

2011 Historical Calendar

Chicago Transit Authority

Expanded Historical Notes for each month now featured at the back!





This circa 1906 view looking north at the intersection of Halsted, Blue Island and Harrison shows two Halsted streetcars with crush loads of workers and shoppers.

2011 January

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

| | | |
|--|---|--|
| 2010 December 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 | 2011 February 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: CIA Operations Division Group Days Off ▼ Alternate day off if you work on this day • Central offices closed |
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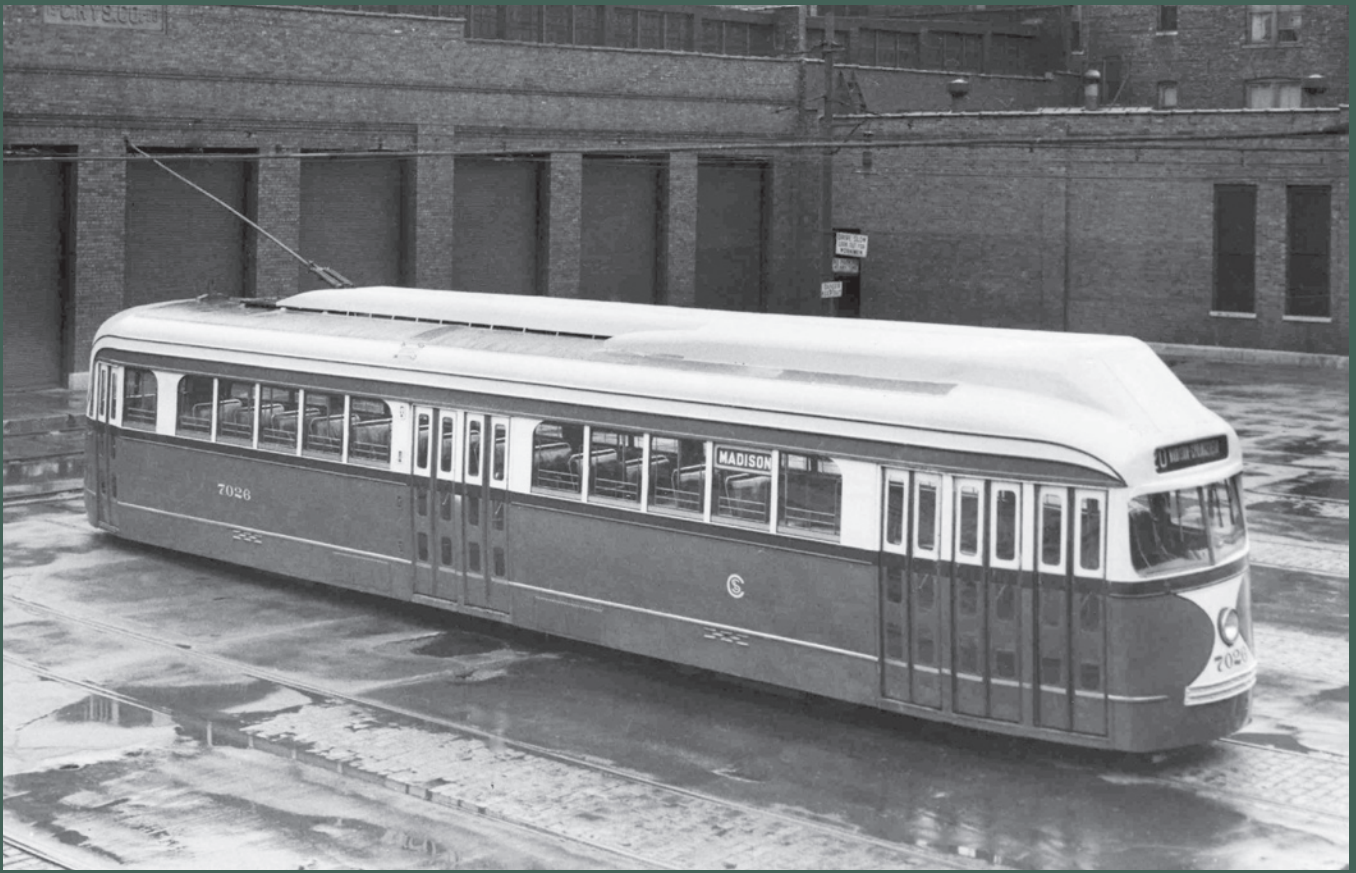
Three generations of rapid transit cars that served the Lake Street 'L' are seen lined up in Hamlin Yard on June 19, 1964 – 1964-built “New Look” High-Performance cars 2011-2012 (left), 1915-vintage “Baldie” car 4145 (center), and open platform wooden car 3146 (right).

