



cta HISTORICAL PHOTOGRAPHS



**LAST STREET CAR
USED IN CHICAGO 6/21/58**

cta HISTORICAL HIGHLIGHTS



1947

Oct. 1 CTA began operations after purchasing the properties of two privately owned bankrupt companies, the Chicago Surface Lines (for \$51 million) and the Chicago Rapid Transit Company (for \$12,162,000).

1948

Mar. 27 Buses were substituted for trains on the Skokie 'L' route.

Apr. 5 The first rapid transit skip-stop ('A' and 'B') service began on the Lake route.

1949

Sept. 12 Burnside car barn (93rd St. and Drexel Ave.), built in 1890 by the Calumet Electric Street Railway Company in connection with its operation of the first overhead trolley system in Chicago, was closed.

Dec. 4 Beverly bus garage was opened (1345 W. 103rd Street).

1950

May 29 North Park bus garage was opened (3112 W. Foster Avenue).

July 25 The last closed-top double-decker bus was operated (Hyde Park route) by the Chicago Motor Coach Co.

July 27 500 propane (liquefied gas) buses (#5000-5499) were ordered from Twin Coach Company, of Kent, Ohio, making CTA the first transit company to order an entire fleet of propane buses.



Sept. 7 349 trolley buses (#413-761, later 9413-9761) were ordered from Marmon-Herrington Company, of Indianapolis, the largest trolley bus order ever placed by a U.S. transit company.

Sept. 17 The first of a total of 770 all-metal rapid transit cars (#1-50 and 6001-6720), built by St. Louis Car Company, of St. Louis, were placed in service on the Logan Square 'L' route.

1951

Jan. 21 Elston Avenue became the first CTA route to be completely equipped with propane buses.



Feb. 25 Dearborn Street subway was opened.

Dec. 9 Westchester rapid transit service was replaced by buses.

1952

May 4 Humboldt Park 'L' service was discontinued.

June 1 CTA began consolidating all executive and operating offices in the Merchandise Mart.

Oct. 1 CTA formalized the purchase of the Chicago Motor Coach Company for \$16,431,000.

1953

Sept. 20 Garfield Park 'L' trains began operating at street-level on Van Buren Street between Sacramento Avenue and Aberdeen Street to allow for construction of the Congress Expressway.

Oct. 16 The 8.58-mile right-of-way between Wilson Avenue and Linden Avenue, in Wilmette, used by rapid transit trains since 1908, was purchased by CTA from the Chicago, Milwaukee, St. Paul and Pacific Railroad for \$7 million.

1954

Jan. 7 Right-of-way of the Garfield Park 'L' route between Laramie Avenue, Chicago, and Desplaines Avenue, Forest Park, was purchased by CTA from the Chicago, Aurora and Elgin Railway for \$1 million.

Jan. 29 Normal Park 'L' branch service was discontinued.

May 30 The last red streetcars were replaced by buses on the Lake and Cermak routes.

1955

Jan. 16 All transit operations were ended at Blue Island car barn (2201 W. 24th Street).

Oct. 11 Garfield Park 'L' trains began using the former Wells Street terminal as a temporary connection with the Loop 'L', allowing demolition of old structure for construction of Wacker Drive.

Dec. 4 Forest Glen garage opened (5419 W. Armstrong Avenue).

1957

Sept. 7 Devon car barn (6454 N. Clark Street) and Rosemont garage (1124 W. Rosemont Avenue) were closed.

Oct. 7 Stockyards 'L' service was replaced by bus service.

Dec. 1 Kenwood branch 'L' service was discontinued, along with the last wood-steel cars that were used on the branch.

1958

June 21 Chicago's last streetcar in regular service (Green Hornet No. 7213) made its final run (Wentworth route).

June 22 Rapid transit operations began in the median strip of the Congress (later Eisenhower) Expressway, marking the first use of rail transit on a highway route.

1960

Nov. 6 The first train-phone system ever installed for regular use on an urban transit system was placed in operation on North-South route trains, providing direct communication with Operations Control in the Merchandise Mart.

1961

Apr. 19 Four-track operation was begun through the Wilson Avenue station area on the North-South rapid transit route.

May 8 The first ten of 150 General Motors "New Look" buses (#100-249) were placed in service on the No. 21 Cermak route.

1962

July 27 A rapid transit inspection and service shop was opened at the Desplaines terminal on the Congress route.

Oct. 28 Operations began on the newly elevated portion of the Lake rapid transit route along the Chicago & North Western right-of-way between Laramie Avenue, Chicago, and Harlem Avenue, Oak Park.

1963

Oct. 1 CTA opened a new bus overhaul facility at South Shops.

