



2013

# Historical Calendar

Chicago Transit Authority





There's a flurry of activity in this 1940's view, looking north on Ashland at Lincoln/Ashland/Belmont, as neighborhood residents go about their daily errands. Two Pullman-built streetcars operating on the #77 Belmont line meet as they proceed through the intersection. A southbound #9 Ashland streetcar, originally built by Brill for the Chicago City Railway Company, patiently waits its turn through the intersection on its way to 69th Street.

# January 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 <sup>C</sup>	2 <sup>D</sup>	3 <sup>E</sup>	4 <sup>F</sup>	5 <sup>G</sup> •
		New Year's Day				
6 <sup>G</sup> •	7 <sup>A</sup>	8 <sup>B</sup>	9 <sup>C</sup>	10 <sup>D</sup>	11 <sup>E</sup>	12 <sup>F</sup> •
13 <sup>F</sup> •	14 <sup>G</sup> ▼	15 <sup>A</sup>	16 <sup>B</sup>	17 <sup>C</sup>	18 <sup>D</sup>	19 <sup>E</sup> •
20 <sup>E</sup> •	21 <sup>F</sup>	22 <sup>G</sup>	23 <sup>A</sup>	24 <sup>B</sup>	25 <sup>C</sup>	26 <sup>D</sup> •
	Martin Luther King, Jr. Day					
27 <sup>D</sup> •	28 <sup>E</sup>	29 <sup>F</sup>	30 <sup>G</sup>	31 <sup>A</sup>		

December 2012

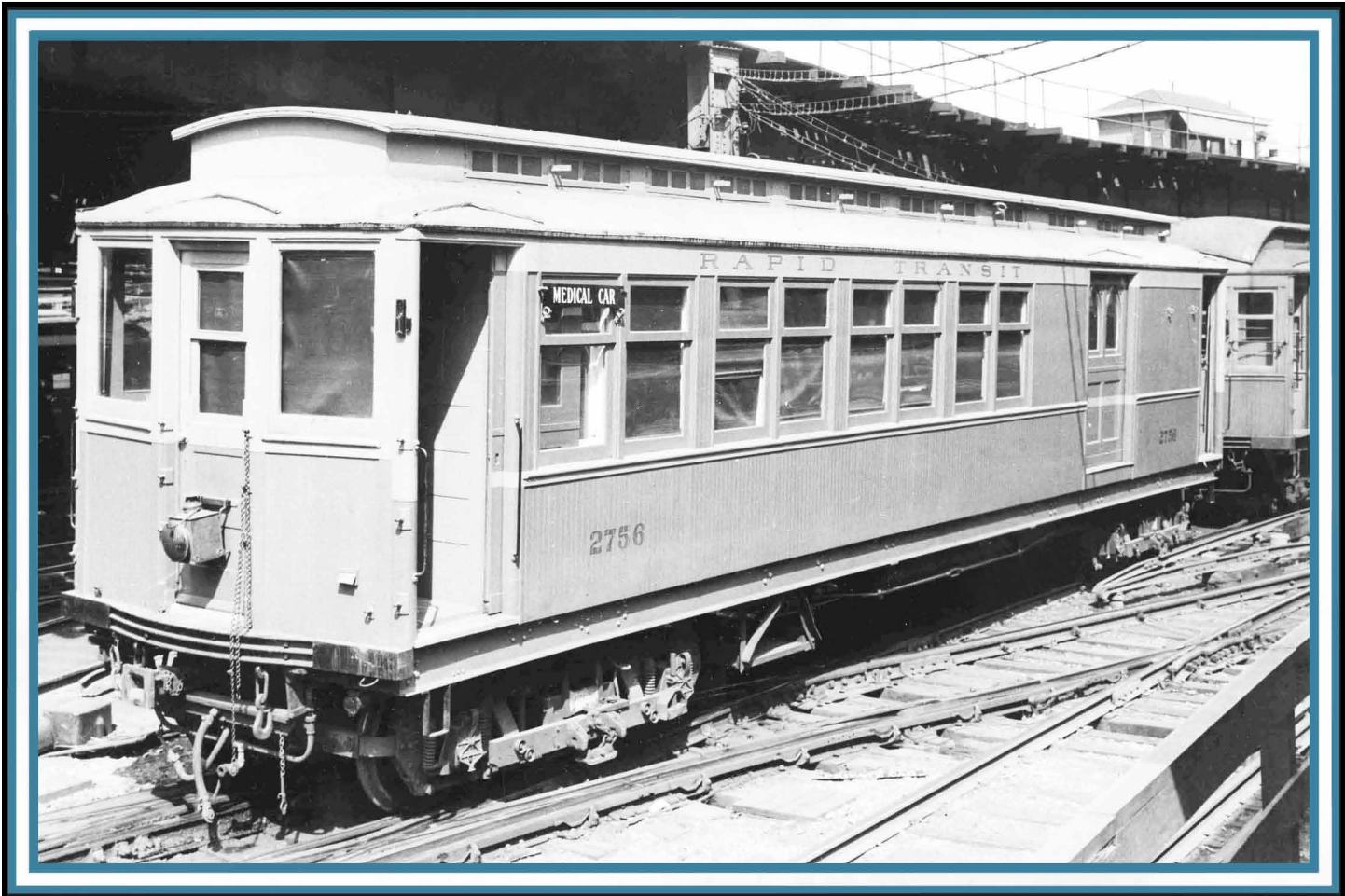
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

