

CENTRAL ELECTRIC RAILFANS' ASSOCIATION  
P. O. Box 503.....Chicago 90, Illinois

Railfan Trip  
In Cooperation with Louisville Chapter,  
National Railway Historical Society  
Over Rapid Transit Lines of  
Chicago Transit Authority  
May 1, 1955

SAFETY RULES

The rules listed below are outlined for the safety of all concerned on this trip. All members of the party must abide by them.

1. This trip is operated almost exclusively over third rail trackage. Under no circumstances will anyone alight from the cars except at car-level platforms. No passengers will enter upon any tracks in third rail areas.
2. No one except authorized persons are permitted to alight from or board moving cars.
3. Since the trip is operated over rights-of-way which also carry frequent, rigidly scheduled traffic, we must abide by our time schedule. All persons must reboard train as soon as signal is given.
4. Only authorized persons are allowed in cabs of cars. Motormen must not be distracted by unnecessary conversation or questioning.
5. No one is allowed to give hand signals, align switches, change trolley poles, pull bell cord, etc., except those employed to operate the train.
6. No one will remove any parts of cars for souvenirs. Anyone found doing so, or disobeying other rules of the trip, will be subject to dismissal from the trip without refund of purchase price.
7. Caution is urged around shops and points where street traffic will be encountered. Watch out for moving vehicles, open pits, electric equipment and other sources of danger.
8. The CTA goes to considerable expense and effort to keep its equipment, stations, and rights-of-way clean. Let's do our part by not leaving any refuse, film cartons, etc., in cars, on platforms, or along right-of-way. Leave cars as clean as when we took them over.
9. The future success of fan trips is largely dependent upon the conduct of fans on present trips. There are some localities in the country in which railroad companies oppose operation of such trips over their roads because of pilfering of equipment and bad behavior of a thoughtless few. We would like to give the Chicago Transit Authority a good impression of our group. Do your part in abiding by the rules. Use common sense. It will pave the way for successful trips in the future.

CENTRAL ELECTRIC RAILFANS' ASSOCIATION  
In cooperation with  
LOUISVILLE CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY  
Chicago Transit Authority Rapid Transit System Fan Trip  
Sunday, May 1, 1955

ITINERARY

<u>Equipment</u>	<u>Station</u>	<u>Time</u>	<u>Remarks</u>
2-1810s (Train A)	Lv: Howard SB	8:45 AM (CDSI)	Run via express tracks to loop, then cross to inner loop at Washington. Stop at Madison to pick up any additional members of group. Proceed out Garfield Park line.
	Ar: Laramie, Garfield	9:34	Change trains. Photos
2-2800s (Train B)	Lv: " "	9:48	from platform and bridge.
	Ar: Desplaines Ave.	9:55	Remain on train and take photos of 9:55 CA&E leaving (Train on overhd)
	Lv: Desplaines (EB)	10:10	
	Ar: Laramie	10:17	Change trains
(Train A)	Lv: "	10:20	Proceed east along new Congress St const., st. level running in Van Buren Street - around loop and out Lake St. line
	Ar: Pulaski, Lake WB	11:02	
2-4400s (Train C)	Lv: " " "	11:10	Under trolley wire west of Laramie Ave.-grd. level
	Ar: Marion	11:18	Those who wish may leave train for photos. Train reverses ends at Forest Park.
	Lv: Marion, EB	11:35	
	Ar: Pulaski	11:45	Change back to Train A
(Train A)	Lv: "	11:50	Via outer loop to Roosevelt Road 'L' station.
	Ar: Roosevelt 'L'	12:09 PM	
	Lv: " " NB	12:14	Cross over behind Shore Line train and proceed to Sedgwick. Photos from platform.
	Ar: Sedgwick	12:26	
	Lv: "	12:41	
	Ar: Howard	1:04	Lunch Stop
2-1750s (Train D)	Lv: Howard	1:55	
	Ar: Skokie Shop	2:05	Brief tour of shop and 'last ride of 2700s' on test track
	Lv: Skokie Shop	2:50	
	Ar: Howard	3:05	Change trains.
2-6400s (Train E)	Lv: Howard SB	3:12	Travel via 'L' and subway.
	Ar: 61st Street	3:51	Run to foot of incline tower yard, reverse ends and start return trip.
	Lv: 61st Street	4:06	
	Ar: Howard	4:45	Stop at Washington and Wilson to discharge passengers only.

