



1986

Transit News
Volume 38—No. 8

Historical Calendar





A 1951 winter storm slowed but didn't stop service on North Avenue as operator adjusts pole on Brill trolley bus at the Lincoln Park terminal.

January 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>December</div> <div>SMTWTFS</div> <div>1234567</div> <div>891011121314</div> <div>15161718192021</div> <div>22232425262728</div> <div>293031</div>	<div>February</div> <div>SMTWTFS</div> <div>2345678</div> <div>9101112131415</div> <div>16171819202122</div> <div>232425262728</div>	<div>Days Off</div> <div>CTA Operations Division group days off are indicated in the top-right corner of each date on this calendar.</div>	<div>1</div> <div>F</div> <div>New Year's Day</div>	<div>2</div> <div>G</div>	<div>3</div> <div>A</div>	<div>4</div> <div>B</div>
<div>5</div> <div>B</div>	<div>6</div> <div>C</div>	<div>7</div> <div>D</div>	<div>8</div> <div>E</div>	<div>9</div> <div>F</div>	<div>10</div> <div>G</div>	<div>11</div> <div>A</div>
<div>12</div> <div>A</div>	<div>13</div> <div>B</div>	<div>14</div> <div>C</div>	<div>15</div> <div>D</div> <div>Martin Luther King's Birthday</div>	<div>16</div> <div>E</div>	<div>17</div> <div>F</div>	<div>18</div> <div>G</div>
<div>19</div> <div>G</div>	<div>20</div> <div>A</div> <div>Martin Luther King's Birthday (Observed)</div>	<div>21</div> <div>B</div>	<div>22</div> <div>C</div>	<div>23</div> <div>D</div>	<div>24</div> <div>E</div>	<div>25</div> <div>F</div>
<div>26</div> <div>F</div>	<div>27</div> <div>G</div>	<div>28</div> <div>A</div>	<div>29</div> <div>B</div>	<div>30</div> <div>C</div>	<div>31</div> <div>D</div>	<div>cta</div>



Delivered a year before this 1948 photo, CTA's first articulated car stops westbound on the Garfield Park route using the local track at Laramie.

February 1986

Chicago Transit Authority


SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>January</div> <div>SMTWTFS</div> <div>1234</div> <div>567891011</div> <div>12131415161718</div> <div>19202122232425</div> <div>262728293031</div>	<div>March</div> <div>SMTWTFS</div> <div>1</div> <div>2345678</div> <div>9101112131415</div> <div>16171819202122</div> <div>23242526272829</div> <div>3031</div>					<div>1</div> <div>E</div>
<div>2</div> <div>E</div> <div>Ground Hog Day</div>	<div>3</div> <div>F</div>	<div>4</div> <div>G</div>	<div>5</div> <div>A</div>	<div>6</div> <div>B</div>	<div>7</div> <div>C</div>	<div>8</div> <div>D</div>
<div>9</div> <div>D</div>	<div>10</div> <div>E</div>	<div>11</div> <div>F</div> <div>Shrove Tuesday</div>	<div>12</div> <div>G</div> <div>Ash Wednesday</div> <div>Lincoln's Birthday</div>	<div>13</div> <div>A</div>	<div>14</div> <div>B</div> <div>Valentine's Day</div>	<div>15</div> <div>C</div>
<div>16</div> <div>C</div>	<div>17</div> <div>D</div> <div>Washington's Birthday (Observed)</div>	<div>18</div> <div>E</div>	<div>19</div> <div>F</div>	<div>20</div> <div>G</div>	<div>21</div> <div>A</div>	<div>22</div> <div>B</div> <div>Washington's Birthday</div>
<div>23</div> <div>B</div>	<div>24</div> <div>C</div>	<div>25</div> <div>D</div>	<div>26</div> <div>E</div>	<div>27</div> <div>F</div>	<div>28</div> <div>G</div>	



In the early 1950s, 'Green Hornet' Halsted streetcars shared the terminal at 79th with Ford and GM buses from the South Halsted and Vincennes/111 routes.

