

Welcome to Chicago for AP7A 1978 Rapid Transit Conference!

James J. McDonough



super year for cta rapid transit

Chalk up 1978 as a super year for the Chicago Transit Authority in terms of major improvements for the rapid transit system.

Scheduled for action this year are:

- * The placing of an order for 300 modern air-conditioned rapid transit cars.

- * The start of construction of the rail rapid transit extension to O'Hare International Airport.

- * The ordering of equipment for modern two-way radio communications for the rapid transit system.

These landmark projects will be in addition to many other on-going improvements, such as the renewal and upgrading of track and structures, rebuilding and remodeling of stations, and building and modernizing electrical substations.

James J. McDonough, Chairman of the Chicago Transit Authority, said the CTA will advertise this summer for the 300 new rapid transit cars.

This new order has been made possible by initial funding of \$43,694,640 by the Urban Mass Transportation Administration at the federal level and by the Illinois Department of Transportation and the Regional Transportation Authority at the local level.

This initial funding has been authorized under a new arrangement whereby additional grants will be "phased," probably on an annual basis, as further

CTA's new 2400 series cars, with lakefront campus of Loyola University on Chicago's north side in the background.

funding is needed over the term of the purchase contract.

The 300 cars to be ordered represent half of a total of 600 modern cars the CTA presently foresees as its need for replacing outmoded equipment on its elevated-subway system.

Meanwhile, by late fall, delivery of an order of 200 new cars is scheduled to be completed by the Boeing Vertol Company. By the start of the summer, more than 150 of these cars were in service.

Construction of the important project of extending rail rapid transit to the O'Hare Airport is to begin this fall and will be well under way in 1979, reported Marshall Suloway, Chicago's Public Works Commissioner.

CTA trains are expected to begin making the 35-minute trip between Chicago's downtown and the world's busiest air terminal by the latter part of 1980. Engineering work on this \$152-million project was begun in 1977 after the city was granted an initial \$5 million in federal funding.

The O'Hare extension will cover a distance of 8 miles between the airport and the CTA's Jefferson Park Transit Center. Jefferson Park is the present terminal of the Kennedy rapid transit extension and transfer point with 16 CTA and RTA suburban routes and commuter trains of the North Western Railroad.

Initially, more than 36,500 daily

riders are expected to use the O'Hare extension. Not only will it serve air travelers, but also many persons employed at the airport or in the nearby hotel and commercial area.

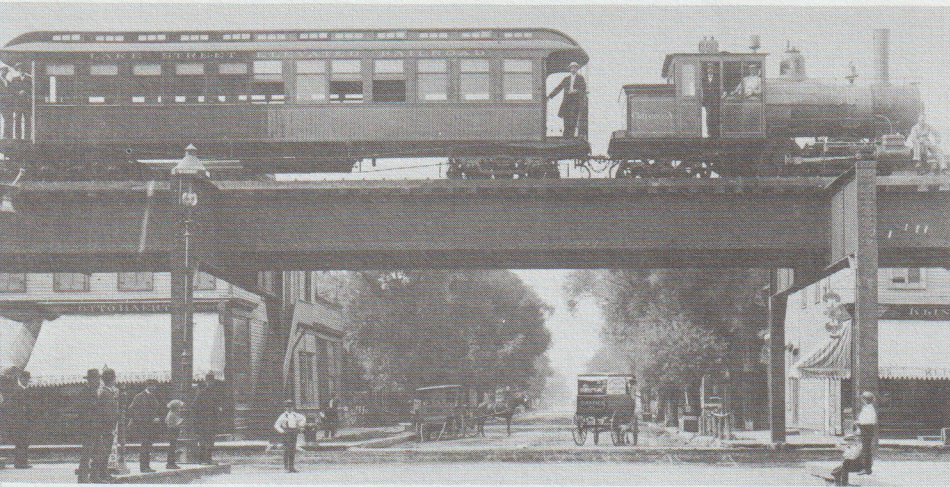
The two-track extension will be built in the median strip of Kennedy expressway to a point just west of East River road. There it will continue in the median strip of the airport access road.

About 500 feet west of the airport taxiway bridge, the route will enter a tunnel and curve in a southwesterly direction to an O'Hare Airport station beneath the center of the main parking garage. Three intermediate stations will be built. For these stations, parking will be provided for more than 2,500 cars.

