

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

Another
CTA
Modern

"49"er



NORTH AVENUE TO GET
SWIFT, SILENT TROLLEY
BUS TRANSPORTATION



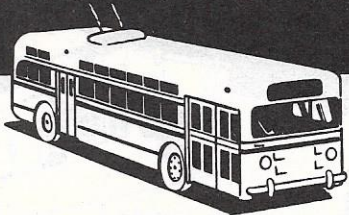
(For details of this
service improvement
see inside.)

Sec. 562, P. L. & R.
U. S. POSTAGE

PAID

CHICAGO, ILLINOIS
PERMIT No. 8021

Modern Trolley Buses Replacing Streetcars on North Avenue



Rubber-tired local transportation is coming to North Avenue, effective 12:01 A.M., Sunday, July 3, 1949. This is the second streetcar line to be converted to trolley bus operation since the beginning of the year. Belmont Avenue was the first.

Service Direct to North and Clybourn Subway Station

Providing a direct transfer connection with the Clybourn-Division-State Street subway, the modern trolley buses replacing streetcars on North Ave. will operate initially between the Clybourn-North subway station and Narragansett Ave., a distance of 7 miles. Meanwhile, shuttle streetcar service will be operated between Clybourn Ave. and Clark St.

Clybourn-North, the CTA's only above ground subway station, was planned and built for this direct transfer between local and rapid transit services.

Direct Transfer Connection with Clybourn-Downtown Motor Bus Service

At Clybourn Ave., the new trolley bus service on North Ave. will also make a transfer connection with the Clybourn-Downtown motor bus route serving the west section of the central business district.

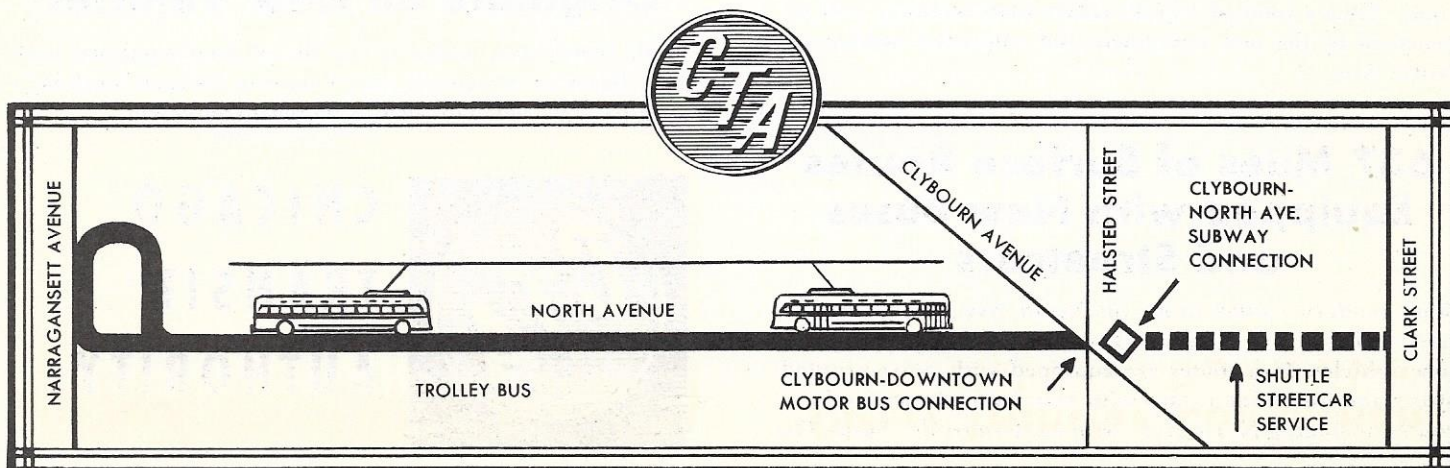
Transfer connection will be made, too, with the Logan Square-Humboldt Park branches of the "L" at the Damen-North station, where the CTA plans to build and have in use another direct transfer station between its local and rapid transit lines when the Milwaukee-Dearborn-Congress subway goes into service in 1950. This part of the "L" system is to be routed through the new subway.

33 Percent Increase in Transit Units on North Avenue

Thirty-six new, 44-passenger trolley buses will replace twenty-four streetcars that would be required to serve the area between Narragansett Ave. and Clybourn Ave. At least four additional trolley buses will be required, if and when a terminal becomes available east of Clark St.

33 Percent Improvement in Frequency of Service

The increased number of transit vehicles on the route will reduce waiting time in the rush hours by approximately one-third. The rush hour interval between trolley buses will be 2.6 minutes as compared to 3.5 minutes between streetcars.



54,000 Riders Every Weekday to Share the Benefits of New Equipment and Better Service

Every weekday approximately 30,000 riders start their local transit trips on North Ave. Another 24,000 transfer to the route. Thus a total of 54,000 riders each weekday will be benefited by the new equipment and improved service on North Ave.

637 Miles of Surface Routes Equipped with New Buses and Streetcars

With modern trolley buses on North Ave., the CTA will have a total of 637 miles of its surface routes equipped with new vehicles. Five routes are equipped with noise-proofed streetcars, forty-nine routes with new motor buses, and five routes, including North Ave., with modern trolley buses. On

all of these routes, the noise level has been reduced by these new, rubber-tired, or rubber-insulated vehicles.

46.25 Percent of CTA Weekday Surface System Rides Now Originate on New Vehicles

With North Ave. added to the list of lines equipped with new buses or streetcars, 46.25 percent of each weekday's originating rides will start in modern equipment.



**CHICAGO
TRANSIT
AUTHORITY**