

CHICAGO CONSOLIDATED TRACTION CO Route History

CICERO & PROVISO STREET RY CO (10/24/90 - 02/26/99)
CHICAGO NORTH SHORE STREET RY CO (06/ /93 - 02/26/99)
CHICAGO ELECTRIC TRANSIT CO (12/26/94 - 02/26/99)
NORTH CHICAGO ELECTRIC RY CO (01/17/95 - 02/26/99)
OGDEN STREET RY CO (06/25/95 - 02/26/99)
NORTH SIDE ELECTRIC STREET RY CO (01/16/96 - 02/26/99)
CHICAGO & JEFFERSON URBAN TRANSIT CO (03/19/96 - 02/26/99)
EVANSTON ELECTRIC RY CO (10/22/96 - 02/26/99)
CHICAGO CONSOLIDATED TRACTION CO (02/27/99 - 12/27/10)
CHICAGO RYS CO (02/28/10 - 01/31/14)
CHICAGO SURFACE LINES (02/01/14 - 09/30/47)
CHICAGO TRANSIT AUTHORITY (10/01/47 - 11/25/51)

CHICAGO/DESPLAINES

01/19/1895 Began CICERO & PROVISO STREET RY CO streetcar service from Kinzie via Cicero-Chicago to Harlem

03/00/1895 Extended streetcars from Kinzie via Cicero-Madison to Pulaski

08/00/1895 Extended streetcars via Chicago-Harlem-Madison-Desplaines-Roosevelt to Hannah

01/00/1896 Extended streetcars from Pulaski via Madison to Springfield terminal

00/00/1898 Extended streetcars from Hannah via Roosevelt to Harlem

00/00/0000? Cut back streetcars from Madison/Springfield to Cicero/Lake

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

12/28/1910 Route west of Austin passes to COUNTY TRACTION, east of Austin absorbed by CHICAGO route

LAKE/MAYWOOD

11/29/1890 Began CICERO & PROVISO STREET RY CO horsecar service from Pulaski via Madison-Cicero-Lake to Laramie

02/26/1891 Replaced horsecars with streetcars, thru-routed with MADISON streetcars from Pulaski via Madison to 2-way loop via Cicero-Lake-Harlem-Madison or Madison-Harlem-Lake-Cicero

08/08/1891 Separated LAKE route, extended streetcars via Lake-Harlem-Madison to Concordia Cemetery

09/19/1891 Rerouted some streetcars via Madison-Desplaines to Roosevelt

00/00/1891 Discontinued service to Concordia Cemetery

00/00/1893 Extended streetcars from Concordia Cemetery via Madison to First Ave

11/11/1893 Extended streetcars from First Ave via Madison-Fifth Ave to C&NW crossing

01/15/1894 Began MADISON ST TRANSFER streetcar service from Fifth Ave via Madison-19th Ave to C&NW crossing, cut branch to Desplaines/Roosevelt to shuttle from Desplaines/Madison

08/00/1895 Discontinued shuttle Desplaines/Madison to Desplaines/Roosevelt

12/01/1895 Rerouted streetcars via Lake to Desplaines River

12/27/1895 Extended streetcars from Desplaines River via Lake to Fifth Ave

01/00/1896 Extended streetcars from Pulaski via Madison to Springfield terminal

05/20/1896 Extended streetcars via Lake-Fifth Ave to C&NW crossing

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

12/28/1910 Route west of Lake/Austin passes to COUNTY TRACTION, route east of Austin absorbed into LAKE route

MADISON/MAYWOOD

10/24/1890 Began CICERO & PROVISO STREET RY CO horsecar service from Pulaski via Madison to Austin

01/00/1891 Extended horsecars from Austin via Madison to Harlem

02/26/1891 Replaced horsecars with streetcars, combined with LAKE route from Pulaski via Madison to two-way loop via Cicero-Lake-Harlem-Madison or via Madison-Harlem-Lake-Cicero loop

08/08/1891 Separated MADISON route, extended via Madison to Concordia Cemetery

09/19/1891 Rerouted some streetcars via Madison-Desplaines to Roosevelt

00/00/1891 Discontinued branch to Concordia Cemetery

12/01/1894 Extended streetcars from Forest Home Cemetery via Desplaines-Roosevelt to Hannah

