

Chicago Transit Authority
General Operations Division

Bus system

OPx 80170

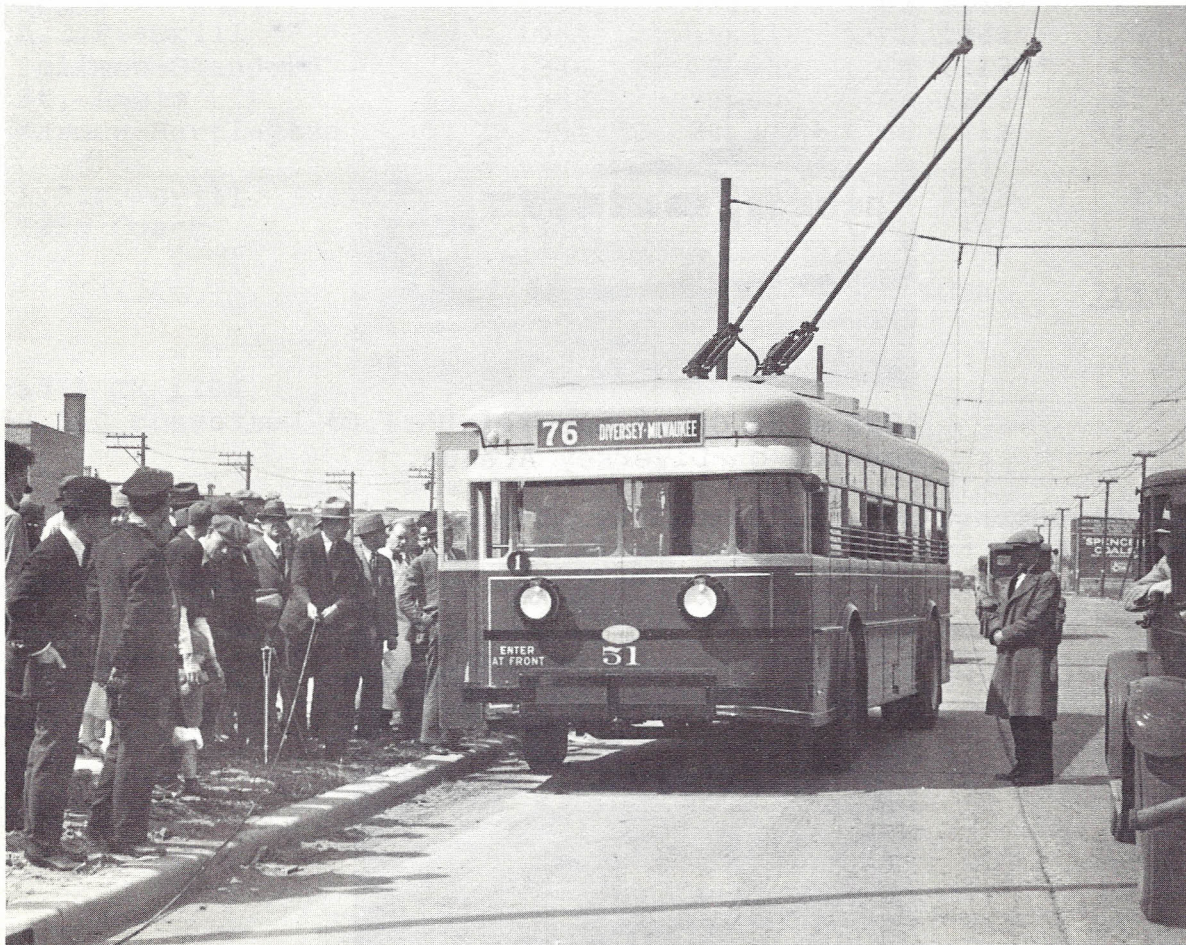
Trolley Coaches in Chicago

8-29-80 BGM GMA

The electric trolley coach played an important role in the moving of Chicago's millions during its 43 years of use.

