

CHICAGO CITY RY CO Route History

ARCHER

- 05/01/1900 Began CHICAGO CITY RY CO streetcar service from 38th via Archer to Cicero
- 09/26/1901 Extended streetcars via Archer-Clark to Washington
- 00/00/1904 Began using Archer/Cicero terminal
- 07/09/1906 Rerouted day & evening streetcars via Archer-State to Madison-Wabash-Lake-State loop
- 11/29/1906 Rerouted owl streetcars via day route
- 12/16/1906 Rerouted streetcars via State to Randolph-Wabash-Lake-State loop
- 11/05/1911 Rerouted streetcars via State to State-Lake-Wabash-Randolph loop
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
- 09/14/1924 Rerouted streetcars via State to Polk-Dearborn-Lake-State loop
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 05/30/1948 Replaced streetcars with #62-ARCHER motor bus route

ARCHER/38TH

- 10/03/1864 Began CHICAGO CITY RY CO horsecar service from Randolph via State-Archer to Stewart
- 08/01/1865 Extended horsecars from Stewart via Archer to Halsted
- 08/02/1870 Extended horsecars from Halsted via Archer to Pitney
- 01/28/1882 Began coupling horsecars to STATE cable cars for trip downtown
- 09/00/1884 Extended horsecars from Pitney via Archer to Western
- 00/00/1887 Began extension streetcar service from Western via Archer-38th to Kedzie
- 10/20/1895 Replaced horsecars with thru streetcars 38th/Kedzie to downtown
- 08/01/1898 Extended streetcars from Kedzie via 38th to Central Park

06/15/1899 Rerouted streetcars via Archer-Clark to Washington, owl streetcars remain 38th/Central Park to Archer/State

08/15/1899 Rerouted owl streetcars to Clark/Washington

07/09/1906 Rerouted day & evening streetcars via Archer-State to Madison-Wabash-Lake-State loop

11/29/1906 Rerouted owl streetcars via day route

12/16/1906 Rerouted streetcars via State to Randolph-Wabash-Lake-State loop

11/05/1911 Rerouted streetcars via State to State-Lake-Wabash-Randolph loop

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times

09/14/1924 Rerouted streetcars via State to Polk-Dearborn-Lake-State loop

12/12/1930 Cut back streetcars to shuttle Archer/Western to 38th/Central Park Sundays except owl

09/16/1931 Cut back streetcars to shuttle Archer/Western to 38th/Central Park Mon-Sat except in rush and owl

09/05/1939 Cut back streetcars to shuttle Archer/Western to 38th/Central Park in owl hours

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

02/14/1948 Discontinued route

ARGO

01/13/1911 Began CHICAGO CITY RY CO streetcar service from Archer via Cicero-63rd-Central-63rd Pl to Archer

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings

10/01/1929 Cut back streetcars to shuttle Cicero/Archer to Cicero/63rd

01/06/1941 Replaced streetcars with #64-SOUTH CICERO motor bus route

ASHLAND/ARCHER

00/00/1884 Began CHICAGO CITY RY CO horsecar service from Archer via Ashland to Pershing

00/00/1887 Extended horsecars from Pershing via Ashland to Garfield

00/00/1889 Extended horsecars via Ashland-Archer to Pitney, and began extension horsecar service from Garfield via Ashland to 69th

08/11/1895 Replaced horsecars with streetcars Archer/Pitney to Ashland/Garfield, also extended streetcars via Archer to State, then to downtown coupled to STATE cable trains

09/08/1895 Replaced extension horsecars with streetcars Ashland/Garfield to Ashland/69th

04/21/1896 Began owl service downtown to Ashland/Garfield?

08/25/1897 Thru-routed streetcars downtown to Ashland/69th

by 08/15/1899 Owl streetcars Archer/Pitney to Ashland/69th only

05/28/1904 Rerouted some streetcars via Ashland-Archer-Halsted to 23rd

07/09/1906 Rerouted streetcars via Archer-State to Madison-Wabash-Lake-State loop under own power

12/16/1906 Rerouted streetcars via State to Randolph-Wabash-Lake-State loop

08/25/1907 Extended some streetcars via Ashland to Cermak, replacing branch to Halsted/23rd

03/30/1908 Discontinued owl service, replaced by THROUGH ROUTE 9

03/29/1908 Discontinued local streetcars Cermak to 69th except Mon-Fri rush

11/23/1908 Extended streetcars from 69th via Ashland to 71st

11/05/1911 Rerouted streetcars via State to State-Lake-Wabash-Randolph loop

10/12/1913 Extended streetcars from 71st via Ashland to 75th (Belt Railway crossing)

02/01/1914 Route passes to CHICAGO SURFACE LINES

02/08/1915 Began extension streetcar service from 75th via Ashland to 79th

12/31/1915 Extended extension streetcars from 79th via Ashland to 87th

11/01/1916 Thru-routed streetcars downtown to 87th

09/14/1924 Rerouted streetcars via State to Polk-Dearborn-Lake-State loop

02/01/1926 Extended streetcars from 87th via Ashland to 89th (CRI&P/B&OCT crossing)

07/06/1926 Extended streetcars from 89th via Ashland to 95th

04/01/1931 Cut back streetcars via Ashland to Ashland to 70th Mon-Fri except rush
05/02/1931 Cut back streetcars to Ashland/70th Saturdays
06/21/1931 Cut back streetcars to Ashland/70th Sundays
05/01/1932 Discontinued Sunday service
07/01/1933 Re-extended streetcars to Ashland/95th Mon-Sat
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
08/23/1949 Discontinued Saturday midday and evening service, cut back Saturday rush streetcars from 95th to 69th
02/26/1951 Discontinued Mon-Fri midday and evening service, cut back Mon-Fri rush streetcars from 95th to 69th
05/17/1952 Replaced streetcars with motor buses Saturdays
11/16/1953 Extended streetcars via Dearborn-Kinzie-State
02/15/1954 Replaced streetcars with #45-ASHLAND/DOWNTOWN motor bus route

EAST CERMAK

09/00/18 Began CHICAGO CITY RY CO horsecar service from Wabash via Cermak to Grove
07/30/1897 Replaced horsecars with streetcars
04/28/1898 Discontinued CHICAGO CITY RY CO route, except for franchise trip

COTTAGE GROVE/55TH

04/25/1859 Began CHICAGO CITY RY CO horsecar service from Randolph via State to Roosevelt
06/18/1859 Began extension horsecar service from Roosevelt via State to Cermak
09/05/1859 Thru-routed streetcars Randolph to Cermak
09/10/1859 Extended horsecars via State-Cermak-Cottage Grove to 31st
11/00/1861 Extended horsecars from 31st via Cottage Grove to 33th

05/21/1869 Began extension steam dummy service from 31st via Cottage Grove-55th to Lake Park

