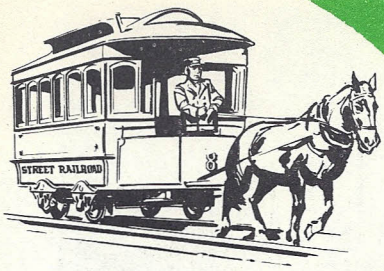


METROPOLITAN TRANSIT

CTA

"NEW LOOK" IN CHICAGO TRANSIT

Chicago's "new look" is everywhere apparent - in the changing face of the city, dominantly alive with vast construction and improvement projects.

Symbolized by towering office and high-rise apartment buildings, by new superhighways and expressways, by replacement of slum areas with huge modern housing facilities, Chicago's challenging "new look" is an expression of the city's determination to keep ahead in progressive community development.

There's a "new look" in Chicago transit, too.

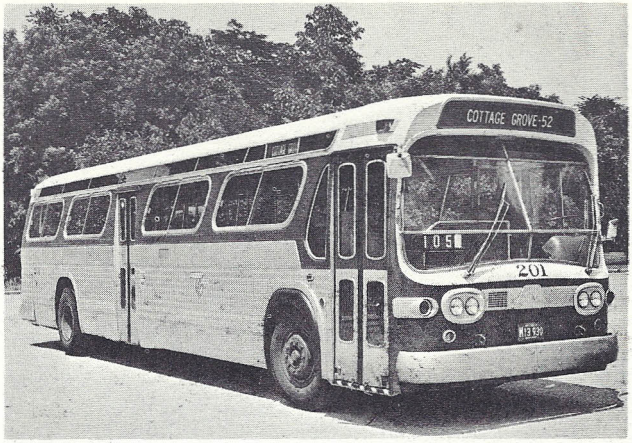
A new look in both surface and rapid transit operations; in the modern buses and all-metal cars now in service on CTA routes; in the city-owned subway facilities that have provided Chicagoans with the fastest transportation service in the city's history and in the system-wide modernization program, which was initiated and has been carried steadily forward under Chicago Transit Authority management.

It is the new look of a new approach to urban transit development which is contributing to the establishment of a transportation pattern for the greater Chicago and the metropolitan area of which Chicago is the hub.

Let's review a few highlights of CTA's record of accomplishment.

CTA first became an operating entity on October 1, 1947, when it took over the properties of the former Chicago Rapid Transit Company and the Chicago Surface Lines. Five years later, on October 1, 1952, it acquired by purchase the properties of the Chicago Motor Coach Company, thus becoming owner and operator of all the city's local transit

1961 FLXIBLE "NEW LOOK" BUS



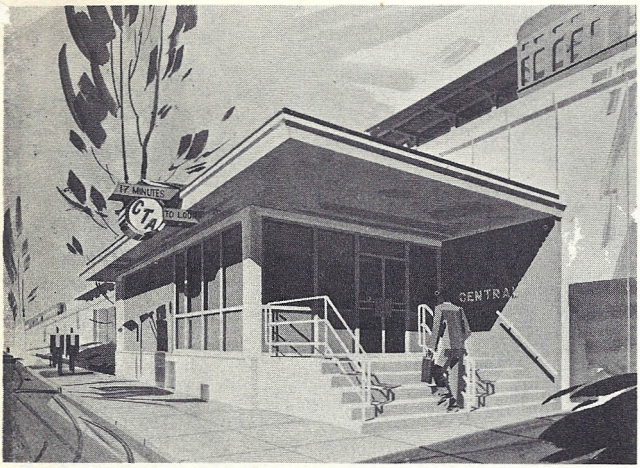
1961 GENERAL MOTORS "NEW LOOK" BUS

systems. Since the original takeover, CTA has invested or obligated a total of $175,000,000 for new cars, buses and other modern facilities. In addition to CTA's modernization expenditures, the City of Chicago has spent more than $100,000,000 to provide the existing subway system.

Factually, the "new look" in Chicago transit began to emerge in 1938 on the day the first spadeful of dirt was turned to mark the start of work on the State Street subway. A long dream had been realized. Horse cars, cable cars, streetcars, the "L" - and now the city's first subway. The first trains started operating through the new State street tube in October, 1943, as part of the Chicago Rapid Transit Company system and continued as such until the CTA "takeover" in 1947. The Milwaukee-Dearborn-Congress route was the second subway to be placed in operation, when Logan Square trains began service on February 25, 1951, in the newly completed tube between Evergreen and Milwaukee avenues and LaSalle station in the Loop. The third subway link was the Congress route placed in service on June 22, 1958.

Presently CTA is operating seven rapid transit routes, including the three city-owned subways, comprising 212 route miles on 160.65 miles of track. CTA's surface system, now completely equipped with modern motor and trolley buses, is the largest in the nation under one management. It consists of 140 routes, totaling 1,939 miles on about 858 miles of streets and boulevards.

CTA's equipment modernization activities are outstanding. In all, a total of 4,866 cars and buses have been purchased, including 180 rapid transit cars to be ordered. This equipment consists of 770 gasoline and 4[illegible]2 diesel motor buses, 561 trolley



NEW STATION · LAKE ELEVATION PROJECT

buses, 600 streamlined "Green Hornet" streetcars, 57% of which were subsequently converted to rapid transit cars and are now in service on "L"-subway routes, 711 all-metal rapid transit cars, and 1,549 propane-fueled motor buses. CTA now operates the world's largest fleet of propane gas buses.

