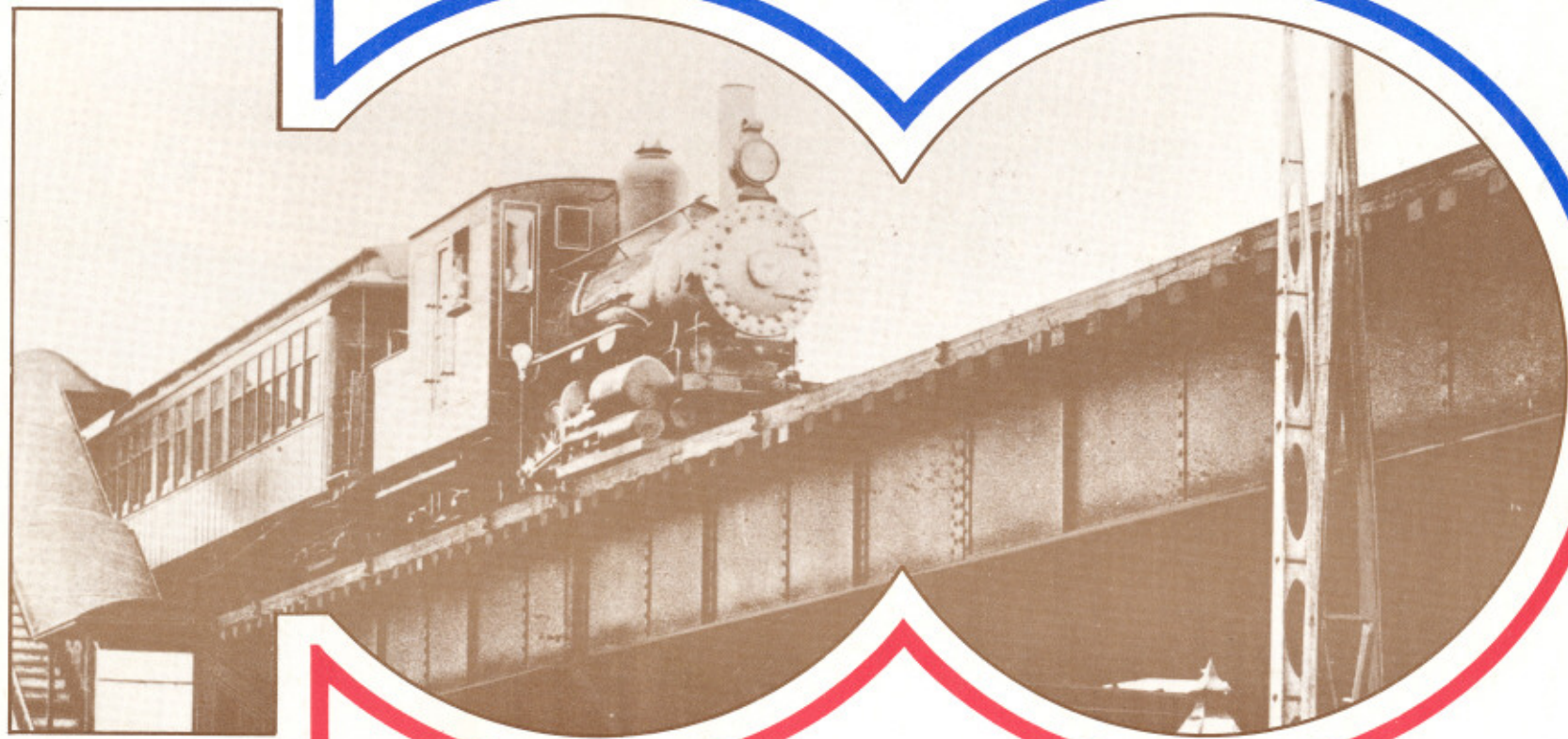


1992 HISTORICAL CALENDAR



Powered by a steam locomotive, one of Chicago's first "L" trains northbound at Indiana not long after the start of service in 1892.

