

# cta 2016 Historical Calendar





Chicago Motor Coach Company (CMC) bus #434, manufactured by the Ford Motor Company, was part of a fleet of buses operated by the Chicago Motor Coach Company, one of the predecessor transit companies that were eventually assimilated into the Chicago Transit Authority. The CMC originally operated buses exclusively on the various park boulevards in Chicago, and became known by the marketing slogan, "The Boulevard Route." Later, service was expanded to operate on some regular streets not served by the Chicago Surface Lines, particularly on the fringes of the city. Chicagoans truly wanted a unified transit system, and it was for this reason that the Chicago Transit Authority was established by charter in 1945. The CMC was not one of the initial properties purchased that made up CTA's inaugural services on October 1, 1947; however, it was bought by CTA in 1952.

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<p>ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed</p>	<p>December 2015</p> <table border="1"> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td></td></tr> <tr><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr> <tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td></tr> <tr><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td></tr> <tr><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td><td></td><td></td></tr> </table>	S	M	T	W	T	F	S		1	2	3	4	5		6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			<p>February 2016</p> <table border="1"> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td></tr> <tr><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td></tr> <tr><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td></tr> <tr><td>28</td><td>29</td><td></td><td></td><td></td><td></td><td></td></tr> </table>	S	M	T	W	T	F	S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29								<p>1 New Year's Day</p>	<p>2</p>
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Cars #2401-2402, the first two cars of an order of 200 2400-series cars built by the Boeing-Vertol Company between 1976 and 1978, are seen here on a preview run, turning from Wells to head east above Lake Street on the Loop Elevated. During their life, these cars operated on most of the CTA rail lines at various times. However, by the 2000s, they were used exclusively on the Red, Green and Purple lines. This series of cars ran in their last revenue run on October 31, 2014. While the bulk of the 2400-series cars have been retired and scrapped, a handful of cars remain on CTA property – 24 were retrofitted for work service in the 1990s and continue in that capacity exclusively, while another eight cars have been kept by CTA as heritage cars. Additionally, cars #2433-2434 have been preserved at the Illinois Railway Museum in Union, IL.

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<b>28</b>	<b>29</b>	<p>ABCDEFG: CTA Operations Division Group Days Off</p> <p>▼ Alternate day off if you work on this day</p> <p>● Central offices closed</p>		<p>January 2016</p> <table border="1"> <tr><th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> <tr><td>31</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>	S	M	T	W	T	F	S						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31							<p>March 2016</p> <table border="1"> <tr><th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th></tr> <tr><td></td><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td></tr> <tr><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr> <tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td></tr> <tr><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td></tr> <tr><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td><td></td><td></td></tr> </table>	S	M	T	W	T	F	S			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
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CTA streetcar #1651, signed for the Division-Downtown route and still in the red and cream livery of its predecessor company, the Chicago Surface Lines, is turning south from Lake Street onto Franklin, carrying its load of passengers into the Loop. This series of cars, nicknamed "Turtlebacks" due to the uniquely shaped arched roof suggestive of a turtle shell, were built between 1911 and 1912 by the Chicago Railways, one of the independent streetcar companies absorbed into the Chicago Surface Lines two years later. They operated on various routes on the north and west sides, with the last of these cars being retired in 1950. (Mike Charnota collection)

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Easter							



Chicago Surface Lines (CSL) trolley bus #165, signed for the #76 Diversey route, is seen at Central and Wabansia. Built by the Pullman-Standard Car Company in 1935, with a seating capacity of approximately forty, plus standees, these buses were among the early models of trolley buses operated by the CSL. At its peak, Chicago ultimately had the most extensive trolley bus system in North America, with fifteen routes serving the city. The majority of the routes were east-west routes, along with several north-south routes on the west and northwest sides of the city that intersected them. In the 1960s a gradual conversion of these routes to motor bus operation occurred, and, in March of 1973, the final three routes (#53 Pulaski, #54 Cicero, and #72 North) were converted, thus ending a 43 year tradition of trolley bus operation in Chicago. (Mike Charnota collection)

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Three CTA buses are at the ready for service outside the Beverly Garage – just recently opened at the time of the photo, on December 4, 1949 – on Chicago’s South Side. Products of the General Motors Company (GMC) in 1948-49, these buses were part of an ever growing fleet of motor buses obtained by the CTA in its early days, as the mass conversion of streetcar lines to bus routes progressed through the 1950s. The original livery of Mercury Green, Croydon Cream and Swamp Holly Orange was intentionally chosen for the purposes of unifying the bus and rail systems with a common, identifiable color scheme that would represent the CTA as one system. Beverly Garage was the first facility constructed specifically for buses and was in use as a bus garage into the 1990s, until its closure coinciding with the opening of the new 103rd Garage. Today, the facility remains in use as a storage and maintenance facility.