March 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>February</div> <div>SMTWTFS</div> <div>1</div> <div>2345678</div> <div>9101112131415</div> <div>16171819202122</div> <div>232425262728</div>	<div>April</div> <div>SMTWTFS</div> <div>12345</div> <div>6789101112</div> <div>13141516171819</div> <div>20212223242526</div> <div>27282930</div>					<div>1</div> <div>A</div>
<div>2</div> <div>A</div>	<div>3</div> <div>B</div>	<div>4</div> <div>C</div>	<div>5</div> <div>D</div>	<div>6</div> <div>E</div>	<div>7</div> <div>F</div>	<div>8</div> <div>G</div>
<div>9</div> <div>G</div>	<div>10</div> <div>A</div>	<div>11</div> <div>B</div>	<div>12</div> <div>C</div>	<div>13</div> <div>D</div>	<div>14</div> <div>E</div>	<div>15</div> <div>F</div>
<div>16</div> <div>F</div>	<div>17</div> <div>G</div> <div>St. Patrick's Day</div>	<div>18</div> <div>A</div>	<div>19</div> <div>B</div>	<div>20</div> <div>C</div>	<div>21</div> <div>D</div>	<div>22</div> <div>E</div>
<div>23</div> <div>E</div> <div>Palm Sunday</div> <div>30</div> <div>D</div> <div>Easter</div>	<div>24</div> <div>F</div> <div>31</div> <div>E</div>	<div>25</div> <div>G</div>	<div>26</div> <div>A</div>	<div>27</div> <div>B</div>	<div>28</div> <div>C</div> <div>Good Friday</div>	<div>29</div> <div>D</div>