Dec. 30 Right-of-way between Howard terminal and Dempster Street, Skokie, was purchased from the Chicago, North Shore and Milwaukee Railroad for new Skokie Swift service.

1964

Apr. 20 Skokie Swift service began operations, becoming the first rapid transit project to receive a demonstration and capital improvement grant from the federal government.

May 11 The first CTA bus service to O'Hare International Airport began from Logan Square rapid transit terminal.



June 15 The first of 180 "New Look" air-conditioned rapid transit cars (#2000-2180), built by Pullman-Standard Company, of Chicago, were placed in service on the Lake route.

1965

Aug. 18 The Illinois State Legislature authorized the first reimbursement to CTA for its long-standing program of providing reduced fares for students in elementary and high schools.

1967

June 19 A new rapid transit inspection and service shop was opened at Harlem terminal on the Lake route.

Nov. 30 The first electronic cab signaling was installed on the Lake rapid transit route.

1969

Apr. 20 The first reduced fare for senior citizens took effect for those riding between 9 a.m. and 3 p.m. Monday through Saturday, and from 7 a.m. until midnight on Sundays and holidays.

May 6 Service on the Englewood rapid transit route was extended from Loomis to Ashland with the opening of a modern station terminal at Ashland.

Sept. 28 Rapid transit service began in the median of the Dan Ryan Expressway, and the newly merged Lake-Dan Ryan route used the first of 150 air-conditioned cars (#2201-2352) built by The Budd Company, of Philadelphia, Pennsylvania.

Nov. 9 An exact fare system was established on the first 28 CTA bus routes.



1970

Feb. 1 Service began on the Kennedy rapid transit extension from Logan Square to a new terminal at Jefferson Park. Express bus service was inaugurated from the Jefferson Park Transit Center to O'Hare International Airport.

Mar. 12 A new bus monitoring system was placed into operation at the Merchandise Mart.

June 29 The Northwest Passage was opened, providing an enclosed walkway and escalators between the North Western commuter station and CTA's Lake-Clinton 'L' station.

1971

Nov. 1 CTA began its use of two "Suggestion Buses" to tour the city and solicit ideas from the public for the design of new buses and rapid transit cars.

1972

Aug. 11 The first of 525 air-conditioned diesel buses (#1000-1524), built by General Motors, of Pontiac, Michigan, were placed in service at Archer garage.

Nov. 5 Reduced fare for senior citizens was extended to all hours.

1973

Mar. 25 Keeler garage (4221 W. Diversey Avenue), built as a boiler factory in 1923, and purchased ten years later by the Chicago Motor Coach Company, was closed.

Mar. 25 CTA's last trolley buses were operated on the No. 53 Pulaski, No. 54 Cicero and No. 72 North routes.

Sept. 10 CTA established four bus routes in Evanston, replacing service operated earlier by the Evanston Bus Company.

Nov. 5 The first of 545 air-conditioned diesel buses (#7400-7944), built by General Motors, were placed in service.

Nov. 8 Evanston rapid transit service was changed from overhead trolley to third rail power, allowing retirement of the last of CTA's 4000 series cars, which were 50 years or older.

Dec. 12 The Regional Transportation Authority Act was signed into law by Governor Dan Walker, providing public financial assistance to supplement fare collections for paying operating costs of the CTA, commuter railroads, and suburban bus operators in the six-county metropolitan area.

1974

Jan. 7 CTA placed into effect a one-hour transfer, permitting unlimited use of the 10-cent transfer within one hour of the time punched, with more time permitted for continuous travel in the same direction, as before.

Mar. 10 CTA began offering bargain fares on Sundays.

Mar. 19 The establishment of a Regional Transportation Authority won approval by referendum.

June 2 CTA began experimental use of a Sunday "Super Transferpass," permitting unlimited riding for a single fare.

June 17 The first woman bus operator was hired by CTA.

Aug. 1 CTA's travel information service was expanded to provide information on travel throughout metropolitan Chicago.

Aug. 29 CTA hired its first two women for rapid transit service.

1975

June 26 New bus servicing facilities were opened at 77th Street.

Sept. 4 Delivery was begun on CTA's largest-ever order for 600 air-conditioned diesel buses (#9000-9599) from General Motors.



1976

Jan. 6 CTA's last propane bus (#8715) was operated on the No. 22 Clark route.

Oct. 6 Inaugural runs were made on the first of 200 new (sliding door) rapid transit cars (#2401-2600) from the Boeing Vertol Company, of Philadelphia.

Oct. 14 The first of an experimental program for 100 CTA bus shelters was erected at Chicago Avenue and Fairbanks Court.