February 2013

S	M	T	W	T	F	S
						1
						2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

**ABCDEF G:**  
 CTA Operations Division  
 Group Days Off  
 ▼ Alternate day off if you work on this day  
 • Central offices closed





Former Metropolitan West Side Elevated Railroad Company car 2756 is seen at Wilson Lower Yard in its final days as a medical car, after several incarnations during its life. Originally numbered 756, this car was built by the Barney & Smith Car Company in 1898 and operated on various parts of the Metropolitan West Side Elevated Railway, which included lines to Logan Square, Humboldt Park, Garfield Park, and Douglas Park.

# February 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 <sup>B</sup>	2 <sup>C</sup>
3 <sup>C</sup>	4 <sup>D</sup>	5 <sup>E</sup>	6 <sup>F</sup>	7 <sup>G</sup>	8 <sup>A</sup>	9 <sup>B</sup>
10 <sup>B</sup>	11 <sup>C</sup>	12 <sup>D</sup>	13 <sup>E</sup>	14 <sup>F</sup>	15 <sup>G</sup>	16 <sup>A</sup>
17 <sup>A</sup>	18 <sup>B</sup>	19 <sup>C</sup>	20 <sup>D</sup> <small>Ash Wednesday</small>	21 <sup>E</sup> <small>Valentine's Day</small>	22 <sup>F</sup>	23 <sup>G</sup>
24 <sup>G</sup>	25 <sup>A</sup> <small>Presidents' Day</small>	26 <sup>B</sup>	27 <sup>C</sup>	28 <sup>D</sup>		

January 2013  
S M T W T F S  
1 2 3 4 5  
6 7 8 9 10 11 12  
13 14 15 16 17 18 19  
20 21 22 23 24 25 26  
27 28 29 30 31

March 2013  
S M T W T F S  
1 2  
3 4 5 6 7 8 9  
10 11 12 13 14 15 16  
17 18 19 20 21 22 23  
24 25 26 27 28 29 30  
31

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Trolley buses 9399 and 9369, built by the St. Louis Car Company in 1948 and originally numbered as 399 and 369, are seen in 1959 laying over in the off-street terminal loop at Montrose/Narragansett, at the Chicago-Harwood Heights border. Operating on the #78 route, the buses are awaiting their departure times to begin their eastbound trips on Montrose to Broadway.

# March 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 <sup>E</sup>	2 <sup>F</sup>
3 <sup>F</sup>	4 <sup>G</sup>	5 <sup>A</sup>	6 <sup>B</sup>	7 <sup>C</sup>	8 <sup>D</sup>	9 <sup>E</sup>
10 <sup>E</sup>	11 <sup>F</sup>	12 <sup>G</sup>	13 <sup>A</sup>	14 <sup>B</sup>	15 <sup>C</sup>	16 <sup>D</sup>
17 <sup>D</sup>	18 <sup>E</sup>	19 <sup>F</sup>	20 <sup>G</sup>	21 <sup>A</sup>	22 <sup>B</sup>	23 <sup>C</sup>
24 <sup>C</sup> Palm Sunday	25 <sup>D</sup>	26 <sup>E</sup>	27 <sup>F</sup> First Day of Spring	28 <sup>G</sup>	29 <sup>A</sup>	30 <sup>B</sup>
31 <sup>B</sup> Easter	Passover Begins				Good Friday	

February 2013  
S M T W T F S  
1 2  
3 4 5 6 7 8 9  
10 11 12 13 14 15 16  
17 18 19 20 21 22 23  
24 25 26 27 28

April 2013  
S M T W T F S  
1 2 3 4 5 6  
7 8 9 10 11 12 13  
14 15 16 17 18 19 20  
21 22 23 24 25 26 27  
28 29 30

ABCDEF G:  
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It is April 6, 1946, and Chicago's Army Day celebration at Soldier Field, which included addresses by President Harry Truman and General (later President) Dwight Eisenhower, has just ended. Crowds of people are heading to a lineup of Chicago Motor Coach buses for their trips home.