Celebrating 100 years of rapid transit service, 1892-1992





January 1992


Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
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	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 29	DAYS OFF CTA Operations Division group days off are indicated in the top-right corner of each date on this calendar.	1 A New Year's Day	2 B	3 C	4 D
5 D	6 E	7 F	8 G	9 A	10 B	11 C
12 C	13 D	14 E	15 F Martin Luther King's Birthday	16 G	17 A	18 B
19 B	20 C Martin Luther King's Birthday (Observed)	21 D	22 E	23 F	24 G	25 A
26 A	27 B	28 C	29 D	30 E	31 F	



February 1992

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY																																																																																			
			<div>JANUARY</div> <table><tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr><tr><td></td><td></td><td></td><td>1</td><td>2</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td></tr><tr><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr><tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td></tr><tr><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td><td></td></tr></table>	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		<div>MARCH</div> <table><tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr><tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td></tr><tr><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td></tr><tr><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td></tr><tr><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td></tr><tr><td>29</td><td>30</td><td>31</td><td></td><td></td><td></td><td></td></tr></table>	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					1 G
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2 G Ground Hog Day	3 A	4 B	5 C	6 D	7 E	8 F																																																																																			
9 F	10 G	11 A	12 B Lincoln's Birthday	13 C	14 D Valentine's Day	15 E																																																																																			
16 E	17 F President's Day (Observed)	18 G	19 A	20 B	21 C	22 D Washington's Birthday																																																																																			
23 D	24 E	25 F	26 G	27 A	28 B	29 C																																																																																			



March 1992


Chicago Transit Authority

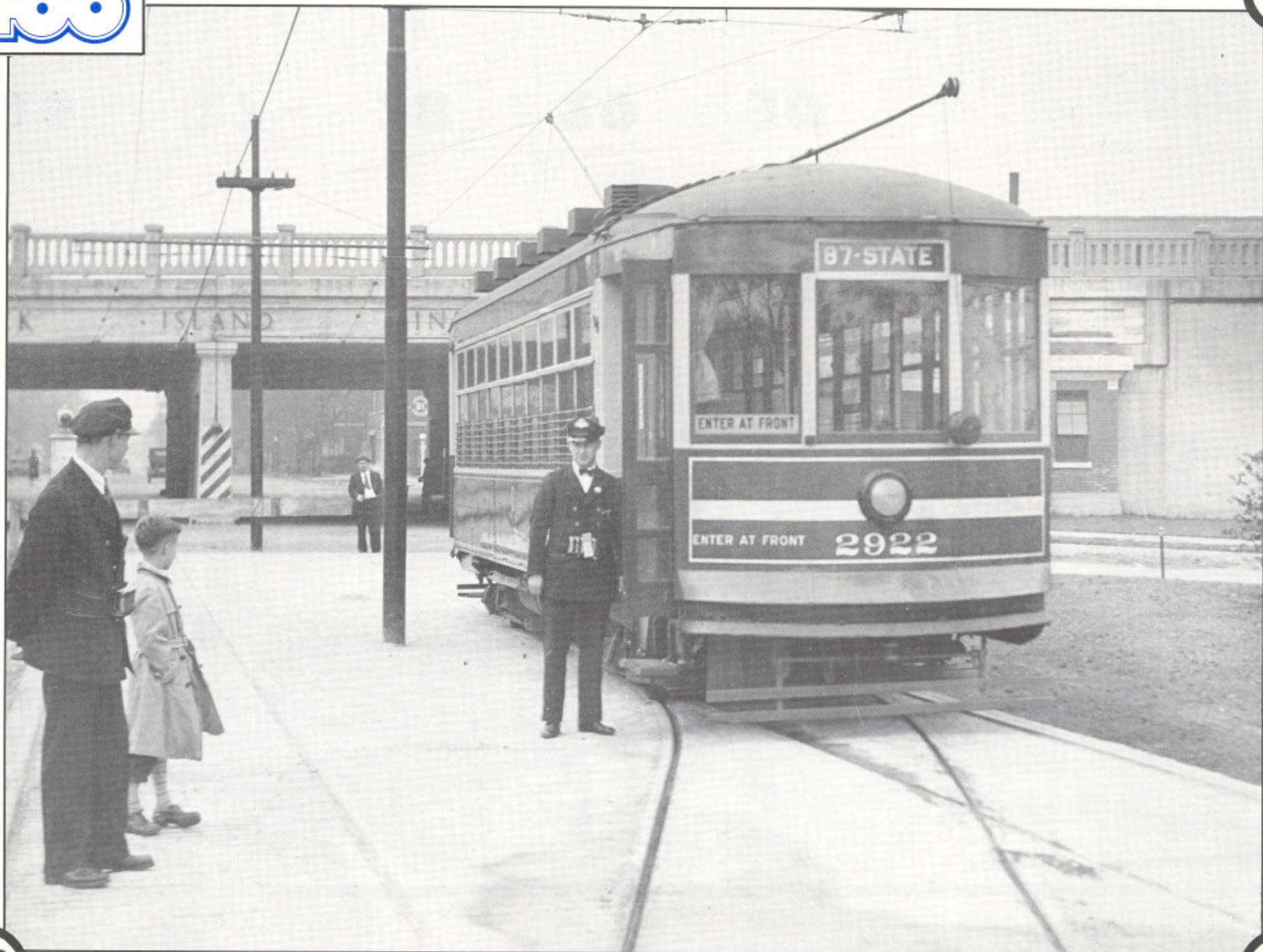
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 C	2 D	3 E Shrove Tuesday	4 F Ash Wednesday	5 G	6 A	7 B
8 B	9 C	10 D	11 E	12 F	13 G	14 A
15 A	16 B	17 C St. Patrick's Day	18 D	19 E	20 F	21 G
22 G	23 A	24 B	25 C	26 D	27 E	28 F
29 F	30 G	31 A		FEBRUARY S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	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	