1977

Jan. 20 Federal grants were made to the Chicago Department of Public Works for extending the Kennedy rapid transit route to O'Hare International Airport and transforming State Street in the downtown area into a transit mall.

May 29 CTA began Culture Bus service on Sundays and holidays, initially serving seven downtown area and South Side museums.

Aug. 7 An expanded and modernized CTA Control Center was opened in the Merchandise Mart.

1978

Feb. 6 A new rush-period express bus service was begun from the Midway Airport parking lot to the Loop with inauguration of the No. 99M Midway Park 'N' Ride bus route.

Feb. 16 The Combined Insurance Company of America became the first Chicago firm to offer employees the opportunity to buy new CTA monthly riding passes.

Oct. 13 The final 230 of CTA's fleet of buses were equipped with a two-way radio communications system, a silent emergency alarm, and an automatic bus-locator system.



1979

Feb. 24 CTA placed in service the first five of 20 articulated ("Big Bend") buses (#7000-7019) ordered from M.A.N. (Maschinenfabrik-Augsburg-Nuernberg), of Munich, West Germany.

Oct. 29 State Street Transit Mall was opened.

Nov. 26 CTA began selling monthly passes to individuals.

1980

Aug. 31 Reverse-flow lanes for buses only were opened on Adams Street and Jackson Boulevard in the downtown area.

1981

Apr. 3 Inaugural runs were made on the first of 300 (later 600) new (sliding door) rapid transit cars (#2601-3200) from The Budd Company, of Philadelphia.

Sept. 13 Reverse-flow bus lanes were opened on Washington and Madison Streets in the downtown area.

Sept. 20 CTA began a special service for the mobility limited, using lift-equipped buses (#100-119) from Sheller-Globe Corp., Superior Lima Division, of Lima, Ohio.

Oct. 4 Dollar bills were no longer accepted for payment of fares on CTA buses, as part of a "Ban the Buck" campaign aimed at preventing the jamming of fareboxes.

1982

Mar. 4 Jackson Park rapid transit service was temporarily suspended south of 61st Street because of a structural defect in the Dorchester bridge over the ICG tracks.

Apr. 18 A skip-stop test program was begun on State Street north of Grand Avenue to speed bus service.

July 12 CTA retired as scheduled the last of \$135 million in revenue bonds that were issued in 1947, 1952, and 1953.

Oct. 15 CTA introduced 20 new lift-equipped buses (#150-169) for the mobility limited that were built by Carpenter Body Works, of North Vernon, Indiana, and distributed by Lawson National Distributing Company, of Houston, Texas, the first minority firm to receive a contract for vehicle delivery from a major transit agency.

Dec. 12 Jackson Park rapid transit service was resumed as far as University station after a \$2 million rehabilitation project.

1983

Feb. 27 Service began on the O'Hare rapid transit extension from Jefferson Park to River Road station.

Apr. 25 52nd Street bus garage was closed (5201 S. Cottage Grove).

Aug. 4 The first of 199 new buses (#9800-9974 and 1600-1624), with sliding windows and roof vents, built by Flyer Industries Ltd., of Winnipeg, Manitoba, were placed in service (Beverly garage).

1984

June 29 Kedzie bus garage was opened (358 S. Kedzie Avenue).

Sept. 3 The final segment of the O'Hare rapid transit extension was opened from River Road to the O'Hare terminal.

1985

Apr. 1 New fareboxes from General Farebox Inc., of Elk Grove Village, that accept dollar bills and count fares, were placed in service on the first 134 CTA buses (Beverly garage).



June 11 The first of 362 standard-sized buses (#4000-4361), built by M.A.N. Truck and Bus Co., of Charlotte, North Carolina, and featuring digital electronic destination signs and sliding sash and standee windows, were placed in service (Kedzie garage).

Sept. 8 Bus operations began in the same direction as other traffic on Washington and Madison Streets downtown after the City Council ordered an end to reverse-flow bus lanes.

Oct. 20 Service for disabled riders, contracted by CTA to four local transportation companies, began for subscription riders.

1986

Jan. 10 The last CTA buses (Forest Glen garage) were equipped with fareboxes that accept dollar bills.

Feb. 9 In conjunction with new fare rates, CTA changed transfer regulations to allow use of transfers on two additional routes, but not on the route of purchase.

Mar. 27 CTA began selling 14-day riding passes.

Apr. 20 Reverse-flow lanes were eliminated on Adams Street and Jackson Boulevard in the downtown area.

Aug. 3 A test program began at Morse Avenue station on the North-South route to require exact fares for rapid transit riders.