

2020 HISTORICAL CALENDAR

Added historical notes follow calendar




Chicago Transit Authority

JANUARY 2020



After a snow in December 1951, CTA streetcar #4231 is making its way down Halsted to its terminus at 79th Street. Built in 1948 by the Pullman Company in Chicago, car #4231 was part of a fleet of 600 Presidents Conference Committee (PCC) cars ordered by Chicago Surface Lines (CSL) just before its incorporation into the Chicago Transit Authority. At 48 feet, these were the longest streetcars used in any city. Their comfortable riding experience, along with their characteristic humming sound and color scheme, earned them being nicknamed “Green Hornets” after a well-known radio show of the time. These cars operated on Chicago streets until the end of streetcar service, June 21, 1958. Car #4391, the sole survivor, is preserved at the Illinois Railway Museum in Union, IL.

SUN MON TUE WED THU FRI SAT

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	December 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	February 2020 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	1 New Year's Day	2	3	4
F ●	G	A	B	C	D	E ●
5	6	7	8	9	10	11
E ●	F	G	A	B	C	D ●
12	13	14	15	16	17	18
D ●	E ▼	F	G	A	B	C ●
19	20 Martin Luther King, Jr. Day	21	22	23	24	25
C ●	D	E	F	G	A	
26	27	28	29	30	31	

MARCH 2020



Chicago's transportation system had very humble beginnings, as evidenced by this horse drawn streetcar traveling along Fullerton Avenue to its destination at Fullerton/Halsted. The first horsecar line in Chicago opened on State Street in 1859, replacing horse-drawn omnibuses. One of the benefits of the horse drawn streetcars was the use of fixed rails in the streets, enabling the horsecars to travel slightly faster and also providing the passengers with a somewhat smoother ride. Multiple horsecar companies existed at the time, such as the Chicago City Railway and the North Chicago Street Railway Company. This car was built by the latter. North Chicago Street Railway Car #8, built in 1859 by the John Stephenson Car Company, is preserved at the Illinois Railway Museum in Union, IL.

SUN MON TUE WED THU FRI SAT


E	F	G	A	B	C	D	
1	2	3	4	5	6	7	
8 Daylight Saving Time Begins	9	10	11	12	13	14	
15	16	17 St. Patrick's Day	18	19	20 Spring Begins	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		February 2020 S M T W T F S 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	April 2020 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	

MAY 2020



CTA #9193 trolley bus is on a charter trip in the vicinity of Ogden Avenue and Fry Street, on the city's Near West Side. This trolley bus was part of an order of seventeen coaches built in 1937 by the Brill Company for the Chicago Surface Lines, and originally numbered as #193. It is 33 feet in length, with a seating capacity of 40. When the CTA absorbed the Chicago Surface Lines, it was renumbered in 1952 as #9193 and is seen in this photo wearing the color scheme of early CTA. At its peak, Chicago ultimately had the most extensive trolley bus system in North America, with fifteen routes serving the city. This bus is currently preserved at the Illinois Railway Museum in Union, IL.

SUN MON TUE WED THU FRI SAT

SUN	MON	TUE	WED	THU	FRI	SAT
	<small>April 2020</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 2020</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			1	2
C	D	E	F	G	A	B
3	4	5 <small>Cinco de Mayo</small>	6	7	8	9
B	C	D	E	F	G	A
10 <small>Mother's Day</small>	11	12	13	14	15	16 <small>Armed Forces Day</small>
A	B	C	D	E	F	G
17	18	19	20	21	22	23
G	A	B	C	D	E	F
24	25 <small>Memorial Day</small>	26	27	28	29	30
F						

JUNE 2020



It's 1904, and Chicago Union Traction Company streetcar #4773, built by the Pullman Car Company in Chicago and signed for the Van Buren route, is seen with a very dapper-looking crew. Chicago's streetcars commonly had two-man crews. Passengers would board on the rear platform and pay their fare to the conductor. The Chicago Union Traction Company was formed in 1899, and consisted of a number of lines that initially had been horse-powered and several later transitioned to cable cars, eventually electrified. The company was absorbed in 1907 into the Chicago City Railways Company and, later, the Chicago Surface Lines.

