

# 2018

## HISTORICAL CALENDAR



CHICAGO TRANSIT AUTHORITY








# 2018 MARCH



Two Pullman-built “Red Rockets” – cars 593 and 533 – pass each other on Milwaukee Avenue in the early 1950’s. Also known as “Big Pullmans,” these cars could accommodate great numbers of passengers, making them ideal for use on high demand routes in the city. Red streetcars last operated May 30, 1954, and all streetcar service in Chicago ended June 21, 1958.

S	M	T	W	T	F	S
	February 2018 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 2018 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		ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	
	D ●	E	F	G	A	B
4	5	6	7	8	9	10
C ●	D	E	F	G	A	B ●
Daylight Saving Time Begins 11	12	13	14	15	16	St. Patrick's Day 17
B ●	C	D	E	F	G	A ●
18	19	Spring Begins 20	21	22	23	24
A ●	B	C	D	E	F	G
Palm Sunday 25	26	27	28	29	Passover Begins 30	31

# 2018 APRIL



The State Street Subway, now part of the Red Line, was dedicated on April 2, 1943, but did not open for service until October due to ongoing construction. The new subway provided through service between the North Side and the terminals at 63rd/Stony Island and 63rd/Loomis on the South Side.

S	M	T	W	T	F	S	
	G	A	B	C	D	E	F
Easter 1	2	3	4	5	6	7	
F	G	A	B	C	D	E	
8	9	10	11	12	13	14	
E	F	G	A	B	C	D	
15	16	17	18	19	20	21	
D	E	F	G	A	B	C	
Earth Day 22	23	24	25	26	27	28	
C	D						
29	Good Friday 30						

**A B C D E F G :**  
 CTA Operations  
 Division  
 Group Days Off  
 ▼ Alternate day off if  
 you work on this day  
 ● Central offices closed

March 2018

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 2018

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		

# 2018 MAY



Following CTA's acquisition of the Chicago Surface Lines in 1947, a program was initiated to replace Chicago's fleet of largely well-worn streetcars with buses. In 1948, the Brill-built streetcars assigned to the 69th Street car house were replaced with General Motors buses.

S	M	T	W	T	F	S
<small>April 2018</small> <small>S M T W T F S</small> 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	<small>June 2018</small> <small>S M T W T F S</small> 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	E 1	F 2	G 3	A 4	B 5 Cinco de Mayo
B 6	C 7	D 8	E 9	F 10	G 11	A 12
A 13 Mother's Day	B 14	C 15	D 16	E 17	F 18	G 19 Armed Forces Day
G 20	A 21	B 22	C 23	D 24	E 25	F 26
F 27	G 28 ▼ Memorial Day	A 29	B 30	C 31	A B C D E F G : CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	






# 2018 JUNE



Built by the St. Louis Car Company and delivered to the Chicago Transit Authority in 1948, PCC streetcar #7213 was only 10 years old when it closed out nearly 100 years of streetcar service in Chicago on June 21, 1958. The car is southbound on Clark at Kinzie, traveling to 81st and Halsted on what would be today's #24 Wentworth line.

S	M	T	W	T	F	S
	May 2018 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 2018 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 CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	
	E ●	F	G	A	B	C
3	4	5	6	7	8	9
D ●	E	F	G	A	B	C ●
10	11	12	13	14 Flag Day	15	16
C ●	D	E	F	G	A	B ●
Father's Day 17	18	19	20	21 Summer Begins	22	23
B ●	C	D	E	F	G	A
24	25	26	27	28	29	30

# 2018 JULY



Customers are boarding Chicago Surface Lines (CSL) bus #3304 at the Archer/Cicero bus turnaround circa 1945. This series of buses was built by White Motor Company in 1939. Considerably smaller with less capacity than streetcars, buses such as these were originally used mainly on route extensions as the city continued to develop new neighborhoods after World War II.

