

2012 Historical Calendar

Chicago Transit Authority





Chicago Surface Lines bus 3426 is seen parked in front of West Shops, an old Chicago Railways Company streetcar barn, circa 1946. CSL, one of CTA's predecessor companies, used buses to serve route extensions as new neighborhoods began to develop in outlying areas of the city.

January 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 D ▼	2 E	3 F	4 G	5 A	6 B	7 C
New Year's Day						
8 C	9 D	10 E	11 F	12 G	13 A	14 B
15 B	16 C ▼	17 D	18 E	19 F	20 G	21 A
	Martin Luther King, Jr. Day					
22 A	23 B	24 C	25 D	26 E	27 F	28 G
29 G	30 A	31 B				

December 2011

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 2012

S	M	T	W	T	F	S
	1	2	3	4		
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29			

A B C D E F G :
 CTA Operations
 Division
 Group Days Off
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In this post World War II view, a southbound #22 Clark-Vincennes streetcar on its way Downtown meets an eastbound Chicago Avenue streetcar on its way to Navy Pier. Cars 277 and 4280 were both built by the Pullman Company, but 40 years apart. The change in technology and aesthetics is evident.

February 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 ^C	2 ^D	3 ^E	4 ^F •
5 ^F •	6 ^G	7 ^A	8 ^B	9 ^C	10 ^D	11 ^E •
12 ^E •	13 ^F	14 ^G	15 ^A	16 ^B	17 ^C	18 ^D •
19 ^D •	20 ^E	21 ^F <small>Valentine's Day</small>	22 ^G	23 ^A	24 ^B	25 ^C •
26 ^C •	27 ^D <small>Presidents' Day</small>	28 ^E	29 ^F <small>Ash Wednesday</small>			

January 2012						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
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29	30	31				

March 2012						
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25	26	27	28	29	30	31

ABCDEF G:
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A southbound Lake-Dan Ryan "B" train is boarding passengers on the Inner Loop platform at the original Clark/Lake Loop Elevated station in March of 1985. Until 1993, Lake Street trains from the West Side were through-routed to the South Side via the Dan Ryan Line to 95th.

March 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				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 ●
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 ●

Daylight Savings Time Starts

St. Patrick's Day

First Day of Spring

February 2012						
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
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26	27	28	29			

April 2012						
S	M	T	W	T	F	S
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22	23	24	25	26	27	28
29	30					

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An already crowded Chicago Surface Lines "Blue Goose" streetcar, built by the St. Louis Car Company in 1936, has stopped to pick up a load of passengers on Madison at Crawford Avenue (now Pulaski Road), on its eastbound trip downtown to Dearborn/Monroe.

April 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Palm Sunday	2	3	4	5	6 Good Friday	7 Passover Begins
8 Easter	9	10	11	12	13	14
15	16	17	18	19	20	21
22 Earth Day	23	24	25	26	27	28
29	30					

March 2012						
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 2012						
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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CTA trolley bus 9553 is making its eastbound trip on Grand to Navy Pier. The Marmon-Herrington Company built 349 trolley buses of this type for the CTA between 1951 and 1952. Trolley buses operated on various routes, though most were on the North and Northwest sides.

May 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 ^C	2 ^D	3 ^E	4 ^F	5 ^G ●
6 ^G ●	7 ^A	8 ^B	9 ^C	10 ^D	11 ^E	12 ^F ● <small>Cinco de Mayo</small>
13 ^F ●	14 ^G	15 ^A	16 ^B	17 ^C	18 ^D	19 ^E ●
<small>Mother's Day</small>	20 ^E ●	21 ^F	22 ^G	23 ^A	24 ^B	25 ^C
27 ^D ●	28 ^E ▼	29 ^F	30 ^G	31 ^A		26 ^D ● <small>Armed Forces Day</small>
	<small>Memorial Day</small>					

April 2012						
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 2012						
S	M	T	W	T	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

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Chicago Surface Lines motor bus 1, shown here in this August 11, 1927 photo soon after its delivery, was one of five units built by the Twin Coach Bus Company for the Chicago Surface Lines to initially operate on the Diversey extension route.