SUN MON TUE WED THU FRI SAT

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14 Flag Day	15	16	17	18	19	20 Summer Begins
21 Father's Day	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

May 2020

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

July 2020

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




JULY 2020



It is the summer of 1976, as newly arrived CTA cars #2402-2401 are gleaming in the sunlight while on a demonstration trip westbound along the Lake Street elevated at the Chicago River, the first two cars of an order of two hundred built by Boeing-Vertol between 1976 and 1978. As delivered, they featured striking red, white and blue along the sides and front ends, in keeping with the nation's Bicentennial celebration in 1976, with a body of a two-tone dark grey and silver and contoured fiberglass front ends. The 2400s remained in revenue service until retired in late 2014 (though cars 2401-2424 remain as CTA work cars). Cars 2455-2456, 2489-2490, 2537-2538 and 2543-2544 are part of the CTA's Heritage fleet.

SUN MON TUE WED THU FRI SAT


ABCDEFG:		June 2020							August 2020							E							F							G							A															
CTA Operations Division Group Days Off		S	M	T	W	T	F	S	S	M	T	W	T	F	S																																					
▼ Alternate day off if you work on this day		1	2	3	4	5	6	1																																												
● Central offices closed		7	8	9	10	11	12	13	2	3	4	5	6	7	8																																					
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SEPTEMBER 2020



In this photo, Chicago Surface Lines #623 Pullman streetcar is operating on the #56 Milwaukee-Downtown route, with a full carload of passengers enroute to their destinations in Chicago's Loop. Built in 1908, it was part of an order of 600 cars built by the Pullman Car Company in Chicago's Pullman neighborhood on Chicago's far south side. They were known as "Old Pullmans," or "Big Pullmans," due to their length, which included large platforms on each end, enabling them to carry large loads of passengers. These streetcars were the mainstay of street transit for forty-seven years, until the last were retired from service on May 30, 1954.

SUN MON TUE WED THU FRI SAT

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		1	2	3	4	5
F ●	G ▼	A	B	C	D	E ●
6	7 Labor Day	8	9	10	11	12
E ●	F	G	A	B	C	D ●
13	14	15	16	17	18 Rosh Hashanah	19
D ●	E	F	G	A	B	C ●
20	21	22 Fall Begins	23	24	25	26
C ●	D	E	F	August 2020 S M T W T F S 2 3 4 5 6 7 8 1 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31		October 2020 S M T W T F S 4 5 6 7 8 9 10 1 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
27 Yom Kippur Begins	28	29	30			

NOVEMBER 2020



South Side Rapid Transit Car #1 was built in 1892 by the Jackson & Sharp Company, part of a fleet of 180 cars acquired by the Chicago & South Side Rapid Transit Railroad. The line was Chicago's first elevated rapid transit line and served visitors attending the 1893 Columbian Exposition World's Fair in Jackson Park. Originally built as an unpowered trailer hauled by a steam locomotive, it was later equipped with electric motors and controls. The original color scheme for Car #1 was a dark olive green with gold trim with a very impressive interior. This car was kept on the CTA property as an historic car for a good many years, and would on occasion be used on charters or other special events. Car #1 is currently housed at the Chicago History Museum's exhibit on Chicago transportation.

SUN	MON	TUE	WED	THU	FRI	SAT
1 Daylight Saving Time Ends	2	3	4	5	6	7
8	9	10	11 Veterans' Day	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26 Thanksgiving Day	27	28
29	30					

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

October 2020

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

December 2020

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		

HISTORICAL NOTES

JANUARY



This photo was taken in December 1951, after a big snowfall and CTA Green Hornet streetcar #4231 is making its way down Halsted toward its terminus at 79th Street. However, it's going to be a tight squeeze—due to the careless motorist who parked practically in the middle of the street so close to the envelope of the streetcar right-of-way!

Car #4231 was part of a fleet of 600 Presidents Conference Committee (PCC) cars ordered by Chicago Surface Lines (CSL) just before its incorporation into the Chicago Transit Authority on October 1, 1947, with the order split between the St. Louis Car Company of St. Louis, Missouri and the Pullman Car Company

in Chicago. Both were quite similar in appearance and constituted the second series of PCCs that operated in Chicago, the first being an order of cars received in 1936 of the initial PCC design, the “Blue Geese.”

