

2019



HISTORICAL CALENDAR




Chicago Transit Authority

JANUARY 2019



It is Saturday April 6, 1946, and throngs of people are leaving Soldier Field, having come from a commemoration of Army Day. The high capacity double deck buses seen in this photo belong to the Chicago Motor Coach Company, and featured an enclosed upper level of seats. CMC's buses served many city neighborhoods, operating mainly on the various park boulevards, as the Park District prohibited the operation of streetcars on those streets.

SUN	MON	TUE	WED	THU	FRI	SAT
<small>December 2018</small> 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	<small>February 2019</small> 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	E ▼ 1 New Year's Day	F 2	G 3	A 4	B 5
B ●	C	D	E	F	G	A ●
6	7	8	9	10	11	12
A ●	B	C	D	E	F	G ●
13	14	15	16	17	18	19
G ●	A ▼	B	C	D	E	F ●
20	21 Martin Luther King, Jr. Day	22	23	24	25	26
F ●	G	A	B	C		
27	28	29	30	31	A B C D E F G: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	
						

FEBRUARY 2019



It's a sunny day in the city in the late 1940's as CTA Pullman streetcar #605 is rolling along Milwaukee Avenue at Richmond, in Chicago's Avondale neighborhood. Car #605 was part of an order of 600 cars, known as "Big Pullmans," placed by the Chicago Railways Company and built in Chicago at the Pullman Car Company in 1908, then located in the famous Pullman neighborhood on Chicago's far South Side.

SUN MON TUE WED THU FRI SAT

ABCDEFG:
 CTA Operations
 Division
 Group Days Off
 ▼ Alternate day off if
 you work on this day
 ● Central offices closed

January 2019

S	M	T	W	T	F	S
	1	2	3	4	5	
6	7	8	9	10	11	12
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20	21	22	23	24	25	26
27	28	29	30	31		

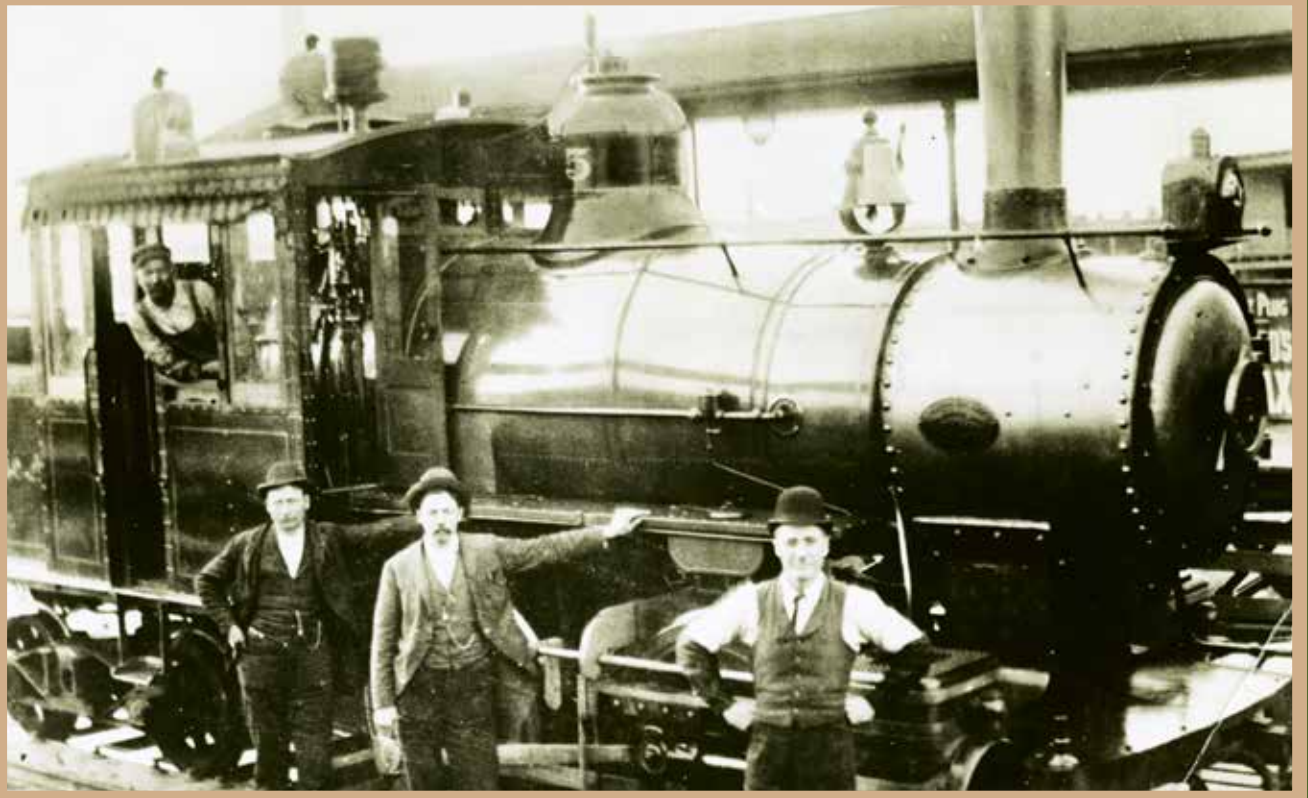
March 2019

S	M	T	W	T	F	S
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SUN	MON	TUE	WED	THU	FRI	SAT
					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		



MARCH 2019



In the earliest days of rapid transit service in the city of Chicago, before electrification of the 'L' system, the first rapid transit cars were pulled by small steam locomotives. These "Forney" type locomotives, as they were called, could to operate in either direction and were able to negotiate tight curves, both critical features for use on the 'L'. The development of a practical system of electric power distribution led to the replacement of the Forney locomotives in favor of electrically powered passenger cars.