A milestone in Chicago transit history came June 22, 1958, when Mayor Richard J. Daley and other public officials formally opened the Congress subway the first transit project ever conceived, planned and constructed to combine rail rapid transit and multi-lane automobile expressway in the same grade-separated right-of-way. This unique rapid transit facility, extending nine and one-half miles west from the Loop into the suburban area attracted worldwide attention among transit engineers and is a transportation development that is certain to have great influence upon future area planning patterns in the United States and many other countries.

Construction of the subway was financed by the City of Chicago through the sale of $2,000,000 of revenue bonds and $25,000,000 of general obligation bonds. Federal highway matching funds, made available by the State of Illinois, and in turn to the City of Chicago and County of Cook contributed importantly to the financing of the cost of right-of-way and extension of local street overpass bridges across the widened highway.

The "new look" in Chicago transit is emphasized not only in such massive and costly construction projects as the building of new subways, but also in other phases of CTA operations.

Along with the modernization of passenger equipment, CTA has been carrying forward a program of

modernizing its operating and service facilities. Three new bus garages - Beverly, at 103rd and Vincennes; North Park, at Kedzie and Foster avenues, and Forest Glen, at Elston and Armstrong avenues - are now in full operation.

MODERN SHOPS BUILT BY CTA

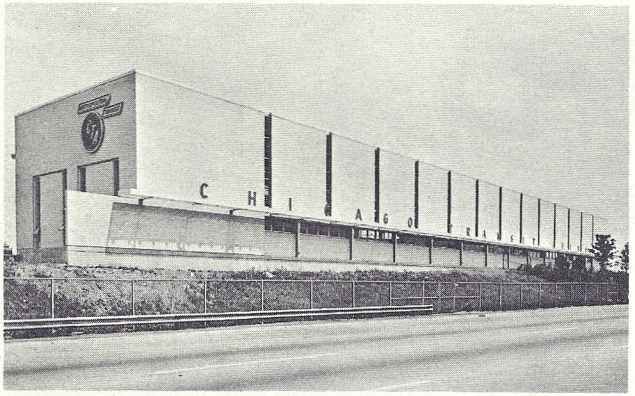
Further progress was made recently in CTA's overall improvement program when a new inspection and service shop was placed in service at Congress terminal in Forest Park. Constructed at a cost of approximately $970,000, the new facility is one of the most modern of its kind in the nation. It is the first new rapid transit shop installation in 30 years. A second shops unit, which will also improve and consolidate service and maintenence facilities, is now under construction at CTA's South Shops, 77th and Vincennes avenue. This bus overhaul building, costing $3,284,471, is now nearing completion.

Another major project being undertaken by CTA and cooperating public agencies adding further substance to the creation of a new look in transit is the elevation of the Lake street rapid transit route between Laramie avenue in Chicago and Harlem avenue, Forest Park, where trains now operate on ground level tracks. The project involves the moving of all rapid transit track and station installations from street level to the adjacent Chicago and North Western Railroad embankment. This is a $4,000,000 program, now in its final stages. It, too, is the realization of years of preparation and planning, and will bring improved transportation to the Austin district and the west suburban communities of Oak Park, Forest Park, and River Forest.

With the completion in April, 1961, of an $1,800,000 project to construct four tracks through the Wilson avenue rapid transit station area, CTA moved another step forward in its program of improving existing facilities. This eliminated an operating bottleneck at this location caused by the merging of a four-track right-of-way into a two-track right-of-way for a distance of about 1,500 feet and provided additional safety controls to protect train movements through the station proper.

BUS-"L" TRANSFER FACILITIES EXTENDED

Closer coordination of service between the surface and rapid transit systems has been a prime objective of CTA management. Many surface routes have direct transfer connection with elevated or "L"-subway lines and an increasing number of riders are taking advantage of the transfer privilege between the two systems. At rapid transit terminals and other stations where transfers are extremely heavy, special facilities have been added for the



CONGRESS TERMINAL INSPECTION SHOP

convenience of passengers. The newest of these is at Howard Station of the North-South "L"-subway route, where last year CTA placed in service its most comprehensive and most modern off-the-street bus-rapid transit passenger interchange terminal.

To supplement the around-the-clock service requirements, CTA maintains communications systems that are highly effective in the control of daily operations. All trains on its principal rapid transit routes are equipped with a two-way train-phone system which is used, in conjunction with CTA's general offices in the Merchandise Mart, to direct and control train operations. CTA was the first operating agency in the transit industry to install train-phones in its service vehicles.

CTA also operates its own radio station through which it exercises control over street vehicles and maintains constant contact with district supervisory personnel of its large bus fleet who pick up and relay calls through radio-equipped cars.

In many instances, CTA's modernization program deals with the external, or visible, aspects of operations - new cars and buses, new stations, new service features - which the riding public can recognize as improvements over the former order of things.

But the developments that have brought the "new look" to Chicago transit marks only the beginning of a new era in local transportation. The old red streetcars, antiquated wooden cars on the "L", the motor coach buses running for the most part on boulevard routes - which many Chicagoans can remember as part and parcel of the city scene not so many years ago - are gone.

Today there's a "new look" - a modern look, and even greater plans for the future.

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