

In This Issue: Jefferson Park - Gateway to Chicago & Transportation Hub

We would like to thank the Chicago Transit Authority for sharing their historic photo collection with us. Some of these photos are published in this edition, which documents the CTA's rich history in our neighborhood and business district.

Public transportation began in Chicago in the middle of the 19th century, and it was originally operated by numerous management companies. The first streetcars were horse-drawn and entered into service in 1859 and the first cable cars were introduced in 1882.

By 1914, all street railway companies in Chicago were unified under one management and became known as the Chicago Surface Lines. Motor bus service began in Chicago in 1927, and this was soon followed by the introduction of trolley bus service in 1930.

The Chicago Transit Authority was created in 1945, and two years later the CTA began managing all rapid transit and streetcar service in Chicago. By 1958, all streetcar service ended.

The original Jefferson Park Station was built at ground level in the 19th century by the Chicago and North Western Railway, and it was raised above ground in 1958. On February 1, 1970, Jefferson Park's "L" station opened as the northwestern terminus of the Kennedy Expressway extension of the CTA's Milwaukee Line (now the Blue Line). The station was designed by Skidmore, Owings and Merrill. In 1983, the branch was extended past Jefferson Park to O'Hare Airport. The station was renovated in 2000–2001, and an elevator added to aid access. In 2005, a monument to Thomas Jefferson was placed along the station's entrance along Milwaukee Avenue.

Jefferson Park has a long transport history. With humble beginnings of horse-pulled wagons transporting farm goods, it today houses a large station for buses, the elevated train, and a Metra Line. It most certainly will continue to be a key transportation hub for a long time into the future. - *Frank Suerth*

Theatre in Jefferson Park 1898...



The inside of the Club House located at the northwest corner of Giddings & Long in 1898



Mission Statement:

As the Jefferson Park Historical Society, our mission is to educate others about the history of Jefferson Park and the surrounding areas of Chicago. We will accomplish this through discussion at meetings, public tours and events, and dissemination of historical documents and photos though publications. Additionally, we desire to collaborate with others in the community to continue to maintain and preserve the history of our neighborhood. By linking the past with the present and the future, we will provide an awareness and create an appreciation for our place in Chicago's and Illinois' history.

The Jefferson Park Historical Society

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Letters

Letters have been edited for clarity and space.

I am doing some research for a book I'm writing and wondering if you could please help me. I need to know the names of any taverns that existed in the 1940's in the Jefferson Park area. Perhaps there is still a historic one still in existence. Thank you so much for your time.

Dr. Barbara McFarland - Burlington, KY

There is a tavern at 4425 N. Central called Ted's Place. In the 1945 Jefferson Park Directory, that address is listed as Central Liquor & Cocktail Lounge, Joseph Vestuto, Prop. Fishchman Liquors at 4776-80 N. Milwaukee Ave. is listed as Consumers Tavern in 1945. Papa Nicholas Café at 4431 N. Milwaukee was the K & K bar until a few years ago and back in 1945 it was called the Healie's Tavern. Down the block, at 4413 N. Milwaukee, Miska Liquors was called the Portage Park Tavern in 1945. The Windsor Tavern at 4530 N. Milwaukee was once called the Windmill and goes back at least to the 1930's (The Cook County Assessor's website has the building listed as 98 years old). - JPHS

I recently found online that the JPHS exists and while I am a Michigan resident now, my family's roots all were firmly planted in Jeff for a long time.

Going back (on my mother's side) to 1883 - when my great-grandfather purchased property and built his home on what was then Grim Street - now known as Ainslie. The home still stands - at 5220 W. Ainslie.

And, on my dad's side of the family - their home in Jefferson dates to 1880's - when my great-grandfather bought a small truck (vegetable) farm near what is now the intersection of Lovejoy and Central avenue. Progress won out and they moved to a house on Edmunds Street - that was demolished for the construction of the Kennedy. My maternal grandmothers was married in the second (of three) Congregational church buildings - at London and Giddings

I did enjoy reading the newsletters online. Very good job to those compiling the information. In a way - its too bad that some of the real old timers - with stories to tell are gone now. Andy Mickelson (of J.V. May) was one. Bernie Molay was another - his family had a business of one type or another in town forever.