## Points of Interest Along Our Route

Howard Street - The yards north of station are used for storage of cars during non-rush periods. Two freight locomotives are usually stored on track west and north of the station. One of the original "L" car bodies is used as a yard office located north of station platform. Trolley wire tracks lead north to Wilmette, a distance of 4 miles. Shuttle service is provided during non-rush periods, with thru service to Loop offered during rush hour. Shore Line trains of Chicago, North Shore & Milwaukee Ry., use this track. Skokie Valley Route of North Shore Line starts just northwest of Howard. We will travel over this route on the way to CTA's Skokie Shops.

Leaving Howard Street - This well ballasted, four track right-of-way is now owned by CTA which purchased it from the Milwaukee Road a few years ago. North Shore leases track rights from CTA. Note the track on the western side of the right-of-way. It has trolley wire, but no third rail between Howard and Granville. At the latter point it becomes a gauntlet track with both third rail and trolley wire. Several coal yards and other industries have freight sidings along this track between Howard and Wilson. The outer tracks are used by North Shore trains and by Evanston Express "L" trains in rush hours. Inner tracks are used by Englewood and Jackson Park trains.

Wilson Ave. - The 4-track line narrows to a 2-track route between Lawrence and Wilson where it becomes four again. Track at far west goes down to Milwaukee Road interchange. Ground level station at Wilson in service until 1949. Note incline track which leads to ground level storage yards. Wilson shops located east of right-of-way. Milwaukee Road used to run suburban passenger service north of Wilson before 1908. Foundations of one of its passenger stations are visible at Buena, between Montrose and Irving Park. Coal and other freight cars may be seen under wire on ground level at interchange. South of Irving Park the line has many curves and jogs resulting from problems in acquiring the right-of-way. In places where a property owner refused to sell the company detoured his property with a curve. Wrigley Field, home of Chicago Cubs and Chicago Bears located just west of Addison station. Hand switch levers operate switches used to handle extra trains during ball games. Ravenswood line joins system just north of Belmont. Automatic block signals are located about every 150 feet approaching from north.

Belmont - Stations south of Belmont are served by Ravenswood trains. Subway portal is located at Armitage; right-of-way is six tracks wide for a short distance. Our train will use the "L" on the morning run and subway in the afternoon. The four-track "L" line is used by Evanston and Ravenswood trains on week days only. North Shore trains are the only regular users on Sunday. Line narrows to two tracks at Chicago. Merchandise Mart is "World's Largest Building"; in it are located CTA headquarters. The stub just east of the Mart is used in emergencies. Note movable platform on east side of Mart station at sound end. It can be rolled back to provide clearance for trains to enter and leave the stub.

Wells Street Bridge crosses Chicago River. Streetcars formerly operated on lower level. Lake-Wells Jct. used to be busiest railroad crossing in world until subways were opened. Lake Street line leads off to west. Train enters upon the famous "Loop" upon crossing Lake St. Since 1913, all trains have operated counter-clockwise around Loop. Switch to inner loop at Washington. Old CA&E terminal at Quincy is being remodeled to provide new connection for Garfield trains. Our train runs west on short stretch of "L" on Van Buren and Market Streets which will be torn down when connection complete. Note work on new tracks into Wells terminal as train turns west off Market Street section.

Metropolitan Bridge, single deck double bridge, each unit carrying two tracks. Cross Union Station tracks. Train crosses structure at Jefferson St. on temporary layout. Only two of old 4-track right-of-way used now. New subway portal visible to south as train turns into Halsted station. Congress Superhighway project is apparent. The 4-track line now becomes two west of Halsted. The two tracks formerly used by eastbound trains have been torn down. Train descends to ground level at Aberdeen St. The old Metropolitan "L" used to operate on a structure in the



