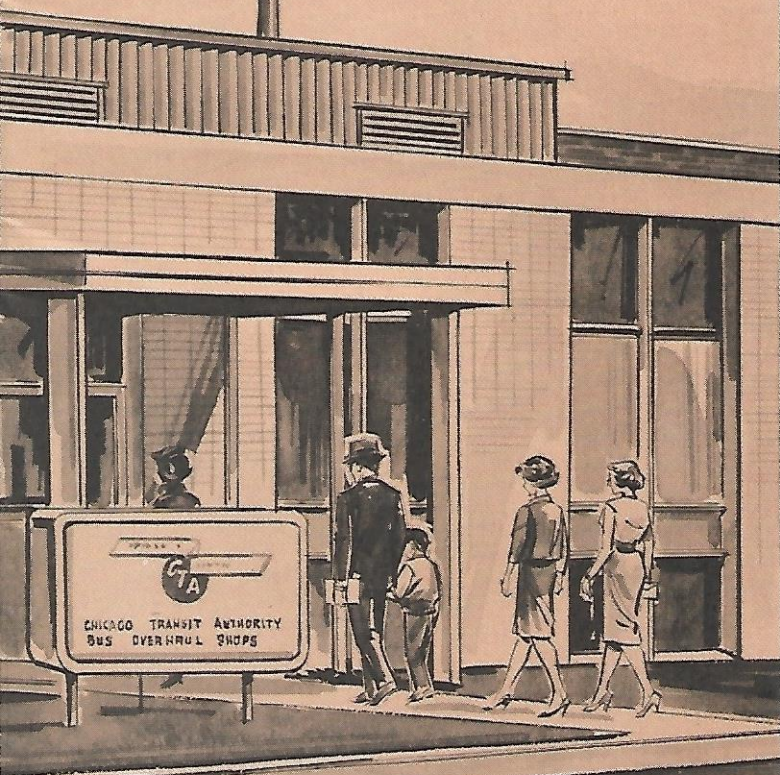




# Open House

**BUS OVERHAUL SHOPS  
SOUTH SHOPS  
78th & Vincennes**



**OCTOBER 1, 1963**

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**7:30 P.M. - 10 P.M.**



# Open House

## BUS OVERHAUL SHOPS

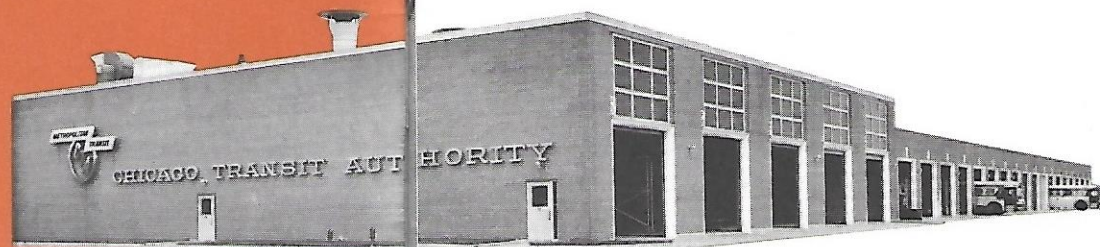
We are pleased and privileged to welcome you to the Open House at CTA's modern Bus Overhaul Shops . . . We sincerely appreciate your presence and your interest in our activities . . . And we are grateful for this opportunity to demonstrate to you, our customers and other good friends, how we bring together modern shops and tools, and skilled men, to achieve high standards in day to day maintenance of our passenger equipment . . . This modern shops complex of attractive appearance and efficient utility stands as an enduring symbol of our continuing efforts to improve service and of our earnest desire to be good neighbors wherever our facilities are located.

Completion of this \$4,000,000 bus overhaul shop marks a significant advance in CTA's modernization program in which approximately \$185,520,000 has been invested or obligated for new cars, buses and other modern facilities.

It also is the final step in the consolidation of two surface system shops—the South Shops at 78th and Vincennes and the West Shops at 3901 West End Avenue.

All of the surface system's major shop work will now be performed at the South Shops, effecting savings that will amortize the cost of this new structure and its equipment within four years.

Planned and designed by CTA engineers with De Leuw, Cather & Co. serving as consultants, this new unit is recognized





as one of the most modern and efficient bus overhaul shops in the transit industry. As many as 74 buses can be serviced and repaired in the building at the same time.

#### **"H" Shape in Design**

The building covers an area of approximately 174,800 square feet at the southeast corner of 78th Street and Vincennes Avenue, and is constructed of dark-colored face brick. It is "H" shaped, with wings on the east and west sides of the central area.