S	M	T	W	T	F	S
A 1	B 2	C 3	D 4 Independence Day	E 5	F 6	G 7
G 8	A 9	B 10 ▼	C 11	D 12	E 13	F 14
F 15	G 16	A 17	B 18	C 19	D 20	E 21
E 22	F 23	G 24	A 25	B 26	C 27	D 28
D 29	E 30	F 31	ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed		June 2018 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	August 2018 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





# 2018 AUGUST



It's the early 1960's, and customers are boarding a southbound 6000-series train at the Belmont station on the North-South through-route. These cars were part of a fleet of 720 6000-series cars CTA purchased as part of their efforts to modernize the 'L' fleet. These cars were the mainstays of the North-South Route (Howard-Englewood-Jackson Park) for decades.


S	M	T	W	T	F	S	
<small>July 2018</small> 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	<small>September 2018</small> S M T W T F S 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	ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed					
				1	2	3	4
C ●	D	E	F	G	A	B	C ●
5	6	7	8	9	10	11	
B ●	C	D	E	F	G	A	B ●
12	13	14	15	16	17	18	
A ●	B	C	D	E	F	G	A ●
19	20	21	22	23	24	25	
G ●	A	B	C	D	E	F	G ●
26	27	28	29	30	31		



# 2018 SEPTEMBER

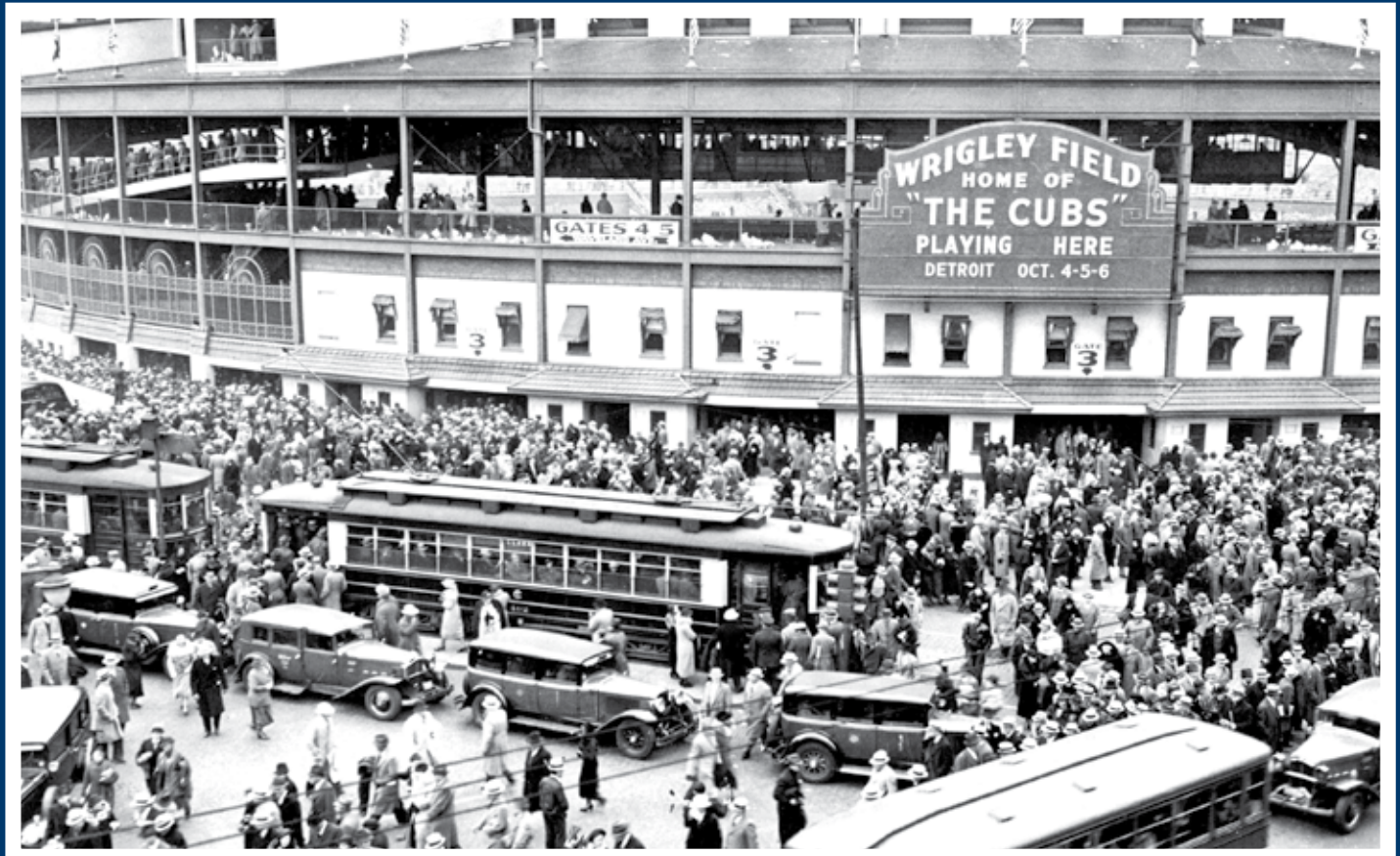


Red streetcar #225, built by Pullman in 1908, is followed by a newer St. Louis Car Company-built PCC Green Hornet streetcar as it travels south on State near Washington. Knowing the days of streetcars in Chicago were numbered, rail enthusiasts chartered "Big Pullman" #225 for a day of photography on October 21, 1956. It is currently preserved at the Seashore Trolley Museum in Kennebunkport, Maine.

S	M	T	W	T	F	S	
	August 2018 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 2018 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 : CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed		F •
	F •	G ▼	A	B	C	D	E •
2	Labor Day 3	4	5	6	7	8	
E •	F	G	A	B	C	D •	
Rosh Hashanah Begins 9	10	11	12	13	14	15	
D •	E	F	G	A	B	C •	
16	17	Yom Kippur Begins 18	19	20	21	Fall Begins 22	
C •	D	E	F	G	A	B •	
23	24	25	26	27	28	29	
30 <sup>B</sup>							