The PCC design itself was a direct result of the ideas and suggestions put forth by the Presidents' Conference Committee (PCC) in the early 1930s, comprised of the heads of the various street railway systems in North America, whose purpose was to address the imminent issue of declining ridership by coming up with a car design that would appeal to the public and encourage their return to public transit. The second design further refined the PCC concept and resulted in a car type that was immensely popular. Many cities in both the United States and Canada purchased PCC cars and adapted them for their own particular systems, since the basic design was such that alterations and revisions that suited particular systems could readily be made.

These PCCs were operated by a motorman and a conductor and featured triple rear doors used for passenger boarding that were controlled with levers at the conductor stand in the rear of the car and a double front door for exiting controlled by a lever on the dashboard of the motorman's station. A single middle exit door was also controlled by the conductor for use when needed. The interiors featured padded Naugahyde seats, crank-style passenger windows and medium tan walls. These cars also featured standee windows that enabled standing passengers to view the outside surroundings. Being forty-eight feet long, these streetcars were the longest streetcars used in any city and could accommodate large loads of passengers. The cars featured smooth acceleration and braking, enabling the cars to respond as though they were gliding above the tracks as they travelled the city streets. This comfortable riding experience, combined with their characteristic humming sound and color scheme, contributed to their being nicknamed “Green Hornets” after a well-known radio show of the time. Characteristics unique to these later Chicago PCCs included the use of both a motorman and conductor, the practice of rear passenger boarding and the use of handles for operation, rather than foot pedals as used in PCC streetcars of other cities. The Green Hornet streetcars operated on a number of routes throughout the city, however, since they were single-ended cars with operating controls at only one end, the routes that operated them had to be modified at each end of the line with the addition of turning loops. A number of former streetcar loops remain in service today as terminals at the ends of various bus routes.

These Green Hornets were the last streetcars ordered for the city of Chicago and enjoyed only a short lifespan of approximately ten years, as all streetcar service in the city ended June 21, 1958. A handful of cars were scrapped, however, most were sent back to the St. Louis Car Company and stripped of any salvageable parts, including seats, windows, light fixtures and other components, to then be incorporated into the bodies of many new 6000-series rapid transit cars being manufactured for the CTA ‘L’ system. Car #4391, the sole surviving Green Hornet streetcar, is currently preserved—and frequently operated--at the Illinois Railway Museum in Union, IL.

FEBRUARY



This is a view, taken some time in the early 1960s, looking east from the conductor's window of a westbound 6000-series Douglas Park train heading to the 54th/Cermak terminal which is the next and final stop, as an eastbound 6000-series Douglas Park “B” train crossing Laramie Avenue in Cicero, on its way toward downtown and Logan Square. To the left of this picture there was a large industrial area that extended from Cermak north to 16th Street and from Laramie Avenue west to 55th Avenue from where thousands of workers poured in and out factories daily, packing this branch of the ‘L’ system with riders. In the background, you can just see the iconic tower of the Western Electric Company's Hawthorne Works factory complex at Cicero and Cermak. In addition to its six-story main building, they had multiple auxiliary

buildings as part of the sprawling complex and employed nearly 45,000 people at the operation's height. Today, the scene has changed significantly, but the old Laramie stationhouse still stands, unused, just east of the new terminal of the line at 54th Avenue, just north of Cermak Road. The track layout has been changed to allow for more room for a wide station platform and direct bus connections (including the CTA #21 Cermak route and two Pace routes), and both tracks now sit north of the disused station building.

The 6000-series cars seen in this photo were part of a fleet of 720 cars arriving in stages at CTA between 1950 and 1959. Unlike their predecessors, these cars featured all-steel, painted car bodies, painted interiors with Naugahyde seats, and bullseye overhead lighting. These cars were 48 feet in length, with a seating capacity of about 46. The door system was unique, in that these cars featured four sets of “blinker”-style doors (two on each side) that, when opened, swung inwards, allowing a controlled exit and entry. These cars operated as permanent married pairs, with a motorman's cab located at the outer ends of each pair. Each train was staffed with both a motorman and conductor and, with the first order of cars, the conductor's position was outside, between cars, from where

HISTORICAL NOTES

they'd announce stops and operate the train's doors. Later, car orders of this series would come with the conductor position inside the cars and early models were retrofitted to bring the position inside.

The first color scheme of these cars was Croydon cream, evergreen green and Swamp Holly orange, initially with green roofs, later modified. The second color scheme was an Alpine white and mint green combination, later yet replaced with a Bicentennial scheme of grey with red, white, and blue trim. These cars saw many years of service on the Douglas Park, Howard-Englewood and Howard-Jackson Park and Ravenswood lines, and were officially retired in December 1992.