The central section is occupied by store-rooms and general shop facilities. These include upholstery, woodworking, blacksmith, tin, welding, machine and door shops, and the parts and equipment store-rooms.

Chassis shops are located in the east wings and body shops in the west wings. These duplicated shop areas are designed for more efficient repair operations and easier supervision of employees. The paint shop is in the south part of the west wing.

#### **71 Overhead Doors**

The "H" design, which provides maximum wall space, permits a total of 71 large overhead doors for entrance and exit of buses going to and from the shops areas. All doors are power-operated.

In the body shops area, a special screw operated hoist, capable of lifting 15 tons, has been installed for special work and provision has been made for installation of three more of these hoists in the future. There is also a special drop table for lowering buses below the floor level when repairs are being made on the roofs or upper parts of buses. Also in this area are

23 open repair pits, each approximately 46 feet long and 4 feet deep.

The chassis shops area has an installation of 28 hydraulic bus hoists along with other standard equipment of the latest design that is used in maintenance and repair procedures.

The paint shop is ultra-modern, being equipped with a traveling paint spray booth, and a traveling infra-red dryer to serve three painting locations. Three drop tables lower buses to convenient heights when roofs and eaves are being painted.

#### **Modern Office Building**

At the west end of the northwest wing of the shops building is a new office building for supervisory and office personnel. It is distinguished from the shops building by the light, glazed brick of its exterior walls. These modern quarters incorporate spacious windows for maximum lighting, air conditioning and other features.

The entire complex is protected against fire hazards by a sprinkling system. Hot air heat from heat exchangers on the South Shops central plant boiler house high pressure steam system is forced under pressure through a sub-floor duct system to all parts of the buildings. Boiler house capacity was increased to accommodate the new building, the revisions including installation of an additional boiler and an additional air compressor. Illumination is provided by fluorescent lights supplemented by natural light from overhead skylights and sky domes. The ventilating system includes large fans in the walls of the clerestory areas.



### Glazed Tile Walls

Interior walls of the shops building are covered to a height of approximately 10 feet with pastel turquoise glazed tile, achieving a two-fold purpose—a pleasing appearance and easy cleaning.

Employee lunch and locker rooms are located on the first and mezzanine floors in the central core of the shops area, and in the office building. Each working area has its own sanitary accommodations.

Construction work on this new shops complex began August 29, 1961, under a contract awarded to Mercury Builders of Forest Park, lowest of 13 bidders. The contract also included drainage installation, and the paving of driveways and parking areas.

### Two Shops Consolidated

Preliminary to start of construction, several sections of the old South Shops buildings, formerly used for streetcar storage, were remodeled to accommodate departments transferred from the West Shops. Since 1959, CTA has been withdrawing various departments from its West Shops and consolidating them with South Shops departments. For example Bay #6 of the South Shops carhouse has been remodeled and converted into a centralized surface division machine shop and the South Shops blacksmith shop was remodeled and converted into a central surface division steam cleaning and degreasing room at a cost of approximately \$400,000.

### Second Shop in 15 Months

This new shops complex is the second modern shop unit to be put in operation



Bus seats are repaired or completely re-covered in this fully-equipped upholstery shop.

by CTA within the past 15 months. First was the inspection and service shop in the terminal area of the Congress rapid transit route at Desplaines Avenue, Forest Park, which was opened July 27, 1962.

Constructed and equipped at a cost of approximately \$1,200,000, the Forest Park shop is one of the most modern of its kind in the nation, and the first rapid transit shop built in the Chicago area in 30 years. Covering a floor area of 26,000 square feet, it provides complete inspection and maintenance for rapid transit cars assigned to the Congress, Douglas and Milwaukee routes.

### \$23 Million invested for shops

Altogether, CTA has invested approximately \$23,400,000 in the past 15 years in modern shops, storage facilities, and



