



Volume 37
Number 8

1985 Historical Calendar

Transit News






A 1300-series No. 149 Michigan-State-Wacker shuttle bus heads east along Wacker Drive at Dearborn en route to Soldier Field parking lot in 1955.

January 1985

Chicago Transit Authority

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



Propane buses from Twin Coach were in service on the No. 20 Madison and No. 56 Milwaukee routes in this 1954 view west on Madison Street at Canal.

February 1985

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



A westbound Garfield or Douglas train enters the Marshfield station shortly before demolition of the Metropolitan West Side 'L' structure in 1953.

March 1985

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 C	2 D
3 D	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
St. Patrick's Day						
24 A G 31 Palm Sunday	25 B	26 C	27 D	28 E	29 F	30 G



State Street cars like this 6000-series Brill, southbound on Michigan at 111th Street, were a direct link to downtown for Roseland residents in 1934.

April 1985

Chicago Transit Authority


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



Open-top double-deckers, like this Sheridan Road bus at Wilson in 1921, carried riders between downtown and Devon Avenue along "The Boulevard Route."

May 1985

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



Pullman-built cars of the Northwestern Elevated Railroad, like this train at Chicago Avenue, ran on the left side when service was started in 1900.

June 1985

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



Chicago Surface Lines streetcars waited in both directions along Clark at Addison to take Cubs fans home during the pennant-winning summer of 1935.

July 1985

Chicago Transit Authority

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



PCC "Blue Goose" streetcars on Madison Street helped carry delegates to the Democratic National Convention at the Stadium in the summer of 1940.

August 1985

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



The Yellow Coach Company of Chicago built most of the open-top double-decker buses in this photo looking north on Michigan at Monroe in 1926.

September 1985

Chicago Transit Authority

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



One of the first 6000-series trains from the St. Louis Car Company stops at Damen on an all-elevated trip from Logan Square to the Loop in 1950.

October 1985

Chicago Transit Authority

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



The "sedan" streetcar southbound on Clark at Jackson in this early 1930's photo was one of 100 built in 1929 by three companies, including the CSL.

November 1985

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 C	2 D
3 D	4 E	5 F Election Day	6 G	7 A	8 B	9 C
10 C	11 D Veteran's Day	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 Thanksgiving Day	29 F	30 G



In the late 1940's, a Grand Avenue "Old Pullman" waits to head west to Harlem Avenue at the Navy Pier terminal also used by Stony Island cars.

December 1985

Chicago Transit Authority

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 G	2 A	3 B <small>Illinois Statehood 1818</small>	4 C	5 D	6 E	7 F
8 F <small>Hanukkah</small>	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
22 D	23 E	24 F	25 G <small>Christmas Day</small>	26 A	27 B	28 C
29 C	30 D	31 E			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

Historical notes



JANUARY

Traffic on Wacker Drive was light in this 1955 photo showing a No. 149 Michigan-State-Wacker bus crossing Dearborn Street on its way from the Merchandise Mart to the Soldier Field parking lot. The 1300-series General Motors bus was bought in 1947 by the Chicago Motor Coach Company, which operated the service until merging with CTA in 1952. Dearborn and Clark were already one-way streets, and tracks built for southbound traffic along Dearborn Street as far as Kinzie were used at this time by northbound Clark-Wentworth through-routed streetcars so safety islands could be built in the middle of the street.



FEBRUARY

Streetcar wires still in place on Madison Street date this view west from Canal Street to early 1954, shortly after the last PCC cars were taken off Madison. Twin Coach propane buses of the 5000 series may be seen turning north into Canal along the No. 56 Milwaukee route, as well as east and westbound on the No. 20 Madison route. Cabs waited at the Madison Street entrance to North Western Station where, as the huge sign indicates, North Western trains shared terminal facilities with streamliners of the Union Pacific Railroad. The station itself is currently being replaced by a 40-story office tower.



