

2015 Historical Calendar




Chicago Transit Authority

JANUARY



A two-car set of Pullman 2000-series cars is posed for this photo on the Lake Street elevated tracks at Canal, just west of the Chicago River. Originally delivered in mint green and alpine white livery, these cars are sporting a special color scheme in honor of the nation's Bicentennial.

January 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	<small>December 2014</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 2015</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	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 New Year's Day	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19 Martin Luther King, Jr. Day	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY



CTA "New Look" bus #424, part of an order of 150 buses built by General Motors in 1962-63, is turning north from Washington onto Michigan in front of what was Chicago's Central Library building at the time. The last of these buses, which presented quite a drastically different appearance from their predecessors, were retired in 1983. (Gerald L. Squire photo)

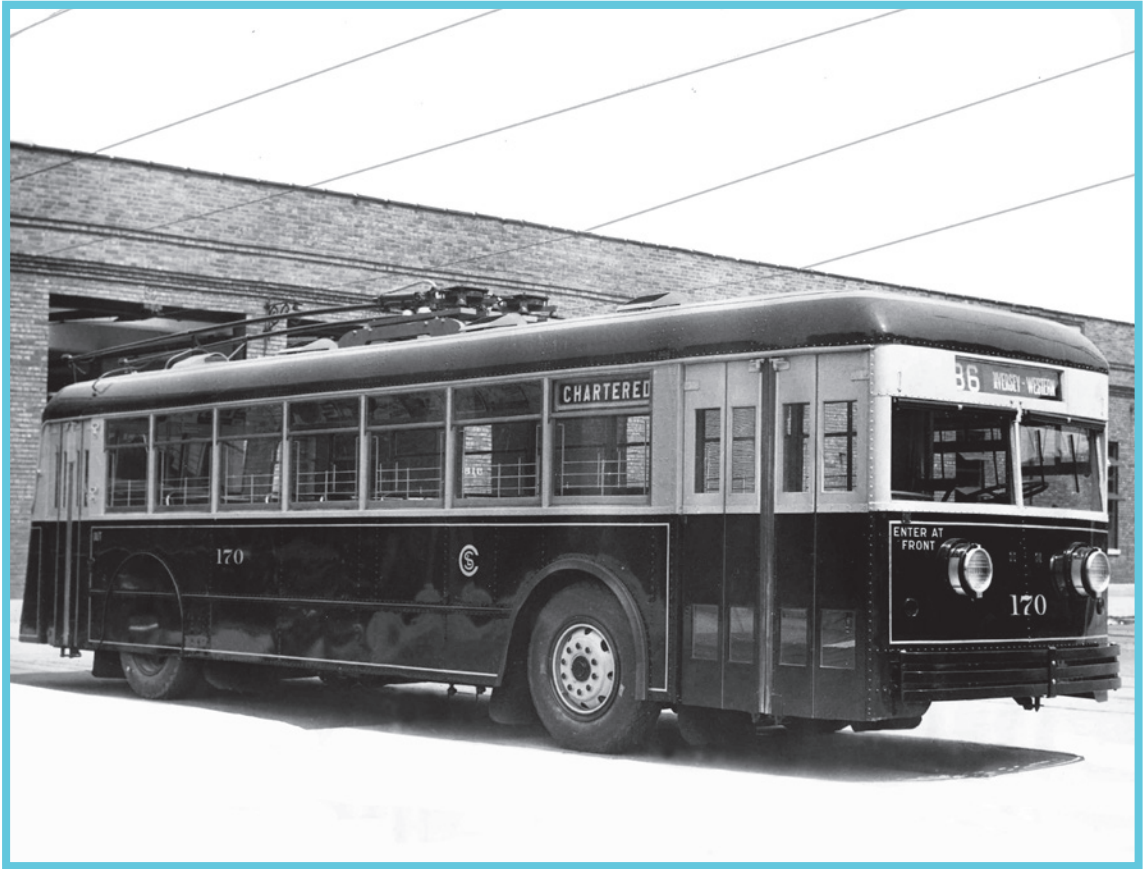
February 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14 Valentine's Day
15	16 Presidents' Day	17	18 Ash Wednesday	19	20	21
22	23	24	25	26	27	28

<small>January 2015</small> <small>S M T W T F S</small> <small>1 2 3</small> <small>4 5 6 7 8 9 10</small> <small>11 12 13 14 15 16 17</small> <small>18 19 20 21 22 23 24</small> <small>25 26 27 28 29 30 31</small>	<small>March 2015</small> <small>S M T W T F S</small> <small>1 2 3 4 5 6 7</small> <small>8 9 10 11 12 13 14</small> <small>15 16 17 18 19 20 21</small> <small>22 23 24 25 26 27 28</small> <small>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>
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MARCH



Chicago Surface Lines (CSL) trolley bus #170, just delivered from the Pullman-Standard Company in 1935, looks sharp in its red and cream color scheme, trimmed in silver, as it is posed for a photo outside of West Shops. Trolley buses were used as extensions of existing streetcar lines and, later, replaced streetcars on some routes during the CTA's conversion to an all-bus operation.

