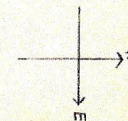
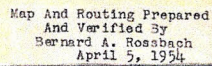


SCALE: 1 inch equals 1 mile

Red lines indicate trackage over which trip will operate.



FOR IMMEDIATE RELEASE

Substitution of buses for streetcars, tentatively scheduled for May 30, 1954, on five CTA Surface routes will mark the end of Chicago's old red streetcar lines, Walter J. McCarter, CTA general manager, announced today.

In this latest modernization move, a total of 185 red cars, most of which have been in operation for nearly half a century, will be replaced by 235 buses on the Halsted, Halsted-Downtown rush hour service, Kedzie, Cermak and Lake routes. On Halsted Street, and Halsted-Downtown, 127 buses will be used in place of 97 streetcars; on Kedzie, 66 buses instead of 48 streetcars; on Cermak, 25 buses instead of 24 streetcars; and on Lake Street, 17 buses instead of 16 streetcars. Buses have been and are presently operating week-ends on both the Kedzie and Halsted lines, and on Saturdays on the Halsted-Downtown line.

Approximately 298,000 daily riders on these lines will benefit from the smooth-riding, rubber-tired, noise-proofed equipment, operated with less waiting time between vehicles than under the present schedules.

With the conversion of these lines, only four streetcar routes will be left on the CTA System -- Western Avenue, Clark-Wentworth, Broadway-State and Cottage Grove. The latter are all completely equipped with modern, noise-insulated "Green Hornet" streetcars. The conversion will also eliminate Limits and Kedzie stations as streetcar barns. These two locations are in the process of being changed over to accommodate buses and will become bus garages exclusively.

Buses on the lines being converted will follow substantially the same routes as the present streetcars, with the exception of Lake Street. On Lake, the buses will operate into the Loop instead of stopping at Clinton Street, the present streetcar terminal. This

change will considerably improve the convenience of the service on that line by making direct transfer connections with elevated, subway and other surface routes in the Loop area.

When the CTA started as an operating organization on October 1, 1947, in excess of 3,200 streetcars, most of them the old red type, were in use on Chicago's streets. The old "reds," after nearly 50 years, have only lately been disappearing from the Chicago transit scene. With this latest change, none of them will be scheduled for regular service, but some will be held in reserve for emergency use to supplement the modern fleet of cars when necessary. Approximately 385 streamlined "Green Hornet" streetcars will provide regular service on the remaining streetcar lines. Altogether CTA has invested more than \$90,000,000 in streamlined cars and buses, and in modernizing other facilities since the start of its modernization program.

To note and record the passing of the red streetcar lines, the Central Electric Railfans' Association has chartered one of the old red cars for a railfan trip on Sunday, May 16.

Starting at 8:00 A.M. from 77th Street station, they will proceed south and west to 79th and Halsted, north to Archer, northeast to Clark and north to the crossover at 16th Street. Reversing direction, the car will proceed south to Cermak and west to Kenton where another reverse in direction will be made east on Cermak to Kedzie, north to Lake, east to Halsted, north to Broadway and Irving Park, west to Clark north to Devon, west to Western and south to 79th Street. Another reverse in direction will bring the car north in Western to 69th, then east and south to the depot at 77th and Vincennes.

Stops will be made at various locations to permit the railfans to take photographs and inspect stored equipment. Time out for lunch will be taken when the car reaches the Devon station. The entire trip will consume approximately 7½ hours.

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FROM: CHICAGO TRANSIT AUTHORITY
DEPARTMENT OF PUBLIC INFORMATION
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TELEPHONE: MOHAWK 4-7200
5/6/54

ROUTE FOR STREETCAR TOUR

Excursion will begin at 77th Street carbarn. The following routing will be used, and photo stops made as indicated:

Southwest in Vincennes to 79th Street, West in 79th Street to Emerald Avenue, South in Emerald Avenue to terminal.

Photo Stop 1 - At 79th and Halsted Street terminal car(s) will pull in on far track and stop clear of Emerald Avenue. This will allow free passage for buses into terminal. The stop will be ten minutes in duration and will allow a complete ticket recheck before actual start of trip.

North on Halsted to 38th Place. There will be a twenty minute layover for inspection of storage yard. Members wish to photograph work equipment at this location.

Leaving the 38th Street the cars will proceed North in Halsted to Archer Avenue, Northeast in Archer Avenue to Clark Street, North in Clark to crossover North of 18th Street. At this point the car(s) will take the crossover and run South in Clark Street to Cermak Road.

