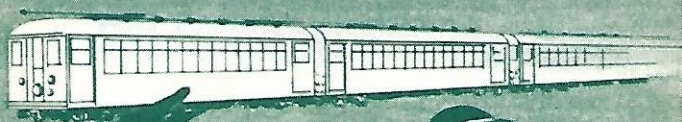


**new north - south**  
**ALL-EXPRESS SERVICE**  
**effective Monday, August 1**



## why all-express service?

Rapid Transit's primary function is to carry large groups of riders long distances swiftly.

Development of rapid transit in Chicago was retarded in the past by a competitive fight with surface lines for local riders.

Now that both of Chicago's major transit systems are owned by the CTA, there is no longer any justification for such competition, so detrimental to real rapid transit, and the CTA is eliminating it.

The start was made on the Lake Street "L" a year ago when the present popular all-express service was established. Travel time between Marion Terminal and the Loop was reduced by as much as ten minutes.

All-express service similar to that tested and proved on Lake Street is now being extended to North-South rapid transit users.

## how will North-South all-express service be achieved?

North-South all-express service will be accomplished by using all track facilities as expressways, by establishing an alternate-stop arrangement, and by eliminating lightly patronized, closely-spaced stations.

For more than thirty years, transit engineers consistently have recommended abandonment of "local" rapid transit stations, elimination of competition between local and rapid transit systems for local riders, and coordination of the two types of service as essential to real rapid transit for Chicago.

## the benefits . . .

1. Ninety-five per cent of the present users will get faster, better service.
2. Rush hour running time between the Central Business District and Howard Street, Ravenswood, Jackson Park or Englewood will be reduced by as much as four or five minutes.
3. More frequent service, less waiting time. Reductions in intervals between trains will range from one to three minutes.
4. Substantial operating economies that will aid the CTA in trying to avoid any fare increases.



# NORTH-SOUTH ALL-EXPRESS THROUGH SERVICE VIA SUBWAY

*(See Map, Pages 7 and 8)*

Through express service operates via the subway between Howard Street on the North and Jackson Park and Englewood on the South.

**A** trains operate between Howard and Englewood.

**B** trains operate between Howard and Jackson Park.

**A** trains stop only at **A** stations and "all-stop" stations.

**B** trains stop only at **B** stations and "all-stop" stations.

Operating period—Weekdays and Saturdays from early morning to early evening.

During the night hours on weekdays and Saturdays, and around-the-clock on Sundays and holidays, all North-South trains will make all stops.

## RAVENSWOOD ALL-EXPRESS SERVICE VIA "L" LOOP

*(See Map, Pages 7 and 8)*

Ravenswood express service operates over the elevated structure between Kimball terminal and the downtown "L" Loop.

Riders desiring to travel to and from the Loop by subway may transfer at either the Belmont or Fullerton "L" stations merely by walking across the platform.

Both **A** and **B** trains operate between Kimball and the downtown "L" Loop.

### RAVENSWOOD SERVICE (Continued)

**A** trains stop only at **A** stations and "all-stop" stations.

**B** trains stop only at **B** stations and "all-stop" stations.

Operating period—Weekdays and Saturdays from early morning to early evening.

From early evening until about 1 a.m. on weekdays and Saturdays, and all day on Sundays and holidays, Ravenswood trains make all stops between Kimball terminal and the Loop.

From 1 a.m. to 5:30 a.m. daily, shuttle trains only operate between Kimball and Fullerton stations.

## EVANSTON EXPRESS VIA "L" LOOP

*(See Map, Pages 7 and 8)*

Express service between Evanston and the downtown "L" Loop operates southbound in the morning rush period, and northbound in the evening rush period. Between Howard and the downtown Loop the Evanston express makes the following stops:

Morse

Loyola

Wilson (Southbound only)

Chicago

Merchandise Mart

Shuttle trains only operate between Linden Avenue and Howard Street during non-rush hours on

weekdays and Saturdays, and around-the-clock on Sundays. Platform transfer connections are made with subway trains at Howard.

Operation of all-express service on the North-South Rapid Transit Lines is made possible by eliminating three routes and by establishing shuttle train service only on three lightly patronized "L" branches as follows:

## ● 1. Kenwood "L"

Shuttle trains only, operating around-the-clock between 42nd Terminal and Indiana, serve the Kenwood area. Transfer connections are made between Kenwood and both Stock Yards and North-South trains at Indiana.

## ● 2. Normal Park "L"

Shuttle trains only, operating around-the-clock between 69th Terminal and 63rd-Harvard Station, serve the Normal Park area. At Harvard Station, transfer connections are made between Normal Park and Englewood trains.

## ● 3. Stock Yards "L"

Shuttle trains only, operating around-the-clock between the Stock Yards and Indiana, serve the Stock Yards district. At Indiana, transfer connections are made between Stock Yards and both the through North-South and Kenwood trains.

# service being discontinued:

Twenty-four stations being eliminated, whose combined traffic is less than six per cent of the total traffic of North and South side rapid transit routes, are as follows:

## **North Side Elevated**

Wilson (lower level)†  
Buena  
Grace  
Clark-Roscoe  
Wrightwood  
Webster

Halsted  
Larrabee  
Schiller  
Division  
Oak  
North Water Terminal‡

## **Ravenswood Branch**

Ravenswood

## **South Side Elevated**

State-Congress Terminal  
Congress-Wabash  
Roosevelt Rd. "L"  
18th Street  
26th Street

29th Street  
31st Street  
33rd Street\*  
Pershing Road

## **Englewood Branch**

Princeton  
Parnell

† Will serve as Exit and Auxiliary Entrance to Wilson upper level Station

‡ Will serve as Exit and Auxiliary Entrance to Merchandise Mart Station (evening rush hours only.)

\* Will serve as Exit and Auxiliary Entrance to Tech-35th Station.

Most of the users of the stations being discontinued live or work within one-quarter mile of a North-South station. The remainder may conveniently reach a North-South station by CTA streetcar or bus.

Three routes—Wilson Express, Wilson Local and Kenwood Local—are being discontinued to provide adequate track facilities for the all-express service.



