

# FIRST INSPECTION TRIP—CHICAGO SUBWAY APRIL, 1943

## SPONSORED BY THE DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS

**ROUTE 1:**—Is a two-track subway 4.9 miles long in Clybourn Avenue, Division and State Streets connecting the four-track north side elevated railroad near Armitage Avenue with the three-track south side elevated railroad near 16th Street.

**OPERATION:**—Initial operation by Chicago Rapid Transit Company—under ordinance approved by referendum on November 3, 1942—using 455 existing all-steel cars.

### INITIAL SYSTEM OF SUBWAYS

Includes both Clybourn-Division-State (Route No. 1) and Milwaukee-Lake-Dearborn (Route No. 2).

#### ORIGINAL PWA PROJECT

Federal Grant.....	\$ 23,130,000
Traction Fund.....	34,270,000
<b>Total.....</b>	<b><u>\$ 57,400,000</u></b>

#### EXPENDITURES—PWA PROJECT

Total expenditures to date.....	\$ 47,900,000
Outstanding contractual obligations.....	2,000,000
Estimated cost to complete Route 2 including right-of-way, Congress Street terminal and station finish (90% right-of-way now acquired).....	7,200,000
<b>Total.....</b>	<b><u>\$ 57,100,000</u></b>

#### EXPENDITURES FOR SUBWAY EQUIPMENT

Reimbursable by Chicago Transit Company for track, electrical and other fixed equipment—for Route No. 1 and Route No. 2—under provisions of the Traction Ordinance accepted by traction companies and approved by referendum on June 1, 1942.....	\$ 6,850,000
---	--------------