April 1992

Chicago Transit Authority

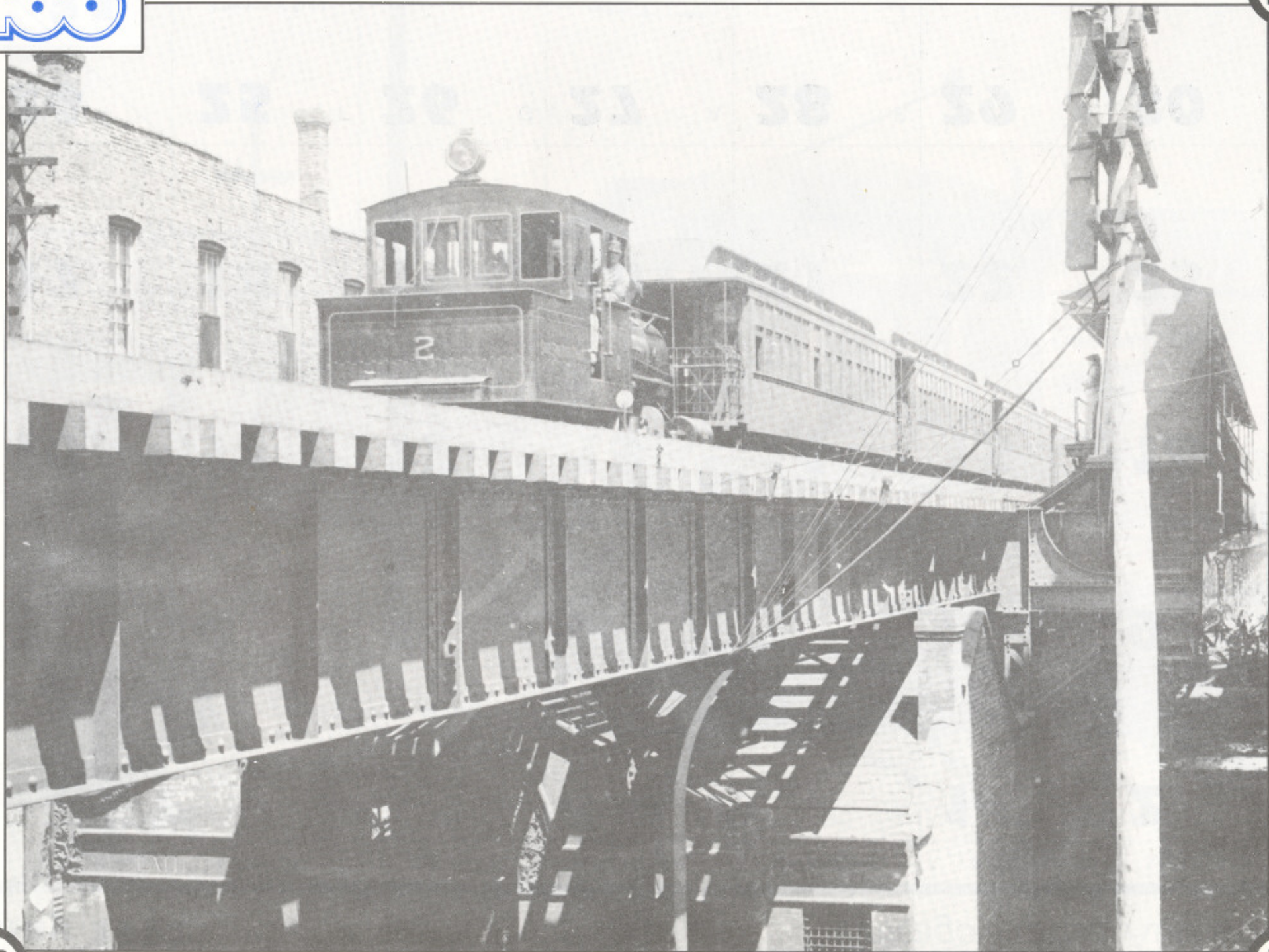
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>MARCH</p> <p>S M T W T F S</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30 31</p>	<p>MAY</p> <p>S M T W T F S</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28 29 30</p> <p>31</p>		<p>1 B</p>	<p>2 C</p>	<p>3 D</p>	<p>4 E</p>
<p>5 E</p>	<p>6 F</p>	<p>7 G</p>	<p>8 A</p>	<p>9 B</p>	<p>10 C</p>	<p>11 D</p>
<p>12 D</p> <p>Palm Sunday</p>	<p>13 E</p>	<p>14 F</p>	<p>15 G</p>	<p>16 A</p>	<p>17 B</p> <p>Good Friday</p>	<p>18 C</p> <p>Passover (First Day)</p>
<p>19 C</p> <p>Easter</p>	<p>20 D</p>	<p>21 E</p>	<p>22 F</p>	<p>23 G</p>	<p>24 A</p>	<p>25 B</p>
<p>26 B</p>	<p>27 C</p>	<p>28 D</p>	<p>29 E</p>	<p>30 F</p>		