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<b>8</b> <small>Mother's Day</small>	<sup>A</sup> • <b>9</b>	<sup>B</sup> <b>10</b>	<sup>C</sup> <b>11</b>	<sup>D</sup> <b>12</b>	<sup>E</sup> <b>13</b>	<sup>F</sup> <b>14</b>	<sup>G</sup> •
<b>15</b>	<sup>G</sup> • <b>16</b>	<sup>A</sup> <b>17</b>	<sup>B</sup> <b>18</b>	<sup>C</sup> <b>19</b>	<sup>D</sup> <b>20</b>	<sup>E</sup> <b>21</b> <small>Armed Forces Day</small>	<sup>F</sup> •
<b>22</b>	<sup>F</sup> • <b>23</b>	<sup>G</sup> <b>24</b>	<sup>A</sup> <b>25</b>	<sup>B</sup> <b>26</b>	<sup>C</sup> <b>27</b>	<sup>D</sup> <b>28</b>	<sup>E</sup> •
<b>29</b>	<sup>E</sup> • <b>30</b> <small>Memorial Day</small>	<sup>F</sup> • <b>31</b>	<sup>G</sup>	<b>ABCDEF G:</b> CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed		<b>April 2016</b> S M T W T F S 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	<b>June 2016</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30



A four-car train of 4000-series rapid transit cars, headed by car #4285, occupies the northbound express track at the Wilson station on the north main line of today's Red Line. Newly arrived from the Cincinnati Car Company in 1922, the cars are resplendent in their fresh paint scheme of a green body and burnt orange through the windows, with a salmon-colored roof. Three orders of these cars were placed between 1922 and 1924, ultimately totaling 205 cars. The cars shown in the photo were built for the Chicago Elevated Railways, a voluntary association of the various independent rapid transit companies that existed in the early days of Chicago's transit history, prior to becoming part of the Chicago Transit Authority beginning October 1, 1947. A select number of 4000-series rapid cars have been preserved, including cars #4271-4272 that remain on CTA property and are operated for various special occasions. In addition, cars #4420 and #4453 are at the East Troy Trolley Museum in East Troy, WI; cars #4103, #4288, and #4451 are at the Fox River Trolley Museum in South Elgin, IL; and cars #4146, #4290, #4321, #4410, and #4412 are preserved at the Illinois Railway Museum in Union, IL.

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May 2016

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July 2016

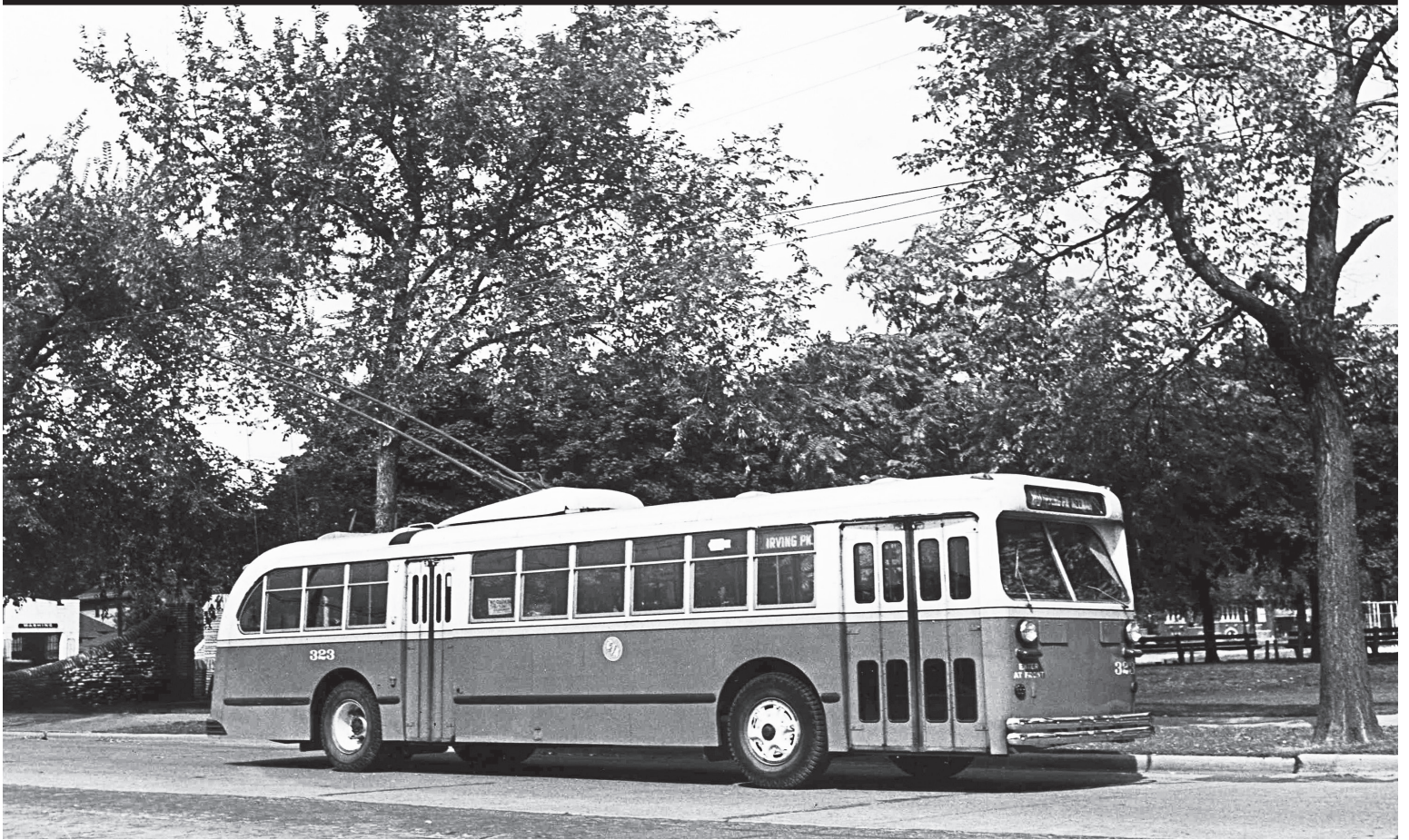
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Chicago Surface Lines (CSL) Peter Witt streetcar #3369, manufactured in 1929 by the Cummings Car Company, is making its way westward along Madison, approaching Cicero Avenue, on its way to its terminus at Madison/Austin at the Chicago/Oak Park border. Three separate orders for this type of car, totaling sixty units, were built by CSL, J. G. Brill and Cummings Car Company. The first of the Peter Witts entered service on October 3, 1929 on the Clark-Wentworth streetcar route, and the last cars were scrapped by April 1953. The Madison Street route was one of the Chicago Surface Lines' heaviest used routes, since it traversed the city from east to west, carrying passengers to and from Downtown. The route served a number of commercial neighborhoods such as Madison/Crawford, which was quite a popular shopping district at the time, as well as the Chicago Stadium, Garfield Park, and various theatres and places of entertainment along its route.

