1995 cta HISTORICAL CALENDAR

The structure these trains used at Canal in 1952 is long gone, but service started in 1895 by the Metropolitan West Side 'L' lives on as the Blue Line.

(From the collection of George Krambles)

'L's had been running in the median of the Congress Expressway for two years when Loop-bound riders boarded this 'A' train at Cicero in 1960.

January 1995

Chicago Transit Authority

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

cta

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				

Days Off

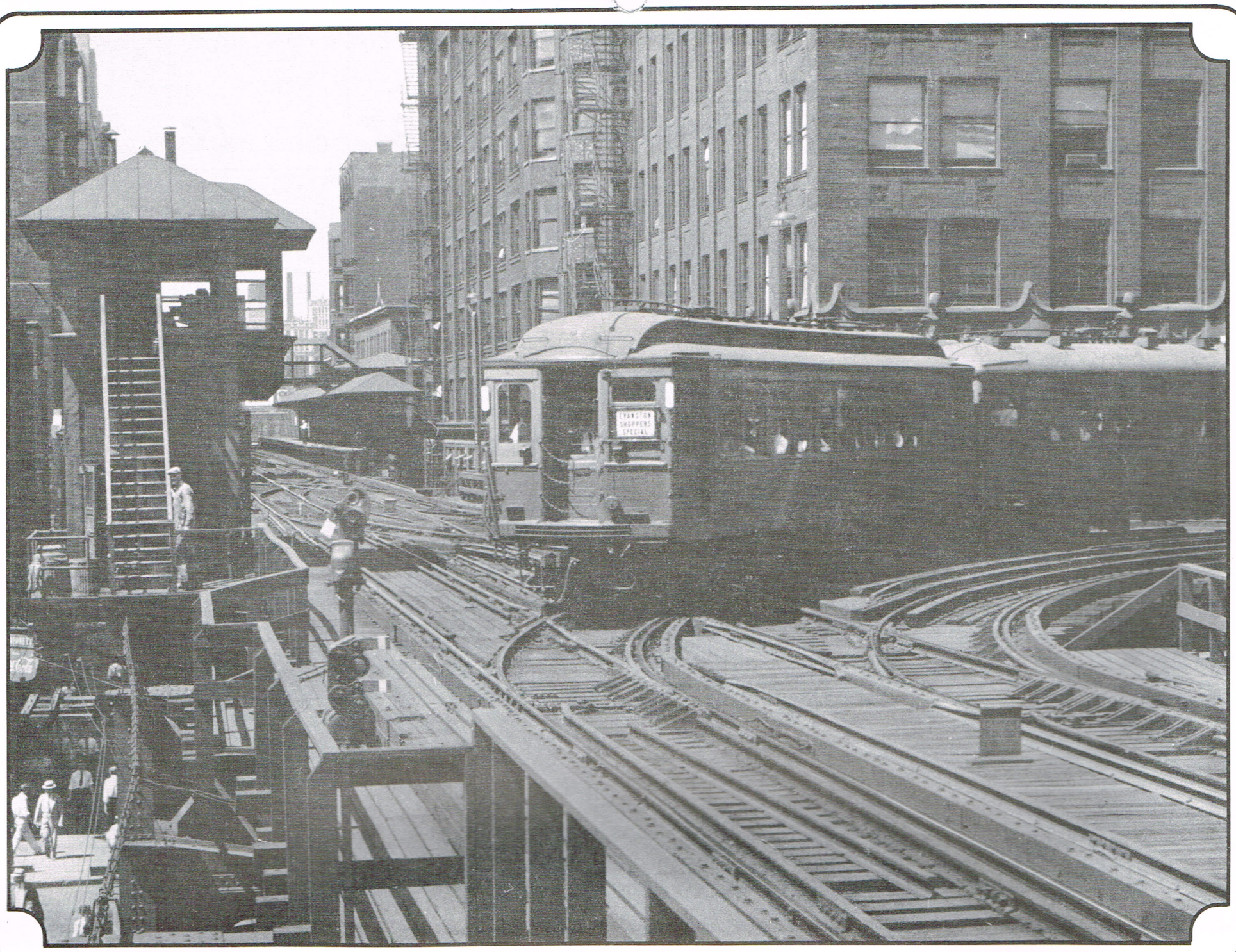
CTA Operations Division group days off are indicated in the top-right corner of each date on this calendar.