# 2018 OCTOBER



It's not just any game day at Clark and Addison – it's the 1935 World Series, and throngs of fans swarm around Wrigley Field, having watched the Cubs play Detroit. Two Pullman streetcars of the Chicago Surface Lines attempt to travel southbound on Clark, while at the bottom a bus operated by the Chicago Motor Coach Company travels westbound on Addison Street.

**S M T W T F S**

ABCDEFG:  
 CTA Operations  
 Division  
 Group Days Off  
 ▼ Alternate day off if  
 you work on this day  
 ● Central offices closed

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

September 2018

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						

November 2018

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	






# 2018 NOVEMBER




Then and now, Tower 18 (Lake/Wells junction) has always been a busy place. In this view, looking north on Wells from Lake about 100 years ago, three trains pass through the intersection. Just about all the buildings visible in this photo are long gone, and the tower itself has been repositioned and rebuilt several times – currently, it is located at the northwest corner of this junction.

S	M	T	W	T	F	S
	October 2018 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	December 2017 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	A B C D E F G CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed			
D ●	E	F	G ▼	A	B	C ●
Daylight Savings Time Ends 4	5	Election Day 6	7	8	9	10
C ●	D	E	F	G	A	B ●
Veterans' Day 11	12	13	14	15	16	17
B ●	C	D	E	F ▼	G	A ●
18	19	20	21	Thanksgiving Day 22	23	24
A ●	B	C	D	E	F	
25	26	27	28	29	30	

# 2018 DECEMBER



Propane bus #5572 turns south onto Stony Island from 63rd Street in the late 1950's. The Jackson Park 'L' terminal looms over the intersection of Stony Island and 63rd. As is evidenced by the rather abrupt ending of the elevated structure, this line, as originally built, continued eastward right into Jackson Park to serve the 1893 Columbian Exposition Worlds' Fair. Today, all the buildings in the photo are long gone, including the station and structure, the 'L' branch having been cut back in stages with the terminal now located a mile west at Cottage Grove.