center of the present construction area. The huge power plant at Throop St., was torn down in 1954. The train proceeds west along the ground level in Van Buren St. (No passenger stops between Halsted and Kedzie.) Westbound "L" tracks are located on the line of the old eastbound streetcar tracks. The old westbound car track is still visible. Note "electric eyes" and special traffic lights at points where motor vehicles and trains cross. Some original plans called for a temporary wood trestle to carry "L" tracks during construction. Local politicians objected. Use of trolley wire was also considered; this would have necessitated poles on all motor cars used on this line. Cross under Douglas Park "L" at Paulina. The old Marshfield station located just east of this point was once the junction of Logan, Douglas, Garfield, and CA&E lines. The present steel structure under which we pass was placed in use April 4, 1954. Cross Western Ave., only place where CTA streetcar tracks cross rapid transit at grade. Pass under Pennsylvania and C&NW tracks. Travel up trestle to elevated structure at Sacramento. Just north of Pulaski station is the only section of gauntlet track on the old surface system. Madison-Fifth cars turned here on return trips. Descend to ground level west of Cicero and enter Laramie Avenue Yards.

Laramie - The storage tracks west of Laramie were formerly used for non-rush hour storage of CA&E cars. The right-of-way west of this point to Desplaines Ave., was purchased from CA&E in 1953. Enter upon new tracks west of Central. The old tracks to the south of present line will be used by Chicago Great Western-Soo Line trains at a later date. Note old interchange track west of Central Avenue used by CA&E in freight movements. Return to original tracks at Lombard. The 3-track section at Gunderson used to be a passing point for CA&E express trains. Men who operate crossing gates along this section serve both CTA and CGW and SOO trains. Note flip boards at edge of station platforms along this section formerly used to provide clearance for passing freight cars handled by CA&E. A man on the locomotive flipped them up and over, while a man on the caboose platform armed with a special hook flipped them back as the train went through. CTA-CGW crossing west of Beloit Ave., is protected by derail switches, etc.

DesPlaines Ave. - Note old Chicago & West Towns Railway tracks still imbedded in pavement in Desplaines Ave. CTA trains connect here with CA&E trains, but there is no track connection. CTA trains formerly operated through this point over CA&E tracks to Bellwood and Westchester. This service is now provided by CTA buses.

Return to Loop, proceed around Loop, and out Lake Street line. Between Lake-Wells Jct., and the river we travel on structure which was not part of the original line. Indications of the old Market Street stub, original terminal, can be seen just before crossing the river. To the north we see the main, and the north and south branches of the Chicago River. The "Y" emblem on the seal of the City of Chicago takes its form from the river junction.

Lake Street bridge is located in the vicinity of five different levels of traffic: "L" trains on the top deck, surface traffic on lower deck, Milwaukee Road tracks just west of the bridge are under street level; the surface of the river, used by barge and ship traffic, and the tubes of the Milwaukee-Dearborn subway under the river. Crossing the North Western RR tracks, the train travels along the Lake Street structure which was originally designed to carry four tracks. Some rivet holes for girders which were never fabricated are visible in the cross beams along this section.

At Paulina, the ramp leading up to the overhead structure is the newest piece of elevated structure in Chicago. This connecting link was put into use April 4, 1954, and carries Douglas Park trains up to the old Logan Square line. This was once the very busy Lake Street Transfer station. Note auto-block signals. Radar is used at this point to separate the Douglas Park and Lake Street trains--the first use of such equipment in railway switching. Douglas trains carry a special ring antenna on the front of each train to actuate this system. Many stations along this route have been abandoned and torn down. The CTA instituted "skip-stop" service with "A" and "B" trains making alternate stops and removed many stations close to the Loop area. Lake Street was the first line so changed; the speed up in service has resulted in a more true "rapid transit."



The line becomes a three track right-of-way at Rockwell after crossing the PRR-CNW tracks. At Avers Ave. (3832 west) the old West Shops of the Chicago Surface Lines can be seen south of the structure. North of the tracks is the Lake Street yard; a ramp leads down to the ground level storage yard. One streetcar body is still located here. A track connection was provided at this point between the surface and rapid transit systems. Many cars are stored in the center track of the line in this vicinity. The 40th St. yards of the CNW are seen to the north after leaving Pulaski. Our train crosses the Belt Railway tracks at Kostner on high level bridge.

