

Historical Calendar

2024





S-104 pulls a freight consist, including several hopper cars belonging to the Nickel Plate Road, on the night of November 2, 1965, looking southwest from Berwyn station. The embankment that this train is operating on, which includes the two southbound tracks, was demolished throughout the Fall of 2023 as part of the second phase of the Lawrence to Bryn Mawr Modernization Project, part of the CTA's Red and Purple Modernization Project (RPM) Phase One. The CTA opened the two tracks that'll ultimately be used by northbound trains in July 2023, with work now moving into reconstructing the two southbound tracks and new stations.

S	M 1 <small>New Year's Day</small>	T 2	W 3	T 4	F 5	S 6																																										
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14	15 <small>Martin Luther King, Jr. Day</small>	16	17	18	19	20																																										
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28	29	30	31	<small>ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed</small>		<small>December 2023</small> <table border="1"> <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>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> <tr><td>31</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>	S	M	T	W	T	F	S	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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On March 24, 1939, construction workers look down on a completed vertical shaft during construction on what will eventually become the Milwaukee-Dearborn Subway. From out of this hole will be dug the horizontal train tubes that run today's CTA Blue Line. The \$46 million dollar project featured \$18 million of Federal PWA funds carved out of President Franklin D. Roosevelt's New Deal.

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ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed	February 2024 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	April 2024 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	E 2
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The State/Lake elevated station is seen looking northwest on December 11, 1957, with the northeast stairway down to the Lake-Randolph subway mezzanine also visible in the foreground. The elevated station had this appearance from around the 1920s to 1960s. CTA often used the high-visibility real estate of the station's facade over the street for ads promoting service.

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March 2024

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May 2024

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In this 1935 photo, Chicago Surface Lines streetcar 1577 strides down Cicero Avenue past Chicago Municipal Airport, now Chicago Midway International Airport. Just 13 years old at the time of this photograph, the airport concourse is nowhere close to the size of the concourses at Chicago O'Hare International Airport or even today's Midway. At the time, however, air travel was a rare and thrilling event.

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5 <small>Cinco de Mayo</small>	6	7	8	9	10	11
12 <small>Mother's Day</small>	13	14	15	16	17	18 <small>Armed Forces Day</small>
19	20	21	22	23	24	25
26	27 <small>Memorial Day</small>	28	29	30	31	



Oodles of buses wait in the parking lot at the United Center during the 1996 Democratic National Convention. For the convention that nominated Incumbent Democratic President Bill Clinton, the CTA ran a series of bus shuttles that moved 200 delegates per minute. Chicago is hosting the Democratic National Convention again in 2024. On November 11, 2023, the Chicago Transit Board approved an ordinance authorizing an agreement with Development Now for Chicago to provide for transportation services for next year's convention. Specifics are still in the planning phases

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Car 4271-4272, left, and an eight-car group (consist) of the 2400-series, right, make a special photo stop on the newly re-constructed northbound Red Line tracks at the Red and Purple Modernization Project's temporary Argyle station on July 29, 2023. The event commemorated the 100th Anniversary of 4000-series railcars that are maintained by the CTA's Heritage Fleet Program.

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June 2024

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August 2024

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Two 7000-series railcar prototypes are delivered to CTA's Skokie Shops on January 22, 2021, prior to undergoing testing on each of the CTA's eight rail lines. Manufactured in Chicago's Hegewisch neighborhood by CRRC Sifang America, the initial order of 400 cars feature bold, blue end caps; new layout of headlights and taillights; as well as a redesigned interior featuring a new seating configuration that includes a mix of forward-facing and aisle-facing seats.

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Bus 3540 boards intending passengers southbound on Pulaski in front of a sign that reads “Southwest College” advertising enrollment in the classes for the spring semester of 1977. The college moved to Pulaski in 1970 (after originally using classrooms in the evenings at Bogan High School, and being called Bogan Junior College), originally opening an “interim” campus of six prefabricated buildings and four trailers at the site. Chicago Mayor Richard Daley broke ground on the current facility not long before his death in December of 1976, and a few months after his death the school was renamed “Daley College” in honor of him. The new building opened its doors in 1981.

