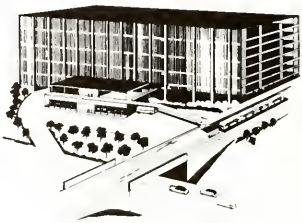
NEW HORIZONS

for Chicago Metropolitan Area

its past

its present

its future



Chicago

Chicago is a vigorous, dynamic city—a city with a thrilling past, a progressive present.

Its past is recorded indelibly on the pages of our national history.

Its progressive present is now being shaped daily by our activities in the fields of commerce, industry and finance, and by the public officials and civic leaders who serve the community and its people.

Chicago's future, too, is being fashioned today, because we of today are architects of both the present and the future.

All of the essential elements for a glorious future are within our grasp, challenging us to plan imaginatively and build adequately for tomorrow's greatness.

Today's Chicago

The unrivaled financial, industrial and commercial center of the nation's heartland, the great midwest, Chicago is more than a city. It is a thriving, bustling region, a metropolitan complex of inter-related and inter-dependent communities welded together into a single economic unit by the processes of trade and commerce and industry.

This metropolitan complex embraces six counties totaling more than 3,500 square miles of which approximately 210 square miles are within the corporate boundaries of Chicago. The region's transactions in trade and commerce, and the value of the products from its vast array of industries, total billions of dollars annually.

World leadership is accorded the Chicago metropolitan area in many activities, including air transportation, rail transportation, truck transportation, steel production, electronic equipment manufacturing, mail order transactions, vocational training and diversified education, industrial research, conventions and trade shows. Chicago is also the hub of the nation's vast network of highways.

Trade, Population Expanding Rapidly

Rapid expansion in trade and commerce, in industry, and in population is the order of the day. Approximately 15 billion dollars annually are being invested in new industrial plants, land, equipment and buildings. The area's population is increasing at the rate of 10,000 persons per month, but the most spectacular increase in population is occurring in the suburbs.

Park Forest, only a prairie in 1940, is now a city of 30,000, experiencing a population increase of more than 245 per cent since 1950. Since 1940, Skokie has had a population increase of 525 per cent; Niles, 580 per cent; Lincolnwood, more than 1,000 per cent; Arlington Heights, more than 250 per cent; Homewood almost 175 per cent; Elmhurst, 125 per cent; Rolling Meadows, incorporated about

two years ago, has approximately 8,000 people. All other suburbs have increased substantially, if not spectacularly.

By 1980, it is estimated, the population of Chicagoland will reach 8,000,000—half of them Chicagoans, and the other half suburbanites.

Future Prospects

For metropolitan Chicago a new cycle of development and progress is underway, generated, as in the city's beginning, by water-borne commerce. With the opening of the St. Lawrence Seaway, it is anticipated that new industries stimulated by the seaway will pour millions of dollars into land, buildings and equipment in the metropolitan area. And thousands of new jobs will be created.

Within fifteen years, the value of the area's wholesale trade alone is expected to increase to twenty-two billion dollars a year from its present yearly total of sixteen and a half billion dollars.

The anticipated economic stimulus from water-borne commerce will be exceeded if recently announced plans are carried out to spend thirty-seven and a half million dollars in improving Chicago's lakefront port facilities to supplement the seaway facilities now being completed in the Calumet region.

Transportation's All-Important Role

From Chicago's very beginning, transportation has played a leading role in the city's development, in the development of the metropolitan area, and in the development of the midwest heartland which the Chicago metropolitan area serves.

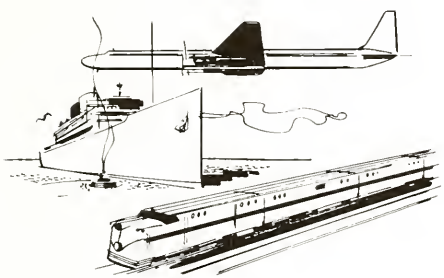
From its water-borne commerce, and the activities that it generated, fledgling Chicago boomed rapidly into the metropolis of the western frontier. Then came the railroads, extending and expanding the boom begun by waterway commerce. Next came air transportation, and Chicago almost overnight became one of the world's busiest air terminals as well as the world's greatest railroad center.

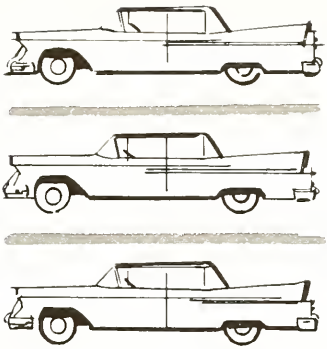
Meanwhile, local transportation within the city was developing, and contributing its full share to the growth and prosperity of Chicago, and to the communities that mushroomed around the borders of Chicago.

First it was the horse-drawn omnibus of pioneer Parmalee fame. Next came the horse-car, then the trolley car, the elevated rapid transit, and finally the motor bus and Chicago's first subways. The railroads, too, have long been important participants in the city's local and suburban transportation.

Evidence of local transportation's priceless contribution to the economic progress of Chicago and the metropolitan area is everywhere about us. In Chicago, for example, there are at least 75 neighborhood communities and shopping centers that developed around transfer points or terminals of local transit routes. Beyond the city's boundaries, many communities can trace their origin to the accessibility provided by the railroads that spread fanwise from Chicago.

Over the years, transportation has added billions of dollars to the value of real estate in Chicago and the metropolitan area. And local transit shares the credit for this achievement with its big brothers: water, rail and air transportation.





The Automotive Age

For many years, local transit prospered because it was without effective competition, but the advent of the automotive age shattered transit's monopoly. Now, transit is fighting desperately against the severest of handicaps to maintain a service that is so indispensable to the welfare and progress of the community.

Competition from the private automobile has reduced transit's passenger volume in Chicago by more than 50 per cent in little more than 10 years. This loss of passengers to the private automobile began late in the '20's. During the period of World War II, when automobiles, tires and gasoline were rationed, transit came back again to peak volumes of traffic. When rationing ceased, however, automobile competition became more intense than ever. And it is continuing to increase in intensity.

Today there are almost one million passenger automobiles in Chicago compared with only 337,502 thirty years ago. In the last seven years, automobile registrations in Chicago have increased 30.5 per cent. The record shows graphically the relationship between transit passenger volume decline, and the rapid rise in ownership and use of private automobiles.

Auto Competition Harmful to Transit

Loss of passengers to the private automobile is only part of the competitive damage being suffered by local transit. The attractiveness of its surface operations is being seriously harmed by competition from private automobile for use of street space. Despite modern equipment, capable of providing fast service, surface transit is slowed to a crawl in rush hours by traffic delays and traffic congestion.

The resulting economic waste is staggering. Research has disclosed that the cost of traffic delays to Chicago Transit Authority riders is approximately $117,000,000 a year. Of this amount, $5,000,000 a year, representing the cost of traffic delays to CTA, comes right out of the pockets of the riders, who by law are required to pay fares sufficient to meet CTA's total operating costs. The remaining $112,000,000 represents time lost by the riders, priced conservatively at $1.00 per hour.

The private automobile is winning the competitive struggle with local transit, partly because it is individual, personalized transportation, and partly because the private automobile has received much more attention and much more consideration from the public generally than has been accorded local transit.

The outlook for public transit, which is so necessary to metropolitan area welfare and progress, is gloomy, indeed, unless the public quickly faces up to realities and to the transit needs of the metropolitan area.

Can the Automobile Do Transit's Job?

There are some observers who hold that the private automobile can and should replace transit as the public carrier in our cities and metropolitan centers.

It is their contention that transit has been outmoded by the automobile and should be permitted to fade out of existence.

Just how logical is this viewpoint? Can the private automobile really replace transit in large urban areas?

For answers to these pertinent questions, let's look at some facts.

In Chicago, for example, the average automobile occupancy is 1.47 passengers. For a bus, the scheduled occupancy rate in rush hours is 65 to 70 passengers. Forty automobiles, at the prevailing average rate of occupancy, would be required to carry the same number of people. And these automobiles would use twelve times as much street space as one bus.

Every weekday in Chicago, rapid transit demonstrates its great passenger-carrying capacity superiority over multi-lane expressways. Without CTA's North Side rapid transit, for example, at least two more eight-lane, limited-access expressways, comparable to the North Outer Drive, would be needed to provide automobile transportation for the people who now use the North Side rapid transit facilities. Construction of these two multi-lane highways would cost scores of millions of dollars.

Utter Chaos Without Transit

On a normal weekday, approximately 1,000,000 people patronize CTA services, most of them taking two or more rides. If CTA ceased operating overnight, and the private automobile had to take over, there would be 600,000 more automobiles on the streets of Chicago than there are today. Such a floodtide of automobiles would choke all of the city's traffic arteries. The result, of course, would be utter chaos. Commerce and industry would be severely impaired; the whole economy of the city and its surrounding area would be seriously harmed.

Obviously, the automobile cannot do transit's job. There simply is not enough money available to the city, to the county, and to the state, separately or together, even with the most generous federal aid, to build the expressways, parking garages and parking lots that would be needed.

Neither can public transit alone provide the total transportation needs of a large urban center. This job, properly accomplished, requires co-ordination of all transportation facilities—the private automobile, the bus, grade-separated rail transit, and the commuter railroads, each performing its proper part. Only by such co-ordination can the utmost value be obtained for each dollar spent for urban transportation facilities.

Chicago Pioneers in Combining Rail Rapid Transit with a Motor Expressway

Here in Chicago are classical examples of the "old" and the "new" approaches to a solution of large city transportation problems. Stretching for miles along the lake front is the magnificent, multi-lane Outer Drive, which was built exclusively for automobiles. In rush hours, the Outer Drive is jammed to capacity, but there is no way to increase its capacity except by building a parallel expressway at tremendous cost.

