



SERVICE REVISIONS
AFFECTING
DOUGLAS PARK
AND
LAKE STREET
ELEVATED ROUTES

Due to Congress Street
Expressway Construction Work

EFFECTIVE
APRIL 4, 1954

Due to advancing construction work on the Congress Street Expressway, Douglas Park elevated trains are to enter and leave the Loop by way of the Lake Street elevated, effective Sunday, April 4.

This rerouting permits the removal of another section of the "L", the stretch just south of Van Buren Street between Paulina Street and Sangamon Street and the south two of the four tracks between Sangamon Street and Halsted Street, to make way for the new Expressway.

Just last September, Garfield Park rapid transit trains were removed from the "L" structure between California Avenue and Racine Avenue, and placed in a specially prepared right-of-way at street grade, paralleling Van Buren Street, so that the section of the "L" structure between California Avenue and Paulina Street could be removed for Expressway construction.

Coincidentally with the service revisions on April 4, approximately 30 of the "Green Hornet" type cars, sufficient to operate base period service, make their initial appearance on the Garfield Park route. These cars will also operate in that service during the rush periods of the day. Douglas Park route now has enough of the new type "Green Hornet" cars to fill service requirements of the line during the off-peak periods of the day.

Under the revised routing, Douglas Park trains are to use a section of the former Logan Square "L" route, between Congress-Paulina and Lake-Paulina, in making the connection with the Lake Street "L". Special track work, power distribution facilities, signal and interlocking equipment have been installed for this revised routing.

With the change in operation, scheduled running time to the Loop from the western terminal at 54th Avenue and Cermak Road, Cicero, will remain substantially

the same, but Marshfield and Racine stations are being torn down, and service at other stations on the Douglas Park and Lake Street routes is necessarily being revised.

Douglas Park trains will not serve Halsted and Van Buren station and Canal and Franklin stations, but Garfield Park trains, operating at street-level between California and Racine Avenues, will continue to serve these three stations.

Polk Street station on the Douglas Park route, which is now an "A" station, becomes an "All-Stop" station.

Ashland station on the Lake Street route, now a "B" station, becomes an "A" station, and the Ogden-Loomis station on the Lake Street route is being discontinued. Clinton station on the Lake Street route remains an "A" station and is designated "Clinton Transfer." It becomes the interchange point between Douglas Park and Lake Street trains. The mezzanine passageway at this station will permit passengers to transfer between routes and reverse direction of travel without going to the street or paying another fare.

A more detailed description of operations at all stations affected on the Lake Street route follow:

Ashland becomes an "A" station on the Lake Street route.

Halsted becomes a "B" station on the Lake Street route. It becomes a "B" station on the Douglas Park route during rush hours only.

Clinton

Transfer becomes an "A" station on both Lake Street and Douglas Park routes in rush hours and an "All-Stop" station on both routes during non-rush periods.

Ogden to be discontinued. For the benefit of passengers who now use Ogden station, the Ashland station platforms

will be extended 200 feet eastward with stairways provided at Justine Street, only a little more than one standard city block from the west line of Ogden Avenue.

The routing of the Douglas Park line into and out of the Loop via Lake Street provides convenient "L" transportation for persons traveling between the area immediately west of the north end of the loop, including the Northwestern Station, and the Chicago Medical Center district. They can board a westbound Douglas Park train at Clinton station on Lake Street and ride to the Polk station, which is adjacent to the east side of the Medical Center.

Loop-bound Douglas Park riders destined for Franklin, Canal or Halsted stations on the Garfield Park route transfer to westbound Garfield Park trains at Madison and Wells station. In the opposite direction, these riders transfer from eastbound Garfield Park trains to Douglas Park trains at State and Van Buren station.

Appropriate signs, posted at all stations where service revisions are required, properly inform and direct CTA riders.

