



2815

buses and cars

CTA

... the story
of the most
extensive transit
modernization program
in Chicago's
history

chicago transit authority was organized in 1945. Since that time the Chicago area has witnessed the greatest era of transit progress in the city's history—a modernization of equipment and facilities that ranks as one of the most extensive ever undertaken in the nation.

Twice during 1950, alone, Chicago Transit Authority equipment purchases made local transit history. During July, 1950, purchase orders and financial arrangements were authorized for 500 propane-fueled buses and 200 streamlined "L"-Subway cars, the largest number of new vehicles ever bought at one time by any local transit company, or group of companies, serving Chicago. In September, 1950, CTA purchased 349 trolley buses, the biggest order ever placed by any transit company in the United States for this type of vehicle.

A total of 2815 units—streetcars, rapid transit coaches, trolley and motor buses—have been purchased at a cost of \$60,000,000 since the modernization program was inaugurated. About 2200 of these units are already in service and additional trolley and propane buses are being delivered every week.

All over Chicago—east, west, north, south—new CTA equipment is cutting travel time and providing frequent and comfortable service for thousands of daily riders. A total of 1,000 of CTA's 1,500 miles of surface routes is now equipped with new noise-insulated streetcars and motor buses and silent-operating trolley buses. Five hundred miles of streetcar lines have been converted to rubber-tired bus operation, materially reducing the noise level for residents and business people on the streets affected, in addition to improving service for the riders.

On the rapid transit system, the new Logan Square-Milwaukee Subway route is completely serviced with the latest type of all-metal cars, and the Ravenswood "L" line is being similarly equipped.

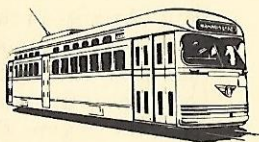
Today *three out of five* rides on the surface system start on routes equipped with modern CTA streetcars or buses. This ratio will continue to increase as more new vehicles, now under construction, are placed in service.

types of *New* vehicles
purchased by CTA . . .

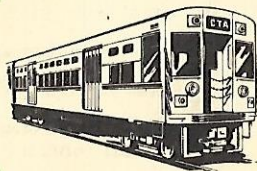
1451
motor buses



600
streetcars



560
trolley buses



204
"L"-subway cars

about propane buses

When CTA placed an order for 500 propane-fueled buses in July, 1950, it became the first transit organization in the nation to acquire a large fleet of these modern vehicles. Some propane buses are, however, being operated in other large cities and propane has been used extensively in the trucking industry.

Outwardly propane motor buses look much like any other bus. The important differences, however, are out of sight—in the engine and in engine performance.

Known as “liquefied petroleum gas”, propane enters the fuel tank of the bus as a liquid but is changed to a gas as it travels under pressure between the tank and the engine. The gas is then taken into the carburetor where it is mixed with air. From there it enters the engine to be ignited by spark plugs just as gasoline is fired in a conventional bus motor.

Experience over the past 15 years has demonstrated that these advantages are realized from the use of propane as a fuel for internal combustion engines:

- 1 No obnoxious odor or smoke.
- 2 Ready availability—it is a non-strategic product that will probably remain easily obtainable even if military activities are expanded.
- 3 Lowers maintenance costs.
- 4 Less frequent oil changes are required.
- 5 Horsepower output is higher per specific unit of fuel consumed.
- 6 Results in noticeably smoother engine performance.
- 7 Economy—propane costs 6¢ to 7¢ less per gallon than gasoline.