The "new" approach is Chicago's West Side Subway in the below street-grade right-of-way of the Congress Expressway. This is America's first combined rapid transit railway and motor expressway.

The new West Side Subway was placed in service on June 22, 1958, from Chicago's Downtown Loop to Laramie Avenue (5200 West). The remaining section, from Laramie Avenue west to Desplaines Avenue, Forest Park, is scheduled for completion in 1960. Meanwhile trains are operating in temporary right-of-way between Laramie Avenue and Desplaines Avenue, Forest Park, while expressway construction in this area is proceeding.

Public Agency Co-operation Sets Pattern for the Future

Co-operative arrangements among five public agencies, the City of Chicago, the County of Cook, the State of Illinois, the Federal government and Chicago Transit Authority assured construction of the history-making West Side Subway project and the Congress Expressway in which it is located.

The alignment established for the Congress Expressway necessitated removal of substantial sections of the structures of CTA's Garfield Park rapid transit route, use of underlying right-of-way for expressway roadways, and relocation of the entire route between the Loop and the west terminal in Forest Park.

The City of Chicago financed and constructed the West Side Subway from its connection with the Milwaukee-Dearborn-Congress subway in the central business district to Laramie Avenue (5200 W.), and also is financing new terminal facilities in Forest Park to replace CTA yard facilities at Laramie Avenue. Cook County and the State of Illinois are constructing the subway extension between Laramie Avenue and the Forest Park terminal as their share of the responsibility for relocating the rapid transit route to clear the way for expressway construction.

Through their highway funds, four of the agencies, the Federal government, the State of Illinois, Cook County and the City of Chicago, are contributing substantially to financing the cost of right-of-way, the increased length of local street overpass bridges, and drainage required for the West Side Subway.

Construction of the expressway within the City Limits was shared jointly by the City of Chicago, the County of Cook, and the State of Illinois. Beyond the City Limits, the State and the County are sharing the cost. The Federal government is contributing Federal matching highway funds for the entire expressway project.

Integration of rail rapid transit with the Congress Expressway, in our opinion, marks the beginning of a new era in transit—an era in which automobiles and rapid transit will be co-ordinated so that each will perform the functions for which it is best suited, and each, working together, will complement the other.

We fervently hope that this friendly co-operation of public agencies, which produced this pioneering co-ordination of rapid transit and an automobile expressway, continues to the enduring benefit of all the people of the Chicago Metropolitan Area.

Chicago Is To Construct More Combined Transit-Expressway Facilities

Chicago is committed to the principle of combining rapid transit facilities with the grade-separated, multi-lane expressway projects now under construction or programmed for the immediate future—in the Northwest Expressway, which is now under construction; in the South Expressway, and in the Southwest Expressway.

Although financing for construction of rapid transit facilities in these expressways has not yet been arranged entirely, funds are being made available from a $10,000,000 City of

Chicago bond issue for starting the integration of rapid transit with these expressways. These funds are paying for the engineering work and planning, and construction of certain transit items, to accompany highway construction.

Chicago's Transit Needs

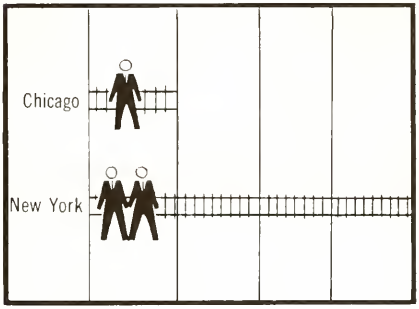
Integration and co-ordination of rapid transit with expressways and the suburban railroads are not by any means the complete answer to the transit needs of Chicago and the metropolitan area.

Public officials, civic leaders and the metropolitan daily newspapers are generally agreed that the metropolitan area also urgently needs immediate expansion of off-the-street, grade-separated transit facilities, coupled with multi-story parking garages and extensive parking lots, located at outlying rapid transit stations and terminals.

Also of the highest degree of urgency is the need for capital funds to install block signals and automatic train control equipment on the unsignaled portion of the existing rapid transit system. The cost of these facilities is estimated at $28,000,000.

Chicago and the metropolitan area are perhaps fifty years behind the needs of the times in providing adequate grade-separated, off-the-street rapid transit and transit-connected parking facilities for this rapidly growing region.

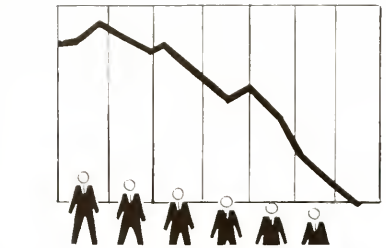
The major part of the existing rapid transit system, on which construction started in 1892, was completed as long ago as 1910. Since 1938 three subways have been added—first the State Street subway, then the Milwaukee-Dearborn-Congress subway, and now the West Side Subway Extension—by the City of Chicago and cooperating public agencies at a cost of approximately $102,000,000. This is an average annual expenditure of only $5,000,000 when expenditures for rapid transit improvements and extensions should be at least $15,000,000 a year for the next 20 years.



Only 163 Miles of Rapid Transit Track

For the whole of Chicago and the 28 suburbs that are now served in varying degree by Chicago Transit Authority, there are only 163 miles of rapid transit revenue track, and more than 10 per cent of this total is at street grade. New York, which is little more than twice the size of Chicago in population, has more than four times as many miles of rapid transit revenue track.

The reason for New York's tremendous advantage over Chicago in rapid transit facilities is perfectly clear. New York has provided $2,800,000,000 in public funds—and is continuing to provide public funds at the rate of about $100,000,000 annually—for the expansion and improvement of its rapid transit facilities, including the purchase of rolling stock. New York transit riders' fares finance only the day-to-day operating costs of the service.



Transit's Financial Problems

In contrast to New York, Chicago placed its reliance completely upon private enterprise to provide and operate both its surface and rapid transit systems.

For a period, the operations were profitable, particularly the surface lines system. New routes were established, and existing routes were extended, to keep pace with the increasing population and expanding economic activities of the city and its suburbs.

By the late 1920's, however, the two major local transit companies, the Chicago Surface Lines and the Chicago Rapid Transit Company, were in serious financial difficulties as a result of the advent of intense competition from the private automobile. Both service and equipment were deteriorating rapidly.

At least five separate attempts were made to reorganize and refinance the two companies, either separately or as a single new company, but private investors could not be persuaded to invest any more money in local transit.

The situation reached the acutely critical stage by 1945. The Chicago Rapid Transit Company, much the weaker of the two companies, financially, was struggling to meet operating payrolls, and was faced with the inevitable necessity of terminating its operations. To avoid this crisis, the state legislature in 1945 created the Chicago Transit Authority, a self-supporting, self-regulating public corporation to purchase and operate the city's major transit systems.

On October 1, 1947, Chicago Transit Authority bought the Chicago Surface Lines and the Chicago Rapid Transit Company, financing the purchase by the issuance and sale of revenue bonds to private investors. Five years later, on October 1, 1952, Chicago Transit Authority acquired the Chicago Motor Coach Company, the city's remaining major privately owned transit company.

Private Transit Losses Totaled $250 Million

With the sale of the Chicago Surface Lines and the Chicago Rapid Transit Company to Chicago Transit Authority, private investors in these two companies suffered losses totaling an estimated $250,000,000. Thus, in effect, the investors subsidized Chicago transit to the extent of a quarter of a billion dollars.

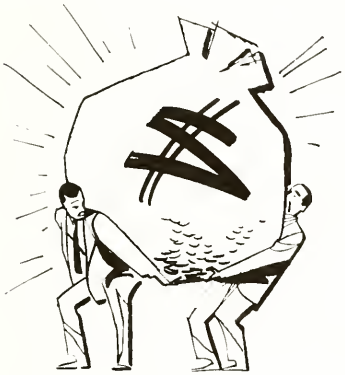
In the years that have followed since investors in Chicago transit gave up the struggle and took their huge losses, private investors in transit in many other cities, particularly smaller communities, have also abandoned the uneven struggle. Many of these cities are now totally without transit service. Elsewhere, privately-owned companies are receiving public financial aid, either directly or indirectly, to keep transit service going.

Chicago Transit Riders Carrying Burden

Under the terms of the Metropolitan Transit Authority Act, which, together with the City of Chicago franchise ordinance, govern CTA operations, rates of fares must be sufficient at all times to pay for the costs of operation, as well as the cost of capital improvements. Consequently, Chicago's local transit riders are bearing virtually all of the cost of providing local transit, although transit is now generally recognized to be a public service similar to other public services such as police and fire

protection, highways, health and sanitation, parks and playgrounds.

In the more than ten years of CTA operation, Chicago has witnessed transit service improvements and transit equipment modernization unparalleled in any similar period in the city's history. A record-breaking total of $130,500,000 has been spent or committed for modernization of equipment and other facilities. All of the old red streetcars, many of them 50 or more years old, have been scrapped; so have all of the ancient wood and wood-steel rapid transit cars.



Rapid Transit Service Improved

Service, particularly rapid transit service, has been substantially improved, although the draining of patronage by automobile competition or by changed activity patterns has forced the pruning of dead or dying short branches of the rapid transit system. Even so, the rapid transit system, offering a service generally free from street traffic interference, is giving the private automobile vigorous competition.

Public Aid Now Imperative

It is now unquestionably clear, however, that the Chicago metropolitan area's need for many more miles of grade-separated, off-the-street transit extensions and costly improvements in existing facilities, cannot be financed by Chicago Transit Authority riders.