S	M	T	W	T	F	S	
	November 2018 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 2019 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 : CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed		G ●
	G ●	A	B	C	D	E	F ●
Hanukkah Begins 2	3	4	5	6	7	8	
F ●	G	A	B	C	D	E ●	
9	10	11	12	13	14	15	
E ●	F	G	A	B	C	D ●	
16	17	18	19	20	Winter Begins 21	22	
D ● 23	E ● 24 Christmas Eve	F ● ▼	G	A	B	C ●	
C ● 30	D ● 31 New Year's Eve	Christmas Day 25	Kwanzaa Begins 26	27	28	29	

# Historical Notes

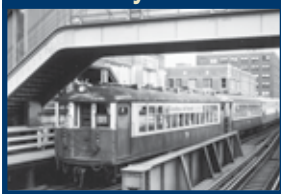
## January



Built by Flxible in 1966, as part of an order for 200 buses, bus #3547 makes a stop at Midway Airport on route #54B South Cicero in 1972. The CTA was in the process of modernizing and enlarging its bus fleet, looking to replace its aging buses, some of which were inherited from the Chicago Motor Coach Company. These buses represented quite a departure from the previous standards used in bus manufacturing during the 1940's and 1950's. Of note is the oversized front windshield, as well as the large double passenger windows; as a result, these buses were referred to as "New Look" buses or "Fishbowls." The exterior was primarily brushed aluminum, with green and white painted trim. The interior featured padded vinyl seats and light-colored interior walls, and incorporated fluorescent lighting.

The scene in the photo seems quite tranquil – at the time, commercial flight activity was on the decline at Midway Airport, passenger traffic having begun a shift to O'Hare Airport after its opening in 1955 and accelerating in the early 1960s. Midway Airport opened in 1923, and was known as Chicago Municipal airport from 1927. In 1949 the airport was renamed Midway Airport, in honor of the World War II Battle of Midway that occurred in 1942, and served as Chicago's only commercial airport until 1955. The limited lengths of its runways and its restricted size were not compatible with the larger Boeing 707 and DC-8 jet airplanes being introduced at the time. Midway Airport experienced a period of almost total dormancy by the late 1970s. A rebirth began in the 1980's with the arrival of Midway Airlines and later Southwest Airlines, and the construction of new terminals and many other improvements in the 1990s brought a renaissance. One factor in Midway Airport's rebirth was the opening of the CTA's Orange Line on October 31, 1993, providing rail service between Midway Airport and downtown Chicago.

## February



In October 1973, looking a bit tired and worn, the remaining 80 cars of the venerable 4000-series were retired after 50 years of service. These cars were products of the Cincinnati Car Company and, as originally built, featured the newest amenities of the time, including plush seats and electric fans for the passengers' comfort, glass-shaded lighting, and electric door controls. The 4000-series cars could draw power from the third rail by means of trolley shoes installed on each truck, or from an overhead wire used on parts of the system via a trolley pole. It was this versatility that enabled them to operate on all of the existing lines of the time.

For many years, they served on the Lake Street Line, since trains left the elevated structure west of Laramie and operated at ground-level to their terminal in Forest Park, with the power in this section provided by means of overhead wire. After that portion of the line was raised onto the Chicago & North Western embankment and converted to third rail operation, and the line re-equipped with new, modern 2000-series cars two years later in 1964, most of the displaced 4000's were moved to the Ravenswood Line, where they operated for their last years; the remainder went to the Evanston Line. When Evanston – the last line to use 4000's – was converted from overhead wire to third rail, the remaining cars were retired.

The final run, with commemorative signs mounted over the standee windows of the first car, is seen southbound at the Merchandise Mart station. From here, it will circle around the Loop elevated and then return to the Linden terminal in Wilmette, riding into history and ending a proud era for these cars.

## March



Already showing their age, two Pullman-built "Red Rockets" – cars 593 and 533 – pass each other on Milwaukee Avenue in the early 1950's. Also known as "Big Pullmans," these cars were part of an order of 600 cars built by the Pullman Company in Chicago, beginning in 1908. Due to their size, these cars could accommodate great numbers of passengers. Wide platforms at either end of the car enabled groups of passengers to board and exit quickly, allowing these streetcars to perform efficiently and making them ideal for use on high demand routes in the city. As such, they were the mainstay of streetcar service in Chicago for many years. Red streetcars last operated May 30, 1954, and all streetcar service in Chicago ended June 21, 1958.