08/24/1870 Began owl service Randolph to 33rd

06/00/1875 Rerouted horsecars via Cermak-Wabash-Madison-State to Randolph

08/00/1876 Extended horsecars from 33rd via Cottage Grove to Pershing, cut back extension steam dummies from Cottage Grove/31st to Cottage Grove/Pershing

01/03/1883 Replaced horsecars with cable cars day & evenings, from Cermak via Wabash to Madison, towed by horses around Wabash-Lake-State-Wabash loop also from Cermak to Pershing

01/05/1883 Began operating cable cars around Wabash-Lake-State-Madison loop under own power

01/10/1883 Began operating cable cars from Wabash/Cermak to Cottage Grove/Pershing under own power

11/22/1887 Extended cable cars from Pershing via Cottage Grove-55th to Harper-Cable Court terminal-Lake Park-55th loop, replacing steam dummies, no owl service south of Pershing

00/00/0000? Extended owl horsecars Cottage Grove/Pershing to 55th/Lake Park

06/12/1892 Rerouted cable cars via Wabash to Madison-Michigan-Randolph-Wabash loop

05/19/1904 Began towing owl horsecars downtown behind INDIANA streetcars north of Cermak/Indiana

09/01/1906 Rerouted owl horsecars via Cottage Grove-Pershing-Indiana, towed behind INDIANA streetcars north of Indiana/Pershing

10/21/1906 Replaced cable cars and owl horsecars with streetcars

06/01/1908 Rerouted streetcars via Cottage Grove-Indiana-18th-Wabash

10/18/1908 Rerouted streetcars via Wabash to Washington-Garland-Randolph-Wabash loop

07/23/1911 Extended some day & evening streetcars via 55th-Lake Park-56th-Stony Island to Stony Island-63rd-Harper-62nd loop

05/00/1913? Rerouted day & evening streetcars via Stony Island to 63rd

02/01/1914 Route passes to CHICAGO SURFACE LINES

06/22/1914 Rerouted day & evening streetcars via Stony Island to Stony Island-64th-Harper-63rd loop

09/21/1914 Extend some day & evening streetcars via Stony Island to 93rd

10/15/1916 Cut back streetcars to Cable Ct/Lake Park, cut back non-rush streetcars to shuttle 55th/Cottage Grove to Cable Ct/Lake Park. Began owl shuttle from Cottage Grove via 55th-Lake Park-56th-Stony Island to Stony Island-64th-Harper-63rd loop

08/06/1928 Discontinued owl service south of Cable Ct/Lake Park

11/02/1930 Discontinued except Mon-Sat rush

03/28/1947 Rerouted streetcars via Wabash to Harrison-State-Lake-Wabash loop

07/31/1947 Discontinued route

COTTAGE GROVE

04/00/1888 Began CHICAGO CITY RY CO cable car service from Wabash-Lake0State-Madison loop via Wabash-Cermak-Cottage Grove to 67th, day & evenings only

00/00/1890 Extended cable cars from 67th via Cottage Grove to 71st

06/12/1892 Rerouted cable cars via Wabash to Madison-Michigan-Randolph-Wabash loop, also began owl horsecar service from 55th via Cottage Grove to 71st

04/28/1898 Extended owl horsecars from 55th via Cottage Grove-Cermak-Clark to downtown, towed by WENTWORTH streetcars north of Cermak/Clark

11/20/1898 Cut back owl horsecars from downtown to Cottage Grove/55th

10/21/1906 Replaced cable cars and owl horsecars with streetcars, extended streetcars via Cottage Grove-South Chicago to 75th

06/01/1908 Rerouted streetcars via Cottage Grove-Indiana-18th-Wabash

10/18/1908 Rerouted streetcars via Wabash to Washington-Garland-Randolph-Wabash loop

12/02/1912 Began using Cottage Grove/72nd terminal

02/23/1913 Extended some streetcars via Cottage Grove-95th-Michigan-119th to 119th-Morgan-120th-Halsted loop over CALUMET & SOUTH CHICAGO RY CO tracks as THROUGH ROUTE 4

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times

08/12/1918 Rerouted streetcars via Cottage Grove to Cottage Grove-115th-St Lawrence-111th loop

- 03/28/1947 Rerouted streetcars via Wabash to Harrison-State-Lake-Wabash loop, day & evening only
- 07/21/1947 Rerouted owl streetcars via day route
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 05/11/1952 Began using one-man cars
- 06/29/1952 Rerouted streetcars via Wabash to Wabash-Grand-State-Lake loop
- 03/16/1953 Rerouted streetcars via Wabash to Harrison-State-Lake-Wabash loop
- 06/19/1955 Replaced streetcars with #4-COTTAGE GROVE motor bus route

SOUTH CHICAGO

- 12/11/1891 Began CHICAGO CITY RY CO horsecar service from 71st via South Chicago to 75th
- 10/03/1902 Replaced horsecars with streetcars
- 10/21/1906 Discontinued route, absorbed by COTTAGE GROVE

COTTAGE GROVE/SOUTH CHICAGO

- 02/23/1913 Began CHICAGO CITY RY CO and CALUMET & SOUTH CHICAGO RY CO joint streetcar service (THRU ROUTE 5) from Washington-Garland-Randolph-Wabash loop via Wabash-18th-Indiana-Cottage Grove-South Chicago to South Chicago-93rd-Baltimore-91st loop
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
- 05/25/1918 Extended some streetcars via South Chicago-95th-Ewing to 108th
- 10/01/1930 Rerouted streetcars via South Chicago-91st-Commercial-95th
- 05/15/1932 Cut back streetcars from downtown to Cottage Grove-38th-Langley-carhouse loop Sundays
- 12/15/1932 Cut back streetcars to Cottage Grove/38th Mon-Fri evenings
- 01/07/1933 Cut back streetcars to Cottage Grove/38th Saturday evening
- 03/28/1947 Rerouted streetcars via Wabash to Harrison-State-Lake-Wabash loop, day & evening only

- 07/14/1947 Cut back streetcars via South Chicago-91st to 91st-Baltimore-93rd-South Chicago-Commercial loop and discontinued evening, owl and Sunday service
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 12/04/1949 Discontinued route
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COTTAGE GROVE/CLARK

- 04/00/1873 Began CHICAGO CITY RYS CO horsecar service from Randolph via Clark-Van Buren-Wabash-Cermak-Cottage Grove to 25th
- 05/23/1883 Discontinued route, replaced by VAN BUREN/CLARK
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COTTAGE GROVE/63RD

- 10/21/1906 Began CHICAGO CITY RY CO streetcar service from Madison-Michigan-Randolph-Wabash loop via Wabash-Cermak-Cottage Grove-63rd to Stony Island
- 11/08/1906 Discontinued route
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SOUTH DAMEN

- 01/07/1917 Began CHICAGO SURFACE LINES streetcar service from 47th via Damen to 63rd
- 12/28/1930 Extended streetcars from 63rd via Damen to 69th, began using one-man cars
- 02/16/1931 Extended streetcars from 69th via Damen to 74th
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 01/26/1948 Replaced streetcars with #48-SOUTH DAMEN motor bus route
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HALSTED/ARCHER