2011 February

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

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| 2011 January 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 | 2011 March 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 |
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Chicago Surface Lines streetcar 7026, sporting an experimental roof-mounted ventilation system, is seen in April of 1944. These cars were affectionately known as “Blue Geese” thanks to their paint scheme.

2011 March

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----------------------------|-----------------|-----------------|-----------------|-------------------|-----------------|-------------------|
| | | 1 ^A | 2 ^B | 3 ^C | 4 ^D | 5 ^E ● |
| 6 ^E ● | 7 ^F | 8 ^G | 9 ^A | 10 ^B | 11 ^C | 12 ^D ● |
| | | | Ash Wednesday | | | |
| 13 ^D ● | 14 ^E | 15 ^F | 16 ^G | 17 ^A | 18 ^B | 19 ^C ● |
| Daylight Saving Time Starts | | | | St. Patrick's Day | | |
| 20 ^C ● | 21 ^D | 22 ^E | 23 ^F | 24 ^G | 25 ^A | 26 ^B ● |
| First Day of Spring | | | | | | |
| 27 ^B ● | 28 ^C | 29 ^D | 30 ^E | 31 ^F | | |

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| 2011 February 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 | 2011 April 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: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed |
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North Chicago Street Railroad horsecar 8, shown here on April 23, 1965, is eastbound on Wacker at Wells during an event commemorating of the 20th Anniversary of the formation of the Chicago Transit Authority.

2011 April

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

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|---|---|--|
| 2011 March 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 | 2011 May 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 | ABCDEF G: CIA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed |
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A four-car set of 2200-series rapid transit cars, newly arrived from the Budd Company, is seen at Skokie Shops on June 28, 1969. Most cars of this series remain in service today, assigned to the Blue Line.

2011 May

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

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|--|---|--|
| 2011 April 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 | 2011 June 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: CIA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed |
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Trolley bus 9760, a product of the Marmon-Herrington Company and part of a fleet of over 700 trolley buses operated by the CTA, is seen traveling westbound on Irving Park at Kostner. (Mike Charnotta collection)

2011 June

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

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|---|---|--|
| 2011 May 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 | 2011 July 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 | ABCDEF G: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed |
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Rapid transit cars 6205-6206, one set of 6000-series railcars totaling 720 built by the St. Louis Car Company between 1950 and 1959, are seen in Wilson Yard in spring of 1954.

2011 July

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

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|---|--|--|
| 2011 June 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 | 2011 August 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 | ABCDEF G: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed |
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It is most likely the morning rush hour, as scores of people have just exited an eastbound PCC Blue Goose streetcar on 63rd Street and are headed to the Loomis terminal of the Englewood 'L' line for trains to Downtown and Howard.

2011 August

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

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| 2011 July 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 | 2011 September 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 |
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General Motors-built bus 9050, part of CTA's new fleet of 600 air-conditioned "New Look" buses, is making its debut on September 4, 1975.

2011 September

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

Rosh Hashanah

| | | |
|--|--|--|
| 2011 August 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 | 2011 October 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 |
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Part of a fleet built by Barney & Smith between 1894 and 1899 for the Metropolitan West Side Elevated, Chicago rapid transit car 2711 appears near the Logan Square terminal.

2011 October

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

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| 2011 September 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 | 2011 November 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: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed |
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CTA bus 5746, a 1954 product of the Flxible Bus Company, is heading southbound on Cottage Grove at 87th circa 1960.

