

#27 - SOUTH DEERING - Route History

- Xx 04-00-1893 Began SOUTH CHICAGO CITY RY CO streetcar service from 64th via Stony Island-79th-Exchange-Commercial-104th-Torrence to 106th
- Xx 05-00-1894 Rerouted streetcars via 79th-Brandon-83rd-Burley-87th-Buffalo-92nd-Commercial
- Xx 00-00-1896 Rerouted streetcars via Stony Island-75th-Coles-79th
- Sa 08-01-1896 Extended streetcars from 64th via Stony Island to 63rd terminal
- We 05-13-1908 Route passes to CALUMET & SOUTH CHICAGO RY CO
- Xx 00-00-1909 Extended streetcars via Stony Island-63rd to Dorchester terminal
- Th 12-30-1909 Began shuttle streetcar service from 106th via Torrence to 112th
- Su 01-23-1910 Extended streetcars from 106th via Torrence to 112th, replacing shuttle streetcars
- Xx 00-00-0000 Rerouted streetcars via Stony Island to 63rd
- Xx 00-00-0000 Began using Torrence/112th terminal
- Su 02-01-1914 Routes pass to CHICAGO SURFACE LINES
- We 06-03-1914 Rerouted streetcars via Stony Island-73rd-Exchange-75th
- Mo 06-22-1914 Rerouted streetcars via Stony Island to Stony Island-63rd-Dorchester-64th loop
- Sa 11-08-1924 Began extension streetcar service from 112th via Torrence to 124th using one-man cars, extended some Mon-Sat rush streetcars from 112th via Torrence to 124th
- Su 08-07-1932 Began using one-man cars
- Su 08-08-1937 Discontinued extension streetcars Sundays
- Su 09-05-1937 Resumed extension streetcars Sunday daytime
- Su 01-01-1939 Discontinued extension streetcars Sundays
- Mo 10-21-1946 Cut back all streetcars to Torrence/112th, replaced extension streetcars with motor buses from terminal south of 112th via Torrence to Ford Motor Co terminal at 128th, transferred shuttle work Burnside station to 77th station
- We 10-01-1947 Routes pass to CHICAGO TRANSIT AUTHORITY
- Su 04-25-1948 Began #27-SOUTH DEERING bus service, replacing #27-SOUTH DEERING streetcars and #27A-TORRENCE SHUTTLE buses, from Stony Island-63rd-Dorchester-64th loop via Stony Island-73rd-Exchange-75th-Coles-79th-Brandon-83rd-Burley-87th-Buffalo-92nd-Commercial-104th-Torrence to 112th terminal, some Mon-Fri rush extended via Torrence to Ford Motor Co terminal at 128th, transferred streetcar work from Burnside station to 77th station
- Su 11-14-1948 Rerouted via Stony Island to Stony Island-Hayes-Cornell-64th loop
- Mo 04-02-1956 Rerouted via Stony Island to Marquette-Cornell-Hayes-Stony Island loop
- Su 09-08-1963 Rerouted northbound via Commercial-Exchange-79th-Cheltenham-Coles-75th-Exchange-73rd-Jeffery-Marquette-Patterson-Cornell, southbound via Marquette-Jeffery-73rd-Exchange-Commercial
- Su 02-09-1964 Rerouted day & evenings via 73rd-Stony Island to Marquette-Cornell-Hayes-Stony Island loop
- Xx 00-00-0000 Rerouted night buses northbound via Marquette-Cornell

We 06-21-1978 Extended Mon-Fri rush via Torrence-130th to new Ford Motor Co terminal west of Torrence

Fr 09-11-1981 Discontinued service south of Torrence/112th

Su 01-03-1982 Rerouted via Exchange-83rd-South Shore-67th-Stony Island to 64th-Harper-63rd-Stony Island loop, returning via Stony Island-Marquette-Jeffery-67th, rerouted night buses via northbound via South Shore-75th-Jeffery-67th, southbound via Marquette-Jeffery-75th-South Shore

Th 03-04-1982 Extended via Stony Island-Midway-Payne Dr-Morgan Dr-Garfield to Prairie "U"

Su 03-07-1982 Rerouted southbound via Stony Island-67th

Fr 03-12-1982 Cut back to Stony Island/63rd except Mon-Fri rush

Su 12-12-1982 Rerouted via Stony Island-63rd to 63rd-Greenwood-64th-University loop

Su 06-26-1988 Transferred 77th garage to 103rd garage

Sa 02-01-1992 Discontinued owl service

Su 03-27-1994 Cut back via Stony Island to 64th-Blackstone-63rd-Stony Island loop

Su 05-12-1996 Extended via Stony Island-63rd to 63rd-Indiana-61st-King Dr loop

Mo 05-18-1998 Rerouted eastbound via 61st-Prairie-63rd

Sa 08-30-2003 Discontinued service