S 1	A M 2	B T 3	C W 4	D T 5	E F 6	F S 7	G
	G ●	A Labor Day	B	C	D	E	F ●
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August 2024

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October 2024

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On October 2, 1972, a CTA route #149 Stateliner bus boards passengers southbound on State at Madison in the center lane of the road. Here, passengers stand in a painted-out bus staging area. Instead of having buses pull in-and-out of traffic to make curbside stops, painted pedestrian islands used to be a feature of State Street while buses used special bus and taxi lanes. The purpose was to expedite bus boarding process, improving the general flow of traffic.

S	M	T	W	T	F	S
S <small>ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed</small>		1	2 <small>Rosh Hashanah begins</small>	3	4	5
6	7	8	9	10	11 <small>Yom Kippur begins</small>	12
13	14 <small>Columbus Day</small>	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31 <small>Halloween</small>	<small>September 2024</small> 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	<small>November 2024</small> S M T W T F S 3 4 5 6 7 1 2 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30



Chicago Surface Lines car 1739 heads southwest on Ogden, passing under the then-Douglas Park 'L' at Lawndale, with a train of at least four wooden railcars in view. Ogden Avenue was an important thoroughfare between downtown and places southwest of the city, in the era before superhighways and Interstate expressways—and long part of the famous former U.S. Route 66 from downtown Chicago to Los Angeles.

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<p>3</p> <p>Daylight Saving Time ends</p>	<p>4</p>	<p>5</p> <p>Election Day</p>	<p>6</p>	<p>7</p>	<p>8</p>	<p>9</p>																																																																																				
<p>10</p>	<p>11</p> <p>Veterans Day</p>	<p>12</p>	<p>13</p>	<p>14</p>	<p>15</p>	<p>16</p>																																																																																				
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<p>24</p>	<p>25</p>	<p>26</p>	<p>27</p>	<p>28</p> <p>Thanksgiving Day</p>	<p>29</p>	<p>30</p>																																																																																				



Car 1812, painted with an experimental Mercury Green, Croyden Cream and Swamp Holly Orange livery cruises down the Lake Street Line in 1951. Only one other wooden railcar, car 1814, was painted in such a way. The scheme was then adopted for the CTA's 6000- and 1-50 series railcars in the 1950s. In June of 2022, a Red Line train featured a wrap with the same paint scheme in celebration of the CTA's 75th Anniversary.

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22	23	24 <small>Christmas Eve</small>	25 <small>Christmas Day Hanukkah begins</small>	26 <small>Kwanzaa begins</small>	27	28																																																																																				
29	30	31 <small>New Year's Eve</small>	<p>ABCDEFG: CTA Operations Division Group Days Off ▼ Alternate day off if you work on this day ● Central offices closed</p>		<p>November 2024</p> <table border="1"> <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>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td></tr> <tr><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td></tr> <tr><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td></tr> <tr><td>28</td><td>29</td><td>30</td><td></td><td></td><td></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					<p>January 2024</p> <table border="1"> <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>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td></tr> <tr><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td></tr> <tr><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td></tr> <tr><td>28</td><td>29</td><td>30</td><td></td><td></td><td></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				
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Historical notes

January



S-104 Freight Train

S-104 pulls a freight consist, including several hopper cars belonging to the Nickel Plate Road, on the night of November 2, 1965, looking southwest from Berwyn station. The embankment that this train is operating on, which includes the two southbound tracks, was demolished throughout the Fall of 2023 as part of the second phase of the Lawrence to Bryn Mawr Modernization Project, part of the CTA's Red and Purple Modernization Project (RPM) Phase One. The CTA opened the two tracks that'll ultimately be used by northbound trains in July 2023, with work now moving into reconstructing the two southbound tracks and new stations.

Freight service over the North Side Mainline operated up until 1973—a legacy service that stems from how the 'L' system expanded north of Wilson via what became a shared right-of-way with the Milwaukee Road, who had numerous freight clients along the corridor. The scene was typical of the freight service in the CTA era, as almost all freight moves were made at night, when Track 1 had no scheduled service and could be dedicated to bidirectional moves by the freight locomotives. A series of photos were taken by CTA staff photographers in late 1965 for a feature article in the company's employee magazine, *Transit News*.

