



# cta 1979 historical calendar







January 1979

State and Lake Streets  
Looking South, 1948



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
cta	1 New Year's Day	2	3	4	5	6
7	8	9	10	11	12	13
14	15 Martin Luther King Day	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	people moving people	<div>December1978</div> <div>SMTWTFSS</div> <div>3456789</div> <div>10111213141516</div> <div>17181920212223</div> <div>24252627282930</div> <div>31</div>	<div>February1979</div> <div>SMTWTFSS</div> <div>45678910</div> <div>11121314151617</div> <div>18192021222324</div> <div>25262728</div>





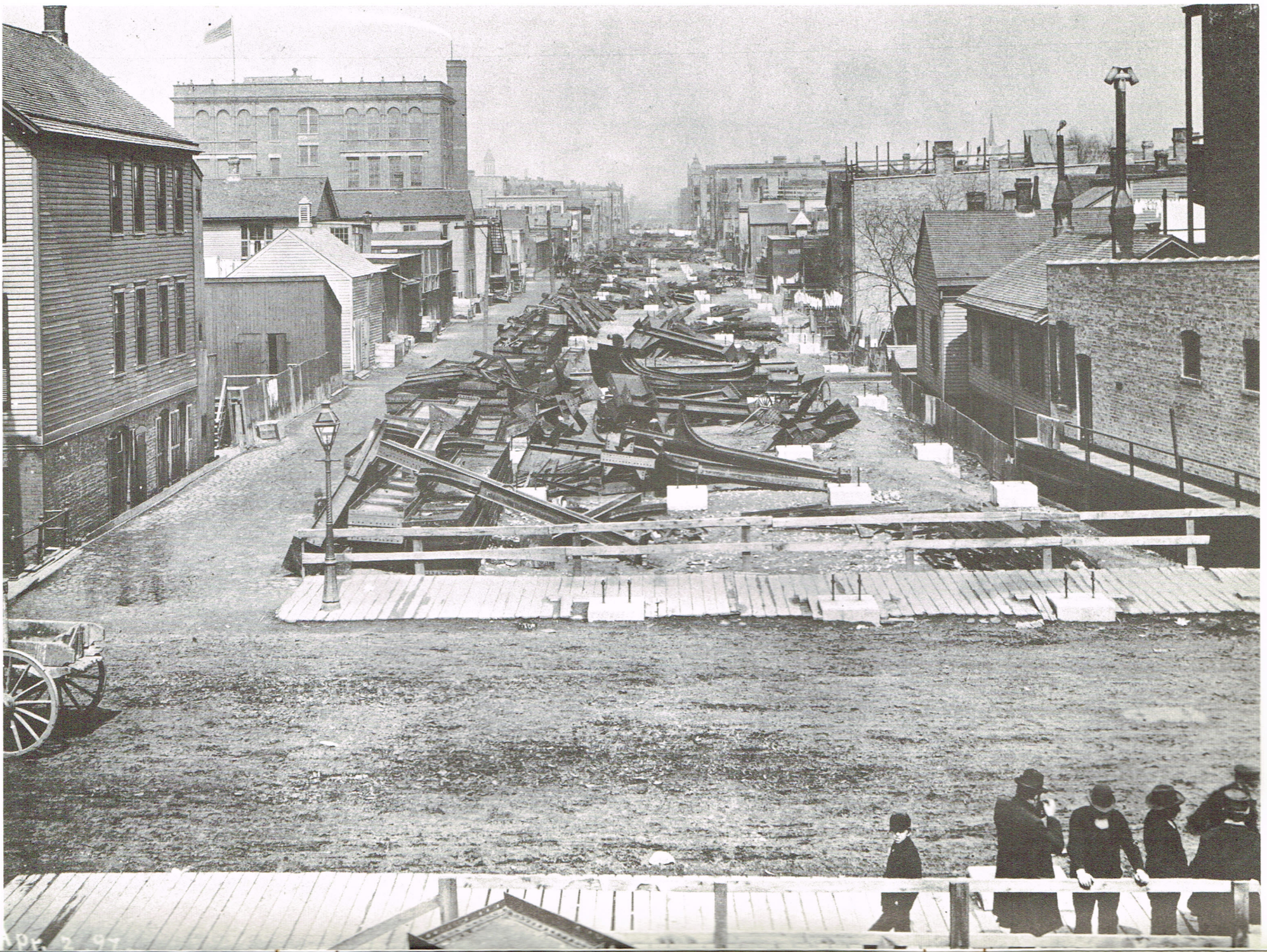
February 1979

Pulaski Road and Foster Avenue  
Looking North, 1936



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>January1979</div> <div>SMTWTFSS</div> <div>123456</div> <div>78910111213</div> <div>14151617181920</div> <div>21222324252627</div> <div>28293031</div>	<div>March1979</div> <div>SMTWTFSS</div> <div>123</div> <div>45678910</div> <div>11121314151617</div> <div>18192021222324</div> <div>25262728293031</div>	cta	people moving people	1	2  Ground-hog Day	3
4	5	6  Shrove Tuesday	7	8	9	10
11	12  Lincoln's Birthday	13	14  Valentine's Day	15	16	17
18	19	20	21	22  Washington's Birthday	23	24
25	26	27	28  Ash Wednesday			





March 1979

Between Sheffield Avenue and Bissell Street  
(Now Ravenswood "L" Structure)  
Looking North from Willow Street, 1897



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>February1979</div> <div>SMTWTFS</div> <div>123</div> <div>45678910</div> <div>11121314151617</div> <div>18192021222324</div> <div>25262728</div>	<div>April1979</div> <div>SMTWTFS</div> <div>1234567</div> <div>891011121314</div> <div>15161718192021</div> <div>22232425262728</div> <div>2930</div>	cta	people moving people	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





April 1979

King Drive and 63rd Street  
(White City Amusement Park)  
Looking South, 1914



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8 Palm Sunday	9	10	11	12 Passover	13 Good Friday	14
15 Easter	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30		cta	people moving people	<div>March1979SMTWTFSS45678910111213141516171819202122232425262728293031</div> <div>May1979SMTWTFSS12345678910111213141516171819202122232425262728293031</div>	





May 1979

Michigan and Chicago Avenues  
Looking North, 1924



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>April1979 SMTWTFSS 1234567 891011121314 15161718192021 22232425262728 2930</div>	<div>June1979 SMTWTFSS 3456789 10111213141516 17181920212223 24252627282930</div>	1	2	3	4	5
6	7	8	9	10	11	12
13 <div>Mother's Day</div>	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28 <div>Memorial Day</div>	29	30	31	cta	people moving people





