

# *cta*



## **1984 Historical Calendar**


### ***Transit News***

1983 Volume 36-Number 10



# January 1984

# Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<b>1</b> B  New Year's Day	<b>2</b> C	<b>3</b> D	<b>4</b> E	<b>5</b> F	<b>6</b> G	<b>7</b> A
<b>8</b> A	<b>9</b> B	<b>10</b> C	<b>11</b> D	<b>12</b> E	<b>13</b> F	<b>14</b> G
<b>15</b> G  Martin Luther King's Birthday	<b>16</b> A	<b>17</b> B	<b>18</b> C	<b>19</b> D	<b>20</b> E <i>HOSP</i> <i>3<sup>00</sup></i>	<b>21</b> F
<b>22</b> F	<b>23</b> G	<b>24</b> A	<b>25</b> B	<b>26</b> C	<b>27</b> D	<b>28</b> E
<b>29</b> E	<b>30</b> F	<b>31</b> G		<b>Days Off</b> CTA Transportation Department group days off are indicated in the top-right corner of each date on this calendar.	<b>December</b> 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	<b>February</b> 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



# February 1984

# Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			<b>1</b> A	<b>2</b> B Ground Hog Day	<b>3</b> C	<b>4</b> D
<b>5</b> D	<b>6</b> E	<b>7</b> F	<b>8</b> G	<b>9</b> A	<b>10</b> B	<b>11</b> C
<b>12</b> C Lincoln's Birthday	<b>13</b> D	<b>14</b> E Valentine's Day	<b>15</b> F	<b>16</b> G	<b>17</b> A Hosp. 300	<b>18</b> B
<b>19</b> B	<b>20</b> C Washington's Birthday (Observed)	<b>21</b> D	<b>22</b> E Washington's Birthday	<b>23</b> F	<b>24</b> G	<b>25</b> A
<b>26</b> A	<b>27</b> B	<b>28</b> C	<b>29</b> D		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	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



Madison Street cable car train heads north on State from Madison toward Washington Street in the early 1900s. (See historical notes inside back cover).

# March 1984

# Chicago Transit Authority


SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<b>February</b> 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	<b>April</b> 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			<b>1</b> E	<b>2</b> F	<b>3</b> G
<b>4</b> G	<b>5</b> A	<b>6</b> B  Shrove Tuesday	<b>7</b> C  Ash Wednesday	<b>8</b> D	<b>9</b> E	<b>10</b> F
<b>11</b> F	<b>12</b> G	<b>13</b> A	<b>14</b> B	<b>15</b> C	<b>16</b> D  <i>Handwritten: Hump Day</i>	<b>17</b> E  St. Patrick's Day
<b>18</b> E	<b>19</b> F	<b>20</b> G	<b>21</b> A	<b>22</b> B	<b>23</b> C	<b>24</b> D
<b>25</b> D	<b>26</b> E	<b>27</b> F	<b>28</b> G	<b>29</b> A	<b>30</b> B <i>Handwritten: Rusty Spooky Vet Hosp. 3:00</i>	<b>31</b> C



Specially equipped St. Louis car, built in 1959, prepares to pick up Skokie Swift riders at Dempster, April 18, 1964. (See historical notes inside back cover).

# April 1984

# Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<b>1</b> C	<b>2</b> D	<b>3</b> E	<b>4</b> F	<b>5</b> G	<b>6</b> A	<b>7</b> B
<b>8</b> B	<b>9</b> C	<b>10</b> D	<b>11</b> E	<b>12</b> F	<b>13</b> G DEP. - S.F. 2:10 - PM	<b>14</b> A X
<b>15</b> A ARRIVE S.F. Palm Sunday	<b>16</b> B S.F.	<b>17</b> C S.F. Anshon Passover (First Day)	<b>18</b> D DEP. S.F. 11:25 AM	<b>19</b> E X	<b>20</b> F S.F. HOME - Good Friday	<b>21</b> G
<b>22</b> G Easter	<b>23</b> A	<b>24</b> B	<b>25</b> C	<b>26</b> D	<b>27</b> E	<b>28</b> F
<b>29</b> F	<b>30</b> G				<b>March</b> 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	<b>May</b> 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



Twin Coach heading west on Diversey from Crawford (now Pulaski) was the first trolley bus in Chicago, 1930. (See historical notes inside back cover).

