



25th Anniversary of the "Big Bend" Bus

Bus #7003 was one of the first of 20 "Big Bend" articulated (7000 series) buses delivered to CTA from Maschinenfabrik-Augsburg-Nuremburg (M.A.N.) of Munich, Germany, when it was shown making a test run on the #125 Water Tower Express route southbound on Michigan at Chicago in 1979. Another 125 (7100 series) M.A.N. buses were purchased in 1982, making up the only other CTA order for new artics until the arrival of the first of 226 low-floor (7500 series) models from North American Bus Industries (NABI) of Anniston, Alabama, in 2003.

2004

Chicago Transit Authority

Historical Calendar



take it.SM

2004 JANUARY



In this January 1979 view, looking north on Sedgwick, a customer leads her child toward a #37 Sedgwick bus southbound at Evergreen as another follows directly behind. Both were GMs with air-conditioning purchased in 1972 and assigned to the Limits garage. At the time, #37 buses operated west only to Taylor/Western, since the #58 Ogden route served Ogden all the way to Pulaski from Michigan Avenue downtown via Randolph and Ogden.



JANUARY

New Year's Day
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

Martin Luther King, Jr. Birthday
15
D

16
E

17
F

18
F

Martin Luther King, Jr. Day
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

* Star after date:
Alternate day off
if you work on this day

Alphabetical letters
under dates:
CTA Operations Division
Group Days Off

Blue Shaded Numbers:
Central offices closed

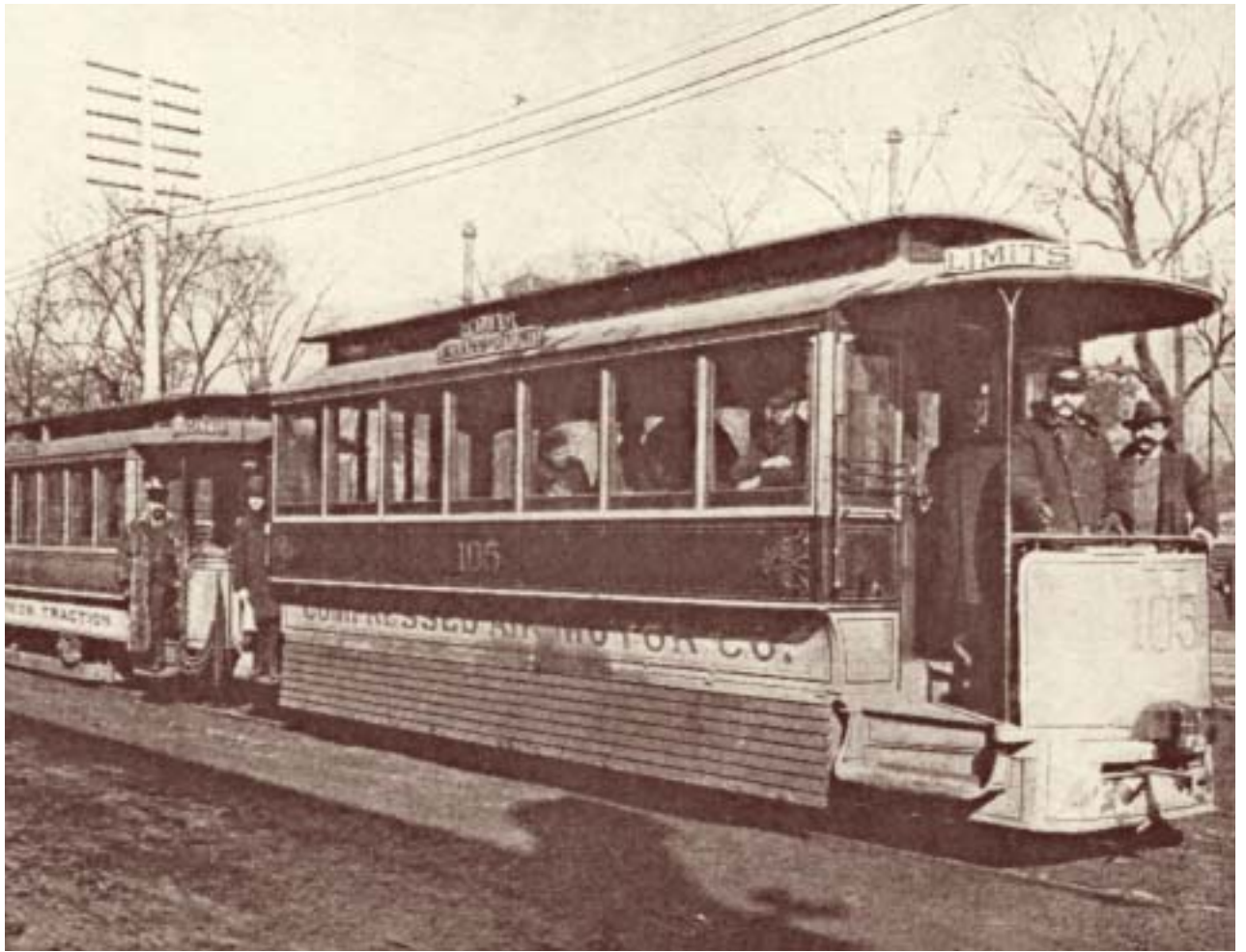
DECEMBER 2003

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FEBRUARY 2004

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| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
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| 29 | | | | | | |

2004 FEBRUARY



The last two decades of the 19th Century saw the introduction of a number of experimental means for powering surface transportation in Chicago. In this photo taken on Clark near North Avenue, a car propelled by compressed air pulls trailers north on a cold winter day in the 1890s. The distance cars could travel before their air compressors had to be recharged proved this type of power impractical. Cars had enclosed compartments for passengers to ride inside, while platforms were open to the elements, requiring crews to bundle up.



| S | M | T | W | T | F | S |
|----------------------------------|----------------------------|---------|--------------------------|-------------------------------|---------|----------------------------|
| 1 D | 2 E | 3 F | 4 G | 5 A | 6 B | 7 C |
| 8 C | 9 D | 10 E | 11 F | 12 G Lincoln's Birthday | 13 A | 14 B Valentine's Day |
| 15 B | 16 C Presidents' Day | 17 D | 18 E | 19 F | 20 G | 21 A |