12/01/1895 Extended streetcars via Madison-Fifth Ave to C&NW crossing, begin operating extension streetcars from Fifth Ave via Madison-19th Ave to C&NW crossing, replacing LAKE service. Retain some streetcars to Roosevelt/Hannah

12/13/1895 Extended streetcars via Fifth Ave-St Charles to 19th Ave

12/27/1895 Rerouted streetcars via Madison to Madison-19th Ave-St Charles-Fifth Ave loop before noon, Fifth Ave-St Charles-19th Ave-Madison loop after noon, replacing MADISON ST TRANSFER streetcars

00/00/0000? Rerouted streetcars alternately around loop all hours of service

01/00/1896 Extended streetcars from Pulaski via Madison to Springfield terminal

00/00/0000? Rerouted all streetcars via Fifth Av-St Charles-19th Av-Madison loop, discontinued branch to Roosevelt/Hannah

02/27/1899 Routes pass to CHICAGO CONSOLIDATED TRACTION CO

12/28/1910 Route west of Austin passes to COUNTY TRACTION, route east of Austin absorbed by MADISON route

NORTH ASHLAND

11/00/1890 Began NORTH CHICAGO STREET RR CO horsecar service from Irving Park via Ashland to Lincoln

01/17/1895 Replaced horsecars with NORTH CHICAGO ELECTRIC RY CO streetcars, extended streetcars via Ashland-Irving Park to Broadway, also via Ashland-Lincoln to Wrightwood

00/00/1897? Cut back streetcars from Irving Park/Broadway to Ashland/Irving Park

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

03/31/1904 Route passes to CHICAGO UNION TRACTION CO

01/29/1908 Route passes to CHICAGO RYS CO

09/30/1912? Cut back streetcars from Lincoln/Wrightwood to Ashland/Belmont

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

03/20/1915 Extended from Belmont via Ashland to Fullerton

10/01/1917 Extended from Fullerton via Ashland to Clybourn
04/01/1923 Began using one-man cars
08/20/1936 Discontinued service, replaced by THROUGH ROUTE 9

MILWAUKEE/JEFFERSON PARK

12/06/1894 Began NORTH CHICAGO ELECTRIC RY CO streetcar service from Armitage via Milwaukee to Lawrence
02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO
03/31/1904 Route passes to CHICAGO UNION TRACTION CO
08/19/1906 Discontinued route, absorbed by MILWAUKEE

LAWRENCE

00/00/1896 Began NORTH CHICAGO ELECTRIC RY CO streetcar service from Western via Lawrence to Milwaukee
00/00/1898 Extended streetcars from Western via Lawrence to Broadway
02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO
12/28/1910 Route passes to CHICAGO RYS CO
02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
05/05/1917 Began extension streetcar service from Milwaukee via Lawrence to Austin
05/16/191 Thru-routed streetcars Austin to Broadway
11/01/1932 Began using one-man cars on owls
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times
01/29/1950 Began using one-man cars for all service
04/01/1951 Replaced streetcars with #81-LAWRENCE trolley bus route

LINCOLN

- 01/17/1895 Began NORTH CHICAGO ELECTRIC RY CO streetcar service from Wrightwood via Lincoln to Ashland
- 00/00/1895 Extended streetcars from Ashland via Lincoln to Irving Park
- 00/00/1897 Extended streetcars from Irving Park via Lincoln to Foster
- 02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO
- 03/01/1904 Route passes to CHICAGO UNION TRACTION CO
- 00/00/1904 Extended streetcars via Lincoln-Halsted-North-Sedgwick-Division WB/Chicago EB-Orleans-Kinzie-Clark to Washington, renamed LINCOLN/SEDGWICK route
- 07/13/1906 Rerouted streetcars via Sedgwick SB/Orleans NB-Chicago-Kingsbury-Erie-Franklin-Kinzie
- 10/21/1906 Discontinued route