MARCH

Most of the buildings adjacent to the Metropolitan West Side 'L' had already been torn down for construction of the Congress Expressway when this photo was taken looking east from the Marshfield station early in 1953. Right-of-way was being prepared for ground-level service along Van Buren Street (left) so the 'L' structure itself could be demolished. A westbound Garfield or Douglas train with 6000-series St. Louis cars enters the station after crossing tracks once used by Loop-bound Logan Square and Humboldt Park trains. The Throop Street shop looms in the distance, beyond the Lafin Street station.



APRIL

Nearing the end of a long trip from the Loop, a State Street car stops on Michigan Avenue at 111th Street in the heart of Roseland in 1934. The 1914-era, 6000-series Brill car was among the first streetcars bought by Chicago City Railways under Chicago Surface Lines management. In 1937, State Street cars were through-routed over a 26-mile stretch from 119th and Morgan to Devon and Kedzie, making this the longest line in Chicago. By contrast, the 111th Street line that crossed Michigan at this point was a single-track operation that extended less than three miles from Vincennes to St. Lawrence Avenue.



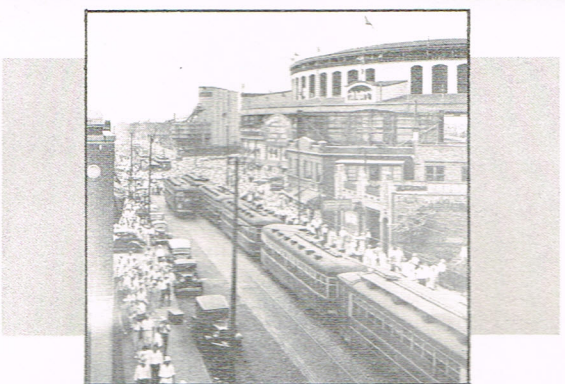
MAY

The Sheridan Plaza Hotel had just opened when this photo was taken showing a Sheridan Road bus heading north at Wilson Avenue in 1921. Service downtown from Devon Avenue had been established four years earlier by the Chicago Motor Bus Company, using open-top, double-deck buses from the St. Louis Car Company. Besides another bus route downtown from Wilson, Uptown residents could take 'L' trains from a two-level station nearby along Broadway directly to Kenwood, Jackson Park, or Englewood, on the South Side, and north to Wilmette. Wilson was also a stop for North Shore interurban electric trains to Milwaukee.



JUNE

Work was still being completed on the Chicago Avenue station and platform in this view looking north at Franklin Street in 1900. Service had just begun on the Northwestern Elevated Railroad downtown from Wilson Avenue, and trains ran on the left side. Although all the cars shown were built by Pullman in 1899, only the lead car, which later became part of the 1000 series, had motor power. The others (1100 series) were trailers. Conversion to multiple-unit operation came in 1901. The streetcar tracks in the background on Franklin served the Elm-Franklin line, which ran from Elm and Crosby to Franklin and Hubbard Streets.



JULY

Heavy ridership for home games at Wrigley Field didn't start with the 1984 season, as this view north on Clark from Eddy Street demonstrates. Lined up to carry Cubs fans home during the pennant-winning summer of 1935, Clark-Wentworth streetcars wait end to end in both directions. Last car northbound (lower right) is one of the original 600 "Big Pullman" cars purchased in 1908 by the Chicago Railway Company. Ahead of it are three front-entry 1929-model "sedan" cars, famous for their upholstered leather bucket seats. Heading south with a full load is a "sun parlor" car built by the Chicago Surface Lines in 1923.



AUGUST

Policemen in puttees and Chicago Surface Lines supervisors kept traffic moving around the Chicago Stadium in this view west on Madison from Wood Street in 1940. Nazi troops had just completed their takeover of most of Western Europe when delegates arrived for the Democratic National Convention, where Franklin D. Roosevelt was nominated for a third term as President. PCC streetcars built by the St. Louis Car Company were in their fifth year of service on the No. 20 Madison route, taking riders from Dearborn and Monroe Streets downtown to terminals at either Madison and Austin Avenue or Fifth Avenue and Pulaski Road.



