

## #66 - CHICAGO - Route History

- Sa 05-29-1880 Began CHICAGO WEST DIVISION RY CO horsecar service from Wood via Chicago-Milwaukee-Clinton-Randolph to State
- Su 06-26-1881 Rerouted horsecars via Milwaukee-Lake to State
- Fr 08-18-1882 Extended horsecars from Wood via Chicago to Leavitt
- Xx 00-00-0000 Rerouted horsecars via Milwaukee-Clinton-Randolph to State
- Fr 03-15-1889 Route passes to WEST CHICAGO STREET RR CO
- Tu 08-12-1890 Extended horsecars from Leavitt via Chicago-California to Division
- Fr 08-22-1890 Began coupling horsecars to Milwaukee cable trains for trip to Loop
- Xx 00-00-1892 Began NORTH CHICAGO STREET RR CO horsecar service from Clark via Chicago-California to Division
- Fr 07-26-1895 Replaced east horsecars with streetcars, Chicago/Milwaukee to Chicago/Clark discontinued thru service across Milwaukee Ave
- Su 11-17-1895 Began using electric locomotives to haul horsecars California/Division to Chicago/Milwaukee, also extended east streetcars from Milwaukee via Chicago-California to Division
- Su 08-02-1896 Replaced electric locomotives hauling trailers with streetcars, and extended west streetcars via Chicago-Milwaukee-Lake to Dearborn-Randolph-State loop under own power,
- Sa 01-09-1897 Began extension streetcar service from California via Chicago to Pulaski
- Xx 00-00-1897 Thru-routed west streetcars Pulaski to Loop
- Xx 00-00-0000 Rerouted west streetcars via Lake to Lake-State-Randolph-Dearborn loop
- Su 07-01-1899 Routes pass to CHICAGO UNION TRACTION CO
- Xx 00-00-0000 Rerouted west streetcars via Lake to Dearborn-Randolph-State-Lake loop
- Xx 00-00-1904? Rerouted west streetcars via Milwaukee-Desplaines-Lake
- We 01-29-1908 Routes pass to CHICAGO RYS CO
- Th 12-03-1908 Extended west streetcars from Pulaski via Chicago to Cicero
- Fr 12-28-1910 Extended west streetcars from Cicero via Chicago to Austin
- Xx 00-00-0000 Rerouted west streetcars via Milwaukee-Lake to Lake-State-Randolph-Dearborn loop
- Th 01-18-1912 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Austin via Chicago-Milwaukee-Lake-State to 63rd
- Mo 09-16-1912 Discontinued joint route
- Xx 00-00-0000 Extended some east streetcars via Chicago to Pulaski, continuing Mon-Sat rush via Chicago to Austin
- Su 02-01-1914 Routes pass to CHICAGO SURFACE LINES
- Su 03-29-1914 Rerouted downtown streetcars via Milwaukee-Desplaines-Washington to Dearborn-Randolph-State-Washington loop

Th 04-09-1914 Rerouted downtown streetcars via Milwaukee-Clinton-Randolph-Franklin-Lake to Lake-State-Randolph-Dearborn loop

Sa 09-05-1914 Discontinued east route branch to Division/California

Sa 08-07-1915 Extended east streetcars from Clark via Chicago to Lake Shore Drive

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

Mo 03-11-1918 Rerouted downtown streetcars via Chicago-Wells to Randolph-Clark-Washington Wells loop

Su 08-01-1920 Rerouted downtown streetcars via Wells to Kinzie-Clark-Washington-Wells loop

Fr 07-01-1921 Extended east streetcars via Chicago and private right-of-way along Lake Shore Dr and Ohio to Navy Pier terminal, also from Pulaski via Chicago to Austin

Sa 08-13-1921 Rerouted downtown streetcars via Chicago-Franklin-Kinzie to Kinzie-Dearborn-Randolph-Clark loop

Su 09-14-1924 Discontinued downtown service

Tu 10-25-1932 Began using one-man cars for owl service

Mo 03-15-1937 Cut back streetcars to Chicago/Lake Shore

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

Sa 06-24-1950 Began using one-man cars Sat-Sun

Su 12-03-1950 Transferred work from North Ave station to Kedzie station

Su 05-11-1952 Began #66-CHICAGO trolley bus service replacing #66-CHICAGO streetcars from Mayfield "Y" via Chicago to Fairbanks "Y", transferred work from Kedzie station to North Ave station

Su 07-20-1952 Extended trolley buses via Chicago-Fairbanks to Ontario terminal

We 12-31-1952 Extended trolley buses via Chicago to Mayfield terminal

Su 03-26-1967 Replaced trolley buses with motor buses

Su 09-07-1986 Transferred work from North Ave garage to Kedzie garage

Th 07-14-1988 Extended buses from Ontario via Fairbanks to Columbus-Illinois-McClurg-Grand loop

Mo 11-21-1988 Extended buses from Mayfield via Chicago to Austin terminal

Su 03-28-1993 Extended buses via Fairbanks to Columbus-Illinois-Streeter-Grand bus lane-Navy Pier terminal-Grand loop

Su 07-03-1994 Transferred work from Kedzie garage to Chicago garage

Su 09-11-1994 Rerouted owl buses via Fairbanks-Columbus-North Water-Cityfront Plaza-Illinois-Michigan to Madison-State-Washington loop

Su 04-26-1998 Cut back owl buses via Chicago-Pulaski to Chicago garage terminal

Mo 12-17-2012 Began Mon-Fri AM rush trippers EB Kedzie to Navy Pier from Kedzie garage