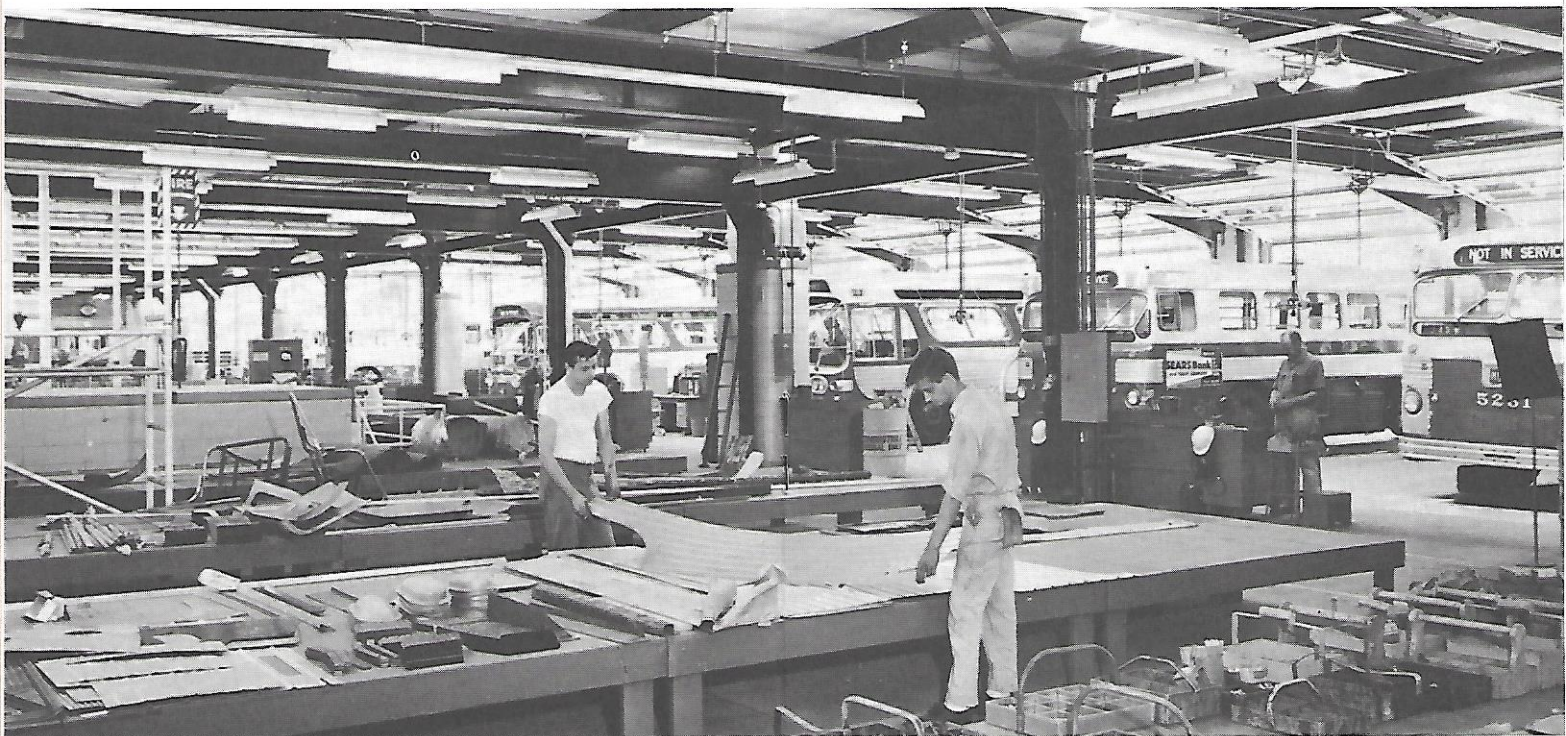
modern shop tools to achieve a high standard of maintenance of its fleets of approximately 3,200 buses and 1,160 rapid transit cars.

A substantial part of this expenditure was necessitated by the change-over from streetcars to buses on the surface system which was completed in 1958. Substitution of buses for streetcars required the transformation of existing car houses into garages, complete revision of parts storage units, purchase of tools and installation of shops machinery specifically designed for bus repair and maintenance.

Three new surface system garages have been constructed and equipped with mod-

ern machinery and tools at a cost of approximately \$5,450,687. These new garages are Beverly, at 103rd and Vincennes; North Park, at Kedzie and Foster, and Forest Glen, at Elston and Armstrong.

Existing inspection and service shops at the various rapid transit terminals have also been extensively modernized and equipped with modern time-saving machinery and tools. The rapid transit phase of the shops modernization program completed to date also includes a new parts storage building at Skokie shops, improved equipment and tools at Skokie shops, and remodeling of the Wilson Avenue inspection and service shop.