In 1930, the Chicago Surface Lines won a legal battle with the rival Chicago Motor Coach Company (both predecessors of CTA) to serve the rapidly developing northwest side. Seven lines, designed mainly to feed CSL's already extensive streetcar system, were initially called for. The first line, #76 Diversey, was placed in service on April 17th of that year. It replaced the Diversey streetcar line and its motor bus extension, continuing an additional 1-1/2 miles to the west. By mid-1931, all 7 lines were in operation.

Following the takeover of the CSL by CTA in 1947, the use of trolley coaches on short feeder routes was de-emphasized in favor of their use on heavy crosstown routes such as #66 Chicago, which was placed in operation in 1952. The pioneer Diversey installation was discontinued in 1955.



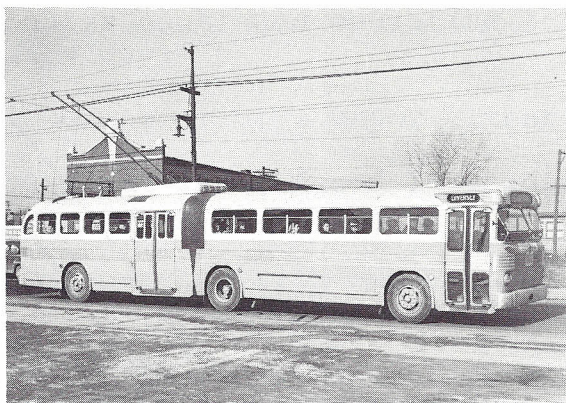
Twin Coach #51 at the dedication ceremony for trolley coach operation on Diversey Avenue, April 1930.

The 1955-1959 period found the trolley coach network at its peak, with 16 routes and approximately 700 coaches in operation. Represented were such famous builders as ACF-Brill, Twin Coach, Pullman, St. Louis and Marmon-Herrington. The Marmon-Herrington order was the largest trolley coach order in American history, containing 349 units built during 1951 and 1952.

The trolley coach fleet also contained an articulated coach built by Twin Coach in 1946 as a demonstrator and dubbed the "Queen Mary". Originally built as a motor bus, it was converted to a trolley coach and subsequently placed in revenue service in 1948. This coach is now preserved at the Illinois Railway Museum.

In 1959, the decline of the trolley coach system from its peak route mileage, began with the conversion of Route #51, 51st-55th to motor bus operation on June 21, 1959. By March 1973, only three routes remained in operation. Of these, the last day of operation on Route #72 North Avenue was March 23rd, while the final trolley coaches to operate on Routes #53 Pulaski and #54 Cicero, completed their runs in the early hours of March 25th.

To observe the departure of the trolley coach from the streets of Chicago, a final chartered trip over the system was held on April 1, 1973, using Marmon-Herrington coaches 9553 and 9631. These coaches are similarly preserved.



#999 (the Queen Mary) in service on Diversey Avenue.



Pullman-Standard #339, seen shortly after being delivered in 1948.

TROLLEY COACH DATA

<u>Series</u>	<u>Builder</u>	<u>Seats</u>	<u>Year</u>	<u>Weight</u>	<u>Motors</u>	<u>Quan.</u>	<u>Last Year Operated</u>
51-79	Twin Coach	40	1930	17,500	2 WH 1426	29	1954
80-85	Brill-American	40	1930	19,080	2 GE 298	6	1951
86-91	St. Louis	40	1930	17,700	2 GE 298	6	1951
92-98	Twin Coach	40	1930	17,700	2 WH 1426	7	1954
99-105	Brill-American	40	1930	18,600	2 GE 298	7	1951
106-107	A.C.F.	40	1930	20,200	2 WH 1426	2	1951
108-114	Twin Coach	40	1930	17,720	2 WH 1426	7	1954
115-122	Brill-American	40	1930	17,820	2 WH 1426	8	1954
123-124	Cincinnati	40	1930	18,540	2 WH 1426	2	1954
125-129	Twin Coach	40	1931	18,020	2 WH 1426	5	1954
130-134	Brill	40	1931	18,350	2 WH 1426	5	1954
135-139	St. Louis	40	1931	17,530	2 GE 1154	5	1953
140-149	Twin Coach	40	1931	18,330	2 WH 1426	10	1954
150-160	Brill	40	1931	18,350	2 WH 1426	11	1954
161-164	Cincinnati	40	1931	18,540	2 GE 1154	4	1954
165-170	Pullman-Standard	40	1935	19,900	2 WH 1426	6	1955
171-185	St. Louis	40	1936	19,940	2 WH 1426	15	1957
186-202	Brill	40	1937	18,700	1 WH 1434*	17	1958
203-322	A.C.F.-Brill	45	1948	19,110	1 WH 1442	120	1970
323-367	Pullman-Standard	45	1948	19,920	1 GE 1213**	45	1969
368-412	St. Louis	44	1948	22,600	1 GE 1213	45	1969
413-761	Marmon-Herrington	49	1951-52	20,340	1 GE 1213	349	1973
998	A.C.F.-Brill	48	1950	18,650	1 GE 1213	1	1964
999	Twin Coach	58	1948	22,800	1 WH 1442	1	1962
TOTAL						<u>713</u>	