| 22 A Washington's Birthday | 23 B | 24 C | 25 D Ash Wednesday | 26 E | 27 F | 28 G |
| 29 G | FEBRUARY | | | | | |

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JANUARY 2004

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MARCH 2004

| S | M | T | W | T | F | S |
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| 28 | 29 | 30 | 31 | | | |

2004 MARCH



Streetcars as well as South Chicago branch Illinois Central trains operated through the intersection of 75th and Exchange when this photo was taken looking east in the mid-1940s. Preparing to turn north onto Exchange is a one-man car built by the Lightweight Noiseless Streetcar Company that was winding its way along the South Deering route from Torrence/112th to Dorchester/63rd. Heading east to the terminal at 75th and the lakefront is an "Old Pullman" on the 74th/75th route that had already seen almost 40 years of service.



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FEBRUARY 2004
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

APRIL 2004
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

| S | M | T | W | T | F | S |
|---------|---------|---------|------------------------------|---------|---------|---------|
| | 1 A | 2 B | 3 C | 4 D | 5 E | 6 F |
| 7 F | 8 G | 9 A | 10 B | 11 C | 12 D | 13 E |
| 14 E | 15 F | 16 G | 17 A St. Patrick's Day | 18 B | 19 C | 20 D |
| 21 D | 22 E | 23 F | 24 G | 25 A | 26 B | 27 C |
| 28 C | 29 D | 30 E | 31 F | MARCH | | |

2004 APRIL



Just before the official inauguration of "Skokie Swift" service on April 18, 1964, customers were treated to free rides on the new express operation from Howard to Dempster/Skokie. Double-ended, 1-50 series cars from the St. Louis Car Company were used for the service, which required pantographs for overhead power west of Skokie Shops. These cars operated for almost 30 years until they were replaced by 3200-series cars from Morrison-Knudsen.



| | S | M | T | W | T | F | S |
|--|----------|---------|--------------------|---------|---------|-----------------------|---------|
| | APRIL | | | | 1 G | 2 A | 3 B |
| Daylight Savings Begins Palm Sunday | 4 B | 5 C | 6 D Passover | 7 E | 8 F | 9 G Good Friday | 10 A |
| Easter | 11* A | 12 B | 13 C | 14 D | 15 E | 16 F | 17 G |
| | 18 G | 19 A | 20 B | 21 C | 22 D | 23 E | 24 F |
| | 25 F | 26 G | 27 A | 28 B | 29 C | 30 D | |

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MARCH 2004

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
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| 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 2004

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| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |

2004 MAY



Service to the lakefront site of the Century of Progress World's Fair in 1933-34 involved extending streetcar lines over Illinois Central Railroad tracks at both Roosevelt Road and 23rd Street. In this view looking south, "Old Pullman" Car #323 has just delivered special guests to a new terminal near the south end of Soldier Field. The service ran east from Wabash on Cermak, which had recently been renamed from 22nd Street to honor Mayor Anton Cermak, and then via Silverton Way, the 23rd Street viaduct and a private right-of-way to the terminal.



| S | M | T | W | T | F | S |
|------------------------|-------------------------|---------|-------------------------------------|---------|---------|-----------------------------|
| MAY | | | | | | 1 E |
| 2 E | 3 F | 4 G | 5 A | 6 B | 7 C | 8 D |
| Mother's Day 9 D | 10 E | 11 F | 12 G | 13 A | 14 B | Armed Forces Day 15 C |
| 16 C | 17 D | 18 E | 19 F | 20 G | 21 A | 22 B |
| 23 B | Memorial Day 30 A | 24 C | Memorial Day (observed) 31* B | 25 D | 26 E | 27 F |
| | | | | 28 G | 29 A | |

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APRIL 2004
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 2004
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

2004 JUNE



An operator and conductor pose before a trip on one of 70 open-top double-deckers, which the Chicago Motor Coach Company purchased from Yellow Coach for service on its "Boulevard Routes" in 1923-24. The #11 Marquette route originally linked Marquette Park with Jackson Park, but service east of Loomis was discontinued in 1942 when buses began operating directly downtown, making limited stops via Loomis to Garfield and then merging with Garfield service via Michigan, Lake and Wabash to Wacker/Michigan.



| S | M | T | W | T | F | S |
|-------------------------|---------------------|---------|---------|---------|---------|---------|
| JUNE | | | | | | |
| | | 1 C | 2 D | 3 E | 4 F | 5 G |
| 6 G | 7 A | 8 B | 9 C | 10 D | 11 E | 12 F |
| 13 F | 14 G Flag Day | 15 A | 16 B | 17 C | 18 D | 19 E |
| 20 E Father's Day | 21 F | 22 G | 23 A | 24 B | 25 C | 26 D |
| 27 D | 28 E | 29 F | 30 G | | | |

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MAY 2004
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 2004
S M T W T F S
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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

2004 JULY



From 1913 until 1949, Ravenswood trains operated from Kimball to the South Side, first to Kenwood and later to Englewood/Normal Park. In this early 1940s view, a Ravenswood train of 4000-series cars with middle doors that never opened stops southbound at Irving Park on a trip to Englewood. At that time, the last car was detached at Harvard for service on the Normal Park branch, where stops were made at 65th, Marquette and the terminal at 69th. Shuttles later served Normal Park from Harvard until the branch was discontinued in 1954.



| S | M | T | W | T | F | S |
|---------|---------|---------|---------|---------|---------|---------|
| JULY | | | | 1 A | 2 B | 3 C |
| 4* C | 5 D | 6 E | 7 F | 8 G | 9 A | 10 B |
| 11 B | 12 C | 13 D | 14 E | 15 F | 16 G | 17 A |
| 18 A | 19 B | 20 C | 21 D | 22 E | 23 F | 24 G |
| 25 G | 26 A | 27 B | 28 C | 29 D | 30 E | 31 F |

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JUNE 2004

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| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

AUGUST 2004

| S | M | T | W | T | F | S |
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| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

2004 AUGUST



One of several boulevard routes taken over by the CTA from the Chicago Motor Coach Company in 1952, #3 South Park (now King Drive) buses for many years made short turns at 30th Street, which was convenient to Michael Reese Hospital. In this 1961 view in front of Dunbar Vocational High School, one of 481 50-seat propane buses purchased in 1953-55 waits to start a trip south to 81st while still showing the northbound short-turn destination sign. Service was extended south to 95th Street in 1972 and north to Chicago in 1988.



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JULY 2004

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SEPTEMBER 2004

| S | M | T | W | T | F | S |
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| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | | |

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

2004 SEPTEMBER



#8 Halsted cars never regularly operated on Crosby, so Car #5401 may have been on a detour for bridge work when this photo was taken looking west on Division toward Ogden (above) and Halsted (below) in the early 1940s. Among Chicago's first PAYE (Pay As You Enter) cars, #5401 was part of an order for 400 cars from J.G. Brill of Philadelphia in 1906-8. The first 50 cars in this group never made it to Chicago. They were diverted to San Francisco to help rebuild a fleet that was destroyed in the earthquake and fire of 1906.