Several 6000-series cars have been preserved: Cars 6101-6102 and 6711-6712 have recently been brought back to CTA to live on as part of our Heritage Fleet, Cars 6125-6126, 6461-6462, 6655-6656 are preserved at the Illinois Railway Museum in Union, IL, and 6599-6600 are preserved at the Seashore Trolley Museum in Kennebunkport, Maine. Car 6719 is also notably on display at the Smithsonian Museum's National Museum of American History in Washington D.C.

MARCH



Chicago's transportation system had very humble beginnings, as evidenced by this horse drawn streetcar traveling along Fullerton Avenue to its destination at Fullerton/Halsted. It is quite obvious that this is a summer car, with its lack of protective walls and windows, which must have been quite an experience in the event the skies opened up with pouring rain—the only protection would have been the release of the rolls of canvass shields that can be seen above the passengers' heads along each side of the car.

The first horsecar line opened in Chicago in 1859, replacing the initial omnibuses which were simply horse-drawn buses. One of the benefits of the horse drawn streetcars over the omnibuses was their design to run on fixed rails in the streets, enabling the streetcars to travel slightly faster and, equally important, providing the passengers with a smoother ride, since there was no longer the problem of carriage wheels navigating over bumps and falling into ruts on the streets which were mostly covered dirt (or, often, mud). There were multiple horsecar companies at the time: Chicago City Railway, West Chicago Street Railway and the North Chicago Street Railway Company. The horsecar in this photo belonged to the latter. This was the state of public transit until the appearance of cable cars, which started appearing in the 1880s, and, later still, electric streetcars, which would ultimately spell the end of the horsecar era.

APRIL



This is the original Logan Square terminal of the northwest branch of the Metropolitan Elevated and later the Logan Square branch of the Chicago Rapid Transit (CRT) and still later the Chicago Transit Authority (CTA). Built in 1895, this station served as the line's terminal for 75 years. The station platforms here were designed in the same manner as other stations along the line, such as California and Damen, which still exist essentially as-built, today, with wooden platforms, canopies on metal columns and iron railings with patterns and stylings characteristic of Metropolitan Elevated company's stations.

This station at street level was quite impressive since the facing was clad in terra cotta, with impressive Doric columns that gave an impression of strength and stability, following improvements made to the station in the 1920s. Besides the stationhouse itself, there were also small retail stores and even a restaurant in the surrounding spaces. The building to the left is the inspection and repair shop. Initially, the station was designed as a temporary terminal, since there were intentions early on of further extending the line to continue paralleling Milwaukee Avenue, however, that plan never came to fruition until a decision was made in the late 1960s to extend the line further northwest to Jefferson Park via a combination route of subway and at-grade operation in the median of the Kennedy Expressway. Consequently, additional stations were built underground in the new subway at Logan Square, along with another at Belmont, before emerging out of the portal onto the expressway median to serve new stations at Addison, Irving Park and Montrose, before ending their trips at new terminal at Jefferson Park. This extension opened on February 1, 1970, coinciding with the closure of the old station. The former elevated platforms and yards were subsequently demolished and, today, nothing but the stationhouse structure exists, having been substantially modified to the point of it being unrecognizable as to its original appearance. The line has since been extended to Chicago-O'Hare International Airport.

HISTORICAL NOTES

MAY



At first glance, this scene would not seem unusual for the time, since Chicago once had the largest trolley bus system in North America. However, upon closer inspection, a native Chicagoan who knows the city's layout and streets well would certainly scratch their head in confusion. This trolley bus is in the area of Ogden Avenue and Fry Street, in the West Town Community Area, near the Polish church of St. John Cantius (Parafia Świętego Jana Kantego), just outside of "Polish Downtown," the first settlement of Chicago's Polish population. However, the trolley bus is signed for the northbound #54 Cicero route to Montrose and by the person next to the bus with a camera, this is likely a chartered bus (as advertised on the front) being used for a bus fan trip. In the background is an ominous-looking gas reservoir tank, known as a gasometer, a common sight in Chicago neighborhoods in this era. These tanks stored natural gas for the gas utility and loomed over neighborhoods in an intimidating way. The last were taken out of service by the early 1970s when underground storage facilities and piped-in gas became the norm.

