

# Maintain Service In Spite of Tie-Ups



Daily News Photo

**SHOWN** here are five parking violations by vehicles at the intersection of Morgan and Randolph streets. Three are double-parked (one in the wrong direction) and two others block the cross-walk.

**THIS WINTER** the CTA was engaged in an almost constant struggle with the elements to maintain local transit service.

By the end of February CTA snow-fighting equipment had been on the streets for the 31st time since the day before Thanksgiving.

Snow, sleet and icy pavements — yet the streetcars, the buses and the "L" had to run, regardless. More than a million people each weekday were depending upon local transit to get to and from work, or to and from school, or to travel about the city in pursuit of their affairs.

And the cars and buses did run — every day and night. Service wasn't always normal, but there was service. We carried our regular riders, and some new customers, too.

Most of these new customers were motorists who couldn't get their automobiles started in below zero temperatures, or who decided it was safer — and wiser — to use public transit than to drive.

We appreciate their infrequent patronage when driving conditions are bad, but we appreciate more the implied compliment to the dependability of local transit in all weather.

To keep its local transit routes open the CTA spent almost \$700,000 between November 22 and February 14, for the operation of snow plows, sweepers, sand and salt spreaders, labor and materials.

Fighting snow, sleet and ice to keep the CTA's 1500 miles of surface routes open is a seasonal situation.

Every day, regardless of weather conditions, however, the CTA is waging a more difficult fight — a fight against delays caused by street tie-ups due to the sharp increase in the number of automobiles and trucks on the streets.

(Continued on Page 4)

## NEW SUBWAY OFFERS TIME-SAVING SERVICE

COMPLETELY equipped with modern streamlined rapid transit cars, Chicago's new Milwaukee avenue subway is saving many minutes daily for thousands of "L" riders. Riders going between Logan Square and the Loop save up to 15 minutes per one-way trip. Substantial time savings are also being made by northwest riders who wish to go to locations along Milwaukee avenue. Others who travel between the northwest side and downtown save even more time by using the new subway in combination with feeder surface routes.

Surface lines making direct transfer connections with the new subway are Kedzie-Homan, Kedzie-California, Kimball, Western, Damen, Armitage, North, Division, Ashland, Chicago, Halsted, Ogden, and Grand. Loop-bound riders using the CTA lines on Montrose, Higgins Road, Northwest Highway, North Central, or Pulaski will save time by using the subway for part of their trip.

All trains in the Milwaukee subway stop at all stations, providing convenient and frequent service. From "L" to subway the following transfers may be made:

1. At State-Dearborn "L" station for transfer to Jackson-Van Buren subway station.
2. At Randolph-Wells "L" station for transfer to Lake street Transfer Subway station.

From Subway to "L", riders may transfer at the Lake street Transfer Subway station for the Clark-Lake "L" station.

Riders may transfer between the Milwaukee avenue and State street subways at Washington street and at Jackson blvd., where the two routes are connected by platform-level passageways.

In the loop area, walking transfers are permitted between the Dearborn street portion of the new subway and CTA surface routes operating on State street, between Lake street Transfer and Canal-Wacker buses at Wacker Drive, and between Congress Terminal and Harrison buses at Harrison street, and between Congress Terminal and Clark street cars at Congress street.

All of the latest facilities for the safety, convenience and comfort of passengers have been installed in the new subway, which was built at a cost of approximately \$39,000,000. There are 12 modern mezzanine stations, with a continuous island platform in the Loop extending for 2,500 feet from Lake street to Congress street. The station platforms are wide and have brilliant fluorescent lighting. Width of downtown area platforms is 22 feet, and those outside the Loop, 18 feet.

For the convenience of passengers, four sidewalk to mezzanine stairways—two on each side of the street—have been installed at each subway station. In addition, 17 wide, modern escalators provide fast, effortless access between station platforms and the mezzanine level.

The new subway was placed in service Sunday, February 25.