- 00/00/1877 Began CHICAGO CITY RY CO horsecar service from 23rd via Halsted to Root
- 07/02/1883 Began extension horsecar service from Root via Halsted to 47th

09/11/1884	Extended extension horsecars from 47th via Halsted-63rd to railroad station west of State
10/00/1887	Rerouted extension streetcars via Halsted to 69th
09/22/1894	Replaced extension horsecars with streetcars Root to 69th, extended streetcars via Halsted-Root-Wallace-Pershing to State
01/13/1895	Replaced horsecars with streetcars Archer to Pershing, discontinued service Archer to 23rd
11/24/1895	Extended streetcars from Archer via Halsted to 23rd
06/10/1896	Began second extension streetcar service from 69th via Halsted to 79th
09/27/1896	Thru-routed and extended streetcars from 79th via Halsted-Archer-Clark to Washington, retain service 23rd to 69th Mon-Sat rush, 23rd to Archer shuttle other times
05/09/1899	Began operating local streetcars from 23rd to 79th all times, cut back downtown streetcars from Halsted/79th to Halsted/69th except in owl
03/09/1903	Extended downtown streetcars from 69th via Halsted to 79th
09/18/1904	Again cut back downtown streetcars from 79th to 69th
00/00/1908	Extended downtown streetcars from 69th via Halsted-79th to Peoria
07/19/1908	Discontinued local streetcars 23rd to 69th except Mon-Sat rush only
10/16/1908	Resumed local streetcar service 23rd to 69th at all times
12/03/1908	Again discontinued local streetcars 23rd to 69th except Mon-Sat rush only
05/06/1912	Discontinued local streetcars 23rd to 69th, replaced by THROUGH ROUTE 13
07/16/1912	Extended some streetcars from 79th via Halsted-Summit-Vincennes-Monterey-111th to Sacramento terminal, day & eve only, replacing MORGAN PARK route. Owl remains shuttle Halsted/79th to 111th/Sacramento
12/01/1912	Begin using Halsted/79th terminal, rerouted short-line streetcars via Halsted to 79th-Emerald-79th terminal-Halsted loop
02/01/1914	Route passes to CHICAGO SURFACE LINES, rerouted streetcars via Clark to Monroe-Dearborn-Washington-LaSalle-Randolph-Clark loop
02/29/1914	Rerouted streetcars via Clark to Monroe-LaSalle-Randolph-Clark loop
03/29/1914	Rerouted streetcars via Clark to Monroe-LaSalle-Washington-Clark loop

01/29/1922 Rerouted streetcars via Clark to Clark-Madison-Dearborn-Monroe loop

09/14/1924 Rerouted streetcars via Clark to Illinois-Wells-Chicago-Clark loop

06/03/1925 Extended streetcars via Clark to Clark-Halsted-Broadway Terminal-Broadway loop, day & evening only

00/00/1927 Closed 111th/Sacramento Terminal

05/24/1931 Cut back streetcars from 111th/Sacramento to Halsted/79th Mon-Fri

12/19/1931 Cut back streetcars from 111th/Sacramento to Halsted/79th Saturday

02/28/1932 Discontinued all Sunday service, including Sunday early morning owl service

04/06/1932 Discontinued Mon-Sat early morning owl service

06/25/1938 Discontinued Mon-Sat evening service

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

11/20/1947 Cut back streetcars from Halsted/Broadway, via Clark to Illinois-Wells-Chicago-Clark loop

02/28/1951 Cut back streetcars from Clark/Chicago, via Clark to Clark-Illinois-Wells-Kinzie loop

11/25/1951 Replaced streetcars with motor buses Saturday

11/16/1953 Cut back streetcars from Clark/Illinois, via Clark to Harrison-Dearborn-Kinzie-Clark loop

05/31/1954 Replaced streetcars with #42-HALSTED/DOWNTOWN motor bus route

VINCENNES/111TH

10/15/196 Began ENGLEWOOD & CHICAGO ELECTRIC STREET RY CO battery car service from 63rd via Vernon-67th-Eberhart-South Chicago-71st-State-79th-Vincennes-81st-Halsted-Summit-Vincennes to 88th, operating limited service only

00/00/1896 Extended battery cars from 88th via Vincennes-127th-Western to Vermont in Blue Island, also via Vincennes-Monterey-111th to Sacramento terminal

06/11/1897 Began full-time service with battery cars Vernon/63rd to Western/Vermont, also shuttle Monterey/Vincennes to 111th/Sacramento

01/02/1899 Routes pass to CHICAGO ELECTRIC TRACTION CO

07/05/1899 Extended battery cars from Vermont via Western-Grove-Rexford-Fulton-Western-Spaulding-Page-154th to Park in Harvey

00/00/1900 Began battery car shuttle from Western via Canal-Colonades Row to North Water St in Blue Island

00/00/1901 Replaced battery cars with streetcars, rerouted streetcars via Western between Grove and Fulton in Blue Island, discontinued shuttle Monterey/Vincennes to 111th/Sacramento, replaced by VINCENNES/111TH

00/00/1905 Routes pass to CHICAGO & SOUTHERN TRACTION CO

00/00/1906 Rerouted streetcars via State-81st-Halsted

06/24/1906 Began interurban service from Halsted/79th via Halsted and over streetcar route to Harvey, then via new trackage to Chicago Heights

07/29/1906 Extended interurbans from Chicago Heights to Steger

08/03/1906 Extended interurbans from Steger to Crete

11/27/1907 Extended interurbans from Crete to Bradley

06/15/1908 Extended interurbans from Bradley to Kankakee

06/00/1908 Rerouted all streetcars via Halsted to 79th, service from Vernon/63rd to 81st/Halsted becomes shuttle

03/01/1912 Discontinued service Vernon/63rd to 81st/Halsted, extended streetcars from 79th via Halsted to Halsted-63rd-Union-63rd terminal loop, routes pass to CHICAGO & INTERURBAN TRACTION CO

07/15/1912 Extended interurban cars via Halsted to Halsted-63rd-Union-63rd PI loop

12/23/1920 Discontinued CALUMET GROVE shuttle

01/26/1923 CHICAGO SURFACE LINES began VINCENNES one-man streetcar service from Monterey via Vincennes to 119th Mon-Sat rush only

04/23/1927 CHICAGO & INTERURBAN TRACTION CO abandoned all service Halsted/63rd to Kankakee, CSL expanded service on VINCENNES to day & evening hours

07/22/1946 Replaced VINCENNES streetcars with #119-VINCENNES/119TH motor bus route

VINCENNES/111TH

- 00/00/1901 Began CHICAGO ELECTRIC TRACTION CO streetcar service from Sacramento via 111th-Monterey-Vincennes-Summit-Halsted to 79th, replacing battery cars
 - 00/00/1905 Route passes to CHICAGO & SOUTHERN TRACTION CO
 - 03/01/1912 Route passes to CHICAGO CITY RY CO
 - 07/16/1912 Discontinued route, absorbed by HALSTED/ARCHER
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INDIANA