# April 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 <sup>C</sup>	2 <sup>D</sup>	3 <sup>E</sup>	4 <sup>F</sup>	5 <sup>G</sup>	6 <sup>A</sup> •
7 <sup>A</sup> ▼	8 <sup>B</sup>	9 <sup>C</sup>	10 <sup>D</sup>	11 <sup>E</sup>	12 <sup>F</sup>	13 <sup>G</sup> •
14 <sup>G</sup> •	15 <sup>A</sup>	16 <sup>B</sup>	17 <sup>C</sup>	18 <sup>D</sup>	19 <sup>E</sup>	20 <sup>F</sup> •
21 <sup>F</sup> •	22 <sup>G</sup>	23 <sup>A</sup>	24 <sup>B</sup>	25 <sup>C</sup>	26 <sup>D</sup>	27 <sup>E</sup> •
28 <sup>E</sup> •	29 <sup>F</sup>	30 <sup>G</sup>				

Earth Day

March 2013

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

May 2013

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- A B C D E F G:**  
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In this photo, rapid transit cars 2201-2202 are seen on the Skokie Shops freight lead, newly arrived from the Budd Company, the first two cars of an order of 150 cars delivered in 1969 and 1970. The delivery of these cars coincided with the opening of the new Dan Ryan line and the extension of the Milwaukee route to Jefferson Park in 1969 and 1970, respectively. With their rectilinear aesthetics and clean lines, the 2200-series cars complimented the modern, International-style design of the new stations opened along the extensions.

# May 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 <sup>A</sup>	2 <sup>B</sup>	3 <sup>C</sup>	4 <sup>D</sup> •
5 <sup>D</sup> •	6 <sup>E</sup>	7 <sup>F</sup>	8 <sup>G</sup>	9 <sup>A</sup>	10 <sup>B</sup>	11 <sup>C</sup> •
Cinco de Mayo						
12 <sup>C</sup> •	13 <sup>D</sup>	14 <sup>E</sup>	15 <sup>F</sup>	16 <sup>G</sup>	17 <sup>A</sup>	18 <sup>B</sup> •
Mother's Day						Armed Forces Day
19 <sup>B</sup> •	20 <sup>C</sup>	21 <sup>D</sup>	22 <sup>E</sup>	23 <sup>F</sup>	24 <sup>G</sup>	25 <sup>A</sup> •
26 <sup>A</sup> •	27 <sup>B</sup> ▼	28 <sup>C</sup>	29 <sup>D</sup>	30 <sup>E</sup>	31 <sup>F</sup>	
	Memorial Day					

April 2013  
S M T W T F S  
1 2 3 4 5 6  
7 8 9 10 11 12 13  
14 15 16 17 18 19 20  
21 22 23 24 25 26 27  
28 29 30

June 2013  
S M T W T F S  
1  
2 3 4 5 6 7 8  
9 10 11 12 13 14 15  
16 17 18 19 20 21 22  
23 24 25 26 27 28 29  
30

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In this photo we see bus 3407 posed at Soldier Field circa 1980 after being restored by CTA, sporting the well-known CSL red and cream livery, looking very much like the day it began service. It was manufactured by the White Motor Company as part of one of several orders for gasoline-powered buses delivered between 1944 and 1948 that totaled 297 buses, and operated in passenger service until 1959. This bus is currently preserved at the Illinois Railway Museum in Union, Illinois.

# June 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 <sup>G</sup> •
2 <sup>G</sup> •	3 <sup>A</sup>	4 <sup>B</sup>	5 <sup>C</sup>	6 <sup>D</sup>	7 <sup>E</sup>	8 <sup>F</sup> •
9 <sup>F</sup> •	10 <sup>G</sup>	11 <sup>A</sup>	12 <sup>B</sup>	13 <sup>C</sup>	14 <sup>D</sup>	15 <sup>E</sup> •
16 <sup>E</sup> •	17 <sup>F</sup>	18 <sup>G</sup>	19 <sup>A</sup>	20 <sup>B</sup>	21 <sup>C</sup>	22 <sup>D</sup> •
Father's Day			Juneteenth		First Day of Summer	
23 <sup>D</sup> •	24 <sup>E</sup>	25 <sup>F</sup>	26 <sup>G</sup>	27 <sup>A</sup>	28 <sup>B</sup>	29 <sup>C</sup> •
30 <sup>C</sup> •						

May 2013  
 S M T W T F S  
 1 2 3 4  
 5 6 7 8 9 10 11  
 12 13 14 15 16 17 18  
 19 20 21 22 23 24 25  
 26 27 28 29 30 31

July 2013  
 S M T W T F S  
 1 2 3 4 5 6  
 7 8 9 10 11 12 13  
 14 15 16 17 18 19 20  
 21 22 23 24 25 26 27  
 28 29 30 31

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This is an aerial view of CTA's 77th Street Bus Garage and South Shops complex, taken June 25, 1964. A large portion of the 77th Street Garage was built as a streetcar barn by the Chicago City Railway (CCRY) in 1907. The streetcar maintenance facility that would eventually become the nucleus of the South Shops complex was opened in 1902 as an overhaul shop for CCRy.

