

#8 - HALSTED - Route History

- Tu 11-07-1876 Began CHICAGO WEST DIVISION RY CO horsecar service from Randolph via State-Madison-Halsted to 23rd
- Xx 00-00-1877 Began CHICAGO CITY RY CO horsecar service from 23rd via Halsted to Root
- Xx 00-00-1883 Began extension horsecar service from Root via Halsted to 47th
- Th 09-11-1884 Extended extension horsecars from 47th via Halsted-63rd to LaSalle
- Mo 10-11-1886 Began NORTH CHICAGO CITY RY CO horsecar service from Fullerton via Halsted-Clybourn-Division-Sedgwick-Chicago-Orleans-Hubbard SB/Illinois-Orleans-Division NB-Wells to Randolph
- We 11-24-1886 North route passes to NORTH CHICAGO STREET RR CO
- Xx 10-00-1887 Rerouted south extension horsecars via Halsted to 69th
- Xx 11-00-1888 Rerouted some north horsecars via Halsted to 23rd
- Xx 00-00-0000 Rerouted Halsted/23rd horsecars via Halsted-Randolph to State
- Fr 03-15-1889 Halsted/23rd route passes to WEST CHICAGO STREET RR CO
- Xx 03-00-1889 Extended north horsecars from Fullerton via Halsted to Broadway
- Sa 05-02-1891 Rerouted north route downtown horsecars via Halsted and to loop behind Clybourn cable cars
- Th 08-24-1893 Replaced Halsted/23rd horsecars with cable cars from 23rd via Halsted-Van Buren-Clinton-Madison to State, trailers towed by horses east of Van Buren/Jefferson
- Su 04-22-1894 Rerouted Halsted/23rd cable cars via Van Buren-Clinton-tunnel to Franklin-Van Buren-Dearborn-Adams-Franklin loop
- Mo 07-09-1894 Cut back north horsecars to Halsted/Clark, began shuttle streetcar service from Irving Park via Broadway-Halsted to Clark
- Sa 09-22-1894 Replaced south extension horsecars with streetcars Halsted/Root to 69th, extended streetcars via Halsted-Root-Wallace-Pershing to State
- Tu 10-02-1894 Replaced north shuttle streetcars with trailers towed by Evanston streetcars from Irving Park via Broadway-Halsted-Clark to Schubert
- Su 01-13-1895 Replaced south horsecars with streetcars Halsted/Archer to Halsted/Pershing, discontinued service Halsted/Archer to Halsted/23rd and Halsted/Pershing to Halsted/Root
- Tu 07-09-1895 Discontinued north horsecars to loop, replaced north horsecars with streetcars Clark to Fullerton, extended streetcars from Clark via Halsted to Broadway
- We 09-18-1895 Extended north streetcars from Fullerton via Halsted to Division, replacing horsecars
- Su 11-24-1895 Extended south streetcars from Archer via Halsted to 23rd
- Mo 01-13-1896 Extended south extension streetcars via Halsted-Root-Wallace-29th-Canal-Archer-Clark to Washington
- Xx 03-00-1896 Replaced cable cars with electric locomotives Halsted/23rd to Halsted/Van Buren, trailers towed to loop behind Blue Island cable cars, also extended north streetcars from Division via Halsted to 23rd, replacing horsecars
- We 06-10-1896 Began second south extension streetcar service from 69th via Halsted to 79th

Su 09-27-1896 Thru-routed and extended south streetcars from 79th via Halsted-Archer-Clark to Washington, retaining Halsted/Wallace route

Tu 05-09-1899 Cut back downtown streetcars to Halsted/69th

Sa 07-01-1899 North and Halsted/23rd routes pass to CHICAGO UNION TRACTION CO

Mo 10-16-1899 Rerouted Halsted/Wallace streetcars via Halsted-Pershing-Wallace

Su 09-29-1901 Rerouted Halsted/Wallace streetcars via Halsted-Root-Wallace

Mo 03-09-1903 Extended downtown streetcars from 69th via Halsted to 79th

Su 09-18-1904 Cut back downtown streetcars to Halsted/79th

Xx 00-00-1905? Replaced electric locomotives and trailers with streetcars on Halsted/23rd route, rerouted streetcars via Halsted-Randolph-Wells-Lake to Lake-State-Randolph-Dearborn loop

Th 10-19-1905 Began joint CHICAGO UNION TRACTION CO and CHICAGO CITY RY CO streetcar service from Milwaukee via Halsted to Root

Xx 06-00-1906 Rerouted Halsted/23rd streetcars via Halsted-Harrison to Harrison-Dearborn-Adams-Wells loop

We 08-15-1906 Rerouted Halsted/Wallace streetcars via Archer-State to Madison-Wabash-Lake-State loop

