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*building*

*today*

*for a*

**BETTER TOMORROW**

● Construction work is a sign of progress. Without it no city can flourish, or long retain its economic vigor.

Chicago is noted as a city of progress. In its "yesterdays" it built the city of today—a city of towering skyscrapers, scenic lakefront drives and beautiful parks and playgrounds; a city that is the world's railroad center, the hub of the nation's air transport, the meat-packing and livestock marketing capital of the nation, the manufacturing, production, distribution and financial mart for the great midwest.

In the arts and sciences, and in cultural and educational fields, Chicago has also established and is maintaining a position of leadership among the nation's metropolitan centers.

Chicagoans are rightly proud of their city, and the indomitable "I Will" spirit that has lifted it from the mud flats of pioneer days to its present place of prominence.

And we are still building—Building Today for a Better Tomorrow.

## **BUILDING TODAY**

Among the civic improvement projects that we Chicagoans have underway now is the Congress Street Superhighway—a magnificent, eight-mile stretch of multi-lane, grade-separated highway extending from

the Loop westward across the breadth of the city to the corporate limits, and even beyond.

This \$90,000,000 project is of special concern to Chicago Transit Authority and its patrons for it is providing in its median strip a high-speed, below-grade rapid transit facility to be used exclusively by rapid transit riders.

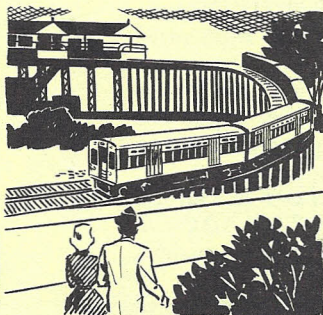
There is no magic power, however, that can or will bring the benefits of this high-speed rapid transit facility into existence without a period of inconvenience.

We are now in this period of inconvenience—the inevitable, inexorable price of civic progress.

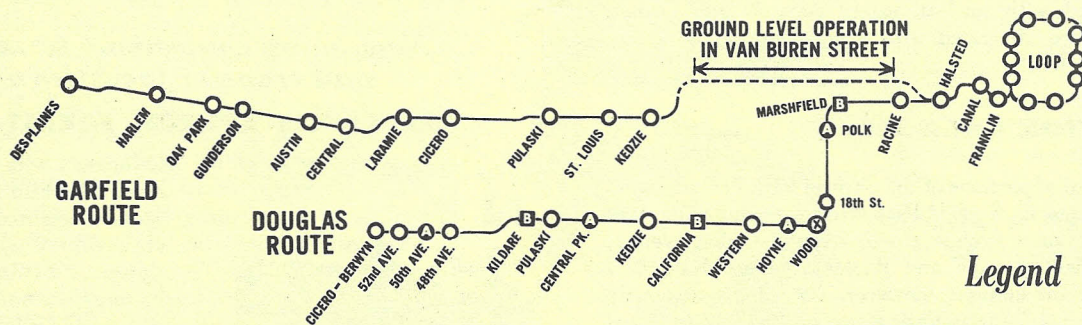
## ***“L” Service to be Revised on or about September 13, 1953***

Substantial revisions of Garfield Park “L” service, effective on or about September 13, 1953, provided certain agreements have been signed by then, or at a later date to be announced, have become necessary as the Congress Street Superhighway enters a new phase of construction. Portions of the Garfield “L” structure must be torn down to clear the way for expanding work on the highway.

Only minor revisions are required on the Douglas Park “L” at this time.



## **GARFIELD AND DOUGLAS PARK “L” ROUTES STATION MAP**



### ***Legend***

- ELEVATED
- Ⓐ Stations Served by 'A' trains
- Ⓑ Stations Served by 'B' trains
- Stations Served by All trains
- ⓧ Partial service local or 'B' trains



*Details of the revised services follow:*

## **GARFIELD PARK "L" ROUTE**

Between California Avenue (2800 West) and Racine Avenue (1200 West) Garfield Park "L" trains are to operate at street level in a new, fenced-in portion of Van Buren Street. Ramps have been constructed leading from the street to the Garfield Park "L" structure at Sacramento Avenue, on the west, and at Aberdeen Street on the east.

There are to be no stations between Kedzie Avenue and Halsted Street while trains are operating in this new street-level right-of-way. No passengers can be picked up or discharged in this area.

OPERATION OF "L" TRAINS AT STREET LEVEL IN VAN BUREN STREET will be *WESTBOUND ONLY* during the first week of street-level service. Eastbound trains, during that week, will continue to operate on the "L" structure, making all stops in the area between Kedzie Avenue and Halsted Street. Eastbound trains will begin operating in the Van Buren street-level right-of-way during the second week of street-level service.

To keep Garfield Park "L" service moving as rapidly as possible, the new street-level right-of-way has been equipped with modern safety controls and signals which are integrated with traffic lights at all intersecting streets.

