

# 2022

## cta Historical Calendar



# 2022 January



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

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# 2022 February



It is a warm summer evening in May of 1955 as shoppers are strolling along Halsted window-shopping. In this 1950s view looking south from 62nd Street, a wide variety of stores on both sides of the street can be seen as far as the eye can see. By this time, buses have replaced streetcars on the #8 Halsted route, as propane bus 5764 makes its way northbound on Halsted at 62nd. 63rd and Halsted was the largest and busiest shopping district outside of the Loop.

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13	14 Valentine's Day	15	16	17	18	19	
G	A	B	C	D	E	F	
20	21 Presidents' Day	22	23	24	25	26	
F	G						
27	28						

**January 2022**

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**March 2022**

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



# 2022 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.

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<small>February 2022</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>April 2022</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
		1	2 Ash Wednesday	3	4	5
6	7	8	9	10	11	12
13 Daylight Savings Time Starts	14	15	16	17 St. Patrick's Day	18	19
20 First Day of Spring	21	22	23	24	25	26
27	28	29	30	31	<b>ABCDEF G:</b> CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	



# 2022 April



Another new bus has arrived for the city – ordered by the Chicago Surface Lines, but with delivery taken by the newly created Chicago Transit Authority in 1948. Bus #6602, manufactured by General Motors, was part of a fleet of 179 buses ordered between 1946 and 1947 that helped modernize the rolling stock inherited by the CTA from its surface division predecessor, CSL.

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	A ●	B	C	D	E	F	G ●
3	4	5	6	7	8	9	F ●
10 Palm Sunday	11	12	13	14	15 Good Friday Passover Begins	16	E ●
17 Easter	18	19	20	21	22	23	D ●
24	25	26	27	28	29	30	C ●

# 2022 May



This is a train's-eye view looking west along the Loop Elevated above Lake Street of the original Clark/Lake elevated station as it looked shortly before construction of a replacement station began in 1988. Originally opened in 1895, this station and State/Lake were built by the Lake Street Elevated and actually predated the Loop 'L' by a few years, being incorporated into the downtown quadrangle in 1897. Almost everything seen in this photo is gone today, as this station has been replaced with a new, modern, ADA-accessible station with direct connection to the subway below it.

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29	30 Memorial Day	31	<p><b>ABCDEF G:</b>            CTA Operations Division            Group Days Off            ▼ Alternate day off if you work on this day            ● Central offices closed</p> 																																																																																																					



# 2022 July



Cars #2401-2402, the first two cars of an order of 200 2400-series cars built by the Boeing-Vertol Company between 1976 and 1978, are seen here on a preview run, turning from Wells to head east above Lake Street on the Loop Elevated. During their life, these cars operated on most of the CTA rail lines at various times. However, by the 2000s, they were used exclusively on the Red, Green and Purple lines. This series of cars ran in their last revenue run on October 31, 2014. While the bulk of the 2400-series cars have been retired and scrapped, a handful of cars remain on CTA property – 24 were retrofitted for work service in the 1990s and continue in that capacity exclusively, while another eight cars have been kept by CTA as heritage cars. Additionally, cars #2433-2434 have been preserved at the Illinois Railway Museum in Union, IL.

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	<b>June 2022</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30		<b>August 2022</b> S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31		<b>ABCDEF G:</b> CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed		A ●
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F ●		G	A	B	C	D	E ●
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E ●	25	26	27	28	29	30	
31							





# 2022 September



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.

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4	5 Labor Day	6	7	8	9	10	
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11	12	13	14	15	16	17	
E ●	F	G	A	B	C	D ●	
18	19	20	21	22 First Day of Fall	23	24	
D ●	E	F	G	A	B		
25 Rosh Hashanah Begins	26	27	28	29	30		

# 2022 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.

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2	3	4 Yom Kippur Begins	5	6	7	8		A ●
9	10 Columbus Day	11	12	13	14	15		G ●
16	17	18	19	20	21	22		F ●
23	24	25	26	27	28	29		F ●
30	31 Halloween							

# 2022 November



It is 1964; the first four cars of the 180-car order for the new 2000-series units are being introduced to the public. A noontime crowd is waiting at the Adams/Wabash station on June 11 to board the train of “New Look” cars for a free demonstration ride. The cars were built by the Pullman-Standard Company, and were the last ‘L’ cars actually manufactured in Chicago. These were the first air-conditioned rapid transit cars for Chicago, and their original livery of mint green and alpine white presented quite a sharp appearance.