May 1992

Chicago Transit Authority


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



An "L" train pulled by one of the Chicago & South Side Rapid Transit Railroad's Baldwin locomotives stops southbound at 39th en route to Jackson Park in 1893.
(Photo courtesy of Chicago Historical Society)

June 1992

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY																																																																																											
	1 E	2 F	3 G	4 A	5 B	6 C																																																																																											
7 C	8 D	9 E	10 F	11 G	12 A	13 B																																																																																											
14 B Flag Day	15 C	16 D	17 E	18 F	19 G	20 A																																																																																											
21 A Father's Day	22 B	23 C	24 D	25 E	26 F	27 G																																																																																											
28 G	29 A	30 B		<p>MAY</p> <table> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> <tr><td>31</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>	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							<p>JULY</p> <table> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td></td><td></td><td></td><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td></tr> <tr><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td></tr> <tr><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td></tr> </table>	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	
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Going "The Motor Coach Way," a GM bus on the No. 6 route enters Garfield Boulevard at Western for a trip downtown to Michigan and Wacker in 1946.

July 1992

Chicago Transit Authority


SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>JUNE</p> <p>S M T W T F S</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30</p>	<p>AUGUST</p> <p>S M T W T F S</p> <p>1</p> <p>2 3 4 5 6 7 8</p> <p>9 10 11 12 13 14 15</p> <p>16 17 18 19 20 21 22</p> <p>23 24 25 26 27 28 29</p> <p>30 31</p>		1 C	2 D	3 E	<p>4 F</p> <p>Independence Day</p>
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
19 D	20 E	21 F	22 G	23 A	24 B	25 C
26 C	27 D	28 E	29 F	30 G	31 A	



The end of a shift at the McCormick Works meant heavy ridership for this "pressed steel" Blue Island streetcar heading east on 26th at Washtenaw in 1945.