This trolley bus was part of an order of seventeen coaches built in 1937 by the Brill Company for the Chicago Surface Lines and originally numbered as #193. It is thirty-three feet in length, with a seating capacity of 40. When the CTA absorbed the Chicago Surface Lines, it was renumbered in 1952 as #9193 and is seen in this photo wearing the color scheme of early CTA.

Trolley buses were first introduced to Chicago in 1930, with the #76 Diversey route as the first recipient of this new mode transportation for the city. Trolley buses shared the same basic technology as streetcars, in that they were electrically powered and obtained their power from overhead wires but required two wires and two trolley poles as the rubber-tired vehicles couldn't use the running rails as part of the power system like most streetcars do. Using rubber tires allowed them some flexibility in avoiding obstructions along the streets on their routes, such as parked cars, delivery trucks and disabled vehicles and could also pull all the way up to the curb to pick up and drop off passengers.

The Chicago Surface Lines generally made use of trolley buses as extensions to existing streetcar lines, as new neighborhoods outside the core of the city were established, rather than extending the existing streetcar lines. 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. Trolley bus operation was much like standard bus operation, in that the operator steered the vehicle like a regular bus and used pedals for acceleration and braking. Though the buses were driven much like a regular bus, drivers had to be careful not to veer too far from the wires when passing a vehicle and had to stay on streets with wires, or the bus would lose power, coasting to a stop, frustrating riders and perhaps leaving an embarrassed driver with a stranded bus!

At its peak, Chicago ultimately had the most extensive trolley bus system in North America, with fifteen routes serving the city. Most of the routes were east-west routes, along with several north-south routes that intersected them. In the 1960s a gradual conversion of these routes to motor bus operation gradually ensued, 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, Seattle and to lesser degrees, Boston and Philadelphia continue even today, since the environmental benefits of electric transit operation are many.

CTA #9193 is currently preserved at the Illinois Railway Museum in Union, IL.

JUNE



It's 1904, and Chicago Union Traction Company streetcar #4773, built in 1895 by the Pullman Car Company in Chicago and signed for the Van Buren route, is seen posed in this photo, along with a very dapper-looking crew. It must have been a very warm day, since all the car's windows were open, however, despite that, the fashion mores of the day prevailed, as exemplified by the men being dressed in jackets, vests and ties. Back in the day, streetcars were staffed with both motormen and conductors and passengers boarded these cars at the rear and paid their fares to the conductor stationed on the rear platform, before proceeding into the car. Upon leaving, passengers would push a button alongside each window that would activate a buzzer,

signaling to the motorman the passengers' desire to exit at the next car stop. Passengers would disembark via the front door, that was operated by the motorman. These cars were built as double ended cars, meaning that there was no necessity to be turned at the ends of their routes, since the motorman would simply switch the poles and proceed to operate the car from the motorman's controls at the opposite end of the car. It is interesting to note that the trolley pole's rope was tied to a horizontal bar cross the front window, rather than being fed into a catcher or retriever, as later streetcars had. Ventilation was provided via the open passenger windows, which were uniquely designed so that, by opening a thin wooden lid, the window could simply be then dropped into the crevice, out of sight. While convenient in that regard, getting them up quickly during a sudden rainstorm wasn't so easy. In addition, upper clerestory windows along the car's ceiling could also be opened to aid in air circulation. The interiors were of varnished mahogany, and the seats were covered in a woven wicker and could simply be reversed in the direction of travel. Note the rather large fender at the front of the streetcar for the safety of people and, perhaps much more commonly at the time, animals that they might content with. These cars were of Chicago's earliest electric streetcars, having replaced what was known as the second largest cable car system in the country.

HISTORICAL NOTES

The Chicago Union Traction Company was originally formed in 1899 and consisted of a number of lines that initially had been horse-powered and some of which made the transition to cable cars (though were still run with horses overnight when the moving cables were stopped for system maintenance). These lines were then purchased by Charles T. Yerkes, a Chicago transit entrepreneur of the time originally from Philadelphia. In 1907, the Chicago Union Traction Company, along with several other privately-owned streetcars on the north and west sides, were combined into the Chicago Railways Company, which later was incorporated into the Chicago Surface Lines in 1913, becoming the largest streetcar operation in the country.