Note the National Food Store on the left – originally called National Tea Company when it was founded in Chicago in 1899. The company grew through the years into an established chain of food stores, slowly replacing the mom and pop corner grocery stores that were prevalent throughout the neighborhoods of the city. They were larger in size and offered a wider variety of products, employing the one-stop shopping concept, in that the stores featured not only groceries but also a meat counter, dairy department, as well as bread and cakes and other sweets. The chain continued to grow and thrive through a good part of the 20th century, but was sold several times and lost its footing in the Chicago market. National stores disappeared from the Chicago area in the 1980's.



# Historical Notes

April



The State Street Subway, now part of the Red Line, was dedicated on April 2, 1943, but did not open for service until October due to ongoing construction. The “inspection trip” and tours held in early April were a publicity event, and not-so-coincidentally held during the re-election campaign of the incumbent mayor, Edward Kelly.

This new subway provided through service between the North Side and the terminals at 63rd/Stony Island and 63rd/Loomis on the South Side. On October 17, 1943, the first passenger service began in the State Street Subway using these 4000-series cars which had steel bodies; a city ordinance prohibited the use of wooden rapid transit cars in the subway due to safety concerns. The new subway helped to relieve some of the daily

congestion on the Loop elevated, which carried not only the rapid transit trains of the various “L” divisions but also Chicago North Shore & Milwaukee interurban trains in and out of the city.

May



Following CTA's acquisition of the Chicago Surface Lines in 1947, a program was initiated to replace Chicago's fleet of largely well-worn streetcars with buses. The Brill-built streetcars assigned to the 69th Street car house were replaced with General Motors buses in 1948 – the buses had actually been ordered by the Surface Lines but delivered after the CTA takeover. 69th/Ashland car barn, where this photo was taken, was closed in 1995 and demolished in 1998, replaced by the new 74th Garage.

This photo represents a bittersweet era in Chicago's transit history. Streetcars were an integral part of the Chicago scene since the first horse drawn streetcars in 1859. As new technologies were developed, Chicago established a cable car system and, later, an electric streetcar system. In the 1930's, the Chicago Surface

Lines, a predecessor to the CTA, was considered to be the largest streetcar system in the world, with more track, streetcars, and passengers, than any other street transit company. However, with the increasing popularity of the automobile, ridership began to slip and the operating equipment and infrastructure continued to age. While the new buses were sleek and modern, their passenger capacity did not match that of the streetcars they were replacing, thus requiring more buses to operate the routes to serve the passenger loads.

June



Streetcar #7213 was built by the St. Louis Car Company and delivered to the Chicago Transit Authority in 1948. Part of a fleet of 600 Presidents' Conference Committee (PCC) cars ordered by the Chicago Surface Lines in 1946, just before its incorporation into the Chicago Transit Authority on October 1, 1947, this group constituted the second series of PCC cars that operated in Chicago; the first was an order of cars of the initial PCC design received in 1936, called the “Blue Geese”. The 1946-48 PCC streetcar order was split between the St. Louis Car Company of St. Louis, Missouri, and the Pullman-Standard Car Manufacturing Company of Chicago, though the cars were built in Worcester, Massachusetts. The cars produced by each manufacturer were very similar, with only minor variations.

The PCC design itself was a direct result of the ideas and suggestions put forth by the Presidents' Conference Committee (PCC) in the early 1930's, comprised of the heads of the various street railway systems in North America. The committee's purpose was to address the imminent issue of declining ridership by coming up with a car design that would appeal to the public and encourage their return to public transit.

The 1946-48 cars, being fifty feet-five inches long, were the longest cars used in any city, and could accommodate large crush loads of passengers. These cars featured smooth acceleration and braking, enabling the cars to feel as if they were gliding on the tracks as they travelled the city streets.

Car #7213 is shown southbound on Clark at Kinzie traveling to 81st and Halsted on what would be today's #24 Wentworth line. The car is the very last streetcar run, marking the end of all streetcar service on June 21, 1958. These PCC cars enjoyed a short lifespan of approximately ten years. A handful of cars were scrapped, however, most were sent to the St. Louis Car Company and stripped of any salvageable parts, including such as seats, windows, light fixtures, stanchions, trucks, electrical equipment and other components, which were then incorporated into the bodies of the new 6000- and 1-50 series rapid transit cars being manufactured for the 'L'. Car #4391, the sole surviving Green Hornet streetcar, is currently preserved at the Illinois Railway Museum in Union, IL.