March 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat																																																																																											
1	2	3	4	5	6	7																																																																																											
8 Daylight Savings Time Starts	9	10	11	12	13	14																																																																																											
15	16	17 St. Patrick's Day	18	19	20 First Day of Spring	21																																																																																											
22	23	24	25	26	27	28																																																																																											
29 Palm Sunday	30	31	<table border="1"> <thead> <tr> <th colspan="7">April 2015</th> </tr> <tr> <th>S</th> <th>M</th> <th>T</th> <th>W</th> <th>T</th> <th>F</th> <th>S</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td>11</td> </tr> <tr> <td>12</td> <td>13</td> <td>14</td> <td>15</td> <td>16</td> <td>17</td> <td>18</td> </tr> <tr> <td>19</td> <td>20</td> <td>21</td> <td>22</td> <td>23</td> <td>24</td> <td>25</td> </tr> <tr> <td>26</td> <td>27</td> <td>28</td> <td>29</td> <td>30</td> <td></td> <td></td> </tr> </tbody> </table>		April 2015							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			<table border="1"> <thead> <tr> <th colspan="7">February 2015</th> </tr> <tr> <th>S</th> <th>M</th> <th>T</th> <th>W</th> <th>T</th> <th>F</th> <th>S</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> </tr> <tr> <td>8</td> <td>9</td> <td>10</td> <td>11</td> <td>12</td> <td>13</td> <td>14</td> </tr> <tr> <td>15</td> <td>16</td> <td>17</td> <td>18</td> <td>19</td> <td>20</td> <td>21</td> </tr> <tr> <td>22</td> <td>23</td> <td>24</td> <td>25</td> <td>26</td> <td>27</td> <td>28</td> </tr> </tbody> </table>		February 2015							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
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A P R I L



Chicago Surface Lines (CSL) streetcar #3332 is heading southbound on Clark at Roscoe, crossing underneath the north main line of the 'L' on its way downtown on the #22 Clark-Wentworth route, a through route that traversed the city from north to south. Car #3332 was part of a fleet nicknamed "Sedans," consisting of three orders in 1929 from three different manufacturers.

April 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<small>March 2015</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>May 2015</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: CIA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	1	2	3 <small>Good Friday Passover Begins</small>	4
5 <small>Easter</small>	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22 <small>Earth Day</small>	23	24	25
26	27	28	29	30		



MAY



CTA car #4292 is posed in the sun, and appears to have just come out of the paint shop. This car has seen many years of service, having carried generations of passengers since being built by the Cincinnati Car Company in 1922. It appears here in its final livery of green and cream that it wore until the end of its service days.

May 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	<small>April 2015</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 2015</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	ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed		1	2
E ●	F	G	A	B	C	D ●
3	4	5 Cinco de Mayo	6	7	8	9
D ●	E	F	G	A	B	C ●
10 Mother's Day	11	12	13	14	15	16 Armed Forces Day
C ●	D	E	F	G	A	B ●
17	18	19	20	21	22	23
B ●	C ●	D	E	F	G	A ●
24	25 Memorial Day	26	27	28	29	30
A ●						

JUNE



It is 1948, and a westbound trolley bus on the #76 Diversey route is boarding a group of passengers, on its way to its western terminus at Harlem Avenue. This bus is actually a demonstrator model, manufactured by the Marmon-Herrington Company. The public was very receptive to these buses, and the CTA subsequently ordered 349 of these coaches for its system.

June 2015

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 Juneteenth	20
21 Father's Day First Day of Summer	22	23	24	25	26	27
28	29	30				