SUN	MON	TUE	WED	THU	FRI	SAT
	<small>February 2019</small> 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	<small>April 2019</small> 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 B C D E F G : CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed			
	A ●	B	C	D	E	F
3	4	5	6 <small>Ash Wednesday</small>	7	8	9
G ●	A	B	C	D	E	F ●
10 <small>Daylight Saving Time Begins</small>	11	12	13	14	15	16
F ●	G	A	B	C	D	E ●
17 <small>St. Patrick's Day</small>	18	19	20 <small>Spring Begins</small>	21	22	23
E ●	F	G	A	B	C	D ●
24	25	26	27	28	29	30
D ●						
31						

APRIL 2019



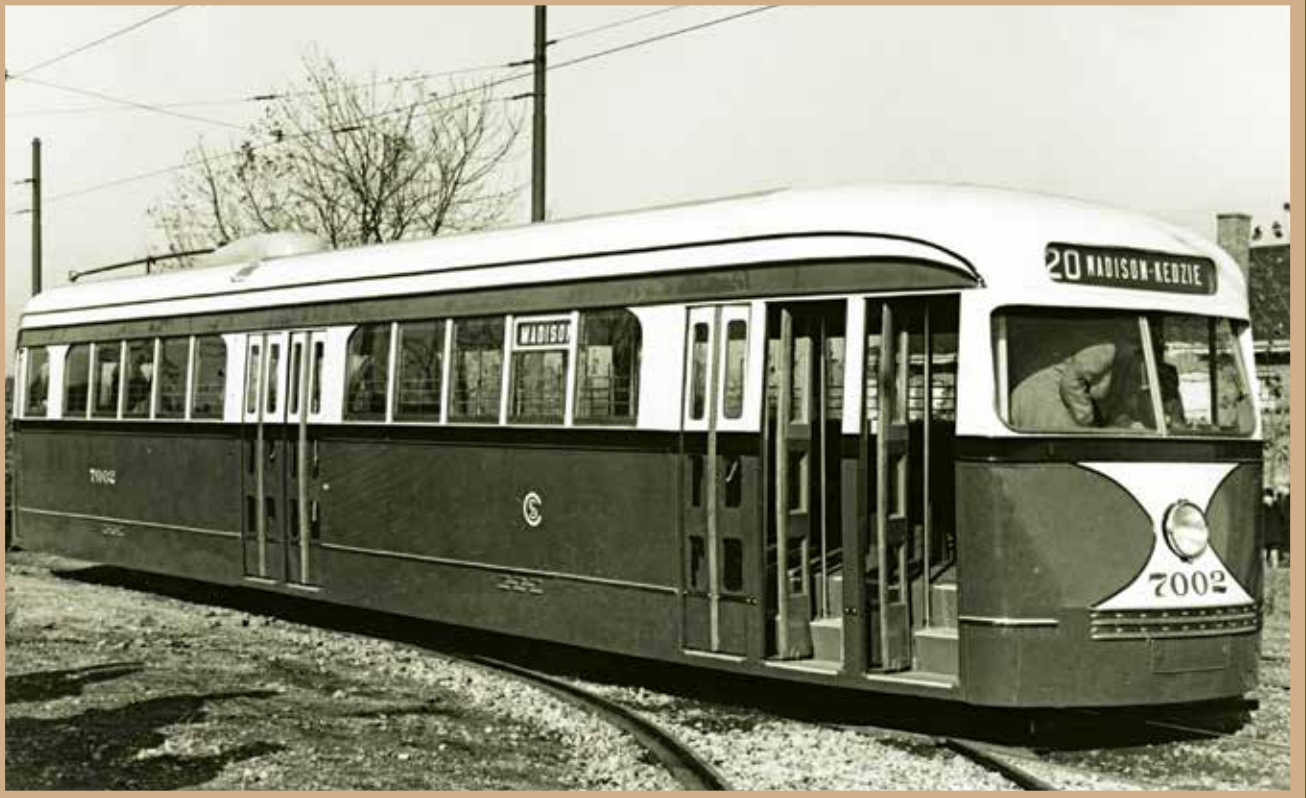
This is an aerial view taken June 12, 1962, of the 54th/Cermak terminal and yard of the Douglas branch in Cicero. Today, this scene looks significantly different. The former station on the west side of 54th Avenue is gone, although the yard remains and a small repair shop has now been built for light service to the car fleet. The storage yard has been reconfigured and a new station has been built east of 54th Avenue.

