

#9 – ASHLAND route history

- 00-00-1884 Began CHICAGO CITY RY CO horsecar service from Archer via Ashland to Pershing
- 00-00-1887 Extended south horsecars from Pershing via Ashland to Garfield
- 00-00-1889 Extended south horsecars via Ashland-Archer to Pitney, also began extension horsecar service from Garfield via Ashland to 69th
- 11-00-1890 Began NORTH CHICAGO STREET RR CO horsecar service from Irving Park via Ashland to Lincoln
- 07-11-1893 Began WEST CHICAGO STREET RR CO horsecar service from Wood via Cortland-Ashland-Lake-Paulina-Roosevelt-Ashland to 15th
- 00-00-1893 Began shuttle horsecar service from 15th via Ashland to Cermak
- 00-00-1894 Thru-routed horsecars Cortland/Wood to Ashland/Cermak
- 10-06-1894 Began NORTH CHICAGO STREET RR CO streetcar service from Clark via Southport to Lincoln
- 12-07-1894 Extended Southport streetcars from Lincoln via Southport to Clybourn
- 01-17-1895 Replaced horsecars with streetcars Ashland/Irving Park Ashland/Lincoln, extended streetcars via Ashland-Irving Park to Broadway, also via Ashland-Lincoln and to loop behind Lincoln cable trains
- c05-05-1895 Replaced horsecars with streetcars Cortland/Wood to Ashland/Cermak
- 08-11-1895 Replaced horsecars with streetcars Archer/Pitney to Ashland/Garfield, and extended south streetcars from Pitney via Archer to State, then to Loop behind State cable trains
- 09-08-1895 Replaced shuttle horsecars with streetcars Ashland/Garfield to Ashland/69th
- c00-00-1896 Cut back north streetcars to Ashland/Irving Park and to Lincoln/Wrightwood
- 08-25-1897 Thru-routed south streetcars downtown to Ashland/69th
- 02-27-1899 North Ashland and Southport routes pass to CHICAGO CONSOLIDATED TRACTION CO
- 07-01-1899 Middle route passes to CHICAGO UNION TRACTION CO
- 00-00-1899 Extended Southport streetcars via Southport-Clybourn-Halsted-Division-Crosby-Larrabee-Chicago-Kingsbury-Erie-Franklin-Hubbard NB/Kinzie SB-Wells to Harrison, some cars via Crosby-Elm-Franklin
- 10-24-1902 Began CHICAGO GENERAL RY CO streetcar service from Cermak via Ashland to Archer
- 07-22-1906 Rerouted south streetcars via State to Madison-Wabash-Lake-State loop
- 12-16-1906 Rerouted south streetcars via State to Randolph-Wabash-Lake-State loop
- 08-25-1907 Rerouted some south streetcars via Ashland to Cermak, replacing CHICAGO GENERAL RY CO service
- 01-29-1908 Middle route passes to CHICAGO RYS CO
- 03-30-1908 Began joint CHICAGO RYS CO and CHICAGO CITY RY CO streetcar route from Wood via Cortland-Ashland-Lake-Paulina-Roosevelt-Ashland to 69th
- c00-00-1908 Extended streetcars via Wells-Harrison-Dearborn to Polk, also rerouted all cars via Crosby-Larrabee
- 11-23-1908 Extended south and joint route streetcars from 69th via Ashland to 71st
- 12-28-1910 North Ashland and Southport routes pass to CHICAGO RYS CO

09-25-1911 Extended joint route streetcars via Ashland-Cortland-Southport to Clybourn

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

09-30-1912 Cut back north streetcars to Ashland/Lincoln

10-16-1912 Extended joint route streetcars from Clybourn via Southport to Clark

10-12-1913 Cut back joint route streetcars via Ashland to Ashland-70th-Marshfield-69th loop, extended downtown streetcars from 71st via Ashland to 75th

02-01-1914 Routes pass to CHICAGO SURFACE LINES

02-18-1915 Began extension streetcar service from 75th via Ashland to 79th

03-20-1915 Extended north streetcars from Lincoln via Ashland to Fullerton

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

11-01-1916 Extended downtown streetcars from 75th via Ashland to 87th, replacing extension streetcars