JULY



It is the summer of 1976, as newly arrived CTA cars #2402-2401 are seen gleaming in the sunlight while on a demonstration trip heading westbound along the Lake Street elevated, having just crossed over the Chicago River. The enthusiastic young man seen in the front window of the car had the best seat in the house! As delivered, they featured a striking trim red, white and blue along the sides and front ends, in keeping with the nation's Bicentennial celebration in 1976. The rest of the body was a two-tone dark grey and unpainted stainless steel. The front ends were constructed of contoured fiberglass. The interiors consisted of walnut grained wainscot panels, and brown floors. What is unique is that, unlike the earlier 6000-series and 2000-series cars that used blinker-type doors that curved inwards into the car, the 2400-series cars returned to use of sliding exit doors, reminiscent of the 4000-series cars built between 1915 and 1924, as well as earlier series cars. This made it easy for the cars to be later modified to be accessible according to the guidelines of the Americans with Disabilities Act (ADA) passed in 1990. The cars continued the tradition of wide passenger windows, and, as delivered, had semi-padded seats in orange and brown colors which, over time were converted to concave firm-surfaced seats which required far less maintenance. The 2400s were initially introduced into Ravenswood Service (today's Brown Line) and North-South Route (roughly today's North Side Red Line and South Side Green Line, connected into one route via the State Street Subway) and West-Northwest Route (today's Blue Line and the Pink Line from near Polk to 54th/Cermak). The 2400s were later shifted around the system and operated on the Red, Purple and Green lines in their later years. Interestingly, the some of the 2400s were shifted to the Orange Line. These cars remained in revenue service on that line until their retirement in Winter 2014.

Also, in this photo, one can see the Merchandise Mart which, until 2004, was the home of CTA's headquarters. This building, built in the Art Deco style in 1930, was considered at the time to be the largest building in the world, with 4,000,000 square feet of floor space. To the right of the photo can be seen the twin towers of Marina City, a commercial/retail complex built in 1964 and designed by Bertrand Goldberg. Today, the scene is quite changed. While the elevated tracks remain, as well as the Merchandise Mart, the skyline is quite different, since many new skyscrapers have been built, totaling obscuring everything on the right in this photo.

Cars 2401 to 2424 remain on CTA property, designated for work service. Also, cars 2455-2456, 2489-2490, 2537-2538 and 2543-2544 are part of the CTA's Heritage fleet. Also, cars 2433-2434 are preserved at the Illinois Railway Museum in Union, IL.

AUGUST



The scene in this photo is idyllic of post-war 1950s-early 1960s. This is the Grand/Nordica terminal located in Chicago's Montclare neighborhood. Much of this neighborhood consists of post-war single-family homes and a few apartments, built in the 1950s to accommodate the need for new housing, as World War II and Korean War veterans settled down with their new spouses to start families. Looking closely at this photo, the styles and architecture of the surrounding buildings exemplify this time period very well. This is a commercial street, but its appearance is very different from commercial streets in older areas of the city which, typically, would have most buildings containing commercial businesses on the first floor, with apartments on the second, or even third floors. At the time, conveniently located next to the Grand/Nordica terminal, was, coincidentally named, the Terminal Snack Shop, which featured along with its certainly delicious food, air conditioning! What we take for granted today was a novelty during this time and it was still some years from when the CTA's first air-conditioned trains appeared and more before air conditioning was introduced on buses.

This terminal served as a turnaround loop for the #65 Grand trolley bus route. The front end of CTA trolley bus #9637 is seen at the boarding platform, ready to begin its eastbound trip to Navy Pier. It was manufactured by the Marmon-Herrington Company, this coach was part of a fleet of electric buses that, at its height in the 1960s, served fifteen routes, primarily on the north and west sides of the city. Trolley buses served initially as extensions to existing streetcar routes, as newer neighborhoods beyond the central city core were established and, later, replaced streetcars on many routes as the CTA converted its street system to an all bus fleet. The public was very receptive to these buses, since they provided a comfortable, quiet ride and the CTA subsequently ordered 349 of these coaches for its system from the Marmon-Herrington Company, a record order for the company.

The interiors featured padded vinyl seats, plenty of windows, standee windows, bullseye lighting and wide front door to facilitate faster boarding/exiting. Acceleration was smooth and quick, and the operation was quiet and pollution free!