June 1979

Between Congress and Van Buren Streets  
(Now Eisenhower Expressway)  
Looking West from Paulina Street, 1953



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>May 1979</div> <div>SMTWTFSS</div> <div>12345</div> <div>6789101112</div> <div>13141516171819</div> <div>20212223242526</div> <div>2728293031</div>	<div>July 1979</div> <div>SMTWTFSS</div> <div>1234567</div> <div>891011121314</div> <div>15161718192021</div> <div>22232425262728</div> <div>293031</div>		<div>cta</div>	<div>people moving people</div>	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
Father's Day				Flag Day		
24	25	26	27	28	29	30





July 1979

Michigan Avenue and 111th Street  
Looking South, 1903



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY																																																																																				
1	2	3	4 Independence Day	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	people moving people	<div>June 1979</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></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	<div>August 1979</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>1</td><td>2</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td></tr><tr><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr><tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td></tr><tr><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</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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26	27	28	29	30	31																																																																																					





August 1979

Lake Shore Drive and Ohio Street  
Looking Northwest, 1932



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>July1979SMTWTFSS12345678910111213141516171819202122232425262728293031</div>	<div>September1979SMTWTFSS23456789101112131415161718192021222324252627282930</div>	cta	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	people moving people





September 1979

State and Madison Streets  
Looking North, 1944



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>August 1979</div> <div>SMTWTFS</div> <div>1 2 3 4</div> <div>5 6 7 8 9 10 11</div> <div>12 13 14 15 16 17 18</div> <div>19 20 21 22 23 24 25</div> <div>26 27 28 29 30 31</div>	<div>October 1979</div> <div>SMTWTFS</div> <div>1 2 3 4 5 6</div> <div>7 8 9 10 11 12 13</div> <div>14 15 16 17 18 19 20</div> <div>21 22 23 24 25 26 27</div> <div>28 29 30 31</div>		<div>cta</div>	<div>people moving people</div>		1
2	3 <div>Labor Day</div>	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22 <div>Rosh Hashana</div>
23 <div>30</div>	24	25	26	27	28	29





October 1979

Clark and Addison Streets  
Looking Northeast, 1935 (During World Series)