After almost 70 years of service, the Jackson Park terminal was still a major transfer point, as riders boarded a Stony Island bus in 1962.

February 1995

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



The Franklin station can be seen beyond Tower 8 as an Evanston Shoppers Special turns east from Wells into Van Buren in the early 1940s.

March 1995

Chicago Transit Authority

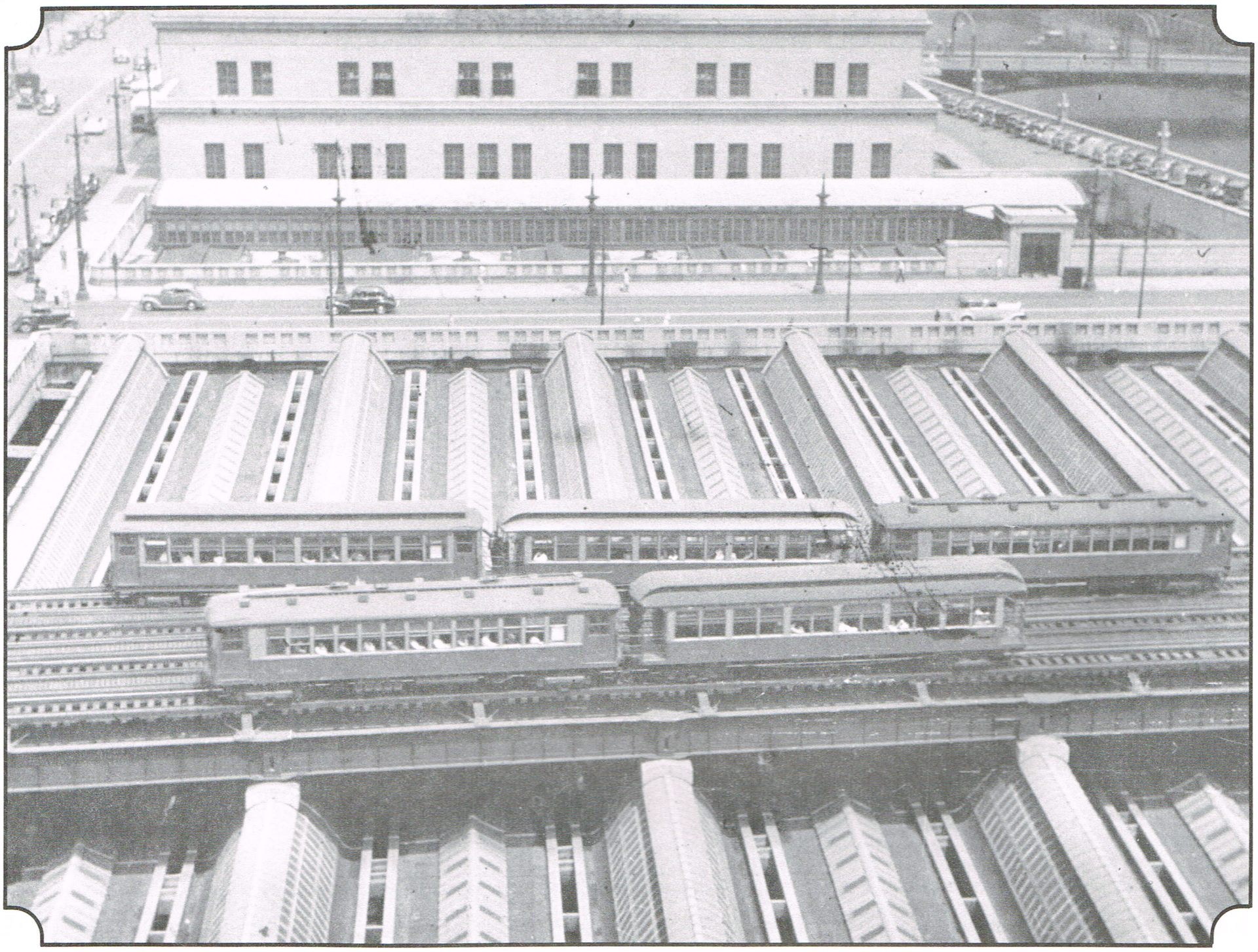
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
FEBRUARY S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	APRIL S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30		1 D Ash Wednesday	2 E	3 F	4 G
5 G	6 A	7 B	8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