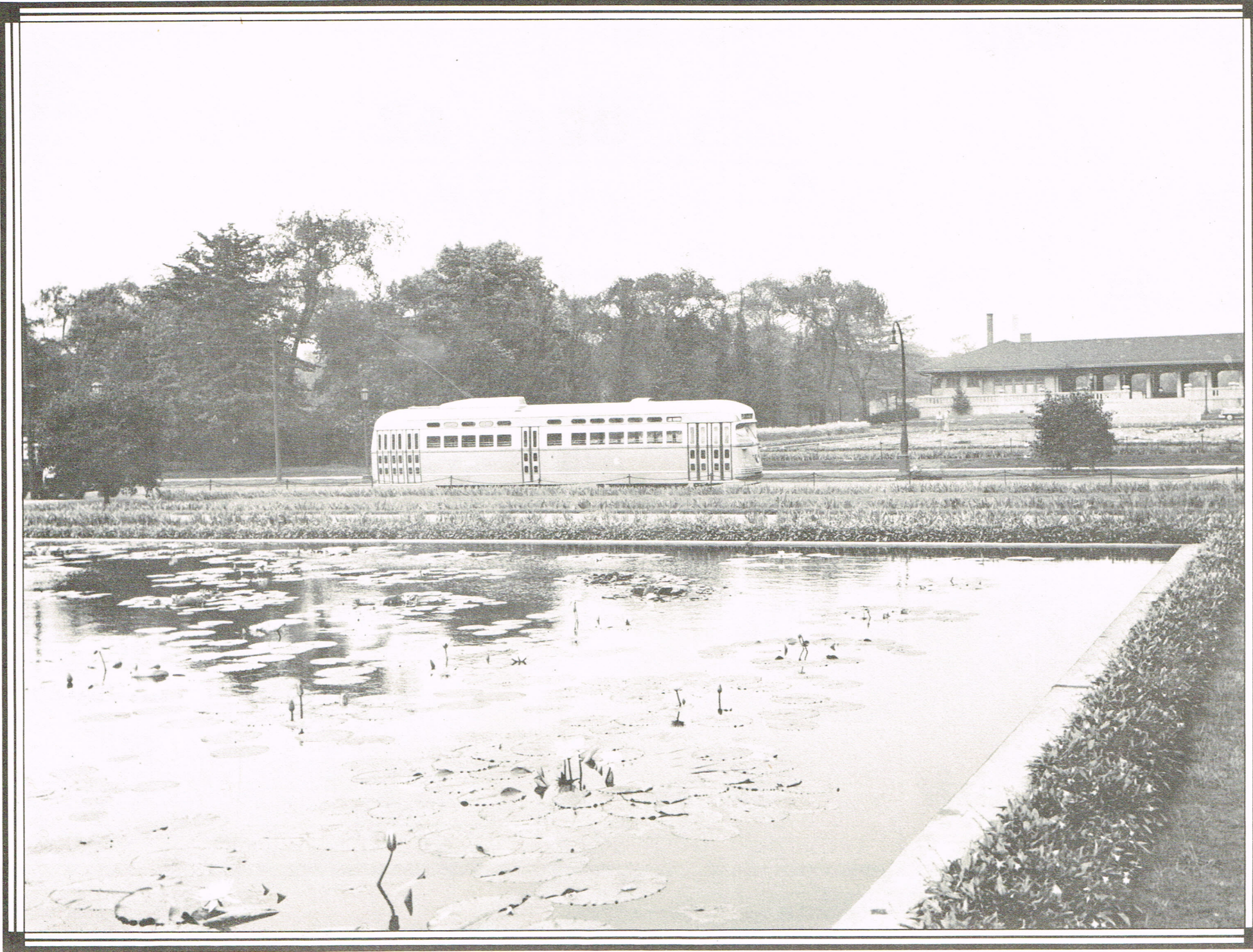


Entering Clark from Broadway, a Brill-built Halsted/Broadway streetcar crosses Diversey in this mid-1920s photo showing Pullman cars on Clark.

April 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>March</div> <div>SMTWTFS</div> <div>1</div> <div>2345678</div> <div>9101112131415</div> <div>16171819202122</div> <div>23242526272829</div> <div>3031</div>	<div>May</div> <div>SMTWTFS</div> <div>123</div> <div>45678910</div> <div>11121314151617</div> <div>18192021222324</div> <div>25262728293031</div>	<div>1</div> <div>F</div>	<div>2</div> <div>G</div>	<div>3</div> <div>A</div>	<div>4</div> <div>B</div>	<div>5</div> <div>C</div>
<div>6</div> <div>C</div>	<div>7</div> <div>D</div>	<div>8</div> <div>E</div>	<div>9</div> <div>F</div>	<div>10</div> <div>G</div>	<div>11</div> <div>A</div>	<div>12</div> <div>B</div>
<div>13</div> <div>B</div>	<div>14</div> <div>C</div>	<div>15</div> <div>D</div>	<div>16</div> <div>E</div>	<div>17</div> <div>F</div>	<div>18</div> <div>G</div>	<div>19</div> <div>A</div>
<div>20</div> <div>A</div>	<div>21</div> <div>B</div>	<div>22</div> <div>C</div>	<div>23</div> <div>D</div>	<div>24</div> <div>E</div>	<div>25</div> <div>F</div>	<div>26</div> <div>G</div>
<div>27</div> <div>G</div>	<div>28</div> <div>A</div>	<div>29</div> <div>B</div>	<div>30</div> <div>C</div>	<div>Passover (First Day)</div>		
					<div>cta</div>	



Lily ponds beautified both sides of Madison Street in this late 1940s photo of a 'Green Hornet' streetcar heading east through Garfield Park.

May 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>April</div> <div>SMTWTFS</div> <div>1 2 3 4 5</div> <div>6 7 8 9 10 11 12</div> <div>13 14 15 16 17 18 19</div> <div>20 21 22 23 24 25 26</div> <div>27 28 29 30</div>	<div>June</div> <div>SMTWTFS</div> <div>1 2 3 4 5 6 7</div> <div>8 9 10 11 12 13 14</div> <div>15 16 17 18 19 20 21</div> <div>22 23 24 25 26 27 28</div> <div>29 30</div>	<div></div>		<div>1</div> <div>D</div>	<div>2</div> <div>E</div>	<div>3</div> <div>F</div>
<div>4</div> <div>F</div>	<div>5</div> <div>G</div>	<div>6</div> <div>A</div>	<div>7</div> <div>B</div>	<div>8</div> <div>C</div>	<div>9</div> <div>D</div>	<div>10</div> <div>E</div>
<div>11</div> <div>E</div> <div>Mother's Day</div>	<div>12</div> <div>F</div>	<div>13</div> <div>G</div>	<div>14</div> <div>A</div>	<div>15</div> <div>B</div>	<div>16</div> <div>C</div>	<div>17</div> <div>D</div> <div>Armed Forces Day</div>
<div>18</div> <div>D</div>	<div>19</div> <div>E</div>	<div>20</div> <div>F</div>	<div>21</div> <div>G</div>	<div>22</div> <div>A</div>	<div>23</div> <div>B</div>	<div>24</div> <div>C</div>
<div>25</div> <div>C</div>	<div>26</div> <div>D</div> <div>Memorial Day (Observed)</div>	<div>27</div> <div>E</div>	<div>28</div> <div>F</div>	<div>29</div> <div>G</div>	<div>30</div> <div>A</div> <div>Memorial Day</div>	<div>31</div> <div>B</div>