Laramie is the changeover point between trolley and third rail. Trains begin their runs down the ramp to street level. On the right are the tracks of the Galena Division of the CNW. On the south are the tracks of the Lake Street car line abandoned in May, 1954. The trolley wires of the streetcar line and the "L" system shared common supports west to Pine Avenue where the streetcar tracks crossed the "L" tracks at grade and went under the CNW tracks. There is some possibility that the Lake Street "L" line will occupy a right-of-way on the CNW property west of Laramie. This would eliminate all of the grade crossings and delays which frequently result in this type of expensive operation. Trains make last passenger stop at Marion Avenue and proceed across Harlem to Forest Park to make switch back. Old Chicago and West Towns streetcar tracks are still visible in Harlem Avenue.

Return to Loop. Use outer track (used only by North Shore trains on Sundays) and proceed south on Wabash Avenue structure to Roosevelt Road. This section was used by Wilson-Kenwood local and Jackson Park-Englewood trains prior to subway operation. Now it is used only by North Shore trains. The original north terminal of the South Side "L" is still visible--the Congress Street stub. North Shore trains stop at Roosevelt "L" station; the structure continues to join the main line at the subway portal at 16th Street.

Return through Loop to Howard Street terminal. Lunch.

Proceed on Skokie Valley Route tracks to CTA's Skokie Shops for inspection of shops and equipment.

For route between Howard and Subway Portal, see previous description. Subway trains leave "L" right-of-way at Armitage and descend into subway. Although World War II was on, Chicago managed to complete this section of its subway system and began operation of trains through the State Street subway on October 17, 1943. The Milwaukee-Dearborn subway was delayed by labor and material shortages until early in 1951. There is no track connection between the two subways as such. The old Logan Square "L" line is still maintained between Evergreen Avenue and Lake Street in order to move Logan Square equipment to shops for major repairs.

Safety walks are provided throughout the entire subway system. Blue lights indicate location of emergency telephones. The entire subway is protected by automatic block signals. Spacing of trains in the ~~subway~~ is also controlled at several points along the route by special signals.

Train dips under Chicago River south of Grand Avenue. Tube structures for the section under the river were floated in place and sunk in previously cut channels. Most of the subway tunnels were tunneled through Chicago's heavy, wet clay under air pressure locks. At points where stations are located, open-cut methods were frequently used. Continuous "island" platform serves the system in the Loop area between Lake and Van Buren. Several transfer tunnels between State and Dearborn enable passengers to transfer between lines without going outside.

Tracks begin to rise at a point about a block north of Roosevelt Road station. Just south of this station the southbound track turns left just before reaching a

"blind" tunnel. A track in the middle of the subway cuts under the south bound tracks as a provision for future subway extension to the south. Trains enter open cut at 14th Street and reach structure level at 16th. Some cars of the North Shore Line can be seen stored here. Between here and 43rd there is a three track right-of-way except at Indiana station. Before the construction of the subway express trains used the middle track northbound in morning rush and southbound in the evening rush. Local stations were served by Wilson-Kenwood locals. This section of structure between Congress Street and 39th is the original "Alley L", built in 1892 and operated with steam locomotives until 1898. Note the tracks at station platforms (some now abandoned) are all a few feet higher than the tracks along the rest of the route. Engineers who designed the structure built it this way so that trains approaching a station would be traveling uphill while coming to a stop and downhill when leaving the station, aiding brake action in stopping and acceleration when starting.

Pass Illinois Institute of Technology between 31st and 35th Streets. Association of American Railroads laboratories is located east of NYC-RI tracks between 31st and 33rd. Comiskey Park, home of the White Sox, is located at 35th and Shields, several blocks west of the "L". Pass old cable car power station, barns, and generating station at 39th Street. Part was recently destroyed by fire. Trains turn east at 40th Street and enter tracks owned by the Chicago Junction Railroad, which in turn is owned by the Union Stock Yards and Transit Company. The CTA leases this section of east-west tracks as well as those used by the Kenwood and Stock Yards lines. The Stock Yards line joins system at this point. Kenwood trains use stub track at the northeast corner of Indiana station east of the overpass. Railroad tracks north of CTA system are those of Chicago Junction line which connection with the Illinois Central one mile east.

CTA-owned tracks are again entered after turning south upon leaving Indiana station. The line becomes two track right-of-way at 43rd Street. Some 2900's are stored here for use on Kenwood and Stock Yards trains.