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# 2022 December



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

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18 Hanukkah Begins	E ●	F ● ▼	G	A	22	23	24 Christmas Eve	D ●
25 Christmas Day	26 Christmas Day observed Kwanzaa starts	27	28	29	30	31 New Year's Eve		

# Historical Notes



## JANUARY

Chicago Motor Coach Company (CMC) bus #434, manufactured by the Ford Motor Company, was part of a fleet of buses operated by the Chicago Motor Coach Company, one of the predecessor transit companies that were eventually assimilated into the Chicago Transit Authority. The CMC originally operated buses exclusively on the various park boulevards in Chicago, and became known by the marketing slogan, “The Boulevard Route.” Later, service was expanded to operate on some regular streets not served by the Chicago Surface Lines, particularly on the fringes of the city. Originally, the CMC had a mix of single-level and double-decker buses. The single-level buses, like this one, were bought for use on short or light ridership routes and downtown shuttle services – note the indication of service to the Loop and Grant Park parking lots. For several decades, the CMC also had a sizable fleet of buses of the double decker variety, with seating on two levels. While enjoyable during good weather, this proved to be rather unpleasant when Chicago’s weather suddenly became inclement (as it often does!), since the upper levels of many of these buses were unheated and not totally shielded from the elements. In addition, clearance problems restricted the use of this type of bus and in some cases put passengers perilously close to the underside of railroad viaducts, and so the Chicago Motor Coach Company made the decision to gradually phase out the double decker buses.

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



## FEBRUARY

is a warm summer evening in May of 1955 as shoppers are strolling along Halsted window-shopping. In this 1950s view looking south from 62nd Street, a wide variety of stores on both sides of the street can be seen as far as the eye can see. The storefront windows are stocked full with the latest merchandise that “everyone” simply must have. Furniture stores, children’s clothing stores, jewelers, men’s and women’s clothing stores, bridal stores, shoe stores, camera stores, and a host of others, including anchor stores such as Sears Roebuck

and Company and Wieboldt’s made this the largest and busiest shopping district outside of the Loop. By this time, buses have replaced streetcars on the #8 Halsted route, as propane bus 5764, manufactured in 1954 by the Flixible Company, makes its way northbound on Halsted at 62nd. This shopping district was well served by buses on Halsted and 63rd streets, as well as the Englewood ‘L’s Halsted station, which can be seen in the distance. Due to the opening of suburban shopping malls, changing shopping habits, and population shifts, this shopping district had severely declined by the 1980s, with a redevelopment project in the 1960s to turn the business district into a pedestrian mall failing to stem the decline. Recently, the arrival of the new campus of Kennedy-King College brought this area back to life with a flurry of activity.



## 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.

# Historical Notes

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 1960s, 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

Another new bus has arrived for the city – ordered by the Chicago Surface Lines, but with delivery taken by the newly created Chicago Transit Authority in 1948. Bus #6602, manufactured by General Motors, was part of a fleet of 179 buses ordered between 1946 and 1947 that helped modernize the rolling stock inherited by the CTA from its surface division predecessor, CSL.

Early in CTA's history, a decision was made to phase out the aging and deteriorated streetcars operating on numerous routes throughout the city with modern combustion engine-powered buses. After the end of World War II, the city expanded, as new neighborhoods were quickly built up beyond the inner ring of the city in order to accommodate the returning military service personnel and their new families, and this required the expansion of a number of routes into these new neighborhoods.

These buses were quite rudimentary in operation, with manual transmissions and standard steering. It was quite a feat for the bus operator to not only operate the bus, but accept fares, make change, and issue transfers at every stop. When compared to streetcars, these new buses did have their drawbacks since their capacity did not match the capacity of the streetcars they were replacing and, consequently, more buses were required to operate the routes once served by streetcars.