# July 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 <sup>D</sup>	2 <sup>E</sup>	3 <sup>F</sup>	4 <sup>G</sup> ▼	5 <sup>A</sup>	6 <sup>B</sup> •
			Independence Day			
7 <sup>B</sup> •	8 <sup>C</sup>	9 <sup>D</sup>	10 <sup>E</sup>	11 <sup>F</sup>	12 <sup>G</sup>	13 <sup>A</sup> •
14 <sup>A</sup> •	15 <sup>B</sup>	16 <sup>C</sup>	17 <sup>D</sup>	18 <sup>E</sup>	19 <sup>F</sup>	20 <sup>G</sup> •
21 <sup>G</sup> •	22 <sup>A</sup>	23 <sup>B</sup>	24 <sup>C</sup>	25 <sup>D</sup>	26 <sup>E</sup>	27 <sup>F</sup> •
28 <sup>F</sup> •	29 <sup>G</sup>	30 <sup>A</sup>	31 <sup>B</sup>			

June 2013

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
						30

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August 2013

S	M	T	W	T	F	S
						1
						2
						3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

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In this August 29, 1976 publicity photo, cars 2402-2401, prototypes of an order of 200 cars built by the Boeing-Vertol Company between 1976 and 1978, are traveling westbound on the Lake Street Elevated, having just crossed over the Chicago River before approaching the Clinton station. During their lifetime, these cars operated on most of the system's lines, with the exception of today's Yellow Line, though they spent most of their lives on the Evanston, North-South, and West-South routes.

# August 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 <sup>C</sup>	2 <sup>D</sup>	3 <sup>E</sup> •
4 <sup>E</sup> •	5 <sup>F</sup>	6 <sup>G</sup>	7 <sup>A</sup>	8 <sup>B</sup>	9 <sup>C</sup>	10 <sup>D</sup> •
11 <sup>D</sup> •	12 <sup>E</sup>	13 <sup>F</sup>	14 <sup>G</sup>	15 <sup>A</sup>	16 <sup>B</sup>	17 <sup>C</sup> •
18 <sup>C</sup> •	19 <sup>D</sup>	20 <sup>E</sup>	21 <sup>F</sup>	22 <sup>G</sup>	23 <sup>A</sup>	24 <sup>B</sup> •
25 <sup>B</sup> •	26 <sup>C</sup>	27 <sup>D</sup>	28 <sup>E</sup>	29 <sup>F</sup>	30 <sup>G</sup>	31 <sup>A</sup> •

July 2013  
 S M T W T F S  
 1 2 3 4 5 6  
 7 8 9 10 11 12 13  
 14 15 16 17 18 19 20  
 21 22 23 24 25 26 27  
 28 29 30 31

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September 2013  
 S M T W T F S  
 1 2 3 4 5 6 7  
 8 9 10 11 12 13 14  
 15 16 17 18 19 20 21  
 22 23 24 25 26 27 28  
 29 30 31

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It is a warm summer evening in May of 1955 as shoppers are strolling along Halsted window-shopping. In this 1950s view looking south from 62nd Street, a wide variety of stores on both sides of the street can be seen as far as the eye can see. By this time, buses have replaced streetcars on the #8 Halsted route, as propane bus 5764 makes its way northbound on Halsted at 62nd. 63rd and Halsted was the largest and busiest shopping district outside of the Loop.

# September 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 <sup>A</sup>	2 <sup>B</sup>	3 <sup>C</sup>	4 <sup>D</sup>	5 <sup>E</sup>	6 <sup>F</sup>	7 <sup>G</sup>
8 <sup>G</sup>	9 <sup>A</sup> <small>Labor Day</small>	10 <sup>B</sup>	11 <sup>C</sup> <small>Rosh Hashanah Begins</small>	12 <sup>D</sup>	13 <sup>E</sup>	14 <sup>F</sup>
15 <sup>F</sup>	16 <sup>G</sup>	17 <sup>A</sup>	18 <sup>B</sup>	19 <sup>C</sup>	20 <sup>D</sup> <small>Yom Kippur</small>	21 <sup>E</sup>
22 <sup>E</sup>	23 <sup>F</sup>	24 <sup>G</sup>	25 <sup>A</sup>	26 <sup>B</sup>	27 <sup>C</sup>	28 <sup>D</sup>
29 <sup>D</sup> <small>First Day of Fall</small>	30 <sup>E</sup>					

August 2013  
S M T W T F S  
1 2 3  
4 5 6 7 8 9 10  
11 12 13 14 15 16 17  
18 19 20 21 22 23 24  
25 26 27 28 29 30 31

October 2013  
S M T W T F S  
1 2 3 4 5  
6 7 8 9 10 11 12  
13 14 15 16 17 18 19  
20 21 22 23 24 25 26  
27 28 29 30 31

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An inbound train of 6000-series rapid transit cars is seen boarding and alighting passengers at the Western station of what was then known as the Congress line of the West-Northwest Route, now part of today's Blue Line, on its way to Downtown and Logan Square. The Western station was typical of the stations along the Congress line. They were unique in that they were the first rapid transit stations to be set in the median of an expressway.