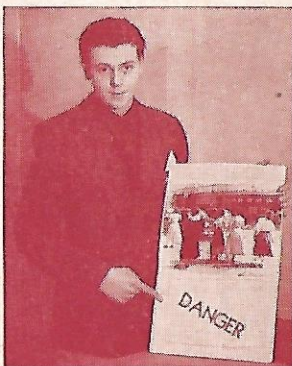


## School Students Sponsor Courtesy-Safety Program

UPON learning that other passengers were concerned with the unsafe and uncourteous conduct of a few students on public transportation vehicles, members of the Senn High School Key Club initiated an extensive campaign that has done much to correct these situations.

The Key Club is a high school organization sponsored by the Kiwanis International. Similar clubs are in existence in eight other Chicago high schools and have been created to help prepare tomorrow's leaders for more useful citizenship, develop their initiative and leadership and provide them with practical experience in living and working together.

First step in the Senn Key Club program was to organize a Courtesy Committee of six members who adopted the slogan: "Courtesy Breeds Safety." The members then displayed large posters in the corridors, classrooms and during assembly programs that illustrate, through the use of photographs, the incorrect riding practices of some students. Some of the "wrong" riding practices depicted by this material include attempting to board a moving vehicle and pushing and shoving other passengers.



**CHAIRMAN** of the Key Club campaign at Senn High School to promote courtesy and safety on public transit vehicles is **Charles Williams**, 17-year old senior.

In addition, a news story has appeared in the school paper encouraging support of the program, and a letter has been read to all students requesting their cooperation.

The ultimate purpose of the Kiwanis Key Club is to build better communities through our youth. Programs such as the one undertaken by members of the Senn High School Key Club indicate their success in achieving this purpose and are worthy of public approval and support.

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### HEADLINE EVENTS Served by CTA LINES

**FLOWERS** — *Annual Easter and Spring Flower Show, Garfield Park and Lincoln Park Conservatories. March 24-April 8.*

**THEATER** — *"South Pacific" at Shubert Theater, 22 West Monroe Street.*

**POLO** — *National Polo League at Chicago Avenue Armory, 234 East Chicago. Every Saturday night, 8:30 p.m.*

**MUSIC** — *Chicago Symphony Orchestra at Orchestra Hall, 220 South Michigan Avenue. Thursday at 8:15 p.m., Fridays at 2:15 p.m.*

Just exactly what effect does the increased use of automobiles and trucks — up over 65 per cent since 1945 — have on you as a local transit rider?

Here are two specific examples:

1. The running time for a Madison streetcar for a round-trip between Halsted and Dearborn is normally about 23 minutes in the rush hours. Frequently, however, this round trip requires 10 to 15 minutes longer, due to heavy vehicular traffic.
2. Blue Island Avenue streetcars operating to and from Halsted and Dearborn in the evening rush hour frequently lose up to 15 minutes because of street congestion.

In outlying business districts there occur tie-ups of lesser degree, which, however, hamper local transit service, and delay local transit riders.

What can be done to solve the problem of street congestion?

Let's take a look at some survey facts and figures, and we'll get the answer.

One reasonably well-filled bus, traffic experts have determined, carries as many people as 37 automobiles. This conclusion is based on surveys showing that the average passenger load per private automobile is only 1.7 persons. Check this figure yourself, and you will find only one or two persons in the vast majority of automobiles on the streets.

Moving at a speed of 20 miles per hour, the 37 private automobiles would require 1,025 feet of two nine-foot lanes, or 18,450 square feet of street space. A bus carrying the same number of passengers requires only 783 square feet of street space.

From this comparison, it is evident that there's an easy, quick and economical solution to the problem of traffic congestion.

First: Greater use of local transit facilities.

Second: Help eliminate five situations that cause the greater part of the avoidable tie-ups! Each one is easy to eliminate . . . if we work together.

1. Double parking blocks one lane of moving traffic, makes those behind you wait for a break in traffic from the other direction and is often the direct cause of a serious accident.
2. Parking autos and trucks opposite safety zones and in bus stops blocks all traffic when transit vehicles are loading.
3. Trucks failing to load and unload at, and parallel to, the curb reduce street capacity by one lane.
4. Parking within fifty feet of traffic signals forces motorists to use the center lane when turning right and decreases the capacity of the intersection, delaying all traffic.
5. Jaywalking against lights and between intersections — a dangerous practice — causes traffic slowdowns between intersections.

You, too, can help through

Your RED CROSS



**GIVE NOW!**