

Route#66 CHICAGO



Garage(s)/Run Numbers

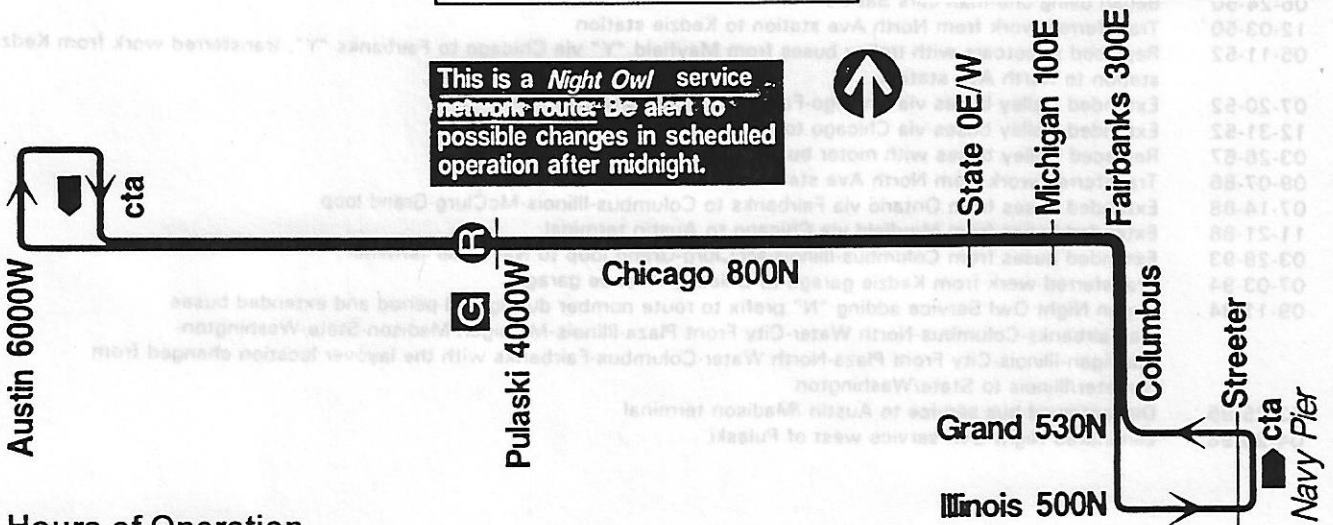
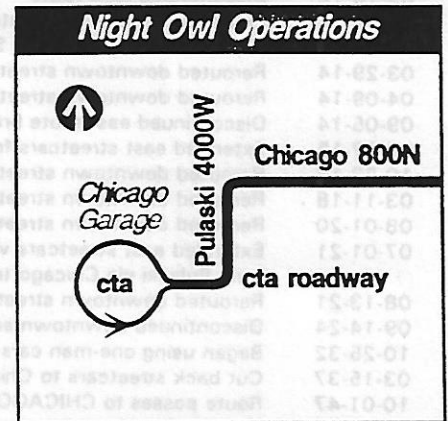
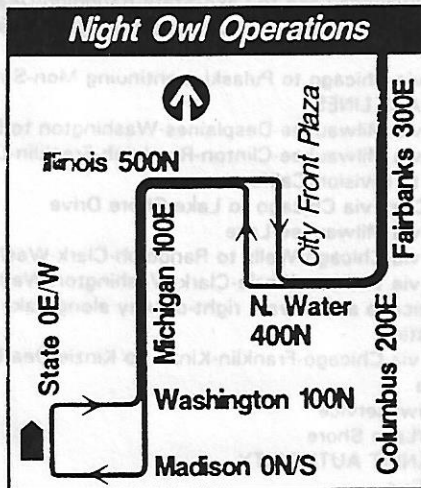
Chicago/5501-5550
 Block/5551-5570
 PTO/5571-5600

Terminals/Destination Signs

| Eastbound | Westbound |
|------------------------|-----------------------|
| Fairbanks/ Ontario | Austin |
| State (unscheduled) | Milwaukee station |
| Illinois/McClurg | Central |
| State/Washington | Cicero |
| | Pulaski (pull-ins) |

Schedule Interlocks

None



Hours of Operation

| Terminals | Dir | Monday-Friday | Saturday | Sunday/holiday |
|---|-----|---------------|-----------|----------------|
| Chicago/Austin to Navy Pier | EB | 0416-2302 | 0416-2302 | 0416-2302 |
| Navy Pier to Chicago/Austin | WB | 0505-2357 | 0505-2357 | 0531-2357 |
| Chicago/Pulaski to Washington/State 12/13/98 | EB | 2322-0356 | 2326-0356 | 2326-0426 |

