

#8 – HALSTED route history

- 11-07-1876 Began CHICAGO WEST DIVISION RY CO horsecar service from Randolph via State-Madison-Halsted to 23rd
- 00-00-1877 Began CHICAGO CITY RY CO horsecar service from 23rd via Halsted to Root
- 00-00-1883 Began extension horsecar service from Root via Halsted to 47th
- 09-11-1884 Extended extension horsecars from 47th via Halsted-63rd to LaSalle
- 10-11-1886 Began NORTH CHICAGO CITY RY CO horsecar service from Fullerton via Halsted-Clybourn-Division-Sedgwick-Chicago-Orleans-Hubbard SB/Illinois-Orleans-Division NB-Wells to Randolph
- 11-24-1886 North route passes to NORTH CHICAGO STREET RR CO
- 10-00-1887 Rerouted south extension horsecars via Halsted to 69th
- 11-00-1888 Rerouted some north horsecars via Halsted to 23rd
- 00-00-0000 Rerouted Halsted/23rd horsecars via Halsted-Randolph to State
- 03-15-1889 Halsted/23rd route passes to WEST CHICAGO STREET RR CO
- 03-00-1889 Extended north horsecars from Fullerton via Halsted to Broadway
- 05-02-1891 Rerouted north route downtown horsecars via Halsted and to loop behind Clybourn cable cars
- 08-24-1893 Replaced Halsted/23rd horsecars with cable cars from 23rd via Halsted-Van Buren-Clinton-Madison to State, trailers towed by horses east of Van Buren/Jefferson
- 04-22-1894 Rerouted Halsted/23rd cable cars via Van Buren-Clinton-tunnel to Franklin-Van Buren-Dearborn-Adams-Franklin loop
- 07-09-1894 Cut back north horsecars to Halsted/Clark, began shuttle streetcar service from Irving Park via Broadway-Halsted to Clark
- 09-22-1894 Replaced south extension horsecars with streetcars Halsted/Root to 69th, extended streetcars via Halsted-Root-Wallace-Pershing to State
- 10-02-1894 Replaced north shuttle streetcars with trailers towed by Evanston streetcars from Irving Park via Broadway-Halsted-Clark to Schubert
- 01-13-1895 Replaced south horsecars with streetcars Halsted/Archer to Halsted/Pershing, discontinued service Halsted/Archer to Halsted/23rd and Halsted/Pershing to Halsted/Root
- 07-09-1895 Discontinued north horsecars to loop, replaced north horsecars with streetcars Clark to Fullerton, extended streetcars from Clark via Halsted to Broadway
- 09-18-1895 Extended north streetcars from Fullerton via Halsted to Division, replacing horsecars
- 11-24-1895 Extended south streetcars from Archer via Halsted to 23rd
- 01-13-1896 Extended south extension streetcars via Halsted-Root-Wallace-29th-Canal-Archer-Clark to Washington
- 03-00-1896 Replaced cable cars with electric locomotives Halsted/23rd to Halsted/Van Buren, trailers towed to loop behind Blue Island cable cars, also extended north streetcars from Division via Halsted to 23rd, replacing horsecars
- 06-10-1896 Began second south extension streetcar service from 69th via Halsted to 79th

09-27-1896 Thru-routed and extended south streetcars from 79th via Halsted-Archer-Clark to Washington, retaining Halsted/Wallace route

05-09-1899 Cut back downtown streetcars to Halsted/69th

07-01-1899 North and Halsted/23rd routes pass to CHICAGO UNION TRACTION CO

10-16-1899 Rerouted Halsted/Wallace streetcars via Halsted-Pershing-Wallace

09-29-1901 Rerouted Halsted/Wallace streetcars via Halsted-Root-Wallace

03-09-1903 Extended downtown streetcars from 69th via Halsted to 79th

09-18-1904 Cut back downtown streetcars to Halsted/79th

c00-00-1905 Replaced electric locomotives and trailers with streetcars on Halsted/23rd route, rerouted streetcars via Halsted-Randolph-Wells-Lake to Lake-State-Randolph-Dearborn loop

10-19-1905 Began joint CHICAGO UNION TRACTION CO and CHICAGO CITY RY CO streetcar Service from Milwaukee via Halsted to Root

06-00-1906 Rerouted Halsted/23rd streetcars via Halsted-Harrison to Harrison-Dearborn-Adams-Wells loop

08-15-1906 Rerouted Halsted/Wallace streetcars via Archer-State to Madison-Wabash-Lake-State loop