- 09/04/1865 Began CHICAGO CITY RY CO horsecar service from Randolph via State-Cermak-Indiana to 31st
- 11/11/1865 Rerouted horsecars via State-18th-Indiana
- 06/00/1875 Rerouted horsecars via State-Madison-Wabash-18th
- 05/00/1876 Extended horsecars from 31st via Indiana to Pershing
- 08/00/1877 Extended horsecars from Pershing via Indiana-51st to King Drive, made shuttle 31st to 51st/King Dr
- 05/23/1883 Began towing horsecars behind COTTAGE GROVE cable cars 18th/Wabash to downtown
- 11/04/1895 Replaced horsecars with streetcars Indiana/Pershing to 51st/King Dr, extended downtown horsecars from 31st via Indiana to Pershing
- 12/13/1895 Extended streetcars via Indiana-Pershing to State
- 12/21/1896 Extended streetcars, replacing horsecars, via Indiana-18th to Wabash and to downtown behind COTTAGE GROVE cable cars
- 01/04/1897 Cut back streetcars from 51st/King Dr to Indiana/51st except for franchise trip
- 06/12/1899 Discontinued franchise trip to 51st/King Dr
- 04/02/1904 Rerouted streetcars via Wabash to Madison-Michigan-Randolph-Wabash loop under own power
- 09/03/1905 Rerouted some day & evening streetcars via Indiana-47th to Lake Park as INDIANA-47TH route

03/19/1906	Rerouted some day & evening streetcars via Indiana-43rd to Oakenwald as INDIANA-43RD route
00/00/0000?	Extended INDIANA streetcars via Indiana-51st to King Dr
06/01/1908	Rerouted streetcars via Indiana-Cermak-Wabash
10/18/1908	Rerouted streetcars via Wabash to Washington-Garland-Randolph-Wabash loop
02/01/1914	Routes pass to CHICAGO SURFACE LINES, INDIANA operated all times, INDIANA/43RD and INDIANA/47TH day & evenings
10/15/1916	Discontinued INDIANA-47TH route
11/02/1930	Cut back INDIANA streetcars from 51st/King Dr to Indiana/51st
01/11/1931	Extended streetcars via Wabash-Grand to Streeter Dr terminal
02/23/1932	Rerouted streetcars via Wabash-18th-Indiana, reduced INDIANA service to rush and owl only, resumed INDIANA-47TH service Mon-Sat rush hours, discontinued INDIANA-43RD route
12/17/1933	Rerouted streetcars southbound via Wabash-Cermak-Indiana
11/01/1934	Rerouted streetcars northbound via Indiana-Cermak-Wabash
11/04/1934?	Discontinued INDIANA-47TH route
05/15/1939	Rerouted streetcars via Wabash to Harrison-State-Lake-Wabash loop
03/28/1947	Rerouted streetcars via Wabash to Washington-Garland-Randolph-Wabash loop, extend some Mon-Fri rush streetcars via Wabash-Grand to Streeter Dr terminal
10/01/1947	Route passes to CHICAGO TRANSIT AUTHORITY
03/11/1951	Increased INDIANA service to all times, rerouted streetcars via Wabash to Harrison-State-Lake-Wabash loop
07/02/1951	Extended streetcars via Wabash-Grand to Navy Pier entrance Mon-Fri daytime
09/16/1951	Began using one-man cars
by 12/00/1951	Closed Streeter Dr terminal
06/29/1952	Replaced streetcars with motor buses except Mon-Fri rush
05/24/1953	Replaced streetcars with #38-INDIANA motor bus route

SOUTH KEDZIE

- 09/27/1896 Began CHICAGO CITY RY CO streetcar service from Archer via 38th-Kedzie to 63rd
- 10/02/1896 Rerouted streetcars via Kedzie-Archer to 38th
- 07/06/1897 Extended streetcars via Kedzie-63rd to Central Park
- 12/09/1899 Rerouted alternate streetcars via Kedzie-38th to Archer
- 10/23/1905 Extended streetcars via Archer to State, then to downtown towed by STATE cable trains
- 07/09/1906 Extended streetcars via Archer-State to Madison-Wabash-Lake-State loop under own power
- 12/16/1906 Rerouted streetcars via State to Randolph-Wabash-Lake-State loop
- 07/19/1909 Cut back streetcars to shuttle Kedzie/45th to 63rd/Central Park only account sewer construction project
- 07/24/1909 Cut back streetcars from 45th to 49th
- 00/00/1909 Cut back streetcars from 49th to 55th
- 00/00/1909 Cut back streetcars from 55th to 59th
- 11/11/1909 Suspended all service
- 08/15/1910 Resumed service, 38th to 51st, extended streetcars from 38th via Kedzie to Sanitary and Ship Canal
- 10/22/1910 Extended streetcars from 51st via Kedzie to 63rd
- 12/24/1910 Extended streetcars from Sanitary & Ship Canal via Kedzie to Cermak, absorbing SOUTHERN STREET RY route
- 02/01/1911 Discontinued route, absorbed into THROUGH ROUTE 17

PERSHING

- 05/00/1876 Began CHICAGO CITY RY CO horsecar service from Cottage Grove via Pershing to State
- 00/00/1889 Extended horsecars from State via Pershing to Halsted
- 04/22/1894 Cut back horsecars from Halsted to State

11/12/1894 Replaced horsecars with streetcars, extended streetcars via Pershing-Wallace-Root to Halsted

09/27/1896 Rerouted streetcars via Pershing-Halsted to Root

06/22/1898 Rerouted streetcars via Pershing-Wallace-Root to Halsted

01/01/1900 Rerouted streetcars via Pershing-Halsted to Root

02/19/1907 Rerouted streetcars via Pershing-Wallace-Root to Halsted

11/30/1907 Rerouted streetcars via Pershing-Halsted to Root terminal

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times

03/02/1924 Rerouted streetcars via Pershing-Wallace-Root to Stock Yards terminal at Halsted

08/07/1932 Began using one-man cars

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

02/15/1948 Replaced streetcars with #39-PERSHING motor bus route

RHODES/35TH

12/08/1884 Began CHICAGO CITY RY CO horsecar service from Pershing via Rhodes-35th to Cottage Grove

04/27/1898 Discontinued RHODES-35TH horsecars, except owl franchise trip Rhodes/Pershing to Rhodes/35th

00/00/1898 Discontinued franchise trip

STATE

06/00/1866 Began CHICAGO CITY RY CO horsecar service from Randolph via State to 31st

11/04/1866 Began steam dummy service from 31st via State-Root to Halsted

04/07/1867 Replaced steam dummies with horsecars State/31st to State/Root

00/00/0000? Resumed steam dummy service to State/31st

12/31/1871 Extended horsecars from 31st via State to 34th, replace steam dummies with extension horsecars State/34th to Root/Halsted

