

New ELSTON AVE. SERVICE

Featuring
ODORLESS
PROPANE
BUSES

Beginning
SUNDAY, JAN. 21, 1951

Elston Avenue streetcars will be replaced by modern propane-fueled buses, and new routings will be established on the line beginning Sunday, January 21, 1951. The Elston line will be the first in Chicago to be equipped with these 51-passenger, quiet operating and odorless vehicles.

On weekdays, service will operate from a northwest terminal at Elston and Milwaukee Avenues to the loop, from early morning through the evening rush period. (See Route 1 on map inside.) The buses will run southeast in Elston to Division, east to Crosby, southeast to Larrabee, south to Chicago, east to Wells, south to Kinzie, east to Dearborn, south to Randolph, west to Wells, and back north over the same route.

Buses will operate four minutes apart during rush hours.

During weekends, and evening and night hours on weekdays, Elston Ave. buses will terminate at the intersection of Ashland, Division and Milwaukee Avenues. (See Route No. 2 on map below.)

Direct transfer connections will be made at this intersection with these CTA routes:

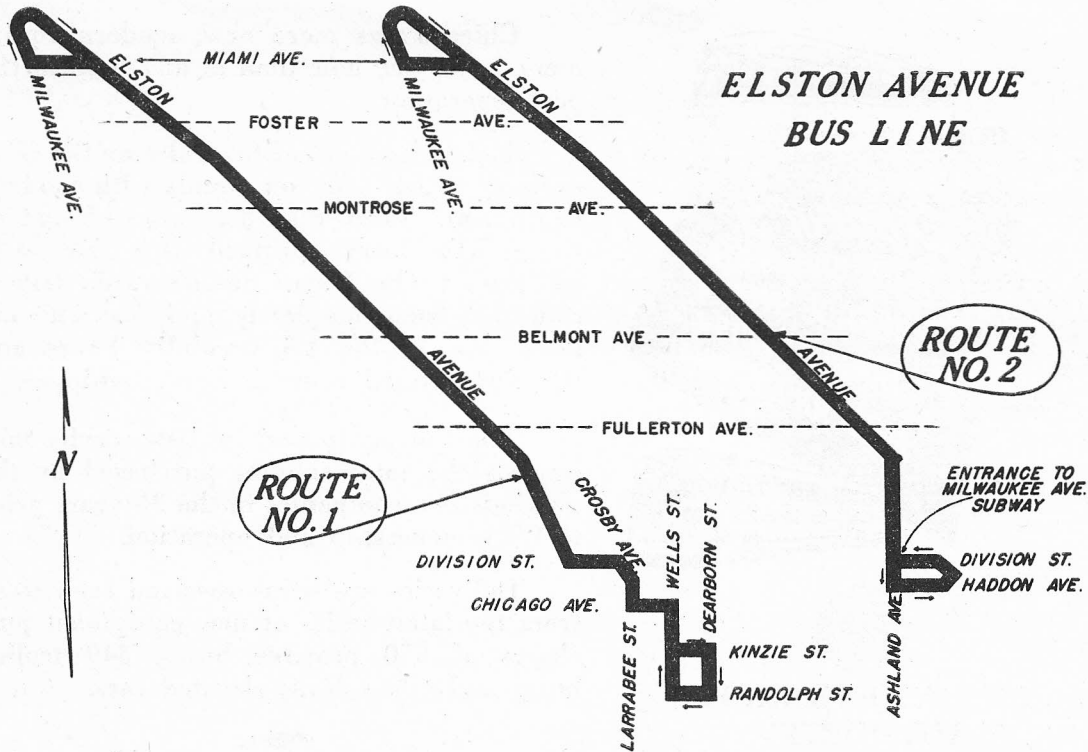
1. The new Milwaukee-Dearborn-Congress subway soon to be opened.
2. The Division St. route soon to be completely equipped with new, 51-passenger, odorless propane buses.
3. The Ashland Ave. streetcar route.
4. The Milwaukee Ave. streetcar route.

Coincident with the start of service in the new subway, Elston Ave. buses will operate over Route No. 2 during the mid-day period as well as during weekends, and evening and night hours on weekdays.

When using Route No. 2, Elston Ave. buses will operate from the north terminal at Elston and Milwaukee Avenues southeast in Elston Ave. to Ashland Ave., south in Ashland Ave. to Division St., and then circle back to Ashland Ave. by way of Haddon Ave., Milwaukee Ave., and Division St. for the northbound trip.

The base service will be at ten minute intervals; Owl service at 30 minute intervals.

ELSTON AVENUE BUS LINE





Chicago has more new, modern equipment in service now than at any time in the past generation.

Today three out of five rides on the CTA surface system start on routes with modern equipment. More than 800 miles of surface routes have been equipped with new buses and cars. The Logan Square rapid transit route has been completely equipped with the latest type of all-metal, streamlined cars, and the Ravenswood route is being equipped.

The new equipment in daily service now exceeds the total amount purchased by the previous two companies in the 30 years prior to CTA ownership and operation.

Deliveries are being received each week from the latest series of new equipment purchases of 550 propane buses, 349 trolley buses and 200 subway-elevated cars.



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