



NEW LINCOLN-DOWNTOWN PROPANE BUS SERVICE

Begins Sunday, March 11, 1951

Conversion of the Lincoln-Downtown Route to propane bus service beginning Sunday, March 11, 1951, marks the completion of current modernization plans for the Lincoln Avenue line. Effective on that date, Lincoln-Indiana Through Route No. 3 will be replaced by the following service:

1. LINCOLN-DOWNTOWN ROUTE

Modern, odorless 51-passenger propane fueled buses, replacing streetcars, will operate south in Lincoln Avenue from Peterson to Wells Street, south to Illinois Street, east to La Salle, south to Wacker, east to Clark, south to Adams, west to La Salle, north to Illinois and then back to Peterson by way of Wells and Lincoln Avenue.

The Lincoln-Wells route, which was converted to propane bus operation recently, will continue as at present.

2. INDIANA AVENUE ROUTE

Streetcars will operate in Indiana Avenue from 51st Street to Cermak Road, west to Wabash, north to Harrison, west to State, north to Lake, east to Wabash, and then south in Wabash over the inbound route to 51st and Indiana. During the Owl period only, Indiana streetcars will continue to operate north in Wabash Avenue to Garland Court, in the downtown area, and then return south in Wabash Avenue.

CHICAGO TRANSIT AUTHORITY



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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 C.T.A. surface system start on routes with modern equipment. By May 1, 1951, 255 additional new motor and trolley buses will be placed in service. The CTA will then have modernized 1,000 of its 1,500 miles of surface routes. The Logan Square-Milwaukee Subway route has been completely equipped with the latest type of all-metal, streamlined cars, and the Ravenswood route is being equipped.

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