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
cta	1 Yom Kippur	2	3	4	5	6
7	8 Columbus Day	9	10	11	12 Columbus Day (Traditional)	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31 Halloween	people moving people	<div>September1979</div> <div>SMTWTFSS</div> <div>1</div> <div>2345678</div> <div>9101112131415</div> <div>16171819202122</div> <div>23242526272829</div> <div>30</div>	<div>November1979</div> <div>SMTWTFSS</div> <div>123</div> <div>45678910</div> <div>11121314151617</div> <div>18192021222324</div> <div>252627282930</div>





November 1979

Milwaukee and Desplaines Avenues  
Looking Northwest, 1944



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>October1979</div> <div>SMTWTFSS</div> <div>12345678910111213141516171819202122232425262728293031</div>	<div>December1979</div> <div>SMTWTFSS</div> <div>2345678910111213141516171819202122232425262728293031</div>	cta	people moving people	1	2	3
4	5	6 <div>Election Day</div>	7	8	9	10
11 <div>Veteran's Day</div>	12	13	14	15	16	17
18	19	20	21	22 <div>Thanksgiving</div>	23	24
25	26	27	28	29	30	





December 1979

State and Van Buren Streets  
Looking North, 1954



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<div>November1979</div> <div>SMTWTFSS</div> <div>456789101112131415161718192021222324252627282930</div>	<div>January1980</div> <div>SMTWTFSS</div> <div>678910111213141516171819202122232425262728293031</div>		<div>cta</div>	<div>peoplemovingpeople</div>		<div>1</div>
<div>2</div>	<div>3</div> <div>Illinois Statehood1818</div>	<div>4</div>	<div>5</div>	<div>6</div>	<div>7</div>	<div>8</div>
<div>9</div>	<div>10</div>	<div>11</div>	<div>12</div>	<div>13</div>	<div>14</div>	<div>15</div> <div>Hanukkah</div>
<div>16</div>	<div>17</div>	<div>18</div>	<div>19</div>	<div>20</div>	<div>21</div>	<div>22</div>
<div>23</div> <div>30</div>	<div>24</div> <div>31</div>	<div>25</div> <div>Christmas</div>	<div>26</div>	<div>27</div>	<div>28</div>	<div>29</div>



# rapid transit

## historical

### highlights

Rapid transit in Chicago had its start 90 years ago when two companies were incorporated for the purpose of building elevated railroads. Both the South Side and Lake Street railways were formed in 1888.

Two other companies were organized— the Metropolitan West Side "L" in 1892 and the Northwestern "L" in 1893.

The first to operate was the South Side system, known as the Alley "L," which began operations with "dinkey" steam locomotives on June 6, 1892. On the opening day of the World's Columbian Exposition, May 1, 1893, this elevated railway was in full operation between downtown Chicago and the Jackson Park Fairgrounds - a distance of 8½ miles.

Lake Street service started on Nov. 6, 1893, with steam engines also.

Electric motive power was used for the first time when the Metropolitan system began operations May 6, 1895.

The Northwestern system was also constructed for electric operations, and it began service on May 31, 1900. In the meantime, the Lake Street service had been electrified in 1896. The South Side system pioneered the use of multiple unit electric cars in 1898.

The elevated Loop, as we know it

### cta rapid transit system

average riding in school, non-vacation period			
	Weekday	Saturday	Sunday
Originating passengers	332,420	144,549	57,165
Transfer passengers	193,791	95,092	71,051
Total rides	526,211	239,641	128,216
Scheduled cars	889	280	165
Train trips	2,400	2,064	1,424
other information:			
	Right-of-way (first track)	Route miles All tracks*	Stations
Elevated structure	38.4	84.2	65
Elevated embankment	12.2	30.4	23
Expressway	22.0	43.3	22
Subway	10.1	20.3	20
Grade level with street crossings	5.7	11.4	10
Below grade level, open cut	1.0	2.0	—
Total	89.4	191.6	140

\*Not including 40 miles of track in yards.

today, was completed in 1897 as a common downtown terminal for the four separate companies. Previously each company had its own terminal downtown.

In 1924, the four companies were consolidated as the Chicago Rapid Transit Company.

In 1938, the City of Chicago began constructing two downtown subways. The State Street subway was completed in 1943; the Dearborn subway in 1951.

The Chicago Transit Authority began operating the rapid transit system on Oct. 1, 1947, after acquiring properties of the Chicago Rapid Transit Company. (At that time, the CTA also acquired the Chicago Surface Lines.)

