

### **#37 - TAYLOR/SEDGWICK/SHEFFIELD - Route History (later Sedgwick, then Sedgwick/Ogden, then Sedgwick)**

- Xx 00-00-1862 Began NORTH CHICAGO CITY RY CO horsecar service from North via Sedgwick-Division to Clark
- Xx 05-00-1863 Extended horsecars from North via Sedgwick to Lincoln, also via Division- Clark to North Water
- We 12-27-1865 Extended horsecars via Clark-Hubbard-State to Lake
- Tu 04-02-1867 Cut back horsecars to State/North Water
- Xx 11-00-1871 Rerouted horsecars via Clark to North Water
- Tu 12-23-1873 Extended horsecars from North Water via Clark to Washington
- Mo 11-08-1875 Rerouted horsecars via Division-Wells to Randolph
- Sa 07-07-1877 Rerouted horsecars via Division-Clark to Washington
- Xx 00-00-1881 Rerouted horsecars southbound via Sedgwick-Division-Sedgwick-Chicago-Clark, northbound via Clark-Chicago-Orleans-Division-Sedgwick
- Xx 08-00-1885 Began Sheffield horsecar service from Clark via Sheffield to Lincoln
- Xx 07- 00-1886 Rerouted Sedgwick horsecars southbound via Sedgwick-Chicago-Orleans-Kinzie-Clark, northbound via Clark-Kinzie-Orleans-Division
- We 11-24-1886 Routes pass to NORTH CHICAGO STREET RR CO
- Fr 03-15-1889? Began towing Sheffield horsecars to downtown behind Lincoln cable trains
- Th 08-28-1890 Began WEST CHICAGO STREET RR CO horsecar service from Western via Taylor-Canal-Harrison-Wells-Adams-Michigan to Washington
- Xx 07-00-1892 Replaced horses with steam dummies on Sheffield route
- Sa 04-22-1893 Replaced one steam dummy with a gas car on Sheffield route
- Xx 11-00-1893 Replaced steam dummy with horses on Sheffield route
- Xx 00-00-1893 Rerouted Taylor horsecars via Taylor-Wells
- Th 12-07-1893 Replaced gas car with horses on Sheffield route
- Mo 10-08-1894 Replaced horsecars with streetcars on Sheffield route, Clark to Lincoln, discontinued service to downtown behind cable trains
- Xx 05-00-1895 Cut back Taylor horsecars to Adams/State
- Th 06-06-1895 Replaced horsecars with streetcars on Sedgwick route, towing streetcars with horses Clark/Wacker to Clark/Washington, also extended streetcars via Sedgwick to Lincoln-Dickens-Racine-Armitage loop
- Xx 05-00-1896 Replaced horsecars with streetcars on Taylor route, rerouted streetcars via Taylor-Canal-Harrison-Clinton- Madison to Wells
- Su 08-02-1896 Began operating Sedgwick streetcars to Clark/Washington under own power
- Xx 00-00-0000 Extended Taylor streetcars via Madison-Wells to Kinzie
- Sa 07-01-1899 Routes pass to CHICAGO UNION TRACTION CO
- Xx 00-00-1901 Rerouted Taylor streetcars via Taylor-Wells

Xx 00-00-1905 Rerouted Sedgwick streetcars via Kinzie-Dearborn to Polk, towing streetcars with horses Dearborn/Randolph to Dearborn/Van Buren

Xx 00-00-0000 Rerouted Taylor streetcars via Wells to Wells-Hubbard-Franklin-Kinzie loop

Xx 07-00-1906 Began operating Sedgwick streetcars to Dearborn/Polk under own power

We 01-29-1908 Routes pass to CHICAGO RYS CO

Xx 00-00-1908 Rerouted Taylor streetcars via Wells to Wells-Hubbard-Orleans-Kinzie loop

Xx 00-00-1909? Extended Sheffield streetcars via Sheffield-Lincoln-Armitage-Clark-Wells-Harrison to State

Xx 00-00-1913 Rerouted Taylor streetcars via Wells to Kinzie-Franklin-Hubbard-Wells loop

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

Fr 07-17-1914 Rerouted Taylor streetcars via Taylor-Canal-Polk-Wells

Mo 07-20-1914 Rerouted Sedgwick streetcars via Sedgwick-Lincoln to Lincoln-Fullerton-Racine-Webster loop, also combined Taylor and Sheffield routes from Clark Sheffield-Lincoln-Armitage-Clark-Wells-Polk-Canal-Taylor to Western