Southbound on Clark, a Pullman-built "Green Hornet" crosses Halsted on a mid-1940s trip that would take it back to Halsted at 81st.

April 1995

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



Some 40 years after Chicago's first all-electric service began on May 6, 1895, Metropolitan West Side 'L' trains pass above the sheds at Union Station.

(From the collection of Louis F. Sokol)

May 1995

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
cta	1 G	2 A	3 B	4 C	5 D	6 E
7 E	8 F	9 G	10 A	11 B	12 C	13 D
14 D Mother's Day	15 E	16 F	17 G	18 A	19 B	20 C Armed Forces Day
21 C	22 D	23 E	24 F	25 G	26 A	27 B
28 B	29 C Memorial Day (Observed)	30 D Memorial Day	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 Brill-built trolley bus moves effortlessly toward Milwaukee Avenue from the wide open spaces of West Diversey in the early 1930s.

June 1995

Chicago Transit Authority

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

The conductor of an "Odd 17" car en route to Navy Pier "lifts the lever" to allow a turn from Cottage Grove into Pershing Road in 1948.

July 1995

Chicago Transit Authority

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

Chicago Motor Coach Company fares were two cents less than CTA's when a No. 4 Jeffery was photographed northbound on Michigan at 11th in 1951.

(From the collection of John F. Doyle)

August 1995

Chicago Transit Authority

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

Crossing the tracks at Dempster kept customers on their toes from the start of Skokie Swift service in 1964, when 6,500 traveled daily.

September 1995

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

A Marmon-Herrington glides east toward Bishop in the early 1950s on 51st, where trolley buses were operated only 11 years until 1959.

October 1995

Chicago Transit Authority

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

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		

CMC double-decker bus patrons boarded at the curb, while CSL streetcar riders took their chances in the middle of State at Madison in 1931.

November 1995

Chicago Transit Authority

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

A "Big Pullman" on the Clark-Wentworth route carries its 28 years gracefully north on Clark near Chicago en route to Limits station in 1936.

(From the collection of Louis F. Sokol)

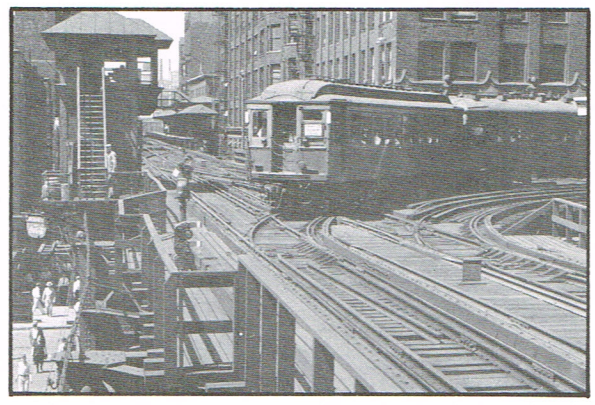
December 1995

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

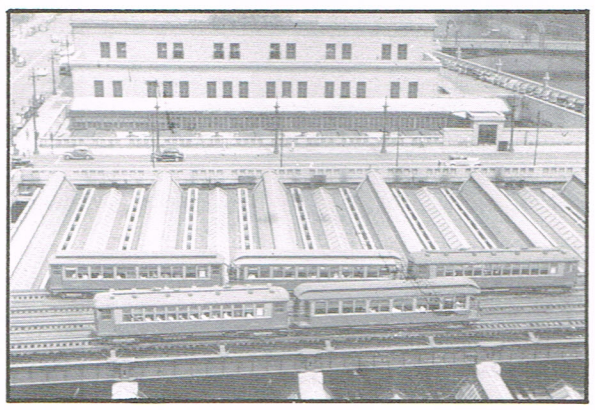
January
Chicago was the first city in the nation to operate rapid transit down the middle of an expressway when the Congress branch opened in 1958. Cicero Avenue, where riders can be seen boarding a Loop-bound train in 1960, was the original terminal for trains on the Garfield Park branch for seven years after service began on the Metropolitan West Side 'L' in 1895. Riders exiting trains at Cicero had to have their transfers stamped with the time before changing to buses. The 6000-series St. Louis-built cars on the Congress train were among 570 converted from PCC streetcars in the 1950s.

