

CHICAGO TRANSIT AUTHORITY
OPERATING PROCEDURES FOR BUS RAMP
ACCESS GATE AND KEY BOX OPERATION
ON REVISED #40 O'HAREXpress

Effective September 7, 1975, the #40 O'Harexpress bus route will be revised to eliminate two stops (#10 and #4WB) and add two new stops (#10 and #11). The two new stops will serve the facilities of Trans World, Continental, Sky Chief, and Air Lift Airlines.

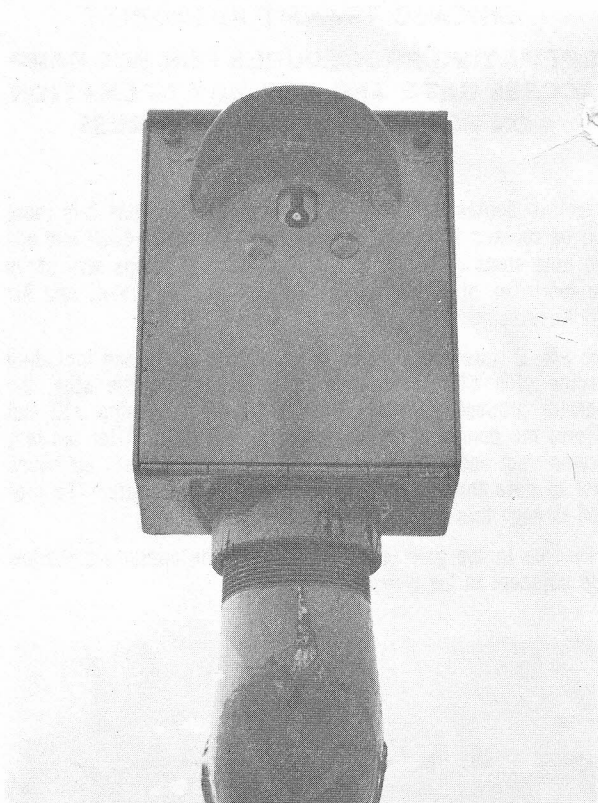
The #40 O'Harexpress route is unchanged up to and including service stop #9. At that point, after making the stop, the operator proceeds straight through to the new stop #10 and follows the course of the roadway to stop #11. After the last service stop and before leaving the O'Hare complex, all buses must operate through an electrically controlled gate. To proceed through this point all operators must:

1. Pull up to the gate (see Fig. 1) until the operator's window is adjacent to the gray key box,



2. Apply the hand brake and take the bus out of gear,
3. Insert the standard CTA telephone key (see Fig. 2), turn it (in order to raise the gate),

(OVER)



4. Remove the key and proceed through once the gate is completely raised.

Once the bus passes completely through, the gate will automatically lower. Before leaving the area, however, the operator must visually check that the gate has lowered. In the event that the gate does not lower after a bus has proceeded through, the operator must inform the Control Center immediately.

If the gate will not rise when the key is inserted and turned, the operator must immediately inform the Control Center of the situation. Once authorized by the Controller to do so, the operator will proceed to turn the bus around and return to service stop #9. At that point the operator will turn right and revert back to the former #40 O'Harexpress routing.