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CTA trolley bus #323, built by the Pullman-Standard Company in 1948, is signed for the #80 Irving Park route that operated on Irving Park between Broadway near the lakefront and its western terminal at Neenah. In Chicago, trolley buses were initially used in many cases as extensions to existing streetcar routes as the city grew and new neighborhoods were established and, later, as replacements for streetcars as the CTA disbanded its streetcar system. In this photo, one can still see the exposed car tracks and paving bricks in the street.

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This photo, taken from the Howard 'L' platform of the north side main line in 1964, presents a view of Howard Street typical of many Chicago neighborhoods before the advent of the large shopping malls, with numerous small specialty shops, places of entertainment, a bank, a bowling alley, and various other places of business. CTA bus #8080 waits for the light to change, before finishing its eastbound journey to the Howard terminal on a Route #155 trip, as CTA bus #5072 has just turned onto Howard to begin its westbound route. Bus #8080 was part of an order produced by the Flxible Company in 1956-1957, and #5072 was a product of the Twin Coach Company in 1950. Both series of buses used propane-powered engines, which is actually liquefied petroleum gas. By the early 1960s, a decision was made to phase out propane use, to coincide with the gradual retirement of these buses, in favor of diesel fuel, which was significantly less expensive. The last of the propane buses were retired in 1975.

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In this 1962 photo, the newest and the oldest in Chicago transit are represented, as a two-car train of 6000-series rapid transit cars pass car #1 on the Morgan Middle track of the Congress Line (today's Blue Line Forest Park branch). The historic wooden car was on its way to ceremonies for the opening of the new Desplaines Shops at the end of the line. Cars #6619-6620 are signed for the Douglas-Milwaukee route, as they proceed west to the elevated structure of the Douglas branch to 54th Avenue in Cicero. A fleet of 720 cars was manufactured by the St. Louis Car Company between 1950 and 1959. A number have been preserved, including cars #6101-6102 at the Fox River Trolley Museum in South Elgin, IL, cars #6125-6126, #6461-6462, and #6655-6656 at the Illinois Railway Museum in Union, IL, and cars #6599-6600 at the Seashore Trolley Museum in Kennebunkport, ME. Car #1 was built to operate on the South Side elevated, the first rapid transit line for the city (today's southern portion of the Green Line). Originally built as passenger coaches, the cars in this fleet were initially pulled by small steam powered Forney locomotives, and upon system electrification, were converted to electric operation. Car #1 is preserved today as part of a permanent railroad and transit exhibit at the Chicago History Museum.

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Recently-delivered Chicago Surface Lines “Blue Goose” streetcar #7002 is on its eastbound journey towards the Loop. This car was one of a fleet of 88 new streamlined streetcars built for the Chicago Surface Lines, beginning in 1936. The new design was known as “Presidents’ Conference Committee,” or “PCC” cars, so named for the transit industry leaders that provided the innovative ideas that were ultimately incorporated into the design of these cars, of which this car belongs to the first generation. The “Blue Geese” streetcars operated on various routes throughout the city until the 1950s, when the phase out of Chicago’s streetcar system accelerated. As the system was converted to bus operation, the last of the Blue Geese streetcars were taken out of service in 1956. One surviving car of these original 1936 Chicago PCC streetcars, #4021, is preserved and on display at the Illinois Railway Museum in Union, IL.