SUN	MON	TUE	WED	THU	FRI	SAT
	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				

ABCDEF G:
 CTA Operations Division
 Group Days Off
 ▼ Alternate day off if you work on this day
 ● Central offices closed

March 2019							May 2019						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
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10	11	12	13	14	15	16	12	13	14	15	16	17	18
17	18	19	20	21	22	23	19	20	21	22	23	24	25
24	25	26	27	28	29	30	26	27	28	29	30	31	
						31							

MAY 2019



It is November 1936, and handsome new PCC streetcar #7002, sparkling in the sun, has just arrived from the St. Louis Car Company in St. Louis, Missouri. Sporting an attractive color scheme of dark blue and white with a maroon belt rail, which earned them their nickname of “Blue Geese,” the #7002 was one of the first of a fleet of 88 new streamlined streetcars built for the Chicago Surface Lines.

SUN	MON	TUE	WED	THU	FRI	SAT
<small>April 2019</small> 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	<small>June 2019</small> 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 B C D E F G : CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	1	2	3	4
F ●	G	A	B	C	D	E ●
5 <small>Cinco de Mayo</small>	6	7	8	9	10	11
E ●	F	G	A	B	C	D ●
12 <small>Mother's Day</small>	13	14	15	16	17	18 <small>Armed Forces Day</small>
D ●	E	F	G	A	B	C ●
19	20	21	22	23	24	25
C ●	D ▼	E	F	G	A	
26	27 <small>Memorial Day</small>	28	29	30	31	

JUNE 2019



Let's take a ride on a Chicago Surface Lines PCC Blue Goose streetcar and go back in time to experience a rare snippet of daily life, experienced from the interior of Chicago streetcar #7004 as it proceeds along its route. Imagine yourself sitting on a comfortable padded, Naugahyde-upholstered seat, watching out the windows to view the passing scenery as the streetcar rolls along the street.

SUN	MON	TUE	WED	THU	FRI	SAT		
	<small>May 2019</small> 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	<small>July 2019</small> 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	ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed					
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A ●	B	C	D	E	F	G ●		
9	10	11	12	13	14	15		
G ●	A	B	C	D	E	F ●		
16	17	18	19	20	21	22		
Father's Day					Summer Begins			
F ●	G	A	B	C	D	E ●		
23	24	25	26	27	28	29		
E ●								
30								

JULY 2019



It is June 13, 1961, and the buses in this photo are gathered at the CTA's South Shops complex, awaiting final disposal after collectively providing countless millions of passenger rides during their lifetime. In the foreground are two rows of gasoline buses built by the White Motor Company, originally purchased between 1944 and 1947 by the Chicago Surface Lines; in the background is a row of buses built in 1947 by the J.G. Brill Company.

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28	29	30	31	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>June 2019</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></td><td></td><td></td><td></td><td></td><td>1</td></tr> <tr><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td></tr> <tr><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td></tr> <tr><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td></tr> <tr><td>30</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table> </div> <div style="text-align: center;"> <p>August 2019</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></td><td></td><td></td><td></td><td></td><td>1</td></tr> <tr><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td></tr> <tr><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td></tr> <tr><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td></tr> <tr><td>30</td><td>31</td><td></td><td></td><td></td><td></td><td></td></tr> </table> </div> </div>		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							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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AUGUST 2019



CTA cars #6131-6132 look resplendent in their newly painted livery of a silver mist body with a charcoal band through the windows, trimmed with red, white, and blue striping. This specific livery was used on a limited number of railcars at the time to commemorate the USA's Bicentennial celebration in 1976, and included designating each unit with the name of a famous Revolutionary War-era figure.

SUN	MON	TUE	WED	THU	FRI	SAT
	July 2019 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	September 2019 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 B C D E F G: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed			
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F ●	G	A	B	C	D	E ●
11	12	13	14	15	16	17
E ●	F	G	A	B	C	D ●
18	19	20	21	22	23	24
D ●	E	F	G	A	B	C ●
25	26	27	28	29	30	31

SEPTEMBER 2019




In 1930 Chicago Transit Authority predecessor Chicago Surface Lines established the first trolley bus routes in the city with a fleet of trolley buses including an order built by the Brill-American Car Company. In this photo, we see CSL trolley bus #127, built in 1930, assigned to the #85 Central route, making its way south to its southern terminal at Central/Harrison.

SUN	MON	TUE	WED	THU	FRI	SAT																																																																																				
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8 B ●	9 C	10 D	11 E	12 F	13 G	14 A ●																																																																																				
15 A ●	16 B	17 C	18 D	19 E	20 F	21 G ●																																																																																				
22 G ●	23 A	24 B	25 C	26 D	27 E	28 F ●																																																																																				
29 F ● Rosh Hashanah Begins	30 G	<p>August 2019</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></td><td>1</td><td>2</td><td>3</td><td></td><td></td></tr> <tr><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td></tr> <tr><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td></tr> <tr><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</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>October 2019</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></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			<p>ABCDEF G: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed</p>
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OCTOBER 2019




It's dirty work but it's got to get done! In this photo, we see a crew of men attired in hats and sport coats (and even a tie!), customary for the period, performing concrete work with a very early concrete mixer that belonged to the Chicago Surface Lines (CSL). The CSL, not the city, was held responsible for the maintenance and upkeep of the street surface immediately surrounding its tracks (as part of CSL's franchise terms).