10-01-1917 Extended north streetcars from Fullerton via Ashland to Clybourn

04-01-1923 Began using one-man cars on north route

09-14-1924 Rerouted downtown streetcars via State to Polk-Dearborn-Lake-State loop, also discontinued Southport route

02-01-1926 Extended downtown streetcars from 87th via Ashland to 89th

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

04-01-1931 Extended main route streetcars from 70th via Ashland to 95th Mon-Fri, cut back downtown streetcars to Ashland/70th Mon-Fri except rush

05-03-1931 Extended main route streetcars to Ashland/95th and cut back downtown streetcars to Ashland/70th Sundays

06-30-1931 Extended main route streetcars to Ashland/95th and cut back downtown streetcars to Ashland/70th Saturdays

05-01-1932 Discontinued downtown streetcars Sundays

07-01-1933 Extended downtown streetcars from 70th via Ashland to 95th

08-21-1936 Extended some main route streetcars via Ashland-Irving Park-Southport to Clark, discontinued north route

08-31-1947 Rerouted all main route cars via Ashland-Irving Park-Southport, transferred Noble station portion of work to Lincoln station

10-01-1947 Routes pass to CHICAGO TRANSIT AUTHORITY

08-23-1949 Discontinued downtown streetcars midday and evening

03-11-1951 Transferred Lincoln station portion of work to Limits station

05-11-1952 Replaced streetcars with motor buses Sat-Sun only from Irving Park-Clark-Southport loop via Irving Park-Ashland to 94th-Beverly-95th-Ashland loop, also from Polk-Dearborn-Wacker-State loop via State-Archer-Ashland to 94th-Beverly-95th-Ashland loop Sat rush, transferred 69th Sat-Sun work to 77th station

11-16-1953 Rerouted downtown streetcars via State to Polk-Dearborn-Kinzie-State loop

02-14-1954 Replaced streetcars with motor buses all times. Rerouted some Mon-Fri PM rush buses via Ashland-42nd to Swift Parking Lot terminal. Rerouted downtown buses via Archer-Clark to Polk-Dearborn-Randolph-Clark loop, also via Ashland-63rd-Loomis-69th-Ashland Mon-Sat AM rush northbound, Mon-Fri PM rush southbound, transferred Sat-Sun 77th portion of work to 69th station

03-08-1954 Rerouted Mon-Fri PM rush southbound downtown buses via Ashland-59th-Loomis-63rd-Ashland

05-03-1954 Began Mon-Fri AM rush service to Swift terminal

08-09-1954 Rerouted some Mon-Fri rush buses via Ashland-35th to Halsted-31st-Wallace 35th loop

11-04-1954 Rerouted buses via Ashland to 95th terminal

09-09-1957 Transferred Limits portion of route to Kedzie station

02-08-1958 Discontinued Sat PM rush downtown buses, cut back Sat AM rush downtown buses via Ashland to 69th-Loomis-63rd-Ashland loop, also rerouted Mon-Fri PM rush downtown buses southbound via Loomis-69th-Ashland

06-13-1958 Rerouted Ashland/42nd buses via 42nd to Swift Parking Lot "U"

02-12-1962 Discontinued service to 42nd/Swift

02-09-1964 Transferred Kedzie station portion of route to Limits station

02-10-1964 Extended some Mon-Fri rush Ashland buses via Ashland-Beverly-Vincennes to Beverly station yard-Loomis-104th-Vincennes loop

05-06-1969 Rerouted Mon-Fri downtown buses via Archer-Ashland to 95th, discontinued Sat AM rush service to Loomis/63rd

09/28-1969 Rerouted downtown buses via Clark-Cermak-Archer

12-13-1974 Discontinued service to 35th/Wallace in PM rush

09-02-1979 Transferred all work to 69th station

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

04-24-1983 Transferred part of work from 69th station to Limits station

10-31-1993 Rerouted southbound buses via Ashland/Archer station terminal

11-05-1993 Discontinued downtown service

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

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

04-26-1998 Cut back owl buses via Ashland-North to Clybourn terminal, also extend owl buses via Ashland-95th to State terminal