February



4000-series retirement run on Loop

4293 leads a four-car group (consist) of 4000-series railcars at the Merchandise Mart station on an inbound Evanston Express (now Purple Line Express) train while carrying a sign that says "Goodbye Friends! I'm retiring today after 50 years," on a celebratory farewell trip on November 8, 1973.

The 4000-series were Chicago's first steel body railcars, designed and built in anticipation of the system's unification that began in 1911. The first order of 4000s, the "baldies," featured all-steel roofs and no trolley poles. Car 4293 was part of the second, more advance model, produced between 1922 and 1924. The Chicago Elevated Railways Collateral Trust purchased 100 new motor cars, which were the same design as the order from 1913 but with a canvas-covered wood and a luxurious interior with green plush seats. Those seats earned them the nickname "plushies."

The cars assignment to Evanston service is not a coincidence. Rather than adding more overhead trolley poles to the successors of the 4000s—the 1-50 series and the 6000-series—the CTA decided to convert the Evanston branch to third-rail. The project would cost \$541,000 (\$3.7 million in 2023, adjusted for inflation). Meanwhile, the 4000-series cars were equipped with trolley poles. This allowed them to be powered by overhead wire or third-rail. Without the 4000s, the CTA would not have had enough trolley pole-equipped railcars to maintain Evanston service. On November 8, 1973 power on the third rail was activated, bringing an end to 65 years of overhead trolley operation. According to the CTA's employee newsletter, *Transit News*, "the (4000-series) cars embodied the last bits of nostalgia reminiscent of old-time 'L's and streetcars."

Today, we maintain a pair of historic 4000-series cars, now more than 100 years old and still run for special occasions, in the CTA Heritage Fleet.

March



Dearborn Subway construction shaft

On March 24, 1939, construction workers look down on a completed vertical shaft during construction on what will eventually become the Milwaukee-Dearborn Subway. From out of this hole will be dug the horizontal train tubes that run today's CTA Blue Line. The \$46 million dollar project featured \$18 million of Federal PWA funds carved out of President Franklin D. Roosevelt's New Deal.

In a 1940s advertisement "Streamlining Chicago," presented by the City of Chicago Department of Subways and Superhighways, it emphasized how much the subway construction spurred economic activity and industrial jobs as the country looked to escape the Great Depression. But it certainly wasn't easy work for the tunnel boring laborers. Because the tubes were bored with four giant "biscuit cutters," the wet clay needed to be cut and removed--by hand--as part of a mining operation to get the clay out to the surface, into trucks, and used elsewhere in the city. In one instance, the clay was repurposed during the construction of Lincoln Park and North Avenue beach.

Historical notes

April



Signage around the State/Lake elevated station as viewed under the Chicago Theater

The State/Lake elevated station is seen looking northwest on December 11, 1957, with the northeast stairway down to the Lake-Randolph subway mezzanine also visible in the foreground. The elevated station had this appearance from around the 1920s to 1960s. CTA often used the high-visibility real estate of the station's facade over the street for ads promoting service.

Today, if you stood under the sign for State/Lake's neighboring Chicago Theater, the view you would take in would not look much different. For nearly 70 years, riders intending to transfer to the present-day Red Line subway have walked down a set of stairs out to street level, then down another set of stairs. The location of the northbound bus stop at State/Lake also hasn't changed since this photo was taken. The stop is currently serviced by four different routes, the #2 Hyde Park Express, #29 State, #146 Inner Lake Shore Michigan Express and #148 Clarendon/Michigan Express.

May



CSL 1577 in front of Chicago Municipal Airport in 1935

In this 1935 photo, Chicago Surface Lines streetcar 1577 strides down Cicero Avenue past Chicago Municipal Airport, now Chicago Midway International Airport. Just 13 years old at the time of this photograph, the airport concourse is nowhere close to the size of the concourses at Chicago O'Hare International Airport or even today's Midway. At the time, however, air travel was a rare and thrilling event.