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It is winter in Chicago, and quite a snowfall has beset the city, as evidenced in this photo. The year is 1951, and a Chicago Transit Authority snow sweeper is slowly making its way down State Street, at 16th Street. The CSL, and later CTA, maintained a fleet of snow sweepers throughout the various car barns of the city and, after each significant snowfall, these would appear along the various routes, trundling along the street as they cleared snow from the track area. At the time that this photo was taken, this area along State Street, about a mile and a half south of the Loop, was a haven for businesses specializing in auto parts, tires, and the like. In recent years, most of this business has disappeared, and the area, now known as the South Loop, consists of numerous condo buildings, home to thousands of residents who desire to enjoy downtown living and all that it has to offer. A CSL/CTA snow sweeper, CSL #223, built in 1908 by the McGuire-Cummings Company, is currently preserved at the Illinois Railway Museum in Union, IL.

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# Historical Notes

## January



Chicago Motor Coach Company (CMC) bus #434, manufactured by the Ford Motor Company, was part of a fleet of buses operated by the Chicago Motor Coach Company, one of the predecessor transit companies that were eventually assimilated into the Chicago Transit Authority. The CMC originally operated buses exclusively on the various park boulevards in Chicago, and became known by the marketing slogan, “The Boulevard Route.” Later, service was expanded to operate on some regular streets not served by the Chicago Surface Lines, particularly on the fringes of the city. Originally, the CMC had a mix of single-level and double-decker buses. The single-level buses, like this one, were

bought for use on short or light ridership routes and downtown shuttle services – note the indication of service to the Loop and Grant Park parking lots. For several decades, the CMC also had a sizable fleet of buses of the double-decker variety, with seating on two levels. While enjoyable during good weather, this proved to be rather unpleasant when Chicago’s weather suddenly became inclement (as it often does!), since the upper levels of many of these buses were unheated and not totally shielded from the elements. In addition, clearance problems restricted the use of this type of bus and in some cases put passengers perilously close to the underside of railroad viaducts, and so the Chicago Motor Coach Company made the decision to gradually phase out the double-decker buses.

While providing basic amenities, like seats, for the passengers, these buses were rather hard on the operators, since, in addition to having to collect fares – have your dimes ready, as stated clearly next to the front door – they also had to contend with manual transmissions and steering. At the time of this photo, the fare was ten cents; transfer privileges between the Motor Coach and the streetcars or buses of the Chicago Surface Lines, and the rail routes of the Chicago Rapid Transit Company, came about in the 1930s but were limited. Chicagoans truly wanted a unified transit system, and it was for this reason that the Chicago Transit Authority was established by charter in 1945. The CMC was not one of the initial properties purchased that made up CTA’s inaugural services on October 1, 1947, however; it was bought by CTA in 1952.

## February



Cars #2401-2402, the first two cars of an order of 200 2400-series cars built by the Boeing-Vertol Company between 1976 and 1978, are seen here on a preview run, turning from Wells to head east above Lake Street on the Loop Elevated. It would be very difficult to duplicate this scene today, since multi-story parking garages occupy the site directly behind the photographer, as well as north of the elevated structure.

As built, these cars featured stainless steel exteriors sides with a charcoal gray band through the windows, trimmed with red, white and blue horizontal striping under the window; the molded fiberglass ends were painted gray with red and blue panels around the two windows. The original interiors included featured fiberglass padded seats, brown, grooved rubber flooring, simulated wood grain wainscoting, beige molded plastic upper walls, wide picture windows, and air conditioning. In later years, to ease maintenance issues, the seat pads were replaced with fiberglass panels of various colors, and, still later, a type of fabric seat pad. The exteriors lost their red, white and blue color scheme, in favor of a much simpler brushed stainless steel appearance. When the CTA converted to one-person train operation, and eliminated the use of conductors, the motor cabs of these cars were expanded to the full width of the train car, enabling the operator to access door controls on each side of the car as needed.

These cars also featured a return to sliding side doors, last used on the 4000-series cars built between 1914 and 1925, rather than the blinker-style doors that had been standard on the previous 5000- through 2200-series cars; the sliding doors provided a wider portal for boarding and exiting, and while it also theoretically provided wheelchair accessibility as stations began to be renovated with ramps and elevators in the mid-1970s, there was no wheelchair securement area included inside. (The 2600-series cars in 1981 would be the first to be built with a space inside for wheelchairs; the 2400s were similarly retrofitted in the 1990s.)

During their life, these cars operated on most of the CTA rail lines at various times. However, by the 2000s, they were used exclusively on the Red, Green and Purple lines. This series of cars ran in their last revenue run on October 31, 2014. While the bulk of the 2400-series cars have been retired and scrapped, a handful of cars remain on CTA property – 24 were retrofitted for work service in the 1990s and continue in that capacity exclusively, while another eight cars have been kept by CTA as heritage cars. Additionally, cars #2433-2434 have been preserved at the Illinois Railway Museum in Union, IL.

