

1 HISTORICAL CALENDAR

1909

cta




Two early 20th Century streetcars built by the St. Louis Car Company for Chicago City Railway pass each other on Clark at Madison in 1906.



Pedestrians added to the traffic hazards on Grove Street for a Twin Coach heading east to Skokie Boulevard after a January, 1957, snow.

January 1990

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 ^E New Year's Day	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	15 ^C Martin Luther King's Birthday	16 ^D	17 ^E	18 ^F	19 ^G	20 ^A
21 ^A	22 ^B	23 ^C	24 ^D	25 ^E	26 ^F	27 ^G
28 ^G	29 ^A	30 ^B	31 ^C	Days Off CTA Operations Division group days off are indicated in the top-right corner of each date on this calendar.		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



FOR RENT
WALLPAPER
PAINTING

DEER HIDE
COMBES

FIELD
EAR
HARDY



MARKS
BROS
WONDS-WATCH
OR REDIT

DeMet's
CANDIES

GRILL

UNITED
ARTISTS

KENDICK
RESTAURANT

AVENUE
SPAN

PALACE

MENTAL

A FAREWELL
TO ARMS
HELEN HAYES
GARY COOPER

A FAREWELL
TO ARMS
HELEN HAYES
GARY COOPER

FINEST TALKING
FEATURES A 30 TO 40
MINTOWN CHICK BARRY

STONE
WAVES

EMMA DETTICK

AAAAA TO EEE
EMMA DETTICK
YOU NEED N
BE TOLD THAT
AN EXPENS

FOR
RENT


DENTIST

Liggett's Drug Lt.

In this early 1933 view looking west, a "Little Brill" car on the Racine route heads south on the middle track of State from Randolph.

February 1990

Chicago Transit Authority


SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	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		1 ^D	2 ^E Ground Hog Day	3 ^F
4 ^F	5 ^G	6 ^A	7 ^B	8 ^C	9 ^D	10 ^E
11 ^E	12 ^F Lincoln's Birthday	13 ^G	14 ^A Valentine's Day	15 ^B	16 ^C	17 ^D
18 ^D	19 ^E President's Day (Observed)	20 ^F	21 ^G	22 ^A Washington's Birthday	23 ^B	24 ^C
25 ^C	26 ^D	27 ^E Shrove Tuesday	28 ^F Ash Wednesday			



These Brill-built Kedzie-California cars were only about 20 years old in this view looking northwest on Milwaukee at Logan Square in 1934.

March 1990

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	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 G	2 A	3 B
4 B	5 C	6 D	7 E	8 F	9 G	10 A
11 A	12 B	13 C	14 D	15 E	16 F	17 G St. Patrick's Day
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	31 E



Extension service had been started only the year before this White bus boarded riders at Archer-Cicero for the trip to Harlem in 1935.

April 1990

Chicago Transit Authority


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



Specially painted for a Navy recruiting campaign, CSL-built car 1775 makes a stop at Adams in this 1942 view looking north on State.

May 1990

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	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	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 Mother's Day	14 G	15 A	16 B	17 C	18 D	19 E Armed Forces Day
20 E	21 F	22 G	23 A	24 B	25 C	26 D
27 D	28 E Memorial Day (Observed)	29 F	30 G Memorial Day	31 A		



The Kinzie Street station was still being built as a three-car train stopped northbound during the first year of North Side service in 1900.

June 1990

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>MAY</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>JULY</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>1 B</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>Flay Day</p>	<p>15 G</p>	<p>16 A</p>
<p>17 A</p> <p>Father's Day</p>	<p>18 B</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>25 A</p>	<p>26 B</p>	<p>27 C</p>	<p>28 D</p>	<p>29 E</p>	<p>30 F</p>



In this early 1950's view, a 1939 model Yellow Coach on the Chicago Motor Coach Company's No. 2 local route heads north on Michigan at 9th.

(From the Collection of John F. Doyle.)