Platforms have been lengthened to accomodate 8 car trains. The yellow signs with black numerals 2, 4, 6, and 8, indicate to the motorman where to stop his train. The yellow section of painted platform-edging indicates to the conductor of an 8-car train if it is safe to open doors. This system is becoming the standard stopping indications on the rapid transit system. Englewood trains leave the line at 59th Street, turning westward to travel to Loomis terminal, two miles west.

Enter 61st yards. Jackson Park trains turn east onto structure over 63rd Street and travel to Stony Island terminal, 1½ miles east. Line continues down ramp to ground level storage yards south of 63rd Street. Interchange connection between CTA and NYC railroad is located here. North Shore Line used to have its dining car commissary at 62nd Street and had a package freight terminal in these yards.

Return to Howard Street.

5-1-55



## CHRONOLOGY OF CHICAGO'S RAPID TRANSIT SYSTEM

SOUTH SIDE - South Side Elevated Railroad began regular operation on the line between Congress Street and 39th Street (Alley "L") on June 6, 1892, with steam as the motive power. Line was extended to Stony Island Avenue in May, 1893, in time to serve the World's Columbian Exposition; extended to Englewood in 1906; Normal Park in 1907; Kenwood in 1907; Stock Yards on April 8, 1908. Trains began running around the Loop October 10, 1897. Motive power was changed to electricity in July, 1989. Normal Park branch service ended in January, 1954; line was torn down in June of that year.

WEST SIDE - Lake Street line (Chicago and Oak Park) began running November 6, 1893, with steam as motive power between Madison and Market (now Wacker Drive), and Laramie Avenue. Line was extended westward through Oak Park in 1901. Electricity was substituted June 14, 1896. Structure was built along Lake Street from Market to Wells in 1897 when Lake Street trains began operating around the Loop. Market Street stub was abandoned in April, 1947, and the structure was torn down in September, 1948.

Metropolitan-West Side Elevated Railroad began operating between terminal at Franklin north of Van Buren, westward to Marshfield Avenue on May 6, 1895. Steam was planned as motive power, but during course of construction the advancement of electricity was so rapid that electric power was used from the start of operations and the steam locomotives were never delivered. Garfield Park line was extended to Cicero Avenue, June 17, 1895; to 52nd Ave. in August, 1902; to Desplaines Ave., March 11, 1905. Trains ran west to Bellwood on CA&E trackage by October, 1926; line was extended to 22nd and Mannheim Road (Westchester) on December 1, 1930. (This line began running over the Loop on October 19, 1897.) Service was cut back to Desplaines Avenue in 1952.

Douglas Park began operation to 18th Street on April 28, 1896; to Western, September 2, 1896; Crawford in 1902; Kenton, May 22, 1907; 52nd Avenue, August 16, 1910; 56th Avenue, August 1, 1912; 62nd Avenue, August 1, 1915, and to Oak Park Avenue on May 6, 1924. Line was cut back to 54th Avenue in 1952.

Logan Square line opened to Robey (Damen) on May 6, 1895, and to Logan Square on May 25, 1895. Humboldt Park line opened July 29, 1895; service was terminated in 1952. Logan Square trains began using the Dearborn Street subway early in 1951.

NORTH SIDE - Northwestern Elevated RR opened May 31, 1900, to Wilson Avenue, using electricity as motive power. Ravenswood branch opened May 10, 1907. North main line extended from Wilson to Howard Street on May 16, 1908. Line to Wilmette opened in 1912; and Skokie branch on March 28, 1925. Skokie service replaced by buses in 1948.

Through running of north and south side elevated trains began November 3, 1913, when the system became known as the "Chicago Elevated Railroads," a name retained until 1923. On September 22, 1935, a transfer system was put in effect with the Chicago Surface Lines; another transfer plan was started with Chicago Motor Coach Company on January 19, 1936.

Subway construction began in 1938 and the first trains rolled through the State Street Subway on October 17, 1943. Trains were through-routed Howard-Jackson Park, and Ravenswood-Englewood. In 1949 when A and B service started, Ravenswood trains were run around the Loop, and subway services were Howard-Jackson Park B, and Howard-Englewood A. Milwaukee-Dearborn subway opened on February 25, 1951; service on Paulina leg of Logan Square line ceased.



