All along the line there has been complete unanimity of opinion on the part of the City Council, civic bodies and transportation officials as to the desirability of unification and all comprehensive reports made on the Chicago transportation problem have endorsed the principle.

"Unification and co-ordination of transit service in Chicago is inevitable. Steps should be taken to secure the resultant advantages at the earliest possible moment . . ."

Among the "Green Book" recommendations was the following:

"Unified operation of all of the Chicago Rapid Transit Company, the Chicago Surface Lines and the Chicago Motor Coach Company."

With complete unification now an accomplished fact, Chicago Transit Authority is assured of added financial strength enabling it to maintain a high credit rating, which is essential to efficient, economical operation.