I do remember many stories of Jefferson myself. My great aunt had a fruit store next door to Mr. May's first undertaking parlor on Lawrence avenue ... she was full of stories. And, my great-grandfather (the one that had the vegetable farm) eventually become the town's gate man - the NW railway was surface level in those days - and the crossing had a manually operated gate.

R. H. Wendt - Michigan



From the 1945 Jefferson Park Directory

I am hoping that someone might be able to help me. I am searching for anyone who might have known my relatives who lived in Jefferson Park from 1940 to 1958. Their names were Servillano ("Bill") A. Castillo and Dorothy Rice Castillo, and they lived at 5429 N. Linder Avenue. They had a son, Arthur, who was born in 1930. They may have also had a younger child, a daughter named Cathleen.

Bill and Dorothy Castillo were my grandparents. Their son Arthur, who died in Kansas in 1962 at age 31, was my father. I was put up for adoption at birth in 1961, and I have recently tracked down the surviving members of my grandmother's family: my grandmother's cousins. They knew about me and have accepted me as a member of the family, passing on to me my grandmother's possessions, including photos and paintings (both my grandparents were artists, and so was my dad).

I know that my father attended the Farnsworth School (he graduated in 1943), but I haven't been able to figure out what high school he attended.

Here's the biggest mystery of all. I have been told that my father had a younger sister, Cathleen, who ran away from home as a teenager. If she's still alive, I'd like very much to find her! I wonder if anyone might recognize the photos or remember the family.

In case it's helpful, I know that my grandfather worked at the post office as a clerk. He was originally from the Philippines.



Dorothy Castillo in front of her home at 5429 N. Linder Avenue. CA 1956

Deborah Hause - Omaha, NE Email: dhause@cox.net Phone: (402) 496-6598



Art Castillo in uniform at left.

Art with his mother Dorothy at right.



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Jefferson Park - Gateway to Chicago & Transportation Hub By Dan Pogorzelski

As a center of industry, trade and commerce, Chicago has long served as a destination for peoples the world over to find a new life while having a go at turning a quick buck in the process. Our fair city's central location made it a natural as the hub for the movement of people and goods all over the North American continent, which was after all the primary reason Chicago was first settled despite its thoroughly inhospitable environment. Whereas Chicago's role as the Midwest's Gateway to the World has been told and retold over in countless works over and over again, it is often forgotten that it is Jefferson Park that is the "Gateway to Chicago" as the erudite Encyclopedia of Chicago kindly reminds us.

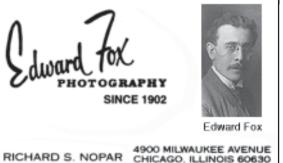
It didn't have to be that way- some of the best opportunities are those that others want nothing to do with. The original center of the wide swath of land that was Jefferson Township was further southeast along Milwaukee Avenue in the vicinity of Six Corners where the Dickinson Tavern was located in what is today Portage Park. When the Chicago Northwestern Railroad attempted to construct a route through Six Corners in the 1850's, it had to be shelved due to villagers' vehement opposition since the rural residents of what is today Portage Park did not take kindly to the prospect of 'city folk' ruining their rustic way of life. The result

was that the railroad was forced to skirt the area, and Portage Park would remain a sleepy rural backwater into the beginning of the twentieth century while the train station near what is now Milwaukee Avenue and Higgins Road spurred development of today's Jefferson Park area into a hustling and bustling community.

PRESIDENT



Inbound Chicago & N. W. CommuterTrain near Jefferson Park. Photo taken by John Groenier CA 1915 *Photo Courtesy of Gail Weber*



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It shouldn't be surprising Jefferson Park's settlement was directly linked to the ability that residents had in traveling outside of the area. The easier it became for people to trek through to other parts of the city, the more it encouraged people to move into the area. This should come as no surprise since transportation has always been one of the key factors determining where humans have settled. Where we can go determines what we can accomplish in a very immediate way. However the means by which we have gotten to where we

need to go has changed over time, as new technology and innovations slowly but surely replaced the old. In the following pages are some vintage photographs of how people in Jefferson Park have gotten around and out of the neighborhood in days gone by. These shots of streetcars as well as the old 'green limousine' buses, from the Chicago Transit Authority historic collection and the Jefferson Park Historical Society, are sure to stoke memories for older residents in the area and help to give the rest of us an idea of what life was like in those olden days.