July 1990

Chicago Transit Authority


SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY																																																																																				
1 F	2 G	3 A	4 B Independence Day	5 C	6 D	7 E																																																																																				
8 E	9 F	10 G	11 A	12 B	13 C	14 D																																																																																				
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29 B	30 C	31 D			<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></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> </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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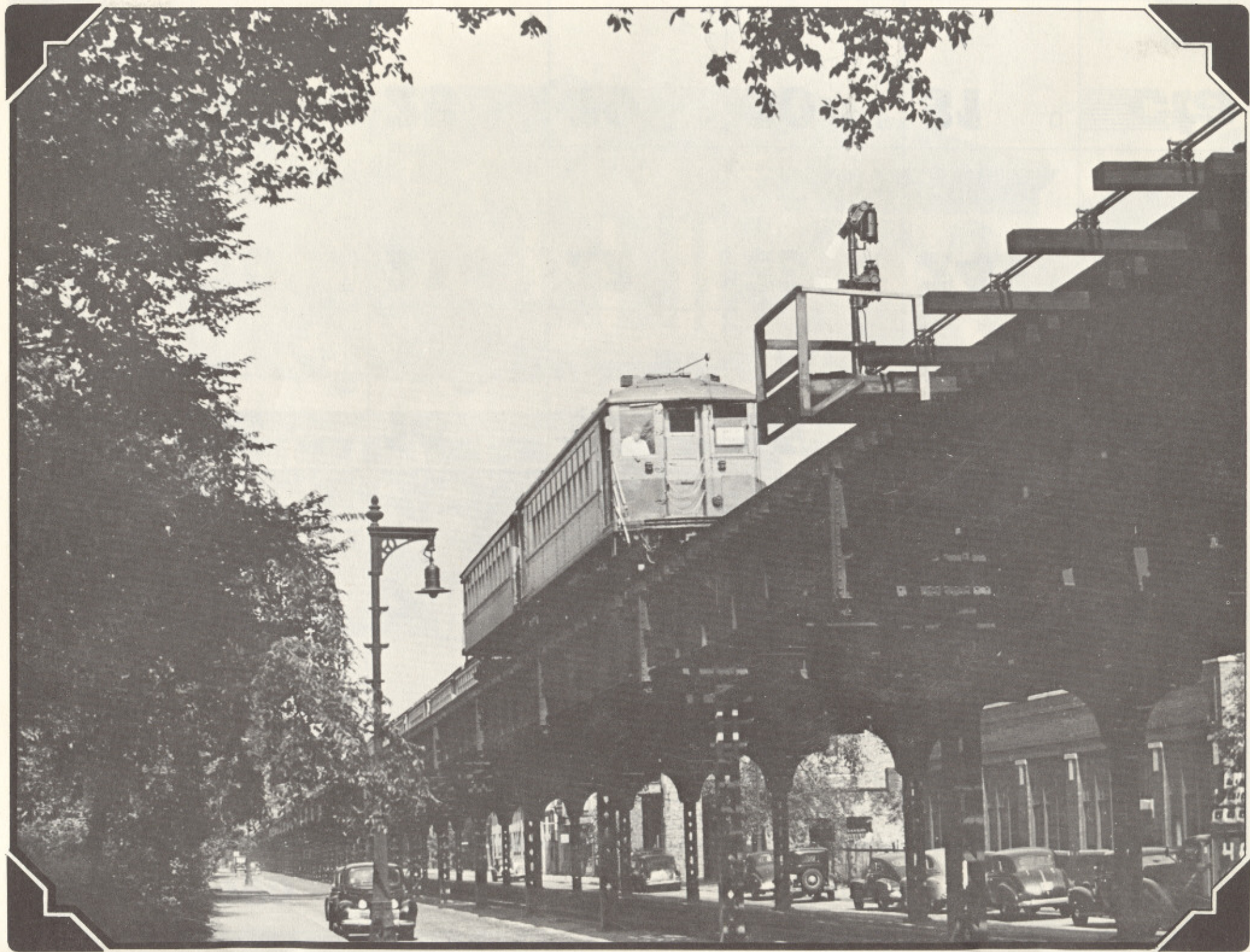


Riders lounged in bucket seat comfort on this new Peter Witt "Sedan" streetcar shown southbound on Clark at Armitage in the early 1930's.

August 1990

Chicago Transit Authority

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



A 4000-series Lake Street Local train slows to make a midday stop eastbound along the edge of Garfield Park at Homan in the early 1940's.