## **STATION CHANGES:**

Removal of portions of the Garfield Park "L" structure eliminates six Garfield Park stations — California Avenue, Western Avenue, Hoyne Avenue, Ogden Avenue, Marshfield Avenue and Racine Avenue. Marshfield and Racine stations, however, are being temporarily retained as Douglas Park stops, but *will not be served* by Garfield Park trains operating at street level at those locations. Halsted Street becomes the transfer point for passengers who use both Garfield and Douglas Park service on their trips. These transfers have been made at Marshfield Avenue in the past.



At the same time, to further minimize delays which may result from street-level operation, service is being discontinued at five additional Garfield Park "L" stations, where patronage has been very light for many years. These stations are: Garfield Park, Tripp, Kilbourn, Lombard and Home. The latter two stations are located in Oak Park.

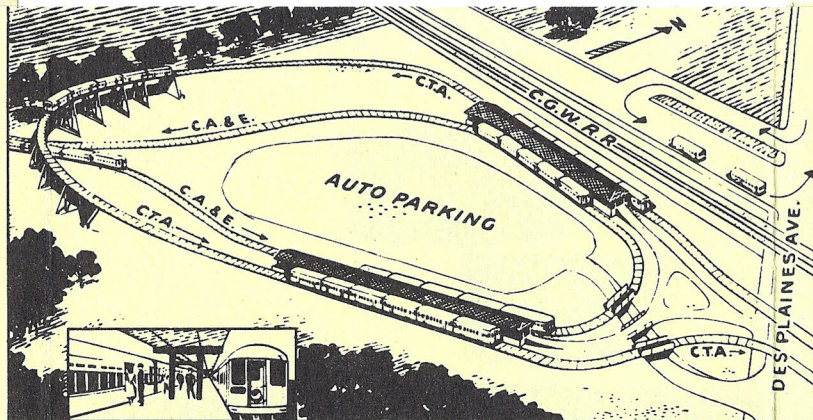
"A" and "B" express service is being discontinued with the inauguration of service at grade level in Van Buren Street. All Garfield Park trains will make all stops.

UNDER THE REVISED SERVICE PLAN, the Garfield Park "L" is to operate between Desplaines Avenue, Forest Park, and the Loop area daily, including Sundays and holidays. *Westchester-Forest Park Extension Buses* are to provide service between the new terminal at Desplaines Avenue, Forest Park, and Maywood, Bellwood and Westchester daily, including Sundays and holidays, operating over the present week-day route. At present, the terminal of the Garfield Park "L", on Sundays and holidays, is at Laramie Avenue, and two bus lines (connecting with the Lake Street "L") provide service in the city and suburban area west of that point. This latter arrangement is being discontinued with the re-establishment of through service to Desplaines Avenue on Sundays and holidays.

## New, more convenient terminal and transfer facilities at

### DESPLAINES AVENUE, FOREST PARK

Coincident with the revision of Garfield Park "L" service, required by construction work on the Congress Street Superhighway, eastbound trains of the CHICAGO AURORA AND ELGIN RAILWAY will terminate at Desplaines Avenue, Forest Park. CA&E passengers will use Garfield



Park "L" trains between that point and the central business district, upon payment of established CTA fares. This arrangement will provide service direct to the downtown "L" Loop for CA&E riders and will, in addition, give them transfer privileges to and from CTA surface vehicles.

TO PROVIDE FOR RAPID, EFFICIENT TRANSFER OF PASSENGERS between CA&E and Garfield Park "L" trains, and to effect a more convenient transfer for riders of Westchester-Forest Park Extension Buses, extensive new transfer facilities are being established on the west side of Desplaines Avenue.

Two "island" transfer platforms are being built and a bridge is being constructed so that there will be no "grade crossing" of CTA and CA&E trains in the terminal area.

AT THE INBOUND PLATFORM, terminating eastbound CA&E trains will discharge passengers. *CA&E RIDERS* will make direct platform transfer to eastbound Garfield Park "L" trains, paying CTA fares at agents' booths or dropping large rapid transit tokens in any of the turnstiles on the terminal platform. Surface System transfers will be issued to CA&E riders at Desplaines Terminal upon payment of CTA cash or token fares. *WESTCHESTER-FOREST PARK EXTENSION BUS RIDERS* will transfer to eastbound "L" trains at this platform, without crossing heavily-traveled Desplaines Avenue.

AT THE OUTBOUND PLATFORM, terminating west-

ARTIST'S CONCEPTION of the temporary terminal facilities planned for the exchange of passengers between Garfield Park "L" trains, Westchester-Forest Park buses, and Chicago Aurora and Elgin trains. The automobile parking area is not included in the construction of the initial terminal facilities which are to be placed in service on or about September 13, 1953, but will be available to CTA patrons within a few weeks after that date. Modern all-metal rapid transit cars shown in the sketch will not be available for Garfield Park service until a later date.

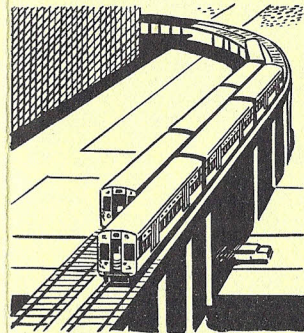
bound Garfield Park "L" trains will discharge passengers. *CA&E RIDERS* will make direct platform transfer to westbound CA&E trains. *WESTCHESTER-FOREST PARK EXTENSION BUS RIDERS* will make a convenient transfer to westbound buses just north of the

new terminal. The location of the new platform will eliminate the necessity for CTA riders to cross heavy traffic in Desplaines Avenue to board the extension buses as at present.