A Lake Street Express train continues its trip toward the Loop after a stop at the original Lake Transfer station near Paulina in the early 1940s.

June 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1B	2C	3D	4E	5F	6G	7A
8A	9B	10C	11D	12E	13F	14G
15G	16A	17B	18C	19D	20E	21F
22F	23G	24A	25B	26C	27D	28E
29E	30F		cta		May SMTWTFSS 123 45678910 11121314151617 18192021222324 25262728293031	July SMTWTFSS 12345 6789101112 13141516171819 20212223242526 2728293031



Pedestrians had to fend for themselves on Madison at Canal Street in this 1906 photo taken just after trolley service was extended into the Loop.

July 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>June</div> <div>SMTWTFS</div> <div>1234567</div> <div>891011121314</div> <div>15161718192021</div> <div>22232425262728</div> <div>2930</div>	<div>August</div> <div>SMTWTFS</div> <div>12</div> <div>3456789</div> <div>10111213141516</div> <div>17181920212223</div> <div>24252627282930</div> <div>31</div>	<div>1</div> <div>G</div>	<div>2</div> <div>A</div>	<div>3</div> <div>B</div>	<div>4</div> <div>C</div> <div>Independence Day</div>	<div>5</div> <div>D</div>
<div>6</div> <div>D</div>	<div>7</div> <div>E</div>	<div>8</div> <div>F</div>	<div>9</div> <div>G</div>	<div>10</div> <div>A</div>	<div>11</div> <div>B</div>	<div>12</div> <div>C</div>
<div>13</div> <div>C</div>	<div>14</div> <div>D</div>	<div>15</div> <div>E</div>	<div>16</div> <div>F</div>	<div>17</div> <div>G</div>	<div>18</div> <div>A</div>	<div>19</div> <div>B</div>
<div>20</div> <div>B</div>	<div>21</div> <div>C</div>	<div>22</div> <div>D</div>	<div>23</div> <div>E</div>	<div>24</div> <div>F</div>	<div>25</div> <div>G</div>	<div>26</div> <div>A</div>
<div>27</div> <div>A</div>	<div>28</div> <div>B</div>	<div>29</div> <div>C</div>	<div>30</div> <div>D</div>	<div>31</div> <div>E</div>	<div>cta</div>	



Few stations were as remote as the single-track terminal at Mannheim/22nd, where shuttle car 2892 waits to make the trip back to Roosevelt Rd. in 1946.

August 1986

Chicago Transit Authority


SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>July</div> <div>SMTWTFS</div> <div>1 2 3 4 5</div> <div>6 7 8 9 10 11 12</div> <div>13 14 15 16 17 18 19</div> <div>20 21 22 23 24 25 26</div> <div>27 28 29 30 31</div>	<div>September</div> <div>SMTWTFS</div> <div>1 2 3 4 5 6</div> <div>7 8 9 10 11 12 13</div> <div>14 15 16 17 18 19 20</div> <div>21 22 23 24 25 26 27</div> <div>28 29 30</div>				<div>1</div> <div>F</div>	<div>2</div> <div>G</div>
<div>3</div> <div>G</div>	<div>4</div> <div>A</div>	<div>5</div> <div>B</div>	<div>6</div> <div>C</div>	<div>7</div> <div>D</div>	<div>8</div> <div>E</div>	<div>9</div> <div>F</div>
<div>10</div> <div>F</div>	<div>11</div> <div>G</div>	<div>12</div> <div>A</div>	<div>13</div> <div>B</div>	<div>14</div> <div>C</div>	<div>15</div> <div>D</div>	<div>16</div> <div>E</div>
<div>17</div> <div>E</div>	<div>18</div> <div>F</div>	<div>19</div> <div>G</div>	<div>20</div> <div>A</div>	<div>21</div> <div>B</div>	<div>22</div> <div>C</div>	<div>23</div> <div>D</div>
<div>24</div> <div>D</div> <div>C</div> <div>31</div>	<div>25</div> <div>E</div>	<div>26</div> <div>F</div>	<div>27</div> <div>G</div>	<div>28</div> <div>A</div>	<div>29</div> <div>B</div>	<div>30</div> <div>C</div>