February
The Jackson Park terminal at 63rd and Stony Island was still a busy transfer point when this shot was taken of riders boarding a propane-fueled Flxible-Twin Coach on the No. 28 Stony Island route to continue trips south in 1962. The start of Dan Ryan service seven years later drew away many Jackson Park riders who found it more convenient to board an 'L' south of 63rd Street, even if they still had to take a bus to get there. Jackson Park service was cut back to University in 1982 when the bridge over the ICG tracks at Dorchester was found to be structurally defective.



March
Besides routine Loop movements for other lines, Tower 8, at Wells and Van Buren, handled Metropolitan West Side 'L' traffic serving Douglas Park, Garfield Park, Humboldt Park and Logan Square. A torturous turn allowed southbound trains on the inner Loop to cross over the outer track en route to the Franklin station in the distance. The Evanston Shoppers Special shown turning east above Van Buren in the early 1940s was led by one of the Northwestern Elevated Railroad's early trailer cars that was motorized in 1913. Trolley poles were needed for service in Evanston until 1973.

April
The shine on the side of Car 4094 reflected its newness on the streets of Chicago just after the end of World War II. One of a fleet of 310 PCCs built by Pullman for the Chicago Surface Lines, it was 50 feet long and nine feet wide. Most of the cars were assigned to the Clark-Wentworth and Broadway-State routes, which stretched from the far North to the far South Side. In this view looking northwest, a "Green Hornet" on the No. 22 route crosses Halsted on its way downtown along Clark, where it would continue south via Archer, Wentworth and Vincennes to 81st, then west to Halsted.



May
On May 6, 1895, the Metropolitan West Side Elevated Railroad became Chicago's first 'L' company to begin service using electric power. The original structure connecting to the bridge across the river south of Jackson had to be replaced in the early 1920s, when the Union Station sheds were built beneath it. In this view looking north in the mid-1930s, a Douglas Park train heads to the Loop led by a control trailer purchased from Pullman for initial service. A slightly newer Pullman with an enclosed vestibule leads the three-car Logan Square train changing tracks westbound.

June
A wide assortment of trolley buses plied Diversey Avenue just after Chicago's first trolley service was inaugurated by the Surface Lines in 1930. Heading east toward Milwaukee, a trolley from J.G. Brill, of Philadelphia, encounters little traffic in still sparsely developed Belmont-Cragin. Seating only 40 riders, the bus had double entrance doors and a single exit at the rear that allowed quick boarding and alighting. By 1935, service had reached west to Neva, but it never extended east beyond Western because that part of Diversey was a parkway served by the Motor Coach Company.

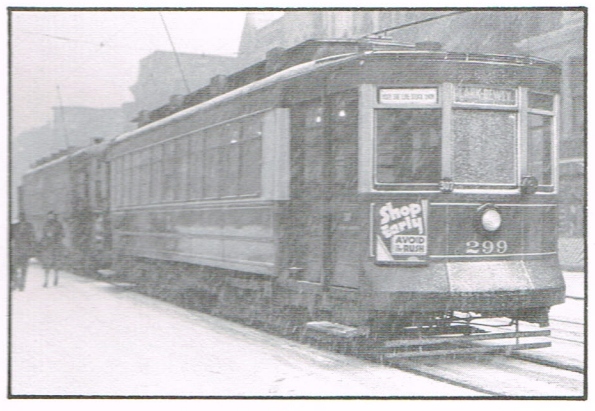
July
Only three years of service remained for streetcars on the No. 28 Stony Island route when this Loop-bound "Odd 17" car was detoured off Cottage Grove at Pershing in 1948. Regular routing would have kept the car northbound on Cottage Grove into Indiana Avenue, and west at 18th to Wabash before heading north to Grand and east to Navy Pier. The conductor can be seen "lifting the lever" to allow the turn, which may have been required by street blockage ahead. No. 6153 was one of 17 units built in 1918-19 by the American Car Company and the Surface Lines, largely with odd parts from damaged cars.