It is equally obvious that private capital cannot be persuaded to provide financing for sorely needed transit improvements and extensions.

Therefore, if the job is to be accomplished, it must be carried forward as a joint project by the public agencies that are vitally concerned with the welfare and economic progress of the Chicago metropolitan area.

There exists ample justification for extending public financial aid to transit. Local transit, in particular rapid transit, is serving the primary highway function, that of moving people, and is doing it much more efficiently and economically than the private automobile.

Use of public funds to help transit do a better job will not only drastically reduce the terrific economic waste resulting from traffic congestion, but will actually conserve highway funds in the long term by reducing the need for costly expressways and costly parking lots and garages to store expressway users' automobiles during the working hours of the day.

CTA Proposes $315,000,000 Transit Program

Newspapers and Civic Leaders Endorse Public Aid

To meet the most urgent transit needs of the Chicago Metropolitan Area, Chicago Transit Authority has proposed a $315,000,000, 20-year rapid transit extension and improvement program to be financed principally from public funds, presently or later available, for public transportation purposes.

On record in favor of such public financial aid are civic leaders and each of Chicago's four largest metropolitan daily newspapers.

The program is divided into three categories:

1. Construction of Rapid Transit Subways and Extensions

West Side Subway, America's first rapid transit route designed and built as an integral part of an expressway (the Congress Expressway), connects with Milwaukee-Dearborn-Congress subway and extends westward about 6½ miles; in operation since June 22, 1958. Estimated cost of initial section, $27,000,000, including yard facilities at west terminal now under construction. Expenditures for 1957-58 estimated at $14,636,000. Second section to Desplaines Avenue, Forest Park, to be completed by other public agencies by 1960.

Northwest Rapid Transit — Extension from Logan Square "L"-Subway northward between Talman and Rockwell to the Northwest Expressway and then northwest in expressway right-of-way to an initial terminal near northwest city limits; provisions for future extension to O'Hare airport. Estimated cost, initial project, $31,000,000.

South Side Rapid Transit — Construction of a rapid transit facility in the median strip of the proposed South Expressway from 30th Street to 103rd Street on the Calumet branch of the expressway, and the City Limits and 119th Street on the Blue Island branch, with connection to Englewood branch at 59th Street. Estimated cost, $31,750,000.

Southwest Rapid Transit — Construction of exclusive bus lanes in the median strip of the Southwest Expressway from connection with the South Expressway near Halsted Street and Cermak Road, along Illinois-Michigan Canal, to Cicero Avenue, south of Pershing Road. Estimated cost, $7,000,000.

Wells Street Subway — Construction of new subway through the central business district from the elevated structure near Chicago Avenue southward in Wells Street to a connection with the proposed median strip rapid transit route in the South Expressway. Estimated cost, $25,000,000.

Jackson Boulevard Subway — Construction of an east-west subway in Jackson Boulevard from a connection with the new West Side Subway near Halsted Street to a terminal loop in Grant Park. Estimated cost, $20,000,000.

Washington Subway — Construction of bus subway in Washington Street between Canal Street and Michigan Avenue. Estimated cost, $15,000,000.

Lake Street Routing via West Side Subway — Construction of a connection between the Lake Street rapid transit and the new West Side Subway, via the Belt Railroad elevated right-of-way, or other right-of-way adjacent to the railroad embankment. Estimated cost, $3,500,000.

Englewood Clearing Extension — Extension of Englewood rapid transit branch west from 63rd and Loomis into Clearing Industrial District at 63rd and Cicero. Estimated cost, $20,500,000.

California-Western Rapid Transit — Construction of a rapid transit route in the proposed Cross-Town Expressway from a connection with the Northwest Expressway to a connection with the proposed Englewood branch extension. Estimated cost, $14,000,000.

Total cost of the projects listed above, $182,206,000.

2. Modernization of Existing Rapid Transit Facilities

Loomis Station*—Expansion of Loomis Station facilities by test installation of a speed ramp. Approximate cost, $33,000.

Randolph-Wabash Station*—Modernization of Randolph-Wabash "L" station in cooperation with Marshall Field & Company. CTA's share of cost, $40,000.

Four Track Structure at Wilson Avenue Station Area—Construction of two additional tracks in this area to eliminate a bottleneck that severely handicaps train operations. Estimated cost, $1,800,000.

Signal and Train Control Systems for Unsignaled Areas—Signal and train control facilities for a major part of the rapid transit system are urgently needed to improve the safety of operation. Estimated cost, $28,000,000.

Lake Street Elevation and Extension—Elevation of the street-level section of the Lake Street rapid transit route, from Laramie to Harlem, using a part of the elevated right-of-way of the Chicago and North Western railroad. Estimated cost, $4,000,000, to be shared as follows: State of Illinois, $1,000,000; Oak Park, $800,000; City of Chicago, $600,000; Cook County, $1,000,000; CTA, $600,000. Future extension to Des Plaines river, estimated cost, $3,500,000.

Forest Park Terminal—Construction of yard and terminal facilities at Desplaines Avenue, Forest Park, for West Side Subway (now underway); also maintenance and transportation buildings, and parking facilities. Estimated cost, $4,000,000.

Logan Square Terminal—Expansion of passenger inter-change facilities at Logan Square terminal of the Logan Square "L"-Subway. Estimated cost, $75,000.

Howard Street Terminal — Construction of off-the-street bus-rapid transit passenger inter-change facilities, and a parking lot for Park-'N'-Ride patrons at Howard Street terminal of the North-South rapid transit route. Estimated cost, $500,000.

Easing Sharp Curves—There are 31 sharp curves on the elevated system where the speed potential of modern rapid transit cars cannot be used. Estimated cost of eliminating the curves, $6,400,000.

Modernization of Substations—Twenty-seven of CTA's power substations are out-moded and costly to operate, and should be converted to automatic operation. Estimated cost, $23,152,500.

Ravenswood Route Grade Separation—Elevation of ground level section of the Ravenswood rapid transit route, between Rockwell and the terminal at Kimball and Lawrence. Estimated cost, $4,750,000.

Kimball Terminal Modernization—Extensive modernization of out-moded Kimball terminal to improve passenger facilities and train operation. Estimated cost, $350,000.

Douglas Park Extension and Grade Separation—Elevation of ground level section of the Douglas Park branch, between Kildare Avenue, Chicago, and 56th Avenue, Cicero; also extend elevation to Harlem Avenue, construct yard facilities, and install signal system. Estimated cost, $20,000,000.

Projects in this category will cost an estimated $96,612,500.

3. Rolling Stock Required for Extensions

For the proposed extensions and additions to CTA's rapid transit system, an estimated total of $35,500,000 in rolling stock will be required, as follows: Northwest rapid transit extension, $7,500,000; Lake Street elevation and extension, $1,000,000; South Side rapid transit, $12,750,000; Southwest bus rapid transit extension, $630,000; Douglas Park elevation and extension, $1,500,000; Englewood-Clearing extension, $3,120,000; California-Western extension, $9,000,000.

**Completed.*

New Horizons for Metropolitan Chicago Are Today's Challenge for a Greater Tomorrow

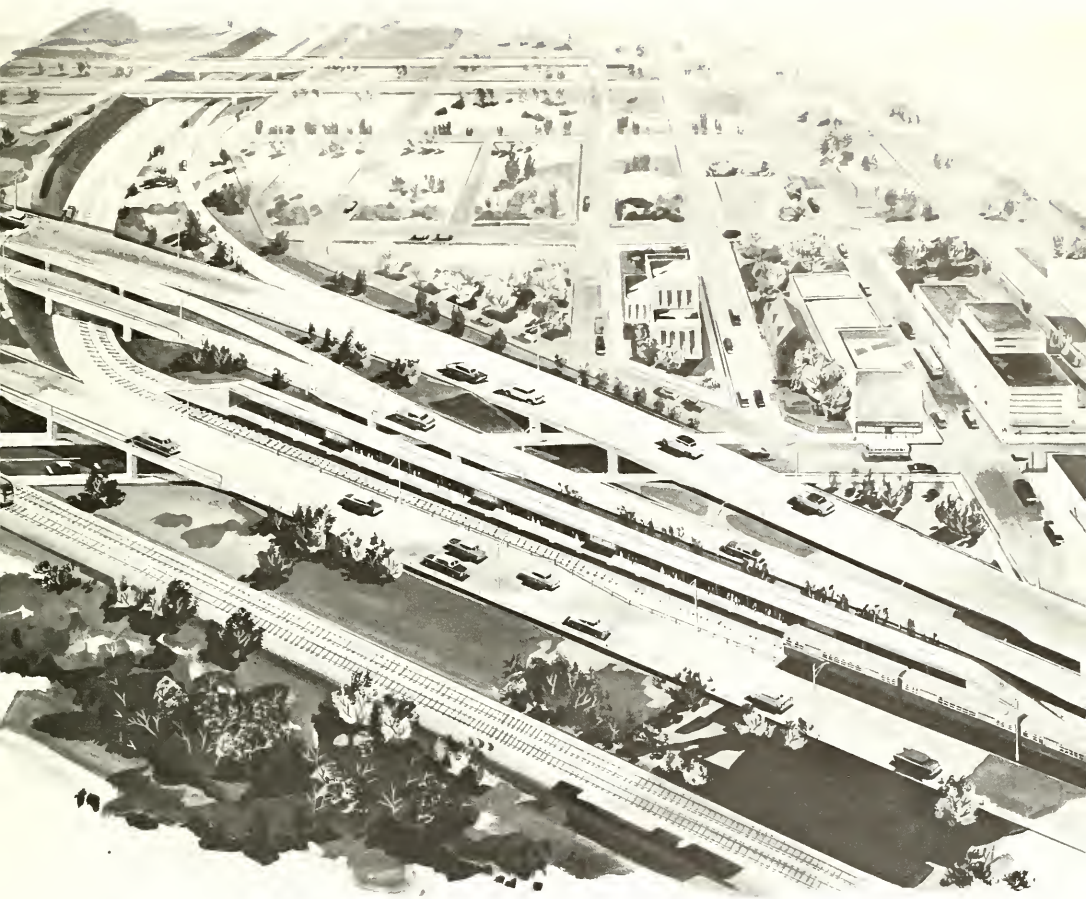
For the whole of the metropolitan area, not just Chicago and its adjacent suburbs, there are bright new horizons beckoning with tremendous possibilities for the region's greatest era of commercial, industrial, manufacturing and financial progress.