ROSEHILL

- 00/00/1897 Begin NORTH CHICAGO ELECTRIC RY CO streetcar service from Irving Park via Damen-Balmoral-Ravenswood to Rosehill Dr
- 02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO
- 000/00/1901 Extended streetcars from Irving Park via Damen-Lincoln to Wrightwood
- 12/28/1910 Discontinued route, absorbed by LINCOLN/ROSEHILL

MONTROSE

- 00/00/1898 Began NORTH CHICAGO ELECTRIC RY CO streetcar service from Broadway via Montrose to Knox
- 02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
- 11/16/1930 Extended streetcars from Knox via Montrose to Milwaukee
- 09/04/1932 Began using one-man cars

07/29/1946 Replaced streetcars with #78-MONTROSE motor bus route

EVANSTON

06/00/1893 Began CHICAGO & NORTH SHORE STREET RY CO streetcar service from Irving Park via Broadway to Ardmore

06/10/1893 Extended streetcars from Ardmore via Broadway-Devon-Clark-Chicago to Calvary Cemetery

06/18/1893 Extended streetcars from Calvary Cemetery via Chicago to Dempster

08/28/1893 Extended streetcars via Chicago-Dempster-Sherman to Emerson

10/02/1894 Extended streetcars via Broadway-Halsted-Clark to Drummond terminal

10/22/1896 Began EVANSTON ELECTRIC RY CO extension streetcar service from Emerson via Sherman to Central

05/08/1897 Extended extension streetcars via Sherman-Central to Bennett

00/00/1897 Thru-routed streetcars Central/Bennett to Limits terminal

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

06/00/1907 Extended streetcars via Central to Lincolnwood

07/24/1907 Began NORTH SHORE & WESTERN extension streetcar service from Central via Lincolnwood-Harrison-Old Orchard to Glenview Golf Club west of Harms Rd

00/00/0000? Rerouted streetcars via Broadway-Clark to Limits Carhouse

12/28/1910 Route north of Howard passes to COUNTY TRACTION, south of Howard absorbed by BROADWAY route

SOUTHPORT

01/16/1896 Began NORTH SIDE ELECTRIC STREET RY CO streetcar service from Elston via Cortland-Clybourn-Halsted-Division-Crosby-Larrabee-Chicago-Kingsbury-Erie-Franklin-Kinzie-State to Lake, also via Cortland-Clybourn-Halsted-Division-Crosby-Elm-Franklin-Kinzie-State to Lake

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

00/00/1899 Extended streetcars via Clybourn-Southport to Clark, also rerouted streetcars via Franklin-Hubbard NB/Kinzie SB-Wells to Harrison

00/00/1908? Extended streetcars via Wells-Harrison-Dearborn to Polk

by 12/28/1910 All streetcars rerouted via Crosby-Larrabee-Chicago-Kingsbury-Erie-Franklin, began shuttle from Crosby via Elm-Franklin to Chicago

12/28/1910 Route passes to CHICAGO RYS CO, rerouted streetcars via Erie-Orleans-Hubbard SB/Kinzie NB-Wells-Harrison-Dearborn to Polk

09/02/1912 Discontinued ELM/FRANKLIN SHUTTLE, except franchise trip until ?

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

01/10/1916 Began owl service Southport/Clark to Southport/Clybourn only

11/01/1916 Owl service discontinued, replaced by THROUGH ROUTE 9

08/13/1921 Rerouted streetcars via Erie-Orleans-Franklin-Randolph-Wells

09/13/1924 Discontinued route

NORTH WESTERN & HARRISON STREET DEPOT

00/00/1896 Began NORTH SIDE ELECTRIC STREET RY CO streetcar service from Kinzie via Wells to Harrison

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

00/00/1899? Discontinued route

BELMONT

07/04/1895 Began CHICAGO ELECTRIC TRANSIT CO streetcar service from Milwaukee via Belmont to Halsted

00/00/1896 Extended streetcars via Belmont-Halsted-Clark to Limits terminal

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

00/00/1906 Cut back streetcars from Limits terminal to Belmont/Halsted

12/28/1910 Route passes to CHICAGO RYS CO

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
06/25/1914 Extended streetcars from Milwaukee via Belmont to Pulaski
01/02/1917 Extended streetcars from Pulaski via Belmont via Cicero
12/07/1924 Extended streetcars from Cicero via Belmont to Central
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times
01/09/1949 Replaced streetcars with ☐#77-BELMONT☐ trolley bus route