George Krambles, CTA Executive Director, reported that the two-way radio project will be implemented for the above-ground parts of the rapid transit system early in 1979. This new system will provide motormen, conductors, and supervisory personnel with portable radios for communicating with the CTA's Control Center in the Merchandise Mart.

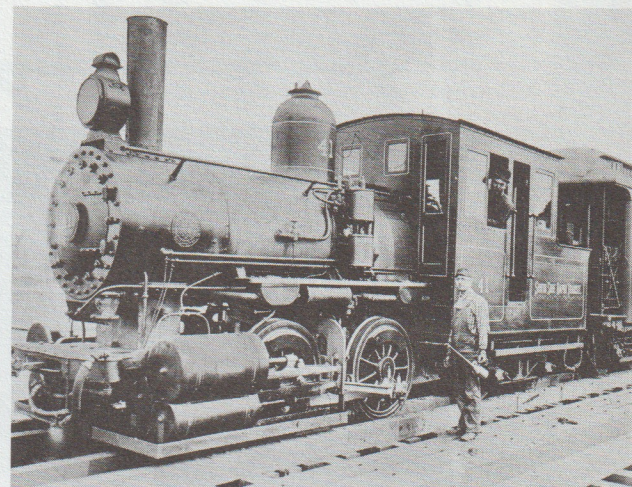
By the latter part of 1979, the two-way radio system also is to be extended to the subways. In addition to serving the CTA, the subway installation, which will utilize a coaxial cable, also will provide separate radio communications for the Chicago Police and Fire Departments.

RAPID TRANSIT CARS

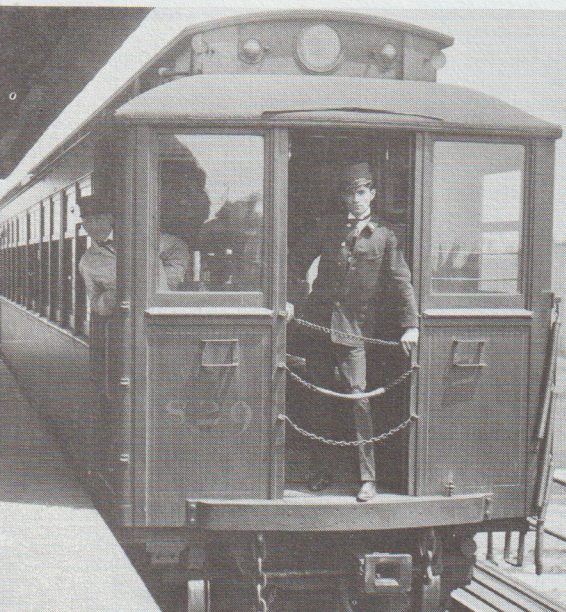


Steam engines, Lake Street 'L' (1893-1896)

Wood-steel electric cars (1895-1957)



Steam engines, South Side 'L' (1892-1898)



All-metal center door 4000 series cars (1914-1965)



Worlds first multiple-unit electric cars (1898-1930)