September 1990

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>AUGUST</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 31</p>	<p>OCTOBER</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 D</p>	<p>3 E</p> <p>Labor Day</p>	<p>4 F</p>	<p>5 G</p>	<p>6 A</p>	<p>7 B</p>	<p>8 C</p>
<p>9 C</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 B</p>	<p>17 C</p>	<p>18 D</p>	<p>19 E</p>	<p>20 F</p> <p>Rosh Hashanah</p>	<p>21 G</p>	<p>22 A</p>
<p>23 A</p> <p>30 G</p>	<p>24 B</p>	<p>25 C</p>	<p>26 D</p>	<p>27 E</p>	<p>28 F</p>	<p>29 G</p> <p>Yom Kippur</p>

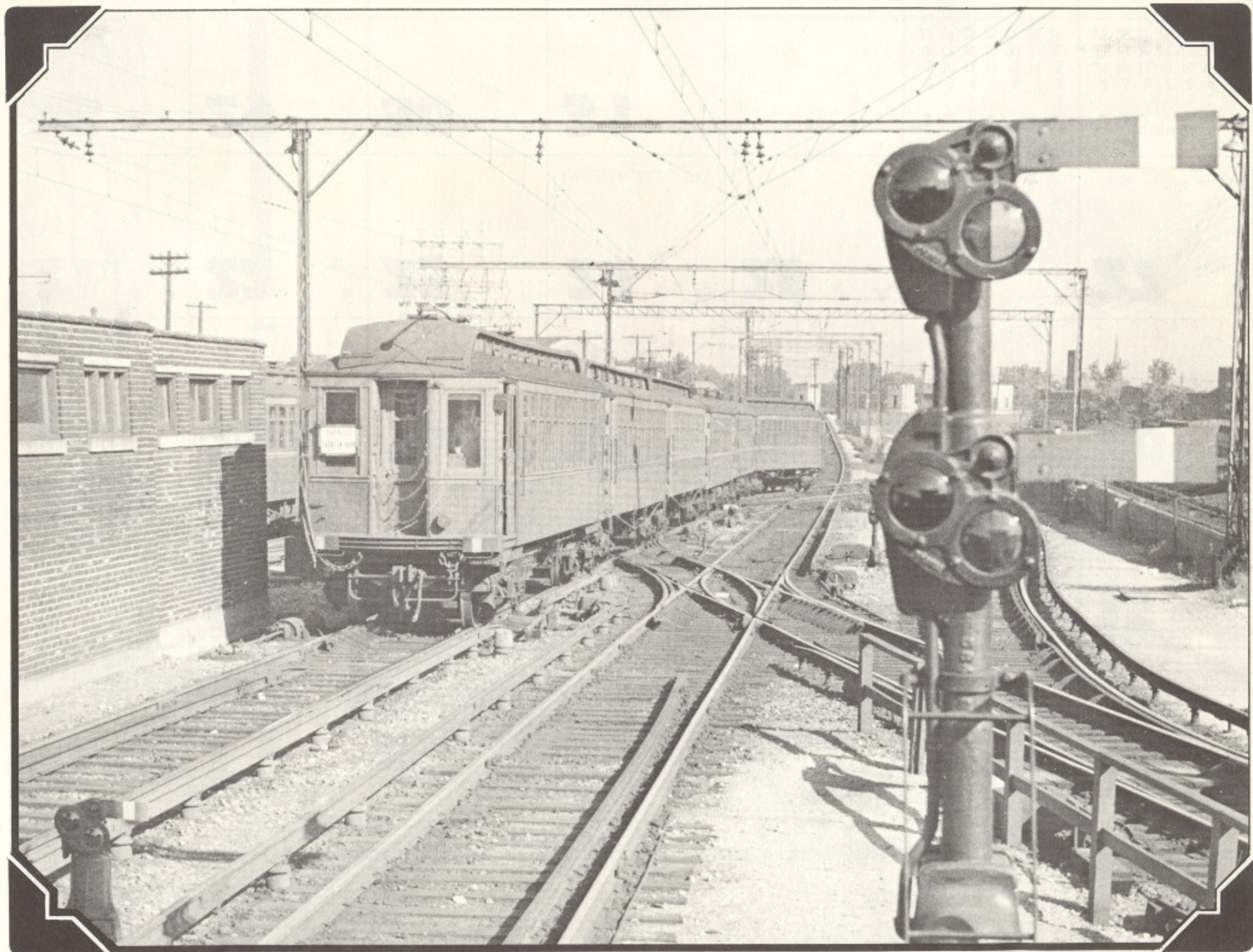


Recent blacktopping of tracks on Belmont made the ride smooth and fast for this A.C.F.-Brill trolley stopping westbound at Kostner in 1951.

October 1990


Chicago Transit Authority

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



November 1990

Chicago Transit Authority


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



In 1955, the last year of through-routed service from Clark-Devon, a "Green Hornet" streetcar approaches 112th Place southbound on Michigan.