# Historical Notes

## March



CTA streetcar #1651, signed for the Division-Downtown route and still in the red and cream livery of its predecessor company, the Chicago Surface Lines, is turning south from Lake Street onto Franklin, carrying its load of passengers into the Loop. The Division route served the Chicago's West Side, but originally operated in several sections due to the Surface Lines not being able to operate through Humboldt Park, which Division Street bisects. The east section, which ran between Mozart along the edge of the park, and Wells (later extended east and south to downtown via State Street) also had a branch that used Milwaukee to reach downtown more directly; the car pictured used this routing. The

western streetcar portion between Austin and Grand, and an extension bus route through Humboldt Park bridging the east and west streetcar sections, were connected into a single bus route in 1946. This new, longer bus route and the east streetcar segment were combined into a single route and replaced with buses in 1951. A year earlier, in 1950, the downtown service via Milwaukee was eliminated.

This series of cars, nicknamed "Turtlebacks" due to the uniquely shaped arched roof suggestive of a turtle shell, were built between 1911 and 1912 by the Chicago Railways, one of the independent streetcar companies absorbed into the Chicago Surface Lines two years later. These cars were designed specially with the goal of economizing weight, since lighter cars meant less extensive wear on the track and less power consumption. These cars were equipped with 35 HP motors, which were over 400 pounds lighter than motors used on other streetcars. Capable of a maximum speed of 24 mph on level track, and factoring in an average of seven stops per mile, these cars were able to maintain an average speed of 9 mph between stops. They operated on various routes on the north and west sides, with the last of these cars being retired in 1950.

In the background is the Franklin/Orleans Bridge over the Chicago River, which carried a number of streetcar lines into the downtown area. Also seen is the Merchandise Mart – built in 1930, it was considered to be the largest commercial building in the world, with 4,000,000 square feet of floor space. The building was built originally by Marshall Field, in the popular art Deco style of the time. The building was later sold to the Joseph Kennedy family, and remained in their ownership for many decades. For many years, the headquarters and control center of the Chicago Transit Authority were located there. It is home to a large number of architectural and interior design vendors and, more recently, has become the home of the Chicago campus of the Illinois Institute of Art, as well as various tech companies. While the elevated tracks remain today, much has changed in the area, with many older buildings having been torn down and replaced with gleaming glass and steel structures. (Mike Charnota collection)

## April



Chicago Surface Lines (CSL) trolley bus #165, signed for the #76 Diversey route, is seen at Central and Wabansia. Built by the Pullman-Standard Car Company in 1935, with a seating capacity of approximately forty, plus standees, these buses were among the early models of trolley buses operated by the CSL. Trolley buses were first introduced to Chicago in 1930, with the #76 Diversey route as the first recipient of this new mode of transportation for the city. Basically, trolley buses shared the same basic technology as streetcars, in that they were electrically powered, and obtained their power from overhead wires. However, unlike streetcars, these vehicles did not operate on tracks – rather, they were

equipped with rubber tires like any standard motor bus. Not depending upon a fixed track allowed them the flexibility of being able to pull directly up to the curb to disembark and board passengers, and also enabled them to be able to swing around obstructions on the streets, such as parked cars, delivery trucks and the like, with limitations. In order to complete the current return, a second wire was necessary on the overhead wire system; thus, trolley buses were equipped with two poles, rather than just one.

Trolley bus operation was similar to standard bus operation – as opposed to being operated like a streetcar – in that the operator maneuvered the bus with a steering wheel, and made use of foot pedals for powering and braking purposes. However, unique to trolley bus operation, the operator always had to be very aware of the route since any deviation from it would cause the trolley bus to lose contact with the overhead wires, resulting in the bus rolling to a stop and very unhappy riders, not to mention a very embarrassed operator!

Early on, the Chicago Surface Lines made use of trolley buses as extensions to existing streetcar lines, as new neighborhoods outside the core of the city were established, rather than extend the streetcar lines themselves. In later years, as streetcar service was gradually being eliminated from the city streets, a number of these lines were converted to trolley bus operation.

At its peak, Chicago ultimately had the most extensive trolley bus system in North America, with fifteen routes serving the city. The majority of the routes were east-west routes, along with several north-south routes on the west and northwest sides of the city that intersected them. In the 1960s a gradual conversion of these routes to motor bus operation occurred, and, in March of 1973, the final three routes (#53 Pulaski, #54 Cicero, and #72 North) were converted, thus ending a 43 year tradition of trolley bus operation in Chicago. Trolley bus operation in other American cities, such as Dayton, San Francisco and, to lesser degrees, Boston and Philadelphia continue even today. (Mike Charnota collection)

# Historical Notes

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## May



Three CTA buses are at the ready for service outside the Beverly Garage – just recently opened at the time of the photo, on December 4, 1949 – on Chicago’s South Side. Products of the General Motors Company (GMC) in 1948-49, these buses were part of an ever growing fleet of motor buses obtained by the CTA in its early days, as the mass conversion of streetcar lines to bus routes progressed through the 1950s. The original livery of Mercury Green, Croydon Cream and Swamp Holly Orange was intentionally chosen for the purposes of unifying the bus and rail systems with a common, identifiable color scheme that would represent the CTA as one system. The interiors of these buses were quite

basic for the time, with padded seats, grooved flooring, and stanchion poles placed at strategic points along the aisle. Above the rows of passenger windows on each side, these buses also featured “standee” windows for the convenience of standing passengers, enabling them to see where they were during their travel. In addition to operating the bus, the operator was also responsible for collecting fares, issuing transfers, and answering passengers’ questions.

