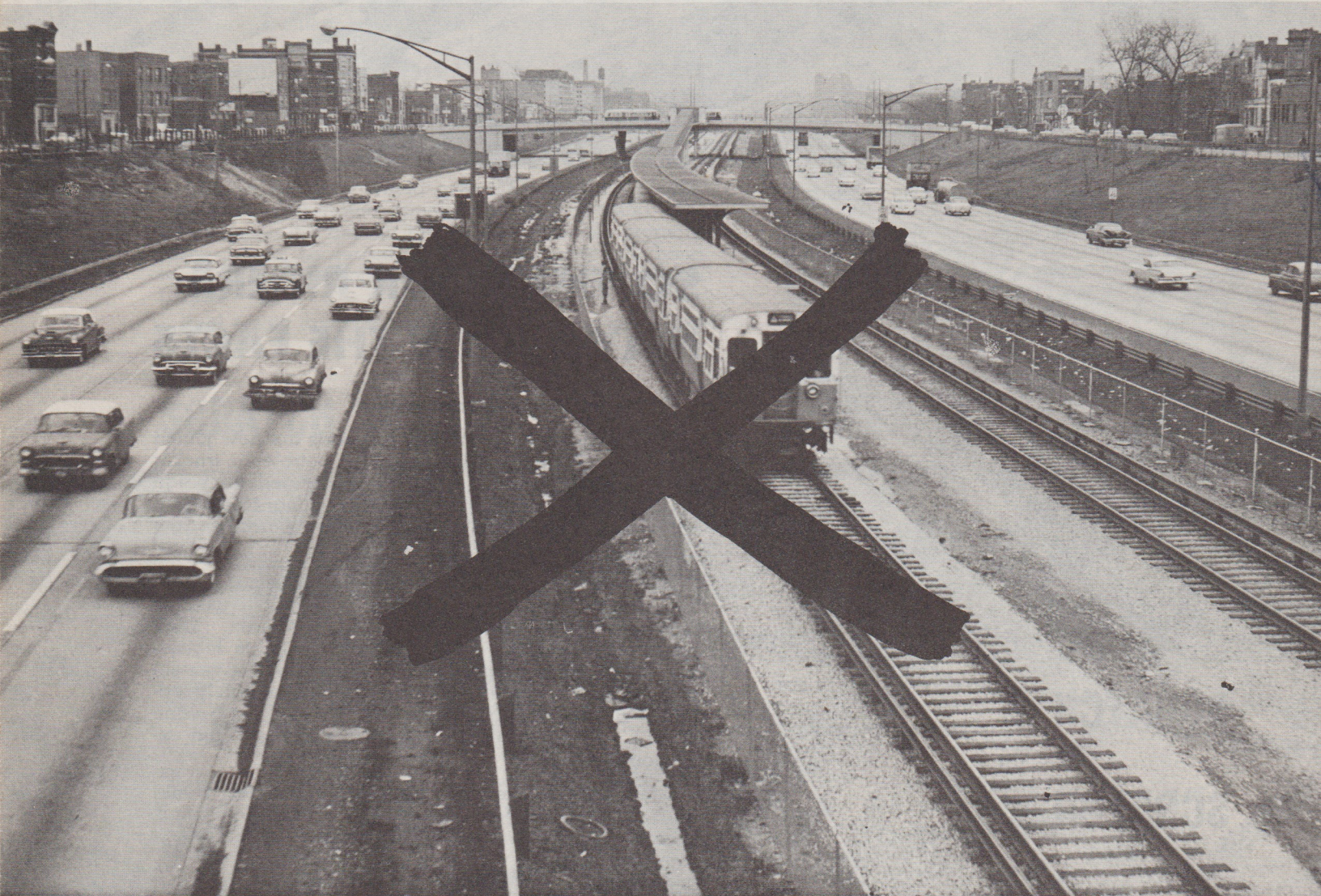