HISTORICAL NOTES

Two Marmon-Herrington trolley buses from the Chicago Transit Authority, #9553 and #9631 are preserved at the Illinois Railway Museum in Union, IL.

Also seen in the background is a General Motors bus owned by the Leyden Motor Coach Company, a suburban transit system of the time that served the near northwest suburbs, such as Norridge and River Grove, as well as routes out to Bensenville, Itasca and Elmhurst. Established in 1939, during its lifetime it was quite a small operator and, by the early 1960s, had disappeared, with some of its routes taken over by the West Towns Bus Company which, subsequently in 1983 was absorbed into the current Pace bus system.

SEPTEMBER



One of the iconic scenes in many people's minds for generations were Chicago's streetcars that once rolled along the city's busy commercial streets, as well as a good number of lesser travelled streets in the various neighborhoods from north to south and west to east, across the city, as well as downtown. The Chicago Surface Lines was formed in 1914, consolidating the city's separate street railway companies, the Chicago Railways Company, Chicago City Railway, Calumet and South Chicago Railway and Southern Street Railway. In the 1920s, it chose a cream-over-red scheme as its livery for its rolling stock. Older generations of Chicagoans may fondly remember the "Red Cars," or "Red Rockets," as they were dubbed. There were

several varieties of cars that served Chicago.

In this photo, Chicago Surface Lines #623, is operating on the #56 Milwaukee-downtown route, with a full carload of passengers heading to their destinations in Chicago's Loop. Note the paving bricks in the street, which was still a common sight at the time of this photo. This streetcar was part of an order of 600 cars built in 1908 by the Pullman Car Company in Chicago's Pullman neighborhood on the far south side of the city. Today, a portion of this neighborhood, including the former car Works buildings, have been designated as the Pullman Historic District and is a national monument. Nicknamed the "Old Pullmans," or "Big Pullmans," these cars became symbolic of the largest street railway system in the United States. They were able to carry large loads of passengers and were used on routes throughout the city.

These cars were built as double ended cars with large platforms and controllers at each end and so were able to reverse direction at the end of their route without needing a trolley loop. The cars were staffed with a motorman and conductor. The "PAYE" system, meaning "Pay-As-You-Enter," and passengers boarded the car via the rear platform, paid their fare to the conductor there and then proceeded in. Passengers would exit via the front platform.

The interior consisted of varnished mahogany, with bare light bulbs suspended in two rows from the ceiling providing light, wicker covered reversible seats, with electric heaters underneath, and a grooved wooden floor to prevent the flow from melting snow from pooling on the floor. Advertising ads lined the ceiling on each side of the car. The windows themselves had protective screens for safety. The entry door on the rear platform folded in, accordion style and was often left open, since the streetcar made frequent stops. These streetcars were the mainstay of street transit for forty-seven years, until the last of these cars were retired from service on May 30, 1954.

Cars #144 and #460 are preserved at the Illinois Railway Museum in Union, IL and Car #225 is preserved at the Seashore Trolley Museum in Kennebunkport, Maine.

OCTOBER



Any Chicagoan knows there are four distinct seasons in Chicago, each with its own set of characteristics and winters can be quite challenging. When it snows, the city's Department of Streets and Sanitation oversees an army of snow plows that are used to clear arterial and side streets. However, in the days of Chicago's streetcar system, the various independent street car companies, ultimately combined into the Chicago Surface Lines, were responsible for the clearing and maintenance of the streetcar tracks on the entire system. In this photo, it is October of 1946, and, while there is no snow... yet, CSL is testing a sparkling new snow fighter during a trial run on Chicago Avenue at Cicero Avenue, as we see the gentleman

to the left checking the clearance of the snow fighter's monstrous plows, while signaling to the operator. He is crouched on one of Chicago's streetcar safety islands, which were used mainly on the wider commercial streets, such as Western Avenue, since the streetcar tracks were situated in the middle of the street. These islands consisted of a raised concrete platform, with a concrete barrier block topped with a posted warning sign and sometimes a light, for protection from the traffic on the street.

Since streetcars operated in streets, rail normally used by railroads was not practical and so streetcars used a special type of rail called girder rail that was basically flat with the surface of the street to allow for automobile and truck traffic, as well as pedestrians crossing the street. This rail was made with crevices on the inside of each rail to accommodate the flanges of the wheels on the trucks of the streetcars. Note also that the street surface in the area of the tracks consisted of paving brick or stone. This made it easier for track maintenance and replacement, since the pavers could be lifted and removed to allow for any track work and then replaced when finished. In later years, however, here and there, some of the paving brick was replaced with concrete. Even today, these bricks and stones can sometimes be seen in spots all over the city, when the top layer of modern asphalt gives way to the old street surfacing below.