04/00/1873 Rerouted horsecars via State-Van Buren-Clark to Washington

07/11/1873 Rerouted horsecars via State to Randolph

00/00/1881 Began extension horsecar service from 34th via State to Garfield

01/28/1882 Replaced horsecars with cable cars Madison to 21st, day & evenings

02/20/1882 Extended cable cars from 21st via State to Pershing, replacing horsecars day & evenings

02/26/1882 Extended cable cars via State to Madison-Wabash-Lake-State loop, replacing horsecars day & evenings

00/00/1882? Extended extension horsecars from Garfield via State to 63rd

00/00/1887 Discontinued STATE/ROOT route

05/15/1887 Extended cable cars from Pershing via State to 63rd, replacing extension horsecars day & evenings. Owl horsecars remain Randolph to Pershing and Pershing to 63rd

07/16/1899 Replaced owl horsecars with streetcars Pershing to 63rd

08/09/1902 Began extension streetcar service from 63rd via State-Vincennes to 73rd

07/22/1906 Replaced cable cars, owl horsecars and streetcars, and extension streetcars with streetcars, from Madison-Wabash-Lake-State loop via State-Vincennes to 73rd

12/16/1906 Rerouted streetcars via State to Randolph-Wabash-Lake-State loop

06/17/1907 Rerouted some streetcars via State-63rd to Vernon

09/26/1910 Rerouted some streetcars via State-61st to Wentworth, discontinued branch to 63rd/Vernon

01/02/1911 Began using State/63rd terminal, discontinued branch to 61st/Wentworth

11/05/1911 Rerouted streetcars via State to State-Lake-Wabash-Randolph loop

09/16/1912 Extended some streetcars via State to 79th

02/01/1914 Route passes to CHICAGO SURFACE LINES, extended streetcars via State-Division to Wells

05/12/1916 Discontinued branch to Vincennes/73rd

08/18/1918 Extended streetcars via State-95th-Michigan-119th to 119th-Morgan-120th-Halsted loop

08/18/1937 Discontinued route, merged into BROADWAY-STATE service

VAN BUREN/CLARK

05/23/1883 Began CHICAGO CITY RY CO horsecar service from Wabash via Van Buren-Clark to Randolph

00/00/1886 Cut back horsecars from Clark/Randolph to Clark/Washington

09/00/1888 Cut back service from Van Buren/Wabash to Van Buren/State except for franchise trip

05/26/1896 Discontinued Sunday service

08/22/1896 Discontinued service except for owl franchise trip

by 02/01/1914 Discontinued franchise trip

DEARBORN/21ST

00/00/1896 Began CHICAGO CITY RY CO horsecar service from Archer via Dearborn-21st to State

04/24/1898 Discontinued service except for franchise trip

01/09/1907 Discontinued franchise trip

GENERAL ELECTRIC RY CO

10/30/1898 Began sporadic battery car service from Polk via Plymouth-14th-Dearborn to Cermak

00/00/1900 Completed route, service remains sporadic

00/00/1915 Discontinued route

STONY ISLAND/WABASH

- 10/15/1916 Began CHICAGO SURFACE LINES STONY ISLAND/WABASH streetcar service day & evenings from Washington-Garland-Randolph-Wabash loop via Wabash-18th-Indiana-Cottage Grove-47th-Lake Park-56th-Stony Island to 93rd
- 08/06/1928 Began owl service from 47th/Cottage Grove to Stony Island/93rd
- 02/23/1932 Rerouted streetcars via Cottage Grove-Cermak-Wabash, also extended Mon-Sat day & evening streetcars via Wabash-Grand to Navy Pier terminal
- 00/00/1933 Rerouted streetcars via Cottage Grove-Indiana-18th-Wabash
- 07/25/1937 Extended Sunday day & evening streetcars to Navy Pier
- 07/18/1947 Rerouted streetcars via Grand to in front of Navy Pier entrance
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 12/04/1949 Replaced streetcars with motor buses Sat-Sun
- 06/18/1950 Began using one-man cars for owl service
- 07/01/1951 Replaced streetcars with #28-STONY ISLAND motor bus route

NORMAL

- 00/00/1885 Began CHICAGO CITY RY CO horsecar service from 31st via Normal-29th-Canal-Archer-Clark to Randolph
- 00/00/1886 Cut back horsecars from Clark/Randolph to Clark/Washington
- 00/00/1887 Rerouted horsecars via Archer-State and to downtown coupled to STATE cable trains
- 07/00/1888 Extended horsecars via Normal-31st-Wallace to Pershing
- 02/04/1895 Cut back horsecars, operated from Archer via Canal-29th-Normal to 31st
- 06/01/1895 Replaced horsecars with streetcars, re-extended service via Canal-Archer-State and behind STATE cable trains to downtown and via Normal-31st-Wallace to Pershing
- 09/04/1895 Discontinued route

WALLACE

- 07/00/1888 Began CHICAGO CITY RY CO horsecar service from Pershing via Wallace-29th-Canal-Archer-State and to downtown coupled to STATE cable trains
 - 02/04/1895 Replaced horsecars with streetcars, towed to downtown by STATE cable trains
 - 12/04/1895 Extended streetcars via Archer-Clark to Washington under own power
 - 01/13/1896 Discontinued route, absorbed by WALLACE/HALSTED
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WALLACE/HALSTED

- 01/13/1896 Began CHICAGO CITY RY CO streetcar service from Washington via Clark-Archer-Canal-29th-Wallace-Root-Halsted to 69th
 - 04/21/1896 Began owl service from Cottage Grove via Pershing-Wallace-Root-Halsted-69th
 - 05/30/1896 Rerouted owl streetcars via regular route
 - 10/16/1899 Rerouted streetcars via Wallace-Pershing-Halsted
 - 09/29/1901 Rerouted some streetcars via Wallace-Root-Halsted
 - 08/15/1906 Rerouted streetcars via Archer-State to Madison-Wabash-Lake-State loop
 - 12/02/1906 Rerouted all streetcars via Wallace-Root-Halsted
 - 12/16/1906 Discontinued route
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WALLACE/RACINE

- 09/27/1896 Began CHICAGO CITY RYS CO streetcar service from Washington via Clark-Archer-Canal-29th-Wallace-Root-Halsted-47th-Racine to 63rd
- 10/16/1899 Rerouted streetcars via Wallace-Pershing-Halsted
- 09/29/1901 Rerouted some streetcars via Wallace-Root-Halsted
- 08/11/1902 Extended streetcars from 63rd via Racine to 75th
- 08/15/1906 Rerouted streetcars via Archer-State to Madison-Wabash-Lake-State loop
- 12/02/1906 Rerouted all streetcars via Wallace-Root-Halsted