TO SAVE TIME and help speed service, CA&E riders are urged to purchase CTA rapid transit tokens IN ADVANCE. The rate is 5 for 90c. These tokens will be available at the CA&E stations and may, of course, also be obtained at any CTA middle-zone rapid transit station.

## GARFIELD PARK "L" SCHEDULE DATA

Frequency and volume of Garfield Park "L" service will be substantially increased. In the morning rush hours, 39 additional cars will be scheduled, and in the evening peak period, 50





cars will be added. Intervals between trains in the morning rush period and the midday will be about the same as at present. In the evening rush, however, trains will operate at intervals of  $2\frac{1}{3}$  to  $4\frac{2}{3}$  minutes, compared to a present headway of 4.3 minutes.

**SCHEDULED RUNNING TIME** between the Loop and the west terminal at Desplaines Avenue, Forest Park, will be 43 to 45 minutes.

## **DOUGLAS PARK "L" ROUTE:**

Douglas Park "L" trains are to continue for a time to operate over their present route between Cicero-Berwyn Terminal (5400 West) and the central business district. *Douglas Park Extension Bus Service*, operating in Cermak Road between the Cicero-Berwyn Terminal and Harlem Avenue (7200 West), also remains unchanged.

Only three minor station changes are being made on the Douglas Park "L" at this time. They are: *Marshfield Avenue*, now an "All-Stop" station, will become a "B" station; *Racine Avenue*, now a "B" station, and *Halsted Street*, now an "A" station, will become "All-Stop" stations. Halsted station will serve as the point of transfer between the Douglas and Garfield services.

Within about six months, continuing work on the superhighway will require the removal of the remaining tracks used by Douglas Park trains between Marshfield and Racine Avenues. When that becomes necessary, Douglas Park trains will enter the Loop area via the Lake Street "L".

This will be made possible by building a connection between the present Douglas Park "L" structure (near Paulina Street) and the route formerly used by Logan Square trains, also along Paulina Street. A new ramp is being constructed at Lake Street which will permit Douglas Park trains to operate to and from the downtown district over the Lake Street "L" route.

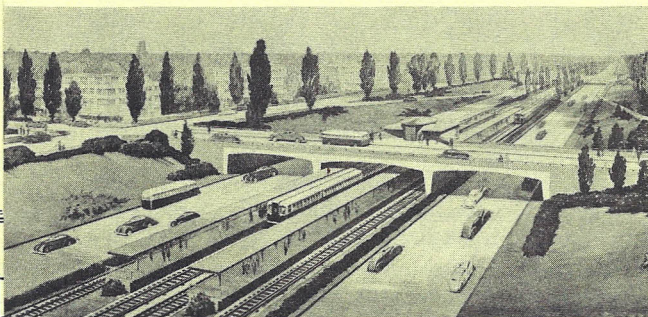




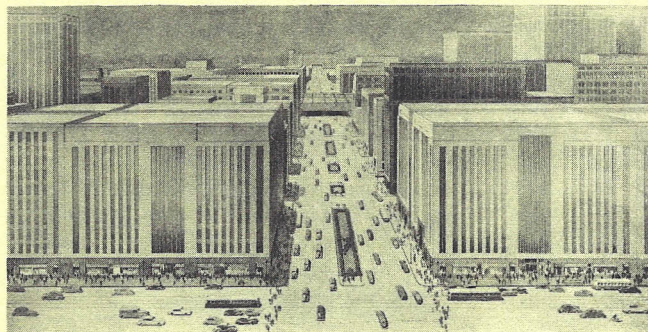
## WEST SIDE RAPID TRANSIT IN THE FUTURE

Completion of the Congress Street Superhighway development (late in 1955) will assure modern, high-speed, grade-separated service for west side transit riders.

New all-metal rapid transit cars, similar in design to those now operating on CTA "L" and Subway routes will carry Garfield Park riders in an open-cut median strip in the superhighway. Plans provide for this express right-of-way to extend as far west as Desplaines Avenue, Forest Park, where the direct interchange of passengers with CTA Westchester-Forest Park Extension Buses and Chicago Aurora and Elgin trains would continue as outlined previously in this folder.



*This is an artist's conception of a section of the Congress Street Superhighway as it will appear when completed. It shows the west side "open-cut" rapid transit tracks in the median strip, an overpass bridge and a typical transit station, as well as four lanes of highway for automobiles, in each direction.*



*Looking west from State Street, this sketch shows the new highway routed through the LaSalle Street Railway Station and in the distance through an arcade in the United States Post Office Building.*

*Wells Street Plaza is the name given to this giant traffic exchange point which will link the Congress Street Superhighway and South Wacker Drive, east of the United States Post Office, bounded by the south branch of the Chicago River, Harrison, Wells and Van Buren Streets. Turning automobile traffic will be distributed by way of Franklin Street and through the lower level of Wacker Drive.*

