

CHICAGO TRANSIT AUTHORITY
P. O. BOX 1151 • CHICAGO 90, ILL.



ANOTHER STEP
FORWARD!

New Trolley Buses
Replacing Streetcars
on Irving Park Road

(For details of this service)
(improvement see inside.)



Sec. 562, P. L. & R.
U. S. POSTAGE
PAID
CHICAGO, ILLINOIS
PERMIT No. 8021

Mr. Richard H. James
5850 Bernice St.
Chicago 34, Ill.

Rubber-Tired Local Transit Comes to Irving Park Road



New, 44-passenger trolley buses are replacing streetcars on Irving Park Road between Broadway and Neenah Ave., at 12:01 A.M., Sunday, November 7, 1948.

● Number of Local Transit Units Being Increased by 50 Percent

There will be forty-one of these modern electric buses in Irving Park's new transit fleet, increasing by 50 percent the number of vehicles now being operated on the route. Twenty-eight streetcars are now used during the heaviest weekday rush-hour period.

● Service Frequency in Rush Hours to Be Speeded Up 33 to 50 Percent

With more equipment on the route, the scheduled interval between units will be substantially reduced. For the morning

and evening rush hours, it will be 1½ and 2 minutes, respectively, as compared to the present 3 minutes. Midday and evening service will also be improved.

● New Equipment and Improved Service to Benefit 63,000 More CTA Riders

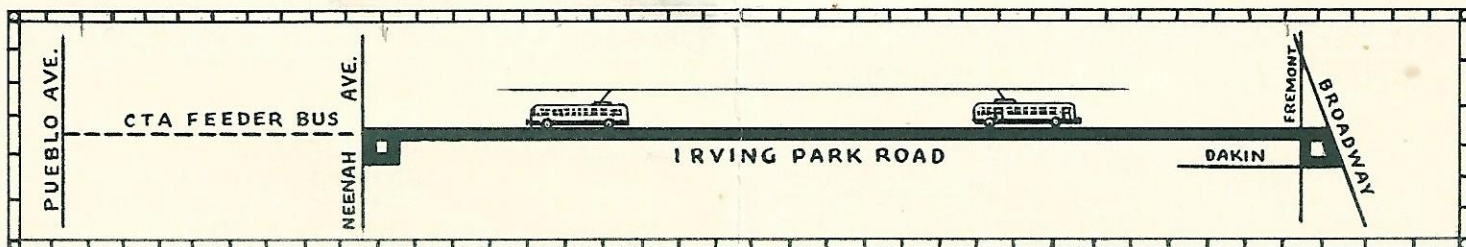
On each weekday, approximately 33,000 local transit riders start their trips on Irving Park. Another 30,000 transfer to the line, making a total of 63,000 riders every weekday. All of these riders will share the benefits of the more frequent service, and the faster, comfortable, noise-proofed transportation that will be provided by Irving Park's new trolley buses.

● North and Belmont Aves. Are Next to Get New Buses, Better Service

Next on the CTA's modernization program are North Ave. and Belmont Ave. Here, too, the frequency and quality of the service is to be stepped up by replacing the streetcars with new trolley buses.

● 42.5 Percent of CTA's Surface Rides Now Originate on New Vehicles

The CTA's service improvement program has now advanced to the point where 42.5 percent of the CTA surface system rides originate on modern equipment—new streetcars, new motor buses, or new trolley coaches. This will be increased to 44 percent when the new trolley buses go into service on Irving Park.



● New Vehicles Now Being Operated on 620 Miles of Surface Routes

More than 620 miles of the CTA's surface routes are now equipped with new vehicles. Smooth-riding, rubber-insulated streetcars are operating on five routes, new trolley buses on two routes, and new motor buses on 49 routes, including extensions and new routes. A total of 275 miles of streetcar lines have been converted to rubber-borne transportation. Including Irving Park, conversions will approximate 290 miles.

● Expenditures for New Equipment Will Total \$37,500,000 by January 1

From June 28, 1945, when the CTA was organized, to Nov. 1, 1948, a total of \$30,000,000 has been spent for new facilities and equipment, including \$12,000,000 spent by the Chicago Surface Lines prior to its purchase by the CTA.

By Jan. 1, 1949, the amount will total \$37,500,000, including an initial payment on the CTA's order for 130 subway-elevated cars to be delivered in 1950.

Already purchased are 1,714 units—600 new streetcars, 900 new motor buses, 210 trolley buses, and four experimental subway-elevated cars. Approximately 1,650 of these new units have been delivered.

● CTA Plans to Spend \$150,000,000 on 10-Year Modernization Program

To rehabilitate and modernize its facilities and equipment the CTA proposes to spend a total of \$150,000,000 in ten years. This program is being financed solely out of operating revenues on the service-at-cost basis on which the CTA is required to operate.



CHICAGO TRANSIT AUTHORITY