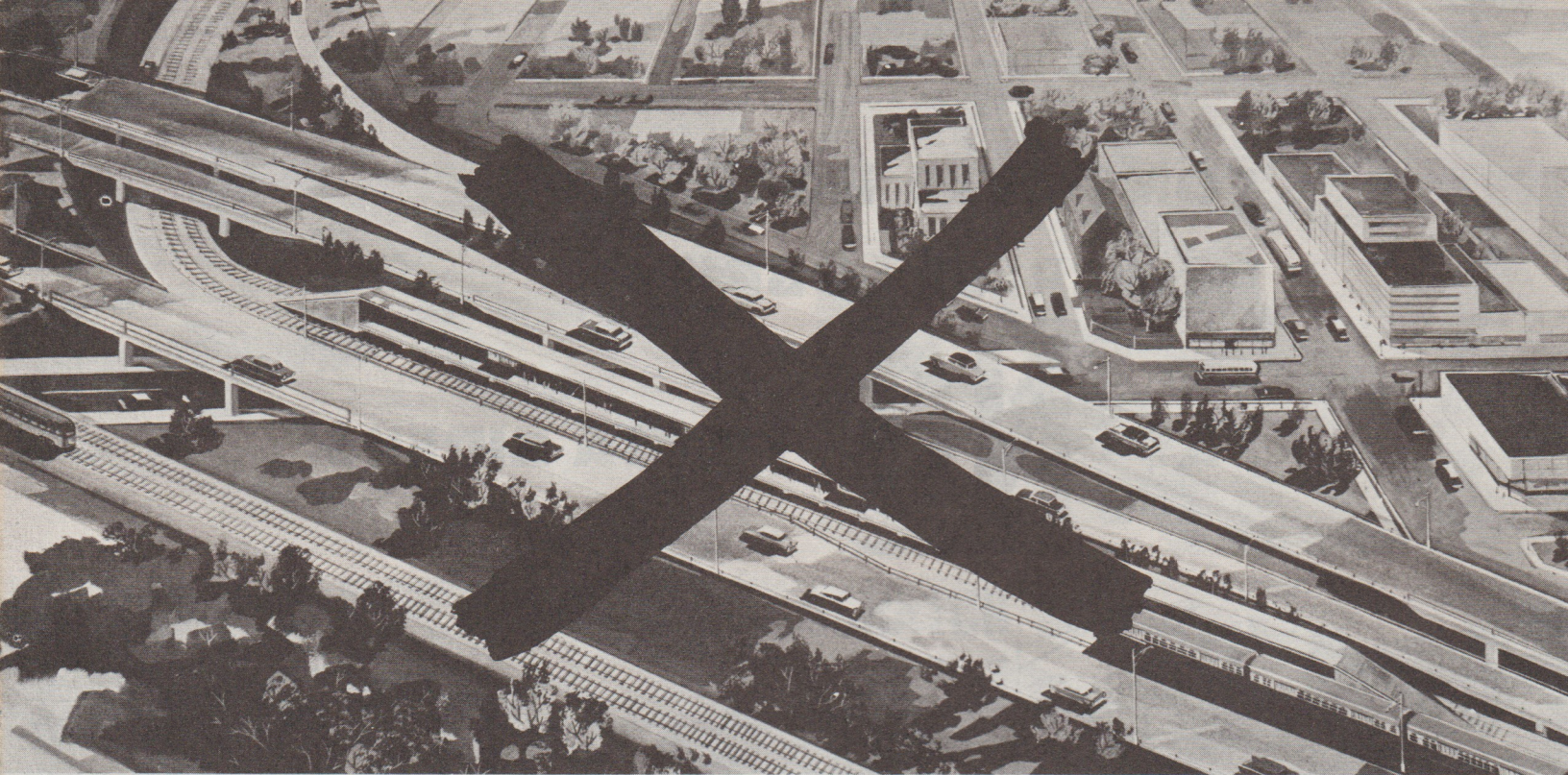


