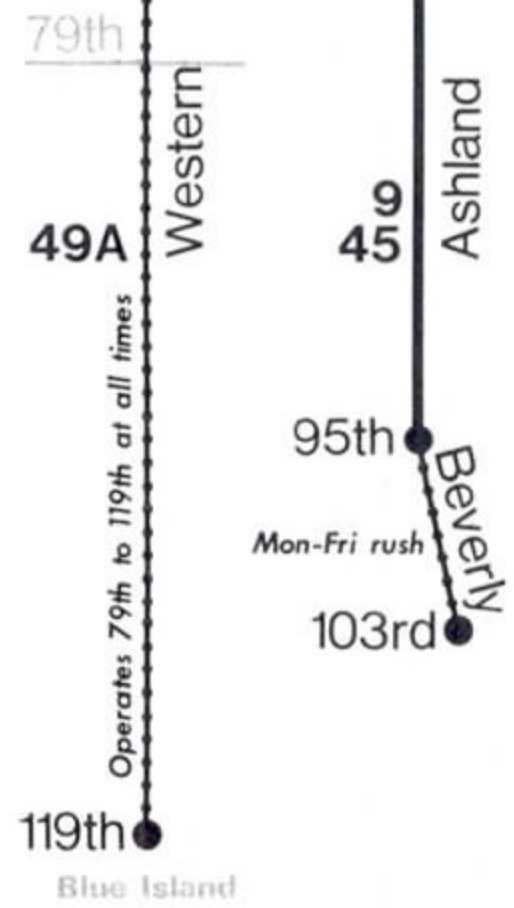


# Ashland station CTA bus service

- 9 Ashland Service at all times (also 45 Mon-Fri rush)
- 49A S Western Service here Mon-Fri rush periods
- 63 63 Street Local service at all times  
Limited-stop service Mon-Fri rush periods
- 110 Marquette Service Mon-Sat 6AM-7PM approx







The City of Chicago is proud to open the new extension of the CTA Englewood branch and the new terminal because the facility was designed with your convenience in mind.

The new terminal at Ashland Avenue near 63rd Street is a modern structure planned not only to be functional but to add to the beauty of the surrounding area. Riders now can make a direct transfer from rapid transit to bus within the protection of a shelter from the elements.

The "Park-'N-Ride" lot and the "Pickup-Dropoff" short-time parking area should encourage greater use of public transportation. Now you can ride to the Loop or other destinations without the annoyance that driving occasions during rush periods. Modern parking facilities have been provided for the benefit of CTA riders.

The Englewood extension serves residents of the southwest communities of Chicago and is part of the city's continuing program to improve the transportation service to all people in the city.

Sincerely,

*Richard J. Daley*  
Mayor

## NEW CTA ENGLEWOOD TRANSIT TERMINAL

The new station complex replaces the obsolete Loomis Station one-quarter mile to the east which was built in 1907. The cost of the transit improvement is \$6.8 Million, two-thirds of which was federally funded by a grant from the U.S. Department of Transportation.

### RAPID TRANSIT STATION

The passenger platform, 22 feet wide and 520 feet long, is covered with a canopy extending over the cars to protect passengers from rain, snow and the sun's glare. Translucent skylight panels and fluorescent lighting provide brightness at all hours throughout the day and night.

Two escalators provide effortless passage between ground level and the train platform. A passenger control building, where fares are paid, is glass-walled with a multi-faceted roof-canopy extending out to protect and shade in all directions.

A secondary exit stairway from the platform to street is provided on the west side of Ashland Avenue for persons boarding southbound Ashland buses.

### MODERN ELEVATED STRUCTURE

Supporting the smooth steel plate girders are single vertical columns of reinforced concrete. The modern hexagonal columns are spaced on centers of about 70 feet, nearly double the distance between columns of existing "L" structures.

Paralleling the outer side of each track along the full length of the new structure is a railing-high baffle panel which conceals from view the lower chassis of transit trains. To alleviate noise, the train side of this barrier is coated with sound-absorbent material and the track rails are mounted on rubber pads. Landscaped buffer strip of approximately 25 feet in width separates the structure from the adjoining property to the south.