Beverly Garage was the first facility constructed specifically for buses, since other facilities in use by the CTA were originally constructed to house streetcars or had been modified from other uses, and later adapted for bus use. Beverly Garage continued to house buses into the 1990s, and was closed with the opening of the new 103rd Garage. Today, the facility remains in use as a storage and maintenance facility.

## June



A four-car train of 4000-series rapid transit cars, headed by car #4285, occupies the northbound express track at the Wilson station on the north main line of today’s Red Line. Newly arrived from the Cincinnati Car Company in 1922, the cars are resplendent in their fresh paint scheme of a green body and burnt orange through the windows, with a salmon-colored roof. As built, the cars in this order featured interiors with varnished wood walls and sills, and brass window sash. The seats were covered in a very attractive green diamond pattern plush fabric, thus earning these cars the nickname of “Plushies.” Overhead light fixtures on the ceiling, encased in milk glass lamp shades formed two

rows along the length of the car. The interior compartments consisted of two long, longitudinal seats on each side at either end, with overhead handles to enable standees to maintain their balance during train movement, and two rows of double, reversible seating in between. The floors were made of grooved wood which aided in inhibiting the buildup of water and snow. Passengers boarded and alighted the cars from either end.

Three orders of these cars were placed between 1922 and 1924, ultimately totaling 205 cars. All the 4000-series cars featured steel bodies and frames and operator controls at each car end. The cars were equipped with two motors, with one truck being a trailer truck under each car, and made use of air operated brakes and air for door operation. The 4251-4455 group of cars had canvas covered wood roofs with ventilators in place of the rolled steel roofs of earlier 4000s, and were equipped with trolley poles in addition to third rail shoes. The conductor’s working position and door controls was actually located outside between cars, which required the conductor to be exposed to all sorts of weather conditions as the doors were opened and closed at each station. The cars themselves were able to operate singly or in multiple-unit consists.

The cars shown in the photo were built for the Chicago Elevated Railways, a voluntary association of the various independent rapid transit companies that existed in the early days of Chicago’s transit history. In 1924, just a couple years after these cars arrived, the separate rapid transit companies were formally unified into one company, the Chicago Rapid Transit Company; that company, in turn, along with the Chicago Surface Lines, became part of the Chicago Transit Authority beginning October 1, 1947.

A select number of 4000-series rapid cars have been preserved, including cars #4271-4272 that remain on CTA property and are operated for various special occasions. In addition, cars #4420 and #4453 are at the East Troy Trolley Museum in East Troy, WI; cars #4103, #4288, and #4451 are at the Fox River Trolley Museum in South Elgin, IL; and cars #4146, #4290, #4321, #4410, and #4412 are preserved at the Illinois Railway Museum in Union, IL.



# Historical Notes

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## July



Chicago Surface Lines (CSL) Peter Witt streetcar #3369, manufactured in 1929 by the Cummings Car Company, is making its way westward along Madison, approaching Cicero Avenue, on its way to its terminus at Madison/Austin at the Chicago/Oak Park border. Three separate orders for this type of car, totaling sixty units, were built by CSL, J. G. Brill and Cummings Car Company. These cars, also known locally as “Sedans,” used a door arrangement wherein passengers boarded from the front and exited through the center doors, and so were designated as “FECE” cars, meaning “Front Entrance/Center Exit.” Being 49 feet in length and with a seating capacity of 60, plus plenty of standing room,

these were the largest cars of the CSL fleet and were designated for high ridership lines such as Madison. Their operation was considerably smoother than other streetcars in use at the time, since they were equipped with automatic acceleration. One drawback of these cars was that they were single ended, meaning that there were operator controls at only one end of the car. Consequently, these cars were limited to use only on routes that had turning loops or wyes at either end. In comparison with other series of streetcars that operated in Chicago, these cars had a relatively short life span. The first of the Peter Witts entered service on October 3, 1929 on the Clark-Wentworth streetcar route, and the last cars were scrapped by April 1953.

The Madison Street route was one of the Chicago Surface Lines’ heaviest used routes, since it traversed the city from east to west, carrying passengers to and from Downtown. The route served a number of commercial neighborhoods such as Madison/Crawford, which was quite a popular shopping district at the time, as well as the Chicago Stadium, Garfield Park, and various theatres and places of entertainment along its route.

## August



CTA trolley bus #323, built by the Pullman-Standard Company in 1948, is signed for the #80 Irving Park route that operated on Irving Park between Broadway near the lakefront and its western terminal at Neenah. These coaches featured large (for the time) windows with standee windows just above and wide entrance/exit doors at the front. Passengers enjoyed smooth, quiet rides on padded seats.