# October 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 <sup>F</sup>	2 <sup>G</sup>	3 <sup>A</sup>	4 <sup>B</sup>	5 <sup>C</sup>
6 <sup>C</sup>	7 <sup>D</sup>	8 <sup>E</sup>	9 <sup>F</sup>	10 <sup>G</sup>	11 <sup>A</sup>	12 <sup>B</sup>
13 <sup>B</sup>	14 <sup>C</sup>	15 <sup>D</sup>	16 <sup>E</sup>	17 <sup>F</sup>	18 <sup>G</sup>	19 <sup>A</sup>
20 <sup>A</sup>	21 <sup>B</sup> <small>Columbus Day</small>	22 <sup>C</sup>	23 <sup>D</sup>	24 <sup>E</sup>	25 <sup>F</sup>	26 <sup>G</sup>
27 <sup>G</sup>	28 <sup>A</sup>	29 <sup>B</sup>	30 <sup>C</sup>	31 <sup>D</sup> <small>Halloween</small>		

September 2013  
 S M T W T F S  
 1 2 3 4 5 6 7  
 8 9 10 11 12 13 14  
 15 16 17 18 19 20 21  
 22 23 24 25 26 27 28  
 29 30 31

November 2013  
 S M T W T F S  
 1 2  
 3 4 5 6 7 8 9  
 10 11 12 13 14 15 16  
 17 18 19 20 21 22 23  
 24 25 26 27 28 29 30

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It is April 14, 1970, and a westbound trolley bus is loading a large crowd of passengers at the recently opened Belmont subway station of the West-Northwest rapid transit line that has just been extended from Logan Square to a new terminal at Jefferson Park. The Belmont station was built with an off-street bus terminal to facilitate intermodal transfers. The bus shown here was built by the Marmon-Herrington Company, and was part of the last trolley bus order by the CTA.

# November 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 <sup>E</sup>	2 <sup>F</sup>
3 <sup>F</sup>	4 <sup>G</sup>	5 <sup>A</sup>	6 <sup>B</sup>	7 <sup>C</sup>	8 <sup>D</sup>	9 <sup>E</sup>
Daylight Savings Time Ends		Election Day				
10 <sup>E</sup>	11 <sup>F</sup>	12 <sup>G</sup>	13 <sup>A</sup>	14 <sup>B</sup>	15 <sup>C</sup>	16 <sup>D</sup>
	Veterans Day					
17 <sup>D</sup>	18 <sup>E</sup>	19 <sup>F</sup>	20 <sup>G</sup>	21 <sup>A</sup>	22 <sup>B</sup>	23 <sup>C</sup>
24 <sup>C</sup>	25 <sup>D</sup>	26 <sup>E</sup>	27 <sup>F</sup>	28 <sup>G</sup>	29 <sup>A</sup>	30 <sup>B</sup>
			Hanukkah Begins	Thanksgiving Day		

October 2013  
 S M T W T F S  
 1 2 3 4 5  
 6 7 8 9 10 11 12  
 13 14 15 16 17 18 19  
 20 21 22 23 24 25 26  
 27 28 29 30 31

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December 2013  
 S M T W T F S  
 1 2 3 4 5 6 7  
 8 9 10 11 12 13 14  
 15 16 17 18 19 20 21  
 22 23 24 25 26 27 28  
 29 30 31

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It's business as usual on March 5, 1935, as a "Red Rocket" streetcar, built by the Brill Company for the Chicago City Railway between 1907 and 1908, trundles its way northbound along Halsted, passing through the famous Maxwell Street Market. Almost everything in this photo is gone today, including the streetcars; the entire area is part of the University of Illinois at Chicago Campus, and the market has been relocated.

# December 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 <sup>B</sup>	2 <sup>C</sup>	3 <sup>D</sup>	4 <sup>E</sup>	5 <sup>F</sup>	6 <sup>G</sup>	7 <sup>A</sup>
8 <sup>A</sup>	9 <sup>B</sup>	10 <sup>C</sup>	11 <sup>D</sup>	12 <sup>E</sup>	13 <sup>F</sup>	14 <sup>G</sup>
15 <sup>G</sup>	16 <sup>A</sup>	17 <sup>B</sup>	18 <sup>C</sup>	19 <sup>D</sup>	20 <sup>E</sup>	21 <sup>F</sup>
22 <sup>F</sup>	23 <sup>G</sup>	24 <sup>A</sup>	25 <sup>B</sup>	26 <sup>C</sup>	27 <sup>D</sup>	28 <sup>E</sup>
29 <sup>E</sup>	30 <sup>F</sup>	31 <sup>G</sup>				