When Logan Square was the end of the West/Northwest route in 1954, buses lined up on Linden Place at Kedzie to take riders farther north and west.

September 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 <div>D</div> <div>Labor Day</div>	2 <div>E</div>	3 <div>F</div>	4 <div>G</div>	5 <div>A</div>	6 <div>B</div>
7 <div>B</div>	8 <div>C</div>	9 <div>D</div>	10 <div>E</div>	11 <div>F</div>	12 <div>G</div>	13 <div>A</div>
14 <div>A</div>	15 <div>B</div>	16 <div>C</div>	17 <div>D</div>	18 <div>E</div>	19 <div>F</div>	20 <div>G</div>
21 <div>G</div>	22 <div>A</div>	23 <div>B</div>	24 <div>C</div>	25 <div>D</div>	26 <div>E</div>	27 <div>F</div>
28 <div>F</div>	29 <div>G</div>	30 <div>A</div>			<div>August</div> <div>SMTWTFS</div> <div>12</div> <div>3456789</div> <div>10111213141516</div> <div>17181920212223</div> <div>24252627282930</div> <div>31</div>	<div>October</div> <div>SMTWTFS</div> <div>1234</div> <div>567891011</div> <div>12131415161718</div> <div>19202122232425</div> <div>262728293031</div>



Track work slows a Brill-built streetcar heading south along Halsted toward 111th and Sacramento in this 1935 photo of the Hull House complex near Polk.

October 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>September</div> <div>SMTWTFS</div> <div>1 2 3 4 5 6</div> <div>7 8 9 10 11 12 13</div> <div>14 15 16 17 18 19 20</div> <div>21 22 23 24 25 26 27</div> <div>28 29 30</div>	<div>November</div> <div>SMTWTFS</div> <div>2 3 4 5 6 7 8</div> <div>9 10 11 12 13 14 15</div> <div>16 17 18 19 20 21 22</div> <div>23 24 25 26 27 28 29</div> <div>30</div>		<div>1</div> <div>B</div>	<div>2</div> <div>C</div>	<div>3</div> <div>D</div>	<div>4</div> <div>E</div> <div>Rosh Hashanah</div>
<div>5</div> <div>E</div>	<div>6</div> <div>F</div>	<div>7</div> <div>G</div>	<div>8</div> <div>A</div>	<div>9</div> <div>B</div>	<div>10</div> <div>C</div>	<div>11</div> <div>D</div>
<div>12</div> <div>D</div> <div>Columbus Day</div>	<div>13</div> <div>E</div> <div>Yom Kippur</div> <div>Columbus Day (Observed)</div>	<div>14</div> <div>F</div>	<div>15</div> <div>G</div>	<div>16</div> <div>A</div>	<div>17</div> <div>B</div>	<div>18</div> <div>C</div>
<div>19</div> <div>C</div>	<div>20</div> <div>D</div>	<div>21</div> <div>E</div>	<div>22</div> <div>F</div>	<div>23</div> <div>G</div>	<div>24</div> <div>A</div> <div>United Nations Day</div>	<div>25</div> <div>B</div>
<div>26</div> <div>B</div>	<div>27</div> <div>C</div>	<div>28</div> <div>D</div>	<div>29</div> <div>E</div>	<div>30</div> <div>F</div>	<div>31</div> <div>G</div> <div>Halloween</div>	<div>cta</div>



White bus No. 3483, Archer Express service, and the pavement on Cicero at 63rd were all new in this 1946 photo near the entrance to Midway Airport.

