

The New West Side Subway

America's First




**COMBINATION RAPID TRANSIT RAILWAY
AND AUTOMOBILE EXPRESSWAY**

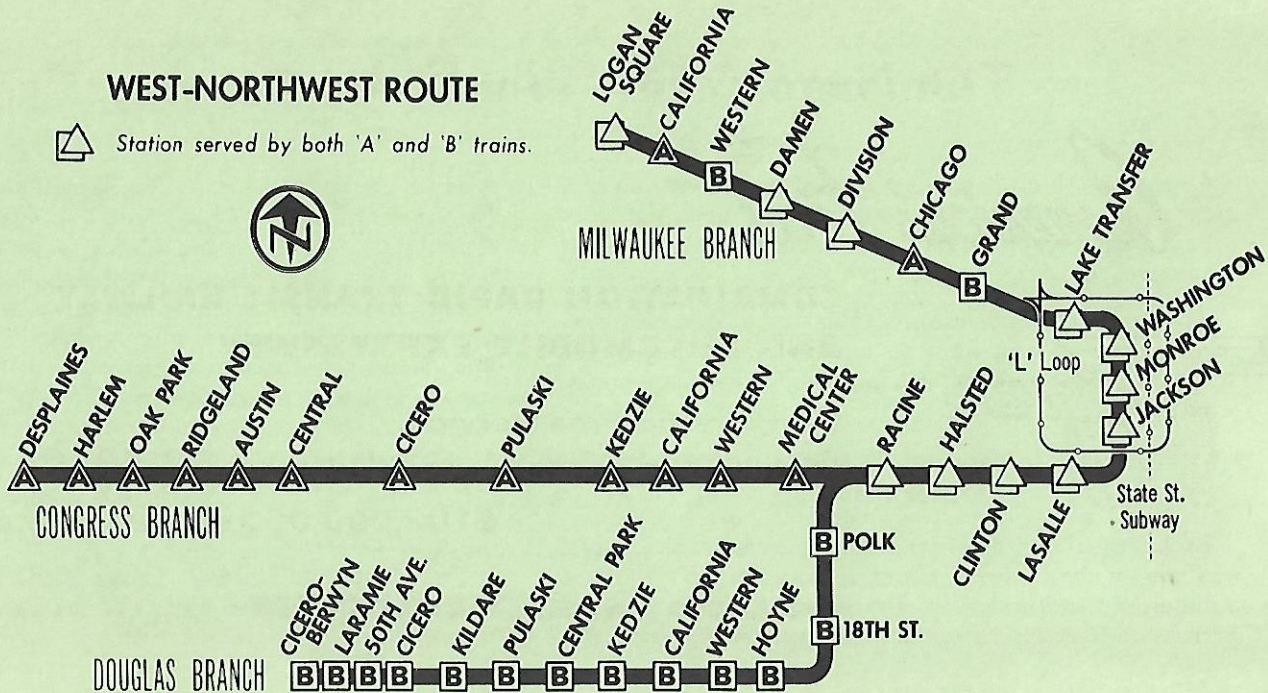
Fast, Traffic-Free Service

Beginning 4:00 A. M., Sunday, June 22, 1958

CHICAGO TRANSIT AUTHORITY

WEST-NORTHWEST ROUTE

 Station served by both 'A' and 'B' trains.



Chicago's New West Side Subway

Once again Chicago pioneers in a transportation development that is certain to have vast influence upon populous urban area transportation of the future in the United States and elsewhere.

The new West Side Subway is the first project ever conceived, planned and built to combine rail rapid transit and a multi-lane automobile expressway in the same grade-separated right-of-way.

Other Firsts

Back in the 1890's, when grade-separated rapid transit was new in the midwest, Chicago pioneered in the use of a motorman's multiple unit electric power controller which permits operation of multi-car trains from a single position.

More recently Chicago pioneered the light-weight, fast-accelerating, fast-stopping rapid transit car, centralized supervision of and communication with in-service rapid transit trains, and a two-way train phone communication system that permits central office supervising personnel to give operating instructions to motormen of in-service trains and, when the occasion necessitates, to broadcast information to a train's passengers.

