

#41 - ELSTON/CLYBOURN - Route History

- Mo 09-26-1859 Began NORTH CHICAGO CITY RY CO horsecar service from Clybourn via Division-Clark to North Water
- Sa 10-08-1864 Extended horsecars via Division-Clybourn-Larrabee to Armitage
- We 12-27-1865 Extended horsecars via Clark-Hubbard-State to Lake
- Tu 04-02-1867 Cut back horsecars to State/North Water
- Xx 00-00-1869 Extended some horsecars via Clybourn to North
- Xx 00-00-1871 Extended horsecars from North via Clybourn to Sheffield
- Xx 11-00-1871 Rerouted horsecars via Clark to North Water
- Xx 07-00-1872 Extended horsecars from Sheffield via Clybourn to Racine, also discontinued service to Larrabee/Armitage
- Su 12-21-1873 Extended horsecars from North Water via Clybourn to Washington
- Xx 00-00-1883 Extended horsecars from Racine via Clybourn to Fullerton
- We 11-24-1886 Route passes to NORTH CHICAGO STREET RR CO
- Xx 03-00-1888 Extended horsecars from Fullerton via Clybourn to Belmont
- Sa 05-02-1891 Replaced horsecars with cable cars from Bosworth terminal via Clybourn-Division-Wells-Illinois-LaSalle to LaSalle-Monroe-Dearborn-Randolph loop
- We 12-26-1894 Began CHICAGO ELECTRIC TRANSIT CO Elston streetcar service from Addison via Elston to Milwaukee/Fry
- Mo 01-07-1895 Extended Elston streetcars from Addison via Elston to Montrose
- Su 06-02-1895 Replaced Clybourn horsecars with streetcars Clybourn/Belmont to Clybourn/Bosworth
- Su 08-02-1896? Extended Elston streetcars via Elston-Milwaukee-Desplaines-Lake to Lake-Dearborn-Randolph-Wells loop, returning via Lake-Milwaukee-Elston
- Xx 00-00-1897 Extended Elston streetcars via Elston-Montrose to Knox
- Mo 02-27-1899 Elston route passes to CHICAGO CONSOLIDATED TRACTION CO
- Sa 07-01-1899 Clybourn route passes to CHICAGO UNION TRACTION CO
- Sa 10-21-1906 Replaced cable cars with streetcars on Clybourn from Belmont via Clybourn-Division-Wells-Randolph to LaSalle-Monroe-Dearborn-Randolph loop
- Xx 00-00-1906 Rerouted Clybourn streetcars via Wells to Kinzie-Dearborn-Washington-Wells loop
- Xx 00-00-1907 Extended Clybourn streetcars via Clybourn-Western to Roscoe
- We 01-29-1908 Clybourn route passes to CHICAGO RYS CO
- Xx 00-00-0000 Rerouted Elston streetcars via Milwaukee-Lake to Lake-State-Randolph-Dearborn loop
- Mo 06-06-1910 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Belmont via Clybourn-Division-Clark-Archer SB/Cermak NB-Wentworth-Vincennes-79th to Halsted
- We 12-28-1910 Elston route passes to CHICAGO RYS CO

Tu 09-05-1911 Cut back Clybourn streetcars to Clybourn/Belmont

We 07-17-1912 Rerouted joint route streetcars via Vincennes to 80th terminal

Su 07-21-1912 Rerouted Clybourn streetcars via Wells-Illinois-LaSalle to LaSalle-Monroe-Dearborn-Randolph loop

Su 02-01-1914 Routes pass to CHICAGO SURFACE LINES, also rerouted thru-route streetcars via Division-Wells-Illinois-Clark

Su 03-29-1914 Rerouted Elston streetcars via Milwaukee-Clinton-Randolph to Randolph-State-Washington-Clark loop

We 04-08-1914 Rerouted Elston streetcars via Randolph-Franklin-Lake to Lake-State-Randolph-Dearborn loop

We 07-01-1914 Rerouted Clybourn streetcars via Wells-Harrison to State

Sa 11-28-1914 Extended Elston streetcars via Elston to Lawrence

Su 10-22-1916 Rerouted Elston streetcars via Milwaukee-Lake

Th 09-01-1921 Extended thru-route streetcars from 80th via Vincennes-81st to Halsted

Fr 12-02-1921 Cut back thru-route streetcars to Vincennes/80th terminal

Su 09-14-1924 Rerouted Elston streetcars via Milwaukee to Milwaukee-Lake-Dearborn-Randolph-Clinton loop, also discontinued thru-route service

Xx 00-00-1926 Extended Clybourn streetcars via Clybourn-Belmont to Roscoe terminal

Tu 07-01-1930 Began Elston extension trolley bus service from Gunnison "Y" via Elston to Holbrook "Y"

Xx 00-00-0000 Cut back Clybourn streetcars to Clybourn/Belmont

Tu 12-01-1942 Cut Elston extension trolley buses to Mon-Sat rush only

We 01-13-1943 Resumed Elston extension trolley buses day & evening hours

Mo 05-04-1947 Began CHICAGO SURFACE LINES #41-CLYBOURN bus service replacing #41-CLYBOURN streetcars from Clybourn-Western-Melrose-Oakley loop via Clybourn-Division-Orleans-Franklin to Monroe-State-Adams-Franklin loop, transferred work from Division station to Limits station

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

Mo 09-12-1949 Cut back evening, owl, and Sat-Sun buses via Clybourn-Division to Division-Dearborn-Elm-Clark loop

Su 05-28-1950 Transferred work from Limits garage to North Park garage

Su 12-17-1950 Extended evening, owl and Sat-Sun buses via Division-Orleans-Chicago to Chicago-State-Superior-Clark loop

Su 11-25-1951 Transferred work from North Park garage to Limits garage

Mo 10-19-1953 Rerouted evening, owl and Sat-Sun buses via Chicago to Chicago-State-Huron-Clark loop

Su 06-19-1955 Transferred work from Limits garage to North Park garage

Su 04-28-1957 Redesignated #41-ELSTON/CLYBOURN, extended buses via Clybourn-Belmont-Elston to Peterson-Milwaukee-Miami-Elston loop, transferred work from North Park garage to Forest Glen garage

We 09-18-1957 Rerouted buses via Elston to Miami-Milwaukee-Elston loop

Su 07-23-1961 Discontinued Sunday service

Sa 07-29-1961 Discontinued owl service

Mo 08-06-1973 Discontinued evening and Saturday service, rerouted buses via Larrabee-Chicago to State-Pearson-Wabash-Chicago loop

Mo 09-14-1981 Rerouted buses northbound via Belmont-Belmont station terminal-Kimball-Elston, southbound via Elston-Kimball-Belmont-Clybourn, cut back midday buses via Belmont to Belmont station terminal

Mo 09-08-1986 Rerouted buses via Chicago-Orleans-Wacker-Lake to Lake-Clinton-Van Buren-Canal loop

Tu 06-06-1989 Rerouted buses southbound via Chicago-Wells-Wacker

Fr 04-15-1994 Rerouted southbound buses via Wacker-Randolph-Clinton

Fr 10-03-1997 Discontinued service