August 1992

Chicago Transit Authority

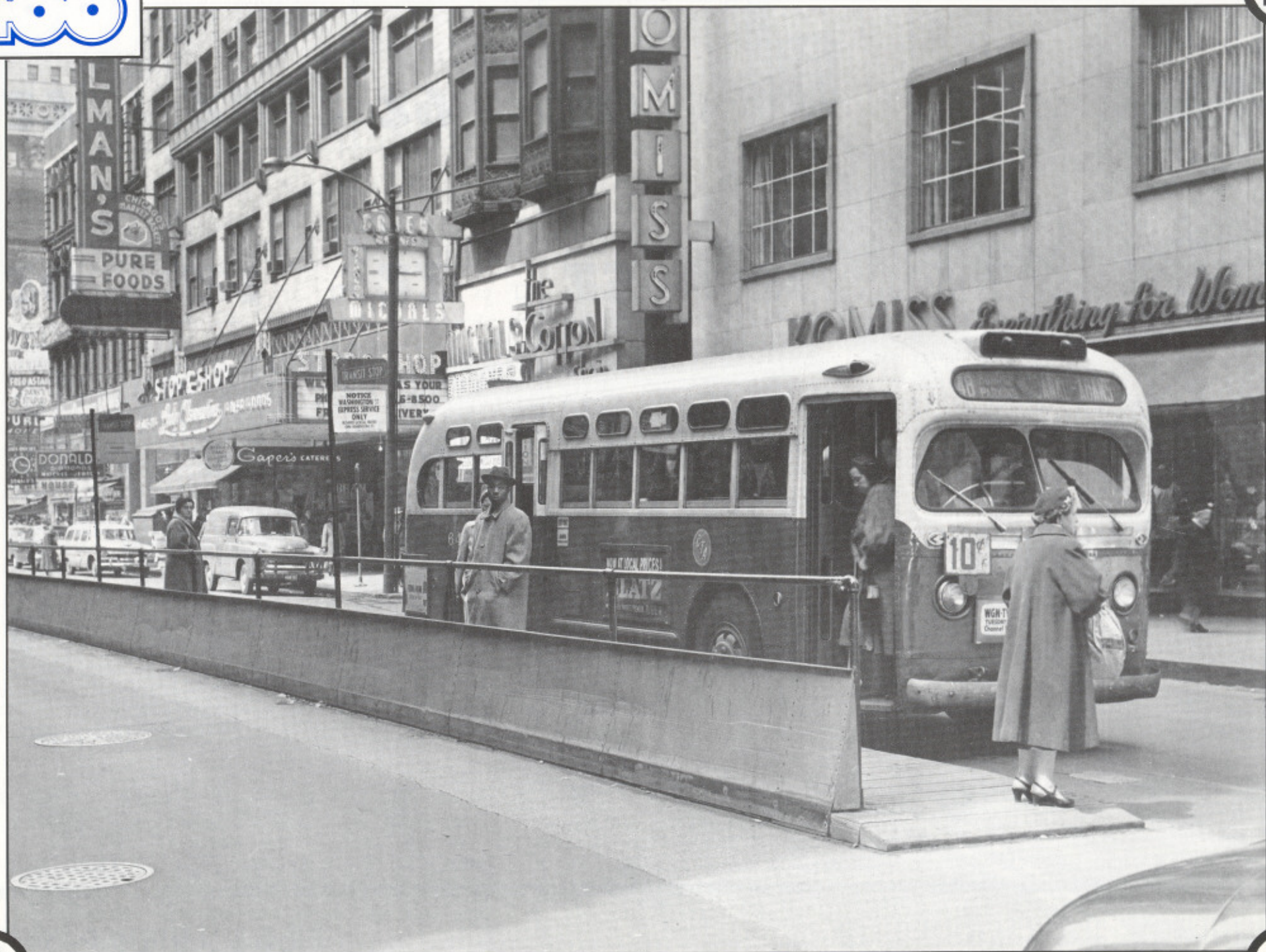
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		<div>JULY</div> <div>S M T W T F S</div> <div>1 2 3 4</div> <div>5 6 7 8 9 10 11</div> <div>12 13 14 15 16 17 18</div> <div>19 20 21 22 23 24 25</div> <div>26 27 28 29 30 31</div>	<div>SEPTEMBER</div> <div>S M T W T F S</div> <div>1 2 3 4 5</div>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



