

cta 1988
HISTORICAL CALENDAR




Two turn-of-the-century wooden motor cars with a coach in between head east across the Lake Street bridge in 1924.



En route to its north terminal at Peterson, a 1948-model White bus stops on Homan at Lake in this 1955 view overlooking Garfield Park.

January 1988

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>DECEMBER</p> <p>S M T W T F S</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28 29 30 31</p>	<p>FEBRUARY</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</p>	<p>Days Off</p> <p>CTA Operations Division group days off are indicated in the top-right corner of each date on this calendar.</p>			<p>1 B</p> <p>New Year's Day</p>	<p>2 C</p>
<p>3 C</p>	<p>4 D</p>	<p>5 E</p>	<p>6 F</p>	<p>7 G</p>	<p>8 A</p>	<p>9 B</p>
<p>10 B</p>	<p>11 C</p>	<p>12 D</p>	<p>13 E</p>	<p>14 F</p>	<p>15 G</p> <p>Martin Luther King's Birthday</p>	<p>16 A</p>
<p>17 A</p>	<p>18 B</p> <p>Martin Luther King's Birthday (Observed)</p>	<p>19 C</p>	<p>20 D</p>	<p>21 E</p>	<p>22 F</p>	<p>23 G</p>
<p>24 G</p> <p>31 F</p>	<p>25 A</p>	<p>26 B</p>	<p>27 C</p>	<p>28 D</p>	<p>29 E</p>	<p>30 F</p>



St. Louis-built PCC "Blue Goose" streetcar No. 4003 was still brand new in 1937 as riders alighted westbound on Madison at Central Avenue.

February 1988

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY																																																																																																		
	1 ^G	2 ^A Ground Hog Day	3 ^B	4 ^C	5 ^D	6 ^E																																																																																																		
7 ^E	8 ^F	9 ^G	10 ^A	11 ^B	12 ^C Lincoln's Birthday	13 ^D																																																																																																		
14 ^D Valentine's Day	15 ^E Presidents' Day Observance	16 ^F Shrove Tuesday	17 ^G Ash Wednesday	18 ^A	19 ^B	20 ^C																																																																																																		
21 ^C	22 ^D Washington's Birthday	23 ^E	24 ^F	25 ^G	26 ^A	27 ^B																																																																																																		
28 ^B	29 ^C				JANUARY <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							MARCH <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></td><td>1</td></tr> <tr><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td></tr> <tr><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td></tr> <tr><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td></tr> <tr><td>30</td><td>31</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					
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A 32-seat Chicago Motor Coach Co. shuttle bus heads west on Balbo to Michigan on a 1950 trip from Soldier Field parking lot to the Mart.

March 1988

Chicago Transit Authority


SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
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	1 D	2 E	3 F	4 G	5 A
6 A	7 B	8 C	9 D	10 E	11 F	12 G
13 G	14 A	15 B	16 C	17 D	18 E	19 F
				St. Patrick's Day		
20 F	21 G	22 A	23 B	24 C	25 D	26 E
27 E	28 F	29 G	30 A	31 B		
Palm Sunday						



En route to its terminal at Halsted, a 1948-model Pullman-Standard trolley bus is shown eastbound on Belmont in 1955 at Lincoln-Ashland.

April 1988

Chicago Transit Authority


SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
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	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				1 C Good Friday	2 D Passover (First Day)
3 D Easter	4 E	5 F	6 G	7 A	8 B	9 C
10 C	11 D	12 E	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	26 C	27 D	28 E	29 F	30 G



Cincinnati-built 4200-series cars with middle doors that were never used distinguish this northbound Ravenswood train at Fullerton in 1941.

May 1988

Chicago Transit Authority

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



A Twin Coach propane bus on the No. 155 route passes an Evanston bus heading toward Howard terminal in this 1955 view looking east at Clark.

June 1988

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>MAY</div> <div>S M T W T F S</div> <div>1 2 3 4 5 6 7</div> <div>8 9 10 11 12 13 14</div> <div>15 16 17 18 19 20 21</div> <div>22 23 24 25 26 27 28</div> <div>29 30 31</div>	<div>JULY</div> <div>S M T W T F S</div> <div>1 2</div> <div>3 4 5 6 7 8 9</div> <div>10 11 12 13 14 15 16</div> <div>17 18 19 20 21 22 23</div> <div>24 25 26 27 28 29 30</div> <div>31</div>		1 F	2 G	3 A	4 B
5 B	6 C	7 D	8 E	9 F	10 G	11 A
12 A	13 B	14 C Flag Day	15 D	16 E	17 F	18 G
19 G Father's Day	20 A	21 B	22 C	23 D	24 E	25 F
26 F	27 G	28 A	29 B	30 C		



Buses already substituted on weekends for these "Green Hornet" PCC streetcars shown passing each other on Wentworth at Cermak in 1955.