Essential to the fullest attainment of these potentials for economic expansion is a modern, expanded, integrated and co-ordinated rapid transit system that serves all of metropolitan Chicago with fast, off-the-street service supplemented by feeder buses.

Attainment of these new horizons is today's challenge for a greater tomorrow.

Will metropolitan Chicago be equal to the challenge?

The answer rests with the people of the Chicago metropolitan area whose vigorous support must be forthcoming if the rapid transit needs for this new era of economic progress are to be provided.



Northwest Expressway at Diversey Avenue

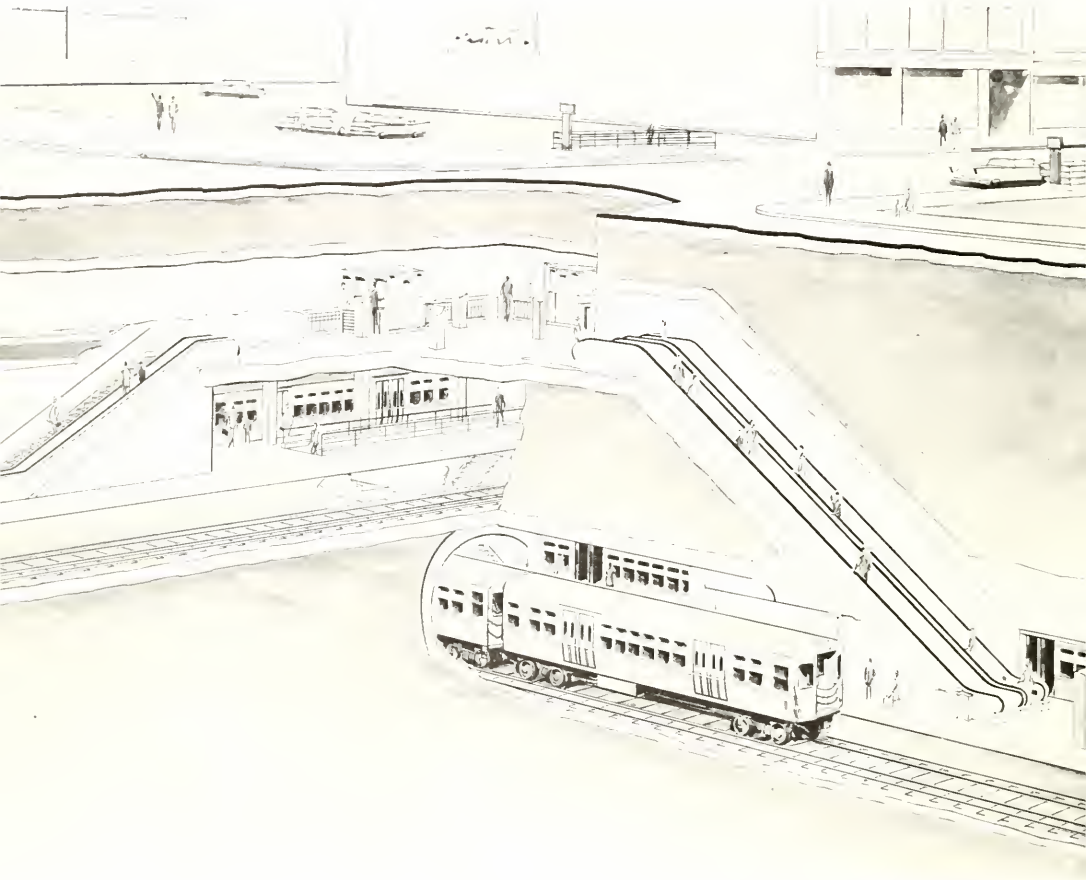
View is looking south from a rapid transit station in the projected Northwest Expressway at Diversey and California Avenues. It also illustrates a rapid transit turn-off into the median strip of the proposed Cross-Town Expressway. Rapid transit in the Northwest Expressway would be an extension of the Logan Square "L"-Subway route northward between Talman and Rockwell Avenues to the expressway right-of-way and then to a terminal near the northwest City Limits. Estimated cost, $31,000,000.

South Expressway Subway Portal

Looking east at a portal structure near 19th and Clark Streets through which rapid transit trains proposed for operation in the South Expressway right-of-way would connect with the existing State Street subway at about 13th Street. The proposed median strip rail rapid transit route in this expressway would extend to 103rd Street and Doty Avenue on the Calumet branch, and to 119th Street on the Blue Island branch. Estimated cost, $31,750,000.

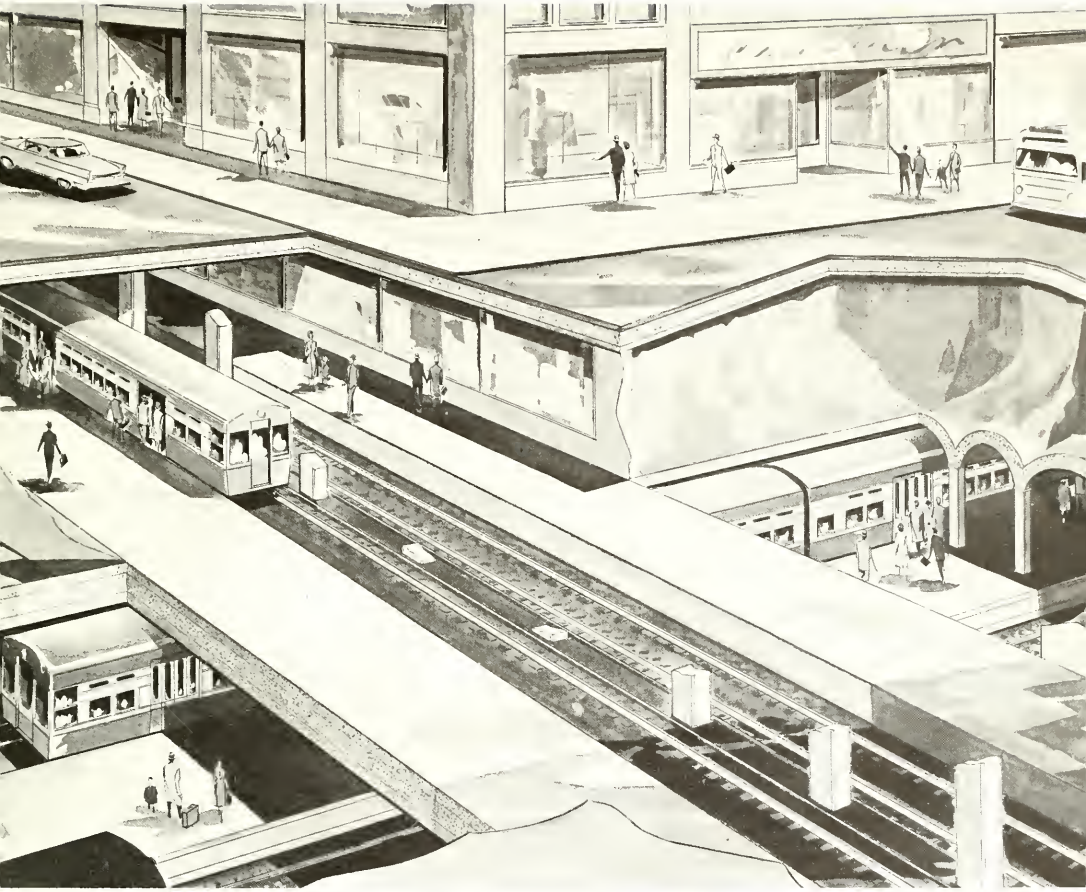
Southwest Expressway at California Avenue

Looking west at California Avenue and the proposed Southwest Expressway, this view illustrates the proposed express bus median strip operation, and a station. Exclusive bus lanes in the median strip of this expressway would be provided from a connection with the South Expressway near Halsted Street and Cermak Road to Cicero Avenue south of Pershing Road. Estimated cost, $7,000,000.