July 2015

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	

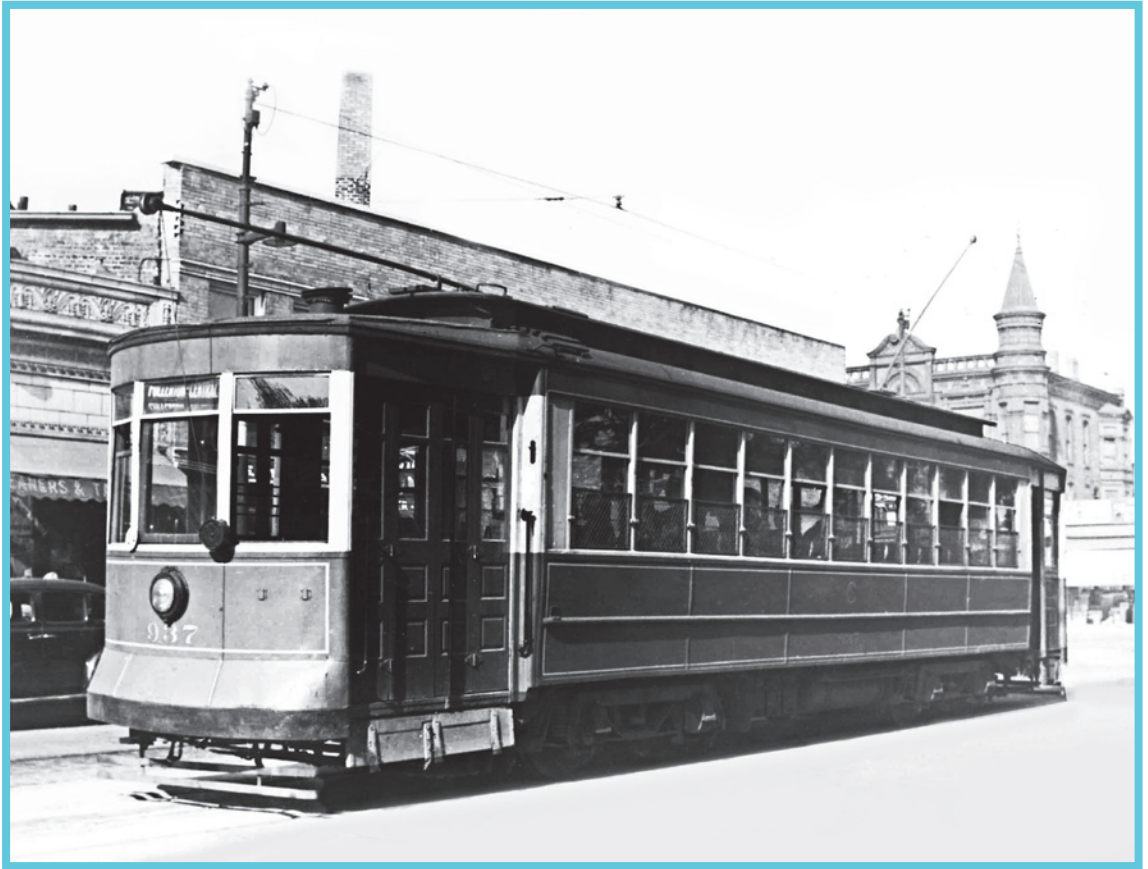
May 2015

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					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 Operations
 Division
 Group Days Off
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 you work on this day
 ● Central offices closed



JULY



Chicago Surface Lines (CSL) streetcar #937, signed for the #74 Fullerton route, has just passed the intersection of Fullerton/Lincoln/Halsted in Lincoln Park on its way west to the end of the line at Central. This car was part of a fleet of 400 "Small Pullmans" built by the Pullman Car Company which were used on many of the city's streetcar lines. (Mike Charnota collection)

July 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
June 2015 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	August 2015 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 ▼ Allentide day off if you work on this day ● Central offices closed	1	2	3	4 Independence Day
C ●	D	E	F	G	A	B ●
5	6	7	8	9	10	11
B ●	C	D	E	F	G	A ●
12	13	14	15	16	17	18
A ●	B	C	D	E	F	G ●
19	20	21	22	23	24	25
G ●	A	B	C	D	E	
26	27	28	29	30	31	




AUGUST



Chicago Surface Lines (CSL) bus #6518, manufactured by General Motors Corporation (GMC) in 1946, has just arrived from the factory at the time of this photo. By today's standards, these buses were extremely basic, and were equipped with manual transmissions, making their operation quite a challenge from an operator standpoint.

August 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	July 2015 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 2015 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	ABCDEF G: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed			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



Chicago Surface Lines (CSL) #4098, a "Green Hornet" streetcar, is recently arrived from the manufacturer, Pullman, and posed alongside the South Shops at 78th and Vincennes for a formal portrait. Car #4098 was part of a fleet of 600 Presidents' Conference Committee (PCC) cars ordered by the CSL in 1946, just before its incorporation into the CTA.

September 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat																																																																																																																	
	ABCDEFG: CIA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	1	2	3	4	5																																																																																																																	
6	7 Labor Day	8	9	10	11	12																																																																																																																	
13 Rosh Hashanah Begins	14	15	16	17	18	19																																																																																																																	
20	21	22 Yom Kippur Begins	23 First Day of Fall	24	25	26																																																																																																																	
27	28	29	30	<table border="1"> <thead> <tr> <th colspan="7">August 2015</th> <th colspan="7">October 2015</th> </tr> <tr> <th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th> <th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th> </tr> </thead> <tbody> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td>1</td> <td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td><td>3</td> </tr> <tr> <td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td> <td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td> </tr> <tr> <td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td> <td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td> </tr> <tr> <td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td> <td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td> </tr> <tr> <td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td> <td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td> </tr> <tr> <td>30</td><td>31</td><td></td><td></td><td></td><td></td><td></td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </tbody> </table>		August 2015							October 2015							S	M	T	W	T	F	S	S	M	T	W	T	F	S							1						1	2	3	2	3	4	5	6	7	8	4	5	6	7	8	9	10	9	10	11	12	13	14	15	11	12	13	14	15	16	17	16	17	18	19	20	21	22	18	19	20	21	22	23	24	23	24	25	26	27	28	29	25	26	27	28	29	30	31	30	31													
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OCTOBER



A four-car train set of 1-50 series cars, consisting of cars 1 through 4, is seen here in 1960 in a special livery of maroon, red, cream and silver with a distinctive stylized arrow design to differentiate them from the rest of the fleet on the system. Built by the St. Louis Car Company, cars 1-4 were designed to test new "high performance" equipment for improved acceleration and speed.