SUN	MON	TUE	WED	THU	FRI	SAT
ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	September 2019 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 1	B 2	C 3	D 4	E 5
E ●	F	G	A	B	C	D ●
6	7	8 Yom Kippur Begins	9	10	11	12
D ●	E	F	G	A	B	C ●
13	14 Columbus Day	15	16	17	18	19
C ●	D	E	F	G	A	B ●
20	21	22	23	24	25	26
B ●	C	D	E	F	F	
27	28	29	30	31 Halloween	November 2019 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	

NOVEMBER 2019



CTA bus #4309 appears to have just come out of the paint shop in this photo. Among a fleet of 362 diesel buses manufactured in 1985 by the German MAN (Maschinenfabrik Augsburg-Nürnberg AG) Truck and Bus Company and originally delivered in a light green and white livery, CTA's MAN "Americana" buses were eventually repainted in white, with red and blue striping around the body, along with the "speed lines" logo in use at that time.

SUN	MON	TUE	WED	THU	FRI	SAT
	<small>October 2019</small> 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	<small>December 2019</small> 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	ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed		1	2
	A ●	B	C	D	E	F
3 Daylight Saving Time Ends	4	5	6	7	8	9
G ●	A	B	C	D	E	F ●
10	11 Veterans' Day	12	13	14	15	16
F ●	G	A	B	C	D	E ●
17	18	19	20	21	22	23
E ●	F	G	A	B ▼	C	D ●
24	25	26	27	28 Thanksgiving Day	29	30

DECEMBER 2019



A four-car train of 2200-series cars, headed by car #2273, is berthed at the former Randolph/Wells station on the Loop Elevated. Purchased by the City of Chicago as part of a grant that also funded the construction of the Dan Ryan and Kennedy extensions, their design was intentionally boxy and rectilinear to harmonize with the International architectural style utilized by designers Skidmore Owings and Merrill for the Kennedy and Dan Ryan (KDR) stations.

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21 <small>Winter Begins</small>
22 <small>Hanukkah Begins</small>	23	24 <small>Christmas Eve</small>	25 <small>Christmas Day</small>	26 <small>Kwanzaa Begins</small>	27	28
29	30	31 <small>New Year's Eve</small>	<small>November 2019</small> <small>S M T W T F S</small> <small>3 4 5 6 7 8 9</small> <small>10 11 12 13 14 15 16</small> <small>17 18 19 20 21 22 23</small> <small>24 25 26 27 28 29 30</small>	<small>January 2020</small> <small>S M T W T F S</small> <small>1 2 3 4</small> <small>5 6 7 8 9 10 11</small> <small>12 13 14 15 16 17 18</small> <small>19 20 21 22 23 24 25</small> <small>26 27 28 29 30 31</small>	<small>ABCDEF G:</small> <small>CTA Operations</small> <small>Division</small> <small>Group Days Off</small> <small>▼ Alternate day off if</small> <small>you work on this day</small> <small>● Central offices closed</small>	

HISTORICAL NOTES

JANUARY



It is Saturday April 6, 1946, and throngs of people are leaving Soldier Field, having come from a commemoration of Army Day. Held a year after the end of the Second World War, President Harry S Truman addressed the gathered crowd, undoubtedly including numerous recently returned World War II veterans, proclaiming that the world has now officially entered the atomic age and that we must always be ready at a moment's notice for the next time, "if there must be a next time," if another world conflict should again occur. It is a sunny but cool day as everyone rushes to their buses to go home. The high capacity double deck buses seen in this photo belong to the Chicago Motor Coach Company, and featured an enclosed upper level of seats. While popular with the ridership, these buses were gradually phased out due to clearance problems with viaducts and other overhead obstructions, as well as crewing costs (many required two crew persons) and slower loading due to the second level, in favor of single level buses, some of which can also be seen here. The Chicago Motor Coach Company was one of three separate transit companies in Chicago at that time, eventually to be absorbed into the Chicago Transit Authority in 1952. CMC's buses served many city neighborhoods, operating mainly on the various park boulevards, as the Park District prohibited the operation of streetcars on those streets. The Motor Coach was separately owned and completely independent from the Chicago Surface Lines, which principally operated Chicago's vast streetcar system, as well as a handful of bus routes. The Chicago Natural History Museum (today's Field Museum), as it was then called, appears in the background.

FEBRUARY



It's a sunny day in the city in the late 1940's as CTA Pullman streetcar #605 is rolling along Milwaukee Avenue at Richmond, in Chicago's Avondale neighborhood. Milwaukee Avenue was, and continues to be, a busy commercial district from its beginning in Chicago's West Loop area, and all along its northwesterly route through the various neighborhoods of the Northwest Side including "Polish Downtown" at the intersection of Division, Ashland and Milwaukee avenues, Ukrainian Village, Logan Square, Avondale, Old Irving Park, Jefferson Park, Gladstone Park, and Norwood Park, all the way to the streetcar terminal at Milwaukee/Imlay just past Devon. The majority of the businesses along the street were family owned

"mom and pop" operations encompassing a wide variety of stores offering an array of products and services, including bakeries, butcher shops, shoe stores, clothing stores, theatres, and restaurants, not to mention the friendly neighborhood gathering spots where one could relax and "acclimate one's attitude" with a few cold ones, as evidenced by Pete's Tavern on the corner, with Club Hello right next door! At various points along the route, larger neighborhood department stores such as Goldblatt's, Sears, and Wieboldt's added even more vitality to the street, and provided local residents an opportunity to enjoy department store shopping without having to make a trip all the way to Chicago's Loop district.