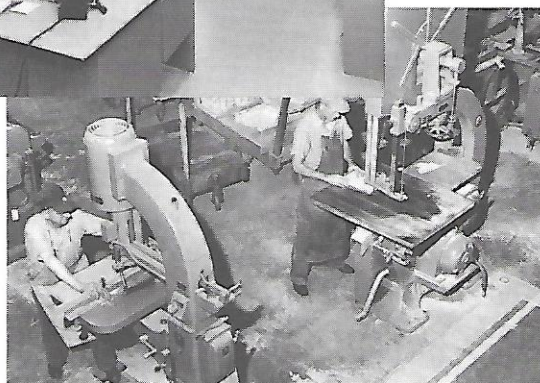


Parts needed for buses under repair are located centrally in the body shops.





A modern air-conditioned office building is part of the new South Shops complex.



The woodworking shop is equipped with machinery of the latest type.



Heavy metal parts are forged in this modern blacksmith shop.



Twenty-eight hydraulic hoists elevate buses for replacement of major underbody components in the chassis shops.



The machine and work areas, adjacent to body shops, speed up repair operations.

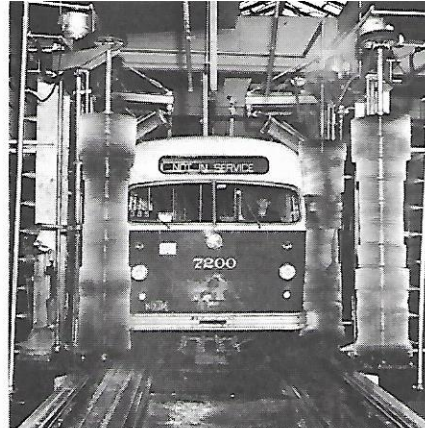
The body shop drop table permits bus roof parts to be replaced easily.







Beverly garage, at 103rd and Vincennes, was the first facility constructed in CTA's modernization program. It was opened in December, 1949.

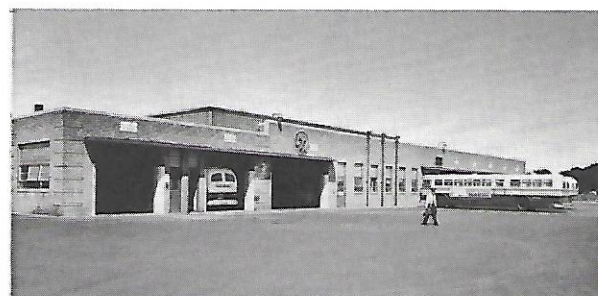
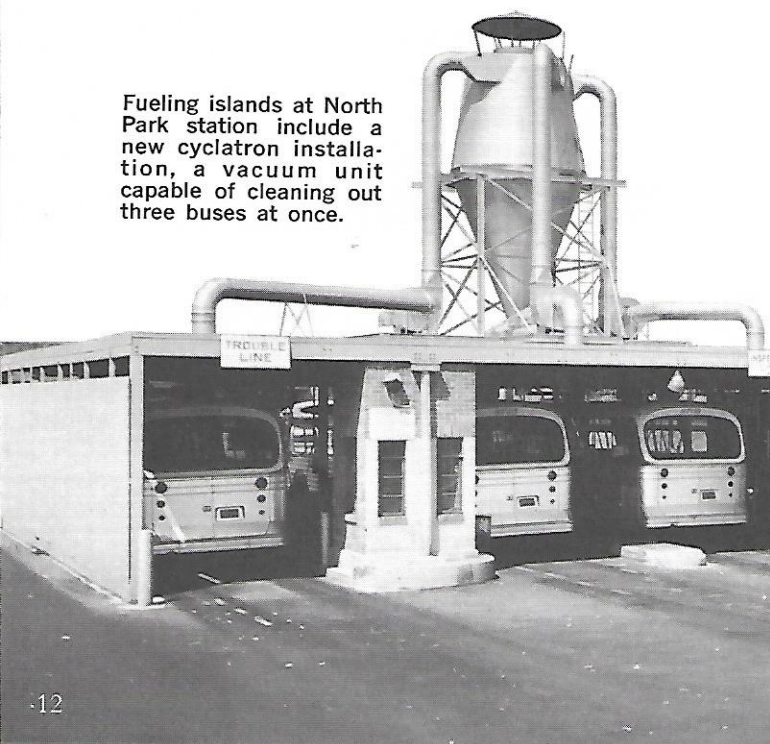


Automatic bus washers like this unit at the 69th-Ashland depot are in operation at all 12 of CTA's surface system garages.



The Forest Glen garage, at Elston and Armstrong, was opened in December, 1955, and is the base for 11 motor bus routes and four trolley bus lines.