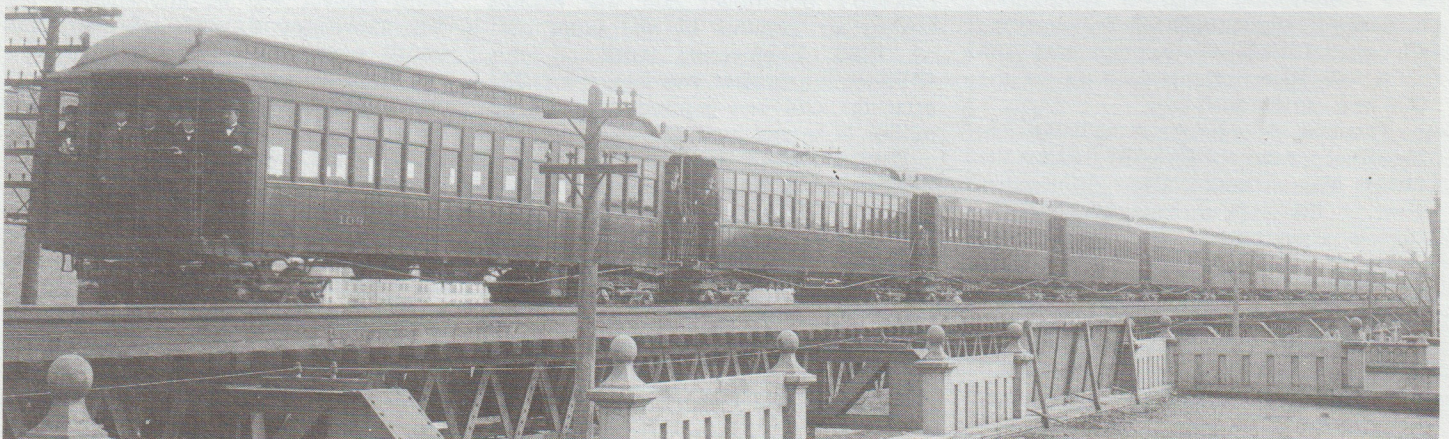
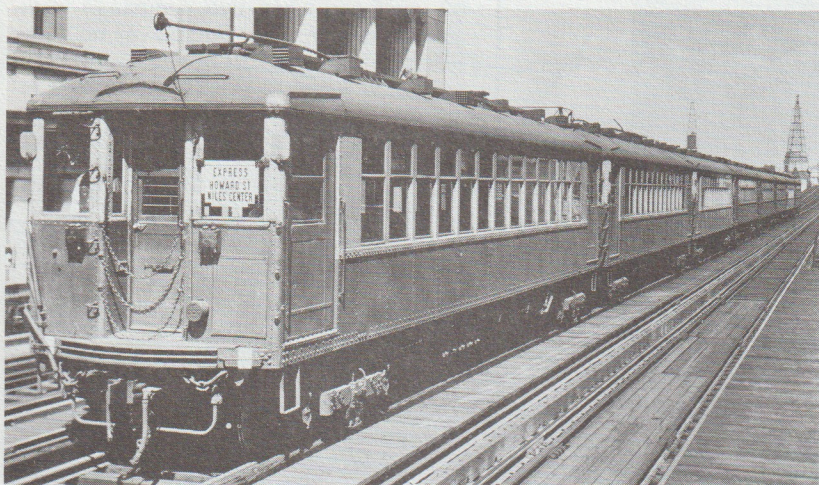


Photo history of transit in Chicago
Published in observance of CTA's
30th anniversary of operations



All-metal 4000 series cars (1922–1973)

All-metal 6000 series cars (1950 to present)



All-metal articulated cars (1947 to present)

Air conditioned 2000 series cars (1964 to present)



Air conditioned 2200 series cars (1969 to present)



Air conditioned 2400 series cars (1976 to present)



Rapid Transit

historical highlights

Rapid transit in Chicago had its start 90 years ago when two companies were incorporated for the purpose of building elevated railroads. Both the South Side and Lake Street railways were formed in 1888.

Two other companies were organized—the Metropolitan West Side "L" in 1892 and the Northwestern "L" in 1893.

The first to operate was the South Side system, known as the Alley "L", which began operations with "dinkey" steam locomotives on June 6, 1892. On the opening day of the World's Columbian Exposition, May 1, 1893, this elevated railway was in full operation between downtown Chicago and the Jackson Park Fairgrounds — a distance of 8½ miles.

Lake Street service started on Nov. 6, 1893, with steam engines also.

Electric motive power was used for the first time when the Metropolitan system began operations May 6, 1895.

The Northwestern system was also constructed for electric operations, and it began service on May 31, 1900. In the meantime, the Lake Street service had been electrified in 1896. The South Side system pioneered the use of multiple unit electric cars in 1898.

The elevated Loop, as we know it today, was completed in 1897 as a common downtown terminal for the four separate companies. Previously each company had its own terminal downtown.

In 1924, the four companies were consolidated as the Chicago Rapid Transit Company.