2011 November

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

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|------------------------|----------------------|--------------------------|
| 2011 October | 2011 December | ABCDEF G: |
| S M T W T F S | S M T W T F S | CTA Operations |
| 1 | 1 2 3 | Division |
| 2 3 4 5 6 7 8 | 4 5 6 7 8 9 10 | Group Days Off |
| 9 10 11 12 13 14 15 16 | 11 12 13 14 15 16 17 | ▼ Alternate day off |
| 17 18 19 20 21 22 23 | 18 19 20 21 22 23 24 | if you work on this day |
| 24 25 26 27 28 29 30 | 25 26 27 28 29 30 31 | ● Central offices closed |
| 31 | | |





Passing the University of Chicago campus in Hyde Park on its way to 108th and Ewing, Chicago Surface Lines streetcar 5739 is operating southbound on Cottage Grove.

2011 December

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-------------------|-------------------|-----------------|--|-----------------|-----------------|-------------------|
| | | | | 1 ^F | 2 ^G | 3 ^A ● |
| 4 ^A ● | 5 ^B | 6 ^C | 7 ^D | 8 ^E | 9 ^F | 10 ^G ● |
| 11 ^G ● | 12 ^A | 13 ^B | 14 ^C | 15 ^D | 16 ^E | 17 ^F ● |
| 18 ^F ● | 19 ^G | 20 ^A | 21 ^B | 22 ^C | 23 ^D | 24 ^E ● |
| 25 ^E ● | 26 ^F ● | 27 ^G | 28 ^A | 29 ^B | 30 ^C | 31 ^D ● |
| Christmas Day | Kwanzaa Begins | | First Day of Hanukkah First Day of Winter | | | New Year's Eve |

| | | |
|---|---|--|
| 2011 November 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 | 2012 January 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 |
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Historical Notes



January

This view from circa 1906 looking north at the intersection of Halsted, Blue Island and Harrison shows two Halsted streetcars with crush loads of workers and shoppers. Chicago's earliest streetcars featured open platforms at each end and often were filled to beyond capacity, with passengers actually riding on the steps or hanging from the railings, practices considered unthinkable today.

Note the continuous slot in the middle of the tracks, which is a remnant of when this section of Halsted Street was served by cable cars, which preceded the introduction of electric streetcars in Chicago. Gas lights were still the preferred method of street illumination during this period.



February

This photo, taken at Hamlin Yard on June 19, 1964, shows three generations of rapid transit cars that served the Lake Street 'L'. On the left, cars 2011-2012, newly arrived from the Pullman-Standard Company in Chicago, represent the new "state of the art" equipment assigned to that line, and featured amenities such as air conditioning and wide picture windows. They replaced the venerable 4000-series cars – seen in the center – built by the Cincinnatti Car Company between

1914 and 1924, and represented here by car 4145. Finally, at the right is car 3146, already out of passenger use and assigned to work service, and representative of the wood cars that served the line from 1893 to 1954.



March

Chicago Surface Lines streetcar 7026, signed for the #20 Madison route, is seen ready for service in April of 1944. Part of a fleet built in 1936 by the St. Louis Car Company, and affectionately known as "Blue Geese." These streetcars were first introduced on the #20 Madison route, and also operated on various other routes in the city. The Chicago Surface Lines (CSL) frequently tested various improvements, such as new door arrangements, on their cars in a continuous effort to innovate and

improve. This car, for instance, has been retrofitted with experimental roof ventilators housed in a unique cowling, an experiment appearing on only one other car, 4032. The CSL was one of two independent transit companies absorbed into the CTA in 1947.



April

North Chicago Street Railroad horsecar 8, shown here on April 23, 1965, is eastbound on Wacker at Wells. The event was the commemoration of the 20th Anniversary of the formation of the Chicago Transit Authority. Horsecars were among the first forms of public transportation within the City of Chicago. Consisting mainly of an enclosed cabin with two bench seats, passenger amenities were few. Maintenance was relatively low, however, with the cost of "fuel" based on the

going price for hay and other costs of animal care. Car 8 has been modified with tires so that it can be freely moved around.



May

A four-car set of newly arrived 2200-series rapid transit cars is seen at Skokie Shops, signed for service on the Lake-Dan Ryan route, on June 28, 1969. The Budd Company built 150 of these cars in 1969-1970, and most remain in service today on the Blue Line. Purchased by the City of Chicago as part of the funding grant that also paid for the construction of the Dan Ryan and Kennedy line extensions, the cars' aesthetics were designed by Skidmore, Owings and Merrill. (Skidmore also designed the

extensions' stations). A noted feature of these cars is the fluted stainless steel outer shells, which required no painting. They were also the last cars to feature blinker-style doors, which was a standard on Chicago rapid transit cars beginning in 1947.