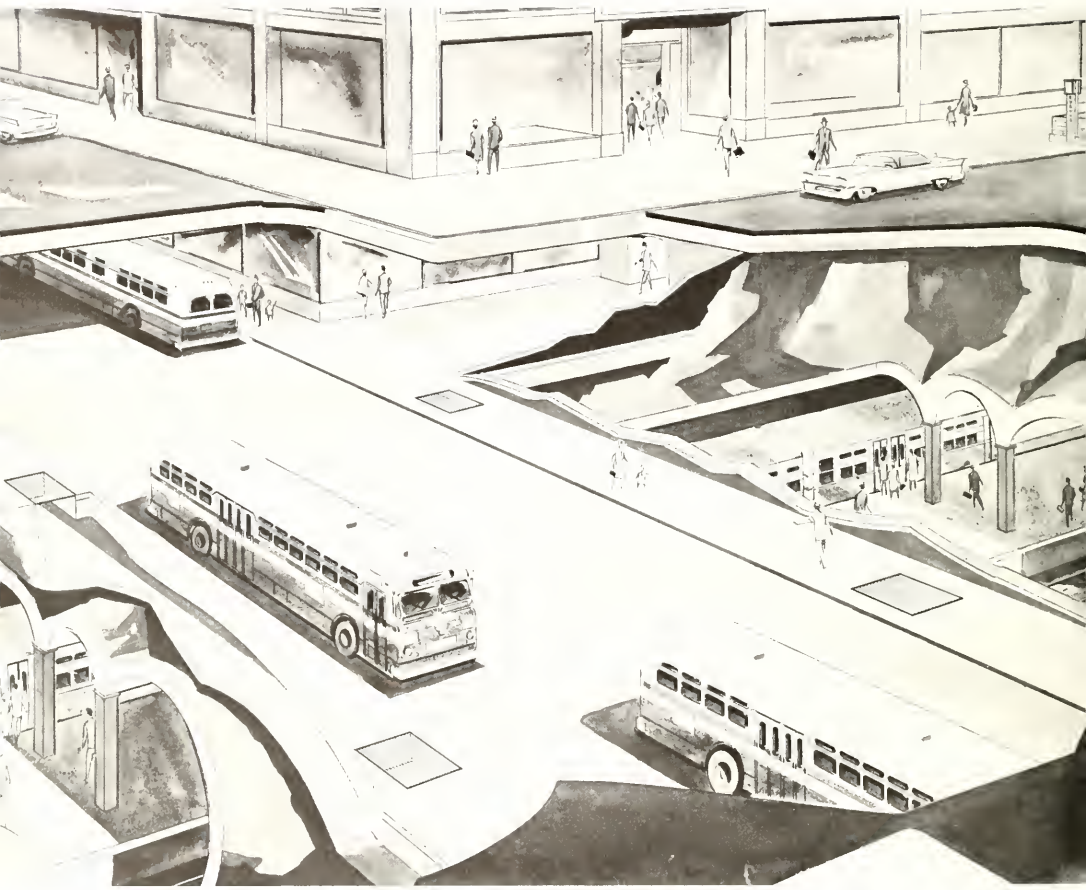
Wells Street Subway

Artist's cut-away sketch illustrates how the proposed high-level Wells Street subway would cross above the existing subway in Congress Street. It also shows passenger interchange and fare control facilities. The proposed Wells Street subway would extend southward from a connection with the elevated structure near Chicago Avenue to a connection with the proposed median strip rail rapid transit in the South Expressway south of the Central Business District. Estimated cost, $25,000,000.



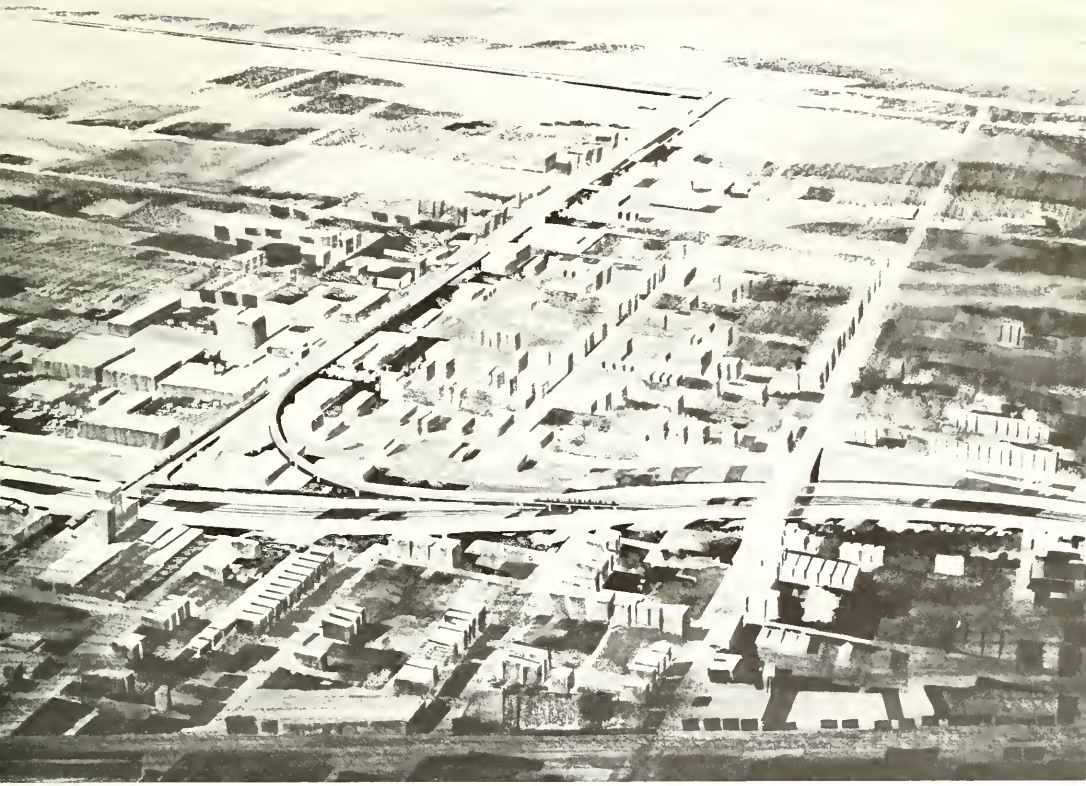
Jackson Boulevard Subway

Southeast view shows the proposed high-level Jackson Boulevard subway crossing above the existing State Street subway. The Jackson Boulevard subway would connect with the new West Side Subway near Halsted Street and extend across the Central Business District to a terminal loop in Grant Park. Estimated cost, $20,000,000.



Washington Street Subway

Cut-away section of the intersection of State and Washington Streets shows the proposed Washington Street bus subway crossing above the low-level State Street subway. The bus subway would extend from Canal Street to Michigan Avenue, across the Central Business District. Estimated cost, $15,000,000.

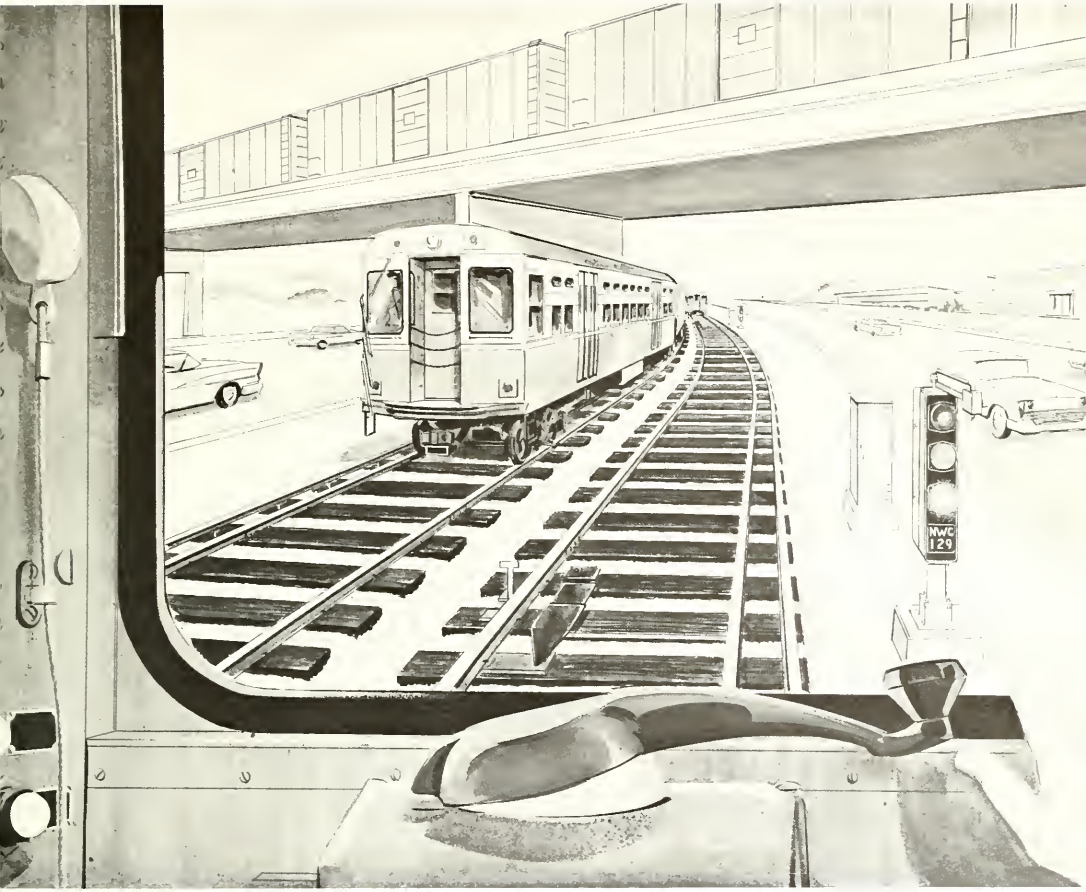


Lake Street to Congress Expressway Connection

This view, looking north, illustrates how the Lake Street rapid transit route in the background would connect with the new West Side Subway over a new elevated section constructed on or adjacent to the Belt Railroad right-of-way near Kenton Avenue (4600 West). Estimated cost, $3,500,000.