Car #605 was part of an order of 600 cars placed by the Chicago Railway Company and built in Chicago at the Pullman Car Company in 1908, then located in the famous Pullman neighborhood on Chicago's far South Side. Known as "Big Pullmans," due to their ability to handle huge crowds of people, these cars had a large seating capacity, as well as extended front and rear platforms, enabling quick and efficient boarding. Passengers boarded at the rear and paid their fares to a conductor and exited via the front doors, which were operated by the motorman. The interiors featured varnished wood paneling, rattan-covered reversible seats with heaters underneath, windows with shades, and grooved wood flooring to catch the melting snow and rain from the hundreds of feet throughout the course of a regular day, topped by rows of car cards along the ceiling advertising everything from shoe polish to Campbell's Tomato Soup. Two rows of bare light bulbs illuminated the interior. Built as double ended cars and equipped with controls at either end, these cars did not require turning loops, and therefore had the flexibility of being able to operate on any of the streetcar routes in the city. For most of their lives, these Pullmans operated on the heavily travelled routes throughout the city and lasted in service until May 30, 1954.

Big Pullmans #144 and #460 are preserved today at the Illinois Railway Museum in Union, IL, and car #225 is preserved at the Seashore Trolley Museum in Kennebunkport, ME.

MARCH



In the earliest days of rapid transit service in the city of Chicago, before electrification of the 'L' system, the first rapid transit cars were pulled by small steam locomotives. These "Forney" type locomotives, as they were called, were also used on some of the early elevated rapid transit lines in New York. The design of these locomotives allowed them to operate in either direction, with the cab in the front or rear, and had a 4-4-0 wheel arrangement, providing excellent tracking ability. In addition, these locomotives were able to negotiate tight curves, which exist on some lines even today. The limited capacity for coal and water compared to other, larger locomotive types was not a problem, due to the short runs that were

the norm. While they were reasonably efficient, in terms of their use, they emitted smoke and soot, which was somewhat unpleasant. More importantly, the steam engines were also costly to operate and maintain. The development of a practical system of electric power distribution led to the replacement of the Forney locomotives in favor of electrically powered passenger cars. The South Side elevated took the concept a step further in developing multiple-unit motor cars, where a single motorman could operate the motors and brakes in all the cars of a train in sync from controls at the front of the head car.

HISTORICAL NOTES

Here we see such a Forney locomotive posed for a photograph with several men wearing the popular bowler hats of the time, along with the engineer at the locomotive controls. The location is at the Crawford (now Pulaski) station on the Lake Street Elevated, circa 1894. The Pulaski station was altered and rebuilt at various times through the years, with the most recent rebuilding taking place in 2001; the Pulaski station is now on the Lake branch of the CTA Green Line.

The original Lake Street Elevated Company opened their line on November 4, 1893, between Market (present day Wacker)/Madison and California/Lake. Further extensions of the line were opened in segments as new stations were finished, with the line finally extended to 52nd Avenue (Laramie) on April 29, 1894. Steam operation on the Lake Street Elevated ended in 1896. By May 20, 1910, the west terminus at Marengo Avenue in Forest Park was opened. Originally, the elevated portion of the line ended at Laramie, and the line proceeded down a ramp to run alongside the Chicago and North Western Railroad (C&NW) at ground level, with numerous grade crossings staffed by gatemen in small shanties who manually operated crossing gates and rang the warning bell to indicate an approaching train. As street traffic increased, there was an increase in conflicts between vehicles or pedestrians and trains; the arrangement was also increasingly cost-ineffective. The C&NW elevated its tracks in the early 20th century but the 'L' remained on the ground; however, the solid embankment created a blind crossing when approaching the 'L' from the north, compounding an already hazardous situation. Consequently, a decision was made by the CTA to elevate this portion of the 'L' line. On October 28, 1962, newly-elevated 'L' tracks opened utilizing the south half of the then-under-utilized C&NW embankment – an arrangement made possible by a reduction in the number of tracks and space used by the C&NW on the embankment by the 1960s – with the new terminal and yard relocated to Harlem Avenue, eliminating the short remainder of the line to Circle Avenue.

One of the original Forney locomotives that once operated on the Lake Street Elevated is preserved at the National Museum of Transportation in St. Louis, Missouri.



This is an aerial view taken June 12, 1962, of the 54th/Cermak terminal and yard of the Douglas branch in Cicero. The line began as the Douglas Park branch, one of the four branches of the Metropolitan West Side Elevated. Initial service on the branch opened on April 28, 1896, and operated as far as 18th Street. Subsequent extensions brought the line to Western Avenue, and then to 40th Avenue (later named Crawford and currently Pulaski). 40th Avenue station served as the line's western terminus for a number of years and also included an elevated storage yard and shop. More extensions occurred in spurts until the final extension to Oak Park Avenue in Berwyn was opened on March 16, 1924. The elevated portion of the line ended at 40th Avenue, with the remainder of the line, between 40th Avenue and the Oak Park Avenue terminal, operated at ground level. By 1921, a yard was established at 54th Avenue – originally to supplement the Pulaski yard, and later replacing it – which remains today.

