

CTA
Reports
To You
For '52

CHICAGO
TRANSIT AUTHORITY

● CTA was chosen by you to purchase and modernize the surface and elevated systems of Chicago because no privately owned company would or could provide the large amount of money that was needed to replace the old red streetcars and the out-moded elevated cars. At year end 1952, five years and three months had elapsed since CTA started to do the job it was created to do. What has the CTA accomplished? What did it do in 1952 to improve local transit equipment and service? Here, for your consideration, is a summary of these busy five and a quarter years:



MODERNIZATION:

\$83,000,000 invested or committed in modernization of equipment and other facilities.

2,815 new buses and cars delivered and in daily use, including 153 trolley buses received in 1952.

Orders placed or steps taken for purchase of 300 additional odorless propane-fueled buses, and 250 "Green Hornet" type elevated-subway cars for delivery in 1953 and 1954.



SERVICE:

Running time on all major "L" and subway routes speeded up by establishment of "A" and "B" stop system and use of modern operating methods.

All-metal cars now provide the greater part of the CTA's rapid transit service.

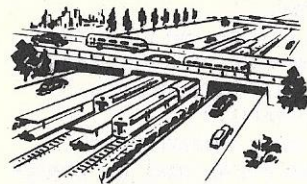
85 per cent of the riders on the former surface lines now are using new cars or buses on all or part of their trips.

Nearly 80 per cent of the former surface system mileage—1,220 miles of former surface lines routes to be exact—has been equipped with new cars and buses. Every section of the city has received new cars or buses.

Surface and rapid transit service is being coordinated by the establishment of convenient, attractive transfer interchange locations between these systems.

The number of off-the-street surface terminals has been more than doubled, and more of these terminals are under way.

FUTURE PLANNING:



Preparations are under way now for high-speed rapid transit in the median strip of the Congress Street Superhighway to Lotus Avenue (5432 West), and perhaps as far west as Des Plaines Avenue, Forest Park.

This new rapid transit facility through Chicago's West Side, scheduled for use in part at least in 1955, will be completely equipped with all-metal cars.

Coordination and integration of the surface and rapid transit services, including more passenger interchange terminals and more off-the-street terminals for surface operations, are to continue.

SHOPS AND OTHER FACILITIES:

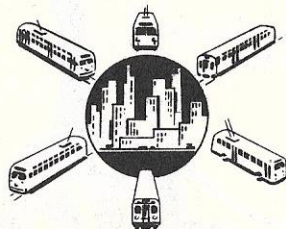
\$12,000,000 of the CTA's modernization expenditures invested in new shop tools and equipment, new garages and other operating facilities.

Six car houses modernized for proper servicing, maintenance and overhaul of buses, and two car houses being converted for bus operation.



UNIFICATION:

"One City-One System", a goal of more than half a century, achieved by purchase of the Chicago Motor Coach Company on October 1, 1952. This purchase added 595 modern buses and 172 miles of surface routes, principally on the city's boulevards, to the CTA system.



FINANCES:



At year end, the CTA had met in full for the entire five years and three months its operation and maintenance expenses, the interest and principal payments on borrowed money, and the depreciation charges required to assure replacement of obsolete equipment.

Every payment of principal and interest on borrowed money had also been met in full and on time.

Revenue bond indebtedness had been retired to the extent of 5½ per cent by payments or accumulated reserves.

Equipment trust loans for the purchase of new buses and cars had been reduced from \$17,085,000 to \$6,658,332 by payments or accumulated reserves—a reduction of 61.03 per cent in 33 months.

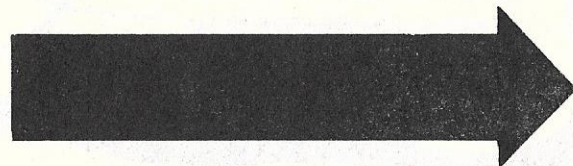
\$2,284,306 had been paid or earmarked as compensation to the City for use of city-owned streets, subways and other facilities.

\$924,584 had been paid to the City toward the cost of repaving and resurfacing city streets.

Net transportation property value was increased more than \$45,000,000 to \$123,514,105 in 1952, a gain of 59 per cent.

ECONOMIES:

Offsetting in part sharp increases in the costs of labor, materials and supplies, intensive and productive efforts have been made to increase efficiency, to consolidate functions and activities, to eliminate duplications, and to introduce modern operating methods and maintenance procedures.



● CTA's management presents the foregoing statement as a brief but accurate record of its stewardship. Tangible evidences of transit progress are noticeable every day in every section of the city—new cars and buses on our streets, new elevated-subway cars and a substantial reduction in street noises and operating odors directly attributable to CTA's modern rubber-insulated and rubber-tired vehicles. Our task has been complicated by an inflationary economy (for example, a modern "L"-subway car costs about \$60,000, and a modern bus about \$20,000) but a credit rating has been established that has kept the modernization program moving rapidly ahead. And every dollar

earned is being reinvested in the property to improve service and equipment. In this service-at-actual-cost enterprise there are no profits paid to anyone.

During 1953, and in the future, we hope and believe that further progress can be made. For our part, we are fully conscious of our responsibilities to the more than 2,000,000 riders using CTA services each weekday, and to the communities that we serve, and we pledge our continuing best efforts to achieve the common objective of all of us—the nation's best local transit service at the lowest possible cost.

CHICAGO TRANSIT BOARD

RALPH BUDD, *Chairman*

PHILIP W. COLLINS

JOHN S. MILLER

JOHN HOLMES

JAMES R. QUINN

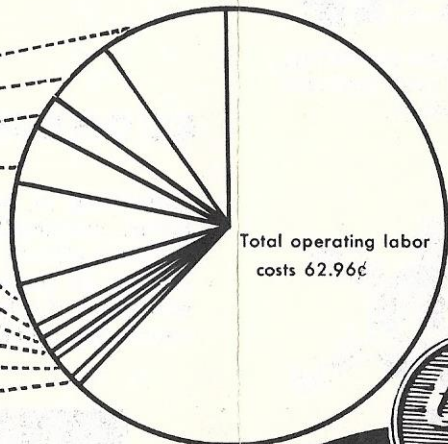
WILLIAM W. McKENNA

GUY A. RICHARDSON

WALTER J. McCARTER, *Gen. Mgr.*

DISTRIBUTION OF C.T.A.'S 1952 REVENUE DOLLAR

| | |
|------------------------|--------|
| MATERIALS AND SUPPLIES | 10.54¢ |
| POWER | 5.08¢ |
| MOTOR FUEL | 2.40¢ |
| INJURIES AND DAMAGES | 5.00¢ |
| DEPRECIATION | 8.05¢ |
| BOND INTEREST | 3.48¢ |
| BOND RETIREMENT | 0.43¢ |
| BOND RESERVE | 0.69¢ |
| BOND AMORTIZATION | 0.26¢ |
| OPERATING RESERVE | 0.78¢ |
| MUNICIPAL COMPENSATION | 0.33¢ |



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