**COMMUTER ROADS AND
POWERFUL LOBBIES**

SAY NO TO CTA RIDERS



**No More Modern Rapid Transit Like
The CONGRESS EXPRESSWAY Service**



SCRATCH

PROPOSED RAPID TRANSIT
FACILITIES IN
NORTHWEST EXPRESSWAY

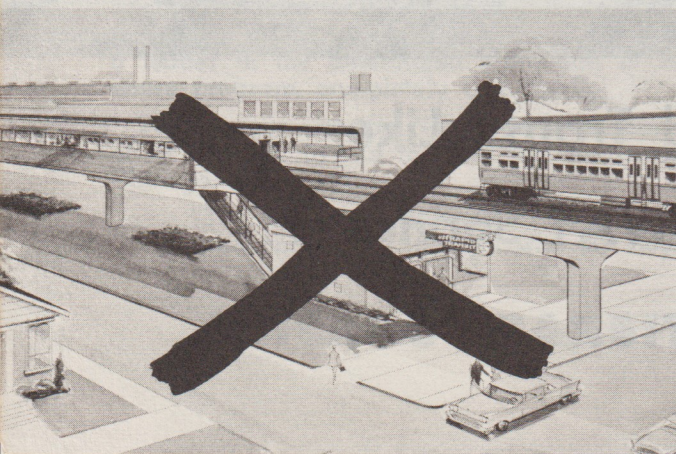


SCRATCH

PROPOSED RAPID TRANSIT-BUS
INTER-CHANGE FACILITIES
AT CUMBERLAND TERMINAL

SCRATCH

DOUGLAS PARK
GRADE SEPARATION
ON STRUCTURE



SO THAT OUR RIDERS MAY KNOW THE FACTS

The pressure is on—and how!!!

Five of Chicago's commuter railroads are now joined with the power-packed lobbies of the petroleum, trucker and motor club interests in a no-holds barred campaign to defeat CTA's legislative program for financing faster, safer, more extensive, modern grade-separated rapid transit.

The railroads are urging citizens, principally their suburban commuters, to demand that their legislative representatives vote against CTA's program. They would prevent CTA from complying with its legislative mandate to provide unified, attractive, convenient and modern service in Chicago and immediately adjacent areas. They would **SCRATCH OUT** everyone of CTA's proposed rapid transit improvement and extension projects.

The railroads, like their campaign associates, would forever prevent Chicago and these intermediate areas from having any major improvements or extensions of rapid transit.

Direful, indeed, are the results they forecast in the event of favorable action on CTA's bills. Real estate taxes would soar; property values would slump; the commuter railroads would fold.

In sharp contrast, CTA has presented a reasoned, factual case directly to the Legislature, as, indeed, we should. We have been forthright and candid, and we shall continue to be.

We will not resort to pressure and scare tactics—because we sincerely believe that the serious problems of metropolitan area transportation must be solved

logically and fairly on the basis of over-all community need, not on the basis of the desires of any one particular group or groups.

The reasoned judgment of the Legislature on the facts that we have presented in a direct and forthright manner should prevail.

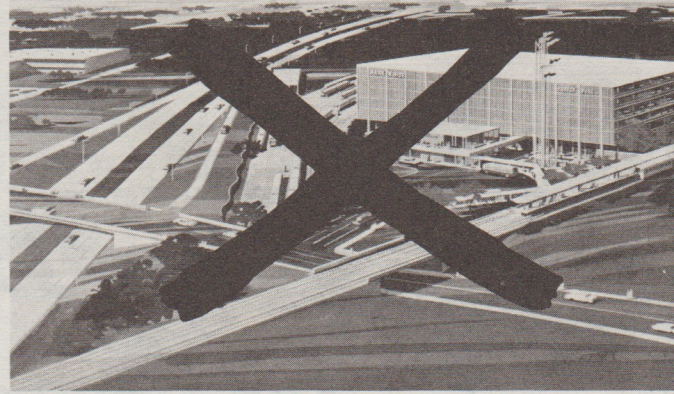
THE FINANCIAL PROGRAM

Every fair-minded citizen will agree, we believe, that there is urgent need for more, safer and faster grade-separated rail transportation; that we must concentrate on moving masses of people in the rush hours, not just lightly-loaded automobiles. We've tried the latter and it hasn't worked. More than one billion dollars has been spent in the area in recent years for highways for automobile transportation; now there is talk of spending another billion because traffic congestion continues to worsen.