Su 12-16-1906 Discontinued Halsted/Wallace service

We 01-29-1908 CHICAGO UNION TRACTION CO routes pass to CHICAGO RYS CO

Th 04-16-1908 Extended joint streetcars from Milwaukee via Halsted to Hooker, also from Root via Halsted to 69th

Xx 00-00-1908 Extended downtown streetcars from 69th via Halsted-79th to Peoria

Fr 10-16-1908 Discontinued joint route

Th 12-03-1908 Resumed joint route streetcars from Erie via Halsted to 69th

Mo 02-18-1909 Extended joint route streetcars from Erie via Halsted to Division

Mo 01-03-1910 Began Halsted/Madison streetcar service from Irving Park via Broadway-Halsted-Madison to Pulaski

Xx 00-00-0000 Discontinued Halsted/23rd route

We 12-13-1911 Extended Halsted/Madison streetcars from Pulaski via Madison to Austin, also extended joint route streetcars from Division via Halsted to Broadway and from 69th via Halsted to 79th

Tu 07-16-1912 Discontinued Halsted/Madison service, extended some downtown streetcars from 79th via Halsted-Summit-Vincennes-Monterey-111th to Sacramento terminal except in owl. began owl shuttle Halsted/79th to 111th/Sacramento

Su 12-01-1912 Rerouted joint route and some downtown streetcars via Halsted to 79th-Emerald-79th terminal-Halsted loop

Su 02-01-1914 Routes pass to CHICAGO SURFACE LINES, rerouted downtown streetcars via Clark to Monroe-Dearborn-Washington-LaSalle-Randolph-Clark loop

Sa 02-28-1914 Rerouted downtown streetcars via Clark to Monroe-LaSalle-Randolph-Clark loop

Su 03-29-1914 Rerouted downtown streetcars via Clark to Monroe-LaSalle-Washington-Clark loop

We 04-28-1915 Cut back main route streetcars via Halsted to Halsted-Broadway terminal-Broadway-Waveland loop

Su 01-29-1922 Rerouted downtown streetcars via Clark to Clark-Madison-Dearborn-Monroe loop

Su 09-14-1924 Rerouted downtown streetcars via Clark to Illinois-Wells-Chicago-Clark loop

We 06-03-1925 Extended some downtown streetcars via Clark to Clark-Halsted-Broadway terminal-Broadway loop, day & evening only

Xx 00-00-1927 Closed 111th/Sacramento terminal

Mo 05-18-1931 Extended some main route streetcars to 111th/Sacramento Mon-Fri day & evenings, replacing downtown streetcars

Sa 12-19-1931 Extended some main route streetcars to 111th/Sacramento Saturday day & evenings, replacing downtown streetcars

Su 02-28-1932 Extended some main route streetcars to 111th/Sacramento Sunday day & evenings, replacing downtown streetcars, also extended Sunday owl street cars from 26th via Halsted to 79th terminal and discontinued Sunday downtown service

We 04-06-1932 Extended Mon-Sat owl streetcars from 26th via Halsted to 79th terminal, discontinued Mon-Sat downtown owl service

Sa 06-25-1938 Discontinued downtown streetcars Mon-Sat evenings

We 10-01-1947 Routes pass to CHICAGO TRANSIT AUTHORITY

Th 11-20-1947 Cut back all downtown streetcars via Clark to Illinois-Wells-Chicago-Clark loop

Su 12-04-1949 Cut back all streetcars via Halsted to 79th-Emerald-79th terminal-Halsted loop

We 02-28-1951 Cut back downtown streetcars via Clark to Clark-Illinois-Wells-Kinzie loop

Su 11-25-1951 Began #8-HALSTED bus service replacing #8-HALSTED streetcars Sat-Sun only from Halsted-Broadway terminal-Broadway-Waveland loop via Halsted to 79th-Emerald-79th terminal-Halsted loop (limits and 77th garages)

Mo 05-31-1954 Replaced streetcars with motor buses Mon-Fri, rerouted downtown buses via Clark to Polk-Dearborn-Randolph-Clark loop

Mo 09-17-1956 Rerouted buses via Halsted to 79th terminal

Su 04-24-1983 Transferred 77th garage work to 69th garage

Su 07-03-1994 Transferred Limits garage work to 69th garage

Su 03-26-1995 Rerouted all buses via Halsted-Archer-Halsted station terminal-Archer-Halsted

Su 06-18-1995 Transferred work from 69th garage to 74th garage

Sa 04-25-1998 Discontinued owl service

Tu 09-02-2003 Transferred some weekday work from 74th garage to Archer garage

Fr 06-18-2004 Discontinued work from Archer garage

Su 03-23-2008 Transferred work from 74th garage to Kedzie garage

Mo 02-08-2010 Transferred some weekday work from Kedzie garage to 74th garage

Su 12-16-2012 Transferred all work from 74th and Kedzie garages to 77th garage