November 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>October</div> <div>SMTWTFS</div> <div>1234</div> <div>567891011</div> <div>12131415161718</div> <div>19202122232425</div> <div>262728293031</div>	<div>December</div> <div>SMTWTFS</div> <div>123456</div> <div>78910111213</div> <div>14151617181920</div> <div>21222324252627</div> <div>28293031</div>					<div>1</div> <div>A</div>
<div>2</div> <div>A</div>	<div>3</div> <div>B</div>	<div>4</div> <div>C</div> <div>Election Day</div>	<div>5</div> <div>D</div>	<div>6</div> <div>E</div>	<div>7</div> <div>F</div>	<div>8</div> <div>G</div>
<div>9</div> <div>G</div>	<div>10</div> <div>A</div>	<div>11</div> <div>B</div> <div>Veteran's Day</div>	<div>12</div> <div>C</div>	<div>13</div> <div>D</div>	<div>14</div> <div>E</div>	<div>15</div> <div>F</div>
<div>16</div> <div>F</div>	<div>17</div> <div>G</div>	<div>18</div> <div>A</div>	<div>19</div> <div>B</div>	<div>20</div> <div>C</div>	<div>21</div> <div>D</div>	<div>22</div> <div>E</div>
<div>23</div> <div>E</div> <div>30</div> <div>D</div>	<div>24</div> <div>F</div>	<div>25</div> <div>G</div>	<div>26</div> <div>A</div>	<div>27</div> <div>B</div> <div>Thanksgiving Day</div>	<div>28</div> <div>C</div>	<div>29</div> <div>D</div>



Triple-armed fluorescent fixtures made buses and other holiday traffic on State Street glow in this Christmastime view south from Lake in 1960.

December 1986

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1E	2F	3G Illinois Statehood 1818	4A	5B	6C
7C	8D	9E	10F	11G	12A	13B
14B	15C	16D	17E	18F	19G	20A
21A	22B	23C	24D	25E Christmas Day	26F	27G Hanukkah
28G	29A	30B	31C		<div>November</div> <div>SMTWTFS</div> <div>1</div> <div>2345678</div> <div>9101112131415</div> <div>16171819202122</div> <div>23242526272829</div> <div>30</div>	<div>January</div> <div>SMTWTFS</div> <div>123</div> <div>45678910</div> <div>11121314151617</div> <div>18192021222324</div> <div>25262728293031</div>

Historical notes



JANUARY

Only a few blocks from Lake Michigan, the Lincoln Park terminal for No. 72 North Avenue buses bears the brunt of winter storms, as this 1951 photo shows. Ready to start his trip west from Clark to Narragansett, an operator adjusts the trolley pole on an A.C.F. Brill, which was part of an order for 120 trolley buses purchased by two predecessor companies and accepted by CTA in 1948. Waiting to enter the terminal is one of 45 Pullman-Standard buses that were also received in 1948 and seated 45 passengers. The Lincoln Park terminal was acquired when trolley buses replaced streetcars on North Avenue in 1949, and has been used by diesel buses since 1973.



FEBRUARY

The first two articulated cars were purchased by the Rapid Transit Company just before CTA was established in 1947. Both of these Pullman-built cars and two others delivered the next year by the St. Louis Car Company had seats for 96 passengers, and had a raw aluminum finish, except for red and gray paint around the windows. Later numbered 51 and painted cream and green, Car 5001 is shown westbound on the Garfield Park line using the local track at Laramie in 1948. Protected trolley poles weren't needed until the cars were transferred to Evanston service. Poles were later replaced by pantographs for Skokie Swift operation.