## MAY

This is a train's-eye view looking west along the Loop Elevated above Lake Street of the original Clark/Lake elevated station as it looked shortly before construction of a replacement station began in 1988. Originally opened in 1895, this station and State/Lake were built by the Lake Street Elevated and actually predated the Loop 'L' by a few years, being incorporated into the downtown quadrangle in 1897. The station underwent significant modifications through the years, most notably losing its original enclosed stationhouses. However, the platform canopies, some sections of railing, and other appointments remained largely untouched until the station's replacement. Note the incandescent lights along the platform and canopies, another throwback to yesteryear.

Almost everything seen in this photo is gone today, as this station has been replaced with a large, painted steel station with wider platforms, overhead transfer bridge, longer canopies, skylight, escalators and elevators, as well as interior street level entrances though new buildings constructed on either side of Lake Street. The current facility provides a direct transfer connection between the Loop Elevated trains and Blue Line subway trains operating to O'Hare and Forest Park; at the time of the photo, free connection was available between the elevated and subway, but it was an out-of-station "walking transfer".

Notice that the building on the left in the photo is already under demolition, as eventually will be the entire block, in order to make way for the new State of Illinois Building (now James R. Thompson Center) that will be built on that site. The buildings to the right are long gone as well, replaced with a new office building at 203 North LaSalle, originally called the Loop Transportation Building. These buildings were specifically designed to connect to both the subway and the new elevated Clark/Lake station to create an integrated tri-level transfer station.

# Historical Notes



## JUNE

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)



## JULY

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

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

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

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



# Historical Notes



## AUGUST

In this August 29, 1976 publicity photo, cars 2402-2401, prototypes of an order of 200 cars built by the Boeing-Vertol Company between 1976 and 1978, are traveling westbound on the Lake Street Elevated, having just crossed over the Chicago River before approaching the Clinton station. The Merchandise Mart, John Hancock Building, and the towers of Marina City can be seen in the background. These cars featured large windows and the reintroduction of sliding doors, not used on rapid transit cars since the 4000-series cars built in the 1920s, thus providing wheelchair accessibility. Their original exterior scheme consisted of a dark charcoal grey band through the windows, with red, white and blue striping along the middle of the car and unpainted brushed stainless steel below. The front ends featured molded fiberglass end caps sporting a red, white and blue color scheme. In their later years, all exterior paint was removed, leaving an unadorned brushed stainless steel finish, with the exception of those cars designated modified to be used with work cars, which were trimmed with red and white reflective striping along the belt rail and front end. During their lifetime, these cars operated on most of the system's lines, with the exception of today's Yellow Line, though they spent most of their lives on the Evanston, North-South, and West-South routes. In October 2012, a few dozen cars were assigned to the Orange Line, to provide additional cars for increased rush period service on the Orange and Brown lines. As the CTA takes delivery of its newest 5000-series cars, all 2400-series cars will gradually be retired.



## SEPTEMBER

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 1960s 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.



## 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.

# Historical Notes

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 Eric, 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.



## NOVEMBER

It is 1964; the first four cars of the 180-car order for the new 2000-series units are being introduced to the public. A noontime crowd is waiting at the Adams/Wabash station on June 11 to board the train of "New Look" cars for a free demonstration ride to Randolph/Wabash.

The 2000-series cars were built by the Pullman-Standard Company, and were the last 'L' cars actually manufactured in Chicago. These were the first air-conditioned rapid transit cars for Chicago, and featured extra-large picture windows, eliminating the need for standee windows that were common on most earlier series of cars. The interiors featured light colored walls and light blue padded seats. The 2000s retained the use of "blinker" doors as used in the earlier 5000-series and 6000-series cars. Their original livery of mint green and alpine white presented quite a sharp appearance, particularly in full sun. In later years, their livery was changed to a platinum/black color scheme to better match aesthetically with the 2200-series unpainted stainless steel cars they were often paired with in Lake-Dan Ryan service.

The cars were equipped with four 100 horsepower motors and 28-inch diameter wheels. Initially, 140 of these cars were assigned to service on the Lake Street and 40 cars to the Milwaukee-Congress-Douglas lines on the city's West Side. After the Lake service was through-routed to the new Dan Ryan line in 1969, they served there for a number of years. Their other primary assignments were Howard-Englewood-Jackson Park and Evanston services, before their retirement in 1993. Four cars of this series, #2007-2008 and #2153-2154, are housed at the Illinois Railway Museum in Union, IL.



## DECEMBER

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

# Historical Notes

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

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

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