Due to the Congress Street Superhighway construction, the Chicago, Aurora & Elgin RR, which began its operations into the Wells Street terminal in 1903, stopped running over Garfield Park "L" structure on September 20, 1953. The last eastbound CTA train used the Garfield structure between Sacramento and Racine on September 27, 1953. On April 4, 1954, Douglas Park trains began operation over the new connecting link at Van Buren and Paulina, over the old Logan Square structure, down the new ramp to Lake Street, and into the Loop over that structure. At present time work is being done to route Garfield trains to the Loop through the old CA&E terminal in order to tear down short stretches of structure in Van Buren and Wacker Drive interfering with highway construction.

#### Interesting Facts

The first electrically operated elevated railroad in Chicago was at the Columbian Exposition in Jackson Park in 1893.

The steam locomotives used on the South Side "L" were 0-4-4 (the trailing truck was swiveled under the tender which was an integral part of the locomotive frame.) The crew consisted of an engineer and a fireman, but later changed to one-man operation. Fuel was hard coal. Many of these locomotives found their way up to northern logging camps after retirement from the "L" system and were used in a few cases until a few years ago.

Before 1913 trains operated around the Loop in clockwise and counter-clockwise directions with left hand operation on Lake Street and Northwestern lines.

Escalators were once tried at the Douglas Park Station (now abandoned), but were never used elsewhere on the "L" network. These conveyances are used extensively in the subway system.

The Metropolitan Elevated bridge over the Chicago River just north of VanBuren Street is an excellent example of good engineering. The bridge is actually two double leaf bridges each carrying two tracks. This is one of the first examples of rolling lift bridges used in the world. Instead of having a pivotal hinge, this type of bridge rolls back on a rack as it lifts. It was designed as a double bridge to insure maintenance of service over at least two tracks in the event of failure of mechanical or electrical parts on one bridge.

The present double deck Wells Street bridge, opened in 1922, was built with the leaves in raised position. "L" trains continued to operate through temporary openings left in the newly constructed bridge leaves, and on over the old swing bridge which rested on a pier in the center of the river. A notable feat was carried out beginning late one Saturday night that year. Train service was stopped for only 14 hours while the old swing bridge was set on barges and floated up the river. The new leaves were lowered, the temporary openings were built in, rails laid, and train service was resumed over the new bridge in just a little over half a day.

at Clinton

In 1910, the Lake Street structure was jacked up, a few millimeters at a time to allow for spanning of the tracks of the Chicago & North Western Railroad leading into the new Madison Street terminal.

One of the greatest examples of mass-transportation in modern times was carried out by the "L" lines, cooperating with the Chicago, North Shore & Milwaukee Ry., during the Eucharistic Congress in 1926. Almost incredible crowds were handled daily, but on June 24, more than a quarter of a million people were transported on an 80-mile round trip to Mundelein, Ill., and return. Systems still handled their morning and evening rush hour loads in the city. A whole fleet of "L" cars were equipped with trolley poles just for this one day.

On March 27, 1930, the worst blizzard in Chicago's history tied up all surface transportation for days. Streetcar and bus traffic was at a complete standstill, but the Rapid Transit lines operated on schedule and saved the city. Their worth is proved every winter when snowstorms snarl surface traffic.

During World War II, many special "L" trains operated up the North Shore's Skokie Valley and Shore Line routes to Great Lakes Naval Training Station and Fort Sheridan. Thousands of troops were moved in special moves, and many visitors reached the centers via the "L" trains.

Cars operated through the subways must be of metal construction; wood cars are banned. An odd situation occurred on Sunday, May 24, 1953. Due to a derailment on the "L" structure at Harrison and Wabash, the Chicago, North Shore & Milwaukee Ry., ran about twenty of its cars through the subway from 14th Street to Armitage in order to maintain service. It was a snug fit for these big steel interurban cars, but only one chimney pipe was knocked off in the movement.