12-16-1906 Discontinued Halsted/Wallace service

01-29-1908 CHICAGO UNION TRACTION CO routes pass to CHICAGO RYS CO

04-16-1908 Extended joint streetcars from Milwaukee via Halsted to Hooker, also from Root via Halsted to 69th

00-00-1908 Extended downtown streetcars from 69th via Halsted-79th to Peoria

10-16-1908 Discontinued joint route

12-03-1908 Resumed joint route streetcars from Erie via Halsted to 69th

02-18-1909 Extended joint route streetcars from Erie via Halsted to Division

01-03-1910 Began Halsted/Madison streetcar service from Irving Park via Broadway-Halsted-Madison to Pulaski

00-00-0000 Discontinued Halsted/23rd route

12-13-1911 Extended Halsted/Madison streetcars from Pulaski via Madison to Austin, also extended joint route streetcars from Division via Halsted to Broadway and from 69th via Halsted to 79th

07-16-1912 Discontinued Halsted/Madison service, extended some downtown streetcars from 79th via Halsted-Summit-Vincennes-Monterey-111th to Sacramento terminal except in owl. began owl shuttle Halsted/79th to 111th/Sacramento

12-01-1912 Rerouted joint route and some downtown streetcars via Halsted to 79th-Emerald-79th terminal-Halsted loop

02-01-1914 Routes pass to CHICAGO SURFACE LINES, rerouted downtown streetcars via Clark to Monroe-Dearborn-Washington-LaSalle-Randolph-Clark loop

02-29-1914 Rerouted downtown streetcars via Clark to Monroe-LaSalle-Randolph-Clark loop

03-29-1914 Rerouted downtown streetcars via Clark to Monroe-LaSalle-Washington-Clark loop

04-28-1915 Cut back main route streetcars via Halsted to Halsted-Broadway terminal-Broadway-Waveland loop

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

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

06-03-1925 Extended some downtown streetcars via Clark to Clark-Halsted-Broadway terminal-Broadway loop, day & evening only

00-00-1927 Closed 111th/Sacramento terminal

05-18-1931 Extended some main route streetcars to 111th/Sacramento Mon-Fri day & evenings, replacing downtown streetcars

12-19-1931 Extended some main route streetcars to 111th/Sacramento Saturday day & evenings, replacing downtown streetcars

02-28-1932 Extended some main route streetcars to 111th/Sacramento Sunday day & evenings, replacing downtown streetcars, also extended Sunday owl street cars from 26th via Halsted to 79th terminal and discontinued Sunday downtown service

04-06-1932 Extended Mon-Sat owl streetcars from 26th via Halsted to 79th terminal, discontinued Mon-Sat downtown owl service

06-25-1938 Discontinued downtown streetcars Mon-Sat evenings

10-01-1947 Routes pass to CHICAGO TRANSIT AUTHORITY

11-20-1947 Cut back all downtown streetcars via Clark to Illinois-Wells-Chicago-Clark loop

12-04-1949 Cut back all streetcars via Halsted to 79th-Emerald-79th terminal-Halsted loop

02-28-1951 Cut back downtown streetcars via Clark to Clark-Illinois-Wells-Kinzie loop

11-25-1951 Replaced streetcars with motor buses Sat-Sun only

11-16-1953 Rerouted downtown streetcars and Saturday downtown buses via Clark to Polk-Dearborn-Kinzie-Clark loop

05-31-1954 Replaced streetcars with motor buses Mon-Fri, rerouted downtown buses via Clark to Polk-Dearborn-Randolph-Clark loop

09-17-1956 Rerouted buses via Halsted to 79th terminal

09-29-1969 Rerouted downtown buses via Clark-Cermak-Archer

09-08-1973 Discontinued downtown service Saturdays

09-02-1980 Rerouted downtown buses via Clark-Archer

01-04-1981 Discontinued downtown buses Mon-Fri midday

04-24-1983 Transferred 77th station portion of work to 69th station

11-05-1993 Discontinued downtown service

03-27-1994 Resumed downtown service Mon-Fri rush, rerouted downtown buses SB via Archer-Cermak-Halsted

07-03-1994 Transferred Limits station portion of work to 69th station

03-26-1995 Rerouted all buses via Halsted-Archer-Halsted station terminal-Archer-Halsted

06-18-1995 Transferred work from 69th station to 74th station

04-26-1998	Discontinued owl service
09-02-2003	Transferred some weekday work from 74th station to Archer station
06-20-2004	Transferred Archer station work to 74th station
03-23-2008	Transferred work from 74th station to Kedzie station