

#70 - DIVISION - Route History

- Tu 06-15-1886 Began CHICAGO WEST DIVISION RY CO horsecar service from Mozart via Division-Milwaukee-Lake to State
- Mo 08-08-1887 Began NORTH CHICAGO STREET RR CO horsecar service from Milwaukee via Division-Sedgwick SB/Orleans NB-Chicago-Clark to Washington, also via Division-Wells-Clark to Armitage
- Xx 00-00-1888 Discontinued east route service to Clark/Armitage
- Xx 00-00-0000 Rerouted downtown horsecars via Lake-State to Randolph
- Fr 03-15-1889 West route passes to WEST CHICAGO STREET RR CO
- Fr 08-22-1890 Began towing downtown horsecars to loop behind Milwaukee cable trains
- Sa 05-02-1891 Began towing west horsecars to loop behind Clybourn cable trains
- Sa 10-19-1895 Replaced horsecars with streetcars Milwaukee to Clybourn, discontinued east route downtown service
- Xx 08-00-1896 Replaced horsecars with streetcars California/Mozart to downtown, and rerouted streetcars via Division-Milwaukee-Lake to Dearborn-Randolph-Lake-loop under own power
- Su 07-01-1899 Routes pass to CHICAGO UNION TRACTION CO
- Xx 00-00-0000 Rerouted downtown streetcars via Lake to Lake-State-Randolph-Dearborn loop
- Xx 00-00-0000 Rerouted downtown streetcars via Milwaukee-Desplaines-Lake
- Xx 00-00-1904 Extended east route streetcars from Milwaukee via Division to Mozart
- We 01-29-1908 Routes pass to CHICAGO RYS CO
- Su 01-29-1911? Rerouted downtown streetcars via Milwaukee-Clinton to Randolph-State-Washington-Clinton loop
- Su 12-03-1911 Extended east streetcars from Clybourn via Division to Wells
- Xx 00-00-1913? Rerouted downtown streetcars eastbound via Milwaukee-Desplaines-Randolph
- 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
- We 12-16-1914 Began west streetcar service from Grand via Division to Cicero
- Th 11-25-1915 Extended west streetcars from Cicero via Division to Austin
- Mo 05-01-1916 Rerouted downtown streetcars via Desplaines-Randolph to Randolph-State-Washington-Clark loop
- Su 08-01-1920 Rerouted downtown streetcars via Milwaukee-Lake to Lake-State-Randolph-Dearborn loop
- Fr 04-01-1921 Began using one-man cars on west route
- We 07-16-1924 Rerouted downtown streetcars westbound via Randolph-Clinton-Lake
- Su 09-14-1924 Rerouted downtown streetcars via Milwaukee-Desplaines to Randolph-Dearborn-Washington-Desplaines loop
- Su 03-06-1932 Discontinued downtown service Sundays
- Mo 04-11-1932 Discontinued downtown service evenings and nights, began owl service Mozart to Wells

Th 08-19-1937 Extended east streetcars from Wells via Division-State to 21st

Tu 08-24-1937 Rerouted east streetcars via State-VanBuren-Clinton-Harrison to Jefferson "Y"

Mo 10-11-1937 Extended east streetcars via State-VanBuren to Kedzie

Mo 05-15-1939 Rerouted east streetcars via State-Kinzie-Dearborn-Lake-State

We 11-08-1939 Rerouted east streetcars via State-Grand-Wabash-Lake-State

Fr 08-23-1940 Rerouted downtown streetcars via Division-Elston-Milwaukee

We 10-01-1941 Began extension motor bus service from Division-California-Thomas-Mozart loop via Division to Division-Grand-Central Park loop

Su 10-12-1941 Rerouted east streetcars via State-Kinzie-Dearborn-Lake-State

Th 10-30-1941 Rerouted downtown streetcars via Division-Milwaukee

Tu 12-01-1942 Cut extension bus service to Mon-Sat rush only

We 01-13-1943 Resumed extension bus service day & evening hours

Tu 07-09-1946 Extended extension buses from Grand via Division to Mason-Thomas-Austin-Division loop, replacing west streetcar route

Su 05-04-1947 Transferred all streetcar work from Division station to Kedzie station

We 10-01-1947 Routes pass to CHICAGO TRANSIT AUTHORITY

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

Fr 01-13-1950 Discontinued downtown service

Su 02-04-1951 Began #70-DIVISION bus service, replacing #68-DIVISION streetcars and #70-WEST DIVISION buses, from Mason-Thomas-Austin-Division loop via Division-State to State-Randolph-Dearborn-Wacker loop, owl service via Division to California-Thomas-Mozart-Division loop, transferred work from Kedzie station to North Ave station

Su 06-24-1951 Extended buses via State to State-Harrison-Wabash-Congress loop

Su 06-28-1953 Rerouted buses via State to State-Congress-Dearborn-Hubbard loop

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

Xx 00-00-1962 Rerouted owl buses via Division to California-Augusta-Mozart-Division loop

Mo 11-12-1962 Extended buses via State to State-Harrison-Dearborn-Wacker loop

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

Su 06-21-1964 Rerouted buses via State to State-Randolph-Canal-Washington-Dearborn-Kinzie loop

Mo 07-27-1964 Rerouted buses northbound via Washington-State

Mo 04-04-1966 Rerouted some Mon-Fri AM rush buses southbound via State-Harrison-Dearborn-Randolph

Su 09-09-1973 Cut back buses via Division to Division-State-Elm-Dearborn loop

Mo 02-16-1976 Rerouted buses via Division to Austin terminal

Su 06-13-1976 Rerouted buses via Division to Division-Dearborn-Elm-Clark loop

Sa 09-12-1981 Discontinued owl service

Su 09-09-1984 Rerouted buses via Division to Division-Dearborn-Walton-Clark loop

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

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