CHICAGO - route history

- 08-??-59 Inaugurated horsecar service from Carroll via Clark-Chicago-Larrabee-Kingsbury to Division
- 12-27-65 Rerouted horsecars via Clark-Hubbard-State to Randolph
- 05-29-80 Began CHICAGO WEST DIVISION RY CO horsecar service from Wood via Chicago-Milwaukee-Clinton-Randolph to State
- 06-26-81 Rerouted horsecars via Milwaukee-Lake to State
- 08-18-82 Extended horsecars from Wood via Chicago to Leavitt
- Rerouted horsecars via Milwaukee-Clinton-Randolph to State
- 03-15-89 Route passes to WEST CHICAGO STREET RR CO
- 08-12-90 Extended horsecars from Leavitt via Chicago-California to Division
- 08-22-90 Began coupling horsecars to Milwaukee cable trains for trip to Loop
- -92 Began NORTH CHICAGO STREET RR CO horsecar service from Clark via Chicago-California to Division
- 07-26-95 Replaced east horsecars with streetcars, Chicago/Milwaukee to Chicago/Clark discontinued thru service across Milwaukee Ave
- 11-17-95 Began using electric locomotives to haul horsecars California/Division to Chicago/Milwaukee, also extended east streetcars from Milwaukee via Chicago-California to Division
- 08-02-96 Replaced electric locomotives hauling trailers with streetcars, and extended west streetcars via Chicago-Milwaukee-Lake to Dearborn-Randolph-State loop under own power,
- 01-09-97 Began extension streetcar service from California via Chicago to Pulaski
- -97 Thru-routed west streetcars Pulaski to Loop
- Rerouted west streetcars via Lake to Lake-State-Randolph-Dearborn loop
- 07-01-99 Routes pass to CHICAGO UNION TRACTION CO
- Rerouted west streetcars via Lake to Dearborn-Randolph-State-Lake loop
- -04? Rerouted west streetcars via Milwaukee-Desplaines-Lake
- 01-29-08 Routes pass to CHICAGO RYS CO
- 12-03-08 Extended west streetcars from Pulaski via Chicago to Cicero
- 12-28-10 Extended west streetcars from Cicero via Chicago to Austin
- Rerouted west streetcars via Milwaukee-Lake to Lake-State-Randolph-Dearborn loop
- 01-18-12 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Austin via Chicago-Milwaukee-Lake-State to 63
- 09-16-12 Discontinued joint route
- Extended some east streetcars via Chicago to Pulaski, continuing Mon-Sat rush via Chicago to Austin
- 02-01-14 Routes pass to CHICAGO SURFACE LINES
- 03-29-14 Rerouted downtown streetcars via Milwaukee-Desplaines-Washington to Dearborn-Randolph-State-Washington loop
- 04-09-14 Rerouted downtown streetcars via Milwaukee-Clinton-Randolph-Franklin-Lake to Lake-State-Randolph-Dearborn loop
- 09-05-14 Discontinued east route branch to Division/California
- 08-07-15 Extended east streetcars from Clark via Chicago to Lake Shore Drive
- 10-22-16 Rerouted downtown streetcars via Milwaukee-Lake
- 03-11-18 Rerouted downtown streetcars via Chicago-Wells to Randolph-Clark-Washington Wells loop
- 08-01-20 Rerouted downtown streetcars via Wells to Kinzie-Clark-Washington-Wells loop
- 07-01-21 Extended east streetcars via Chicago and private right-of-way along Lake Shore Dr and Ohio to Navy Pier terminal, also from Pulaski via Chicago to Austin
- 08-13-21 Rerouted downtown streetcars via Chicago-Franklin-Kinzie to Kinzie-Dearborn-Randolph-Clark loop
- 09-14-24 Discontinued downtown service
- 10-25-32 Began using one-man cars for owl service
- 03-15-37 Cut back streetcars to Chicago/Lake Shore
- 10-01-47 Route passes to CHICAGO TRANSIT AUTHORITY
- 06-24-50 Began using one-man cars Sat-Sun
- 12-03-50 Transferred work from North Ave station to Kedzie station
- 05-11-52 Replaced streetcars with trolley buses from Mayfield "Y" via Chicago to Fairbanks "Y", transferred work from Kedzie station to North Ave station
- 07-20-52 Extended trolley buses via Chicago-Fairbanks to Ontario terminal
- 12-31-52 Extended trolley buses via Chicago to Mayfield terminal
- 03-26-67 Replaced trolley buses with motor buses
- 09-07-86 Transferred work from North Ave station to Kedzie station
- 07-14-88 Extended buses from Ontario via Fairbanks to Columbus-Illinois-McClurg-Grand loop
- 11-21-88 Extended buses from Mayfield via Chicago to Austin terminal
- 03-28-93 Extended buses from Columbus-Illinois-McClurg-Grand loop to Navy Pier terminal
- 07-03-94 Transferred work from Kedzie garage to Chicago Avenue garage
- 09-11-94 Began Night Owl Service adding "N" prefix to route number during owl period and extended buses via Fairbanks-Columbus-North Water-City Front Plaza-Illinois-Michigan-Madison-State-Washington-Michigan-Illinois-City Front Plaza-North Water-Columbus-Fairbanks with the layover location changed from Streeter/Illinois to State/Washington
- 03-25-95 Discontinued bus service to Austin /Madison terminal
- 04-26-98 Eliminated Night Owl service west of Pulaski