June 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					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	19 ^C	20 ^D	21 ^E	22 ^F	23 ^G
Father's Day		Juneteenth	First Day of Summer	Flag Day		
24 ^G	25 ^A	26 ^B	27 ^C	28 ^D	29 ^E	30 ^F

May 2012

S	M	T	W	T	F	S
1	2	3	4	5		
6	7	8	9	10	11	12
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27	28	29	30	31		

July 2012

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1	2	3	4	5	6	7
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

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There's no shortage of streetcar service in this view taken from Englewood's Halsted 'L' station on March 10, 1928, looking north on Halsted. This vantage point shows a bustling and vibrant business district replete with clothing and shoe stores, furniture stores, candy shops, restaurants, and assorted specialty shops.

July 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 • ^F	2 • ^G	3 • ^A	4 • ^B ▼	5 • ^C	6 • ^D	7 • ^E
8 • ^E	9 • ^F	10 • ^G	11 • ^A <small>Independence Day</small>	12 • ^B	13 • ^C	14 • ^D
15 • ^D	16 • ^E	17 • ^F	18 • ^G	19 • ^A	20 • ^B	21 • ^C
22 • ^C	23 • ^D	24 • ^E	25 • ^F	26 • ^G	27 • ^A	28 • ^B
29 • ^B	30 • ^C	31 • ^D				

June 2012						
S	M	T	W	T	F	S
	1	2				
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17	18	19	20	21	22	23
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August 2012						
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CTA articulated car 51 is seen here at Skokie Shops yard in its sparkling paint scheme commemorating the United States Bicentennial. Four prototype three-section articulated train sets were delivered to the CTA and its predecessor company in 1947-48. These cars, on which the later 6000-series cars were based, were used until 1985.

August 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 ^E	2 ^F	3 ^G	4 ^A •
5 ^A •	6 ^B	7 ^C	8 ^D	9 ^E	10 ^F	11 ^G •
12 ^G •	13 ^A	14 ^B	15 ^C	16 ^D	17 ^E	18 ^F •
19 ^F •	20 ^G	21 ^A	22 ^B	23 ^C	24 ^D	25 ^E •
26 ^E •	27 ^F	28 ^G	29 ^A	30 ^B	31 ^C	

July 2012						
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September 2012						
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

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CTA bus 3462 waits at a traffic light at 66th and Cicero, in front of the Cracker Jack factory which provided the famous caramel and peanut snack for generations.

September 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 ^D
2 ^D	3 ^E	4 ^F	5 ^G	6 ^A	7 ^B	8 ^C
	Labor Day					
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
Rosh Hashanah Begins						
23 ^A	24 ^B	25 ^C	26 ^D	27 ^E	28 ^F	29 ^G
30 ^G			Yom Kippur			

August 2012						
S	M	T	W	T	F	S
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5	6	7	8	9	10	11
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19	20	21	22	23	24	25
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October 2012						
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19	20	21	22	23	24	25
26	27	28	29	30	31	

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Chicago Surface Lines streetcar 1874, traveling west on Harrison at Laramie near the end of the line at Central, was originally built in 1913 in the Chicago Railway' shops for their own street railway.

October 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 ^A	2 ^B	3 ^C	4 ^D	5 ^E	6 ^F •
7 ^F •	8 ^G	9 ^A	10 ^B	11 ^C	12 ^D	13 ^E •
	Columbus Day					
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	31 ^F			
			Halloween			

September 2012

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
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23	24	25	26	27	28	29
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November 2012

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25	26	27	28	29	30	

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CTA car 6014 leads a train of early 6000-series rapid transit cars, signed for Howard "A" service, waiting for the proper signal to proceed in Howard Yard. Built in 1950 by the St. Louis Car Company, they were part of the first delivery to the CTA of these cars that represented the quintessential rapid transit car to generations of Chicagoans.