October 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	September 2015 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 2015 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	ABCDEF G: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	1	2	3
4	5	6	7	8	9	10
11	12 Columbus Day	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31 Halloween

NOVEMBER



It is 1934, and a northbound Chicago Surface Lines (CSL) streetcar on the #1 Cottage Grove-Broadway service is at Broadway and Wilson, boarding passengers from a safety island car stop, a common sight in Chicago. The Century of Progress World's Fair is in its second year, as evidenced by both the World's Fair sign on the front of the streetcar, as well as the car stop sign on the light pole.

November 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Daylight Savings Time Ends	2	3 Election Day	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					


December 2015

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		

October 2015

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

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



DECEMBER



Chicago Surface Lines (CSL) #1602 bus has just arrived from the factory and is posed for this publicity photo. Manufactured by the Twin Coach Company in 1946, #1602 was part of a fleet of twenty gasoline buses (1600-1619) ordered by the CSL just prior to its incorporation into the CTA, and used until their retirement in 1963.

December 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<small>November 2015</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>January 2016</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	1	2	3	4	5
B •	C	D	E	F	G	A •
6 Hanukkah Begins	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 First Day of Winter	22	23	24	25 Christmas Day	26 Kwanzaa Begins
F •	G	A	B	C		
27	28	29	30	31 New Year's Eve		

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 you work on this day
 • Central offices closed



Historical Notes



JANUARY

A two-car set of Pullman 2000-series cars is posed on the Lake Street elevated tracks at Canal, just west of the Chicago River. Although these cars look new thanks to their newly-painted fresh appearance, they and their counterparts have already seen close to a dozen years of service since being introduced in 1964. The 2000's were the last order of rapid transit cars built for the 'L' by the Pullman-Standard Company on the South Side of Chicago in the historic Pullman neighborhood, home of the once giant Pullman Palace Car Company. As originally delivered, these 180 cars sported a livery of mint green and alpine white. However, in the early 1970s, they were repainted into a platinum/silver mist color with a charcoal band through the windows to better harmonize with the all-stainless steel 2200-series cars delivered five years after the 2000's. Beginning in 1974, a few, such as this set, sported a special Bicentennial color scheme of silver with red, white, and blue trim, saluting the United States' 200th anniversary in 1976. The cars pictured here, unit 2175-2176, were the first Bicentennial cars created, named "Ben Franklin" and renumbered 1776 (both cars sharing the number). Subsequent Bicentennial cars would keep their original fleet numbers.

The 2000's featured large picture windows, light blue cushioned vinyl seats, white interiors, grey flooring, and were the first fleet of rapid transit cars for CTA equipped with air conditioning. They also continued the use of blinker-type passenger doors that was first introduced in the 5000-series (1946) and 6000-series cars that succeeded them. The cars were equipped with 100 horsepower motors and 28-inch diameter wheels, which provided high speed capability. First put in service on the Lake elevated line serving the city's West Side, the 2000-series cars were then used on the new Dan Ryan Line when it opened and was through-routed with the Lake Line in 1969; they also saw years of service on the Howard-Englewood-Jackson Park, Milwaukee-Congress-Douglas and Evanston lines, before their retirement in 1994. Four cars of this series, cars 2153 and 2154 and 2007-2008 repainted and renumbered as 1892 and 1992 for the South Side 'L' centennial, are preserved at the Illinois Railway Museum in Union, IL.

The city skyline of 1976 appears a lot different than as it looks today. Seen at the left is the Merchandise Mart, built in 1930 as a center of furniture and home furnishings showrooms, and is considered to be the largest building of its type in the world. Its exterior is still showing the grime caused by generations of coal burning used in the heating of the downtown buildings. Peeking over the top are the twin antennas of the John Hancock Building, which was, at the time of this photo, the world's tallest building. The towers of Marina City can be seen at the right.



FEBRUARY

Chicago Transit Authority's (CTA) #424 New Look bus is seen making its turn from Washington Boulevard to northbound Michigan Avenue. Built by General Motors, this bus was part of a fleet of 150 buses built in 1962-63. As can be seen in this photo, these buses featured wide passenger windows, tinted standee windows, and a large front windshield. Air conditioning had not yet been incorporated into CTA's bus fleet, as evidenced by the open windows. The exterior consisted of brushed aluminum lower side panels, and a green and cream paint scheme. The interiors were bright and airy; with brushed aluminum lower sidewall panels and light patterned wall paneling at the window level, along with fluorescent lighting. This bus is signed for the #152 Addison route which, at the time of this photo, operated between its western terminus at Addison and Pueblo (now Cumberland Avenue) on the city's far Northwest Side, and the Loop. The #152 stopped running to Downtown in 1973. This group of GM buses operated on various routes through the years, with the last of them being retired in 1983.