The sign on the trolley reads LAWRENCE – BROADWAY. A man carefully exits the trolley to avoid the oncoming vehicles. Photo taken on Lawrence Avenue near Austin on October 23, 1948. Photo Courtesy of the CTA

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This is a photo of the bus barn at 5301 W. Lawrence Avenue. Visible on the far left is a Jewel Food Store, which later became the Sportif Bike Shop. The Bus Barn later became Jefferson State Bank and Parkway Bank. The building is no longer standing. Photo Courtesy of the CTA



This is a photo of the interior of the bus barn.



The photo is of a number 81 Lawrence Avenue bus at the Jefferson Park Terminal. The sign in the background advertising the Jefferson Park shopping center is on the old Holiday Ballroom building. Photo Courtesy of Frank Suerth



This photo was taken on the Jefferson Park Bus Terminal dedication day, January 30, 1970. At that time, the Blue Line ended in Jefferson Park and Jefferson Park was a Greyhound bus stop. The Greyhound bus stop is now located on River Road. Photo Courtesy of the CTA

Photo Courtesy of the CTA



An Irving Park – Cumberland bus exiting the bus barn with bus driver and Superintendent. Gateway Theater marquee can be seen at the far left.

Photo Courtesy of the CTA

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Thank You **Delightful Pastries**

on Lawrence for the delightful

pastries donated for our meeting!



Intersection of Milwaukee & Lawrence in December of 1956. Old style electric trolley bus is in front of the Fannie May Candies' store. At that time, the Bowman's Milk Dairy truck was a fixture on neighborhood streets. Photo Courtesy of the CTA

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Looking north on Milwaukee Avenue just south of the intersection of Milwaukee & Lawrence on January 1, 1955. At that time, Hoyne Savings shared the building with Walgreen's Drugs. Across Lawrence, Herbert Men's Shop would eventually become Mel's Men's shop. On the west side of Milwaukee Avenue is Time Personal Loans, Borman Shoes, Annes Department store and a southbound route 56 Milwaukee Bus. On the east side is Wimpy's Restaurant, the Times Theater, Jefferson Park Pharmacy (at that time the oldest community drug store), Wolke & Kotler Departments Store, Resnick's Department Store. Note that three of the four corners had newspaper stands!

Photo Courtesy of the Chicago Transit Authority



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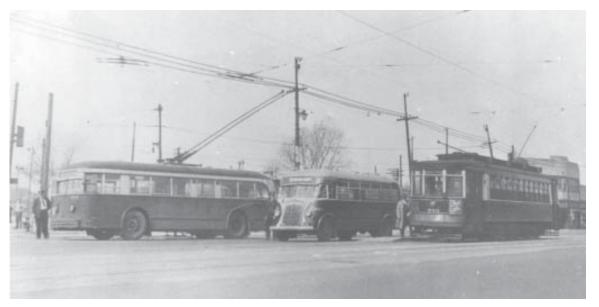
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Westbound Lawrence Avenue Streetcar on Lawrence Avenue east of Austin. The twobuildings on the right are still standing.Photo Courtesy of Frank Suerth



From left to right: Milwaukee & Foster Trolley Bus, Central Motor Bus and NorwoodTrolley at the Milwaukee & Foster intersection.Photo Courtesy of the CTA



This is the intersection of Milwaukee & Foster, looking south on Milwaukee. A Daily News paperboy is standing next to the paper stand on the triangle shaped property at Milwaukee & Foster. On the left, a Jefferson Park Policeman is turning left onto Milwaukee Avenue from Foster on a three-wheel bike. The photo was taken on August 4, 1955.

Photo Courtesy of the CTA



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15.