There were a number of grade crossings between 40th Avenue and the end of the line at Oak Park Avenue in Berwyn. Under the newly formed Chicago Transit Authority in 1947, a concern was raised regarding these grade crossings since, as with the continuing increase in automobile traffic they posed increased risks to the passing trains, as well as to pedestrians and automotive traffic; they also had manually-operated gates, making them labor-intensive. An unsuccessful effort was made by the CTA to petition the local Berwyn government to allow the closure of some crossings and to automate others. As a result, on February 2, 1952, the line was cut back to 54th Avenue in Cicero and service from that point westward was replaced with CTA's Douglas Extension bus (first introduced in 1949 as bus route on weekends, expanded to weekdays in 1952) operating along Cermak between 54th/Cermak and its terminus at Harlem/Cermak. In 1975, the bus route was renamed the #25 West Cermak; since 2006, that extension service has been absorbed into the #21 Cermak bus route which now serves the 54th/Cermak terminal and continues along Cermak all the way to the North Riverside Park Mall in North Riverside.

Today, this scene looks significantly different. The former station on the west side of 54th Avenue is gone, although the yard remains and a small repair shop has now been built for light service to the car fleet. The storage yard has been reconfigured and a new station has been built east of 54th Avenue that spans the distance between 54th Avenue and Laramie, a total distance of two blocks—both undertaken in the early 2000s as part of the CTA's Douglas Rehabilitation Project. Since 2006, the Douglas branch, now called the Cermak branch, is part of the Pink Line route. The car dealerships along Cermak are long demolished, and most of the once existing industrial corridor along 54th Avenue up to 16th Street—including the huge Danly Machine Company, that, at its peak employed over 2,000 people and specialized in die sets, mechanical presses, and other metalworking products, torn down in 1999—is history. On its former site just north of the Pink Line tracks, between 54th Avenue and Laramie, now stands Unity Junior High School. Opened in 2003 with eighty-eight classrooms on a seventeen acre site to accommodate a capacity of 4,000 students, it was considered at the time to be the largest junior high school in the country. The residential neighborhood that surrounds this area remains largely intact and ridership on today's Pink Line continues to increase, as the line provides service to the Loop, Medical District, Pilsen, North Lawndale and South Lawndale neighborhoods, as well as Cicero, with extended CTA bus service serving Cicero, Berwyn, and North Riverside.

HISTORICAL NOTES



It is November 1936, and handsome new PCC streetcar #7002, sparkling in the sun, has just arrived from the St. Louis Car Company in St. Louis, Missouri. Sporting an attractive color scheme of dark blue and white with a maroon belt rail, which earned them their nickname of “Blue Geese,” the #7002 was one of the first of a fleet of 88 new streamlined streetcars built for the Chicago Surface Lines (absorbed into the CTA in 1947). Its design was a culmination of ideas put forward by the heads of the various street railway operations throughout North America at meetings in the early 1930’s to address the plight of the various streetcar systems throughout North America, dealing with 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 once again ride streetcars. The new design was known as the “Presidents’ Conference Committee,” or “PCC” car, so named for the transit industry leaders that provided the innovative ideas that were ultimately incorporated into the design of these cars; this car belongs to the first generation of PCC cars.

The PCC cars featured painted steel bodies, bull’s-eye lighting, and padded Naugahyde 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, which were operated by the conductor.

In comparison to the streetcars in use on Chicago’s streets at the time, these streetcars provided a very quiet, smooth ride, and were capable of speeds approaching 50 mph; however, that speed was seldom, if ever, needed on the streets of Chicago. The actual car operation was so quiet that they would literally sneak up behind unsuspecting motorists. As a result, as automobile traffic continued to increase, the Chicago Surface Lines experimented with various color schemes for these cars in an attempt to improve their visibility to motorists –The first solution was to amend the color scheme with 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 #20 Madison route, which operated between Downtown and Madison/Austin at Chicago’s western border with Oak Park (and continues 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 travelled 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. However, 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, since many routes did not have loops. This modern style of car became quite popular, and PCCs were adapted for use in a number of American and Canadian cities. The “Blue Goose” streetcars operated on various routes throughout the city until the mid-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 were taken out of service in 1956.

Pre-war Blue Goose PCC car #4012 is preserved at the Illinois Railway Museum in Union, IL.



Let’s take a ride on a Chicago Surface Lines PCC Blue Goose streetcar and go back in time to experience a rare snippet of daily life, experienced from the interior of Chicago streetcar #7004 as it proceeds along its route. Imagine yourself sitting on a comfortable padded, Naugahyde-upholstered seat, watching out the windows to view the passing scenery. Delivery trucks, various neighborhoods, favorite stores (like Cupid Candies, seen out the front window) whisk by as the streetcar rolls along the street. It was truly a great way to travel to work, shopping, running errands, or just to take a ride and enjoy the sights. This streetcar is one of the first of the Blue Geese delivered in 1936 and has seen quite a few years of wear, evidenced by

the worn condition of the interior paint. Although the technology of the vehicle might be considered basic by today’s transit standards, it is a good bet that this operator enjoys operating this streetcar, especially when compared to the operating conditions of earlier series of streetcars that afforded the operator little more than a wooden stool to sit on, in front of the controller. Unique to Chicago PCCs, the Blue Geese were equipped with hand controls for braking and acceleration; most PCCs in other cities used foot pedals. The motorman was only responsible for operating the car and opening the front doors to board passengers; the responsibility for accepting fares, making change, issuing transfers, and allowing passengers to exit via the middle and rear doors lay with the conductor who was stationed at a fare register midway through the car at the middle door. Note the use of advertising throughout the streetcar. Some things never change—even after all these years, Del Monte Fruits remains a familiar sight on grocery store shelves.