In the background is seen a small section of Chicago's historic Loop Elevated, built in sections between 1895 and 1897. It currently serves Brown, Orange, Green, and Pink line trains, as well as Purple Line Express trains during weekday rush periods, carrying an average of well over 74,000 passengers each weekday.

The building on the right side of the photo was, at the time, the Central Library of the Chicago Public Library system. Built in 1893, the grand neoclassical style building served in this capacity until the library's holdings were moved to its present location, the Harold Washington Library Center, at State and Van Buren in 1991. Designed by the Boston firm of Shepley Rutan and Coolidge and opened in 1897, it was the city's first permanent library building since, prior to its construction, the library's book collections were housed at different locations at various times, including City Hall and an abandoned water tank! The building cost at the time was two million dollars, and particular attention was given to making the building virtually incombustible, since memories of the Great Chicago Fire of 1871 were still fresh in the minds of most Chicago citizens. The building's main dome and hanging lights in what is now known as Preston Bradley Hall were designed by Tiffany. For a short time, the building's future seemed in doubt, however, it now serves at the city's Cultural Center, and contains an extensive visitors' center, galleries and special exhibits, and hosts a number of public events. (Gerald L. Squier photo)

Historical Notes



MARCH

It is 1935, and Chicago Surface Lines (CSL) trolley bus #170 is seen outside West Shops, sparkling in the sun, having just been delivered from the Pullman-Standard Company. These coaches sported a very sharp appearance with their red and cream liveries, trimmed in silver, very much like the streetcars operating at the time. The technology used in these vehicles was, in fact, very similar to streetcar technology. However, while restricted to streets where there was overhead wire, trolley buses had increased maneuverability, in that they operated on rubber tires and were not subject to the limitations imposed by operating on a fixed track right of way in the street. Being equipped with extended trolley poles, they were able to swing to the curb to pick up passengers, rather than having passengers step off the curb and walk out to the middle of the street to board. With limitations, these trolley buses were also able to swing around obstructions on the streets, such as parked cars, delivery trucks, and other temporary obstructions.

Electric trolley bus service was first instituted in Chicago by the Surface Lines, a predecessor of the Chicago Transit Authority. The first trolley bus route was inaugurated on the western portion of Diversey Avenue on April 17, 1930, followed later that year by CMC routes on Central, Narragansett, and Elston. Chicago's earliest trolley bus routes were mainly extensions of existing streetcar lines into new neighborhoods, as the city continued its outward growth. It was considerably less expensive and labor intensive to establish trolley bus routes than it was to lay and maintain new track in the streets. Furthermore, in the early days of CTA, a decision was made to gradually phase out streetcars in favor of an all bus fleet, and many former streetcar routes were converted to trolley bus service. Conversion basically required the addition of a second wire to the existing overhead system – whereas the negative return of the electrical circuit was sent through the rails on the streetcar system, a second wire was needed for that purpose for the trolley buses in the absence of the rails. At the peak of trolley bus operation in Chicago in the 1960s, there was a total of fifteen routes, making it the largest trolley bus system in North America. In the late 1960's, the gradual elimination of trolley buses began with their replacement with motor buses and, in March of 1973, the last three trolley bus routes (#53 Pulaski, #54 Cicero and #72 North) were converted to motor bus operation.



APRIL

Chicago Surface Lines (CSL) streetcar #3332 is heading southbound on Clark Street at Roscoe, about to cross underneath the North Side main line of the elevated. The streetcar is on its way downtown on the #22 Clark-Wentworth route, a through route that traversed the city from the North Side to the South Side. Known as Peter Witts, after their designer, and also nicknamed "Sedans," this series of cars was the mainstay of this route for many years, along with other heavily traveled routes. They were part of a fleet of 100 cars consisting of three orders in 1929 from three separate manufacturers. Car #3332 was manufactured in the shops of the Chicago Surfaces Lines itself. Other builders were J. G. Brill and Cummings Car Company.

The Peter Witts featured a unique door arrangement, as well as boarding arrangement: Unlike other streetcars CSL operated at the time, passengers boarded in the front, and exited through one of the two doors in the center of the car, and thus were officially designated as "FECE" cars, meaning "Front Entrance, Center Exit." The interiors were nicely appointed, and passengers enjoyed the comfort of bucket seats upholstered in leather. Amenities for the operator included windshield wipers and defrosters, which were certainly welcome in battling Chicago's typically cold winters.

Being 49 feet in length, with seating for 60 passengers, these were the largest standard cars that the CSL used, and were capable of carrying extensive passenger loads. The Witts were equipped with automatic acceleration, enabling them to accelerate without the jerkiness common with other streetcars then in use, and thus provided a much smoother operation and ride. Since these cars were single ended, and had operator controls only at one end, it was necessary to install turning loops at the terminals of the routes that used them. Unfortunately, the life span of these cars were somewhat short in comparison with other streetcars operated by the CSL, since they only saw twenty-nine years of service, with the last of the cars being retired in 1953.