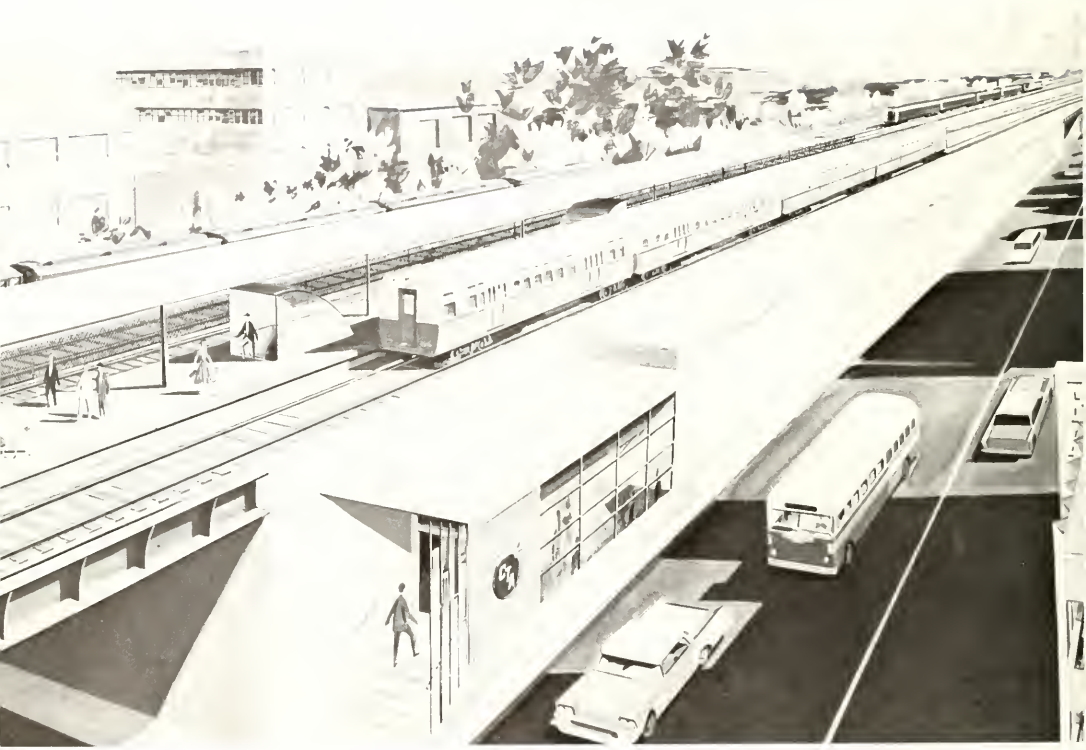
Englewood Extension on Structure

Looking west, this sketch illustrates the proposed Englewood rapid transit extension, on a single column, ballasted deck, at a point west of Loomis Boulevard. This project would extend the Englewood branch of the elevated from 63rd Street and Loomis Boulevard into the Clearing Industrial District at 63rd Street and Cicero Avenue. Estimated cost, $20,500,000.



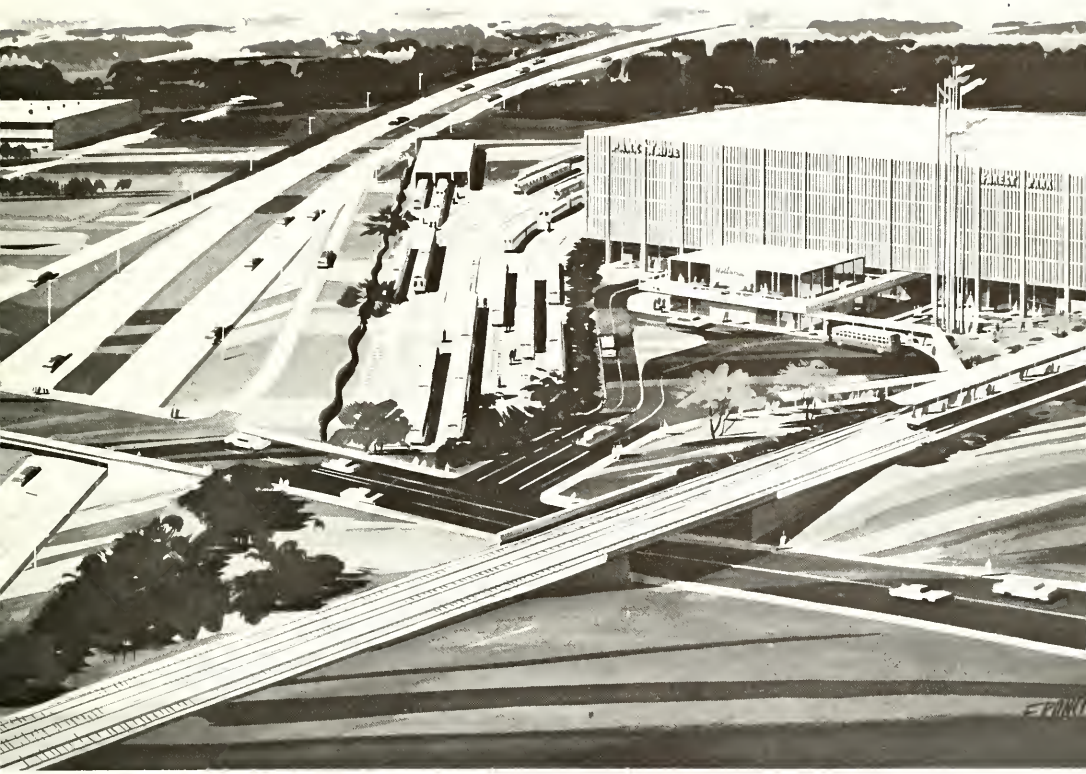
Block Signal and Automatic Train Control System

A major part of CTA's rapid transit system lacks block signal and train control facilities which are urgently needed to improve the speed and safety of rapid transit operations. Estimated cost of these facilities, $28,000,000.



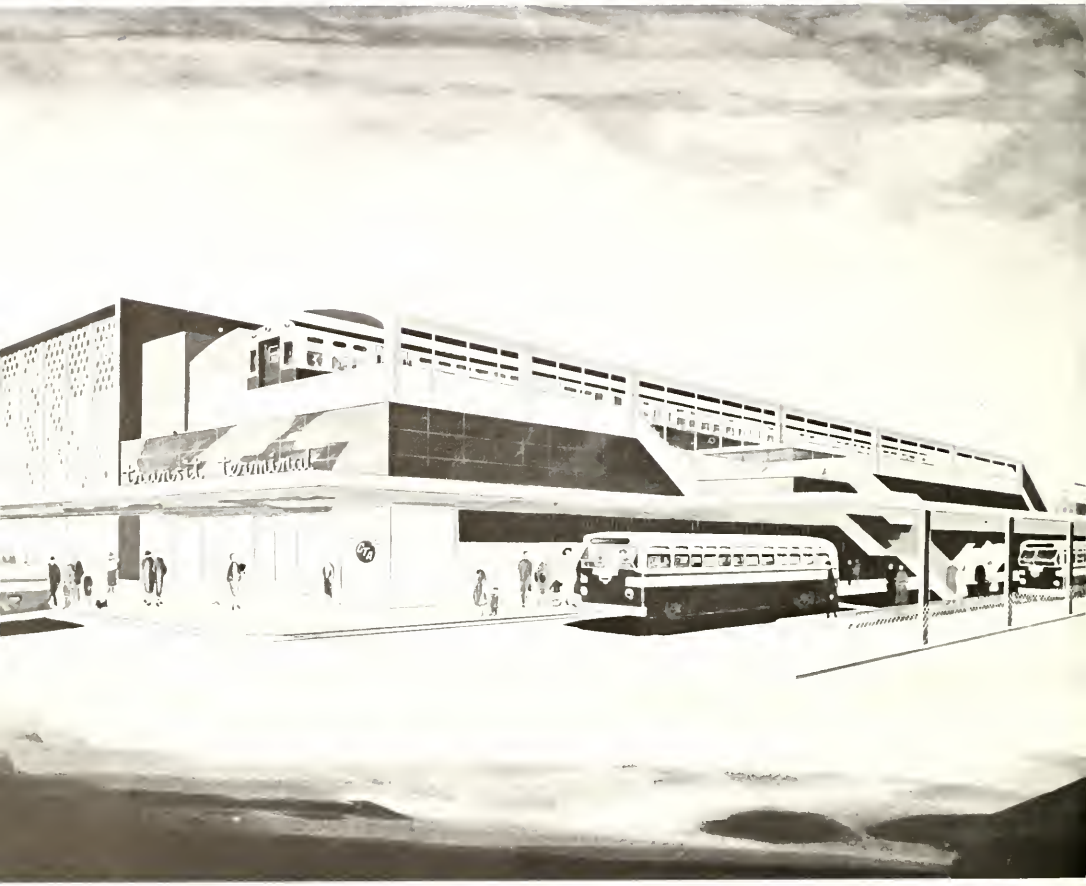
Lake Street Elevation and Extension

Financing has been arranged for elevating the two and a half mile, ground-level section of the Lake Street rapid transit route between Laramie Avenue and Harlem Avenue by using a part of the paralleling grade-separated right-of-way of the Chicago and North Western railroad. Five public agencies have agreed to share the cost, approximately as follows: State of Illinois, $1,000,000; Cook County, $1,000,000; Village of Oak Park, $800,000; City of Chicago, $600,000; and CTA, $600,000. A future extension of one and a half miles to the Des Plaines River in River Forest is estimated at $3,500,000.