# May 1984

# Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		<b>1</b> A	<b>2</b> B	<b>3</b> C	<b>4</b> D	<b>5</b> E
<b>6</b> E	<b>7</b> F	<b>8</b> G	<b>9</b> A	<b>10</b> B	<b>11</b> C HOSP. 302	<b>12</b> D
<b>13</b> D Mother's Day	<b>14</b> E	<b>15</b> F	<b>16</b> G	<b>17</b> A	<b>18</b> B	<b>19</b> C Armed Forces Day
<b>20</b> C	<b>21</b> D	<b>22</b> E	<b>23</b> F	<b>24</b> G	<b>25</b> A	<b>26</b> B
<b>27</b> B	<b>28</b> C Memorial Day (Observed)	<b>29</b> D	<b>30</b> E Memorial Day	<b>31</b> F	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



# June 1984

# Chicago Transit Authority

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




(Photo donated by CTA retiree William C. Johnson)

"Little Brill" streetcar from 1904 stops on Cicero northbound at 62nd Street for Municipal Airport, 1935. (See historical notes inside back cover).

# July 1984

# Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY																																																																																				
<b>1</b> D	<b>2</b> E	<b>3</b> F	<b>4</b> G Independence Day	<b>5</b> A	<b>6</b> B HOSP. 300	<b>7</b> C																																																																																				
<b>8</b> C	<b>9</b> D	<b>10</b> E	<b>11</b> F	<b>12</b> G	<b>13</b> A	<b>14</b> B																																																																																				
<b>15</b> B	<b>16</b> C	<b>17</b> D	<b>18</b> E	<b>19</b> F	<b>20</b> G	<b>21</b> A																																																																																				
<b>22</b> A	<b>23</b> B	<b>24</b> C	<b>25</b> D	<b>26</b> E	<b>27</b> F	<b>28</b> G																																																																																				
<b>29</b> G	<b>30</b> A	<b>31</b> B			<p>June</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></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> </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	<p>August</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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Englewood-Howard train enters 40th and Indiana station while Kenwood and Stock Yards trains wait in stubs, mid-1950s. (See historical notes inside back cover).

# August 1984

## Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<b>July</b> 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	<b>September</b> 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		<b>1</b> C	<b>2</b> D	<b>3</b> E	<b>4</b> F
<b>5</b> F	<b>6</b> G	<b>7</b> A	<b>8</b> B	<b>9</b> C	<b>10</b> D	<b>11</b> E
<b>12</b> E	<b>13</b> F	<b>14</b> G	<b>15</b> A	<b>16</b> B	<b>17</b> C	<b>18</b> D
<b>19</b> D	<b>20</b> E	<b>21</b> F	<b>22</b> G	<b>23</b> A	<b>24</b> B	<b>25</b> C
<b>26</b> C	<b>27</b> D	<b>28</b> E	<b>29</b> F	<b>30</b> G	<b>31</b> A Hosp. <u>308</u>	



New Marmon-Herrington trolley buses pass each other on Lawrence, looking west from Ravenswood, early 1950s. (See historical notes inside back cover).

# September 1984

# Chicago Transit Authority


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



Sedan and Red Rocket streetcars wait to move along Clark Street in this late 1930s photo looking north from Taylor Street. (See historical notes inside back cover).

# October 1984

# Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	<b>1</b> F	<b>2</b> G	<b>3</b> A	<b>4</b> B	<b>5</b> C	<b>6</b> D  Yom Kippur
<b>7</b> D	<b>8</b> E  Columbus Day (Observed)	<b>9</b> F	<b>10</b> G	<b>11</b> A	<b>12</b> B  Columbus Day	<b>13</b> C
<b>14</b> C	<b>15</b> D	<b>16</b> E	<b>17</b> F	<b>18</b> G	<b>19</b> A	<b>20</b> B
<b>21</b> B	<b>22</b> C	<b>23</b> D	<b>24</b> E  United Nations Day	<b>25</b> F	<b>26</b> G  HOSP 315	<b>27</b> A
<b>28</b> A	<b>29</b> B	<b>30</b> C	<b>31</b> D  Halloween		<b>September</b> 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	<b>November</b> 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



Chicago Motor Coach Co. buses from 1929 (foreground) and 1939 head downtown along Michigan from Chicago Avenue, about 1943. (See historical notes inside back cover).