July 1988

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</p> <p>5 6 7 8 9 10 11</p> <p>12 13 14 15 16 17 18</p> <p>19 20 21 22 23 24 25</p> <p>26 27 28 29 30</p>	<p>AUGUST</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 31</p>				<p>1 ^D</p>	<p>2 ^E</p>
<p>3 ^E</p>	<p>4 ^F</p> <p>Independence Day</p>	<p>5 ^G</p>	<p>6 ^A</p>	<p>7 ^B</p>	<p>8 ^C</p>	<p>9 ^D</p>
<p>10 ^D</p>	<p>11 ^E</p>	<p>12 ^F</p>	<p>13 ^G</p>	<p>14 ^A</p>	<p>15 ^B</p>	<p>16 ^C</p>
<p>17 ^C</p>	<p>18 ^D</p>	<p>19 ^E</p>	<p>20 ^F</p>	<p>21 ^G</p>	<p>22 ^A</p>	<p>23 ^B</p>
<p>24 ^B</p> <p>31 ^A</p>	<p>25 ^C</p>	<p>26 ^D</p>	<p>27 ^E</p>	<p>28 ^F</p>	<p>29 ^G</p>	<p>30 ^A</p>



Two-car wooden trains from the turn of the century pass each other at Gunderson on the Garfield Park line in this early 1940s view looking west.

August 1988

Chicago Transit Authority

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14 F	15 G	16 A	17 B	18 C	19 D	20 E																																																																																											
21 E	22 F	23 G	24 A	25 B	26 C	27 D																																																																																											
28 D	29 E	30 F	31 G		<div><div>JULY</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></td><td>1</td><td>2</td><td></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></div>	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><div>SEPTEMBER</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></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></td></tr></table></div>	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	
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One of the original 1908 Pullman "Red Rocket" streetcars stops on Roosevelt at Halsted in 1944 en route downtown to Adams and Dearborn.

September 1988

Chicago Transit Authority


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



Steel-bodied 6000-series cars like those shown at Belmont in 1956 meant the end for open-platform wooden cars still used for Ravenswood service.

October 1988

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



One of the earliest Brill-built streetcars from 1905 heads west on 47th Street toward Kedzie in this 1934 view looking east at South Parkway.

November 1988

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 <small>D</small>	2 <small>E</small>	3 <small>F</small>	4 <small>G</small>	5 <small>A</small>
6 <small>A</small>	7 <small>B</small>	8 <small>C</small> <small>Election Day</small>	9 <small>D</small>	10 <small>E</small>	11 <small>F</small> <small>Veteran's Day</small>	12 <small>G</small>
13 <small>G</small>	14 <small>A</small>	15 <small>B</small>	16 <small>C</small>	17 <small>D</small>	18 <small>E</small>	19 <small>F</small>
20 <small>F</small>	21 <small>G</small>	22 <small>A</small>	23 <small>B</small>	24 <small>C</small> <small>Thanksgiving Day</small>	25 <small>D</small>	26 <small>E</small>
27 <small>E</small>	28 <small>F</small>	29 <small>G</small>	30 <small>A</small>		OCTOBER <small>S M T W T F S</small> <small>1</small> <small>2 3 4 5 6 7 8</small> <small>9 10 11 12 13 14 15</small> <small>16 17 18 19 20 21 22</small> <small>23 24 25 26 27 28 29</small> <small>30 31</small>	DECEMBER <small>S M T W T F S</small> <small>1 2 3</small> <small>4 5 6 7 8 9 10</small> <small>11 12 13 14 15 16 17</small> <small>18 19 20 21 22 23 24</small> <small>25 26 27 28 29 30 31</small>



1899.

Both the Chicago & NorthWestern and the Lake Street 'L' had stations at ground level in Austin in 1899, as shown in this view from Central.

December 1988

Chicago Transit Authority

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

Historical notes



January

Over a five-year period, beginning in 1944, the White Motor Company, of Cleveland, produced 297 gas buses for the Chicago Surface Lines and its successor, CTA. No. 3676, shown northbound on Homan in this 1955 view looking south from the Lake Street 'L', was among the last of the group, and had automatic transmission. Earlier versions of the "798" models were built with manual transmissions, which kept operators' hands and feet extra busy, since they not only had to use a clutch and gear shift, but also had to make change. The last of the 44-seat Whites were retired in 1961 after the "New Look" GMs began to enter service.



April

CTA's first full year of operation - 1948 - saw delivery of 210 trolley buses, including 45 from the Pullman Standard Company. Like most other trolleys, No. 9338, shown eastbound on Belmont at Lincoln and Ashland in 1955, had the "9" added to its numerals in 1952 to avoid confusion with newly acquired Chicago Motor Coach vehicles. During this period, gas buses were used for extension service on Belmont from the 'L' to Lake Shore Drive. Trolley buses had provided extension service along the west end of the route, from Parkside to Pacific, as early as 1931. All trolley operations on Belmont ended in January, 1973.



February

The shine of newness was still evident in this picture of "Blue Goose" streetcar No. 4003 stopping westbound on Madison at Central in 1937. A safety island kept riders out of the way of passing motor vehicles and provided at least partial protection from street-level slush in the winter. The entire pre-World War II fleet of 83 PCC cars built by the St. Louis Car Company was first used for Madison Street service. Popularity of the 58-seat cars led to the post-war purchase of 600 more from both the St. Louis company and Pullman Standard. Built for two-man operation, they had hand controls for braking and acceleration.