This area along Clark Street, formally part of Lake View, is now also known as Wrigleyville, being just blocks away from Wrigley Field, home of the Chicago Cubs baseball team. It is also an active and thriving entertainment district, particularly on home game days. The elevated station seen in this photo, Clark Street station, closed in 1949 and has long since been removed.

Historical Notes



MAY

Chicago Transit Authority (CTA) #4292 is posed in the sun, and appears to have just come out of the paint shop. In reality, this car has seen many years of service, having carried generations of passengers since being built by the Cincinnati Car Company in 1922. It appears here in its final livery of green and cream that it wore until the end of its service days. It is signed as a Howard B train, with the "B" being a reference to the CTA practice of skip-stop service operation used for many years on most of its elevated/subway lines.

The 4000-series cars were ordered in separate groups between the years 1914 and 1924. The first order (4001-4128) consisted of what were later nicknamed "Baldies," due to their smooth, arched roof design and absence of overhead poles, and were, for the time, rather sparsely appointed, with rattan seats and concrete floors. In addition to the sliding passenger doors at each end vestibule, which were operated pneumatically, a third door was located on both sides in the middle of the car. However, when the cars were used in service, these doors were rarely used, and it was determined early on that they were unnecessary. Many cars had them permanently sealed and a seat installed in front of them. These cars also had longitudinal, or "bowling alley" style seating. A second order (4129-4250), almost identical to the first, instead featured transverse, walkover seating.

A third order (4251-4350), of which #4292 was part, was received in 1923. The cars of this order featured a number of amenities to make them more attractive to the passengers, including green plush seats (leading to the nickname "Plushies" for this group of cars), mahogany simulated wood grain interior walls, glass light shades, fans for air circulation, and additional side windows. In later years, to save maintenance costs and "modernize" the cars, the interior panels were painted over, the glass shades removed, and the seats were recovered in naugahyde, a type of vinyl covering. Two additional orders were placed in 1923 and 1924 for 105 more cars which brought the total number of 4000s to 456 cars.

The 4000s operated on all of the lines during their lifetime and, being of steel exterior construction, were the first cars to operate in the State Street Subway when it opened on October 17, 1943, as a city ordinance prohibited the use of wooden cars. Later in their service lives, the trolley pole-equipped Plushie 4000s spent several years on the Lake Street elevated line due to the portion of the line west of Laramie to its terminus in Forest Park being powered by overhead wire instead of third rail. In 1962, that portion of the line was elevated to the parallel Chicago and North Western Railroad embankment and converted to third rail operation. Following the assignment of new 2000-series cars to the line in 1964, a number of the 4000-series cars were then retired and scrapped, with the remainder retained for service on the Ravenswood and Evanston lines. When the Evanston line was converted from overhead to third rail operation in 1973, there was no further need of these cars, and the remaining fleet was retired after close to fifty years of faithful service. A number of these cars have been preserved at several railway museums, including the Fox River Trolley Museum in South Elgin, IL, and the Illinois Railway Museum in Union, IL.



JUNE

It is 1948, and a westbound trolley bus on the #76 Diversey route is boarding a group of passengers, on its way to its western terminus at Harlem Avenue at the city's border with Elmwood Park. This bus is actually a demonstrator model, as can be determined by the lack of a vehicle number and unique paint scheme, and was manufactured by the Marmon-Herrington Company of Indianapolis, IN.

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, a record order for the manufacturer. Other cities such as Dayton, San Francisco, Cleveland, and others also placed orders with Marmon-Herrington. The interiors featured padded, vinyl covered seats, plenty of windows including a row of standee windows on each side, bulls eye lighting, and wide front doors to facilitate faster boarding/exiting. Acceleration was smooth and quick, and the operation was quiet and pollution free!

The "777" emblem on the front of the coach signifies the run number of this particular trip. A run number is a designation given to a collection of trips worked by a particular operator, used for scheduling purposes and well as for tracking and recording information for each in-service trip made by a CTA vehicle. This system continues in use even today on CTA's buses and trains.

The order of trolley buses from Marmon-Herrington delivered in 1951-52 that resulted from the use of this demonstrator vehicle were the last trolley buses purchased by the CTA. The system was gradually phased out beginning in the 1960's and finally came to an end in March, 1973. After the end of service, a number of these Marmon-Herrington trolley buses were sold to Guadalajara, Mexico, where they operated for many more years. Two Marmon-Herrington trolley buses from Chicago are preserved at the Illinois Railway Museum in Union, IL.

Historical Notes

JULY



Chicago Surface Lines streetcar (CSL) #937, signed for the #74 Fullerton route, has just passed the intersection of Fullerton/Lincoln/Halsted in the Lincoln Park neighborhood on its way west to the end of the line at Central in the Cragin neighborhood on the city's Northwest Side. This car was part of a fleet of 400 "Small Pullmans" built by the Pullman Car Company in Chicago which were used on many of the city's streetcar lines. These streetcars bore an attractive red and cream color scheme, with maroon doors and silver trim, and were doubled ended cars with operator controls on each end, enabling bidirectional operation.