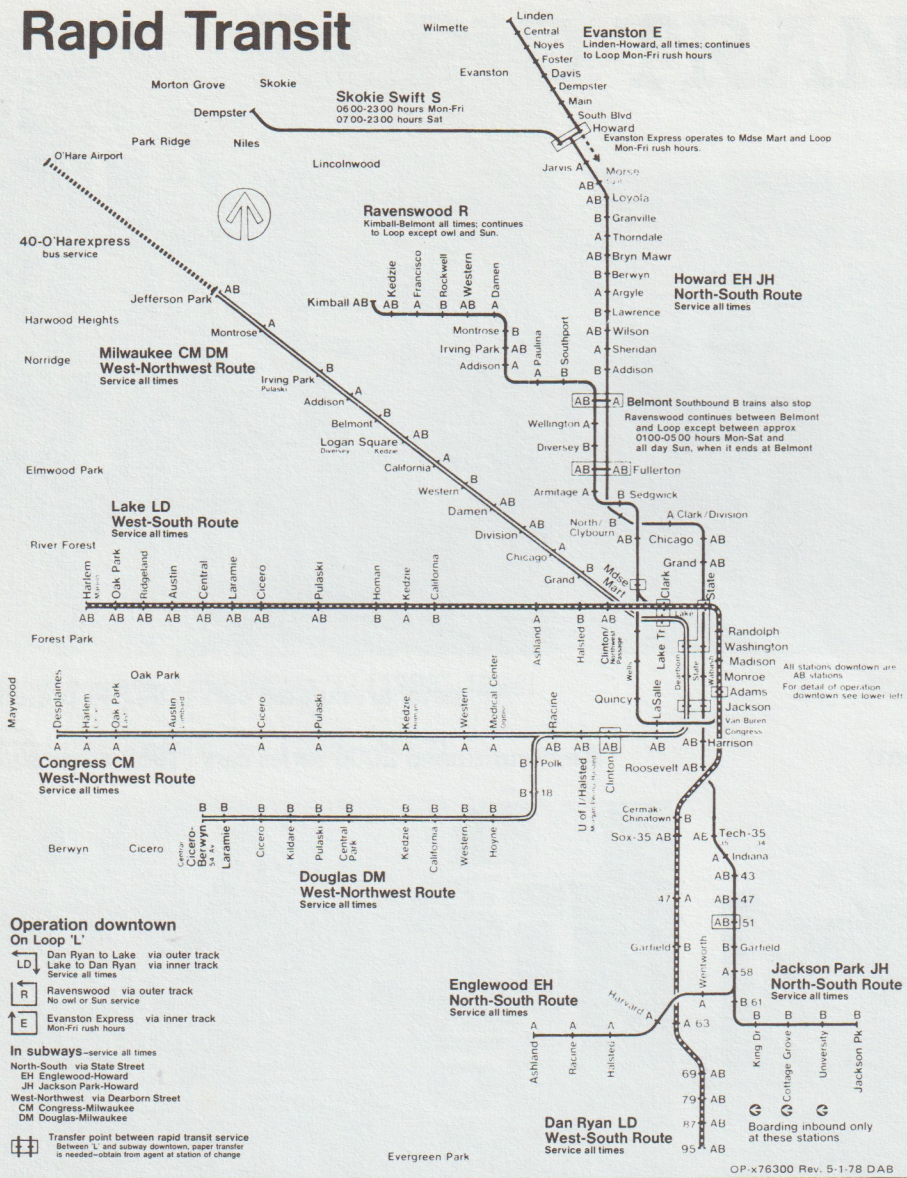
In 1938, the City of Chicago began constructing two downtown subways. The State Street subway was completed in 1943; the Dearborn subway in 1951.

The Chicago Transit Authority began operating the rapid transit system on Oct. 1, 1947, after acquiring properties of the Chicago Rapid Transit Company. (At that time, the CTA also acquired the Chicago Surface Lines.)

On June 22, 1958, the CTA began operating the rapid transit route in the Congress (now Eisenhower) Expressway, as an innovative concept of incorporating rail rapid transit with a highway right-of-way.

Similar rapid transit routes were opened in the Dan Ryan Expressway on Sept. 29, 1969, and in the Kennedy Expressway on Feb. 1, 1970.

On April 20, 1964, the CTA began operating Skokie Swift as a fast, non-stop shuttle service between a suburban area and a major terminal. Skokie Swift was the first rapid transit project to receive a demonstration capital improvement grant from the federal government.



cta rapid transit system

	Route Miles		
	Right-of-Way (First Track)	All Tracks *	Stations
Elevated on Structure, Embankment or Fill	50.0	113.1	88
Expressway	22.2	44.1	22
Subway	10.1	20.3	20
Grade Level with Street Crossings	5.7	11.3	10
Below Grade Level, Open Cut	1.4	2.8	—
Total	89.4	191.6	140

* Not including 40 miles of tracks in yards

ridership and operations

	Weekday	Saturday	Sunday
Originating Riders	308,000	139,000	54,300
Transfer from CTA/RTA buses	192,500	93,000	72,100
Non-Revenue	13,500	5,500	4,100
Total Riders	514,000	237,500	130,500
Scheduled Cars	889	280	165
Train Trips	2,400	2,064	1,424