HISTORICAL NOTES



It is June 13, 1961, and the buses in this photo have all reached their retirement age and are gathered at the CTA's South Shops complex, awaiting final disposal after collectively providing countless millions of passenger rides during their lifetime. In the foreground are two rows of gasoline buses built by the White Motor Company, originally purchased between 1944 and 1947 by the Chicago Surface Lines, one of the predecessors of the CTA. These buses were used on a number of routes, including routes that served the Ford Motor plant on Cicero Avenue on the city's Southwest Side. Equipped with gasoline-powered engines and manual transmissions, they presented quite a challenge to their operators since, in those days, in

addition to dealing with driving the bus and operating the manual transmission, operators also had to accept fares, make change, issue transfers, answer questions and give directions, among a multitude of other things. While generally on par with streetcars of the same era, the interiors were quite plain and lacked the amenities that are commonplace in today's modern transit buses, with less-bright interior lighting and no air conditioning except for the open windows. Folding doors were used for the front entrance and rear exits. Given their small size, they were not equipped to handle large loads of passengers. Originally sporting the Chicago Surface Lines livery of red and cream with black trim, after the CSL's incorporation into the CTA they were repainted in the standard CTA colors of green and cream.

Also seen in the background is a row of buses built in 1947 by the J.G. Brill Company, also awaiting their fate.

The CTA's South Shops complex continues today to serve a vital role in CTA bus operations. Major bus repairs and overhauls are performed here for the entire CTA bus fleet, along with the reception of new equipment as it arrives, and the retirement and disposition of the old.



CTA cars #6131-6132 look resplendent in their newly painted livery of a silver mist body with a charcoal band through the windows, trimmed with red, white, and blue striping. This specific livery was used on a limited number of railcars at the time to commemorate the USA's Bicentennial celebration in 1976, and included designating each unit with the name of a famous Revolutionary War-era figure. While these cars look like they've just come from the factory, in fact, having been part of the second delivery of the 6000-series cars beginning in 1951, they have already seen well over twenty-five years of daily service and have racked up untold millions of miles all over the 'L' system.

These cars featured four sets of flat blinker-style passenger doors that folded in when opened. Each window was hand operated by means of latches for passengers to open and close as desired—this was a desirable feature, given that air conditioning on rapid transit cars was considered impractical at the time. The cars also shared many of the same characteristics and technology of the Presidents' Conference Committee (PCC) Green Hornet streetcars that were still operating on many streets of the city in the early 1950's. The smaller lights at the bottom corners of the front end served as marker lights, designating the route that the train was assigned to using a two-light color code primarily used by towermen and other operating staff. The lights at the top over the end windows served as rear tail lights, illuminated red when at the end of the train. Originally, the conductor's position and door controls were actually outside, in between cars. Each car had a small window located at the average height of a person standing on the foot-holds between the cars to allow the conductor to be able to see into each car. These early 6000s were later modified to relocate the conductor's position to an area inside of each odd-numbered car (no doubt much to the joy and relief of the conductors); later orders of these cars included an interior conductor's position as standard, though the exact configuration changed a few times through subsequent orders of 6000s.

In general, the 6000-series cars were significantly different in appearance from the rolling stock of previous generations. The exterior and interior appearance was, not coincidentally, similar to the Green Hornet PCC streetcars being retired, since the 'L' cars were based on the same technology. The rapid transit cars incorporated padded Naugahyde (later vinyl) upholstered seats, bullseye lighting, stainless steel stanchions, and blinker-style passenger doors. A total of 720 6000-series cars were manufactured between 1950 and 1959 and are considered by many – at least the baby boomer generation – to be Chicago's quintessential rapid transit car. The 6000-series cars soldiered on until December 4, 1992, when the last train of 6000s made its final run with passengers to Kimball terminal on what was then known as the Ravenswood Line.

A small number of 6000-series cars have been preserved, including four held in CTA's Heritage Fleet—cars #6101-6102 (still retaining the 6000s' original dual-headlight front configuration) and cars #6711-6712. There are also 6000s at various railway museums around the country, including the Illinois Railway Museum in Union, IL. One car, #6719, has also been incorporated into a transit display at the Smithsonian Museum of American History in Washington D.C.

HISTORICAL NOTES

SEPTEMBER



In 1930 Chicago Transit Authority predecessor Chicago Surface Lines established the first trolley bus routes in the city with a fleet of trolley buses including an order built by the Brill-American Car Company. These trolley buses were relatively small, being just shy of thirty-four feet long, and with a seating capacity of only forty. Trolley bus lines were initially established in the city as extensions to established streetcar lines, as the city's footprint expanded with the establishment of new neighborhoods farther and farther out from the city's core. Later on, after the decision was made to eliminate Chicago's extensive streetcar system, a number of former streetcar routes were converted to trolley bus operation. With a total of fifteen routes, Chicago had, at its peak, the largest trolley bus system in North America.