# November 1984

## Chicago Transit Authority

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



# December 1984

# Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<b>November</b> 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	<b>January</b> 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					<b>1</b> C
<b>2</b> C	<b>3</b> D  Illinois Statehood 1818	<b>4</b> E	<b>5</b> F	<b>6</b> G	<b>7</b> A	<b>8</b> B
<b>9</b> B	<b>10</b> C	<b>11</b> D	<b>12</b> E	<b>13</b> F	<b>14</b> G	<b>15</b> A
<b>16</b> A	<b>17</b> B	<b>18</b> C	<b>19</b> D  Hanukkah	<b>20</b> E	<b>21</b> F  HOSP. 300	<b>22</b> G
<b>23</b> G  F <b>30</b>	<b>24</b> A  G <b>31</b>  Christmas Day	<b>25</b> B	<b>26</b> C	<b>27</b> D	<b>28</b> E	<b>29</b> F

# Historical notes



## JANUARY

Mud was never more than a few feet away from riders of early public transportation beyond the downtown area, as shown in this 1893 photo of a "dummy" electric locomotive and trailer, believed to be on 12th Street (now Roosevelt Road). A stove in the middle of the trailer took the bite out of winter's chill for riders of the West Chicago Street Railroad Co. car. Greatcoats appropriate to the season were worn by motorman Fred Erickson (left) and conductor Harry Anderson. Up to 20 riders could sit facing each other in the 22-foot single-truck trailer that could also be used on cable car trains.



## APRIL

Free rides were offered during the inauguration of service on the Skokie Swift route from Dempster to Howard on April 18, 1964. The right-of-way had been created in 1924 by the Chicago North Shore & Milwaukee Railroad as part of its Interurban Skokie Valley route to Milwaukee. The Chicago Rapid Transit Co. began operating over the tracks in 1925, making stops at seven stations between Howard and Dempster. Operations were suspended by CTA in 1948 due to low ridership, which was aggravated by a strike that temporarily halted North Shore Line service and maintenance of the tracks.



## FEBRUARY

Congested eastbound traffic on Madison at Clark Street kept a row of new PCC cars from showing off their quick acceleration in 1937. Built by the St. Louis Car Co., the sleek, 58-seat cars could reach 30 m.p.h. in 180 feet. Within two months of their introduction in November, 1936, Chicago Surface Lines ridership on Madison Street increased 25 percent. Madison cars headed back west on Dearborn and Monroe, returning to Madison at Clinton Street. Second car in line has its destination sign already changed to Fifth Avenue and Pulaski, a branch line that left Madison at California.



## MAY

The 40-seat Twin Coach, shown heading west on Diversey from Crawford (now Pulaski) shortly after entering service in 1930, was the first trolley bus in Chicago. The 3.8 mile Chicago Surface Lines route from Milwaukee to Naragansett replaced a streetcar line that ran from Milwaukee to Crawford, and a motor bus line from Harding to Laramie. In 1932 the trolley line was extended west to Neva, and, three years later, east to Western. Trolley buses remained in service on Diversey until 1955, when the route was merged with the former Chicago Motor Coach Co. operation and extended downtown.



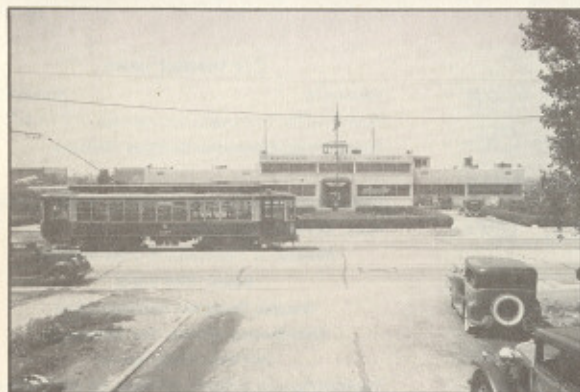
## MARCH

Cable car trains are the only horseless vehicles visible in this early 1900s photo of State Street looking north from Madison. Madison cars ran north to Washington on a third track along the west side of State to avoid having to cross other cable lines. West Chicago Street Railroad Co. cars entered and left the downtown area through the Washington Street tunnel under the river. The white stone structure beyond Washington is the north half of Marshall Field's downtown store. The old section with the clock had to be demolished before the present south wing could be built.