| S | M | T | W | T | F | S |
|-----------|----------------------|---------|---------|--------------------------|---------|-----------------------|
| SEPTEMBER | | | 1 E | 2 F | 3 G | 4 A |
| 5 A | Labor Day 6* B | 7 C | 8 D | 9 E | 10 F | 11 G |
| 12 G | 13 A | 14 B | 15 C | Rosh Hashanah 16 D | 17 E | 18 F |
| 19 F | 20 G | 21 A | 22 B | 23 C | 24 D | Yom Kippur 25 E |
| 26 E | 27 F | 28 G | 29 A | 30 B | | |

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AUGUST 2004

| S | M | T | W | T | F | S |
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| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
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| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

OCTOBER 2004

| S | M | T | W | T | F | S |
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| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | | |

2004 OCTOBER



In this 1953 view looking east at the Logan Square terminal, customers boarding the #82A bus to Lawndale-34th were probably transferring from Kimball service that operated south from McCormick and Lincoln, since 'L' passengers would have come from the same general direction the bus was heading. Bus #5096 had seats for 51 passengers and was among the first 500 propane buses purchased from Flixible in 1950-51. After 'L' service was extended to Jefferson Park in 1970, the terminal was removed and Logan Square became a subway stop.



OCTOBER

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SEPTEMBER 2004

| S | M | T | W | T | F | S |
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NOVEMBER 2004

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
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| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

| S | M | T | W | T | F | S | |
|---------|---------------------------------------|----------------------------|---------|---------|---|---------|--------|
| OCTOBER | | | | | | 1 C | 2 D |
| 3 D | 4 E | 5 F | 6 G | 7 A | 8 B | 9 C | |
| 10 C | 11 D Columbus Day (observed) | 12 E Columbus Day | 13 F | 14 G | 15 A | 16 B | |
| 17 B | 18 C | 19 D | 20 E | 21 F | 22 G | 23 A | |
| 24 A | 25 B United Nations Day | 26 C | 27 D | 28 E | 29 F Halloween Daylight Savings Ends | 30 G | |

2004 NOVEMBER



Some of the CTA's first 6000-series cars were in service on the Douglas Park branch when this photo was taken at the 54th Avenue terminal in 1954. Former 'L' right-of-way in the distance was still being prepared for new use after service was cut back from Oak Park Avenue two years earlier. From 1954 until 1958 Douglas Park trains completed trips downtown via the connector track to Lake, while Garfield Park trains operated partly at street level as construction continued in the median of the Congress (Eisenhower) Expressway.



| | S | M | T | W | T | F | S |
|---------|---------|---------|------------------------|------------------------------|----------|---------|--------|
| | | 1 A | 2 B Election Day | 3 C | 4 D | 5 E | 6 F |
| 7 F | 8 G | 9 A | 10 B | 11* C Veterans Day | 12 D | 13 E | |
| 14 E | 15 F | 16 G | 17 A | 18 B | 19 C | 20 D | |
| 21 D | 22 E | 23 F | 24 G | 25* A Thanksgiving Day | 26* B | 27 C | |
| 28 C | 29 D | 30 E | NOVEMBER | | | | |

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OCTOBER 2004
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 2004
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

2004 DECEMBER



Morning rush period commuters apparently transferring from Milwaukee or Halsted buses were in such a hurry to catch this eastbound #65 bus that they crossed Grand between cars rather than at the stoplight. A collector tries to assist the boarding process in this 1960s view looking west. The 10½-mile trip this Marmon-Herrington bus was taking from Nordica to Lake Shore made Grand one of the longest trolley bus routes in the CTA system. Trolley buses operated on Grand from 1951 until all trolley service ended in 1973.



| S | M | T | W | T | F | S |
|----------|---------|---------|---|---------|---------|-----------------------|
| DECEMBER | | | 1 F | 2 G | 3 A | 4 B |
| 5 B | 6 C | 7 D | 8 E Hanukkah (First of 8 days) | 9 F | 10 G | 11 A |
| 12 A | 13 B | 14 C | 15 D | 16 E | 17 F | 18 G |
| 19 G | 20 A | 21 B | 22 C | 23 D | 24 E | 25* F Christmas |
| 26 F | 27 G | 28 A | 29 B | 30 C | 31 D | |

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NOVEMBER 2004
S M T W T F S
1 2 3 4 5 6
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14 15 16 17 18 19 20
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JANUARY 2005
S M T W T F S
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2 3 4 5 6 7 8
9 10 11 12 13 14 15
16 17 18 19 20 21 22
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