# Historical Notes

July



Customers are boarding Chicago Surface Lines (CSL) bus #3304 at the Archer/Cicero bus turnaround circa 1945. This series of buses was built by White Motor Company in 1939. Considerably smaller with less capacity than streetcars, buses such as these were originally used mainly on route extensions as the city continued to develop new neighborhoods after World War II. Then, wartime demand and restrictions on buying new vehicles resulted in these buses being shifted to busier routes. For instance, these buses were used to provide transportation to the Ford plant then located at Cicero Avenue/76th, which has largely been transformed into the current Ford City shopping center.

These buses had few amenities, and were not easy for the operators to operate, since they were equipped with manual transmissions. In addition, the bus operators were also responsible for collecting fares, making change, issuing transfers, and other related responsibilities. When the Chicago Surface Lines was absorbed into the CTA on October 1, 1947, these buses became part of the CTA bus fleet. As can be seen in this photograph, the area around Archer/Cicero was still rather open, since the city was just beginning the era of post-World War II expansion. The area around Archer/Cicero looks very different today.

August



It's the early 1960's, and customers are boarding a southbound 6000-series train at the Belmont station on the North-South through-route. These cars were part of a fleet of 720 6000-series cars CTA purchased as part of their efforts to modernize the 'L' fleet. Manufactured by the St. Louis Car Company between 1950 and 1959, the cars made use of the same technology that had been incorporated into the post-war versions of the Presidents' Conference Committee (PCC) streetcars of 1946-48. This series of cars represented state of the art technology for the time.

The railcars in this photo are actually of the earliest version of this series of cars, sporting flat passenger doors; later cars had curved doors, and various other evolutions to the design. The 6000-series cars were the mainstays of the North-South (Howard-Englewood-Jackson Park) for decades, as well as operating on the West-Northwest route (Congress-Douglas-Milwaukee). The last of the 6000-series cars operated in regular passenger service until December 4, 1992, ending their service lives on the Ravenswood (today's Brown Line) and Evanston Express (Purple Line) routes.

Through the years, the Belmont station has always been a busy transfer point on the system, since customers could transfer between Howard-Englewood-Jackson Park trains and Ravenswood trains to and from Kimball/Lawrence. The original station also featured an overhead bridge between the northbound and southbound platforms. Note the narrow platform in the left of the photo – this platform was built in 1953 to serve Chicago North Shore & Milwaukee interurban trains that operated between downtown Milwaukee and downtown Chicago, to separate those passengers to prevent free transfers to the 'L'. After the demise of the CNS&M line, there was no further need for this platform and it was removed. Today, all of this is gone, having been replaced with a new ADA-accessible station featuring elevators, escalators, wide platforms, bright lighting, and an open and spacious ground level station concourse. The original historic station house was moved to the north side of Belmont, and serves as an auxiliary entrance/exit. Belmont is still a busy transfer station today, serving Red, Brown and Purple Line Express trains.

September



Red streetcar #225, built by Pullman in 1908, is followed by a newer St. Louis Car Company-built PCC Green Hornet streetcar, 4406, as it travels south on State near Washington. Knowing the days of streetcars in Chicago were numbered, rail enthusiasts chartered "Big Pullman" #225 for a day of photography on October 21, 1956. Operated with a crew of two, passengers would board at the rear and pay their fares to the conductor. Upon leaving, passengers would exit the streetcar via the front platform and door. The interiors featured wood paneling, heaters under each seat, and cushioned rattan seats. The last of the "Red Rocket" streetcars, as they were also affectionately known by the public, ran in service until May 30, 1954. Car #225 is currently preserved at the Seashore Trolley Museum in Kennebunkport, Maine.

