

The terminal will be equipped with up to the minute maintenance facilities that will assure more efficient servicing and cleaner vehicles. Buses will be protected from weather in the large storage bays when they are out of service during late night hours or over week-ends, thus contributing to longer and better general operating performance.

Being more conveniently located to the lines it will serve, Beverly Bus Terminal will enable CTA to reduce the "dead" mileage that the buses are required to travel between the terminal and the lines on which they operate. This will effect a substantial operating economy.

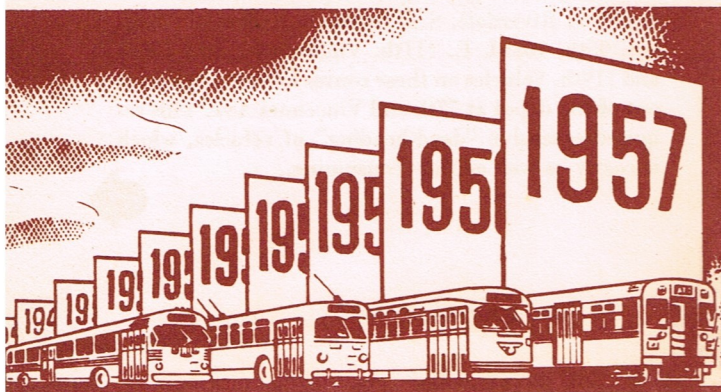
Another all-bus terminal is presently under construction by CTA on the northwest side, at Foster and Kedzie Avenues.

Looking into the future, there is justifiable hope that CTA will be able to continue its purchases of new buses and rapid transit cars, and that there will be further modernization of maintenance, storage, electrical and other operating facilities that are so necessary to good local transit service.

CTA's objective is the complete modernization of its equipment and facilities. Attainment of this objective will mean much to civic progress and to general public welfare.



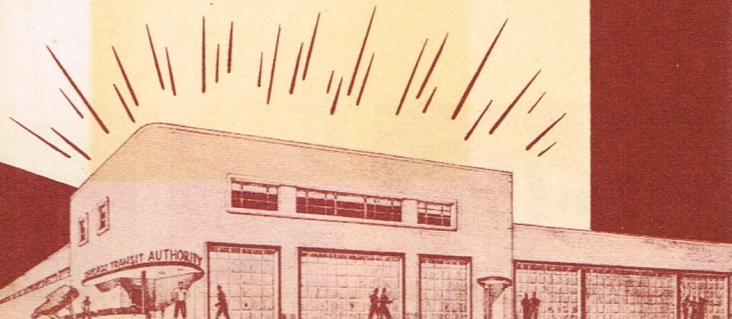
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## **INTRODUCING BEVERLY BUS TERMINAL**

*Backing up Chicago Transit Authority's round-the-clock service are men and machines that CTA's riders seldom see. Their work, however, is extremely important. It keeps the CTA's buses and cars rolling, day and night, every day of the year.*

*We want you, our new neighbors in Beverly, to get a glimpse of this essential behind-the-scenes activity. That is why we invited you here this evening for a preview of the functions that this new bus terminal will provide for CTA service in your area.*







## OPENING OF BEVERLY BUS TERMINAL

marks another major accomplishment in CTA's efforts to give Chicago a modern, unified, efficient local transportation system.

Since the beginning of the CTA's modernization program, the modernization effort necessarily has centered on the purchase of new vehicles. When the CTA acquired Chicago's surface and elevated lines, the average age of streetcars was 32 years, of rapid transit cars 42 years, and of buses 15 years.

Approximately 1,700 new, modern vehicles have been purchased and are now in daily use with the result that more than 53 per cent of the rides on the CTA's surface system start in modern equipment. Modern buses and streetcars have been placed in regular service on a total of 663 miles of surface routes. Six principal lines are now equipped with streamlined, noise-insulated streetcars, 49 routes with new motor buses and six routes with silent operating trolley buses. This modern rubber-tired or rubber-insulated equipment has materially reduced the noise level on the streets where it is operated.

In addition to the new equipment now in service, the CTA will begin receiving equipment of 130 new

rapid transit cars next April. Delivery will be completed within three to four months. The CTA is also studying several methods of financing the purchase of additional new equipment so that it may speed up its modernization program and, thereby, further improve service.

## GOOD SERVICE REQUIRES MORE THAN MODERN VEHICLES

Although new buses, streetcars and rapid transit coaches are of prime importance, new buildings, such as Beverly Bus Terminal, play a vital part, too, in the operation of efficient local transit service.

Designed specifically for the maintenance and garaging of buses, Beverly Terminal, Chicago's first local transit all-bus servicing center to be built from the ground up, becomes an important factor in assuring good service for residents of the far south side. It was built at a cost of nearly \$900,000.

The building is 350 feet long by 250 feet wide, and in addition to servicing facilities, provides an office and trainmen's room for transportation, supervisory and operating personnel. About 300 transportation and maintenance workers will be employed at this location. More than 100 buses will be housed and serviced at Beverly. They will operate on the following lines: Riverdale, S. Halsted, S. Kedzie, S. Western, 95th, 103rd, E. 111th, Vincennes-111th, 115th and 119th. Vehicles on these routes formerly operated out of the depot at 77th and Vincennes Ave. This required extensive "dead-heading" of vehicles, which is costly as well as time consuming.

