

#103 - 103RD/106TH - Route History

- Xx 00-00-1893 Began SOUTH CHICAGO CITY RY CO one-man streetcar service from Torrence via 106th to Ewing
- Tu 05-13-1908 Route passes to CALUMET & SOUTH CHICAGO RY CO
- Su 02-01-1914 Route passes to CHICAGO SURFACE LINES
- Su 08-23-1925 Extended streetcars from Ewing via 106th to Indianapolis
- Mo 10-13-1941 Began CSL #103-103RD/106TH bus service, replacing #103-103RD streetcars, 103A-WEST 103RD buses, and #106-106TH buses, from Claremont "Y" via 103rd-Torrence-106th to "U" on west approaches to Calumet River bridge, began boat connection at river to 106th buses on east bank, transferred work Burnside station to 77th station
- Fr 11-07-1941 Thru-routed buses across reopened bridge
- Mo 06-15-1942 Extended buses via 103rd-Springfield to "Y" in alley south of 103rd
- Tu 12-01-1942 Cut back buses via 103rd to Central Park "Y"
- We 01-13-1943 Re-extended buses to 103rd/Springfield
- We 03-22-1944 Began owl service
- We 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY
- Su 12-04-1949 Transferred work 77th garage to Beverly garage
- Su 12-15-1957 Rerouted buses via 106th to Avenue D-112th-Avenue C-106th loop
- We 09-17-1958 Extended buses via 103rd-Pulaski to 104th terminal
- Mo 04-01-1968 Rerouted buses via 106th to Avenue C-112th-Avenue B-106th loop
- Sa 09-12-1970 Discontinued, replaced by #103-WEST 103RD and #106-EAST 103RD/106TH