State Street has gone through several periods of change since this photograph was taken. The building in the background on the left in the photo was the flagship store of Marshall Field & Company and is now home to Macy's. The building to the right has long been demolished and a Gap store is currently on the site. Chas. A Stevens, a venerable women's clothing store, is long gone. The traditional globed street lights were replaced in the 1960's by "futuristic"-looking light fixtures in an effort to modernize the street; in 1979, in an effort to revitalize State Street, a nine-block stretch was turned into a pedestrian mall, and all motor traffic was prohibited with the exception of buses. This experiment turned out to be a failure and, in 1996, work was begun to restore State Street to a regular street, complete with replicas of the vintage lights that had illuminated the street for so many generations. This restoration has met with marked success, as it has brought back vibrancy and life to the street.

# Historical Notes

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## October



It's not just any game day at Clark and Addison – it's the 1935 World Series, and throngs of fans swarm around Wrigley Field, having watched the Cubs play Detroit. The chaotic scene on game days is very much the same today, although male attendees no longer come attired in shirt, tie, sport coat and hat, and women have ditched the formal dresses and hats.

Two Pullman streetcars of the Chicago Surface Lines, loaded to crush load capacity on the #22 Clark-Wentworth route, attempt to travel southbound on Clark and at the bottom of the photo a bus operated by the Chicago Motor Coach Company travels westbound on Addison Street. Addison Street never saw streetcar service, and was instead served by the Chicago Motor Coach Company. The #22 Clark-Wentworth route was one of

a number of through-routes that traversed the city from the North Side to the South Side, while also serving the downtown area.

The vintage Wrigley Field ball park remains to this day, albeit with a number of modifications and modernizations, and the entire area around the park, which is actually a part of the larger Lakeview neighborhood, is affectionately known as Wrigleyville. It is one of the most vibrant and colorful neighborhoods of the city, with a multitude of restaurants, clubs, bars, coffee shops, and businesses of various sorts that are based upon their big neighbor on the northeast corner of Clark & Addison!

## November



Then and now, Tower 18 (Lake/Wells junction) has always been a busy place. For decades, it was considered to be the busiest rail junction in the world since, prior to the building of the State Street and Dearborn Street subways, all rapid transit lines of the time operated via the Loop elevated structure. In addition, Chicago, North Shore & Milwaukee interurban trains used the Loop, passing through the Lake/Wells junction. It continues to be a busy place even today, hosting trains of the Brown, Green, Orange, Pink and Purple lines.

In this view, looking north on Wells from Lake about 100 years ago, three trains pass through the intersection. We see a 4000-series "Baldie" as the lead car of a Logan Square train turning south onto Wells, while a consist of wooden gate cars assigned as an Englewood Express proceeds south on Wells along its

route to 63rd/Loomis. Rounding out the trio is another train of wooden cars turning north onto Wells from Lake. At the time of this photo, all traffic on the Loop 'L' operated uni-directionally in a counter-clockwise movement around the Loop on both the inner and outer tracks. Just about all the buildings visible in this photo are long gone, and the tower itself has been repositioned and rebuilt several times – currently, it is located at the northwest corner of this junction.

## December



Propane bus #5572 turns south onto Stony Island from 63rd Street in the late 1950's. From 1949 to the early 1960's, the CTA amassed a fleet of propane buses, with approximately 1,700 of them received from four different manufacturers between 1949 and 1963 – ACF-Brill, Twin Coach, Flixible, and Mack. Propane, which is actually liquefied petroleum gas, was virtually odorless, and, at the time, less expensive than diesel fuel. However, special equipment, including storage tanks, was required at the garages that housed these buses, and there was a significant amount of local opposition near some garages, given the high volatility of this fuel and the risk of explosion. In the early 1960's, a decision was made not to further invest in this system, which ultimately disappeared completely from the CTA with the retirement of the last of the propane buses in 1976.

The Jackson Park 'L' terminal looms over the intersection of Stony Island and 63rd, serving Howard-Jackson Park trains. As is evidenced by the rather abrupt ending of the elevated structure, this line, as originally built, continued eastward right into Jackson Park to serve the multitude of visitors attending the 1893 Columbian Exposition Worlds' Fair. This was short-lived, and after the fair closed the structure was cut back to Stony Island. Today, this scene is drastically different, with all the buildings visible being long gone. Even the station and structure are gone, the 'L' branch having been cut back in stages with the terminal for Green Line Harlem-Cottage Grove trains now located a mile west at Cottage Grove.