Sa 06-07-1919 Rerouted Taylor/Sheffield streetcars via Taylor-Wells

Sa 08-09-1924 Began using one-man cars on Taylor/Sheffield route

Th 09-14-1924 Discontinued Sedgwick route, rerouted Taylor/Sheffield streetcars southbound via Lincoln-Sedgwick-Chicago-Orleans-Hubbard-Wells, northbound via Wells-Kinzie-Orleans-Division-Sedgwick-Lincoln, and resumed using two-man cars

Xx 00-00-1926 Rerouted streetcars via Wells-Polk-Canal-Taylor

Xx 00-00-1942 Transferred Kedzie station part of work to Blue Island station

Mo 09-01-1947 Began #37-TAYLOR/SEDGWICK/SHEFFELD bus service all times, replacing #37-Taylor/Sheffield and #74A-Webster/Racine streetcars, from Roscoe-Clark-Sheffield loop via Sheffield-Webster-Sedgwick-Division-Wells-Polk-Canal-Taylor to Claremont-Grenshaw-Western-Taylor loop, transferred work from Lincoln and Blue Island stations to Devon and Lawndale stations

Mo 09-13-1948 Transferred Lawndale garage work to Blue Island garage

Mo 02-21-1949 Transferred Devon garage work to Limits garage

Tu 04-15-1952 Rerouted buses southbound via Polk-Clinton-Taylor

Su 01-16-1955 Transferred Blue Island garage work to Lawndale garage

Su 04-28-1957 Rerouted buses via Division-Orleans-Chicago-Wells

Su 05-15-1960 Rerouted buses via Sheffield to School-Clark-Roscoe-Sheffield loop

Su 09-10-1961 Cut back Sunday and night buses southbound via Wells to Van Buren-Sherman-Harrison-Wells loop, transferred all night and Sunday work from Lawndale garage to Limits garage

Su 03-27-1966 Rerouted night and Sunday buses via Wells to Van Buren-Franklin-Harrison-Wells loop

Su 09-13-1970 Discontinued owl service

Mo 02-07-1972 Rerouted Mon-Sat buses northbound via Taylor-Canal-Harrison-Wells, southbound via Wells-Harrison-Canal bus lane-Polk-Clinton-Taylor

Su 09-09-1973 Cut back buses northbound via Sheffield-Fullerton to Lincoln-Orchard-Fullerton loop, cut back Mon-Sat evening buses to Wells/Harrison, redesignated #37-SEDGWICK

Tu 09-25-1973 Rerouted buses via Webster-Lincoln-Sedgwick

Su 09-07-1975 Rerouted buses via Webster to Webster-Sheffield-Fullerton-Halsted loop

Su 06-12-1977 Discontinued late evening service

Mo 09-14-1981 Extended Mon-Fri daytime buses via Taylor-Paulina-Polk-Ogden-Cermak to Karlov "U", cut back Sat daytime buses to Wells/Harrison, began partial work from Lawndale garage

Th 10-01-1981 Rerouted westbound buses via Harrison-Clinton-Taylor

Su 01-03-1982 Discontinued early evening and Sat-Sun service, rerouted buses via Ogden-Taylor-Western-Ogden, redesignated #37-SEDGWICK/OGDEN

Tu 07-06-1982 Rerouted buses via Polk-Damen-Taylor-Western

Mo 08-02-1982 Rerouted buses northbound via Harrison-Franklin-Wacker-Wells

Mo 07-02-1984 Transferred Lawndale garage work to Kedzie garage

Mo 09-08-1986 Transferred Kedzie garage work to Lawndale garage

Mo 08-17-1986 Rerouted buses via Polk-Ogden-Taylor

Tu 06-06-1989 Rerouted buses northbound via Franklin-Orleans

Tu 07-05-1994 Transferred work from Limits and Lawndale garages to Kedzie garage

Mo 04-27-1998 Discontinued midday service

Mo 04-26-2004 Rerouted buses via Cermak-Pulaski to 21st terminal

Mo 06-19-2006 Cut back buses via Wells-Harrison-Orleans, redesignated #37-SEDGWICK, transferred work to North Park Garage

Fr 12-30-2006 Discontinued, replaced with #11-LINCOLN/SDGWICK

Mo 12-17-2012 Resumed Mon-Fri daytime #37-SEDGWICK service from Webster-Sheffield-Fullerton loop via Lincoln-Sedgwick-Division-Orleans-Chicago-Wells-Van Buren-Clinton to Congress, return via Clinton-Harrison-Canal-Jackson-Franklin-Orleans (Kedzie garage)

Mo 03-31-2014 Transferred work from Kedzie Garage to Chicago Garage