

**announcing...**

**Subway Service to  
Northwest Chicago**

**Milwaukee avenue — Downtown**

- **save time**
- **avoid delays**
- **use subway in  
combination with  
CTA surface routes**



**CHICAGO TRANSIT  
AUTHORITY**

## for chicago's great northwest side,

subway service arrives at 12:01 a.m., Sunday, February 25, 1951, when Chicago Transit Authority begins operating the Milwaukee-Dearborn-Congress route.

The new subway was built by the Department of Subways and Superhighways of the City of Chicago. It was financed jointly by the City and the Federal Government as a public works project.

### Here's what this new rapid transit service offers to Northwest Chicago:

1. The nation's newest subway, completely equipped with the most modern streamlined rapid transit cars.
2. A straight diagonal run—the shortest distance between Logan Square and downtown Chicago.
3. Only 15 minutes riding time between Logan Square and the center of the Loop.
4. Time savings of as much as 13 minutes per ride—26 minutes per round trip—between Logan Square and the Loop.
5. Time savings of as much as 5, 10, or 15 minutes for other thousands of local transit riders north of Logan Square and west of Milwaukee Avenue, using CTA surface routes as feeders to the new subway.
6. Substantial time savings, too, between the near northwest side and the Loop.

**feeder service** Milwaukee Avenue streetcars, Kedzie-Homan buses and N. Kimball buses will serve as regular, direct feeder lines to the new subway route at Logan Square station.

Humboldt Park shuttle "L" trains will connect directly with the new subway service at Damen Avenue "L" station.

Loopbound passengers on such major CTA east-west lines as Montrose, Irving Park, Belmont, Diversey, Fullerton, Armitage, North, Division, Chicago and Grand, will save time by using those routes as feeders to the new subway.

Other west and northwest side riders served by CTA lines on Higgins Road, Northwest Highway, Elston Avenue, Narragansett, Austin, Central, Cicero, Pulaski, Kedzie-California, Western, Damen, Ashland and Halsted, may also enjoy faster transportation to and from the downtown district by using the new subway for part of their trips.

## check the time you save!

These examples graphically show how the new subway service will benefit northwest side transit riders.

FROM:	SCHEDULED TIME
<b>LOGAN SQUARE TO LOOP</b>	
via:	
Milwaukee Ave. streetcar	39 minutes
Former "L" route.	28 minutes
<b>NEW SUBWAY</b>	15 minutes
<b>KEDZIE-BELMONT TO LOOP</b>	
via:	
Bus and former "L" route	30 minutes
Bus and <b>NEW SUBWAY</b>	20 minutes
<b>DIVISION-CALIFORNIA TO LOOP</b>	
via:	
Streetcar and former "L" route	27 minutes
Bus and <b>NEW SUBWAY</b>	17 minutes
<b>CALIFORNIA-ROSCOE TO LOOP</b>	
via:	
Streetcar and former "L" route	32 minutes
Streetcar and <b>NEW SUBWAY</b>	23 minutes
<b>CHICAGO-WESTERN TO LOOP</b>	
via:	
Streetcar and former "L" route	23 minutes
Streetcar and <b>NEW SUBWAY</b>	16 minutes
<b>GRAND-HALSTED TO LOOP</b>	
via:	
Milwaukee streetcar	13 minutes
<b>NEW SUBWAY</b>	5 minutes
<b>LOGAN SQUARE TO DIVISION-ASHLAND</b>	
via:	
Milwaukee streetcar	16 minutes
<b>NEW SUBWAY</b>	7 minutes
<b>DIVISION-ASHLAND TO GRAND-HALSTED</b>	
via:	
Milwaukee streetcar	10½ minutes
<b>NEW SUBWAY</b>	3½ minutes
<b>GRAND-HARLEM TO LOOP</b>	
via:	
Grand and Milwaukee streetcars	55 minutes
Streetcar, bus and <b>NEW SUBWAY</b>	48 minutes



# FACTS about milwaukee avenue subway service

## area served

The new subway is 3.99 miles long and connects with the Logan Square "L" at a point near Damen and Milwaukee Avenues. It extends southeastward under Milwaukee Avenue to Lake Street, east under Lake to Dearborn, south to Congress and west under Congress to the downtown terminal at the west bank of the river.

Logan Square elevated trains will operate in the new subway. The former Logan Square route to the loop, via the Paulina Street and West Side "L" structures, will be discontinued.