According to the Chicago Tribune, Municipal Airport was deemed the "world's busiest" in 1931 after the opening of a new passenger terminal with 100,846 passengers flying on 60,947 flights. If you look closely in the horizon to the left past the streetcar, you can notice an airplane awaiting takeoff. The airport was re-dedicated in 1949 after the Battle of Midway, a major naval battle in the Pacific Theater of World War II.

Municipal Airport was important to the war effort during World War II. After Pearl Harbor was attacked in 1941, the runways saw the arrival of the largest aircraft of the time, including the B-17 "Flying Fortress."

June



Parking lot in front of the United Center full of buses for the 1996 DNC

Oodles of buses wait in the parking lot at the United Center during the 1996 Democratic National Convention. For the convention that nominated Incumbent Democratic President Bill Clinton, the CTA ran a series of bus shuttles that moved 200 delegates per minute.

Chicago is hosting the Democratic National Convention again in 2024. On November 11, 2023, the Chicago Transit Board approved an ordinance authorizing an agreement with Development Now for Chicago to provide for transportation services for next year's convention. Specifics are still in the planning phases.

July



Heritage fleet in operation today

Car 4271-4272, left, and an eight-car group (consist) of the 2400-series, right, make a special photo stop on the newly re-constructed northbound Red Line tracks at the Red and Purple Modernization Project's temporary Argyle station on July 29, 2023. The event commemorated the 100th Anniversary of 4000-series railcars that are maintained by the CTA's Heritage Fleet Program.

The CTA's Heritage Fleet, which was established in 2016, created guidelines and protocols for future preservation, maintenance and repair efforts for the current Heritage Fleet and those vehicles which may join it in the future. Funding for the program comes from revenue generated by CTAgifts.com (our online gift shop) and private charters. Repair and upkeep of the vehicles is provided through the generous volunteer work of CTA employees, retirees, and industry experts.

Historical notes

August



New 7000-series railcars

Two 7000-series railcar prototypes are delivered to CTA's Skokie Shops on January 22, 2021, prior to undergoing testing on each of the CTA's eight rail lines. Manufactured in Chicago's Hegewisch neighborhood by CRRC Sifang America, the initial order of 400 cars feature bold, blue end caps; new layout of headlights and taillights; as well as a redesigned interior featuring a new seating configuration that includes a mix of forward-facing and aisle-facing seats.

September



CTA 3540 Flixable boarding students at Southwest College

Bus 3540 boards intending passengers southbound on Pulaski in front of a sign that reads "Southwest College" advertising enrollment in the classes for the spring semester of 1977. The college moved to Pulaski in 1970 (after originally using classrooms in the evenings at Bogan High School, and being called Bogan Junior College), originally opening an "interim" campus of six prefabricated buildings and four trailers at the site. Chicago Mayor Richard Daley broke ground on the current facility not long before his death in December of 1976, and a few months after his death the school was renamed "Daley College" in honor of him. The new building opened its doors in 1981.

October



CTA 1305 GMC boarding passengers on State Street

On October 2, 1972, a CTA route #149 Stateliner bus boards passengers southbound on State at Madison in the center lane of the road. Here, passengers stand in a painted-out bus staging area. Instead of having buses pull in-and-out of traffic to make curbside stops, painted pedestrian islands used to be a feature of State Street while buses used special bus and taxi lanes. The purpose was to expedite bus boarding process, improving the general flow of traffic.

State Street wasn't the only street in the central business district that featured these odd painted bus boarding areas. Buses that operated along State, Washington, and Dearborn also featured street boarding. At one point, the islands on Washington Street had slightly raised wooden platforms with back railings as well. Today, the CTA's Loop Link Bus Rapids Transit stations on Washington and Madison serve similar purposes.

Bus #1305 was part of a large 525-bus order (#1000-1524) from GM, built in 1972. The 525 1000-series buses, along with a second order with GM (#7400-7944) were CTA's first large orders of air-conditioned buses, and every CTA garage got some of the new buses. With these two orders, CTA had a bus fleet made up entirely of "New Look" ("fishbowl") buses.