December 1990

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</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</p>	<p>JANUARY</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>1 ^E</p>
<p>2 ^E</p>	<p>3 ^F</p> <p>Illinois Statehood 1818</p>	<p>4 ^G</p>	<p>5 ^A</p>	<p>6 ^B</p>	<p>7 ^C</p>	<p>8 ^D</p>
<p>9 ^D</p>	<p>10 ^E</p>	<p>11 ^F</p>	<p>12 ^G</p> <p>Hanukkah</p>	<p>13 ^A</p>	<p>14 ^B</p>	<p>15 ^C</p>
<p>16 ^C</p>	<p>17 ^D</p>	<p>18 ^E</p>	<p>19 ^F</p>	<p>20 ^G</p>	<p>21 ^A</p>	<p>22 ^B</p>
<p>23 ^B</p> <p>30 ^A</p>	<p>24 ^C</p> <p>31 ^B</p>	<p>25 ^D</p> <p>Christmas Day</p>	<p>26 ^E</p>	<p>27 ^F</p>	<p>28 ^G</p>	<p>29 ^A</p>

Historical notes



January

During the period 1948 - 1964, when there was no rapid transit service to Skokie, buses from the Howard 'L' station provided the only CTA service connecting to the suburb. In this early 1957 view looking west, an 1800-series bus has reached its northern loop terminal, and is heading east on Grove Street to Skokie Boulevard for the return trip to Chicago. Bus 1811 was one of 18 Model 44D Twin Coaches built in 1947, just as CTA was being organized. Delivered with a two engine propulsion system that was developed in the 1920's, these buses became known for their rapid acceleration and high speed capabilities.



April

Chicago streetcars never operated on Archer west of Cicero Avenue, but service had been provided by the Chicago & Joliet Electric Railway until its demise early in 1934. To fill the gap for city riders, the Chicago Surface Lines inaugurated extension bus service from Cicero to Neva, using 32-seat buses like the one shown boarding at the Cicero terminal in 1935. Bus 404 was one of 12 Model 684's purchased from the White Motor Company in 1934-35. After streetcars were replaced by buses in 1948, regular Archer service was through-routed all the way from Neva to State Street, terminating at Wacker and Wabash.



February

Giant theater marquees dominated the downtown entertainment district in this 1933 scene of a Racine streetcar southbound on State at Randolph, where it has just completed a Polk-Dearborn-Lake-State loop. Along this part of State, southbound through service operated on a center track. A third track to the west had been built for routes using the street as an eastern terminal, but by the mid-1920's these routes operated no farther than Dearborn Street. Car 5134 was one of a series of 600 double-truck wooden cars built by J.G. Brill from 1904 to 1908. Known as "Little Brills," most ran on the South Side.



May

CSL showed its patriotic colors during World War II by repainting several of its 1700-series cars in themes reflecting war-time needs. In this 1942 scene, less than a year after the surprise attack at Pearl Harbor, Car 1775 has been given a "Fly for Navy" design to help in a recruitment drive for Navy airmen. Although filled for the moment mostly with Navy recruits, while heading south on State at Adams, Car 1775 and other repainted cars were generally kept in service, mainly on the Broadway-State route that passed through the Loop. Cars in this series were built by CSL in 1923, and were designed to pull trailers.



March

'L' service to the Northwest Side terminated just steps away from where this photo was taken looking up Milwaukee Avenue from Logan Square in 1934. Some buildings in the picture were later torn down for construction of the Logan Square subway station on the O'Hare line. The two streetcars in the foreground were built by Brill in 1913-14, and were operating on the through-routed No. 17 Kedzie-California route, which had its south terminal at Kedzie and Marquette Road. Northbound cars ran on Kedzie to Chicago, and California to Milwaukee, returning to Kedzie for the final segment of the trip to Bryn Mawr.



June

The Northwestern Elevated Railroad Company had just begun operating (on the left-hand side) in this mid-1900 view looking south on Wells (then called Fifth Avenue) from Hubbard Street (also called Austin). The tower in the center marks the downtown terminal of the Chicago & Northwestern Railway, which occupied the site prior to construction of the Merchandise Mart. A three-car wooden train with a motor car and two trailers can be seen at the Kinzie Street station, which was not yet completed. North Side trains initially circled the Loop clockwise on the outer track via Lake, Wabash, Van Buren and back to Wells.



July

Before the Chicago Motor Coach Company's No. 2 route became an express, in 1951, it operated locally from the Museum of Science and Industry, following the No. 1 route downtown via Hyde Park, Drexel, Oakwood, South Park and 24th to Michigan, before continuing on to Union and NorthWestern stations via Jackson and Canal. Bus 1111 was part of a 44-unit order built for CMC by the Yellow Coach Company in 1939. The large 15-cent fare sign in the windshield reflects the fact that in the last year before CTA's takeover, in 1952, the CTA fare was already 17 cents, rising to 20 cents by June 1 of that year.