Photo Stop 3 - At Clark and Cermak the car(s) will halt on Clark Street North of the intersection. A ten minute stop will be made here for photos. No regular runs use the Southbound track, vehicular traffic is very light. The trip will then move into Cermak Road and run non-stop Westbound to Kenton Avenue. The car(s) will then take the crossover and follow a regular Cermak Road car East. 4

Continue Eastbound in Cermak Road to Kedzie Avenue. At Kedzie the Car(s) will pull across the intersection and then take the switch into Kedzie (see detail on map). Trip will then continue North on Kedzie to Lake Street, run West in Lake Street to Austin Avenue. At Austin the special Car(s) will take the regular crossover and follow the regular Lake Street run. 5

Eastbound non-stop to Clinton Street. At Clinton the trip cars will take the crossover and return West to Halsted. The trip will then continue North in Halsted to Chicago Avenue. At Chicago Avenue the car(s) will use the emergency routing around the Chicago River Bridge Reconstruction project. The trip will proceed East in Chicago Avenue to Larrabee Street, North on Larrabee to Crosby Street, Northwest to Division Street. In the event that this routing is not being used on this day by the Halsted Street buses a photo stop will be made with the Car(s) remaining on Crosby Street.

From here the trip will continue West in Division Street to Halsted, then North in Halsted to Broadway, North in Broadway to Irving Park, West in Irving Park to point just West of North-South "L" structure.

Photo Stop 6 - Car(s) will pull under "L" structure and across Milwaukee Railroad tracks and stop. This will be a ten minute stop for photos of the car(s) with the "L" structure in the background. Irving Park is four traffic lanes wide at this point and no interference with either the trolley buses or vehicular traffic is anticipated.

The trip will then continue West in Irving Park to Clark and the North on Clark Street to Devon Avenue. At Devon and Clark the Car(s) will discharge their passengers and layover on Schreiber Street for a one hour lunch and carbarn inspection stop.

Inspection Stop - Devon Avenue Barn. During the lunch hour layover members would like to inspect and photograph the equipment at this location. Many of the salt cars stored here are old passenger streetcars converted to this usage. The only 2500 series passenger car, which was formerly used on the Hammond-Chicago line is also in storage here. If possible we would like this car pulled into the open for photographing.

After the lunch and inspection stop at Devon-Clark, the car(s) will proceed East in Schreiber to Clark, South in Clark to Devon, West in Devon to Western Avenue, and South in Western to Ardmore Avenue.

Photo Stop 7 - Car(s) will pull into the safety island at Western and Ardmore and unload. The stop will be ten minutes in duration. No interference with the street traffic is anticipated since the street is over six lanes wide at this point. There is no regular streetcar service over this section.

From Western Avenue and Ardmore Avenue the Car(s) will operate South in Western Avenue non-stop to 79th Street. At 79th Street the car(s) will loop and return North to 69th Street. The car(s) will then take the switch and operate East in 69th Street to Vincennes Avenue. At Vincennes the Car(s) will take the switch and pull Northbound into Vincennes Avenue.

Photo Stop 8 - Upon arriving at 69th Street and Vincennes the car(s) will stop in 69th Street and unload those desiring to take pictures. The car(s) will then pull into Vincennes head North about 200 feet to clear the crossover. They will then take the crossover and pull up to the intersection where they will reload.

From 69th Street and Vincennes Avenue the car(s) will proceed Southwest in Vincennes to 78th Street where they will pull into barn tracks. At this point the trip will terminate. Some of the members would like to photograph the experimental PCC's which are stored outside at 77th Street shops, also some of the other older equipment. No member is allowed to take photos of any car which has been in an accident.

SCHEDULE

77th and Vincennes		Lv.	8:00 A.M.
79th and Halsted terminal	NB	Lv.	8:17 A.M.
38th and Halsted	NB	Lv.	9:07 A.M.
Cermak and Clark	WB	Lv.	9:37 A.M.
Cermak and Kenton	EB	Lv.	10:17 A.M.
Lake and Austin	EB	Lv.	10:52 A.M. 11:00
Lake and Pine	EB	Lv.	11:05 A.M.
Lake and Clinton	WB	Lv.	11:35 A.M.
Division and Halsted	NB	Lv.	11:50 A.M.
Irving Park and "L"	WB	Lv.	12:20 P.M.
Clark and Devon		Arr.	12:35 P.M.
Lunch Stop			
Clark and Devon	WB	Lv.	1:30 P.M.
Western and Ardmore	SB	Lv.	1:50 P.M.
Madison and Western	SB	Lv.	2:25 P.M.
79th and Western	NB	Lv.	3:05 P.M.
69th and Western	EB	Lv.	3:10 P.M.
69th and Vincennes	SB	Lv.	3:35 P.M.
77th and Vincennes		Arr.	3:45 P.M.

Note - The above schedule is only tentative in that arrival time at 77th and Vincennes may be at any time between 3:45 P.M. and 4:00 P.M. The extra fifteen minutes may be used for any unforeseen emergencies which may arise.