In Chicago, trolley buses were initially used in many cases as extensions to existing streetcar routes as the city grew and new neighborhoods were established and, later, as replacements for streetcars as the CTA disbanded its streetcar system. In this photo, one can still see the exposed car tracks and

paving bricks in the street.

A unique and somewhat unknown fact is that, in Chicago, streetcars and trolley buses were not initially required to exhibit license plates on the exteriors of the vehicles and, in fact, streetcar operators and trolley bus operators themselves were not even initially required to hold valid Illinois driver’s licenses!

## September



This photo, taken from the Howard ‘L’ platform of the north side main line in 1964, presents a view of Howard Street typical of many Chicago neighborhoods before the advent of the large shopping malls, with numerous small specialty shops, places of entertainment, a bank, a bowling alley, and various other places of business. Even then the street landscape was changing, as one can see a new building under construction just beyond the North Shore Bank building. Howard Street separates Chicago (on the left) and Evanston (on the right), as evidenced by the contrasting styles of streetlights on each side of the street.

CTA bus #8080 waits for the light to change, before finishing its eastbound journey to the Howard terminal on a Route #155 trip, as CTA bus #5072 has just turned onto Howard to begin its westbound route. Bus #8080 was part of an order produced by the Flxible Company in 1956-1957, and #5072 was a product of the Twin Coach Company in 1950. Both series of buses used propane-powered engines, which is actually liquefied petroleum gas. This required the installation of special equipment in the bus garages they were assigned to, which included storage tanks, distribution hoses and the like. CTA’s initial interest in propane was due to being cheaper than diesel fuel. However, over time this advantage was lost and the lack of higher-output propane engines became a liability as bus weights increased. By the early 1960s, a decision was made to phase out propane use, to coincide with the gradual retirement of these buses, in favor of diesel fuel, which was significantly less expensive. The last of the propane buses were retired in 1975.

Today, this area retains, to a degree, the same commercial character. The Howard station serves as the north terminal for Red Line trains, as well as a connection to Purple Line trains to Evanston and Wilmette, and Yellow Line trains – still popularly known as the Skokie Swift – to Skokie.

# Historical Notes

## October



The newest and the oldest in Chicago transit at the time of this 1962 photo are represented here, as a two-car train of 6000-series rapid transit cars pass car #1, which is parked on the Morgan Middle track of the Congress Line (today's Blue Line Forest Park branch). The historic wooden car was on its way to ceremonies for the opening of the new Desplaines Shops at the end of the line, though not under its own power – the cars used to tow it are positioned out of the picture.

Cars #6619-6620 are signed for the Douglas-Milwaukee route, as they proceed west and will soon diverge onto the incline to take the train up to the elevated structure of the Douglas branch and west to the Cicero-Berwyn Terminal at 54th Avenue in Cicero. These cars are part of the fleet of 720 6000-series cars, manufactured by the St. Louis Car Company between 1950 and 1959, and made use of the same technology that had been incorporated into the post-war versions of the Presidents' Conference Committee (PCC) streetcars of 1947-48. Illustrating this fact is that, as CTA replaced streetcars with buses during the 1950s, 570 PCC Green Hornet streetcars were returned to the St. Louis Car Company where they were stripped of all usable parts and components, such as seats, light fixtures, and stanchions, which were then incorporated into the bodies of a good number of the 6000-series cars being manufactured for Chicago at that time. This series of cars represented state of the art technology for the time. The exterior bodies were steel and aluminum, featuring passenger windows for each seat, and rows of standee windows that lined each side of the car for the benefit of standing passengers known as "standees". Passengers entered and exited by means of two sets of doors on each side of the train, which made use of the "blinker door" style of operation, rather than sliding doors as used on previous cars on the system. The last of the 6000-series cars operated as late as December 4, 1992, ending their service lives on the Ravenswood (today's Brown Line) and Evanston Express (Purple Line) routes.

Car #1 was originally built to operate on the South Side elevated, which was the first rapid transit line constructed in the city and remains in use today as the southern portion of the Green Line. The car was originally built simply as a passenger coach, since, prior to electrification, the elevated trains were pulled by small steam powered Forney locomotives. Upon electrification of the system, it, along with the remainder of the fleet, were converted to electric operation. The car body is of wooden construction, with a canvass covered wooden roof. The interior consists of varnished mahogany walls, elegant etched glass windows, and rattan-covered seats. This car undoubtedly carried thousands of passengers to and from the Columbian Exposition fair, which the South Side line served, and traveled hundreds of thousands of miles during its long life. Car #1 is preserved today as part of a permanent railroad and transit exhibit at the Chicago History Museum.

Note the donut shaped device affixed to the bottom right front of the 6000-series car, often referred to jokingly by many trainmen as a "toilet seat" – it was actually called an "identra-coil," and its purpose was to relay a signal to wayside equipment located at an upcoming junction between the Douglas trains to Cicero and Congress trains to Forest Park, signaling that this train was a Douglas Park train, enabling the switch to align itself properly for that route. This type of automated route selection eliminated the need for a towerman at the junction.

