



## **Announcing New Ashland Avenue Bus Service**

Two million dollars worth of CTA's sleek, new, odorless, propane buses are replacing the old red streetcars on the 17-mile long Ashland Avenue route, effective Monday, February 15, 1954.

Ninety-nine of these latest type buses, just received from the Twin Coach-Flexible Company, the manufacturer, are retiring 90 streetcars. Red streetcars have operated on Ashland Avenue for more than a generation.

Two special bus services, between 95th and Ashland and the Downtown Loop, and an experimental service from inside the Union Stockyards to 95th and Ashland, are to be operated in connection with the main bus route.

### **Main Route Modernized**

The main route itself is being modernized to meet changes in travel requirements. Throughout its entire length, from a north terminal in the vicinity of Irving Park, Southport and Clark and a south terminal via 94th, Beverly and 95th, the revised route will operate on Ashland Avenue. Presently Ashland Avenue streetcars operate on Paulina Street between Lake Street and Roosevelt Road.

Abandonment of operations on Paulina Street, a heavy north-south truck route, is eliminating four slow, left turns into and out of Ashland Avenue and

a detour from the main route that adds one-quarter mile and two minutes running time to each trip. The flow of all traffic in Ashland Avenue is expected to be speeded up by the elimination of the present turning movements at Lake Street and at Roosevelt Road.

Scheduled operating intervals on the main line are as follows: Morning rush period,  $1\frac{1}{2}$  minutes in the south section of the route, 3 minutes in the north section; Midday,  $6\frac{1}{2}$  to 7 minutes; Afternoon rush,  $1\frac{1}{2}$  minutes in the south section, and 3 minutes in the north section; Evening, 8 minutes; Owl 30 minutes.

The Ashland Avenue main line connects with approximately 45 CTA surface routes, directly serves three rapid transit routes (Lake, at Ashland Station; Douglas, at Marshfield Station; and Logan Square, at Division Station) and indirectly serves the Ravenswood rapid transit route at Paulina Station where a walking transfer is permitted.

## **Ashland - Downtown Route**

The Ashland-Downtown routing is being revised to make direct connections, northbound in the morning and southbound in the afternoon, with rapid transit all-express service at the 63rd and Loomis Station, Monday through Saturday morning. This service operates between 6:00 a.m. and 8:30 a.m., and between 3:30 p.m. and 6:00 p.m., six days a week.

In making this contact with the 63rd-Loomis rapid transit station, CTA is giving further recognition to the increasing demand for direct connection services enabling greater use of the rapid transit and surface systems in combination riding. The need for this use of the two systems is particularly apparent in the southwest section of the city.

The downtown routing of the Ashland-Downtown line is also being changed. Instead of operating inbound via Archer, to State, to Polk, to Dearborn, to Lake and to State, the new route is to operate from

Archer to Clark, to Polk, to Dearborn, to Randolph, to Clark, to Archer, and south in Ashland. Northbound in Dearborn, the Ashland-Downtown buses are to use the west transit lane. Southbound in Clark, the buses are to operate in the streetcar lane. Near side stops are to be made throughout the route.

### **Stockyards Bus Service**

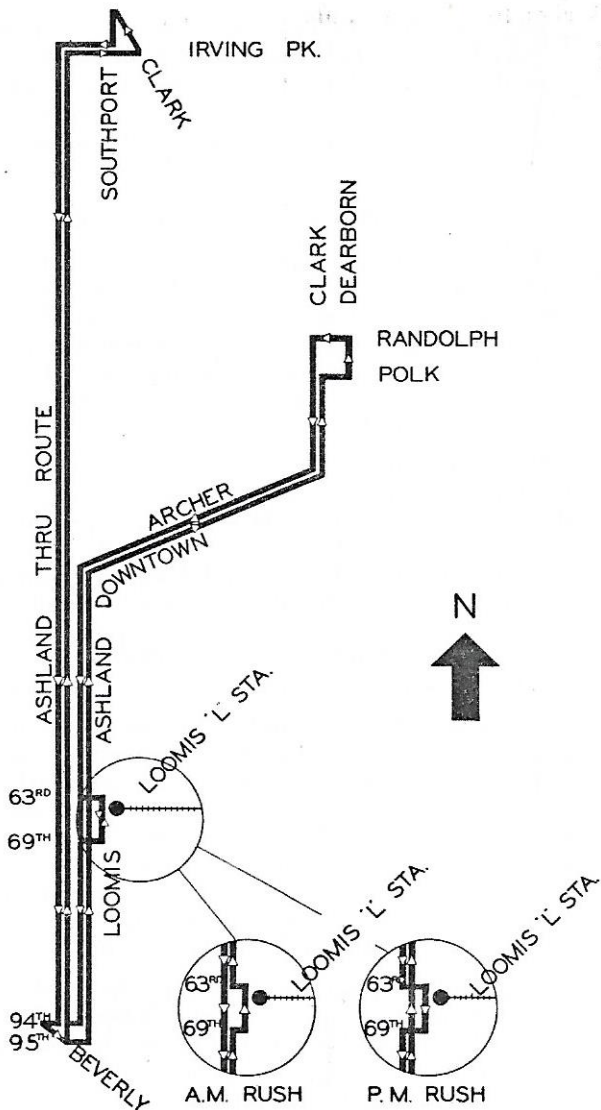
The experimental special service from the Union Stockyards is completely new. It is the initial operation of either buses or streetcars into the farther reaches of the stockyards area, and was made possible only by the cooperation of the packers. The life of this service depends primarily upon the volume of patronage accorded it.

Buses in this special service, which is to operate southbound in the afternoon rush only, Monday through Friday, are to start from a turn-around and passenger terminal on Swift's private lot on the northeast corner of 42nd and Packers, immediately adjacent to Swift's rapid transit station, and proceed west on 42nd Street to Ashland. Approximately 80 per cent of the workers in the west section of the Yards are within two blocks of the terminal.

Primarily this terminal is to serve employes in nearby Swift and Armour buildings, but transfers from the Stockyards "L" are to be accepted at this point, thereby enabling workers in the northeast section of the Yards to travel by "L" to the bus terminal. Outbound pickup stops are to be made near Armour's laboratory, and at 42nd and Ashland, where workers desiring northbound service may transfer to the Ashland Avenue main line.

Approximately 25 buses are to be used in this special inside-the-yards service. Between 3:32 p.m. and 4:32 p.m., 10 buses are to be dispatched; between 4:32 p.m. and 5:32 p. m., 10 buses, and between 5:32 p.m. and 6:00 p.m., four or five buses.

Southbound in Ashland Avenue these buses are to make all regular stops for alighting and boarding passengers.



ASHLAND AVE. BUS LINES