ELSTON

12/26/1894 Began CHICAGO ELECTRIC TRANSIT CO streetcar service from Fry via Elston to Addison
01/07/1895 Extended streetcars from Addison via Elston to Montrose
ca. 08/02/1896 Extended streetcars via Elston-Milwaukee-Desplaines-Lake to Lake-Dearborn-Randolph-Wells loop, returning via Lake-Milwaukee
00/00/1897 Extended streetcars via Elston-Montrose to Knox
02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO
00/00/0000? Rerouted streetcars via Milwaukee-Lake to Dearborn-Randolph-State-Lake loop
00/00/0000? Rerouted streetcars via Lake to Lake-State-Randolph-Dearborn loop
12/28/1910 Route passes to CHICAGO RYS CO
by 02/01/1914 Owl streetcars via Milwaukee-Clinton-Randolph to Randolph-State-Washington-Clark loop
02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
03/29/1914 Rerouted day & evening streetcars via Milwaukee-Clinton-Randolph to Dearborn-Lake-State-Randolph loop
04/08/1914 Rerouted streetcars via Randolph-Franklin-Lake to Lake-State-Randolph-Dearborn loop
11/28/1914 Rerouted streetcars via Elston to Lawrence
10/22/1916 Rerouted streetcars via Milwaukee-Lake

03/03/1919 Rerouted owl streetcars via day route

09/14/1924 Rerouted streetcars via Milwaukee to Milwaukee-Lake-Dearborn-Randolph-Clinton loop

09/30/1928 Rerouted owl streetcars via Milwaukee-Lake to Lake-State-Randolph-Dearborn loop

05/06/1929 Rerouted day & evening streetcars westbound via Dearborn-Washington-Franklin-Randolph

06/17/1929 Rerouted day & evening streetcars westbound via Dearborn-Randolph

00/00/0000? Rerouted all owl streetcars via day route

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times

06/02/1949 Rerouted streetcars northbound via Randolph-Wells-Lake-Milwaukee

10/09/1949 Discontinued service south of Elston/Fry except Mon-Fri daytime and owl

01/30/1950 Rerouted Mon-Fri daytime and owl via Elston-Division-Crosby-Larrabee-Chicago-Wells to Kinzie-Dearborn-Randolph-Wells loop

04/09/1950 Begin using one-man cars Sat-Sun

01/21/1951 Replaced streetcars with #55-ELSTON motor bus route

IRVING PARK

11/21/1896 Began CHICAGO ELECTRIC TRANSIT CO streetcar service from Milwaukee via Irving Park to Neenah

00/00/1897 Extended streetcars from Milwaukee via Irving Park to Broadway

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

00/00/1904 Extended streetcars via Irving Park-Broadway-Halsted-Clark to Limits terminal

00/00/0000? Cut back streetcars from Limits terminal to Broadway/Grace

12/28/1910 Route passes to CHICAGO RYS CO

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

06/15/1924 Cut back streetcars from Broadway/Grace to Irving Park/Broadway

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times

11/07/1948 Replaced streetcars with #80-IRVING PARK trolley bus route

NORTH PULASKI

00/00/1897 Began CHICAGO ELECTRIC TRANSIT CO streetcar service from Elston via Pulaski to Bohemian National Cemetery

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

12/28/1910 CHICAGO CONSOLIDATED TRACTION CO route passes to CHICAGO RYS CO

12/01/1911 Discontinued route, absorbed into PULASKI

CICERO

06/25/1895 Began OGDEN STREET RY CO streetcar service from Madison via Cicero to Harrison

07/00/1895 Extended streetcars from Harrison via Cicero to Roosevelt

01/00/1896 Extended streetcars via Cicero-Madison to Springfield terminal

05/28/1896 Extended streetcars from Roosevelt via Cicero-25th-Central-26th-Ridgeland-Stanley-Harlem to 31st