Looking south on Milwaukee from the elevated train tracks near Edmonds. The gas station at the right, Moe and Joe's auto repairs, is advertising regular gas for 25.5¢ per gallon. The Kennedy Expressway is now at this location. Across the alley on the right is the building that once was the Jefferson Inn Café & Restaurant. At the time this photo was taken, it was likely still a restaurant/bar as a Coca-Cola sign on the side of the building advertising French Fried Shrimp and a Schlitz beer sign is on the front. A few storefronts farther down is the Terminal "Discount" Liquor Mart with their famous "Thirsty ?" sign. Beyond Gale St. is a Savings and Loan. On the east side of Milwaukee, a few blocks down, is the Times Theater. On the near left, with parking in front and on the side, is Crest Drugs, 5300 N. Milwaukee. Crest Drugs also serves lunch. Notice the streetcar tracks with penny parking meters on both sides of Milwaukee Avenue. Photo CA 1950 Photo Courtesy of the CTA



Looking south on Milwaukee from the elevated train tracks near Edmonds. This was taken from the same location as the photo on page 16 but this photo is about 30 years older. There are fewer buildings and businesses on this part of Milwaukee Avenue during this time frame. The Jefferson Inn on the right is clearly visible with its sign on the roof of the building. At this time, the Milwaukee Streetcar would go no farther north and turn around near the walkway leading up to the elevated train station. Photo taken by Curt Hinsch.

Photo Courtesy of Ed Hinsch

The photo of the man with the cigar is James Townsend, a hard drink man, who is believed to be an early proprietor of the Jefferson Inn in the 1880's.



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We welcome you to join with us in our celebration of God's Word.

Reverend Christopher Doering, Pastor



Looking north on Milwaukee from the elevated train tracks near Edmonds. The building on the right (now the location of the 16th police district's parking garage) has a tavern at the corner with an ice cream store farther down the side street. The sign

on the pointed piece of land between Northwest Highway and Milwaukee points to the free parking lot down Northwest Highway. Photo CA 1950

Photo Courtesy of the CTA

Thank You **Papa Nicholas** on Milwaukee for donating the best coffee in Jefferson-Portage Park for our meeting!





This is a 1966 aerial view photo of Jefferson Park before the bus terminal or BlueLine was built. The Kennedy, Milwaukee Avenue and part of Gale Street is shown.At the upper right on Gale Street, you can see the MasonicTemple and the old 16thPolice Station.





This is a 1970 aerial view of the new Jefferson Park Bus Terminal and Blue Line. At that time the Blue Line stopped at Jefferson Park and did not go to O'Hare Airport.

Airport bound travelers would need to board a bus here to be taken the rest of the way. This police station can be seen at the upper right. The Jefferson Park field house and post office are at the upper left with the Holliday Ballroom to the left of the bus terminal.

Photo Courtesy of the CTA



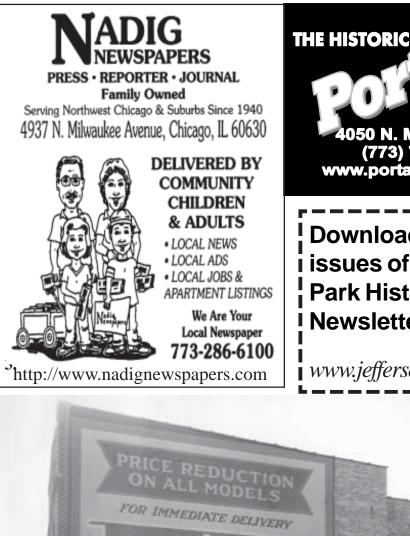
20.



Looking east-southeast, this aerial photo of Jefferson Park was taken in July of 1970. The Beaubien elementary school at 5025 Laramie Avenue can be seen at the upper

left with the rooftops of many homes east the Kennedy Expressway. At the far upper right, the Mayfair Pumping Station can be seen. The Gateway Theater can be seen on the upper right with the Fire Station on Ainslie Street and Lipps Avenue. The Masonic Temple and Police Station, complete with radio tower can be seen in the foreground on Gale Street. Photo Courtesy of the CTA









The sign on the wall of the building is advertising Warner & Moore Ford. The photo was taken on January 29, 1930 before the Ford dealership, at 5301 W. Lawrence Ave., became the Bus Barn.

Photo Courtesy of Frank Suerth