12/16/1906 Rerouted streetcars via Archer-State to Randolph-Wabash-Lake-State loop
11/05/1911 Rerouted streetcars via State to State-Lake-Wabash-Randolph loop
02/01/1914 Route passes to CHICAGO SURFACE LINES
04/01/1914 Extended streetcars from 75th via Racine to 79th
03/27/1918 Began extension streetcar service from 79th via Racine to 87th
04/25/1918 Thru-routed streetcars downtown to 87th
03/02/1924 Rerouted streetcars via Wallace-Pershing-Halsted
09/14/1924 Rerouted streetcars via State to Polk-Dearborn-Lake-State loop
00/00/1929 Rerouted northbound streetcars in PM rush via Archer-Clark-Harrison-Dearborn
11/09/1932 Began using one-man cars for owl service
11/13/1933 Northbound PM rush streetcars rerouted via normal route
08/01/1947 Rerouted streetcars via Wallace-Root-Halsted
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
12/04/1949 Replaced streetcars with motor buses Sat-Sun
07/29/1951 Replaced streetcars with #44-WALLACE/RACINE motor bus route

RACINE

06/20/1896 Began CHICAGO CITY RY CO streetcar service from 47th via Racine to 63rd
09/27/1896 Discontinued route, absorbed into WALLACE/RACINE route

WENTWORTH

00/00/1880 Began CHICAGO CITY RY CO horsecar service from Randolph via State-Archer-Wentworth to 29th
04/00/1881 Extended horsecars via Wentworth-Cermak-Clark to Randolph, also from 29th via Wentworth to 33rd

01/01/1885 Began extension horsecar service from State via Pershing-Wentworth-63rd to Halsted

00/00/1886 Cut back horsecars from Clark/Randolph to Clark/Washington

00/00/1886 Thru-routed horsecars Clark/Washington to 63rd/Halsted

09/00/1888 Began franchise horsecar from Archer via Wentworth to Cermak

00/00/1889 Cut back horsecars from 63rd/Halsted to Wentworth/61st, began AUBURN PARK horsecar service from State via 61st-Wentworth-Vincennes-79th to Halsted

00/00/1890 Began towing AUBURN PARK horsecars downtown behind STATE cable trains from State/61st

12/02/1894 Replaced AUBURN PARK horsecars with streetcars

05/01/1895 Rerouted AUBURN PARK streetcars via Wentworth-Pershing to State. Cut back WENTWORTH horsecars from Wentworth/61st to Wentworth/Pershing

12/04/1895 Replaced WENTWORTH horsecars and AUBURN PARK streetcars with WENTWORTH streetcars from Washington via Clark-Cermak-Wentworth-Vincennes-79th to Halsted

07/30/1897 Replaced franchise horsecar with streetcar Wentworth/Archer to Wentworth/Cermak

12/12/1898 Rerouted some streetcars via Clark-Archer-Wentworth

01/01/1902 Rerouted all streetcars southbound via Clark-Archer-Wentworth, northbound via Wentworth-Cermak-Clark

11/00/1908 Began using Wentworth/63rd terminal

09/01/1911 Rerouted some streetcars via Vincennes to 80th Terminal

07/28/1913 Extended some streetcars via Vincennes-81st to Halsted

02/01/1914 Route passes to CHICAGO SURFACE LINES, rerouted streetcars via Clark to Monroe-Dearborn-Washington-LaSalle-Randolph-Clark loop

02/19/1914 Rerouted streetcars via Clark to Monroe-LaSalle-Washington-Clark loop

01/06/1918 Rerouted all streetcars via Vincennes-79th to Halsted

07/24/1919 Rerouted streetcars via Vincennes-81st to Halsted

01/29/1922 Rerouted streetcars via Clark to Clark-Madison-Dearborn-Monroe loop

09/14/1924 Rerouted streetcars via Clark to Illinois-Wells-Chicago-Clark loop, reduced service to owl and rush only

06/03/1925 Extended rush streetcars via Clark to Clark-Halsted-Broadway terminal-Broadway loop

12/02/1929 Began wying streetcars at 81st/Halsted

11/01/1934 Owl streetcars replaced by THROUGH ROUTE 22 owl service

11/16/1953 Rerouted rush streetcars via Clark to Harrison-Dearborn-Kinzie-Clark loop

09/08/1957 Resumed service all times Dearborn/Kinzie to 81st/Halsted. Sat-Sun service operated by motor buses

06/21/1958 Replace streetcars with #22A-WENTWORTH motor bus route

WESTERN

10/08/1898 Began CHICAGO CITY RY CO streetcar service from Archer via Western to 54th

10/08/1899 Extended streetcars from 54th via Western to 71st

03/27/1910 Suspended service Archer to 40th account railroad overpass construction

05/06/1910 Split route, 40th to 56th, 56th to 71st

05/11/1910 Resumed shuttle service Archer to Pershing

06/17/1910 Extended middle route from 40th to Pershing, suspended service Archer to Pershing,
also 56th to 59th (sewer construction)

07/01/1910 Suspended service 59th to 63rd

07/12/1910 Suspended service 63rd to 71st

08/03/1910 Suspended service Pershing to 41st

09/24/1910 Suspended service 41st to 47th

10/24/1910 Suspended service 47th to 56th, entire route suspended

01/04/1911 Resumed service 27th (river) to 49th

03/12/1911 Cut back service 49th to 47th

05/31/1911 Extended service 47th to 56th
07/02/1911 Extended service 56th to 63rd
09/05/1911 Extended service 63rd to 71st
08/07/1912 Cut back service from 71st to 56th, reduce service to rush only
10/10/1912 Began owl service river to 71st
10/28/1912 Extended rush service river to Roscoe, thru with Chicago Rys Co
07/20/1913 Extended rush service Roscoe to Lincoln
10/16/1913 Extended owl service river to Lincoln
02/01/1914 Merged into THRU ROUTE 10

THRU ROUTE 10

09/05/1911 Began joint CHICAGO RYS and CHICAGO CITY RY service Belmont to 71st
10/28/1912 Extended service Belmont to Lawrence
02/01/1914 Began owl service
05/01/1923 Extended service Lawrence to Howard
12/01/1924 Extended service 71st to 75th
01/11/1931 Extended service 75th to 79th
07/26/1931 Extended service 79th to 95th
11/08/1931 Extended service 95th to 111th
08/01/1948 Cut back service from Ravenswood-Schreiber-Clark-Devon loop via Devon-Western to 79th terminal, redesignated #49-WESTERN
12/12/1948 Cut back service from Devon/Clark to Berwyn terminal
12/07/1952 Began weekend bus service
06/19/1955 Began using one-man cars, resumed streetcar service weekends
06/16/1956 Replaced with #49-WESTERN bus route

26TH

- 000/00/1888 Began CHICAGO CITY RY CO horsecar service from Halsted via 26th to Cottage Grove
 - 01/04/1895 Replaced horsecars with streetcars
 - 02/21/1907 Began owl service
 - 07/03/1907 Discontinued owl service
 - 02/01/1914 Route passes to CHICAGO SURFACE LINES
 - 08/21/1932 Began using one-man cars
 - 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
 - 02/29/1948 Replaced streetcars with #26-26th motor bus route
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31ST