## stations

There are a total of twelve mezzanine stations in the new subway, nine in the downtown area and three outside the loop. Train stops, identified by varying colors, are located as follows:

- Division-Ashland .....Blue
- Chicago-Ogden .....Red
- Grand-Halsted .....Green
- Lake St. Transfer (Entrances on Lake at Wells, and between LaSalle and Clark Streets).....Brown

- Randolph-Washington { (Washington)...Blue
- Washington-Madison {
- Madison-Monroe { (Monroe) .....Red
- Monroe-Adams {
- Adams-Jackson { (Jackson) ....Green
- Jackson-Van Buren {
- Congress St. Terminal.....Red

The new subway has an island platform in the loop area which extends continuously for 2,500 feet from Lake Street to Congress Street. Although there are sidewalk station entrances at all of the Loop locations indicated above, train stops in the downtown section will be made only at Lake St. Transfer, Washington, Monroe, Jackson and Congress Street Terminal.

In general there are four sidewalk-to-mezzanine stairways—two on each side of the street—at each subway station. These stairways are set back from street intersections to eliminate interference with cross traffic. A total of seventeen wide, modern escalators provide fast, effortless access for passengers between station platforms and the mezzanine level in the Milwaukee-Dearborn-Congress subway.

The Wells-Lake entrance to the Lake Street Transfer subway station will be open only during rush hours. It will, however, serve as an exit at all times.

In addition to the subway stations listed, there are four stops on the Logan Square "L" portion of the new subway route, at the following locations:

- Logan Square Terminal
- California Avenue
- Western Avenue
- Damen Avenue

## all-express service

To assure maximum speed during periods of heaviest travel, all-express service will be operated in the new subway in morning and evening rush hours, Mondays through Fridays.

During those periods, "A" express trains will serve stations designated as "A" stops; "B" express trains will stop at "B" stations. Both classes of trains will serve "All-Stop" stations.

Station stops on the route will be designated as follows:

- |                       |                            |
|-----------------------|----------------------------|
| <b>"A" Stations</b>   | <b>"All-Stop" Stations</b> |
| California (elevated) | Logan Square (elevated)    |
| Division-Ashland      | Damen (elevated)           |
| Grand-Halsted         | Lake St. Transfer          |
|                       | Washington                 |
| <b>"B" Stations</b>   | Monroe                     |
| Western (elevated)    | Jackson                    |
| Chicago-Ogden         | Congress St. Terminal      |

On weekends, and during non-rush hours on weekdays, all trains operating through the Milwaukee-Dearborn-Congress subway will make all stops.

## equipment

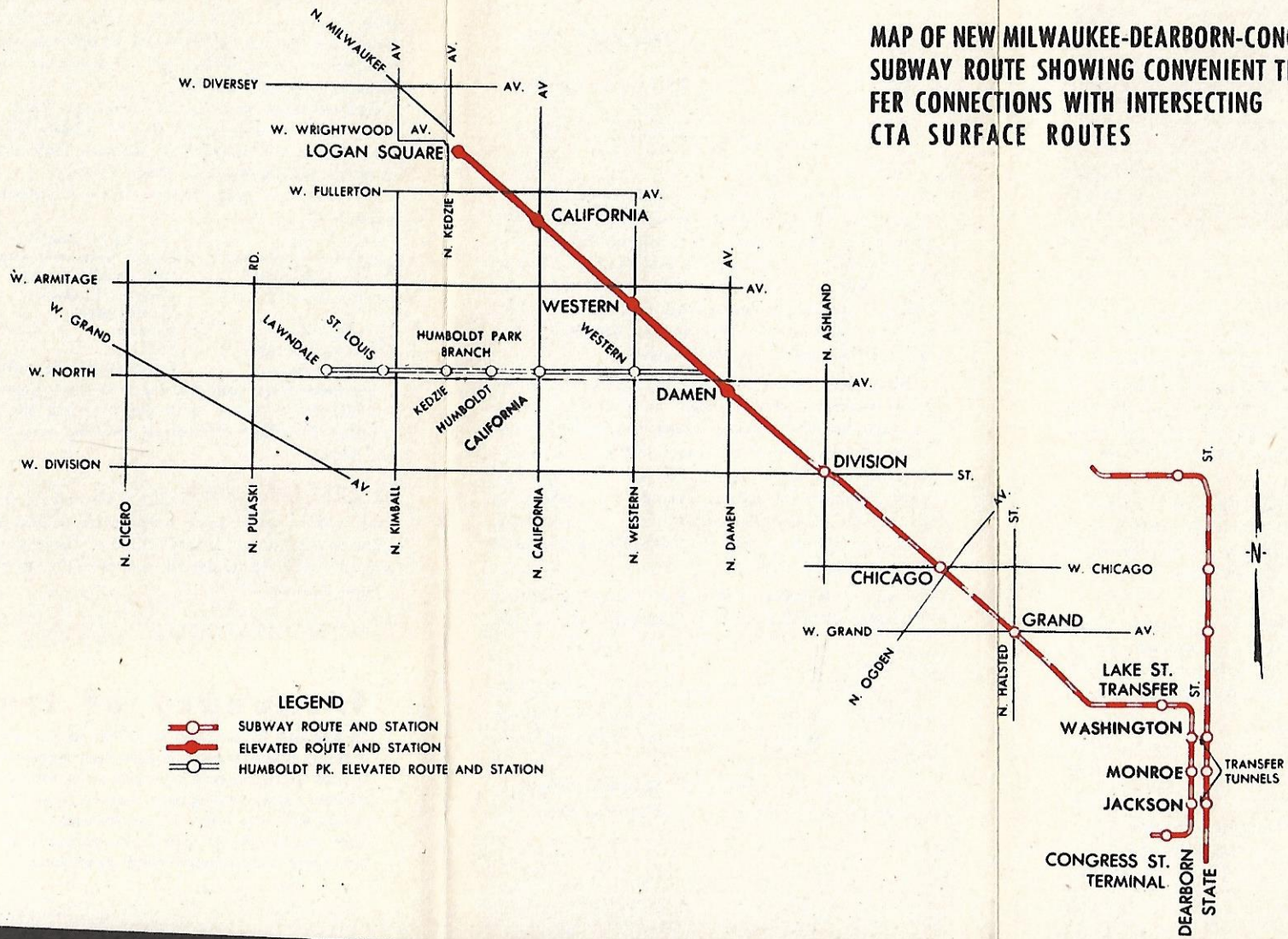
CTA's new rapid transit cars will be used in the Milwaukee-Dearborn-Congress Subway. A total of 75 of these modern coaches will be assigned comfortably to serve Logan Square riders.