Chicago Transit Aided by \$102,000,000 of Public Funds

To improve Chicago's transit facilities, a total of \$102,000,000 in public funds has been provided to date. Construction of the city's first two subways, the State

Street subway and the Milwaukee-Dearborn-Congress subway, cost \$75,000,000. The City of Chicago provided the major part of this amount from the City Traction Fund built up by franchise tax payments received over a period of years from the privately-owned transit companies which later were acquired by Chicago Transit Authority. The Federal government's contribution to the construction of these two subways, provided through the former Public Works Administration, totaled \$25,967,000.

\$130.5 Million for New Equipment

Construction of the new West Side Subway and its connections with the Milwaukee-Dearborn-Congress subway was financed by the City of Chicago. Approximately \$2,000,000 was obtained by the sale of revenue bonds being serviced by subway rental paid by Chicago Transit Authority. An additional \$25,000,000 came from a general obligation bond issue. Chicago Transit Authority, however,

is to reimburse the city for the cost of the fixed transportation equipment, estimated at \$12,300,000, as it is doing in the case of the State Street and Milwaukee-Dearborn-Congress subways.

In addition, Chicago Transit Authority has invested approximately \$130,500,000 in modern cars and buses, and for other improvements, including modernization of shop equipment, buildings and other facilities.

Use of Federal Highway Funds Sets Important Precedent

The alignment established for the Congress Expressway required removal of substantial sections of the Garfield Park rapid transit route structures to make way for highway construction. It also required use of underlying right-of-way for expressway purposes, and the relocation of the entire

rapid transit route between the Loop and the west terminal in Forest Park.

Federal matching highway funds, made available to the State of Illinois and then in turn to the City of Chicago and the County of Cook, have contributed importantly to financing the cost of the right-of-way and the increased length of local street over-pass bridges.

It is hoped that this precedent will be followed in integrating rapid transit with the other grade-separated, multi-lane highways in the metropolitan area's expressway program.

Highway Funds and Bond Funds Used

The City of Chicago, using both highway funds and its own bond funds, constructed the portion of the project between the west bank of the Chicago River and Laramie Avenue (5200 West), and a part of the expressway in this

area, as well as the new terminal facilities in Forest Park to replace the former yard facilities at Laramie Avenue.

The County of Cook, and the State of Illinois, using highway funds, are constructing the project between Laramie Avenue and the Forest Park terminal because highway construction in this section, which is their joint responsibility, requires relocation of the Garfield Park route tracks and structures. Meanwhile trains are operating over temporary facilities in this area.

For the plan of operation on the new subway extension—stations served, running times and intervals between trains—please turn the page.

- California and Congress—Nine minutes to Loop
 *Kedzie and Congress —Ten minutes to Loop
 *Pulaski and Congress —Twelve minutes to Loop
 *Cicero and Congress —Fourteen minutes to Loop
 Central and Congress —Sixteen minutes to Loop

Suburban Stations

- *Austin Boulevard,
 Oak Park —Seventeen minutes to Loop
 Ridgeland Avenue,
 Oak Park
 (temporary) —Nineteen minutes to Loop
 *Oak Park Avenue,
 Oak Park —Twenty minutes to Loop
 *Harlem Avenue,
 Forest Park —Twenty-one minutes to Loop
 Des Plaines Avenue,
 Forest Park —Twenty-three minutes to Loop

*Denotes auxiliary entrance-exit facilities.

At eight of the stations, the entrance-exit facilities of the main station are supplemented by auxiliary entrance-exit facilities at adjacent highway over-pass bridges to enhance the ease of transferring to and from local buses—at Morgan Street for Halsted Station; at Loomis Street for Racine Station; at Homan Avenue for Kedzie Station; at Keeler Avenue for Pulaski Station, and at Lavergne Avenue for Cicero Station in Chicago, and later at Lombard Avenue for the Austin Boulevard Station; at East Avenue for the Oak Park Avenue Station, and at Circle Avenue for the Harlem Avenue Station in the suburban section of the route. The auxiliary stations will serve as exits at all times, and as entrances during morning and/or afternoon rush hours when agents are on duty, and during nights, Sundays and holidays when fares are collected on trains.