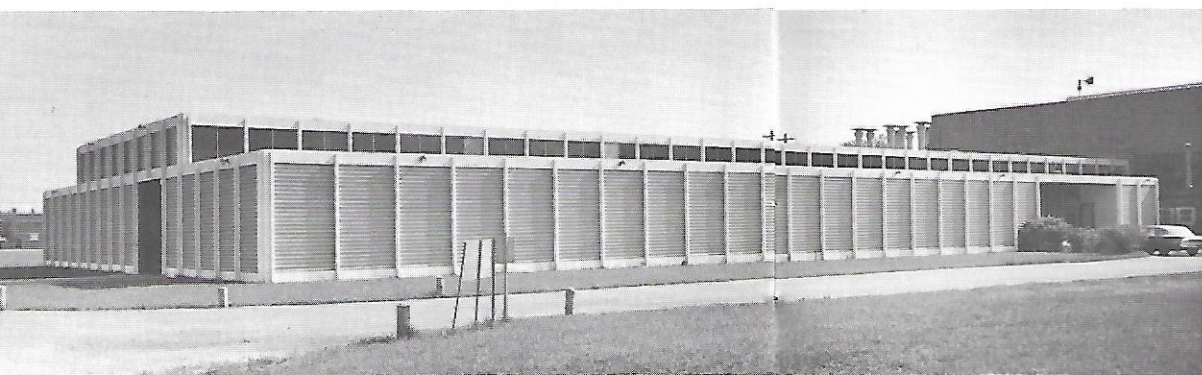
Fueling islands at North Park station include a new cyclotron installation, a vacuum unit capable of cleaning out three buses at once.



North Park garage, Kedzie and Foster, was opened in May, 1950, and includes pit and hoist facilities for regular production line inspection and servicing of the 340 buses assigned there.







Storage of parts and supplies was centralized at the Skokie rapid transit shops, 3701 West Oakton Street, with the completion of this modern warehouse in the spring of 1959.

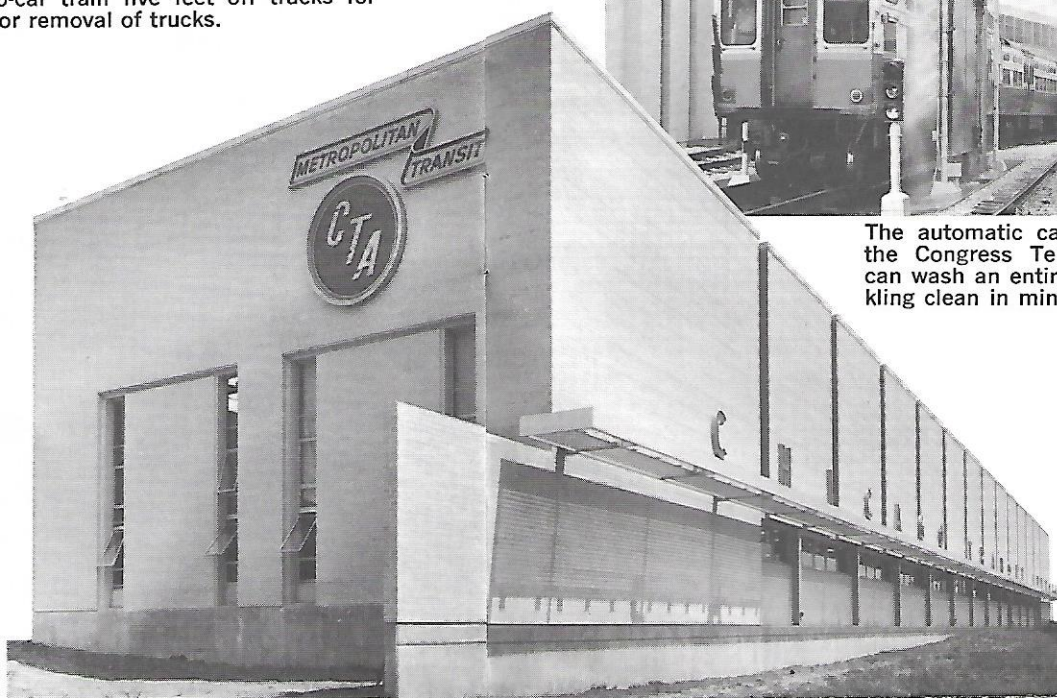


Hoists in the Congress Terminal inspection shop can lift a two-car train five feet off tracks for maintenance or removal of trucks.



The automatic car washer at the Congress Terminal shop can wash an entire train sparkling clean in minutes.

The first new rapid transit shop installation in Chicago in 30 years was opened in the Congress Terminal during July, 1962.





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