## frequency of trains




In addition to its speed of operation, the Milwaukee Avenue subway will feature frequency of service. Trains will operate at intervals of 2½ minutes during morning and evening rush periods. In midday hours, trains will run every 5 minutes and in the evening they will be spaced only 7 minutes apart. Owl riders will have train service every 30 minutes.



# MAP OF NEW MILWAUKEE-DEARBORN-CONGRESS SUBWAY ROUTE SHOWING CONVENIENT TRANS- FER CONNECTIONS WITH INTERSECTING CTA SURFACE ROUTES



## LEGEND

-  SUBWAY ROUTE AND STATION
-  ELEVATED ROUTE AND STATION
-  HUMBOLDT PK. ELEVATED ROUTE AND STATION

# transfers in the new subway

With the opening of the Milwaukee-Dearborn-Congress subway, free transfers will be issued between subway and elevated trains at the following stations in the loop area:

## FROM "L" TO SUBWAY:

1. At STATE-DEARBORN "L" station for transfer to JACKSON-VAN BUREN Subway station.

Passengers leaving "L" trains at State-Dearborn will secure subway transfers at special booth on inner loop platform, as directed by platform signs.

2. At RANDOLPH-WELLS "L" station for transfer to Lake St. Transfer Subway station.

North Side passengers leaving trains at Randolph-Wells during rush hours will secure subway transfers from the *outer loop* platform man. During non-rush hours ticket agents will issue subway transfers at the outer loop platform.

West Side passengers leaving trains at Randolph-Wells will secure subway transfers from the ticket agent at the *inner loop* platform at all times.

## FROM SUBWAY TO "L":

1. At LAKE STREET TRANSFER Subway station for transfer to CLARK-LAKE "L" station.

Passengers leaving subway trains will secure elevated transfers as directed by platform signs.

## BETWEEN MILWAUKEE-DEARBORN- CONGRESS AND STATE STREET SUBWAYS:

Two transfer passageways, one under Washington Street and the other under Jackson Boulevard, link the new subway with the State Street subway, and protect transfer riders from the weather and street traffic.

Similar protection and convenience are provided by connecting pedestrian passageways, in "free" area at mezzanine level, which link the two subways at Quincy Street and at Court Place.

## TRANSFERS TO SURFACE ROUTES:

Transfers between the new subway and the CTA surface system and lines of the Chicago Motor Coach Company will be exchanged, under established regulations, at designated transfer stations.

Walking transfers will be permitted in the loop area 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.