September 1992

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>AUGUST</p> <p>S M T W T F S</p> <p>1</p> <p>2 3 4 5 6 7 8</p> <p>9 10 11 12 13 14 15</p> <p>16 17 18 19 20 21 22</p> <p>23 24 25 26 27 28 29</p> <p>30 31</p>	<p>OCTOBER</p> <p>S M T W T F S</p> <p>1 2 3</p> <p>4 5 6 7 8 9 10</p> <p>11 12 13 14 15 16 17</p> <p>18 19 20 21 22 23 24</p> <p>25 26 27 28 29 30 31</p>	<p>1 G</p>	<p>2 A</p>	<p>3 B</p>	<p>4 C</p>	<p>5 D</p>
<p>6 D</p>	<p>7 E</p> <p>Labor Day</p>	<p>8 F</p>	<p>9 G</p>	<p>10 A</p>	<p>11 B</p>	<p>12 C</p>
<p>13 C</p>	<p>14 D</p>	<p>15 E</p>	<p>16 F</p>	<p>17 G</p>	<p>18 A</p>	<p>19 B</p>
<p>20 B</p>	<p>21 C</p>	<p>22 D</p>	<p>23 E</p>	<p>24 F</p>	<p>25 G</p>	<p>26 A</p>
<p>27 A</p>	<p>28 B</p> <p>Rosh Hashanan</p>	<p>29 C</p>	<p>30 D</p>			



Repainted in CTA colors, a 32-seat GM bus purchased by the Chicago Motor Coach Company stops on Washington at State en route to the Monroe parking lot in 1957.

October 1992

Chicago Transit Authority

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



That some things never change seems apparent in this scene of a Chicago Union Traction streetcar passing temporary "L" supports on Lake west of Albany in 1905.
(From the collection of George Krambles)

November 1992

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 C	2 D	3 E Election Day	4 F	5 G	6 A	7 B
8 B	9 C	10 D	11 E Veteran's Day	12 F	13 G	14 A
15 A	16 B	17 C	18 D	19 E	20 F	21 G
22 G	23 A	24 B	25 C	26 D Thanksgiving Day	27 E	28 F
29 F	30 G		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	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		



Only the snow was missing from this 1955 holiday scene looking south on State Street showing two St. Louis-built "Green Hornet" streetcars passing each other near Lake.

December 1992

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>NOVEMBER</p> <p>S M T W T F S</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30</p>	<p>JANUARY</p> <p>S M T W T F S</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28 29 30</p> <p>31</p>	<p>1 A</p>	<p>2 B</p>	<p>3 C</p> <p>Illinois Statehood 1818</p>	<p>4 D</p>	<p>5 E</p>
<p>6 E</p>	<p>7 F</p>	<p>8 G</p>	<p>9 A</p>	<p>10 B</p>	<p>11 C</p>	<p>12 D</p>
<p>13 D</p>	<p>14 E</p>	<p>15 F</p>	<p>16 G</p>	<p>17 A</p>	<p>18 B</p>	<p>19 C</p>
<p>20 C</p> <p>Hanukkah</p>	<p>21 D</p>	<p>22 E</p>	<p>23 F</p>	<p>24 G</p>	<p>25 A</p> <p>Christmas Day</p>	<p>26 B</p>
<p>27 B</p>	<p>28 C</p>	<p>29 D</p>	<p>30 E</p>	<p>31 F</p>		

Historical notes



January

About half way through the life of trolley bus operations on Chicago Avenue, two Marmon-Herrington units make their way through the snow on Fairbanks Court near the east terminal at Ontario Street in 1960. The extension of service to Ontario was helpful to the personnel working in the hospitals along Fairbanks, and was necessitated by the switch from streetcar to trolley bus operation in 1952. Streetcars could reverse ends to return west at Lake Shore Drive, but trolleys needed a "Wye" or loop. The 49-seat Marmons were part of the last — and largest — trolley bus order ever made for Chicago service. Many of the 349 units purchased in 1951-52 were among the last in operation when all trolley service ended on March 25, 1973.