May

Both before and after the State Street subway was opened in 1943, Ravenswood trains were through-routed to Englewood and Normal Park. In this 1941 view, a six-car train pulls in to the Fullerton station northbound on track 3, leaving Kenwood-Wilson trains to serve local stops. The 4000-series cars on the train were built in 1913-14 by the Cincinnati Car Company for Chicago Elevated Railways with center doors that were never officially used. They were nicknamed "baldy" or "bowling alley" cars because there was no adornment on their curved roofs, and seats backed up to the windows, leaving an unusually wide aisle.



March

The Chicago Motor Coach Company took delivery of 12 32-seat General Motors buses in 1947 for use in shuttle service, mainly between Soldier Field parking lot and the Merchandise Mart, on what later became CTA's No. 149 Stateliner route. As shown on bus No. 66 westbound on Balbo at Michigan around 1950, the 7-cent fare was displayed in oversized lettering on the bus, which was painted in shades of red and gray to distinguish it from CMC's standard green and cream colors. All of these smaller buses were out of service by 1963, but No. 66 was converted to Work Bus BW-35 for another eight years of duty.



June

Sharing the city's north borderline with an Evanston bus heading east toward Howard terminal, a No. 155 Devon bus leaves Clark Street on the last leg of a circuitous trip to Birchwood and Western in 1955. This part of the route was started by the Chicago Motor Coach Company in 1938, and included portions of Pratt and Ashland Boulevards. Bus No. 5051 was among the first of 500 propane (liquefied gas) buses purchased in 1950 from Twin Coach of Ohio. CTA became the world's largest operator of propane buses, acquiring a fleet of 1,702 between 1950 and 1963. The last propane bus ran on the No. 22 Clark route Jan. 6, 1976.



July

Just south of where through-routed cars switched from Clark to Wentworth operation, two St. Louis Car Company "Green Hornet" PCCs pass each other on Wentworth at Cermak. They could be distinguished from the Pullman-built units of the same period by the point in the middle of the windshield frame, which the Pullmans didn't have. When this photo was taken, in 1955, buses were already being used for weekend service. Ironically, CTA's last streetcar made its final run on Wentworth on June 21, 1958. Most of the 600 post-war PCC cars had their parts removed for use in St. Louis-built 6200-series rapid transit cars.



October

Little more than a year of service remained for the open-platform wooden cars on the Ravenswood train shown northbound in this 1956 view from the pedestrian bridge at Belmont. No. 360 was part of an order for 80 cars purchased in 1905 from the American Car & Foundry Co., of Jeffersonville, Indiana, for the South Side Elevated Railroad Co. These cars started out with patterned window shades, and riders either sat facing each other on one of eight double seats in the center or on bench seats near the doors. Delivery of 6000-series cars like those shown on mainline trains allowed phasing out of the older units.



August

Into the last decade of their half century of service, 2800-series trains on the Garfield Park line pull into Gunderman station, in Oak Park, in this early 1940s view looking west. Both American Car & Foundry Company, of Jeffersonville, Indiana, and Pullman, of Chicago, built the cars between 1904 and 1906 for the Metropolitan West Side Elevated Railway. They had wooden bodies reinforced with steel, pneumatically operated sliding side doors, and hot water heating systems that were eventually replaced by electric heaters. The center track was used mainly by express trains of the Chicago Aurora & Elgin Railroad.



November

The J. G. Brill Company, of Philadelphia, produced more than 1,300 streetcars for a number of Chicago transit operators, mainly during the first quarter of the century. In this view looking east on 47th Street in 1934, a 5100-series "Little Brill" circa 1905 stops westbound at South Park Way en route to a terminal at Kedzie. Called Grand Boulevard until 1923, South Park Way was changed in 1968 to honor civil rights leader Dr. Martin Luther King Jr. Service on 47th Street began with horsecars in 1887, from State to Ashland, and included trolley buses from 1952 till 1965 between Lake Park and Archer Avenues.



September

A "Big Pullman," one of 600 cars delivered, beginning in 1908, from Pullman's South Side plant, heads east on Roosevelt Road in this 1944 view looking west at Halsted. Long the mainstay of the city's comprehensive streetcar system, Pullmans were used on all major routes, beginning with Madison Street. The downtown routing shown in the destination sign of Car No. 333 was via Canal to Harrison and Wells, then north to an Adams-Deareborn-Van Buren loop. For the World's Fair of 1933-34, Roosevelt service was extended east on a trestle over the Illinois Central tracks to a terminal along Lake Shore Drive at 14th.



December

Within three years after the Lake Street Elevated Railroad began left-hand operation with steam locomotives from Market Street (now Wacker Drive) to California Avenue, in 1893, trains were running right-handed to Laramie Avenue, and had switched to third-rail electric power. By 1899, when this photo was taken looking northeast from Central Avenue, service had been extended again, this time using overhead trolley power at street level from Laramie to Marion in Oak Park. The larger station in this picture, taken shortly after annexation of the town of Austin, was used by Chicago & Northwestern passengers.