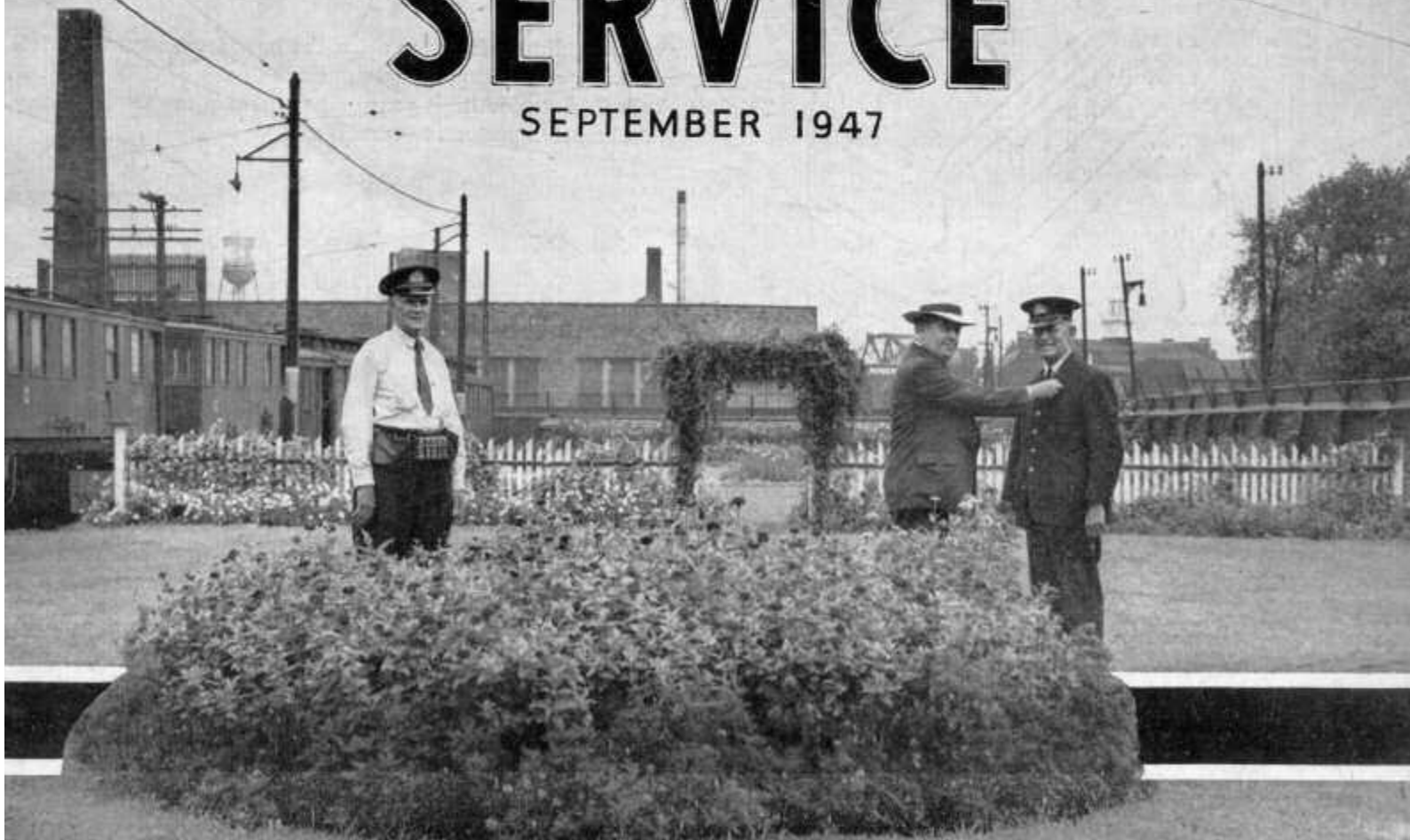




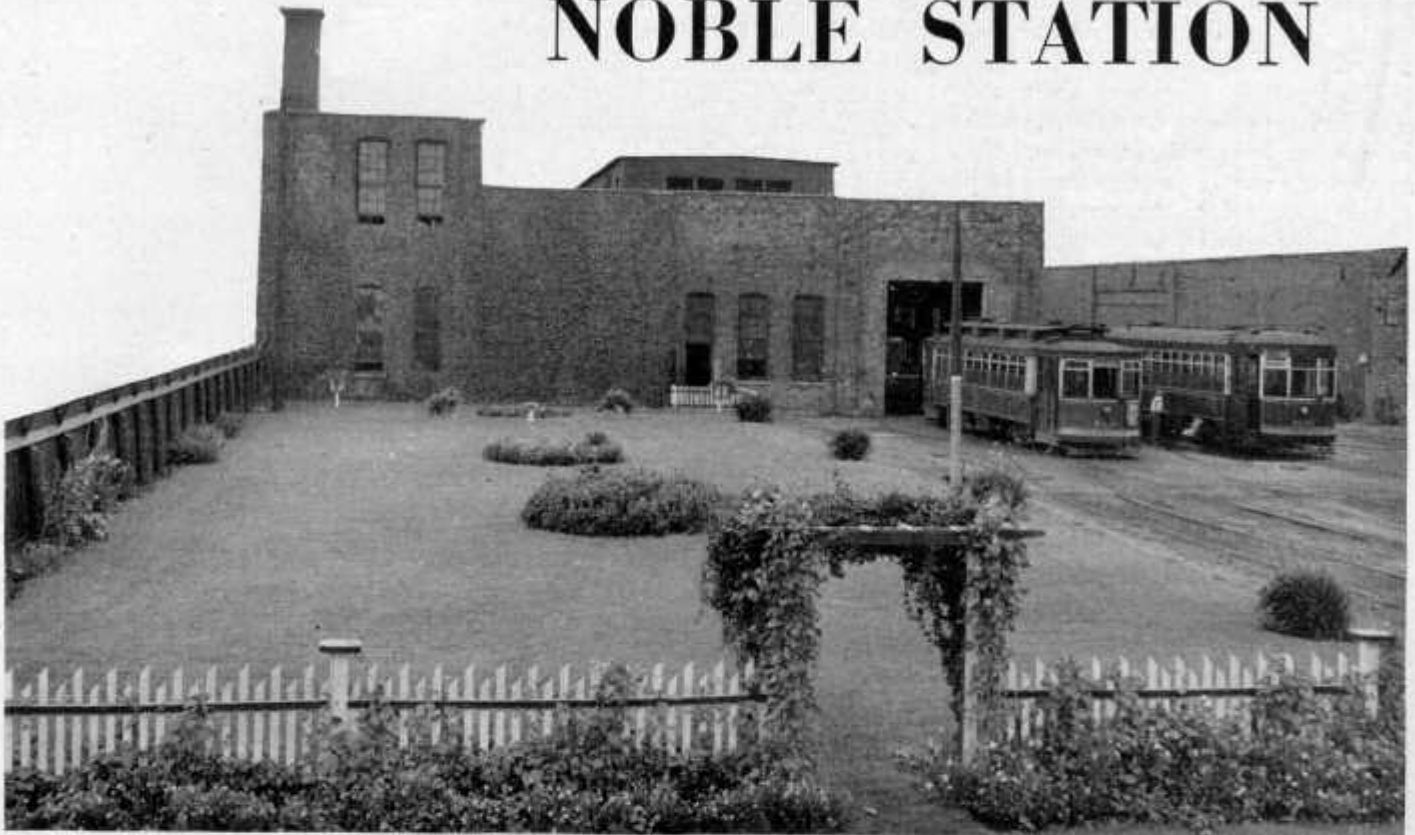
# SURFACE SERVICE

SEPTEMBER 1947



## The Passing of

# NOBLE STATION



Behind the ivy-covered buildings at Noble Station are the open storage lot and the long - to - be - remembered flower garden.

**O**N AUGUST 31, Noble station at 1724 Cortland became the second of Chicago Surface Lines stations to be abandoned as part of the company's improvement program.

Originally built to accommodate horse cars, Noble is the smallest station of the system and could not be efficiently adapted to meet modern transportation needs. Earlier in the year the company's station at Division and Western was similarly abandoned. Division is now being used by the Carhouse and Garage department for repair and instruction purposes. It is contemplated that Noble will be used for storage.

The runs which have been handled from Noble have been transferred to various other stations as follows: Armitage Avenue one-man streetcar line to North Avenue station; Ashland, to Lincoln station; Elston Avenue to Elston station; Morgan-Racine one-man line to Blue Island. The Southport branch of

the Ashland streetcar line was abandoned at the same time and replaced with motor bus service operating from Devon.

Approximately 300 trainmen were affected by the closing of Noble and have been transferred to the various stations receiving the lines.

Noble station was built in 1836 by the Chicago West Division Railway company. It has an "old world" atmosphere which has withstood or is because of—radical alterations performed at various times in the past.

The original buildings consisted of a one and two story horsebarn, and a one and three story car barn, with a blacksmith shop in back. In 1893, with the advent of the electric trolley cars, the roof and second story were removed from the horse barn. The entrances on Hermitage were closed up and the barns were converted into an open air storage.

Much of the old horse-car track was never removed, however, and has been in continuous use.

The car barns were altered in 1911

**FRONT COVER**—A group of trainmen assemble in front of Noble's huge old-fashioned doors now closed to the active transportation business. In the garden Superintendent Elmer Balfanz says farewell to the station's two trainmen with the greatest seniority—Conductor Richard Kempniak and Motorman Tom Corkel.

to add service and repair pits. A passageway was cut through the building to give access to the open storage lot and the blacksmith shop was completely removed.

The repair bays are very short, and with the huge wooden front doors, which have never been modernized, and the open storage and flower garden which can be glimpsed in the rear, give the effect of the entrance to a medieval castle. The station's garden has always been one of Chicago Surface Line's beauty spots. It is completely enclosed by high fences and buildings and has its own hothouse and seed beds. Back in the days of garden contests it won many prizes.