November 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 ^G	2 ^A	3 ^B •
4 ^B •	5 ^C	6 ^D	7 ^E	8 ^F	9 ^G	10 ^A •
Daylight Savings Time Ends		Election Day				
11 ^A ▼	12 ^B	13 ^C	14 ^D	15 ^E	16 ^F	17 ^G •
Veterans Day						
18 ^G •	19 ^A	20 ^B	21 ^C	22 ^D	23 ^E	24 ^F •
				Thanksgiving Day		
25 ^F •	26 ^G	27 ^A	28 ^B	29 ^C	30 ^D	

October 2012						
S	M	T	W	T	F	S
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21	22	23	24	25	26	27
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December 2012						
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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Chicago Surface Lines streetcars 5731 and 5763 are seen on Cottage Grove converging on 79th Street from opposite directions, in this March 1934 photo. These cars were part of a fleet built by J. G. Brill in 1908, and were nick named "Nearsides," or "Muzzleloaders," since both entrance and exit were at the front.

December 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						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 <small>Hanukkah Begins</small>
16 ^C	17 ^D	18 ^E	19 ^F	20 ^G	21 ^A	22 ^B
23 ^B	24 ^C	25 ^D	26 ^E	27 ^F	28 ^G	29 ^A <small>First Day of Winter</small>
30 ^A	31 ^B <small>New Year's Eve</small>	<small>Christmas Day</small>	<small>Kwanzaa Begins</small>			

November 2012

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 2013

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	1	2	3	4	5	
6	7	8	9	10	11	12
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20	21	22	23	24	25	26
27	28	29	30	31		

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Historical Notes

JANUARY



Chicago Surface Lines (CSL) bus 3426 is seen parked in front of West Shops, an old Chicago Railways Company streetcar barn, circa 1946. The bus was part of an order by CSL – one of CTA's predecessor companies. Beginning in the mid-1930's buses were used to serve route extensions of existing streetcar lines into new neighborhoods developing in outlying areas of the city. Bus extensions, rather than installing additional track and overhead wire to extend the streetcars, were felt to be a more cost effective to serve the burgeoning hinterland on the periphery of the city. These buses were gasoline powered, and featured the enter-at-front/exit-at-rear passenger circulation concept. All were retired by 1959.

FEBRUARY



In this post-World War II view, a southbound #22 Clark-Vincennes streetcar on its way Downtown (where it will short-turn, rather than continue to the South Side) meets an eastbound Chicago Avenue streetcar on its way to Navy Pier. Car 4280, on the right, is a PCC Green Hornet streetcar built in 1948 by the Pullman Company. Car 277 was also built by the Pullman Company, but 40 years earlier, and was part of a fleet of 700 cars that served Chicago well into the 1950's. Though they share the same builder, the four decades between them illustrates the vast technological improvements and cosmetic changes made during that time.

As the 1950's wore on, scenes such as this became increasingly less common as streetcars were replaced by buses. All streetcar service in Chicago ended on Saturday, June 21, 1958.

MARCH



It is March of 1985, and a southbound Lake-Dan Ryan "B" train is boarding passengers on the Inner Loop platform at the original Clark/Lake Loop Elevated station. Until 1993, Lake Street trains from the West Side were through routed to the South Side via the Dan Ryan Line to 95th. The Clark/Lake station was originally built in 1895, one of the first stations to be built on the Loop 'L'. Although designated as a transfer point to the Dearborn Subway's Lake Transfer station, when the subway opened in 1951, no physical connection was provided for another 40 years. Consolidation of the elevated and subway stations finally came in 1992 when a new multi-level transfer station provided easy transfer access between the elevated lines (Green, Brown, Orange, Pink, and Purple Express)

and the Blue Line subway by way of stairs, escalators and elevators inside the James R. Thompson Center and 203 N. LaSalle buildings. Car 2594 is at the head end of a train of 2400-series cars built by Boeing-Vertol. These cars featured smooth stainless steel exteriors and fiberglass ends, and also reintroduced the use of sliding doors, not seen since the 4000-series cars built between 1914 and 1924. Two hundred of these cars were delivered to CTA between 1976 and 1978. These cars continue in service today on the Green and Purple lines. It is interesting to note that since 1951 there has been transit service at three levels; the 'L,' on Lake Street and in the subway, at this location.