November 2013

S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

January 2014

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

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New Year's Eve

Christmas Day

Kwanzaa Begins

First Day of Winter

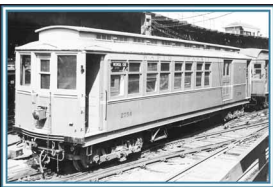
# Historical Notes

## JANUARY



There's a flurry of activity in this 1940s view, looking north on Ashland at Lincoln/Ashland/Belmont, as neighborhood residents go about their daily errands. Two Pullman-built streetcars operating on the #77 Belmont line meet as they proceed through the intersection. A southbound #9 Ashland streetcar, originally built by Brill for the Chicago City Railway Company, one of several companies that were combined into the Chicago Surface Lines in 1913, patiently waits its turn through the intersection on its way to 69th Street. Before the advent of shopping malls, neighborhood shopping districts such as this one were the mainstay of local Chicagoans' everyday commerce for generations, as can be seen by the variety of stores in this photo. Men's, women's and children's clothing, shoes, jewelry, housewares, and many other needed items were easily obtained. Mass transit like the streetcars and the Ravenswood 'L' visible in the distance on Ashland helped bring people to these districts that were closer than downtown and often provided a shopping environment that catered to local ethnic groups. In the 1930s, local retailers dubbed the Lincoln/Ashland/Belmont shopping district "Nortown." Note the Wieboldt's building on the left. Wieboldt's established a chain of nine department stores that served as anchors in various neighborhood shopping districts, and several suburbs, offering economically priced merchandise to the consumer – "Where You Can Buy With Confidence" was their slogan. All Wieboldt's stores closed by 1987.

## FEBRUARY



Former Metropolitan West Side Elevated Railroad Company car 2756 is seen at Wilson Lower Yard in its final days as a medical car, after several incarnations during its life. Originally numbered 756, this car was built by the Barney & Smith Car Company in 1898 and operated on various parts of the Metropolitan West Side Elevated Railway, which included lines to Logan Square, Humboldt Park, Garfield Park, and Douglas Park. Around the turn of the last century, the company introduced a new funeral car service in order to provide a solution to the problem of traveling to various cemeteries located in the then sparsely populated western suburbs. Travel by auto was often slow and difficult, particularly in inclement weather, due to the inferior road conditions of the time. Following damage in a fire, the car was rebuilt as a funeral car in 1907, complete with an elegant interior and a separate compartment to accommodate a casket and the bereaved on the deceased's final journey to cemeteries such as Oak Ridge in Westchester or Mount Carmel in Hillside. This proved to be quite a lucrative business, for a time. Ultimately, this mode of traveling to one's final resting place fell out of favor by the 1930s, as roads were improved, and funeral car service was discontinued entirely. After its stint as a funeral car, 2756 (renumbered from 756 in 1911) was converted into a mobile medical car in 1926 and traveled throughout the rail system to serve Chicago Rapid Transit and affiliated interurban company employees and, later, Chicago Transit Authority employees at various locations until 1952 when it became a training car. It was scrapped the next year.

## MARCH



Trolley buses 9399 and 9369, built by the St. Louis Car Company in 1948 and originally numbered as 399 and 369, are seen in 1959 laying over in the off-street terminal loop at Montrose/Narragansett, at the Chicago-Harwood Heights border. Operating on the #78 route, the buses are awaiting their departure times to begin their eastbound trips on Montrose to Broadway. Through the 43-year span of trolley bus operation, from 1930 to 1973, a variety of trolley buses appeared on the city streets from various builders, including ACF, Brill, Cincinnati Car Company, Pullman, St. Louis Car Company, ACF-Brill, and Marmon-Herrington. Off-street loops such as this one were occasionally built to turn streetcars, but were more commonly provided for turning trolley buses (and later motor buses) where going around the block or wyeing in the street was deemed impractical or undesirable. A number of them still exist today and are used by present day buses at the end of their runs. This location today would be totally unrecognizable, since this particular loop, along with the buildings on the left, and the trees, have been replaced with a small strip mall. The modern day campus of Wilbur Wright Community College is currently located on the southwest corner of this intersection.

## APRIL



It is April 6, 1946, and Chicago's Army Day celebration at Soldier Field, which included addresses by President Harry Truman and General (later President) Dwight Eisenhower, has just ended. Crowds of people are heading to a lineup of Chicago Motor Coach buses for their trips home. The Chicago Motor Coach Company (CMC) was one of three independent transit companies, along with the Chicago Surface Lines (CSL) and Chicago Rapid Transit (CRT), that provided daily transportation to Chicago residents, and operated along the various boulevards and streets not served by the CSL.

A substantial portion of the CMC's fleet consisted of double-decker buses that provided excellent sightseeing opportunities, in addition to increased capacity. However, the CMC eventually retired its double-decker buses due to, among other things, slow loading and higher labor costs (they required two-person crews) and went with standard single-level buses. The CSL and CRT were absorbed into the newly chartered Chicago Transit Authority (CTA) in 1947, and the CMC was absorbed in 1952, completing the CTA's assumption of mass transit service in the City of Chicago.