The closing of the station brings up many stories. Oldtimers recall that the trailer cars were stored on the second and third floors of the carbarn and had to be brought down each day on a lift.

Perhaps the biggest event in the life of the station was the attempted robbery which took place just 21 years ago in August. Three men and two girls attempted to get away with the day's receipts, amounting to several thousands of dollars, but were routed in a hectic ten minute gun battle with concealed police officers. Old bullet holes still are visible around the station and in some of the furniture.

## Form Two New Routes From 4 Northside Lines

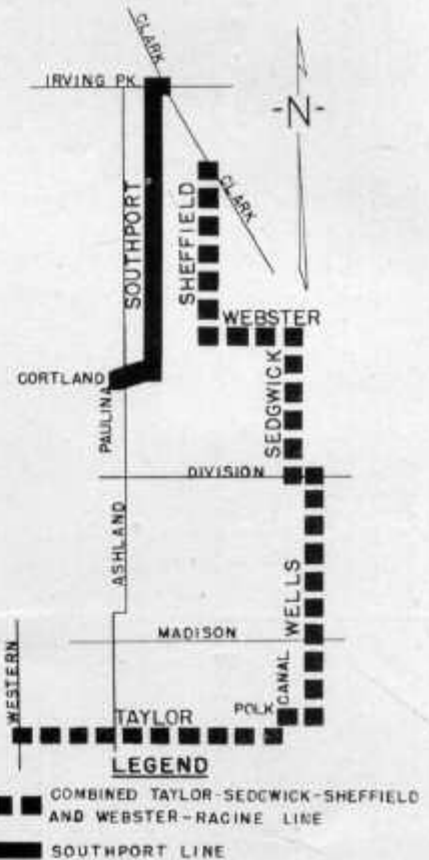
**T**HE CONSOLIDATION of four northside streetcar lines to form two new routes, and the substitution of buses for streetcar service was announced by John E. Sullivan, chairman of the Joint Board of Management and Operation. The changes were effective August 31.

The Riverview-Larrabee and Lincoln-Wells lines were consolidated to form one streetcar line, while the Taylor-Sedgwick-Sheffield and Webster-Racine lines were combined into a new bus route. At the same time the Southport section of the Ashland Avenue streetcar line was converted to bus operation.

Starting at Rosehill drive on Ravenswood, the new combined Lincoln-Wells and Riverview-Larrabee route will provide service on Ravenswood, Balmoral, Damen, Lincoln, Larrabee, Chicago, Wells, Harrison, and Dearborn to Polk street.

The Taylor-Sedgwick-Sheffield buses will operate from Clark street on Sheffield, Webster, Sedgwick, Division, Wells, Polk, Canal, and Taylor to Western avenue.

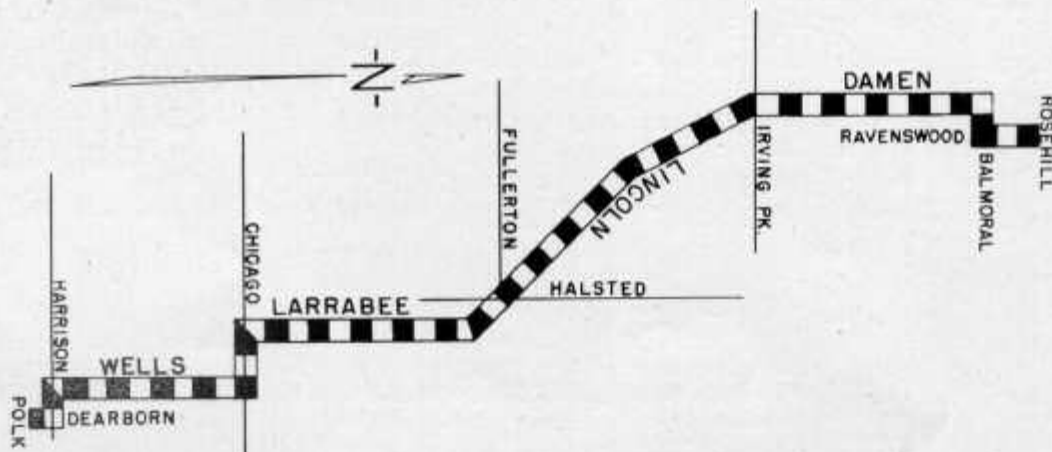
Service on Southport was formerly supplied by the Ashland-Southport line. The buses operate from Clark and Ir-



ing Park to Southport, to Cortland, and west to Paulina.

The bus substitutions were made possible at this time by the delivery of approximately 40 ACF Brill buses during the month of August.

The Chicago Surface Lines now has four bus lines supplying service to the loop area.



ABOVE—Routes of the two new bus lines. LEFT—New route of the combined Lincoln-Rosehill and Riverview-Larrabee lines.