

NEW BUS SERVICE

- **CERMAK**
- **HALSTED**
- **HALSTED-DOWNTOWN**
- **KEDZIE-CALIFORNIA**
- **and LAKE**

SURFACE ROUTES

Effective May 30, 1954

**CHICAGO TRANSIT
AUTHORITY**

SUBSTITUTION of buses for streetcars on May 30, 1954, on five CTA Surface routes marks the end of Chicago's old red streetcar lines.

In this latest modernization move, a total of 185 red cars, most of which have been in operation for nearly half a century, will be replaced by 235 buses on the Cermak, Halsted, Halsted-Downtown daytime service, Kedzie-California and Lake routes. For some time buses have been operating weekends on both the Halsted and Kedzie lines, and on Saturdays on the Halsted-Downtown line.

Approximately 298,000 weekday riders on these lines will benefit from the smooth-riding, rubber-tired, noise-proofed equipment, operated with less waiting time between vehicles than under the streetcar schedules. The buses will follow substantially the same routes as the streetcars, with the exception of Lake Street. Route details follow:

CERMAK

East and west in Cermak Road between a terminal in the vicinity of 47th Avenue, Cicero, on the west, and a terminal at Prairie Avenue on the east. On a typical weekday, about 20,500 riders patronize this line.

HALSTED

North and south in Halsted Street between 79th Street on the south and Waveland Avenue on the north. Ap-

proximately 108,000 riders on a typical weekday are served by the Halsted and Halsted-Downtown lines.

HALSTED-DOWNTOWN

North in Halsted to Archer, northeast to Clark, north to Polk, east to Dearborn, north to Randolph, west to Clark, south to Archer, southwest to Halsted, and south to 79th Street. This is a daytime service only, Mondays through Saturdays.

KEDZIE-CALIFORNIA

North in Kedzie from 63rd Place to Chicago, east to California, north to Roscoe, and then back to 63rd over the same route. About 55,000 patrons are served daily by this line.

LAKE

East in Lake Street from a west terminal at Austin Boulevard to an east terminal at State St., then south to Randolph, west to Franklin, north to Lake and west to Austin. Eastbound from Austin to Pine buses will operate in Lake Street south of the railroad tracks. Westbound from Pine to Austin they will operate in Lake Street north of the railroad tracks.

This new routing is an extension of service from Clinton Street to State Street. Streetcar service terminated at Clinton Street. Now direct transfer connections will be provided with elevated, subway and surface routes in the Loop area, thus substantially adding to the convenience of the Lake

Street service for approximately 14,500 daily riders.

Four Streetcar Lines Remain

WITH the conversion of these five lines, there will be only four streetcar routes in the CTA system - - Western Avenue, Clark-Wentworth, Broadway-State and Cottage Grove. These four lines are equipped with modern, noise-proofed "Green Hornet" streetcars.

Progress of Modernization

WHEN the CTA started as an operating organization on October 1, 1947, in excess of 3,200 streetcars, most of them the old red type, were in use on Chicago's streets. The old "reds," after nearly 50 years, have been disappearing from the Chicago transit scene in recent years. With this latest change, none of them will be scheduled for regular service, but some will be held in reserve for emergency use to supplement the modern fleet of cars when necessary.

Approximately 385 streamlined "Green Hornet" streetcars will provide regular service on the remaining streetcar lines. Altogether, CTA has invested more than \$90,000,000 in streamlined cars and buses, and in modernizing other facilities since the start of its modernization program.