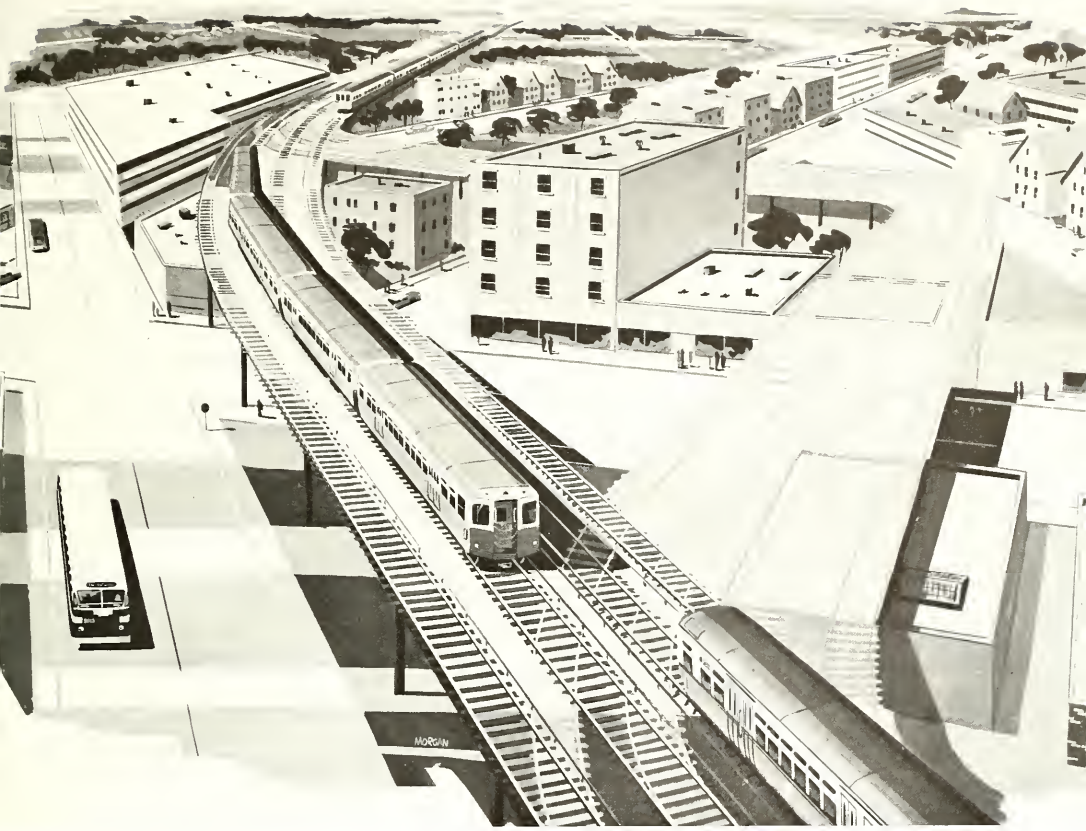
Forest Park Terminal

This artist's sketch suggests the future possibility of terminal development at Desplaines Avenue, Forest Park. It would include a multi-story Park 'N' Ride garage for thousands of automobiles. It would also have expanded rapid transit-bus undercover interchange facilities as well as easily accessible areas from expressways for wives driving their husbands to and from the rapid transit terminal. Estimated cost including initial parking facilities for Park 'N' Ride patrons is $4,000,000.



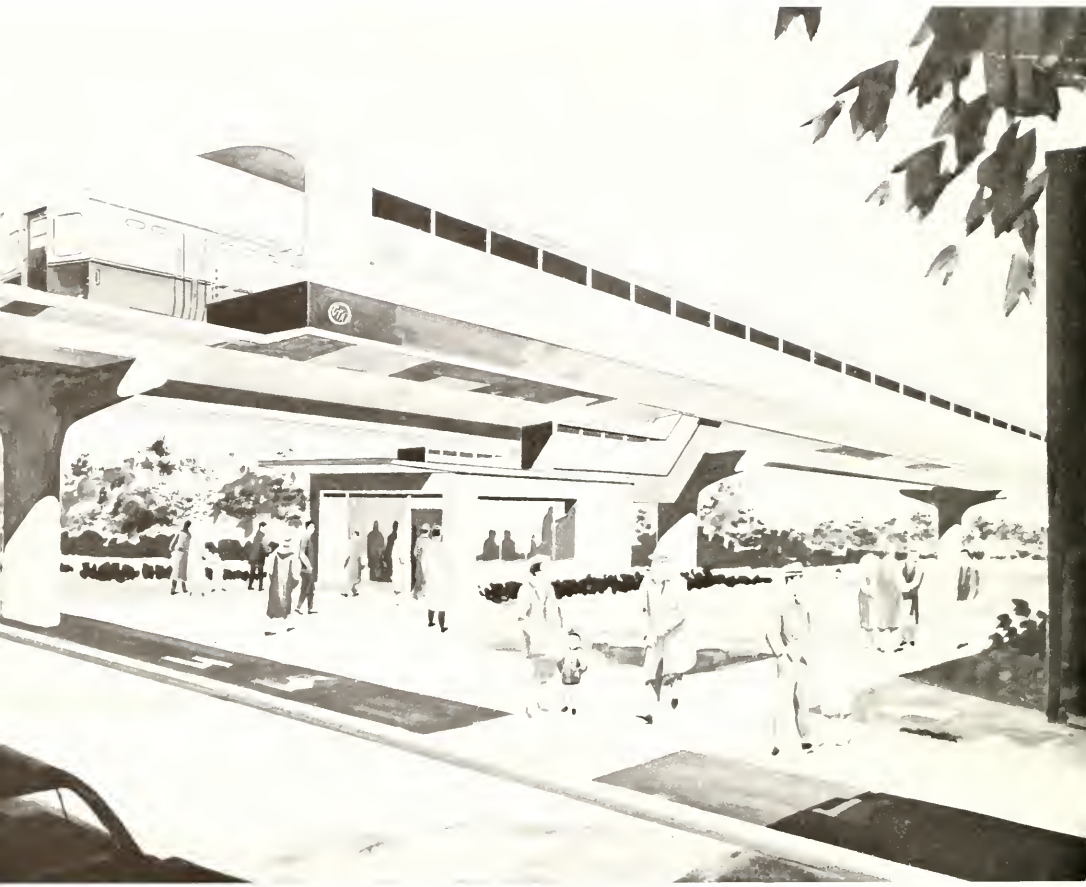
Logan Square Terminal

Passenger interchange facilities at Logan Square terminal must be expanded to accommodate an 80 per cent increase in passenger traffic. One-way traffic flow and multiple lane bus stops in paid area are to be established for the convenience of patrons. This view illustrates the paid area, multiple lane bus stops, and connections from street-level platforms to train platforms. Estimated cost, $75,000.



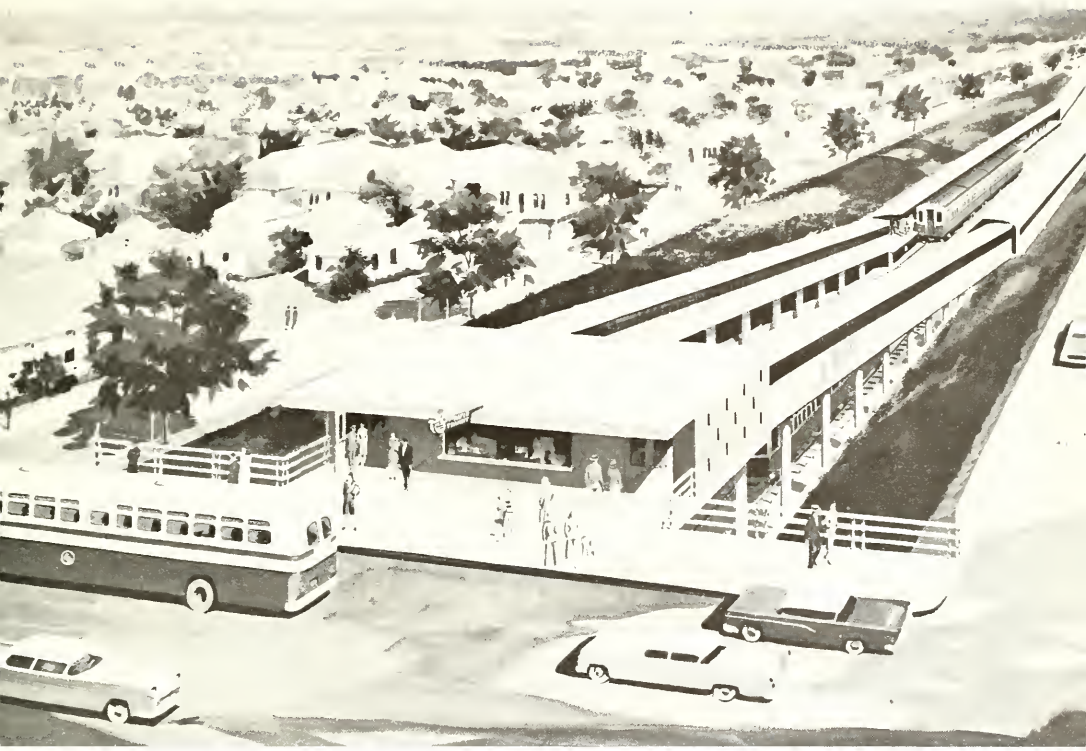
Easing Sharp Curves

There are 31 sharp curves on CTA's elevated structures where the speed potential of modern rapid transit cars cannot be used. Elimination of these curves is essential to improved safety of operations, reduced travel time, and passenger comfort. Sketch illustrates how these curves, indicated by phantom lines, would be eliminated. Estimated cost, $6,400,000.