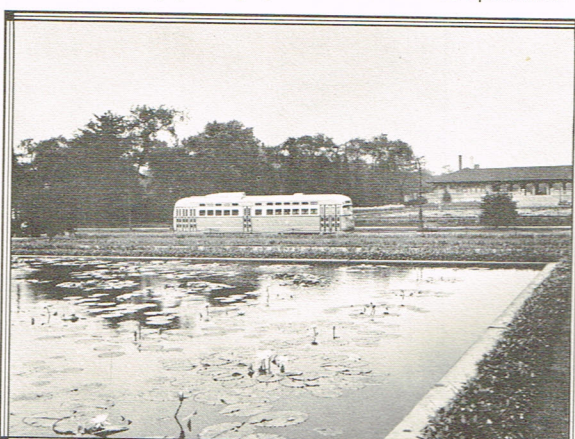
MARCH

Pullman-built 'Green Hornet' streetcars are shown waiting in the terminal at 79th and Halsted to begin the nearly 14-mile trip north to Broadway in the early 1950s. Streetcars from both the Halsted and Halsted Downtown routes entered the terminal from 79th and Emerald, and loaded facing west, while buses from the South Halsted and Vincennes/111 extension routes entered eastbound and exited via Emerald and 80th. Halsted streetcars were operating south to 79th Street as early as 1896. Tracks along Halsted in front of the terminal were used from 1912 until 1949 by through-routed cars heading southwest to 111th and Sacramento.



APRIL

Vaudeville still had top billing at the Diversey Theater in this mid-1920s photo looking north on Clark Street at Diversey. The Cheatham electric switch contactor connected to the trolley wire in the foreground allowed northbound streetcars like the Pullman car below it to select either Clark or Broadway routing. Another Pullman on the Clark/Wentworth route waits southbound at Diversey while a Brill-built No. 42 car enters the intersection from Broadway. During this period, Halsted Downtown cars operated along Clark from Archer Avenue to a loop terminal at Broadway and Waveland that still serves buses on the Halsted route.



MAY

Water lilies add serenity to this scene of a 'Green Hornet' streetcar heading east along Madison Street through Garfield Park in the late 1940s. North of the second lily pond beyond Madison is the old boat house bordering the Garfield Park lagoon. Madison had the first PCC streetcars in Chicago when 'Blue Goose' cars went into service in 1936. Later, 4000-series Pullman cars like the one pictured ran on Madison and its Fifth Avenue branch until December, 1953. Streetcar service on Fifth actually continued two months longer, using one-man red cars as a shuttle between Pulaski and California, where there was no loop to turn back PCCs.



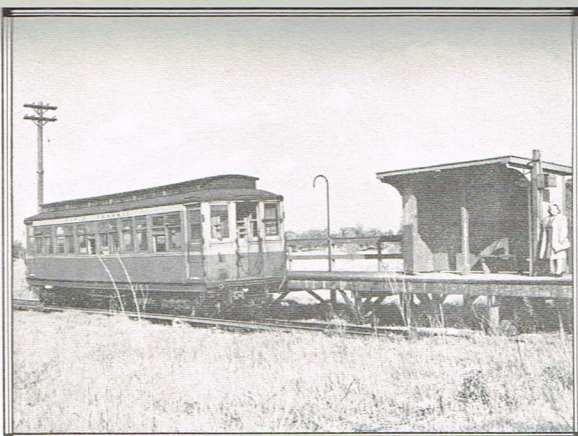
JUNE

Before 'A' and 'B' skip-stop service was inaugurated in 1948, Lake Street Express trains, like the one pictured eastbound leaving the Lake Street Transfer station at Paulina in the early 1940s, speeded riders on a middle track between Pulaski and Rockwell, and skipped some other stops. Until the Dearborn subway was opened in 1951, trains from Humboldt Park and Logan Square operated south along Paulina from Evergreen, joining Garfield and Douglas Park trains before entering the Loop at Wells and Van Buren. The Paulina structure has been modified to give O'Hare-Congress-Douglas cars access to Lake and the rest of the system.



JULY

Grand Central was an appropriate name for one of the hotels that stood where the imposing Chicago & NorthWestern station would rise a few years after this picture was taken on Madison at Canal Street in 1906. Trolley cars had just been introduced on Madison, and were the most modern technological developments to be seen in this view showing streets paved with cobblestones, stone slabs for sidewalks, and horse-drawn wagons. Heading east toward the Loop is a heavily loaded single-truck Chicago Railways Madison Street car pulling a trailer. Passing westbound is a Chicago Union Traction open-sided trolley on a circuitous route to 21st and Marshall.