# Historical Notes

## MAY



In this photo, rapid transit cars 2201-2202 are seen on the Skokie Shops freight lead, newly arrived from the Budd Company, the first two cars of an order of 150 cars delivered in 1969 and 1970. Cars 2201-2202 are seen here signed for the Lake-Dan Ryan route, which was comprised of what was then known as the Lake Street line (now the western part of the Green Line), and the Dan Ryan route (now the southern part of the Red Line). The delivery of these cars coincided with the opening of the new Dan Ryan line and the extension of the Milwaukee route to Jefferson Park in 1969 and 1970, respectively. With their rectilinear aesthetics and clean lines, the 2200-series cars complimented the modern, International-style design of the new stations opened along the extensions, designed by renowned modernist architects Skidmore Owings & Merrill. The cars featured exteriors of unpainted fluted stainless steel, which was a departure from the painted aluminum exteriors used on both the 6000- and 2000-series cars that preceded them, and would not be seen again until the introduction of the 3200-series cars in 1993. As built, the interiors featured charcoal grey padded seats and operator compartments that opened to customers when not in use, as well as backlit advertising sashes that also provided interior lighting. During their mid-life rehabilitation, fiberglass seats replaced the padded seats with inserts for ease of maintenance, new interior wall panels, and new ceiling mounted lighting was installed. However, these cars retained their “blinker” style doors that fold inward as they open, and are the last cars on the system with this style. These cars have entered their fifth decade of operation and continue to soldier on as they operate in Blue Line service, but the last of the 2200s will soon be retired as the CTA continues to accept delivery of the new 5000-series cars currently being built by Bombardier.

## JUNE



Even though the Chicago Surface Lines (CSL) primarily operated streetcars throughout Chicago, buses were operated on extensions of routes as new neighborhoods were established after World War II, with the wealth of new housing developments in areas that were, for the most part, previously undeveloped fields. In this photo we see bus 3407 posed at Soldier Field circa 1980 after being restored by CTA, sporting the well-known CSL red and cream livery, looking very much like the day it began service. It was manufactured by the White Motor Company as part of one of several orders for gasoline-powered buses delivered between 1944 and 1948 that totaled 297 buses, and operated in passenger service until 1959. It is shown signed for the Archer Express route to Narragansett. The CSL began express service on Archer on October 21, 1946 using buses, to supplement the local streetcar service along the street. CTA replaced the local streetcars with buses in 1948. This bus is currently preserved at the Illinois Railway Museum in Union, Illinois.

## JULY



This is an aerial view of CTA's 77th Street Bus Garage and South Shops complex – bordered by Vincennes Avenue on the west, 77th Street on the north, Perry Avenue on the east, and 79th Street on the south – taken June 25, 1964. A large portion of the 77th Street Garage was built as a streetcar barn by the Chicago City Railway (CCRY) in 1907, supplementing and partially replacing an earlier street railway facility on the same site. The 1907 addition was one of four streetcar barns built around the same time to Board of Supervising Engineers standards. Some of the Chicago Surface Lines' first buses were assigned to 77th Street in 1930, and after the last streetcars were retired in 1958 the facility was converted to service buses, as it does today. The streetcar maintenance facility that would eventually become the nucleus of the South Shops complex was opened in 1902 as an overhaul shop for CCRy. The facility was further expanded in 1963 into what is now considered South Shops, and currently serves the Chicago Transit Authority as the main heavy maintenance facility for its fleet of over 1,700 buses. South Shops served as the final destination for the city's streetcars, scrapped at the South Side facility as they were removed from service.

## AUGUST



In this August 29, 1976 publicity photo, cars 2402-2401, prototypes of an order of 200 cars built by the Boeing-Vertol Company between 1976 and 1978, are traveling westbound on the Lake Street Elevated, having just crossed over the Chicago River before approaching the Clinton station. The Merchandise Mart, John Hancock Building, and the towers of Marina City can be seen in the background. These cars featured large windows and the reintroduction of sliding doors, not used on rapid transit cars since the 4000-series cars built in the 1920s, thus providing wheelchair accessibility. Their original exterior scheme consisted of a dark charcoal grey band through the windows, with red, white and blue striping along the middle of the car and unpainted brushed stainless steel below. The front ends featured molded fiberglass end caps sporting a red, white and blue color scheme. In their later years, all exterior paint was removed, leaving an unadorned brushed stainless steel finish, with the exception of those cars designated modified to be used with work cars, which were trimmed with red and white reflective striping along the belt rail and front end. During their lifetime, these cars operated on most of the system's lines, with the exception of today's Yellow Line, though they spent most of their lives on the Evanston, North-South, and West-South routes. In October 2012, a few dozen cars were assigned to the Orange Line, to provide additional cars for increased rush period service on the Orange and Brown lines. As the CTA takes delivery of its newest 5000-series cars, all 2400-series cars will gradually be retired.