APRIL



An already crowded Chicago Surface Lines "Blue Goose" streetcar, signed for the #20 Madison route, has stopped to pick up a load of passengers on Madison at Crawford Avenue (now Pulaski Road) on its eastbound trip downtown to Dearborn/Monroe. Madison Street was the first streetcar route to introduce these new streamlined streetcars, built by the St. Louis Car Company beginning in 1936. These PCC streetcars introduced the latest in technology and comfort for the time. They were based on a design formulated by the Presidents' Conference Committee, which consisted of the heads of various streetcar systems in North America. One of the new design features was a folding door that became known as the "blinker door." These same type of doors were

used on the original 5000-, 6000-, 2000- and 2200-series rapid transit cars. The Madison-Crawford shopping district, with various clothing and specialty shops lining both sides of Madison, was typical of a number of neighborhood shopping areas. Prior to the advent of shopping centers and malls, these areas were a part of everyday life, and afforded shopping and entertainment options outside of the downtown area.

MAY



CTA trolley bus 9553 is making its eastbound trip on Grand to Navy Pier. Three hundred forty-nine trolley buses of this type were built by the Marmon-Herrington Company between 1951 and 1952, and operated on various routes throughout Chicago. Trolley buses initially served as extensions to existing streetcar routes as newer outlying Chicago neighborhoods were established and, later, replaced streetcars as the CTA proceeded to convert to an all bus fleet. In the early 1960's, the peak of trolley bus operations in Chicago, there were fifteen trolley bus routes, making it the largest trolley bus system in North America. Trolley bus service ended on April 1, 1973. After the end of their service, a number of these buses were sold to Guadalajara, Mexico, where they

operated for a number of years. Bus 9553 is now preserved at the Illinois Railway Museum in Union, IL.

JUNE



Chicago Surface Lines motor bus 1, shown here in this August 11, 1927 photo, was one of five units built by the Twin Coach Bus Company for the Chicago Railways Company, an underlying part of the Surface Lines company. It initially operated on the Diversey route extension between Pulaski and Laramie. CSL typically favored extending established streetcar routes into new outlying neighborhoods via the use of motor buses rather than investing in the capital improvements of laying track and hanging overhead wire to extend the streetcars themselves. However, CSL had competition in serving these potential new markets from another surface transit operation, the Chicago Motor Coach Company. The CSL and CMC jockeyed to gain leverage

in this potentially lucrative market, particularly on the Northwest Side. This rivalry ended up in a series of court battles in the late 1920's to determine who had legal authority to establish new routes in the area, with CSL emerging largely victorious in 1930. In that the same year, CSL replaced the motor buses by establishing a trolleybus route on Diversey west of Western Avenue. These early motor buses were then used to create new route extensions on Belmont Avenue and Irving Park Road.

Historical Notes

JULY



There's no shortage of streetcar service in this view taken from the Englewood branch's Halsted 'L' station on March 10, 1928. Looking north on Halsted, this view shows a bustling and vibrant business district replete with clothing and shoe stores, furniture stores, candy shops, restaurants, and assorted specialty shops. This shopping district was second only to the Loop in terms of the volume of commercial and retail business. People from a wide area, including the South Side, south suburbs, and even Indiana, were attracted to this Englewood shopping district. Seemingly out of place, we see a remnant from an earlier time, an old-fashioned horse-drawn delivery truck, negotiating its way across Halsted Street. In 1929, Sears Roebuck & Co. developed a \$1.5 million Art

Deco-style store on the corner where the furniture and loans sign is. Everything in this photo no longer exists – the retail district began to decline after World War II, and an ill-fated attempt to revitalize the district through the creation of a pedestrian mall in the late 1960s exacerbated the problems. Today, the streets have been reopened and the new campus of Kennedy-King College occupies much of this area.

