



# *You Are Invited . . .*

Chicago Transit Authority will hold open house at its new North Park Bus Terminal, at Kedzie and Foster Avenues, on Friday, June 23rd, 1950, from 7 p.m. to 9:30 p.m.

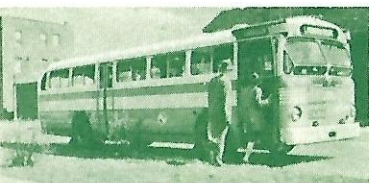
As you know, the new terminal provides servicing and storage facilities for 350 buses used on various northwest side routes. Approximately 500 transportation, garage and supervisory employes are headquartered at this location.

We would be very happy to have you drop in at our open house for a visit with CTA officials and a view of this modern addition to the Chicago Transit Authority system. Members of your family will also be welcome on this occasion.

It is requested that you enter the terminal grounds through the Transportation Building at 3112 West Foster Avenue.

Cordially yours,

**WALTER J. McCARTER**  
*General Manager*



## OPENING OF NORTH PARK BUS TERMINAL

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

Since the beginning of CTA's modernization program, principal efforts necessarily have centered on the purchase of new vehicles. When 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 percent of the rides on 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 the first of 130 new rapid transit cars in the near future. 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

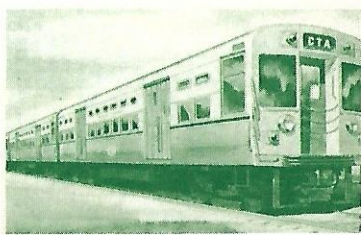
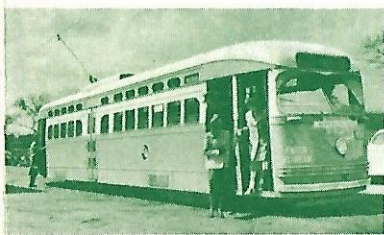
Although new buses, streetcars and rapid transit coaches are of prime importance, new buildings, such as those at North Park Bus Terminal, play a vital part, too, in the operation of efficient local transit service.

North Park Terminal is Chicago's second local transit all-bus servicing center to be built from the ground up. Beverly Bus Terminal, which was opened by CTA at 103rd and Vincennes last December, was the city's first. Erected at a cost of \$1,500,000, North Park becomes an important factor in assuring good service for residents of the northwest side.

The new terminal has two modern one-story buildings of brick construction with glass block panels, and a large bituminous macadam-paved outdoor storage area for buses. Buses housed and serviced there operate on the following lines: Skokie, Touhy, N. California, Kedzie-Homan, N. Western, Devon, N. Damen, Kimball, Clybourn, and N. Pulaski.

An administration building, 86 feet by 83 feet in size, provides office space for transportation department supervisory personnel as well as facilities where bus operators report for work and check out at the completion of their runs.

The service building is 322 feet long by 228 feet wide and has a work area of 70,000 square feet. It houses the most modern equipment for inspecting, servicing, and



repairing buses. The location of pits and other facilities is designed to permit inspection and servicing of buses on a "production line" basis.

Four pits, each 160 feet in length and divided into three sections, make this arrangement possible. Buses entering the building from the south pass over continuous inspection, lubricating, and general servicing pits. Leaving the pits, buses pass through automatic washing machines capable of washing an entire bus in 40 seconds, and then out the north end of the building to the storage area. Buses take on fuel at four fueling islands adjacent to the pits.

Buses requiring major maintenance work are taken out of the "production line" and moved to the repair section.

Studies by CTA engineers, contemplating the construction of similar terminals in other sections of the city, are continuing.

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 essential 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 and employe welfare.