The bus is running on the #149 route, which has generally served as the CTA's shoppers' shuttle after the route was acquired by the Chicago Motor Coach company. It was started by the CMC in August 1946 as the #49 Grant Park Parking Lots route running between the Monroe St. parking lots in Grant Park and Soldier Field via State Street. Within a month, in Sept 1946, CMC changed the north end to go to the Merchandise Mart instead of the Monroe parking lots. When CTA took over the CMC in 1952, the number was changed to #149 (adding 100 to the CMC route number, as was done in most cases), and was called the #149 Michigan-State-Wacker. In November 1975, it was renamed the "Stateliner", basically as a branding exercise to give it a cool name and some cache as CTA continued to market it as a State Street shopper shuttle/circulator, as evidenced by the "blade" signs that they put on top of the buses assigned to the route. Passengers also paid a reduced, special "downtown shuttle fare" to ride the route, 35 cents at the time of the photo below (normal full fare was 45 cents at the time). The route was discontinued Jan 2, 1982. Routes #11, #44 and the present-day #146 serve the same function in various ways.

Historical notes

November



CSL 1739, Douglass Park, Ogden/Lawndale

Chicago Surface Lines car 1739 heads southwest on Ogden, passing under the then-Douglas Park 'L' at Lawndale, with a train of at least four wooden railcars in view. Ogden Avenue was an important thoroughfare between downtown and places southwest of the city, in the era before superhighways and Interstate expressways—and long part of the famous former U.S. Route 66 from downtown Chicago to Los Angeles.

Streetcar service on Ogden long preceded the 'L' opening in this area, the 'L' here was opened in 1896, constructed by the Metropolitan West Side Elevated Railway Company. This company built several lines that spanned out through the West Side from a terminal downtown (and later terminating around the Loop 'L'), with branches tending to be named after major features of the West Side park and boulevard system. Its original main branches were destined to reach or extend beyond Douglas Park, Garfield Park, Humboldt Park and Logan Square—all of which (be they demolished, replaced or still partly in use today) make up the constituent parts of what evolved into today's Blue and Pink lines.

The "Douglas" name is now a legacy name and no longer used for neither the line nor park, today. CTA renamed the branch of the system in the 2000s to be the "Cermak Branch" (nodding to its terminal station at 54th Avenue and Cermak Road) in 1996. Then, in 2020, the line's original namesake park was officially changed by the Chicago Park District to "Douglass Park," in response to a popular community movement to rename the park to honor historical abolitionists, Anna and Frederick Douglass.

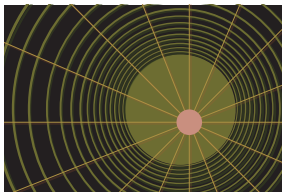
December



Car 1812 in Green, Cream, Orange

Car 1812, painted with an experimental Mercury Green, Croyden Cream and Swamp Holly Orange livery cruises down the Lake Street Line in 1951. Only one other wooden railcar, car 1814, was painted in such a way. The scheme was then adopted for the CTA's 6000- and 1-50 series railcars in the 1950s. In June of 2022, a Red Line train featured a wrap with the same paint scheme in celebration of the CTA's 75th Anniversary.

Cover



A note about the cover:

Wondering about the unusual cover for this year's calendar? This year, our publications and design team decided to try some new things with our historical calendar—while mostly maintaining bits of history and pictures of people using our (and predecessor) services and transit vehicles with history and gorgeous photos from our archives, we wanted to also highlight some great photography from events and moments in transit history, including some of the incredible engineering works behind building transit lines that are built to last.

In particular, the photo from March is a stunning image looking upward from deep inside a construction shaft as part of building Chicago's first downtown subways—the attractive geometry, radiating ringed interior and scale inspired us to create cover art from this image and is an abstracted, stylized image for the calendar cover that nods to and embraces the elegant, modernist, geometric aesthetics that are core to CTA's classic, "Swiss" or "International" design language and style (most associated with our approachable and highly readable signage and wayfinding system). We hope you like it and all this year's calendar has inside!