Ravenswood Route Elevation and Terminal Modernization

Between its terminal at Kimball and Lawrence Avenues and just west of Rockwell Avenue, the Ravenswood route operates at street-grade. View shows the proposed elevation on a single column, ballasted deck, and a typical station and platforms. With this elevation, a new bridge over the north branch of the Chicago River is to be constructed. Estimated cost, $4,750,000; terminal modernization, not including a large Park 'N' Ride garage, estimated cost, $350,000.



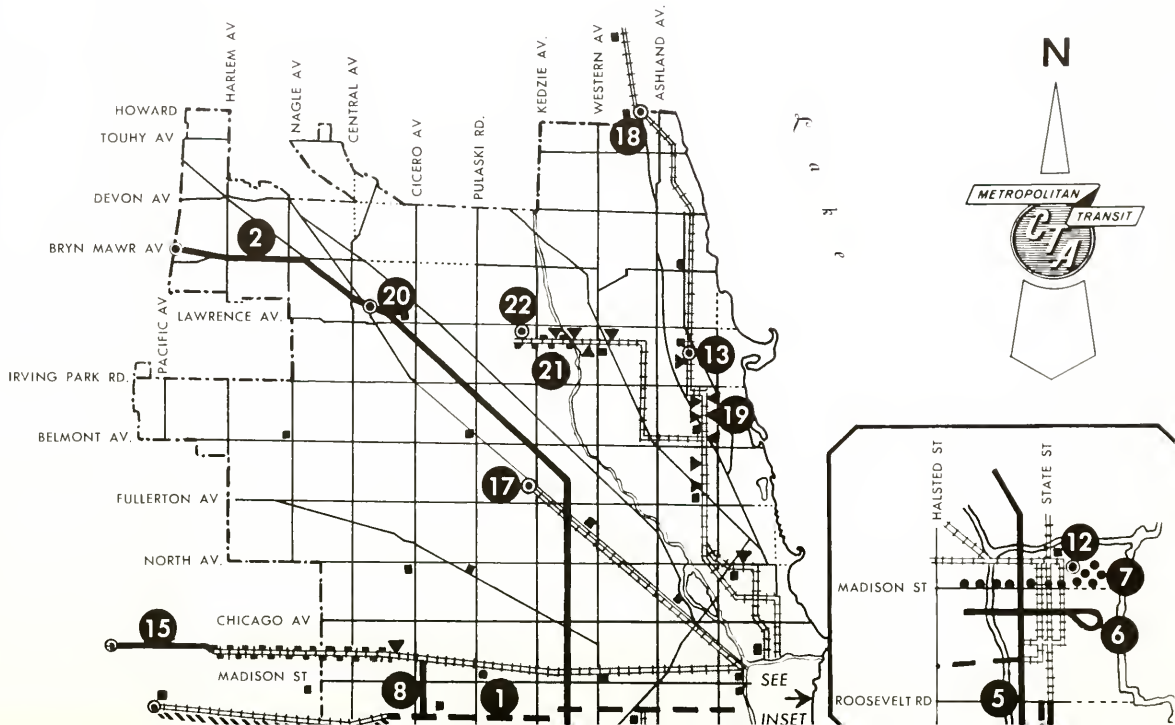
Douglas Park Extension and Modernization

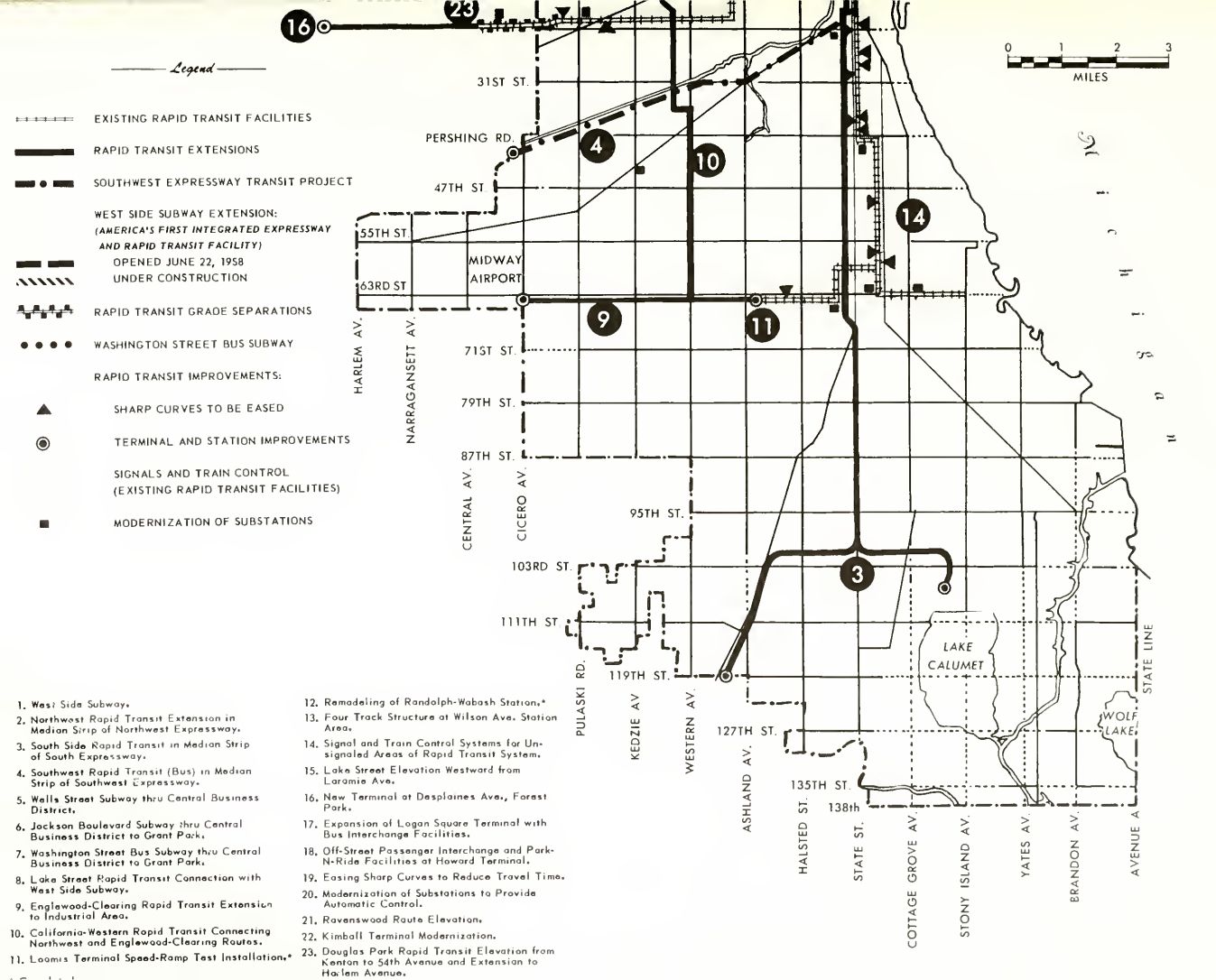
View illustrates a typical open-cut section west of Cicero Avenue, and shows rapid transit station, platforms, canopies, cross-street bridges and service roadways. Project includes elevation of the ground-level section of the route, between Kildare Avenue, Chicago, and 56th Avenue, Cicero, and an extension in open-cut, or on elevated structure, to Harlem Avenue. Estimated cost, $20,000,000.

Chicago Transit Authority

Proposed $315,000,000, Twenty-Year

Transit Expansion and Improvement Program





1. West Side Subway.
2. Northwest Rapid Transit Extension in Median Strip of Northwest Expressway.
3. South Side Rapid Transit in Median Strip of South Expressway.
4. Southwest Rapid Transit (Bus) in Median Strip of Southwest Expressway.
5. Wells Street Subway thru Central Business District.
6. Jackson Boulevard Subway thru Central Business District to Grant Park.
7. Washington Street Bus Subway thru Central Business District to Grant Park.
8. Lake Street Rapid Transit Connection with West Side Subway.
9. Englewood-Clearing Rapid Transit Extension to Industrial Area.
10. California-Western Rapid Transit Connecting Northwest and Englewood-Clearing Routes.
11. Loomis Terminal Speed-Ramp Test Installation.*
12. Remodeling of Randolph-Wabash Station.*
13. Four Track Structure at Wilson Ave. Station Area.
14. Signal and Train Control Systems for Unsignaled Areas of Rapid Transit System.
15. Lake Street Elevation Westward from Laramie Ave.
16. New Terminal at Desplaines Ave., Forest Park.
17. Expansion of Logan Square Terminal with Bus Interchange Facilities.
18. Off-Street Passenger Interchange and Park-N-Ride Facilities at Howard Terminal.
19. Easing Sharp Curves to Reduce Travel Time.
20. Modernization of Substations to Provide Automatic Control.
21. Ravenswood Route Elevation.
22. Kimball Terminal Modernization.
23. Douglas Park Rapid Transit Elevation from Kenton to 54th Avenue and Extension to Harlem Avenue.

New West Side Subway

America's first combined rapid transit railway and automobile expressway, replacing the Garfield Park rapid transit route, has been in operation since June 22, 1958. This section, a City of Chicago project, extends from a connection with the Milwaukee-Dearborn-Congress subway at the west bank of the Chicago River to Laramie Avenue, about $6\frac{1}{2}$ miles west. A second section, an extension of about three miles to Desplaines Avenue, Forest Park, is under construction and scheduled for completion in 1960. Five public agencies—the City, Cook County, the State, the Federal government and CTA—entered into co-operative agreements to build this precedent-setting project.