### BUS SERVICE

Bus routings to the Ashland station of the Englewood transit terminal have been simplified and shortened from the former routings required to serve the Loomis terminal, yielding time savings for passengers. Five CTA bus routes serve the station: 9 Ashland, 45 Ashland-Downtown, 49A South Western, 63 63rd Street, and 110 Marquette. Ashland and Ashland-Downtown buses stop directly at the station in Ashland Avenue.

South Western, 63rd Street, and Marquette buses use the canopied bus terminal area adjacent to the station building. The South Western service is a new convenience for rush hour riders transferring to and from the Englewood rapid transit route. During weekday rush hours, certain South Western buses operate between Western-119th and the Ashland station, Englewood route, via Western Avenue and 63rd Street, making limited stops between Western-79th and the station.

### BUS TERMINAL

The sky-lighted, canopy-covered bus terminal area provides all-weather protection for rapid transit-bus interchange riders. Waiting for buses on street corners in the area of the station has been eliminated since all buses serve the station directly.

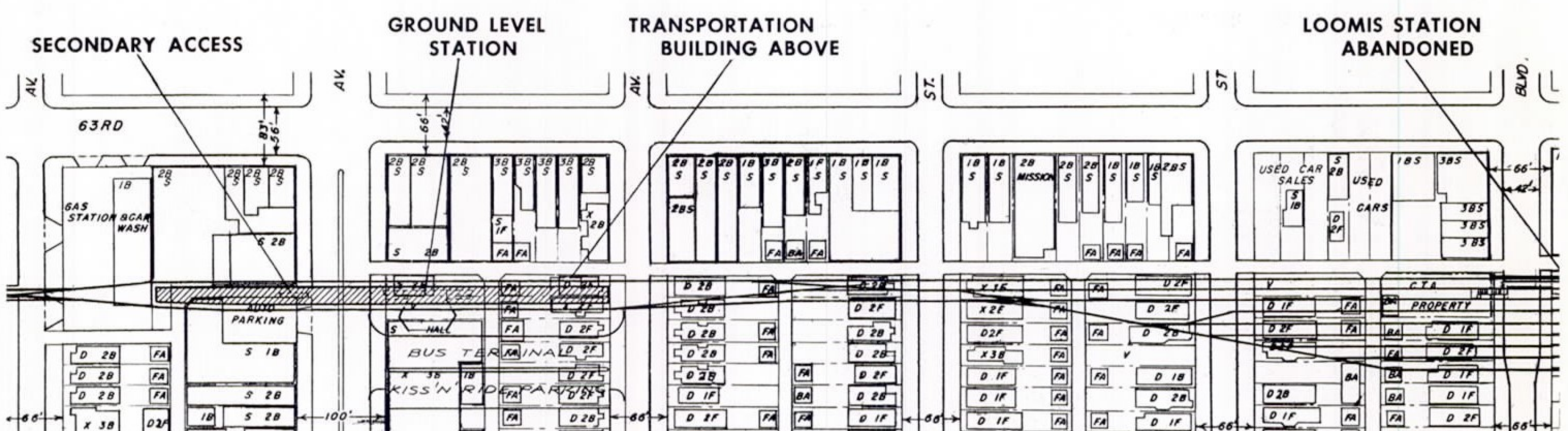
### PARK 'N' RIDE

For those who wish to use private automobiles in combination with a fast, traffic-free rapid transit ride, there is a 250-car Park 'N' Ride area immediately south of the station and bus terminal. Thirty canopy-covered Kiss 'N' Ride spaces are provided for drivers waiting to pick-up passengers arriving by train.

