

# To CTA's West Side Subway Patrons



## **BEAR WITH US JUST A LITTLE LONGER; WE'RE IN THE FINAL STRETCH NOW!**

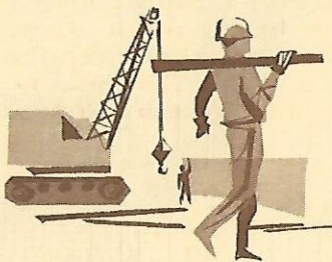
Within a few days, Congress "A" trains will be operating in the permanent right-of-way of the new West Side Subway between Lotus Avenue, Chicago (5246 West), and Desplaines Avenue, Forest Park (7500 West).

In this area, CTA's tracks are permanently located on the south side of the depressed right-of-way of the Congress Expressway, between the Baltimore and Ohio Chicago Terminal relocated tracks and the expressway lanes, instead of being located in the median strip like they are between Halsted Street and Central Avenue.

Since June 22, 1958, when the City of Chicago completed the major part of its \$27,000,000 portion of the West Side Subway project, Congress "A" trains have been using a temporary right-of-way in this westernmost section of the project.

### **INCONVENIENCES INEVITABLE**

To maintain rapid transit service during construction work, it has been necessary to resort to complicated staging of construction activities. Admittedly, all of the construction work, both on the Congress



Expressway and the West Side Subway, has inconvenienced patrons of this rapid transit service, beginning with the temporary street-level operation of trains in September, 1953.

Inconvenience, however, is inevitable during the construction of major improvement projects. This is the unavoidable price that must be paid for progress.

## **PERMANENT STATIONS READY SOON**

For West Side Subway patrons, however, the end to delays and inconvenience from construction work is in sight. Within a few months, permanent station and platform facilities will be completed for the four westernmost stations—Central Avenue in Chicago; Austin Boulevard-Lombard Avenue and Oak Park Avenue-East Avenue in Oak Park, and Harlem Avenue-Circle Avenue in Forest Park.

Meanwhile, temporary rapid transit station and platform facilities, some of which have been re-arranged, must be used to permit construction of the expressway lanes to proceed, and thus hasten completion of the expressway.

From the beginning of construction work on the combined subway-expressway project, patrons of the rapid transit serving the area have been commendably tolerant of the unavoidable delays and inconvenience. And Chicago Transit Authority is deeply appreciative of this understanding and forbearance.

Now we ask you to bear with us just a little longer, and your patience will be rewarded by the full benefits from a type of rapid transit service outstanding and

unique among the rapid transit operations of the nation. The West Side Subway is the nation's pioneer project in the integration of rail rapid transit with a grade-separated, multi-lane motor expressway.

## TEMPORARY STATION FACILITIES

Here is a brief outline of the temporary station and platform facilities that must serve your needs until the permanent facilities are completed:



**Central Avenue . . .** This is the only station of the West Side Subway that is above street-grade, excepting the terminal station and facilities at Desplaines Avenue, Forest Park, which are now under construction.

Access to the temporary side platforms at this station is by stairways on the west side of Central Avenue. When the permanent control facilities and island platform are completed, there will be access stairways on both the east and west sides of Central Avenue. A passenger passageway at track level will connect the stairs on the east side with the station control facilities on the west side of the CTA overpass.



**Austin Boulevard-Lombard Avenue . . .** A temporary island platform at the below-the-street grade is on the east side of Austin Boulevard. Access to the temporary Austin station will be by a stairway leading from the west side of the temporary street overpass (west of Austin Boulevard) to the track level where a passageway extending east under the temporary overpass and the permanent viaduct will connect with the west end of the temporary platform. There will not be temporary entrance-exit facilities at Lombard Avenue.

The permanent main entrance at Austin Boulevard will be at street-grade on the west side of the street. The permanent auxiliary entrance-exit at Lombard Avenue will be at street-grade on the east side of Lombard Avenue.

**Oak Park Avenue-East Avenue . . .** The permanent platform has been constructed, but not the permanent access ways because the permanent street overpasses at Oak Park and East Avenues are still under construction.

Temporary access to the Oak Park Avenue end of the station platform will be by a covered stairway leading from the west side of the temporary street overpass to a covered walkway just above train height that extends east to a connection with the platform ramp.

Temporary access to the platform at the East Avenue auxiliary entrance

will be by a covered stairway leading from the east side of the temporary street overpass west under the temporary and permanent overpasses to a walkway and stairs connected with the platform.

At Oak Park Avenue the permanent station building will be at street-grade on the east side of the street. At East Avenue the station building will be at street-grade on the west side of the street.

### **Ridgeland Avenue Arrangements**

The temporary station at Ridgeland Avenue, Oak Park, is being eliminated. Until the permanent station and platform facilities are completed this area will be served by the East Avenue auxiliary entrance of the Oak Park Avenue station. When completed the Lombard Avenue auxiliary entrance-exit for the Austin Boulevard-Lombard Avenue station will also serve the Ridgeland Avenue area.

**Harlem Avenue-Circle Avenue . . .** A new temporary island platform has been built extending east from the temporary street overpass which is east of Harlem Avenue. Access will be by stairway leading from the east side of the temporary overpass down to the train platform. The permanent station facilities will be to the west with street-level main station building on the west side of Harlem Avenue and an auxiliary station building at street-level on the east side of Circle Avenue.

## **GRADE CROSSINGS ELIMINATED**

Shifting of Congress "A" train operations to the final stretch of permanent right-of-way will add to the very substantial savings in trip time that patrons have been enjoying since June 22, 1958, when trains began running in the permanent right-of-way of the new subway from the Loop to just beyond Lotus Avenue.

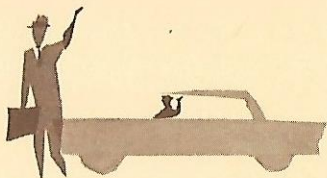
The five remaining crossings at street-grade, all of them in Oak Park at Austin Boulevard, Ridgeland Avenue, East Avenue, Oak Park Avenue and Harlem Avenue, respectively, will be eliminated. However, patrons may expect occasional delays from the operation of Baltimore and Ohio Chicago Terminal trains which will continue to cross CTA tracks at grade until a viaduct is completed just east of Desplaines Avenue, Forest Park, to carry the B&OCT tracks over the CTA tracks and the expressway lanes.

Presently this grade crossing is at Kenilworth Avenue, Oak Park, but it is being eliminated. A new crossing at grade is being established just beyond Central Avenue so that CTA may use its final stretch of permanent right-of-way without waiting until the B&OCT tracks are shifted to their permanent location.

## **DESPLAINES AVENUE FACILITIES**

Meanwhile, construction of permanent rapid transit terminal facilities at Desplaines Avenue, Forest Park, will continue. Scheduled for construction are the following:

Station control facilities with a passageway extending under the east-



bound track to a connection with the island platform; off-the-street rapid transit-bus passenger interchange facilities to accommodate CTA and suburban buses; a "Kiss and Ride" parking space for family automobiles delivering or meeting CTA patrons; a concessionaire's building; a rapid transit car inspection shop for inspection and maintenance, and a transportation building for CTA train crews.

As much of the present open air parking lot as possible will be retained, but CTA is earnestly hoping that public funds will be made available soon for the construction of a multi-story garage spanning the expressway with ramp connections to the expressway lanes and passageway connections with the train platform.

It is estimated that the potential demand for daily commuter and shopper parking is sufficient to justify the construction of a 6,000-car garage.

## CHICAGO TRANSIT AUTHORITY

