

CRT #4453



Type: Rapid Transit Car

Built: 1924

Modernized early 1950s

Seats: 52

Length – 48' 6"

Width – 8' 11"

Height – 13' 3"

Weight – 76,800 lbs.



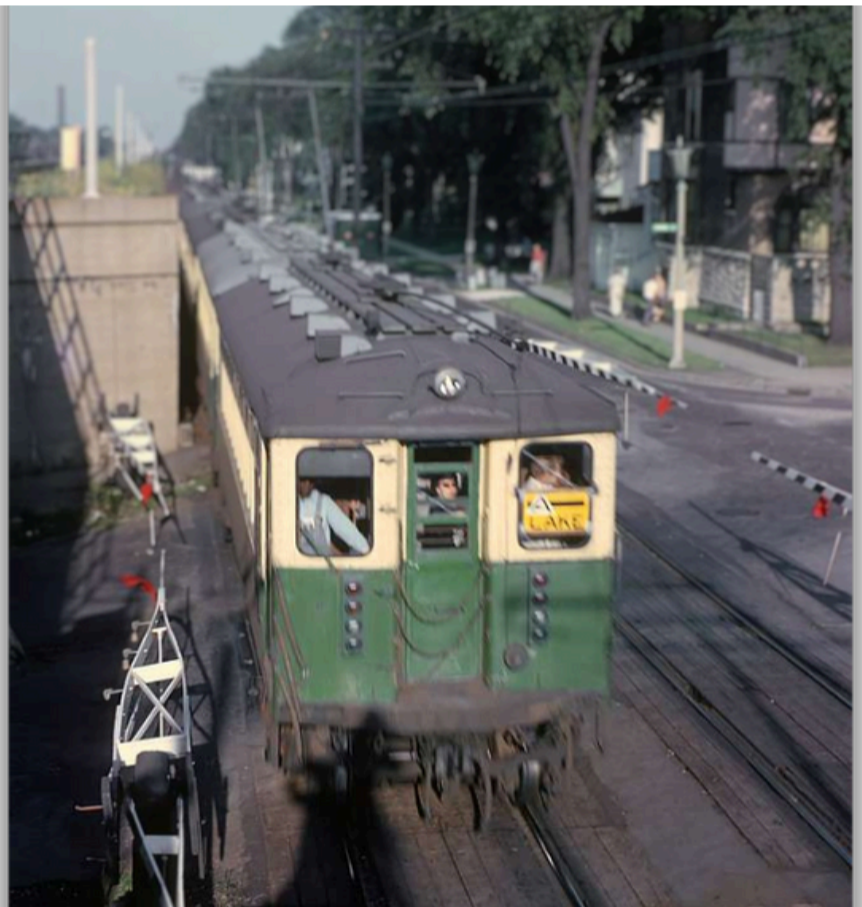
Every day since the 1890s, the Chicago "L" (short for "elevated") rapid transit system has transported thousands of people each day to their workplaces and stores. The first "L" lines were laid in 1892, with three other companies soon after laying their own tracks and electrifying them.

In 1924, the famous electric utilities magnate Samuel Insull took control of the various "L" lines, forming the Chicago Rapid Transit Company (CRT), which he owned. The "L" lines had previously operated with old wooden cars incapable of higher speeds. In turn, Insull ordered over 400 all-steel 4000-series interurban rapid transit cars from the Cincinnati Car Company. These cars were able to operate in the new subways that would soon be under construction, relieving congestion on the central loop of trackage over the downtown area.

The cars were also equipped with both third rail shoes (for elevated trackage) and trolley poles, which allowed them to operate on both outlying CRT and interurban lines.

The cars served the CRT until the company was taken over by the government-owned Chicago Transit Authority. The CTA ordered new cars, which were delivered throughout the early 1950s. In the 1960s, the first cars with air conditioning arrived on the CTA lines.

The 4000s were modernized in the early 1950s to keep up with the rapid improvements in technology. The cars received new paint and lights and gained new door mechanisms. However, this was not enough to keep them in service. With more new cars on the way, the last of the 4000s were taken out of passenger service in 1973.



Car 4453 was received by the Indiana Transportation Museum, but was later sold to the East Troy Railroad Museum, which could operate the car. Today, the car continues to operate regularly at ETRM, often with two other fully restored and operable 4000s.