

## #9 - ASHLAND - Route History

- Xx 00-00-1884 Began CHICAGO CITY RY CO horsecar service from Archer via Ashland to Pershing
- Xx 00-00-1887 Extended south horsecars from Pershing via Ashland to Garfield
- Xx 00-00-1889 Extended south horsecars via Ashland-Archer to Pitney, also began extension horsecar service from Garfield via Ashland to 69th
- Xx 11-00-1890 Began NORTH CHICAGO STREET RR CO horsecar service from Irving Park via Ashland to Lincoln
- Tu 07-11-1893 Began WEST CHICAGO STREET RR CO horsecar service from Wood via Cortland-Ashland-Lake-Paulina-Roosevelt-Ashland to 15th
- Xx 00-00-1893 Began shuttle horsecar service from 15th via Ashland to Cermak
- Xx 00-00-1894 Thru-routed horsecars Cortland/Wood to Ashland/Cermak
- Sa 10-06-1894 Began NORTH CHICAGO STREET RR CO streetcar service from Clark via Southport to Lincoln
- Fr 12-07-1894 Extended Southport streetcars from Lincoln via Southport to Clybourn
- Th 01-17-1895 Replaced horsecars with streetcars Ashland/Irving Park Ashland/Lincoln, extended streetcars via Ashland-Irving Park to Broadway, also via Ashland-Lincoln and to loop behind Lincoln cable trains
- Su 05-05-1895? Replaced horsecars with streetcars Cortland/Wood to Ashland/Cermak
- Su 08-11-1895 Replaced horsecars with streetcars Archer/Pitney to Ashland/Garfield, and extended south streetcars from Pitney via Archer to State, then to Loop behind State cable trains
- Su 09-08-1895 Replaced shuttle horsecars with streetcars Ashland/Garfield to Ashland/69th
- Xx 00-00-1896? Cut back north streetcars to Ashland/Irving Park and to Lincoln/Wrightwood
- We 08-25-1897 Thru-routed south streetcars downtown to Ashland/69th
- Mo 02-27-1899 North Ashland and Southport routes pass to CHICAGO CONSOLIDATED TRACTION CO
- Sa 07-01-1899 Middle route passes to CHICAGO UNION TRACTION CO
- Xx 00-00-1899 Extended Southport streetcars via Southport-Clybourn-Halsted-Division-Crosby-Larrabee-Chicago-Kingsbury-Erie-Franklin-Hubbard NB/Kinzie SB-Wells to Harrison, some cars via Crosby-Elm-Franklin
- Fr 10-24-1902 Began CHICAGO GENERAL RY CO streetcar service from Cermak via Ashland to Archer
- Su 07-22-1906 Rerouted south streetcars via State to Madison-Wabash-Lake-State loop
- Su 12-16-1906 Rerouted south streetcars via State to Randolph-Wabash-Lake-State loop
- Su 08-25-1907 Rerouted some south streetcars via Ashland to Cermak, replacing CHICAGO GENERAL RY CO service
- We 01-29-1908 Middle route passes to CHICAGO RYS CO
- Mo 03-30-1908 Began joint CHICAGO RYS CO and CHICAGO CITY RY CO streetcar route from Wood via Cortland-Ashland-Lake-Paulina-Roosevelt-Ashland to 69th
- Xx 00-00-1908? Extended streetcars via Wells-Harrison-Dearborn to Polk, also rerouted all cars via Crosby-Larrabee
- Mo 11-23-1908 Extended south and joint route streetcars from 69th via Ashland to 71st
- We 12-28-1910 North Ashland and Southport routes pass to CHICAGO RYS CO

Mo 09-25-1911 Extended joint route streetcars via Ashland-Cortland-Southport to Clybourn

Su 11-05-1911 Rerouted downtown streetcars via State to State-Lake-Wabash-Randolph loop

Mo 09-30-1912 Cut back north streetcars to Ashland/Lincoln

We 10-16-1912 Extended joint route streetcars from Clybourn via Southport to Clark

Su 10-12-1913 Cut back joint route streetcars via Ashland to Ashland-70th-Marshfield-69th loop, extended downtown streetcars from 71st via Ashland to 75th