The interiors consisted of varnished mahogany walls and rattan covered walkover seats. Small heaters were located underneath each seat to provide warmth for the car. The front and rear platforms were separated from the car interior by means of a bulkhead with two sliding doors. While the doors generally were kept open in the summer months, having them closed on cold winter days helped to maintain some semblance of warmth inside the car. The floor was of grooved wood, to facilitate the collection of melting snow and rainwater on wet, messy days. Customers could signal the operator of their intention to exit the car by sounding a buzzer by means of buttons located by each seat and would then exit via the front door.

These cars were staffed with both an motorman and conductor. Passengers boarded on the rear platform, paid their fare to the conductor and, when exiting, would leave via the front door. Once passengers boarded, the conductor would signal to the motorman to proceed and continue to collect fares as the car proceeded along its route, thus minimizing dwell times at car stops.

Streetcars on this line were replaced with trolley buses in 1949, which operated on this route until 1972, when they, in turn, were replaced with motor buses. The neighborhood looks much the same today. In fact, most of the buildings immediately behind the streetcar remain. The #74 route continues to be a highly used service, since it serves the Fullerton 'L' station on CTA's busy North Side elevated which carries Red and Brown line trains, as well as Purple Line Express trains, and also serves the Lincoln Park campus of DePaul University. (Mike Charnota collection)

AUGUST



Chicago Surface Lines (CSL) #6518, manufactured by General Motors Corporation (GMC) in 1946, has just arrived from the factory at the time of this photo. Although the Surface Lines primarily operated streetcars on its routes with an increasing number of trolley buses beginning in the 1930s, a limited number of buses served outer portions of route extensions into the newer neighborhoods of the city. By today's standards, these buses were extremely basic, consisting of padded vinyl covered fixed seats, folding front and center doors, latched windows, and standee windows for the benefit of standing passengers.

Years before the advent of air-conditioned buses, an attempt at rider comfort was attempted by means of the roof ventilators seen at the top, in order to provide air circulation. These buses were equipped with manual transmissions, making their operation quite a challenge from an operator standpoint, since the operator also had to open and close the doors, make change, issue and accept transfers, etc. On October 1, 1947, all Chicago Surface Lines rolling stock was incorporated into the newly formed Chicago Transit Authority (CTA). Initially, buses were but a small percentage of street transportation; however, just a few years after this photo was taken, buses would take on a prominent role, as Chicago's streetcar system and, later, trolley bus system were dismantled and replaced with motor buses.

SEPTEMBER



Chicago Surface Lines (CSL) #4098, a "Green Hornet" streetcar, seen here recently arrived from the manufacturer, Pullman, and signed for the #22 Clark-Wentworth route. The car is ready for service, posed alongside the South Shops at 78th and Vincennes for a formal portrait.

Car #4098 was part of a fleet of 600 Presidents' Conference Committee (PCC) cars ordered by the Chicago Surface Lines in 1946, just before its incorporation into the Chicago Transit Authority on October 1, 1947, and constituted the second series of PCC cars that operated in Chicago, the first being the order of cars received in 1936 called 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 1930's, comprised of the heads of the various street railway systems in North America, whose purpose was to address the immediate problem of declining ridership by coming up with a car design that would appeal to the public and encourage their return to public transit, as well as being economical to build and maintain. 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 these cars and

Historical Notes

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.

The order of 600 cars was split between the St. Louis Car Company of St. Louis, Missouri and the Pullman-Standard Company in Worcester, MA. The cars produced by each manufacturer were very similar, with only minor variations. Car #4098 is a Pullman product. These PCC cars were operated by a motorman and a conductor, and featured triple rear doors used for passenger boarding that were controlled with switches at the conductor's stand, and a double front door for exiting controlled by a switch 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 covered 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 fifty feet long, these cars were among the longest PCC cars used in any city, and could accommodate large crush loads of passengers. The car bodies being off-center slightly on the trucks also allowed for a wider car. These cars featured smooth acceleration and braking, enabling the cars to feel as if they were gliding on the tracks as they traveled the city streets. This comfortable riding experience, combined with their characteristic humming sound and green and cream paint 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 an motorman and conductor, the practice of rear passenger boarding, and the use of handles for operation, rather than foot pedals.

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



OCTOBER

It is 1960, and a four-car train set of 1-50 series cars, consisting of cars 1 through 4, is seen here in a special livery of maroon, red, cream and silver with a distinctive stylized arrow design to differentiate them from the rest of the fleet on the system. Built by the St. Louis Car Company, cars 1-4 were experimental from their inception and along with 6000-series cars 6127-6130, were designed to test new "high performance" equipment for improved acceleration and speed.

They were equipped with Westinghouse and General Electric 100-hp motors and controls for improved control and high-speed capability; the controls, trucks, gear drives and friction brakes were experimental as well. The research program was a cooperative effort between CTA and several equipment suppliers to test new technologies for a future generation of rapid transit equipment.