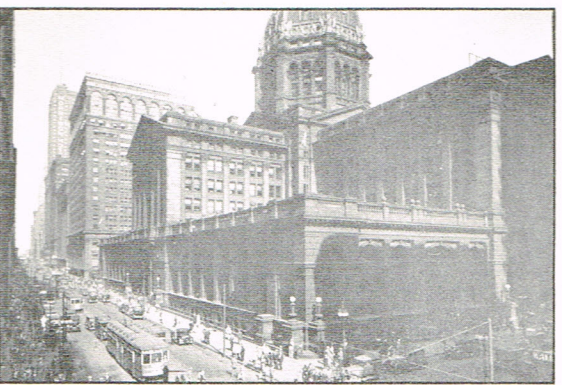
SEPTEMBER

Open-top double-deckers of the Chicago Motor Coach Company may be seen heading in both directions on Michigan Avenue in this 1926 view looking north at Monroe Street. Many of the 284 double-deckers purchased in 1923 and '24 from the Yellow Coach Company of Chicago were used on the Sheridan, Diversey, and Clarendon-Wilson routes, which came downtown from the North Side, on Washington and Jackson routes from the West Side, and on Drexel-Hyde Park and Garfield routes from the South Side. Aside from the addition of Willoughby Towers at 8 South Michigan in 1929, the skyline north to Randolph Street has changed little over the years.



OCTOBER

Dual headlights and springs on the sides of the cars help date this photo of a Loop-bound Logan Square train at Damen to late 1950. The first 130 6000-series cars purchased by CTA from the St. Louis Car Company also had outside conductor positions. The tower just north of the station was never used to control trains. It was built to handle Humboldt Park service and switches at Evergreen, but once the Dearborn subway was opened in 1951, no trains used the Marshfield structure north of Lake. The Humboldt Park line had already been cut back to a shuttle service early in 1950, and was discontinued in 1952.



NOVEMBER

For more than a century, the Federal Government has occupied the block bounded by Clark and Dearborn, Jackson and Adams. The imposing Court House and Post Office building that stood there from 1904 till the mid-1960's has been replaced by the modern Kluczynski office building, a single-story Post Office, and a plaza along Dearborn Street. In this early 1930's view north on Clark from Jackson, a "sedan" streetcar built by the Cummings Car Company in 1929 heads from Howard toward its south terminal at 81st and Halsted Streets. Clark-Wentworth was a through-routed line for almost 50 years, beginning in 1908.



DECEMBER

When Navy Pier was opened in 1916, Grand Avenue streetcars ran all the way out to the east end of the storage sheds along an upper-level right-of-way that was entered from the ramp on the left. Service was cut back to a street-level terminal at Streeter Drive well before this late 1940's photo of an "Old Pullman" waiting to head west to Harlem. From 1921 until the Outer Drive was completed in 1937, the pier also was served by Chicago Avenue streetcars, which ran on open track along the lake to a loop on the north side of Grand. The pier was used by the Navy during World War II, and later by the University of Illinois.

Additional CTA Calendars available at \$3 each

Front Cover

Transit history was made on September 3, 1984, with the opening of CTA's new three-track O'Hare Terminal beneath the main parking garage at O'Hare International Airport. Completion of the O'Hare Extension provides a 35-minute transit link between the airport and downtown Chicago, with convenient transfer to the entire CTA rapid transit and bus system.

CTA's 1985 Historical Calendars are provided free of charge to CTA employees and retirees as the August issue of Transit News. In addition, calendars will be distributed to CTA offices, garages, terminals, and other work locations.

Also, a limited supply of calendars is available for sale at \$3 each, including mailing costs. For additional copies, make checks payable to Chicago Transit Authority, and send them to CTA Calendar, P.O. Box 3555, Chicago, Illinois 60654. Calendar offers good in U.S. only.

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