On June 22, 1958, the CTA began operating the rapid transit route in the Congress (now Eisenhower) Expressway, as an innovative concept of incorporating rail rapid transit with a highway right-of-way.

Similar rapid transit routes were opened in the Dan Ryan Expressway on Sept. 29, 1969, and in the Kennedy Expressway on Feb. 1, 1970.

On April 20, 1964, the CTA began operating Skokie Swift as a fast, non-stop shuttle service between a suburban area and a major terminal. Skokie Swift was the first rapid transit project to receive a demonstration grant from the federal government.

# surface system

## historical

### highlights

Surface transit on fixed routes and schedules began operating in Chicago on April 25, 1859, when the Chicago City Railway Company first operated its horse-drawn cars in State street between Randolph street and Roosevelt road. Four months later, the North Chicago City Railway Company began similar operations in North Clark street.

As a forerunner to these scheduled operations, omnibuses (large horse-drawn carriages) had begun operating seven years earlier (1852) between the city's first railroad depots. The success of the omnibus prompted Franklin Parmelee, one of the major omnibus operators, to create the Chicago City Railway Company.

By the fall of 1859, horsecars were running south to 35th street, west to Damen avenue, and north to Division street, serving nine miles of street. The street railway system grew to ten times that size in the next two decades, but it still remained dependent upon horses for motive power, except for a few steam "dummies" serving Cottage Grove avenue and Broadway.

The cable car made its Chicago debut in State street in 1882. By 1893, the cable system reached a peak of 86 track miles. Routes extended south to 71st street, west to Pulaski road, and north to Diversey

### cta bus system

average riding in school non-vacation period			
	Weekday	Saturday	Sunday
Originating passengers	922,805	607,183	473,443
Transfer passengers	852,181	518,367	242,011
Total rides	1,774,986	1,125,550	715,454
Scheduled buses	2,148	1,064	798
Routes operated	134	105	94
Route miles	2,115	1,655	1,467

The CTA has 13,400 posted bus stops. On a weekday, 31,140 bus trips are made.

avenue. Grip cars, which grasped moving underground cables, could travel at speeds of up to 14 miles an hour, with as many as three passenger trailer cars in tow.

Electric streetcars, which first operated in 93rd street in 1890, brought about a major change in the surface transit system. The change was facilitated by motorizing hundreds of rebuilt cable trailers and horsecars. Streetcar operations were extended to many new routes, which were one-half mile apart in conformance with Chicago's grid pattern of streets. This grid pattern made for comprehensive service, which exists to this day. By 1896, 344 miles of city streets had transit service.

The last horsecars and cable cars operated in 1906.

Until 1914, as many as 18 surface transit companies served Chicago, each charging a separate fare. On Feb. 1, 1914, all of the companies were unified under the management of the Chicago Surface Lines. As a

result of the consolidation, this company ranked as the largest surface transit operator in the United States, with 2,763 streetcars operating over 927 miles of track.

Another new era in local transportation started on March 25, 1917, when buses began operating in Sheridan road on Chicago's north side. That was the beginning of the Chicago Motor Coach system which by 1928 served 146 miles of streets, mostly boulevards and park drives.

This "boulevard system," as it was known, was served in early years mostly by double-deck buses - first, by open-top buses, and then, until their last use in 1950, by closed-top double-deckers.

The Chicago Surface Lines acquired its first buses (single-deck) in 1927, and on April 17, 1930, it placed in operation its first electric trolley buses, on the Diversey route. The last trolley buses were used in 1973.

The Chicago Transit Authority began operating the Surface Lines

system on Oct. 1, 1947, when it also acquired the properties of the Chicago Rapid Transit Company. On Oct. 1, 1952, the CTA became the sole operator of local transit facilities when it purchased the Chicago Motor Coach system.

In the late 1940s, the CTA began converting the streetcar system of 1,100 track miles to buses. This conversion to buses was completed on June 21, 1958, when streetcar operations ceased on the last route, Wentworth avenue.

In discontinuing the use of streetcars, the CTA used components of 570 Green Hornet streetcars in the fabrication of a like number of rapid transit cars.

From 1950 to 1973, part of the CTA surface fleet consisted of propane (liquefied gas) buses, which at one time numbered 1,650.

Today, the CTA's surface fleet consists of 2,400 diesel buses, of which 78 per cent are air-conditioned.



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