The financing program that CTA has presented to the Legislature is based on a modified pay-as-we-go plan. The key measure would permit the levy of a county-wide one cent gas tax for construction or purchase of transit facilities.

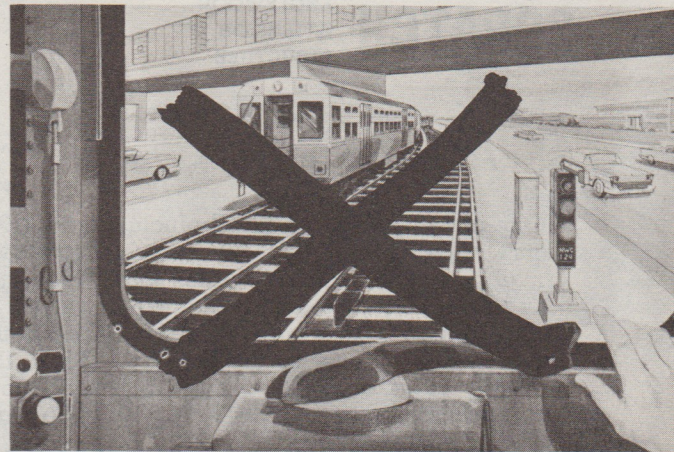
Another measure would give CTA bonding power, subject to referendum approval, so that it could start promptly on the highest priority projects. No property taxes would be levied, however, to retire the bond issue. Proceeds from the gas tax would pay off the bonds.

Real estate taxes, therefore, would not be increased one iota.



SCRATCH

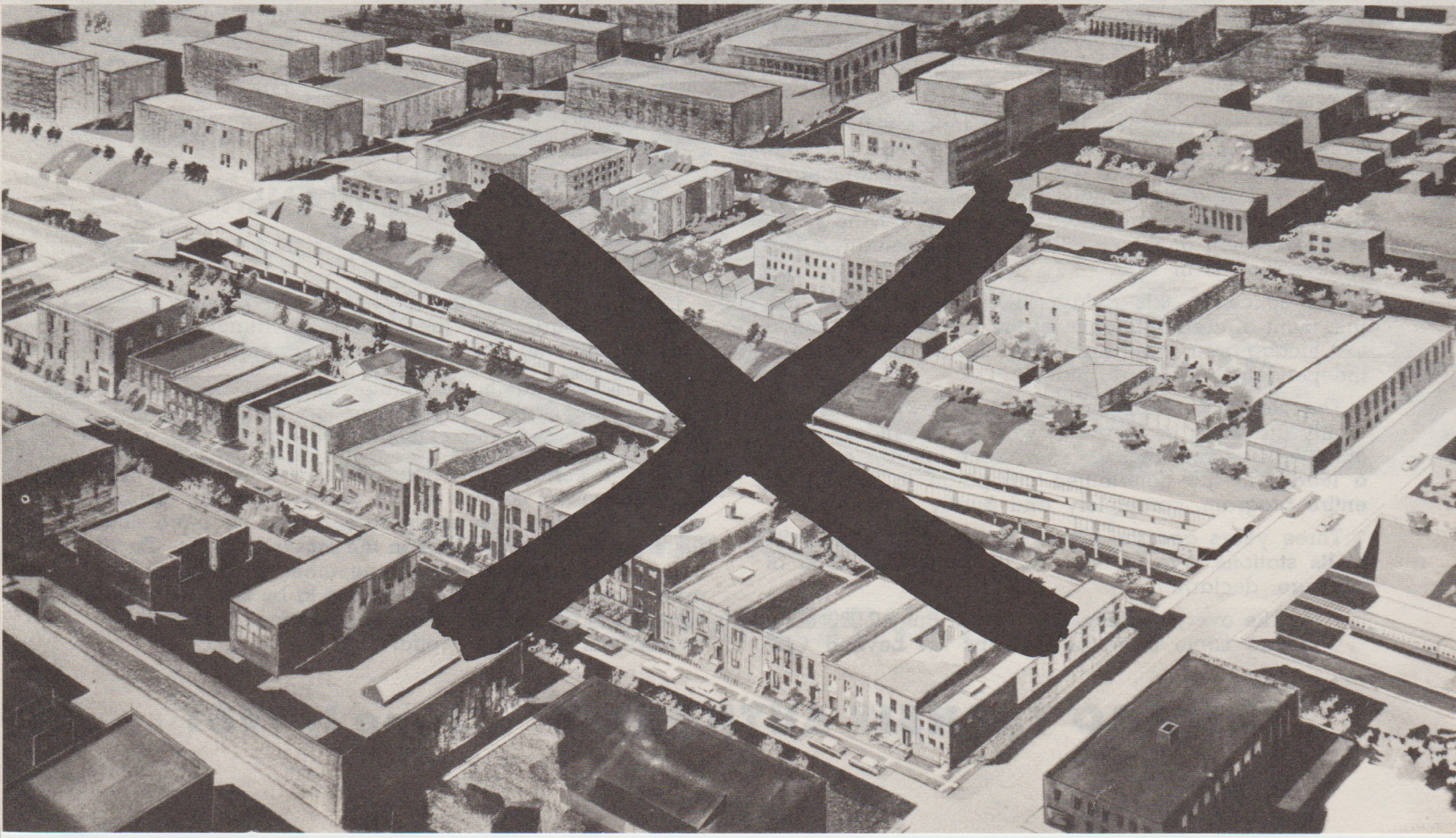
PROPOSED PARK-'N'-RIDE
GARAGE AT
FOREST PARK TERMINAL