April

Special events at Soldier Field, such as Army Day on April 6, 1946, provided the Chicago Motor Coach Company with an excellent opportunity to carry extra riders on its fleet of 72-seat double-deck buses. Built by Yellow Coach Company, bus 237 seen loading in the foreground and the bus just ahead of it were among the last double-deck Model 720's purchased by the Motor Coach Company in 1938. Though costing only a dime, fares on Motor Coach buses in 1946, as painted next to the double-door entrance, were two cents higher than those charged by the Chicago Surface Lines. The first rear engine closed-top double decker was introduced to Chicago riders at the Century of Progress World's Fair in 1933, only steps away from where this photo was taken.



February

The paving over of tracks on Milwaukee Avenue after streetcar service ended in 1952 made the bus trip a lot smoother for this 5000-series Flexible propane bus heading northwest at Paulina some three years later. Bus 5022 was part of an order for 500 such units from Flexible in 1950-51, and had seats for 51 passengers. They weighed only 18,500 pounds, which was about 2,500 pounds less than the 5500-series propane buses that followed them a few years later. No. 56 buses continued using the 12-mile streetcar route between downtown and Imlay until the opening of the Jefferson Park terminal led to creation of a separate extension in 1970. A 10-year-old rush-period express bus service from Logan Square to the far Northwest Side also ended at that time.



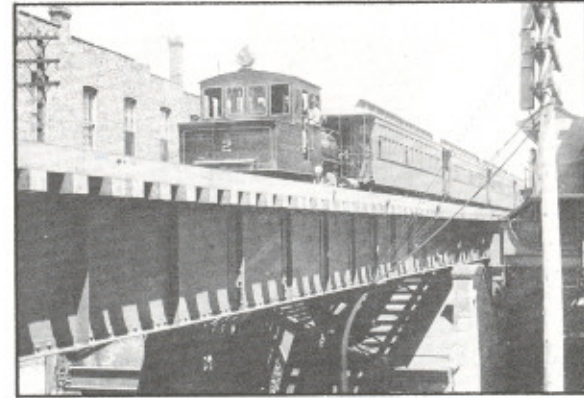
May

All shined up and ready to go shortly after the inauguration of service on West 87th Street in 1930, a one-man streetcar waits its time in a mid-street parkway terminal at Vincennes before heading east for the mile-long trip to State Street. Within a few weeks after streetcar operations began, the line was extended east to Ingleside, but it was not until 1937 that a connection was made with the East 87th Street line that had operated between Stony Island and Commercial Avenues since 1915. The Ingleside to Stony Island linkup turned out to be the last extension of streetcar service in Chicago. Car 2922 was part of a group of 19 double-ended steel safety cars built by the Chicago Surface Lines in 1922. The hum of their motors led to their being nicknamed "sewing machine" cars.



March

Almost four miles from its south terminal at 93rd Street, Stony Island car 5901 stops northbound at 63rd for the first of several opportunities riders would have to change to an "L" train. Built by Brill in 1913, this 55-seat car would also pass "L" stations on the Kenwood line at Cottage Grove, and along the main line at 18th, Roosevelt and other stops near Wabash Avenue, which Stony Island cars used from 18th to Grand en route to Navy Pier. The Jackson Park terminal, shown in this 1935 view looking north, was opened at the time of the World's Columbian Exposition in 1893, and remained in use until service was cut back to University Avenue after structural defects were found in the bridge across the ICG tracks at Dorchester in 1982.



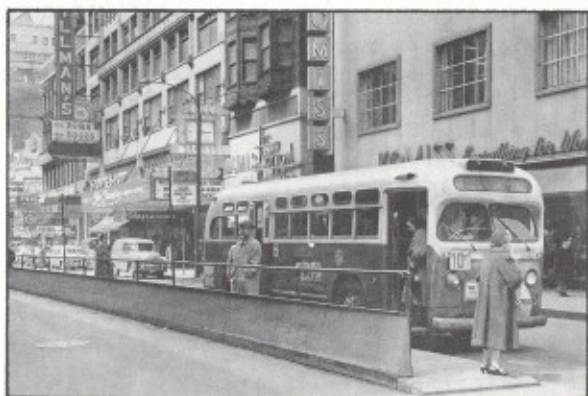
June

A steam locomotive pulls one of Chicago's first "L" trains south at 39th Street not long after the Chicago & South Side Rapid Transit Railroad began service on the "Alley L" between Congress and 39th on June 6, 1892. The first 180 passenger cars were supplied by the Jackson & Sharp Company, of Wilmington, Delaware, and the Gilbert Car Company, of Troy, New York. All were wooden coaches with open vestibules for boarding and alighting. Car interiors featured cane seats for 46 riders, slatted shades (to keep out cinders when the windows were open), hanging leather straps for standees, cork floor mats and gas lamps. By 1898, two-thirds of the cars had been fitted with electric motors for multiple unit electric operation.