Medical Center Station

At Medical Center Station, there are two auxiliary entrance-exit structures, one at Paulina Street and the other

Plan of Operation

Three Routes Combined Into a Single Route

In operating the West Side Subway, three long-established separate routes, the Logan Square-"L"-Subway, the Congress (formerly Garfield Park) and Douglas "L" routes, have been consolidated into the single new West-Northwest route serving the West and Northwest sections of the city and the Central Business District.

The Logan Square-Des Plaines Avenue, Forest Park, leg of the route, the Congress-Milwaukee section, is 15.2 miles long; the Logan Square-Douglas leg, the Douglas-Milwaukee section, is 13.9 miles long. Douglas-Milwaukee trains enter and leave the new subway over a ramp at Loomis Street. Congress-Milwaukee trains operate throughout the length of the new subway.

Fourteen Stations Serve the New Subway Route

Along the new subway route there are fourteen stations spaced an average of about .7 of a mile apart. There are ten stations in Chicago, two in Oak Park, and two in Forest Park, as follows:

Chicago Stations

- Clinton and Congress —One minute to Loop
- *Halsted and Congress —Three minutes to Loop
- *Racine and Congress —Four minutes to Loop
- *Medical Center
(Ogden-Paulina-Damen) —Five minutes to Loop
- Western and Congress —Seven minutes to Loop

at Damen Avenue to supplement the facilities at Ogden Avenue.

Clinton Station

Clinton Station is in the subway tube section just west of the Chicago River. Escalators and a stairway connect the mezzanine station with entrance-exit facilities at street level. At Central Avenue, where the permanent rapid transit-expressway facilities are to be elevated over the street, the main station controls are to be at platform level with stairway connections to the street below. At Des Plaines Avenue terminal, where the rapid transit tracks are to be elevated over Des Plaines Avenue, the station and passenger inter-change facilities are to be at street level with stairway connections to the train platform.

Train Signs

Trains operating between Logan Square and Des Plaines Avenue, Forest Park, are "A" trains, which display red,

white and black signs reading as follows: "A—Congress-Milwaukee."

Trains operating between Logan Square and 54th Avenue, Cicero, (Douglas) are "B" trains, which display black, white and green signs reading as follows: "B—Douglas-Milwaukee."

Running Time

For "A" trains, the weekday rush period running time between Des Plaines Avenue, Forest Park, and La Salle Station in the downtown Loop is 22½ to 23 minutes; for "B" trains, the weekday rush period running time between 54th Avenue, Cicero, and La Salle Station is 21½ to 25½ minutes.

For both "A" and "B" trains, the weekday rush period running time between Logan Square and Lake Transfer (Clark) Station is 11 to 13 minutes.

Station Stops

Between the Logan Square terminal and the Loop, there is an alternate-stop plan of operation. "A" trains stop at "A" stations; "B" trains stop at "B" stations, and both "A" and "B" trains stop at All-Stop stations.

This skip-stop service operates throughout the business day, 6:00 A. M. to 10:00 P. M., Mondays through Fridays, and 7:00 A. M. to 6:00 P. M., Saturdays. At all other times, all trains stop at all stations.

The "A" stations are California and Milwaukee, and Chicago and Ogden.

The "B" stations are Western and Armitage, and Grand and Halsted.

The "All-Stop" stations are Damen and North, Division and Ashland, and Lake Street Transfer; Washington, Monroe, and Jackson stations in Dearborn Street in the Loop; and La Salle and Congress station.

On the Congress-Milwaukee branch and the Douglas-Milwaukee branch, between their respective west terminals and the Loop, all trains make all stops. Stations on the Congress-Milwaukee branch are "A" stations; those on the Douglas-Milwaukee branch are "B" stations.

Scheduled Intervals Between Trains

Between Logan Square and Racine and Congress station, the weekday intervals between trains at "All-Stop" stations are: A. M. rush, 3 minutes; Midday, $3\frac{3}{4}$ minutes; P. M. rush, 3 minutes; Evening, $4\frac{1}{4}$ minutes; Owl, 15 minutes. In this area, at either "A" or "B" stations, the headways are: A. M. rush, 6 minutes; Midday, $7\frac{1}{2}$ minutes; P. M. rush, 6 minutes; Evening, $8\frac{1}{2}$ minutes; Owl, 15 minutes.