The Chicago Transit Authority handles carload freight on contract basis for the Milwaukee Railroad along the line between Buena (near Wilson) and Church St., Evanston. An average of 300 tons per night is switched to sidings west of the right-of-way. Two electric locomotives, S-104 and S-105, are used in this side-line activity. The locomotives equipped with pantographs, trolley poles, and third rail shoes, were built by Baldwin-Westinghouse in 1920. Freight cars are picked up from the Milwaukee Road interchange tracks north of Irving Park Road.

The Lake-Wells junction at one time was the busiest railroad crossing in the world. More trains were operated over the Loop tracks than on any pair of tracks in the world. On January 25, 1938, between 8:00 a.m. and 9:00 a.m. 73 trains went south across the Lake-Wells intersection--a total of 428 cars, or one car every  $8\frac{1}{2}$  seconds. Much of this traffic has been diverted to the two subway routes.

The Rapid Transit lines operate four times the number of trains entering and leaving Chicago than all of the 25 main line railroads combined, including all suburban trains.

The Chicago Rapid Transit Company (formed in 1924) and the Chicago Surface Lines were taken over by the Chicago Transit Authority on October 1, 1947.

Evanston-Wilmette rush hour trains run eight miles non-stop.

In the pleasant days before the popularity of the automobile, "L" trains were frequently chartered by large Chicago companies to take their employees out on annual picnics, sometimes as far west as Batavia on the lines of the Chicago, Aurora & Elgin. Special funeral car service was once operated on Metropolitan lines to Mount Carmel cemetery in CA&E territory.

The South Side "L" generated its own current at its plant at 39th and State Streets. The Metropolitan lines had a huge generating plant at Van Buren and Throop (recently torn down). Coal hauled in gondola cars at night was burned in hand-fired boilers. The Northwestern "L" had a generating plant at Fullerton near Southport, and Lake Street had its plant near Rockwell and Lake.

As of July 1, 1954, the Rapid Transit had 172.37 miles of revenue track owned, leased, and in subways, 36.36 miles of service track in yards, 3.28 miles of gauntlet freight track (Evanston branch), 3.92 miles emergency track, and 11.02 miles of unused track.



### Rolling Stock

The first elevated cars were open-platform trailers pulled by steam locomotives. They were heated by steam and illuminated by gas lights.

Some of the first electric cars used had two motors, both on one truck. These sometimes hauled as many as 14 trailers on level track--only one power car could be used in each train. In 1897 the Sprague multiple-unit control system was first used by the South Side "L", permitting use of several motor cars in one train all under the control of one motorman. In the first electric cars, the motorman occupied a cab which was a closed-in part of the right side of the otherwise open platform cars.

All "L" cars built prior to 1946 have two motors, with the exception of cars 181-400. Both motors are on one truck at the "heavy" end of the car.

As early as July, 1908, the Metropolitan Elevated built an all-steel car. Since 1914 all-steel cars only have been built for the system. The series 4001-4250, built by the Cincinnati Car Company in 1914 and 1915, had center doors which never were used. (Some of these doors have recently been removed and the car side filled in with a permanent window.) One story about these cars is that the builder was reluctant to sell the cars to the Chicago Elevated Railroads, fearing that they might go bankrupt and be unable to pay for them. The center doors were included so that the equipment could be used in the New York or Philadelphia subways, if they had to be taken back by the builders.

No passenger cars were added to the fleet between 1924 and 1947. In 1947, four experimental articulated units were acquired. #5001 and 5002 were built by Pullman-Standard Car Manufacturing Company, and 5003 and 5004 by St. Louis Car Company. Each of these units consists of three compartments mounted on four trucks, and seats 96 passengers. Trucks from some of these units will be used in experiments with speeds up to 80 miles per hour.

The first of the 6000 series cars were put in service in August, 1950. These were built by the St. Louis Car Company and consist of two cars, semi-permanently coupled together. A motorman's cab is provided at one end of each car only. Trains are made up of 2, 4, 6, or 8 cars. Each truck has two 55 horsepower motors, each driving a single axle. Brakes are of the dynamic type.

The 6300-6400 series cars are also built by St. Louis Car Company, and are in part rebuilt from Chicago PCC streetcars using certain electrical parts, window sash, seats, hardware, etc. The greatest difference is in the doors which are curved to fit the body contour. A cab is provided in each car for the conductor, making it possible for him to operate the doors from within the car. A public address system is provided for announcing stations.

5-1-55