

# EXTEND SUBWAY INTO 3 SUBURBS, CTA PROPOSES

## Calls Congress St. Plan Aurora-Elgin Solution

A suggestion that the "open cut" subway in the Congress super-highway be extended westward into the suburbs of Oak Park, Forest Park, and Maywood was made yesterday by the Chicago transit authority.

As now planned, the subway tracks in the Congress route would end at Lotus av. [5441 west] in Chicago. The plan suggested by the CTA would take the subway facilities about 3 miles farther west.

Ralph Budd, CTA chairman, said that, besides extending the transit authority's service, the longer Congress subway route would make possible retention of electric interurban service for Fox river valley commuters of the Chicago, Aurora & Elgin railroad.

### Propose Transfer to CTA

The Aurora & Elgin is seeking permission to abandon its electric rail operations and substitute buses. Under this proposal by the CTA, Aurora & Elgin trains would operate to a west suburban transfer point, from which CTA vehicles would carry passengers to Chicago and the Loop.

Joseph T. Zoline, general counsel and secretary-treasurer of the Aurora & Elgin, said the CTA proposal was the "most intelligent" suggestion thus far towards a solution of the west suburban transit problems.

He indicated that with such a plan the Aurora & Elgin would be able to retain its trunk line rail operations for Wheaton, Glen Ellyn, Lombard, Villa Park, Elmhurst, Berkeley, Bellwood, and Maywood. For points west of Wheaton, the railroad could use feeder bus routes for its electric rail service, Zoline said.

### Major Features Outlined

High points of the CTA plan are:

1. Extension of CTA rapid transit service in a depressed or "open cut" in the center or at the side of the Congress super-highway from Lotus av. to Des Plaines av. in Forest Park, or to 1st av. in Maywood.

2. Sale of its present right of way and facilities in this area by the Aurora & Elgin to Cook county, which is responsible for building this stretch of the Congress super-highway. The county highway department and the Aurora & Elgin have not yet come to an agreement on this right of way, which must be obtained for the new super-highway.

Aurora & Elgin passengers would transfer to the CTA vehicles by crossing a platform at a terminal to be located at Des Plaines av., Forest Park, or at 1st av., Maywood.

### Merely Offering Plan

In making public the CTA proposal, Budd credited the plan to Walter J. McCarter, the CTA's general manager. Budd said the CTA had taken no official action on the matter, but was "merely tossing it out" for consideration of the Aurora & Elgin, the county, and the city's department of subways and super-highways.

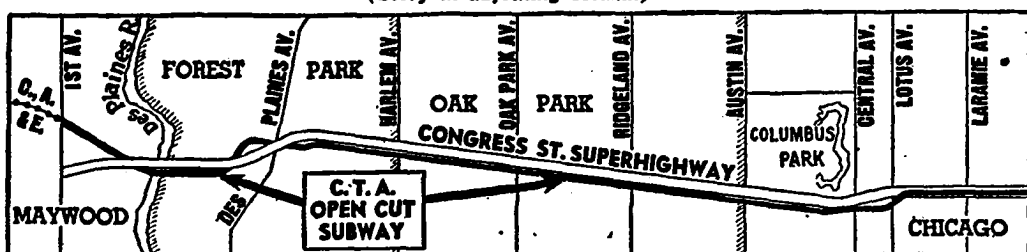
"Construction of a rapid transit facility in the median strip of the Congress super-highway is assured to Lotus av. by an agreement between the city of Chicago and the CTA," said Budd. "Now is the logical time to make the extension because it can be done economically as part of the super-highway construction program."

"What we are proposing is that Cook county and other appropriate public agencies enter into an agreement with the CTA, similar to the agreement between the city of Chicago and the CTA."

This would mean, Budd explained, that the county would acquire the right of way and stand the cost of putting in the tracks and signal equipment. The CTA would pay for the tracks and other equipment by a fixed charge in the form of a rental over a long period.

## Propose Extension of CTA Subway to Maywood

(Story in adjoining column)



Map shows how tracks of CTA line along route of Congress st. expressway would be extended in an open cut subway into Maywood. Proposal was made yesterday for transit authority.