While nominally assigned to Ravenswood service, cars 1-4 were used in a testing program along with cars 6127-6130, giving CTA an 8-car high-performance train to test technologies and equipment. By 1964, the testing was essentially complete and the 1-4 cars needed a new assignment. Conveniently, a new service CTA was about to launch provided the perfect use - the Skokie Swift. The Swift was a 5-mile nonstop shuttle service connecting suburban Skokie with North-South subway and Evanston Express elevated trains to downtown Chicago at Howard. Suitable both for one-man and high-speed operation, cars 1-4 were a logical choice to inaugurate the new Skokie Swift service on April 20, 1964.

In addition to their special exterior paint scheme, the cars had a special interior as well, painted in white and two shades of warm gray with red and black seats trimmed in silver. These special colors, inside and out, only lasted a few years, as the cars were repainted into the CTA's standard PCC livery of green, cream and orange once they entered Skokie Swift service. Their interiors were eventually repainted as well, though the specially-colored seats were retained.

Cars 1-4 saw a relatively short service life. In the early 1970s, car 1 was sent to General Electric's Erie, PA plant for prototype testing of the chopper control system specified for ten of the CTA's new 2400-series cars. The car remained at GE serving there as a test bed for other technologies and was scrapped there. Car 2 was also outfitted with experimental chopper controls and ran with them for a brief period on CTA; it and car 3, having reached the end of their useful life, were scrapped in 1974. In 1975, only car 4 of the 1-4 group remained in Skokie service, but not for long - it was scrapped a year later.

Although none of the 1-4 group of high-performance cars was saved, a small number of other 1-50 series cars have been preserved at various railway museums around the country, including the Fox River Trolley Museum in South Elgin, and the Illinois Railway Museum in Union, IL.

Historical Notes



NOVEMBER

It is 1934, and a northbound Chicago Surface Lines (CSL) streetcar on the #1 Cottage Grove-Broadway service is at Broadway and Wilson on its way to Devon/Kedzie, boarding passengers from a safety island car stop, a common sight in Chicago. It will be another three years before the Broadway cars would also be through routed with State Street cars to form the #36 Broadway-State route that operated between Devon/Kedzie and 119th/Morgan; the #1 Cottage Grove-Broadway through-route ended in 1946.

The Century of Progress Chicago World's Fair is in its second year, as evidenced by both the World's Fair sign on the front of the streetcar, as well as the car stop sign on the light pole advertising direct service to the main gate of the fair. The historic McJunkin Building, which still exists today, is at the right of the photo. To the extreme right is a small corner of the Wilson rapid transit station waiting room that, at the time, served the rapid transit trains that operated between Howard Street, Downtown and the South Side, as well as Chicago North Shore & Milwaukee interurban trains on their way to or from Milwaukee. The building remains today and will be preserved as part of the planned Wilson Station Reconstruction Project, although no longer in use as a station entrance.

Chicago Surface Lines streetcar #3161 was part of an order of cars built in 1923 by two builders – J. G. Brill built cars #3119-3160, and Cummings Car Company built cars #3161-3178. Originally built to be operated with both an operator and conductor, these cars were converted to one-person operation in late 1949 so that, unlike other cars of the time, passengers boarded and exited from the front. The original sliding doors were replaced with folding doors and the original bulkheads at either end of the car were removed, eliminating the separation between the operator and the passengers. The interiors consisted of varnished wood, rattan covered walkover seats, and a grooved wooden floor. The cars were constructed for double-ended operation, in that they had operating controls and poles at each end. A similar car of this series, #3142, having spent years as a storage shed at CTA's South Shops complex, has been preserved at the Illinois Railway Museum in Union, IL, and has returned to operation after a 20 year restoration.



DECEMBER

Chicago Surface Lines (CSL) #1602 bus has just arrived from the Kent, OH factory and is posed for this publicity photo. Manufactured by the Twin Coach Company in 1946, #1602 was part of a fleet of twenty gasoline buses (1600-1619) ordered by the Chicago Surface Lines just prior to its incorporation into the Chicago Transit Authority on October 1, 1947. These buses were used on the handful of CSL routes that were not electrified.

These buses featured passenger windows considered large for the time and double panel entrance and exit doors that folded inward. The interiors featured padded vinyl covered passenger seats, rectangular bullseye lighting, and green toned ceilings and sidewalls. The exteriors were painted in croydon cream, mercury green, and swamp holly orange, similar to the Green Hornet PCC streetcars arriving at approximately the same time. The sides were trimmed with aluminum, as well as wing detailing on the fronts for streamlining effect, giving the buses the appearance of being solid, formidable forces on the city streets.

The Twin Coach Company was purchased a few years later by the Flixbile Company. Later versions of this model were ordered by the newly formed Chicago Transit Authority, but were built as propane powered buses when the CTA implemented the use of propane technology. This group of gas-powered Twin buses remained in service until 1963.