

OPEN HOUSE



CONGRESS TERMINAL INSPECTION SHOP

JULY 27, 1962 7:30 P.M.—10:00 P.M.

Welcome to the Open House at this new Inspection and Service Shop. We are grateful to you for your presence . . . and the opportunity it affords CTA to show you . . . our friends and patrons . . . this segment of behind the scenes activities where skilled men and modern shop tools are combined in maintaining our equipment in good, sound operating condition day in and day out. This modern structure of pleasing appearance and utility symbolizes our constant efforts to improve service--and to be good neighbors wherever our facilities are located.

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Chairman, Chicago Transit Board

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about the new inspection and service shop

Another significant advance in CTA's modernization program is registered with the completion of the inspection and service shop at the Congress terminal, Forest Park, which is being pre-viewed tonight (Friday, July 27, 1962) at an open house for the general public and CTA employees.

Constructed at a cost of approximately \$970,000, the new shop is one of the most modern of its kind in the nation. Covering a floor area of about 26,000 square feet, it provides complete inspection and maintenance facilities for rapid transit cars operating on the Congress, Douglas, and Milwaukee routes.

First new rapid transit shop installation in 30 years, the new facility is the latest addition to CTA's modernization achievements for which a total of \$175,000,000 has been invested or obligated in more than 15 years to improve transit service.

The new shop is a major unit in the west terminal complex for the Congress rapid transit route in the median of the Congress Expressway, a pioneering project integrating rail and automobile transportation which was sponsored and financed jointly by the City of Chicago, the County of Cook, the State of Illinois, the Federal government, and Chicago Transit Authority.

When completed, the Congress terminal will comprise facilities costing approximately \$3,181,000. Expenditures to date include \$398,700 for terminal real estate; \$73,700 for parking lots; \$612,300 for temporary track and station structures; \$891,600 for permanent trackage, signals and power distribution system, and \$970,000 for the inspection and service shop. Scheduled are a transportation building, completion of the permanent station, and other units costing an estimated \$235,000.

Special emphasis has been placed on creating an attractive external appearance of the shop building. The building is faced with yellow brick interspersed with glass panels. On the wall paralleling the Congress Expressway, stainless steel and plexiglass letters, two and one-half feet in height, spell out Chicago Transit Authority. The letters are backlighted at night. A large CTA emblem in plastic decorates the west wall of the building. Another feature is a six and one-half foot high serpentine wall which extends from the west property line to Desplaines Avenue facing Congress Expressway.

The new shop is large enough to accommodate 12 rapid transit cars at a time. It is so arranged that service, maintenance and repairs can be performed on a production line basis. Overhead cranes and monorails are provided for the handling of heavier parts.

Cars to be serviced are run over a cleaning pit where all the vital underparts can be thoroughly cleaned before entering the building proper. Inside, the cars will be on tracks elevated above the working floor, making the entire running mechanism visible and easily accessible. A new arrangement has been developed so that each truck may be raised from the track for inspection and run at full speed if necessary for testing.