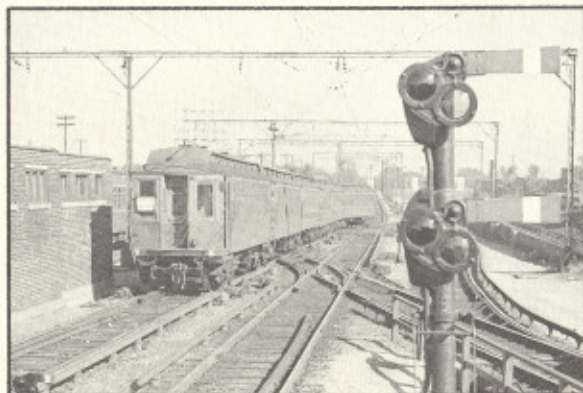
October

Once streetcar tracks were paved over on streets like Belmont, a whole new era began for surface transportation, with smooth new blacktop allowing faster, obstruction-free operation of all vehicles. In this 1951 view looking east from Kostner, a Belmont trolley bus nears the half-way point of its trip west from Halsted to Cumberland. Bus 297 was one of 120 45-seat trolleys ordered from A.C.F.-Brill in 1948. Although trolleys replaced streetcars on the main portion of the route in 1949, they had been used for extension service, from Parkside to Pacific, since 1931. Trolley service for both Belmont and CTA ended in 1973.



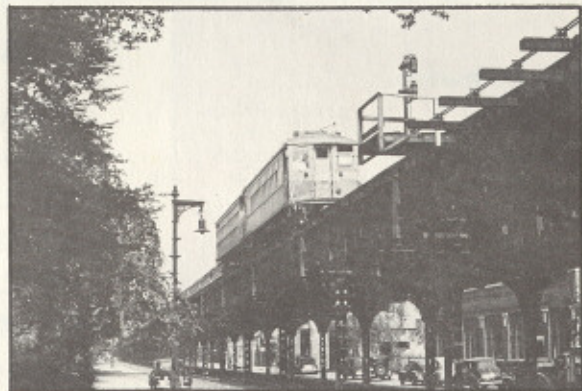
August

The Chicago Academy of Sciences in Lincoln Park provided the backdrop for this early 1930's photo of a Clark-Wentworth car making a stop southbound on Clark at Armitage. Car 6299, built by J.G. Brill, was part of an order for 100 single-end cars designed by Peter Witt and built in 1929 by Brill, Cummings Car Company, and the Chicago Surface Lines. These front entrance-center exit (FECE) cars were referred to as "sedans" because of their luxurious leather-upholstered bucket seats. Through-routed service ran southbound on Clark from Howard to Archer, then via Wentworth and Vincennes to a terminal at 81st and Halsted.



November

Currently undergoing massive expansion to handle through-routed Howard-Dan Ryan service, Howard yard long ago dismantled the overhead lines needed to power North Shore and Evanston trains that are visible in this early 1940's photo. The Jackson Park Express shown heading toward Howard station operated southbound through the loop on Wells and Van Buren, and northbound via Wabash and Lake. The 1700-series wooden-bodied head car was among those built in the early 1900's for the Northwestern Elevated Railroad Company by St. Louis Car Company, Jewett and Pullman, with the motor cab located for left-hand routing.



September

In the early 1940's before the introduction of A-B skip-stop operation, service on Lake Street was provided by both local and express trains, which circled the Loop counterclockwise on the inner track. The two-car local, shown eastbound at mid-day approaching Homan, consisted of 4000-series all-steel units that remained in service for half a century after their construction in the early 1920's by the Cincinnati Car Company. The trolley poles were needed west of Laramie, where trains ran at street level until 1962. Visible to the west are cars being stored in the middle track, which ran from Talman to Karlov.



December

Both streetcars and through-routed service itself were in their final year of operation on the south end of the Broadway-State route when this photo was taken looking north on Michigan at 112th Place in 1955. PCC cars like the 7000-series "Green Hornet" shown heading through Roseland toward its south terminal were among the last streetcars ordered from the St. Louis Car Company in 1947-48. PCC's continued operating downtown on the Broadway portion of the route until mid-February, 1957, but by the time all streetcar service ended 16 months later, most remaining units had been sent back to St. Louis for recycling as 'L' cars.