HISTORICAL NOTES

NOVEMBER



South Side Rapid Transit Car #1 already had quite a long history by the time this was taken in the early 1960s at Skokie Shops, the Chicago Transit Authority's main rail repair complex, located in Skokie, IL. This car was built in 1892 by the Jackson & Sharp Company and was part of a fleet of 180 cars for the Chicago & South Side Rapid Transit Railroad specifically for Chicago's first elevated rapid transit line constructed initially to 39th Street (now Pershing Road) and quickly extended to serve the multitude of visitors attending the 1893 World's Columbian Exposition in Jackson Park. Originally, these cars were built as steam-hauled trailers which were pulled by Forney steam locomotives. The cars were the first in the world to be converted to using "multiple unit train control," devised by inventor Frank J. Sprague, where motors under some or all cars in a

train could be simultaneously controlled from a single control position, greatly improving operations and doing away with the need for locomotives.

Conductors were assigned through the train consists and would open and close the gates to allow entry/exit from each car at stations. The last of the wooden rapid transit cars were taken out of service in 1957, but car #1, retired in the 1930s, was kept by CTA as a historic car. At the time this photo was taken, in the background, one can see a line of decommissioned 4000-series cars, the successors to the wooden car fleet, as they await their final disposition to the scrap yard.

The original color scheme for Car #1 was a dark olive green with gold trim. The car's interior was quite exquisite for the time and reflected a concerted effort on the part of the builder to appeal to the rider's aesthetic tastes. The interior walls were of a stained mahogany with wicker, reversible seats. The windows had etched designs and the light fixtures featured milk glass shades.

This car was kept on the CTA property as an historic car for a good many years and would on occasion be used on charters or other special events. Since the car had long been stripped of its motors, it could only be pulled and, consequently, was always attached to a two-car consist of CTA 4000-series cars, running as a three car consist. In 2006, Car #1 was brought to its new home at the Chicago History Museum (formerly Chicago Historical Society) to be an interactive part of a new display on Early Chicago transportation where visitors can walk through the car and get a feel for what it was like to travel as a visitor to the 1893 World's Fair. Car #1 remains a popular exhibit at the museum.

DECEMBER



It is December 7, 1956 and the holiday season is in full swing, with holiday decorations adorning the streetlights, as a crowd of shoppers and workers is seen boarding a northbound #8 Halsted bus at 63rd Street. Bus #635 was part of a fleet of gasoline powered buses built by General Motors in 1951 for the Chicago Motor Coach Company. The CMC buses originally operated on the various boulevards throughout the city, due to a city ordinance that prohibited the operation of streetcars. However, in 1952 the Chicago Motor Coach Company was absorbed into the Chicago Transit Authority and the CTA took ownership of the former CMC's properties and rolling stock. Several the former Chicago Motor Coach company buses such as #635 remained in their former CMC livery for some time afterward. By today's standards, the interiors of

these buses were quite basic, consisting of Naugahyde padded seats and incandescent lighting. Being a bus operator in those days was no easy task, since, in addition to driving the buses, which had manual transmissions, they were also expected to accept fares, make change, issue and/or punch transfers, give directions and answer questions.

In its heyday, the area around Halsted/63rd was the largest shopping district outside of Chicago's Loop and many of the well-known stores of the time located downtown could also be found along Halsted. The area boasted of two large department stores, Sears Roebuck and Company and Wieboldt's, as well as a plethora of men's and women's clothiers and specialty stores, shoe stores, jewelers, bridal stores and restaurants. One really didn't need to travel all the way downtown when so much could be had right in the neighborhood. Many people from northwestern Indiana would make an all-day trip to the Halsted/63rd shopping district. In addition, the area was well served by public transit, with the #8 Halsted buses (having replaced streetcars just several years earlier), as well as the #63 63rd buses and, as is seen in the photo, the elevated station of the Englewood rapid transit line that operated between 63rd/Loomis, downtown and Howard Street on the far North Side.

Chicago Motor Coach Bus #605 is preserved at the Illinois Railway Museum in Union, IL.