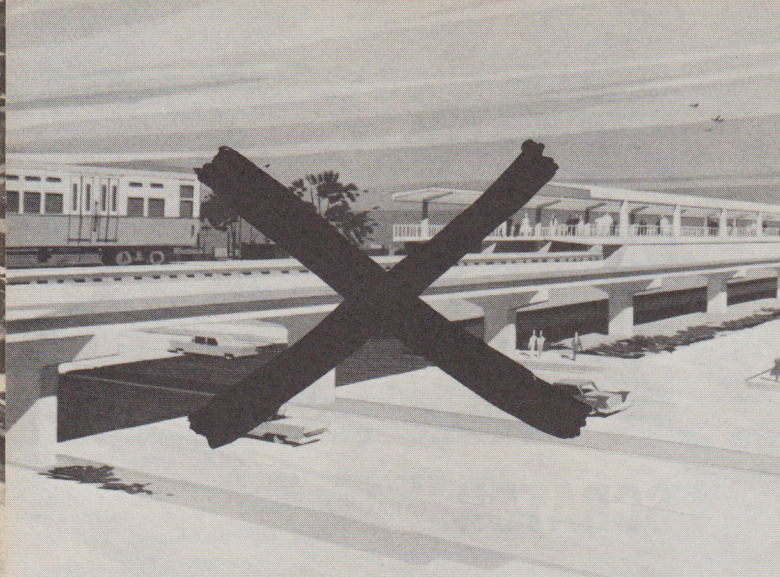


SCRATCH

BLOCK SIGNAL AND
AUTOMATIC TRAIN
CONTROL SYSTEM

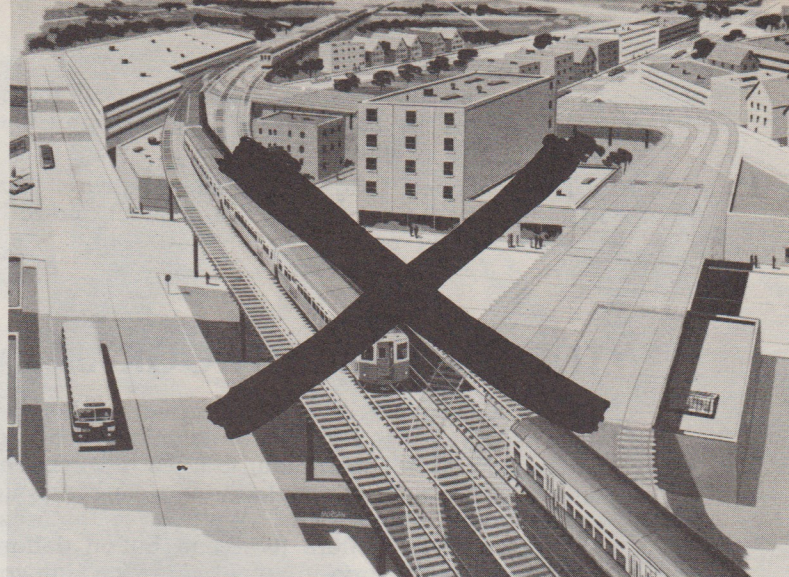
SCRATCH RAVENSWOOD GRADE
SEPARATION IN CUT





SCRATCH

ENGLEWOOD
EXTENSION ON
STRUCTURE



SCRATCH

EASING
SHARP CURVES

BREACH OF FAITH

One of the projects originally included in CTA's rapid transit improvement and extension program was construction of rapid transit facilities in the median strip of the recently completed \$237,000,000 Northwest expressway. This project would extend rail rapid transit to the 389,000 residents of northwest Chicago, thus substantially expanding the service and economic benefits derived from rapid transit in the Chicago area.

When this project was proposed, and the median strip had been reserved for rail transit, the Chicago and North Western railway did not object. Recently, however, the North Western came forward with objections. It suggested that our efforts to advance the project should be deferred pending a study by independent engineers, jointly retained and financed, to determine whether an extension of rapid transit into northwest Chicago is needed.

We did not question the good faith of the North Western in making this proposal. We accepted their offer at face value, fully realizing that the engineering study, requiring six months, would effectively prevent us from seeking financial aid specifically for the northwest extension at this session of the Legislature. The next session is in 1963.

We conceded this delay, fully confident that our judgment of the importance of the northwest extension to Chicago area rapid transit will be sustained by the independent engineers' findings.

The North Western management, however, is evidently unwilling or fearful to wait for the independent engineers' report, and has now come into the open as a leader in the determined campaign to kill CTA's entire program, completely and finally.

