

#36 - BROADWAY - Route History

- Xx 00-00-1863 Began NORTH CHICAGO CITY RY CO horsecar service from Schubert via Clark-Broadway-Irving Park to Southport
- Fr 06-24-1864 Replaced horsecars with steam dummies
- Th 02-08-1883 Discontinued service
- Tu 04-17-1883 Resumed service using horsecars
- Xx 07- 00-1885 Extended some horsecars from Southport via Irving Park to Ashland
- We 11-24-1886 Route passes to NORTH CHICAGO STREET RR CO
- Xx 06-00-1893 Began CHICAGO & NORTH SHORE STREET RY CO streetcar service from Irving Park via Broadway to Ardmore
- Sa 06-10-1893 Extended streetcars from Ardmore via Broadway-Devon-Clark-Chicago to Calvary Cemetery
- Su 06-18-1893 Extended streetcars from Cemetery via Chicago to Dempster
- Mo 08-28-1893 Extended streetcars via Chicago-Dempster-Sherman to Emerson
- Xx 10-02-189? Extended streetcars from Irving Park via Broadway-Halsted-Clark to Schubert, cut back Broadway horsecars to Broadway/Diversey
- Xx 00-00-1896 Cut back Broadway horsecars to Broadway/Grace to Broadway/Diversey only
- Th 10-22-1896 Began EVANSTON ELECTRIC RY CO extension streetcar service from Emerson via Sherman to Central
- Sa 05-08-1897 Extended extension streetcars via Sherman-Central to Bennett
- Xx 00-00-1897 Thru routed streetcars Central/Bennett to Clark/Schubert
- We 12-01-1897 Replaced Broadway horsecars with streetcars, extended Broadway streetcars via Broadway-Clark to Schubert, also from Grace via Broadway to Irving Park
- Mo 02-27-1899 Evanston route passes to CHICAGO CONSOLIDATED TRACTION CO
- Sa 07-01-1899 Broadway route passes to CHICAGO UNION TRACTION CO
- Xx 00-00-1904 Cut back Broadway streetcars to Broadway/Grace
- Su 10-21-1906 Extended Broadway streetcars from Schubert via Clark to Clark-Randolph-LaSalle-Monroe-Dearborn-Randolph loop, rerouted Evanston streetcars via Devon-Broadway-Clark
- Xx 00-00-0000 Extended Broadway streetcars from Grace via Broadway-Devon to Clark
- Xx 06-00-1907 Extended Evanston streetcars from Bennett via Central to Lincolnwood
- We 01-29-1908 Broadway route passes to CHICAGO RYS CO
- Fr 11-20-1908 Cut back Broadway streetcars to Broadway/Irving Park
- Tu 11-24-1908 Extended Broadway streetcars from Irving Park via Broadway-Devon to Clark
- We 12-28-1910 Discontinued Evanston route
- Mo 01-01-1912 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Clark via Devon-Broadway-Clark-Division-State-Lake-Wabash-Cermak-Indiana-51st to King Dr

Xx 00-00-1912 Rerouted main route streetcars via Clark-Illinois-LaSalle to LaSalle-Monroe-Dearborn-Randolph loop, also extended main route streetcars via Devon-Clark to Howard

Mo 09-30-1912 Rerouted thru-route streetcars via Wabash-18th-Indiana-Cottage Grove-55th to Harper-Cable Ct-Lake Park-55th loop

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

Su 03-07-1915 Rerouted thru-route streetcars via Devon-Clark to Arthur terminal

We 05-19-1915 Rerouted main route streetcars via Clark to Howard terminal

Tu 02-01-1916 Extended thru-route streetcars via Clark to Howard terminal

We 01-02-1918 Cut back main route streetcars to Clark/Arthur

Su 01-29-1922 Rerouted main route streetcars via LaSalle to LaSalle-Madison-Clark-Randolph loop

Mo 12-18-1922 Began Broadway/State streetcar service from Ardmore terminal via Broadway Clark-Division-State-Lake-Wabash to 18th

Fr 06-29-1923 Rerouted thru-route streetcars northbound via 18th-State-Division, also rerouted Broadway/State streetcars via Division-State to 18th

Su 09-14-1924 Rerouted all main route streetcars via Clark-Division-State to Lake-Wabash-Harrison-State loop

Mo 07-11-1932 Extended main and thru-route streetcars via Broadway-Devon to Kedzie

Su 11-04-1934 Rerouted thru-route streetcars northbound via 18th-Wabash-Harrison-State

Th 08-19-1937 Extended main route streetcars via State-95th-Michigan-119th to 119th-Morgan-120th-Halsted loop

Mo 05-15-1939 Rerouted main route streetcars via State-Lake-Wabash-Grand-State, also rerouted thru-route streetcars southbound via State-Grand-Wabash, northbound via State-Lake-Wabash-Grand-State

Mo 10-07-1946 Discontinued Cottage Grove/Broadway service

We 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY

Mo 12-15-1947 Cut back streetcars via Devon to Devon-Ravenswood-Schreiber-Clark loop, evening and owl streetcars operate via Devon-Clark to Arthur terminal

Sa 05-28-1949 Rerouted streetcars via State over new bridge

Su 09-05-1954 Replaced streetcars with motor buses Sat-Sun, transferred Devon station part of work to North Park station Saturday, to Limits station Sunday

Su 12-04-1955 Began #36-BROADWAY bus service Sat-Sun, replacing #36-BROADWAY/STATE buses, from Arthur terminal via Clark-Devon-Broadway-Clark-Division-State to State-Polk-Dearborn-Kinzie loop, transferred North Park station Saturday work to Limits station

Su 02-17-1957 Replaced streetcars with buses daily, Mon-Fri day & early evenings via Devon to Devon-Ravenswood-Schreiber-Clark loop, late evening, Sat-Sun, and nights via Devon-Clark to Arthur terminal, transferred work from Limits garage to North Park garage

Mo 11-02-1959 Rerouted northbound buses via Dearborn-Wacker-State

We 10-03-1962 Rerouted all buses via Devon-Clark to Arthur terminal

Su 10-27-1963 Rerouted northbound buses via Dearborn-Kinzie-State

We 03-21-1979 Rerouted northbound buses via Dearborn-Hubbard-State

Su 09-02-1979 Transferred part of work from North Park garage to Limits garage

Sa 09-12-1981 Discontinued owl service

Su 06-27-1982 Extended buses via State-Polk-Clark-Harrison-Dearborn

Su 07-03-1994 Transferred all work to North Park garage

Su 02-05-1995 Rerouted buses northbound via Dearborn-Illinois-State

Su 03-19-2000 Extended late evening buses via State-Harrison to Desplaines terminal, returning via Harrison-Dearborn

Su 02-01-2009 Rerouted day & early evening buses via State to Van Buren-Wells-Harrison-Dearborn-Illinois loop, late evening buses SB via State-Van Buren-Wells-Harrison

Mo 06-19-2011 Rerouted NB buses via Harrison-Financial-Congress-Dearborn