* Some had 1 GE 1204

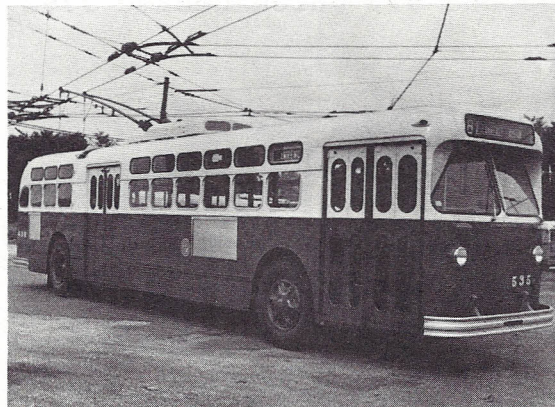
** 358,359,360 converted to 1 WH 1442-N

NOTE: All trolley coaches on property in late 1952 were renumbered into 9000 Series except 998 and 999 which became 9762 and 9763, respectively, in 1954.

CHRONOLOGY OF TROLLEY COACH OPERATIONS

<u>Route</u>	<u>First Day Of Operation</u>	<u>Last Day Of Operation (1)</u>	<u>Maximum R.T. Mileage</u>
Diversey (2)	4-17-30	6-18-55	12.65
Central (2)	6-08-30	1-17-70	16.18
Narragansett (3)	6-29-30	1-31-53	7.14
Elston	7-01-30	1-21-51	5.54
Montrose (2) (4)	1-25-31	1-13-73	13.66
Belmont (2)	5-30-31	1-13-73	19.35
Kimball	6-21-31	6-30-37	3.38
51st - 55th	6-20-48 (5)	6-20-59	14.16
Irving Park	11-07-48	1-13-73	14.57
North (2)	7-03-49	3-23-73	16.42
Fullerton	12-04-49	1-22-73	12.66
Lawrence	4-01-51	12-13-69	12.60
Pulaski	9-16-51	3-24-73	21.70
Cicero	11-25-51	3-24-73	15.86
Grand	12-16-51 (6)	1-15-73	21.28
47th	3-12-52	6-20-65	12.74
Chicago (2)	5-11-52	3-26-67	16.42
Armitage	2-01-53	10-15-66	13.09
Roosevelt	5-24-53	1-13-73	14.96
Kedzie-California	12-04-55	3-15-69	23.76

- NOTES:
- (1) Some routes continued operating into the early hours of the following day.
 - (2) Route had one or more major extensions.
 - (3) Narrangansett was reduced in length 3-05-32 due to extension of North Avenue streetcar line.
 - (4) Montrose operated with motor buses 4-24-47 until April 1948 when trolley coaches were gradually reintroduced.
 - (5) Partial trolley coach operation started on 51st-55th in June 1948, however, full trolley operation did not occur until September 1948 due to deliveries of new coaches.
 - (6) Full conversion of Grand did not occur until January 1952, due to deliveries of new coaches.



Marmon-Herrington #535, one of 349 such coaches delivered to CTA.