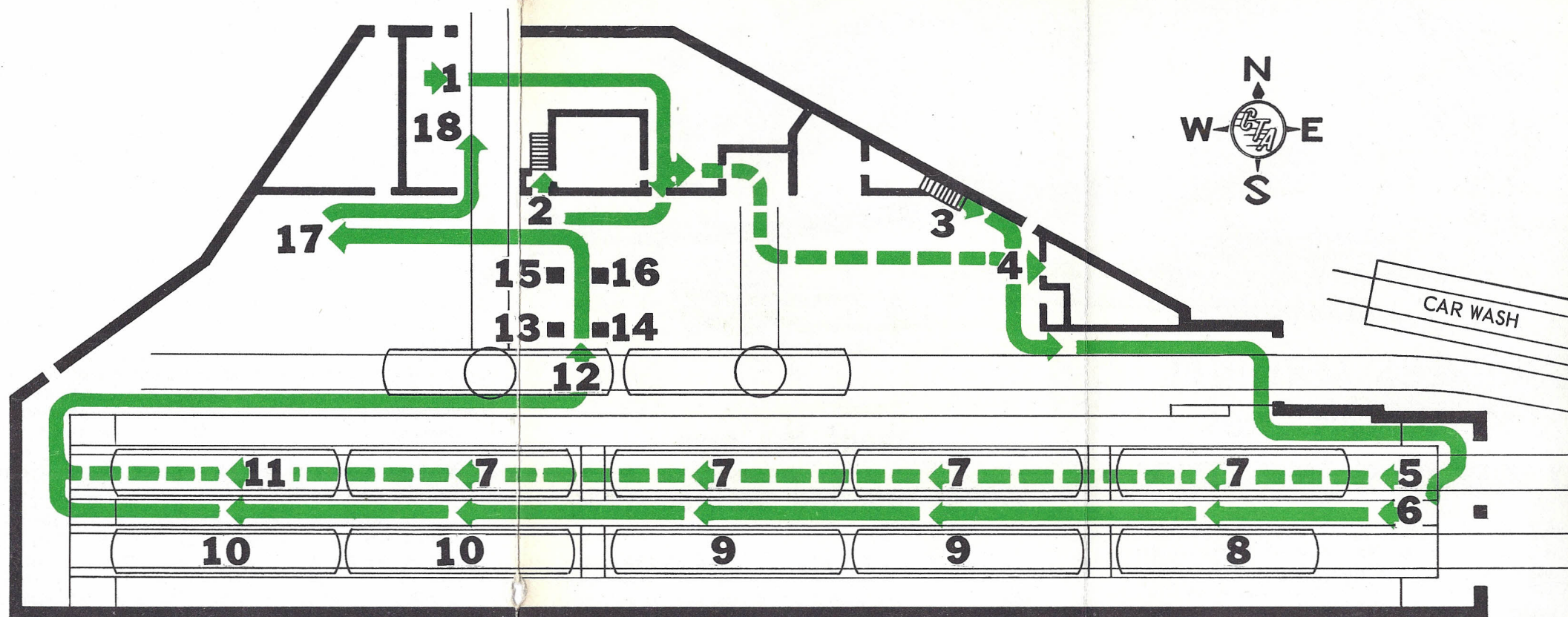
The installation includes a hoist that can raise two cars together five feet above the normal track level. From this position, any one or all trucks can be lowered for removal or replacement. The new trucks are rolled into position by the use of electric turntables and tracks. The entire mechanism is capable of handling equipment weighing about 120,000 pounds. It is controlled by push buttons and provided with safety devices for complete protection of the service men.

Other facilities include storage areas for all necessary repair parts and shops, an upholstery shop for full and complete car maintenance, and a completely automatic car washer-similar to automobile quick wash plants - through which whole trains can be run and come out sparkling clean in a few minutes.

Shop offices are on the first floor. On the upper floor a lunch room and wash-up and sanitary facilities for employees are provided. Tracks to store 100 rapid transit cars during off-peak periods are located adjacent to the building.

Completing the present terminal station complex are two Park-'N'-Ride lots with a total capacity of 450 cars which enable motorists residing in surrounding areas to avoid heavy rush-hour traffic on Congress Expressway by parking at the station and riding to and from downtown Loop by fast rapid transit trains.

TOUR OF CONGRESS TERMINAL INSPECTION AND SERVICE SHOP



—— REGULAR ROUTE
 - - - ALTERNATE ROUTE

1. BEGIN TOUR
2. TO SECOND FLOOR (WASHROOM, LOCKER ROOM, AND LUNCHROOM. ALSO LADY VISITORS' RESTROOM)
3. FROM SECOND FLOOR
4. CAR WASH CONTROL ROOM
5. CAR INSPECTION FROM PIT

6. CAR INSPECTION FROM WALKWAY
7. NEW HIGH SPEED CARS
8. FIRST RAPID TRANSIT CAR (ORIGINAL NUMBER 1)
9. 4000 SERIES CARS
10. 6000 SERIES CARS
11. EXPERIMENTAL HIGH SPEED SERIES 6000 CAR

12. CAR HOIST
13. ULTRASONIC REFLECTOSCOPE
14. ULTRASONIC VIDIGAGE
15. MAGNAFLUX
16. OPTICAL MEASURING DEVICE
17. REFRESHMENTS
18. END TOUR