Three years ago the North Western abandoned 22 of its stations, five of them in the northwest area of Chicago, declaring:

"The overwhelming majority of our 40,000 commuters come from the suburbs far beyond Chi-

cago's city limits. Much of our equipment is tied up in costly and unnecessary Chicago local service . . . In this short-haul Chicago area North Western finds itself competing uneconomically with the vast network of CTA transportation . . . especially designed to serve local needs."

There stands revealed the basic reason for the commuter railroads' opposition. They cannot compete with CTA's closer-in, fast, frequent, lower fare round-the-clock rapid transit service.

Therefore, since they cannot adequately serve the closer-in areas, the commuter railroads are evidently unwilling to let CTA obtain funds to improve its existing rapid transit service and facilities, or to extend modern, convenient and attractive rapid transit service into sections of its operating territory presently without rapid transit.

COMMUTER AND TRANSIT SERVICES ARE COMPLEMENTARY

Joined with the North Western in all-out opposition to CTA's program are the Milwaukee, Illinois Central, Rock Island and Burlington managements.

We regret that the commuter railroads have taken such a short-sighted position on this constructive program to improve and extend rapid transit.

There is certain to be need for more and better long-haul commuter service in the fast-growing, far-distant suburbs. There now exists urgent need for more and better rapid transit service in the closer-in areas. Each must be complementary to the other if the Chicago area's transportation problems are to be solved before continually worsening traffic congestion permanently impairs our economic welfare.