July

In this view looking west toward Western in 1946, a Chicago Motor Coach Company bus on the No. 6 Garfield route has just entered Garfield heading east to Michigan Avenue on its way from Trumbull Avenue to Wacker and Michigan. Bus 1260 was among the first 200 General Motors diesel buses purchased by the Motor Coach Company in 1945-46. These Model TD 4506 units had seats for 45 passengers, and were used on many of the Motor Coach routes where double-deckers were needed only to supplement regular service during rush periods. Garfield service to downtown was discontinued in 1969 in favor of a through-routed operation along Garfield through Washington Park to 55th, then south on Hyde Park to the Museum of Science and Industry.



October

A safety island protected by a splash barrier served riders waiting for buses in the middle of Washington at State Street in 1957. Discharging passengers is a shuttle bus on the No. 148 route that had come from Union and NorthWestern stations by way of Canal and Washington Streets. At Wabash these buses turned south to Monroe before heading east to the Monroe Parking Lot. Returning to the stations, these buses used Columbus to Jackson, and Adams west to Canal. The shuttle fare of 10 cents was at least half the regular rate, which was raised from 20 to 25 cents during the year. Bus 64 was among a dozen 32-seat GM buses that the Chicago Motor Coach Company purchased in 1947 for shuttle service and for lightly patronized far northside routes.



August

Heading east on 26th Street in 1945, Blue Island Car 740 stops at Washtenaw to pick up workers from the huge McCormick Works, which was then one of the largest employers in the city. Looking much like the 600 wooden-bodied "Old Pullmans" built around the same time (1908-09), Cars 701-750 were made of steel for use in proposed streetcar subways that were never built, and also to give them a longer life by reducing the risk of damage by fire. For several years around the turn of the century, Blue Island cable and streetcars used the tunnel north of Van Buren Street to reach their Loop terminal, but for 25 years before streetcar service ended in 1949, the routing was via Harrison and Clinton, then east on Monroe to Dearborn and back west on Adams.



November

The adage that the more things change the more they remain the same seems to have particular relevance when applied to structural problems on the Lake Street "L." Opened from Market (Wacker) and Madison to Lake and California in 1893, the Lake Street Elevated Railroad line was extended to State Street on the east and 52nd (Laramie) on the west the following year. As this 1905 view near Albany Avenue suggests, streetcars, like today's buses, had limited clearance to pass under the "L." The tram rail on Lake indicates the tracks were originally used by horse cars, which by the end of 1886 were in operation from State to Crawford (Pulaski). Car 4505 was built by the Chicago Union Traction Company at its own shops around 1900.



September

The Oak Street station just south of church curve was still being used by local trains when this photo was taken of a Jackson Park Express slowing to stop at Chicago Avenue around 1940. During this period, through trains operated southbound in the Loop along Wells and Van Buren to Wabash, while northbound trains used Wabash and Lake to reach Wells. The first two cars of this midday train were among 200 4251-series "deluxe" steel units purchased from the Cincinnati Car Company in 1922. Best known for their green plush-covered seats, they had electrically controlled, pneumatically operated sliding vestibule side doors and trolley poles for service in Evanston and other locations. The train's third car was a wooden trailer from a considerably earlier era.



December

Through-routed Broadway-State service was in its last days when this photo was taken looking south on State from Lake Street in 1955. Only a short time later Broadway streetcars turned at Polk to go north on Dearborn before heading back to State at Kinzie. Then they were replaced by buses like the south portion of the route, which was converted at the time of the split, terminating downtown via Wacker, Wabash and Grand back to State. Both "Green Hornet" cars in the foreground were among the last PCC units built for Chicago by the St. Louis Car Company in 1947-48. Many of their parts were later used in building new "L" cars. The 1100-series former Chicago Motor Coach Company bus southbound on State was probably a Hyde Park Express.