

Chicago Transit Authority  
Transit Operations  
Rail Operations

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<b>R2400-15</b>			

# Rail Service Bulletin

**To:** All Concerned

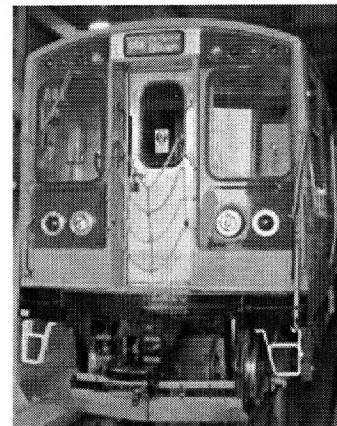
**Subject:** 2400 Retirement Farewell Tour

**Line/Route:** Various

**Effective:** **Wednesday, January 21, 2015**

**Crew:** One (1) Rail Instructor – Report to Skokie Yard at 0700 hrs.  
One (1) Foreign Road Operator - Report to Skokie Yard at 0700 hrs.  
One (1) Car Repairman - Report as Directed

**Equipment:** 2455-2456-2489-2490-2543-2544



In 1976, the Chicago Transit Authority (CTA) received the first of the new 2400-series rail cars and placed them into revenue service. Cars 2401 thru 2406 were assigned to the West-Northwest (Blue) Line and tested in revenue service. As more of the 2400-series cars arrived they were eventually assigned to the North-South Route (today, the north Red and south Green lines) and the Ravenswood (Brown) Line. Boeing-Vertol completed production of the 2400-series CTA railcars over a two-year period with the last car completed in 1978.

Thanks, in a large part, to an in-house rehab program performed by the expert craftsmen at Skokie Shop (1987-1995), the 2400-series CTA railcar continued to run in revenue service for the next 38 years before they were retired from revenue service in 2014.

In honor of their dedicated service to the Authority, we welcome you to join the CTA as the 2400-series railcar comes out of retirement for one last run in revenue service on its **"2400 Retirement Farewell Tour"**.

The 2400 series charter will originate/terminate at Skokie Yard.

## Charter Trip Itineraries:

The train will operate according to the following schedules:

### Media Trip - (No Customers Initially):

0946 hrs. Lv Howard via Track #1 (follow last Looper)  
0959 hrs. Lv Clark Jct enroute to Tower 18 via Ravenswood Loop Connector  
1019 hrs. Lv Tower 18 onto Outer Loop Track  
1020 hrs. Arrive Washington Wells Outer Loop (Photos)  
**1028 hrs. Lv Washington Wells (Media and Passengers Board)**

*Circle Outer Loop - Make Courtesy Stops at Washington/Wells as needed*

1052 hrs. Arrive Washington Wells Outer Loop (Unload Media and those wishing to alight)  
**1054 hrs. Lv Washington Wells Outer Loop in Ravenswood Service enroute to Kimball (In Service)**  
1100 hrs. Lv Tower 12 (Outer Loop Around)  
1107 hrs. Lv Tower 18 enroute to Clark Jct. via Ravenswood Loop Connector  
1127 hrs. Lv Clark Jct enroute to Kimball  
1142 hrs. Arrive Kimball Terminal (Lay-up Track)

**Ravenswood Trip:**

1155 hrs. Lv Kimball enroute Clark Jct. (In Service) following Run #403  
1211 hrs. Lv. Clark Jct. enroute to Tower 18  
1230 hrs. Lv. Tower 18 onto Outer Loop  
1235 hrs. Lv. Tower 12 (Outer Loop Around)  
1241 hrs. Lv. Tower 18 enroute to Clark Jct. via Ravenswood Loop Connector  
1302 hrs. Lv Clark Jct enroute to Kimball  
1317 hrs. Arrive Kimball Terminal (Lay-up Track)

**Transfer:**

**Crew Lunch/Break**

1338 hrs. Lv Kimball enroute to Howard Terminal via Track #4 (Run Lite) following Run #411

**North-South Trip (Englewood A):**

1425 hrs. Lv Howard Terminal enroute to 63<sup>rd</sup>/Ashland via Track #2 (In Service) following Run 812  
1442 hrs. Lv Wilson  
1449 hrs. Lv Clark Jct. enroute to Tower 18 via Ravenswood Loop Connector (SB Old Incline O/S)  
1507 hrs. Lv Tower 18 via Inner Loop  
1513 hrs. Lv Tower 12 en route to Tower 17 (Inner Loop Off) via South Loop Connector  
1517 hrs. Lv Tower 17 via South Mainline enroute to 35<sup>th</sup>/IIT  
1520 hrs. Lv 35<sup>th</sup>/IIT Green Line  
1530 hrs. Lv 59<sup>th</sup> Jct. enroute to 63<sup>rd</sup>/Ashland via Englewood Branch  
1539 hrs. Arrive 63<sup>rd</sup>/Ashland

1550 hrs. Lv 63<sup>rd</sup>/Ashland  
1558 hrs. Lv 59<sup>th</sup> Jct.  
1608 hrs. Lv 35<sup>th</sup>/IIT enroute to State Street Subway South Incline (Old Incline)  
1612 hrs. Lv 17<sup>th</sup> Jct and Proceed down Old Incline  
1615 hrs. Lv Roosevelt/State NB (follow Run 811)  
1626 hrs. Lv Clark/Division  
1632 hrs. Lv Fullerton  
1636 hrs. Lv Clark Jct. enroute to Howard via Track #3  
1644 hrs. Lv Wilson  
1700 hrs. Arrive Howard Terminal  
**1702 hrs. Retire From Revenue Service After a Long Dedicated Career**

**Notes:**

Per Rail Service Bulletin R26-15 the North and Southbound Old Incline have been removed from service. In addition 600-volt Traction Power has been removed to facilitate the 4G Subway Communication Project.

600-volt Traction Power will be restored and the Northbound Old Incline will placed in service for the 2400 series retirement trip from 63<sup>rd</sup>/Ashland to Howard only. The Old Incline officially remains out of service and cannot be used without authorization during an emergency.

**Person in Charge:**

Rail Instructor K972 (on respective route channels) will be in charge of the Charter Train operation.

Questions regarding the contents of this bulletin should be directed to your Manager, Rail Controller or Instructor.

**SAFETY IS PART OF THE JOB**

Compliance with all work and safety rules is the responsibility of every CTA employee and an obligation each of us has to our co-workers, our customers and ourselves.

**Charge: #11035**

**Associated Bulletin: R26-15**



Vice President,  
Rail Operations