- 07/00/1884 Began CHICAGO CITY RY CO horsecar service from Archer via Pitney-31st to Lake Park
 - 09/00/1884 Extended horsecars via Pitney-Archer to Western
 - 01/13/1895 Cut back horsecars from Archer/Ashland to Pitney/Archer, and replaced horsecars with streetcars
 - 02/01/1914 Route passes to CHICAGO SURFACE LINES
 - 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
 - 02/29/1948 Replaced streetcars with #31-31st motor bus route
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35TH

- 00/00/1887 Began CHICAGO CITY RY CO horsecar service from State via 35th-Racine-31st-Pitney to Archer
- 00/00/1892 Extended some horsecars from Racine via 35th to California
- 05/13/1893 Replaced horsecars with streetcars 35th/California to 35th/State, began franchise horsecar from 35th via Racine to 31st
- 00/00/1895 Discontinued franchise horsecar on Racine

11/01/1895 Extended streetcars from State via 35th to Michigan
08/13/1898 Extended streetcars from Michigan via 35th to Cottage Grove
11/30/1911 Extended streetcars via 35th-California-36th to Kedzie
02/01/1914 Route passes to CHICAGO SURFACE LINES
01/27/1919 Rerouted some Mon-Sat rush streetcars via 35th-Ashland-Pershing to Western
12/04/1932 Began using one-man cars for owl service
12/10/1934 Discontinued service to Pershing/Western
00/00/1942 Rerouted some Mon-Sat rush streetcars via 35th-Ashland-Pershing to Western
08/28/1945 Discontinued service to Pershing/Western
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
04/15/1951 Replaced streetcars with #35-35th motor bus route

WEST PERSHING

01/13/1919 Began CHICAGO SURFACE LINES streetcar service from Western via Pershing to Ashland, day and evening only
10/07/1934 Began using one-man cars
08/28/1945 Replaced streetcars with #39A-WEST PERSHING motor bus route

43RD-ROOT

00/00/1887 Began CHICAGO CITY RY CO horsecar service from Halsted via Root-State-43rd to Lake Park
04/22/1894 Replaced horsecars with streetcars Root/Halsted to Root/State, retain horsecars 43rd/State to 43rd/Lake Park
01/01/1895 Extended streetcars via Root-State-43rd to Oakenwald, replacing horsecars
02/14/1901 Began owl service

00/00/0000? Cut back streetcars from 43rd/Oakenwald to 43rd/Cottage Grove
00/00/0000? Began using Root/Halsted terminal
02/01/1914 Route passes to CHICAGO SURFACE LINES
07/20/1923 Extended streetcars from Cottage Grove via 43rd to Oakenwald
08/07/1932 Began using one-man cars
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
08/09/1953 Replace streetcars with #43-43rd-ROOTmotor bus route

47TH

00/00/1887 Began CHICAGO CITY RY CO horsecar service from Ashland via 47th to State
07/09/1892 Extended horsecars from State via 47th to Cottage Grove
05/18/1893 Replaced horsecars with streetcars
11/17/1893 Extended streetcars from Ashland via 47th to Western
11/23/1895 Extended streetcars from Cottage Grove via 47th to Lake Park
10/04/1896 Cut back streetcars from 47th/Western to 47th/Ashland, began owl service
05/22/1902 Extended streetcars from Ashland via 47th to Western
00/00/0000? Extended streetcars from Western via 47th to Kedzie, replacing WEST 47TH
02/01/1914 Route passes to CHICAGO SURFACE LINES
08/07/1932 Began using one-man cars in owl service
12/03/1937 Extended streetcars from Lake Park via 47th to Lake Shore Dr
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
04/15/1951 Replaced streetcars with #47-47th motor bus route

WEST 47TH

10/04/1896 Began CHICAGO CITY RY CO streetcar service from Ashland via 47th to Kedzie
05/22/1902 Cut back streetcars from 47th/Ashland to 47th/Western
by 02/01/1914 Discontinued route, thru-routed with 47TH

51ST

00/00/1887 Began CHICAGO CITY RY CO horsecar service from State via 51st to King Dr
01/04/1897 Replaced horsecars with streetcars
06/10/1899 Extended streetcars from State via 51st to Shields
07/03/1906 Extended streetcars from Shields via 51st to Wood, replacing WEST 51ST
05/15/1910 Extended streetcars from Wood via 51st to Leavitt
02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
07/17/1927 Extended streetcars from Leavitt via 51st to St Louis, replacing WEST 51ST
11/02/1930 Extended streetcars via 51st-Cottage Grove-55th to Harper-56th-Lake Park-55th loop
08/21/1932 Began using one-man cars
09/09/1946 Cut back streetcars from 56th/Lake Park to 51st/Cottage Grove, replaced with #51A-51st/55th motor bus route, cut back owl streetcars from 56th/Lake Park to 51st/Wentworth
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
by 02/00/1948 Cut back streetcars from 51st/Cottage Grove to 51st/State
05/30/48 Replaced streetcars with #51-51st/55th motor bus route

WEST 51ST (1st route)

01/05/1898 Began CHICAGO CITY RY CO streetcar service from Wood via 51st to Halsted
06/06/1899 Extended streetcars from Halsted via 51st to Normal

07/03/1906 Discontinued route, thru-routed with 51ST

WEST 51ST (2nd route)

07/15/1912 Began CHICAGO CITY RY CO streetcar service from Leavitt via 51st to Kedzie

08/06/1912 Extended streetcars from Kedzie via 51st to St Louis

02/01/1914 Routes pass to CHICAGO SURFACE LINES, operated day & evenings

04/01/1923 Began using one-man cars

07/17/1927 Discontinued route, thru-routed with 51ST

59TH/61ST

06/27/1885 Began CHICAGO CITY RY CO horsecar service from State via 61st to Washington Park Race Track

00/00/1892 Extended horsecars from Washington Park Race Track via 61st-Blackstone to 60th

04/20/1893 Replaced horsecars with streetcars, trailers to downtown behind STATE cable trains

00/00/1893? Discontinued trailers to downtown

05/14/1899 Extended streetcars via 61st-State-59th to Leavitt, replacing 59TH

06/01/1903 Extended streetcars via 61st-Blackstone to 60th

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times

07/05/1914 Extended streetcars from Leavitt via 59th to Western

10/31/1914 Began extension streetcar service from Kedzie via 59th to Western

11/01/1914 Extended streetcars from Western via 59th to Kedzie, replacing extension streetcars

10/01/1924 Extended streetcars from Kedzie via 59th to Central Park

08/14/1932 Began using one-man cars

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

02/16/1948 Replaced streetcars with #59-59th/61st motor bus route

59TH

- 06/20/1896 Began CHICAGO CITY RY CO streetcar service from Leavitt via 59th to State
- 05/14/1899 Discontinued route, thru-routed with 61ST