AUGUST



CTA articulated car 51 is seen here at Skokie Shops yard in its sparkling paint scheme commemorating the United States Bicentennial. Four three-section articulated train sets were delivered as prototypes for future car orders – the first two were delivered to the Chicago Rapid Transit Company, who had ordered them in 1947. The other two cars were delivered in 1948 to the Chicago Transit Authority, who had taken over the CRT's operations in October 1947. The first two cars were built by the Pullman Standard Company and second two by St. Louis Car Company. Although no more of these cars were ordered, they served as the basis for the later 6000-series rapid transit cars built by the St. Louis Car Company between 1950 and 1959,

and featured much of the same technology as Chicago's Green Hornet PCC streetcars. Having served on a number of lines throughout the years, these cars spent their last days on the Skokie Swift, from 1965-66 until their retirement in 1985. CTA car 51 is currently preserved at the Fox River Trolley Museum in South Elgin, IL.

SEPTEMBER



As it proceeds southbound along Cicero Avenue, CTA bus 3462 waits at a traffic light at 66th Street. The Cracker Jack factory, which provided the famous caramel and peanut snack for generations (along with the famous prize at the bottom of the box!), is behind the bus. Delicious aromas spread throughout the neighborhood from this factory. Built in 1946 by the White Bus Company, these buses were purchased by the Chicago Surface Lines. Their first assignment was to serve on the Cicero Avenue route extension from 26th Street to the Ford Plant at 76th Street, which today is the site of the Ford City Shopping Center. Note the absence of traffic in this photo, a sight that could not be more different at this location today. At the time this photo was taken, this area was

sparsely settled. However, in the years following World War II, many new neighborhoods sprang up as returning GI's settled in to raise their families and commercial flight operations at Midway Airport expanded exponentially, increasing the density and, of course, the traffic!

OCTOBER



Chicago Surface Lines streetcar 1874 was originally built in 1913 in the Chicago Railways' shops for their own street railway, which was later consolidated into the Chicago Surface Lines. This car, having already seen many years of service by this point, is traveling west on Harrison at Laramie, nearing the end of the line at Central. In later years, lacking interior bulkheads, these cars developed a peculiar motion as they negotiated uneven track, which gave rise to their nickname of "Flexible Flyers." Note the state of the art air conditioning system – open windows! The Harrison streetcar line was immediately north of the Garfield Park 'L' at this location – the line's Laramie Shops and yard are just out of view to the right. The Eisenhower

Expressway (I-290) parallels Harrison one block south of this location today.

NOVEMBER



Car 6014 is the lead car in a train of early 6000-series rapid transit cars. Although signed for Howard "A" service, the train is in Howard Yard waiting for the proper signal to proceed. Built in 1950 by the St. Louis Car Company, 6014 was among the first group of these cars delivered to the CTA that would ultimately number 720 cars in multiple-unit pairs, plus another 50 similar single-unit cars. Early 6000-series cars featured flat blinker style doors and dual headlights. Later deliveries of these cars featured curved doors to match the contour of the car bodies and single headlights at the top of the cars, with the front destination sign relocated to the right front window. Having seen considerable service, though still only a few years old in this view,

car 6014 and its mate 6013 are still wearing their original as-built color scheme of croyden cream, mercury green, with a swamp holly orange and green stripe at the belt rail. 6000-series cars soldiered on in daily service on every major rapid transit line, taking generations of Chicagoans to and from their destinations in all kinds of weather, for over 40 years from 1950 to their retirement in 1992. For many Chicagoans, they represent the quintessential Chicago rapid transit car.

DECEMBER



Chicago Surface Lines streetcars 5731 and 5763 are seen on Cottage Grove converging on 79th Street from opposite directions. These cars were part of a fleet built by J. G. Brill in 1908, and were nick named "Near-sides," or "Muzzleloaders," since both entrance and exit were at the front. The year is 1934, and the Century of Progress World's Fair is in full swing. Passengers could board northbound Cottage Grove streetcars and directly to the fair gates, as evidenced by the sign on the northbound car. While making it more convenient for passengers to board and exit, safety islands such as the one pictured were not without their own hazards. Waiting passengers had little protection from vehicle traffic. Unfortunately, they had to

cope with the occasional errant automobile or truck driving up on the island. Today our buses, which have the ability of pulling to the curb to load and unload passengers, make it much more convenient and safer for our passengers.