AUGUST

Westchester was still "out in the country" when this photo was taken in 1946 of shuttle car 2892 at the Mannheim/22nd terminal. This was the farthest point southwest ever served by Rapid Transit Company trains. The Westchester line, which was opened between Desplaines and Roosevelt in 1926, was extended south to 22nd in 1930 as a single-track operation. The shuttle was cut back to rush period service only in 1950, and the entire line was discontinued at the end of the following year. Wooden-bodied cars like 2892 were purchased by the Metropolitan West Side Elevated Railroad from Pullman in 1906, and remained in service until 1957.



SEPTEMBER

Logan Square was a major boarding point for northwest side rapid transit riders from the moment the terminal was opened by the Metropolitan West Side Elevated Railway in 1895. First in the line of buses loading westbound on Linden Place at Kedzie Boulevard in this 1954 photo is a No. 82 Kimball, a gas-powered Twin Coach that was part of the first bus order placed by CTA after its inception in 1947. Other routes serving the terminal at this time included the rush-period Milwaukee Limited, which operated north along adjacent Milwaukee Avenue to Central; the Kedzie-Homan that ran on Kedzie north of Fullerton, and the former Chicago Motor Coach Diversey route.



OCTOBER

Brill-built streetcar No. 5218 was already in its 30th year of service when this photo was taken of a track crew on Halsted at Gilpin Place (later Cabrini Street) in 1935. The Halsted car, heading south to 111th and Sacramento, is passing Hull House, a complex of buildings erected between 1890 and 1908 through the efforts of Jane Addams, a social worker, who began her settlement house work in 1889. These buildings were torn down in the early 1960s for construction of the University of Illinois at Chicago. The original Hull House, hidden from view in this photo, has been restored as a museum, and is now a stop on CTA's West Culture Bus route.



NOVEMBER

Archer Express bus service had just been introduced when this photo was taken of White bus No. 3483 southbound on Cicero Avenue at 63rd Street in 1946. Cicero was still being repaved, covering over the single track that formerly carried shuttle streetcars from 63rd north to Archer Avenue. The building in the distance (right) was the original terminal for Municipal Airport, later known as Midway. Bus No. 3483 was preparing to turn east into 63rd toward a Keating-64th-Cicero terminal loop. New in 1946, it was among the last of 95 gasoline-powered, manual transmission, White buses that were delivered to the Chicago Surface Lines between 1944 and 1946.



DECEMBER

Competition from cars, trucks and taxis kept bus movements to a crawl on State Street in this view looking south from Lake during the Christmas season of 1960. Stopping at the safety island northbound at Lake is an Archer Express 8200-series Fixible propane bus nearing the end of its run. Passing each other at Randolph are shorter 8400-series Fixibles on the No. 149 route between the Merchandise Mart and Soldier Field Parking Lot. Among the buses heading south along the curb lane are 1100 and 1400-series GMCs from the Chicago Motor Coach fleet and a 3400-series White 44-seater, all in their later days of service, plus other Fixible and GMC models.

Additional CTA Calendars available at \$3 each

CTA's 1986 Historical Calendars are provided free of charge to CTA employees and retirees as the August issue of Transit News. In addition, calendars will be distributed to CTA offices, garages, terminals, and other work locations.

Also, a limited supply of calendars is available for sale at \$3 each, including mailing costs. For additional copies, make checks payable to Chicago Transit Authority, and send them to CTA Calendar, P.O. Box 3555, Chicago, Illinois 60654. Calendar offers good in U.S. only.

Transit News is published for employees and retirees of CTA • Editorial and graphics by the Public Affairs Department, Bill Baxa, Manager • Director of Publications: Jack Sowchin; Editor: Rick Willis • Graphic Designers: A. V. Eiva and Alan Grady • Contributing Writers: Jeff Stern, Don Yabush • Typesetting and printing provided by the Management Services Department • Distributed free of charge to all active and retired CTA employees • Annual subscription price to others, \$5 • CTA TRANSIT NEWS, Room 734, Merchandise Mart Plaza, P.O. Box 3555, Chicago, IL 60654.

CHICAGO TRANSIT AUTHORITY
P. O. Box 3555, Chicago, Illinois 60654

**BULK RATE
Paid
U. S. POSTAGE
PERMIT No. 8021
CHICAGO, ILL.**