61ST/63RD

- 00/00/1888 Began CHICAGO CITY RY CO horsecar service from State via 61st-Cottage Grove-63rd to Dorchester
- 01/14/1892 Extended horsecars from Dorchester via 63rd to Stony Island
- 06/11/1893 Replaced horsecars with streetcars, rerouted streetcars via 63rd to Harper-64th-Stony Island loop or via 63rd to Harper-62nd-Stony Island-63rd loop. Trailers from 63rd/Stony Island towed downtown by STATE cable trains
- 11/01/1893 Discontinued trailers to downtown, routed most streetcars via Harper-64th-Stony Island-63rd loop
- 06/15/1896 Began owl service
- 05/14/1899 Discontinued route, thru-routed with 63RD

63RD

- 00/00/1889 Began CHICAGO CITY RY CO horsecar service from Halsted via 63rd to Ashland
- 00/00/1889? Extended horsecars from Halsted via 63rd-Wentworth-61st to State
- 05/22/1893 Replaced horsecars with streetcars
- 05/14/1899 Extended streetcars via 63rd to Harper-64th-Stony Island-63rd loop, some via 63rd to Harper-62nd-Stony Island-63rd loop, replacing 61ST/63RD
- 08/06/1899 Discontinued using Harper-62nd-Stony Island-63rd loop, except for franchise trip
- 06/00/1903 Rerouted all streetcars via 63rd to Harper-62nd-Stony Island-63rd loop
- 09/00/1904 Rerouted some streetcars via 63rd to 63rd-Stony Island-64th-Harper loop
- 06/10/1907 Extended streetcars from Ashland via 63rd to Damen
- 11/08/1908 Extended streetcars from Damen via 63rd to Central Park

05/00/1913 Rerouted all streetcars via 63rd to 63rd-Stony Island-64th-Harper loop

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times

12/09/1914 Extended some Mon-Sat rush streetcars from Central Park via 63rd to Central

08/13/1915 Extended streetcars from Central Park via 63rd to Cicero

12/04/1916 Extended streetcars from Cicero via 63rd to Central

05/23/1918 Extended streetcars via 63rd-Central-63rd Place to Austin

07/12/1926 Extended streetcars from Austin via 63rd Place to Melvina

01/03/1928 Extended some streetcars from Melvina via 63rd Place to Oak Park

10/01/1929 Extended streetcars from Melvina via 63rd Place to Oak Park

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

04/11/1948 Cut back streetcars from Oak Park to 63rd Place/Narragansett terminal

12/07/1952 Replaced streetcars with motor buses Sat-Sun

05/24/1953 Replaced streetcars with #63-63rd motor bus route

CHICAGO LAWN

08/00/1893 Began SOUTHWEST CHICAGO RAPID TRANSIT CO horsecar service from Ashland via 63rd to Central Park

03/04/1896 CHICAGO CITY RY CO bought SOUTHWEST CHICAGO RAPID TRANSIT CO

07/06/1897 Cut back horsecars from 63rd/Central Park to 63rd/Kedzie

09/03/1899 Replaced horsecars with streetcars, extended streetcars from Kedzie via 63rd to Central Park

01/20/1902 Extended some streetcars from Central Park via 63rd to Central

07/10/1904 Extended some streetcars via 63rd-Cicero to Archer terminal, replacing CICERO/63RD route

04/23/1908 Cut back streetcars from Ashland to Damen

10/05/1908 Extended streetcars from Damen via 63rd to Ashland
11/08/1908 Cut back streetcars from Ashland to Central Park
01/13/1911 Discontinued service to Cicero/Archer
02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
08/13/1915 Cut back streetcars from Central Park to Cicero
12/04/1916 Discontinued route

CICERO/63RD

05/22/1904 Began CHICAGO CITY RY CO streetcar service from Archer terminal via Cicero-63rd to Central Park
07/10/1904 Discontinued route, replaced by CHICAGO LAWN

WEST 63RD

10/01/1929 Began CHICAGO SURFACE LINES streetcar service day & evenings from Oak Park via 63rd Place to Archer, replacing part of ARGO route. Streetcars extended from Oak Park via 63rd Place to Melvina evenings, also some via 63rd Place-Central to 63rd Mon-Sat rush
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
04/11/1948 Replaced streetcars with #63A-63rd/65thmotor bus route

67TH-69TH-71ST

00/00/1887 Began CHICAGO CITY RY CO horsecar service from Halsted via 69th-Vincennes-State to 64th
00/00/1888 Extended horsecars from Halsted via 69th to Ashland
00/00/1889 Extended horsecars from Ashland via 69th to Damen
01/14/1895 Replaced horsecars with streetcars
07/19/1899 Extended streetcars from 64th via State to 63rd

08/09/1902 Rerouted streetcars via 69th-Keefe-Rhodes-68th to Cottage Grove, also extended streetcars from Damen via 69th to Leavitt

09/26/1910 Rerouted streetcars via Rhodes-67th to Stony Island

03/01/1911 Extended streetcars from Leavitt via 69th to Western

02/01/1914 Route passes to CHICAGO SURFACE LINES

02/01/1915 Extended streetcars from Stony Island via 67th to South Shore

11/23/1924 Extended streetcars day & evenings via 69th-Western-71st to California

10/01/1928 Extended owl streetcars from 69th/Western to 71st/California

08/14/1932 Began using one-man cars

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

05/24/1953 Replaced streetcars with #67-67th/69th/71st motor bus route

71ST

07/30/1912 Began CHICAGO CITY RY CO streetcar service from 75th via State-71st to Cottage Grove

10/22/1912 Cut back streetcars from State/75th to 71st/State

02/01/1914 Route passes to CHICAGO SURFACE LINES

01/05/1916 Extended streetcars from State via 71st-Vincennes to 73rd

04/01/1923 Began using one-man cars

05/22/1947 Replaced streetcars with #71-71st motor bus route

79TH

05/01/1911 Began CHICAGO CITY RY CO streetcar service from Racine via 79th to State

03/01/1912 Extended streetcars via 79th-State-71st to Cottage Grove

07/30/1912 Cut back streetcars from 71st/Cottage Grove to 79th/State

11/16/1913 Extended streetcars from Racine via 79th to Ashland

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
12/27/1914 Extended streetcars from State to lakefront, replacing EAST 79TH route
04/01/1923 Began using one-man cars
10/00/1925 Began owl service
08/15/1926 Resumed using 2-man cars
11/22/1926 Extended streetcars day & evenings from Ashland via 79th to Western
11/09/1932 Began using one-man cars for owl service
01/29/1933 Extended owl streetcars from Ashland to Western
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
10/23/1949 Began using one-man cars all times
02/11/1951 Replaced streetcars with motor buses Sat-Sun
09/16/1951 Replaced streetcars with #79-79th motor bus route