## JUNE

This wide-angle photo of a Lake Street train crossing the river was taken shortly after the first 2000-series cars were delivered in 1964. The 180 cars were built by Pullman, and were the first air-conditioned units in CTA service. Until Lake trains were through-routed onto the Dan Ryan median strip in 1969, they circled the Loop on the inner track, making their first stop at Randolph/Wells. The 21-mile Lake/Dan Ryan route remained CTA's longest until the opening of the Kennedy extension in 1983, when Congress/Milwaukee service took the lead just over 25 miles of operation.



## JULY

Both the motorman and the conductor on this Brill-built streetcar were "looking at the birdie" in this carefully posed 1935 photo on Cicero Avenue in front of the Chicago Municipal Airport terminal at 62nd Street. Car No. 5177 was among the first large, double-truck, deck-roof cars built for the Chicago City Railway Co. in 1904. Many saw service through World War II, before being scrapped in the late 1940s. When the airport building was opened in 1927, city employees directed flight operations from the tiny control tower on the roof. The structure was demolished early in 1983.



## OCTOBER

Clark Street just south of Polk was a nightmare for streetcar operations when this photo was taken in the late 1930s, because of truck loading docks at rail freight terminals on both sides of the street. Blocked northbound is a 1908 "Red Rocket" Pullman on its way to Howard Street. Heading south is a "sedan" car, which was part of a 100-car order built in 1929 by the Chicago Surface Lines, J.G. Brill and the Cummings Car Co. The 49-foot, single-end, FECE (front entrance, center exit) cars were among the most luxurious ever operated in Chicago, featuring bucket seats upholstered in leather.



## AUGUST

A Loop-bound Englewood-Howard train enters the 40th and Indiana station in the mid-1950s, while a wood and steel Kenwood train waits in an adjacent stub track to start its trip east to 42nd Place and Oakenwald. In the foreground (right) a Stock Yards train of the same period (1906) stands in another stub before heading back west. The Kenwood branch had five stations, and until 1949 carried through trains to Wilson. Stock Yards trains made a loop through the yards, stopping at seven stations, including the major meat-packing houses. Service on both branches ended in 1957.



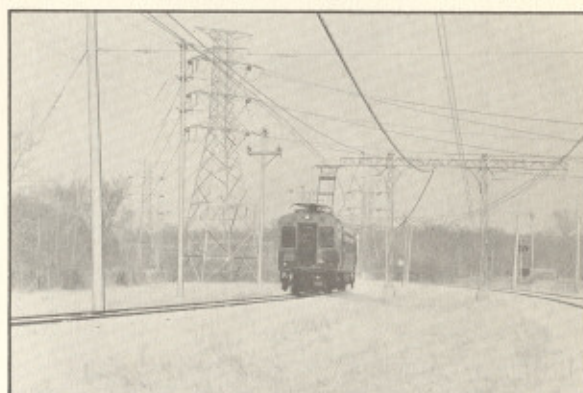
## NOVEMBER

Chicago Motor Coach Co. bus No. 2121 and other front-engine coaches from 1929 were brought back from retirement during World War II to supplement service on routes like the No. 34 Diversey, which came downtown from Wrightwood and Pulaski. Behind it is a 40-seat Yellow Coach from 1939. The sign on the lamppost (right) on Michigan near Superior Street explains that the bus stop has been eliminated "in cooperation with the Office of Defense Transportation to conserve rubber and equipment." In the background on Michigan, a stately residence stands on the present site of Water Tower Place.



## SEPTEMBER

Two new Marmon-Herrington trolley buses are shown passing each other on Lawrence Avenue west of Ravenswood in the early 1950s. These 49-seat vehicles were part of an order for 349 buses from the same company, representing almost half the trolleys ever purchased for Chicago service. Fast, quiet and comfortable, Marmons were operated for more than 20 years, mainly on the north and west sides. Trolley bus operations became increasingly impractical, however, due to maintenance costs and the difficulty of bypassing street work and emergencies. The last trolleys were taken out of service in 1973.



## DECEMBER

Winter makes the open spaces along the Skokie Swift right-of-way seem wide indeed, as this 1964 photo at the curve near Skokie Boulevard suggests. Power along grade-level portion of the route is supplied by overhead wires through a remote-control pan trolley on each car. East of Crawford, third rail provides the power so cars from other routes can reach Skokie Shop near Hamlin Avenue. Several double-end cars were specially equipped to operate the service so they could be used as single-car trains on the five-mile route. Four articulated cars with seats for 96 also serve the Skokie route.