# Historical Notes

## SEPTEMBER



It is a warm summer evening in May of 1955 as shoppers are strolling along Halsted window-shopping. In this 1950s view looking south from 62nd Street, a wide variety of stores on both sides of the street can be seen as far as the eye can see. The storefront windows are stocked full with the latest merchandise that “everyone” simply must have. Furniture stores, children’s clothing stores, jewelers, men’s and women’s clothing stores, bridal stores, shoe stores, camera stores, and a host of others, including anchor stores such as Sears Roebuck and Company and Wieboldt’s made this the largest and busiest shopping district outside of the Loop. By this time, buses have replaced streetcars on the #8 Halsted route, as propane bus 5764, manufactured in 1954 by the Flexible Company, makes its way northbound on Halsted at 62nd. This shopping district was well served by buses on Halsted and 63rd streets, as well as the Englewood ‘Ls Halsted station, which can be seen in the distance. Due to the opening of suburban shopping malls, changing shopping habits, and population shifts, this shopping district had severely declined by the 1980s, with a redevelopment project in the 1960s to turn the business district into a pedestrian mall failing to stem the decline. Recently, the arrival of the new campus of Kennedy-King College brought this area back to life with a flurry of activity.

## OCTOBER



An inbound train of 6000-series rapid transit cars is seen boarding and alighting passengers at the Western station of what was then known as the Congress line of the West-Northwest Route, now part of today’s Blue Line, on its way to Downtown and Logan Square. The 6000-series cars came to the CTA in successive orders, between 1950 and 1959, eventually totaling 720 cars. The car exteriors were of painted steel and aluminum, and featured a window at each seat as well as blinker style doors that folded inward as the doors opened. The interiors featured padded seats, lift-sash windows, and incandescent lighting in “bull’s eye” fixtures, which gave a more finished appearance and focused illumination than the bare bulbs in older rail cars. The interior walls were painted in a three-tone green color scheme (later simplified to two-tone), and featured an enclosed operator cab at the front end. Across from the operator cab was the coveted “railfan’s seat,” which was a single seat affixed sideways at the very front of the car, that enabled generations of young people the opportunity to have a front view of the track as the train would proceed along its route. The Western station was typical of the stations along the Congress line. They were unique in that they were the first rapid transit stations to be set in the median of an expressway. Most stations had entrances at either end that would connect with the platform by means of a long ramp from each station house, located on the bridge that spanned the expressway. Some of these stations, from end to end, spanned two city blocks. The concept of having rapid transit stations in expressway medians was again used years later, with the building of rapid transit lines in the medians of both the Dan Ryan and Kennedy expressways. However, the station designs used for both of these lines were modified to allow for a considerably shorter distance between the station house and train boarding areas.

## NOVEMBER



It is April 14, 1970, and a westbound trolley bus is loading a large crowd of passengers at the recently opened Belmont subway station of the West-Northwest rapid transit line that has just been extended from Logan Square to a new terminal at Jefferson Park. The Belmont station, as well as several others on the new Dan Ryan and Kennedy extensions, was built with an off-street bus terminal to facilitate intermodal transfers. The bus shown here was built by the Marmon-Herrington Company, a total of 349 trolley buses were delivered from the company between 1951 and 1952, and were the last trolley buses ordered by the CTA. At its peak in the 1960s, Chicago had 15 trolley bus routes, mainly concentrated on the north and northwest sides as east-west routes, making it the largest trolley bus system in North America. Trolley buses served as extensions of existing streetcar routes into newly developed parts of the city and, later, as replacements for streetcars as the streetcar system was dismantled. Chicago’s trolley buses were gradually replaced with diesel buses, with the last trolley buses discontinued in 1973. Some of these “Marmons”, as they were called, were shipped to Guadalajara, Mexico, where they continued to operate for a number of years.

## DECEMBER



It’s business as usual on March 5, 1935, as a “Red Rocket” streetcar, built by the Brill Company for the Chicago City Railway between 1907 and 1908, trundles its way northbound along Halsted, passing through the famous Maxwell Street Market. The market was the port of entry for generations of immigrants where they could work to establish themselves, having arrived with little or nothing to their names. Many individuals who went on to greatness in their fields got their start hawking merchandise loaded onto carts along Maxwell Street, or worked as “pullers” who would engage potential customers in conversation and, invariably, entice the customers by literally pulling them into a store where they almost always bought something, whether they intended to or not. During the period when the neighborhood was predominantly African American – from the 1920s through the 1970s, and especially in the decades following World War II – Maxwell Street became equally famous for its street musicians, mostly performing Rhythm and Blues as well as Gospel and other styles. Almost everything in this photo is gone today, including the streetcars, since the entire area is part of the University of Illinois at Chicago Campus, and student dorm buildings, bookstores, and restaurants to serve the student community have replaced the clothing stores, shoe stores, tailors, furniture stores, and everything else of yesteryear. In September 2008, the City moved the Maxwell Street Market to Desplaines Street between Roosevelt and Taylor.