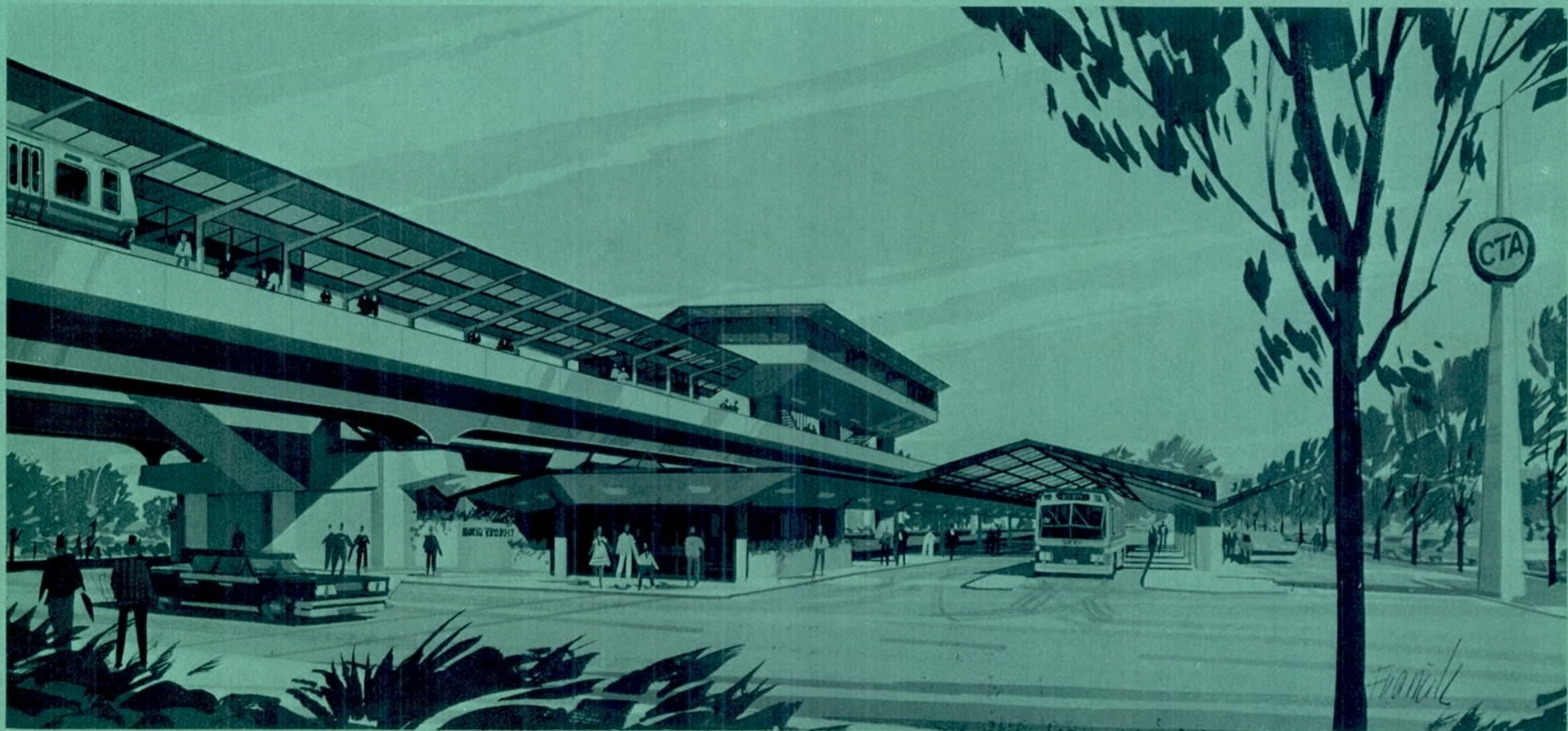
Attractive landscaping adds to the overall beauty of the transit terminal.

### TRANSPORTATION OFFICE BUILDING

The administrative office for the Transportation Department of Chicago Transit Authority is located in the upper-level building above the passenger platform near the east end. More than 100 employees, including motormen, conductors, agents and others needed for the operation of the rapid transit route, report to work at the terminal.







MAY 1969





**City of Chicago**

Richard J. Daley  
*Mayor*

Milton Pikarsky  
*Commissioner of Public Works*



**Department of Transportation**

John A. Volpe  
*Secretary*

Carlos C. Villarreal  
*Urban Mass Transportation Adm.*



**Chicago Transit Authority**

George L. De Ment  
*Chairman, Transit Board*

Thomas O'Connor  
*General Manager*