Su 02-01-1914 Routes pass to CHICAGO SURFACE LINES

Th 02-18-1915 Began extension streetcar service from 75th via Ashland to 79th

Sa 03-20-1915 Extended north streetcars from Lincoln via Ashland to Fullerton

Fr 12-31-1915 Extended extension streetcars from 79th via Ashland to 87th

We 11-01-1916 Extended downtown streetcars from 75th via Ashland to 87th, replacing extension streetcars

Mo 10-01-1917 Extended north streetcars from Fullerton via Ashland to Clybourn

Su 04-01-1923 Began using one-man cars on north route

Su 09-14-1924 Rerouted downtown streetcars via State to Polk-Dearborn-Lake-State loop, also discontinued Southport route

Mo 02-01-1926 Extended downtown streetcars from 87th via Ashland to 89th

Tu 07-06-1926 Extended downtown streetcars from 89th via Ashland to 95th

We 04-01-1931 Extended main route streetcars from 70th via Ashland to 95th Mon-Fri, cut back downtown streetcars to Ashland/70th Mon-Fri except rush

Su 05-03-1931 Extended main route streetcars to Ashland/95th and cut back downtown streetcars to Ashland/70th Sundays

Tu 06-30-1931 Extended main route streetcars to Ashland/95th and cut back downtown streetcars to Ashland/70th Saturdays

Su 05-01-1932 Discontinued downtown streetcars Sundays

Sa 07-01-1933 Extended downtown streetcars from 70th via Ashland to 95th

Fr 08-21-1936 Extended some main route streetcars via Ashland-Irving Park-Southport to Clark, discontinued north route

Su 08-31-1947 Rerouted all main route cars via Ashland-Irving Park-Southport, transferred Noble station portion of work to Lincoln station

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

Tu 08-23-1949 Discontinued downtown streetcars midday and evening

Su 03-11-1951 Transferred Lincoln station portion of work to Limits station

Su 05-11-1952 Began #9-ASHLAND bus service replacing #9-ASHLAND streetcars Sat-Sun only from Irving Park-Clark-Southport loop via Irving Park-Ashland to 94th-Beverly-95th-Ashland loop, also from Polk-Dearborn-Wacker-State loop via State-Archer-Ashland to 94th-Beverly-95th-Ashland loop Sat rush, transferred 69th Sat-Sun work to 77th station

Su 02-14-1954 Replaced streetcars with motor buses all times. Rerouted some Mon-Fri PM rush buses via Ashland-42nd to Swift Parking Lot terminal. Transferred 77th garage portion of work to 69th garage.

Mo 05-03-1954 Began Mon-Fri AM rush service to Swift terminal

Mo 08-09-1954 Rerouted some Mon-Fri rush buses via Ashland-35th to Halsted-31st-Wallace 35th loop

Th 11-04-1954 Rerouted buses via Ashland to 95th terminal

Su 09-08-1957 Transferred Limits garage portion of work to Kedzie garage

Fr 06-13-1958 Rerouted Stock Yards buses via 42nd to Swift Parking Lot "U"

Fr 02-09-1962 Discontinued service to Stock Yards

Su 02-09-1964 Transferred Kedzie garage portion of work to Limits garage

Mo 02-10-1964 Extended some Mon-Fri rush buses via Ashland-Beverly-Vincennes to Beverly station yard-Loomis-104th-Vincennes loop

Fr 12-13-1974 Discontinued service to 35th/Wallace in PM rush

Su 09-02-1979 Transferred all work to 69th garage

Su 04-24-1983 Transferred part of work from 69th garage to Limits garage

Xx 00-00-0000 Rerouted rush buses via Beverly to 103rd-Charles-104th-Vincennes-Beverly loop (unofficial)

Su 10-31-1993 Rerouted southbound buses via Ashland/Archer station terminal

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

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

Su 04-26-1998 Cut back owl buses via Ashland-North to Clybourn-North/Clybourn station terminal, also extend owl buses via Ashland-95th to 95th/Dan Ryan station terminal

We 11-19-2003 Rerouted Mon-Fri rush buses via Beverly to Vincennes-104th-Charles-103rd loop (unofficial route made official)

Su 12-28-2008 Extended owl buses via Ashland-North to LaSalle-Clark-North loop