12/00/1896 Rerouted streetcars via Stanley-Harlem to Ogden

00/00/1897 Extended streetcars via Harlem-Ogden to Desplaines River

08/00/1897 Extended streetcars from Desplaines River via Ogden to Lawndale

07/02/1897 Cut back streetcars from Ogden/Lawndale to Cicero/25th, also from Madison/Springfield to Cicero/Madison

11/00/1897 Extended streetcars via Cicero-25th-Laramie to 36th, also extended streetcars via Cicero to Lake

02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO

00/00/1905 Rerouted streetcars via Cicero-Madison to Springfield terminal

12/28/1910 Route passes to CHICAGO RYS CO. Cut back and rerouted streetcars, from Chicago via Cicero to Roosevelt

01/01/1913 Extended streetcars from Chicago via Cicero to Irving Park
00/00/1913 Extended streetcars from Roosevelt via Cicero to 25th
02/01/1914 Route passes to CHICAGO SURFACE LINES, operates day & evenings only
07/19/1914 Began owl service Irving Park to Roosevelt
02/17/1919 Extended owl streetcars from Roosevelt to 25th
01/04/1926 Extended streetcars from Irving Park via Cicero to Montrose
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times
12/04/1949 Replaced streetcars with motor buses Sat-Sun
09/11/1950 Began using one-man cars Mon-Fri
11/25/1951 Replaced streetcars with #54-CICERO trolley bus route

BERWYN/LYONS

07/02/1897 Began OGDEN STREET RY CO streetcar service from Pulaski via Ogden-Cicero-25th-Central-26th-Ridgeland-26th-Stanley-Harlem-Ogden to Lawndale, replacing CICERO service
02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO
12/28/1910 Route west of Ogden/Kenton passes to COUNTY TRACTION, east of Kenton absorbed into OGDEN route

ROOSEVELT/FOREST PARK

10/00/1897 Began OGDEN STREET RY CO streetcar service from Pulaski via Roosevelt to Harlem
00/00/0000? Extended streetcars via Roosevelt-Desplaines to Harrison
02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO
00/00/1906 Cut back streetcars from Pulaski to Kenton
12/28/1910 Route west of Austin passes to COUNTY TRACTION, east of Austin absorbed into ROOSEVELT/DOWNTOWN route

FULTON

- 03/19/1896 Began CHICAGO & JEFFERSON URBAN TRANSIT CO streetcar service from Western via Fulton-Morgan-Monroe to Canal
- 08/04/1886 Extended streetcars via Monroe-Clinton-Adams to State, towed by horses Wells to State
- 00/00/0000? Rerouted streetcars via Monroe-Desplaines-Adams
- 02/27/1899 Route passes to CHICAGO CONSOLIDATED TRACTION CO
- 07/02/1906 Began operating streetcars under own power to Adams/State
- 12/28/1910 Route passes to CHICAGO RYS CO
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
- 03/10/1919 Rerouted streetcars via Monroe-Franklin-Adams
- 01/29/1922 Rerouted streetcars via Monroe to Monroe-Dearborn-Adams-Franklin loop
- 09/14/1924 Discontinued route, absorbed into FULTON/21ST route
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LAGRANGE

- 07/03/1897 Begin streetcar service from Cicero via Harrison-Harlem-26th-Desplaines-PROW-Hillgrove to Stone Av
- 09/19/1897 Reroute some cars via Harrison-Laramie to Lake
- 09/28/1897 Rerouted alternate cars via Harlem-Cermak-Laramie to Lake
- 10/00/1897 Began shuttle service from Laramie via Cermak to Kenton
- 10/00/1900 Rerouted via Harlem-Harrison-Cuyler to Lake, some via Harrison to Cicero
- 05/01/1901 Rerouted alternate cars via Harlem-Harrison to Cicero, alternate cars via Harlem-Cermak-Laramie-Harrison to Cicero, resumed shuttle from Laramie via Cermak to Kenton
- 05/23/1903 Extended some service via Cermak to Pulaski
- 05/22/1907 Rerouted all service via Harlem-Cermak to Kenton
- 02/27/1912 Route passes to COUNTY TRACTION

HARRISON

- 05/22/1907 Begin streetcar service from Cicero via Harrison-Harlem to Cermak, replacing LaGrange service
- 12/21/1912 Discontinued service without replacement