August
Only a year away from extinction, the Chicago Motor Coach Company in 1951 did its best to promote a fare that was two cents less than CTA buses and streetcars. No. 1439 was the last of 40 GM buses with seats for 44 that arrived in 1948. Built to Fifth Avenue (New York) Coach Company specifications, they were distinguishable by their fixed lower window sashes and three-step entrances. Some were operated for 21 years, ending their days on Lake Street in 1969. After CTA took over, the No. 4 route designation was changed to 5 to avoid confusion with Cottage Grove service.

September
The Skokie Swift enjoyed immediate success after its introduction in 1964 on tracks of the former North Shore Line's Skokie Valley route. Heading toward Howard in this view looking south is one of the four experimental high performance cars that the St. Louis Car Company built for CTA in 1960. Double-ended for single-unit operation, Cars 1-4 were equipped with a CTA-designed bow trolley to reach the 22-foot-high trolley wire that powered trains west of Skokie Shop. Moving carefully toward the switchback point is a slightly older car that operated for a time on the West-Northwest route.

October
Lane dividers had yet to be marked on recently repaved 51st Street when this photo was taken looking west from Bishop in the early 1950s. Also new on the street was the 49-seat Marmon-Herrington trolley bus. Trolleys were operated on the 51st-55th Street line for only 11 years before being replaced by diesels in 1959. For years, the park system had the curious effect of restricting Surface Lines operations to 51st west of Cottage Grove and 55th to the east, while Hyde Park Boulevard (51st) east of Drexel Square and Garfield (55th) west of Washington Park remained Motor Coach territory.

November
Even in the midst of the Great Depression, State and Madison was a busy corner for transit operations. In this 1931 view looking north, a Brill-built streetcar on the No. 16 route prepares to resume its trip to Lake before heading west to Austin. From 1924 until 1946, Lake Street cars were through-routed to State and 79th during most of the day, and as far as 119th and Morgan during rush periods. Stopping northbound at the curb is a 67-seat Chicago Motor Coach double-decker, probably on the Sheridan route, that was built by the Yellow Coach Company at its North Side plant in 1923.



December
In this 1936 view of a "Big Pullman" car heading north on Clark near Chicago Avenue, snow has fallen so quickly that the motorman has not yet been able to clear his windshield, which had no wiper. The 600 Big Pullmans were the workhorses of the surface fleet for almost half a century after they entered service in 1908. Metal guards protected the 11 side windows, which could be opened for ventilation in summer. A storm sash helped preserve heat in winter. The Limits barn (closed in 1994) was the destination for this Clark-Wentworth car before Dewey Place was renamed Schubert.

Cover Photo:

Still in service after 46 years, a 2800-series Pullman-built car leads a train into the Canal Street station en route to the Wells Street terminal in 1952. The lantern hanging from the front chains served as a marker to the towerman at Market Street to keep the train routed properly. More traditional markers attached to one of the front windshields would have told whether it was a Garfield or Douglas Park train. Approaching on the outer track is a Logan Square train led by a wooden Jewett-built car with open platforms on its way to the Loop via Market and Van Buren Streets.

HISTORICAL CTA MATERIALS FOR SALE

In addition to this calendar (priced at $5.00), CTA has a number of historical items for sale. Among these are postcard sets, buttons, train car signs, old calendars, maps and transit magazines, etc. Quantities of some items are limited.

For a price list, or other historical information, please call CTA Marketing at (312) 664-7200, ext. 3310 and leave a voice mail message. We'll mail or fax the list to you.

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Graphic Designer: John Kopiec, Publications & Graphics Section • Contributing Writer: Jeff Stern, Media Relations Section

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