At the time this photo was taken, the surrounding buildings served primarily as warehouses and businesses. Today, the area has transformed itself largely into lofts and apartments, and is associated with the University of Illinois at Chicago (UIC) campus directly south of the Eisenhower Expressway. At the extreme right of the photo, one can see what was at the time the main U.S. Post Office building, which still stands today, unoccupied, in the hopes of being redeveloped in the future.

A number of 6000-series rapid transit cars have been preserved, including cars #6101-6102 at the Fox River Trolley Museum in South Elgin, IL, cars #6125-6126, #6461-6462, and #6655-6656 at the Illinois Railway Museum in Union, IL, and cars #6599-6600 at the Seashore Trolley Museum in Kennebunkport, ME.

# Historical Notes

## November



Recently-delivered Chicago Surface Lines “Blue Goose” streetcar #7002 is on its eastbound journey towards the Loop. This car was one of a fleet of 88 new streamlined streetcars built for the Chicago Surface Lines. Its design was a result of the idea put forward by the heads of the various street railway operations throughout North America to address the issues of aging, antiquated equipment then in use on most all of the systems throughout the country, as well as sharply declining ridership due to the ever growing popularity of the automobile. It was felt that a new “state-of-the-art” design would appeal to the public and draw people back to streetcars. The new design was known as “Presidents’ Conference Committee,” or “PCC” cars, so named for the transit industry leaders that provided the innovative ideas that were ultimately incorporated into the design of these cars, of which this car belongs to the first generation.

The PCC cars featured painted steel bodies, large windows, bull’s-eye lighting, and padded seats. These were built as two-man cars, operated with both a motorman and conductor. Passengers would board the cars through the front doors, and pay their fare to the conductor who was stationed just ahead of the center doors. Exiting was through the doors at the center and rear of the cars.

In comparison to what Chicago’s riding public was used to, these streetcars provided a very quiet, smooth ride, and were capable of speeds approaching 50 mph; however, that speed was seldom, if ever, needed in the streets of Chicago. The actual car operation was so quiet that they would literally sneak up behind unsuspecting motorists. As automobile traffic continued to increase, the Chicago Surface Lines experimented with various color schemes for these cars, with the idea of improving visibility – they were originally painted dark blue below a red belt rail and cream above, hence their nickname. The first solution was the addition of three wide cream stripes edged in red across the dash, known as “Tiger Stripes”, in 1945. Later, in 1952, the cars were repainted Everglade Green and Croydon Cream, a simplified version of the paint scheme used for the postwar-delivered PCC cars.

These cars were first introduced with great fanfare on the Madison line, which operated between Downtown and Madison/Austin at Chicago’s western border with Oak Park (and still does today as CTA’s #20 Madison bus route), as well as the Madison-Fifth Avenue branch line, discontinued in 1954. They were well received by the public. Throughout their years of service, these cars operated on heavily traveled lines, since at a length of just over 50 feet, and with a seating capacity of 61 plus standees, they were capable of carrying large crowds of people. Having operating controls at only one end, these cars could operate only on routes that had turning loops at either end, which caused some limitations to their use. This modern style of car became quite popular, and was adapted for use in a number of American and Canadian cities. The “Blue Geese” streetcars operated on various routes throughout the city until the 1950s, when the phase out of Chicago’s streetcar system accelerated. As the system was converted to bus operation, the last of the Blue Geese streetcars were taken out of service in 1956.

One surviving car of these original 1936 Chicago PCC streetcars, #4021, is preserved and on display at the Illinois Railway Museum in Union, IL.

## December



It is winter in Chicago, and quite a snowfall has beset the city, as evidenced in this photo. The year is 1951, and a Chicago Transit Authority snow sweeper is slowly making its way down State Street, at 16th Street. Snow is no stranger to Chicago, and back then, as now, the city maintained a fleet of plows to clear the city’s commercial and residential streets. However, for many years, the transit companies themselves were responsible for clearing the snow from the streets on which they operated their streetcars (as part of their franchise agreement with the city). This continued when the various separate transit companies were assimilated into the Chicago Surface Lines and, still later, into the early days of the Chicago Transit Authority, until the end of streetcar operation in 1958.

The CSL, and later CTA, maintained a fleet of snow sweepers throughout the various car barns of the city and, after each significant snowfall, these would appear along the various routes, trundling along the street as they cleared snow from the track area. Of course, the clearing done was relegated to the actual area of the streets where the tracks were, and so had absolutely no effect in clearing snow along the curbs or between parked cars, so the total effectiveness of this clearing was rather limited. A similar requirement existed for the Chicago Motor Coach. As off-street turnarounds became more common, the surface operating companies would plow these facilities, a practice which continues to this day.

At the time that this photo was taken, this area along State Street, about a mile and a half south of the Loop, was a haven for businesses specializing in auto parts, tires, and the like. In recent years, most of this business has disappeared, and the area, now known as the South Loop, consists of numerous condo buildings, home to thousands of residents who desire to enjoy downtown living and all that it has to offer.

A CSL/CTA snow sweeper, CSL #223, built in 1908 by the McGuire-Cummings Company, is currently preserved at the Illinois Railway Museum in Union, IL.