In this photo, we see CSL trolley bus #127, built in 1930, assigned to the #85 Central route, making its way south to its southern terminal at Central/Harrison. Note the simple advertising on the front of the vehicle, encouraging viewers and passersby to consider "the convenient way" by trolley. Clad in the customary CSL red and cream livery with black trim, the simple white stripe on the pole was an indication that this corner was a transit stop. Note also the vintage traffic light with the rather rudimentary "No Left Turn" sign on a lit globe. The postal box mounted on a pole was also a common sight at numerous intersections for several generations, gradually giving way to the larger postal boxes of today which, in turn, are quickly disappearing from the scene thanks, mostly, to email and social media! Also note the vintage fire hydrant at the corner, long since replaced by more modern versions used today.

The technology used by trolley buses was based on the same basic principles as streetcars in that they derived their power from overhead wires, but used two poles on top of the vehicle instead of one. The second pole was the negative return, which was done through the running rails on the streetcars. However, rather than operate on tracks on a fixed right-of-way, trolley buses were equipped with rubber tires, enabling them to have more flexibility than streetcars. These vehicles were able to position themselves at the curb to board and exit passengers, instead of having the passengers walk out into the street. Also, the increased flexibility provided trolley bus operators limited ability to skirt around street obstructions, as long as the poles remained on the overhead wires. In the 1960's, a decision was made to phase out trolley buses in Chicago, with the last runs taking place in March of 1973. Today, several cities, including Seattle, San Francisco, Dayton, and Boston, still operate trolley buses which, with their cleaner, exhaust-less operation, is advantageous relative to contemporary environmental concerns.

An existing survivor of this trolley bus series, CSL bus #84, has been restored and is in the trolley bus collection at the Illinois Railway Museum in Union, IL.

OCTOBER



It's dirty work but it's got to get done! In this photo, we see a crew of men attired in hats and sport coats (and even a tie!), customary for the period, performing concrete work with a very early concrete mixer that belonged to the Chicago Surface Lines (CSL). By today's standards, it would seem unusual at best to see such work being done by the CTA on the city streets on which the Authority operates its buses, but back then, the CSL, not the city, was held responsible for the maintenance and upkeep of the street surface immediately surrounding its tracks (as part of CSL's franchise terms). Thus, the Surface Lines had to keep maintenance of way equipment such as this in its work fleet, and scenes such as this were

common on streets that hosted streetcar operation. Notice also the somewhat sparse nature of the area at the time—in many instances, the transportation system was expanded into new neighborhoods just as they were being established and built up, thereby encouraging even more new residents with convenient transit service, encouraging a cycle of transit expansion and city development.

NOVEMBER



CTA bus #4309, signed for the #87 87th route, with its western terminus at Western Avenue, appears to have just come out of the paint shop in this photo. This bus was among a fleet of 362 diesel buses manufactured in 1985 by the MAN (Maschinenfabrik Augsburg-Nürnberg AG) Truck and Bus Company headquartered in Munich, Germany. The MAN "Americana" buses were square and boxy in appearance, and featured wide windshields, and large, oversized passenger windows that could be opened by means of sliding panes, since there was no air conditioning. Note the run number box located just in front of the main passenger door, at the right front of the vehicle – these are still used today, but are now digital

LED panels. A new feature introduced in this series of buses was the flip-dot destination signs that made it much easier for the operator to change route/destination information as needed; while an improvement in terms of operational efficiency, the flip-dot technology proved temperamental, eventually giving way to more reliable LED destination signs. Originally delivered in a light green and white livery, these buses were eventually repainted in white, with red and blue striping around the body, along with the "speed lines" logo in use at that time. All buses of this series were retired from passenger service in 2004.

HISTORICAL NOTES



A four-car train of 2200-series cars, headed by car #2273, is berthed at the former Randolph/Wells station on the Loop Elevated for a special event. An order of 150 cars built by the Budd Company between 1969 and 1970 were purchased by the City of Chicago as part of a grant that also funded the construction of the Dan Ryan and Kennedy extensions. The design was intentionally boxy and rectilinear, as well as all-stainless steel, to harmonize with the International architectural style utilized by designers Skidmore Owings and Merrill for the Kennedy and Dan Ryan (KDR) stations.

These cars were the first in CTA's fleet to feature fluted stainless steel bodies, thereby eliminating the need for painting. The passengers were treated to large picture windows, and charcoal grey padded vinyl seats. They also were the last of the CTA rail car fleet to feature blinker-style doors. Unlike the rather troublesome air conditioning systems of the previous 2000-series cars, the air conditioning systems of the 2200-series was located entirely under the cars, thereby providing even distribution throughout each car. After their mid-life rebuild between 1990 and 1992, the windows were replaced with sash that included hopper-style windows that could be opened if the air conditioning failed. In the refit, the interior lighting, originally accomplished through backlighting the advertising cards along the top of each side wall, was replaced with single rows of long fluorescent light fixtures while the ad sash was replaced with solid metal, unlit fixtures. External speakers were added at the sides of the passenger doors; later, in the early 2000s, the operator cabs were extended to the full width of the car to support one-person transit operation. Even as the cars aged, their streamlined designs blended well with the later series of cars, never appearing as dated or out of style as some car series did. With the retirement of the last of the 2200-series cars in August of 2013, these cars had faithfully served the CTA for forty-three years.

Car #2273 pictured here, and its mate #2274, are still held by CTA, awaiting assessment for possible addition to the agency's Heritage Fleet. Cars #2347-2348 have been preserved and operate at the Illinois Railway Museum in Union, IL.