Between Des Plaines Avenue, Forest Park, terminal and Racine and Congress station, and between 54th Avenue,

Cicero, terminal and Racine and Congress station, the intervals between trains are: A. M. rush, 6 minutes;

Midday, 7½ minutes; P. M. rush, 6 minutes; Evening, 8½ minutes; Owl, 30 minutes.

Service and Operating Advantages

For the first time since 1892 when off-street rail rapid transit was introduced in Chicago, there is through service between the suburbs of Forest Park, Oak Park, Cicero, the West Side of Chicago, and the Northwest section of the city.

Time Savings Up to 30% |

Nine to 10 minutes are saved (a reduction of 28 to 30 per cent) in travel time per trip between Des Plaines Avenue, Forest Park, and La Salle station in the Loop.

(Note: Additional time savings are to be obtained when the block signal and automatic brake trip system is installed in the open-cut sections, and the Congress-Milwaukee

branch is moved to its permanent right-of-way location between Lotus Avenue, Chicago, and Des Plaines Avenue, Forest Park.)

One to two minutes are saved in travel time per trip between Logan Square and Lake Transfer.

Convenient Transfer Connections |

Direct platform-to-platform out-of-the-weather passageways, one at Washington and another at Jackson station provide transfer connections between West-Northwest route and North-South route. No transfer slip is required for this change.

A free transfer from the West-Northwest route to the Lake, Ravenswood and Evanston "L" lines may be obtained at Lake Transfer station (Clark Street exit) for presentation at Clark and Lake "L" station.

A free transfer *from* the Lake, Ravenswood and Evanston "L" lines to the West-Northwest route may be obtained at the State-Dearborn and Van Buren "L" station for presentation when entering the subway on Dearborn Street between Jackson and Van Buren Streets.

All-Metal Equipment █

Only all-metal cars, similar to those in use on other CTA rapid transit routes, are being operated in the new subway service. CTA has spent or obligated a total of \$41,700,000 for latest type, all-metal cars, including 100 cars to be delivered by early next year. It has removed from passenger service all of its 1,060 wood and wood-steel cars, most of which have been scrapped.

Temporarily some of the pre-CTA 4000-series steel cars will be required to make up rush hour car requirements for the Douglas-Milwaukee "B" service, but the Congress-Milwaukee "A" service will utilize the fast 6000-series cars at all times.

Automatic Block Signal and Brake Trip System █

Like the State Street and Milwaukee-Dearborn-Congress subways, the new West Side Subway is being equipped with an automatic block signal and brake trip system of the latest design.

The tube sections of the new subway route, including the underpass near Lockwood Avenue, are now equipped with protective devices. The remainder of the route is being signalled. Installation will proceed without interfering with train operation.

Hazardous Grade Crossings Eliminated

A total of 27 hazardous rapid transit crossings at street grade—four in Forest Park, 17 in Oak Park, and six in Chicago—are being permanently eliminated by locating the rapid transit facilities in the grade-separated right-of-way of the expressway.

Seventeen of these crossings have already been eliminated, and the remaining ten are to be closed as soon as permanent right-of-way in the grade-separated expressway is available for train operations between Lotus Avenue (5432 West) and Des Plaines Avenue, Forest Park (7600 West).

In addition, an existing railroad crossing, which has been the cause of many delays in service, will be eliminated when the section between Laramie Avenue and Forest Park is completed.

Use of Van Buren Street Ended

Time-consuming operation of Garfield Park rapid transit trains at street grade in the south half of Van Buren Street, between Racine and California Avenue, inclusive, which was established September 20, 1953, to permit construction of the expressway in this area, has been discontinued.

Service roadway ramp connections with the expressway are now under construction to provide urgently needed additional access and exit facilities.

Real Estate Values to Increase

In the opinion of experts, the value of real estate adjacent to the Congress Expressway is certain to be increased substantially. The area's convenient access to fast transportation, by rail or expressway, is expected to stimulate construction of multi-story apartment buildings.