June

Trolley bus 9760, built by the Marmon-Herrington Company, is seen traveling westbound on Irving Park at Kostner. Chicago took delivery of 349 of these buses between 1951-1952, and they became part of a fleet of over 700 trolley buses that operated on 16 routes. As new city neighborhoods were established, trolley buses served as extensions to existing streetcar routes to bring service to these outlying areas.

Later, as the streetcar system was being phased out, a number of routes were converted to trolley bus.

By the 1970s, CTA was phasing out the trolley buses in favor of diesel buses, with the #80 Irving Park route being converted on January 14, 1973. The last trolley bus service in the city ended a few months later on March 25, 1973. (Mike Charnotta collection)

Historical Notes



July

Rapid transit cars 6205-6206 are seen at Wilson Yard, signed for Ravenswood-Loop service, in spring of 1954. They were part of several orders of 6000-series railcars built by St. Louis Car Company and delivered between 1950 and 1959, and accounted for 720 out of over 1,100 rail cars then in service. To lower the cost of the new cars, most of them included reconditioned elements salvaged from the fleet of PCC Green Hornet streetcars being retired at the time as the CTA converted its surface division system from streetcars to buses. Stylistically, these last 520 cars included modifications to the basic car design of the first 200, resulting in curved, rather than flat doors, crank-style windows, and a different lighting fixture design. Perhaps most importantly, interior conductor control positions were added – in earlier versions of these cars, conductors operated doors from an outside position located between cars which put them at the mercy of rain, snow, sleet and cold.



August

It is most likely a morning rush hour, as scores of people have just exited an eastbound PCC Blue Goose streetcar on 63rd Street and are headed to the Loomis terminal of the Englewood 'L' line for trains to Downtown and Howard. 63rd Street was not only a major commercial street at the time but also a major commuter corridor, as evidenced by the stream of passengers transferring from the streetcar to the 'L'. PCC cars, such as this one built by the St. Louis Car Company in 1936, were Chicago's first streamlined streetcars, and were assigned to routes with high ridership. A 4000-series "Baldie" railcar is visible on the 'L' structure, part of a train ready to begin its northbound trip. At the time of this photo, Englewood trains began and ended their trips at Loomis. Service was extended two blocks west to a new terminal at Ashland in 1969.



September

CTA "New Look" bus 9050 has just been delivered from General Motors in Pontiac, Michigan, and was one of the first of CTA's new fleet of 600 air-conditioned buses making its debut on September 4, 1975. Features included balloon front bumpers, easy-out rear doors, chimes instead of a buzzer, and brightly lit stairwells. These buses also featured a new two-tone light green/dark green and white paint scheme, first introduced three years earlier on the 1000-series GM buses. A destination sign has yet to be installed in the front of the vehicle.



October

Part of a fleet built by Barney & Smith between 1894 and 1899 for the predecessor Metropolitan West Side Elevated, Chicago Rapid Transit Company car 2711 appears near the Logan Square terminal. While the underframe was steel, the remainder of the car was constructed of wood and featured clerestory windows for ventilation, as well as sliding doors, replacing the open ends and gates of the earlier rail cars. The Metropolitan West Side Elevated was one of several independent rapid transit companies that initially operated in Chicago, later becoming part of the Chicago Rapid Transit Company, which was later absorbed into the Chicago Transit Authority in 1947, achieving the goal of a unified city surface and rail transit system.



November

Circa 1960, CTA 5746 bus is heading southbound on Cottage Grove at 87th. Built in 1954 by the Flexible Bus Company, it was part of a fleet of approximately 1,700 propane-fueled buses from several manufacturers that operated between 1953 and 1976. Just five years earlier, streetcars served this route.



December

Chicago Surface Lines streetcar 5739, built by the J. G. Brill Company, is operating southbound on Cottage Grove, passing the University of Chicago campus in Hyde Park on its way to 108th and Ewing. Cars of this type were informally known as "muzzleloaders," because both entrance and exit were located at the front. These cars began operation in 1908 and lasted just into the Chicago Transit Authority era, with the last cars being scrapped in 1949.