

#21 – CERMAK route history

09-00-1888	Began CHICAGO CITY RY CO horsecar service from Wabash via Cermak to Grove
06-24-1893	Began WEST & SOUTH TOWNS STREET RY CO horsecar service from Wolcott via Cermak-Lawndale to 23rd
10-22-1893	Began replacing horsecars with streetcars on west route
12-00-1893	Extended west streetcars from 23rd via Lawndale to 26th
03-00-1894	Extended west streetcars from Wolcott via Cermak to Blue Island, also began shuttle streetcar service from Blue Island via Cermak to May
04-03-1894	West route passes to CHICAGO GENERAL RY CO
06-00-1894	Thru routed west streetcars Lawndale/26th to Cermak/May
08-25-1894	Extended west streetcars from May via Cermak to Grove
00-00-1894	Began shuttle streetcar service from Cermak via Homan to 25th
09-30-1894	Began shuttle streetcar service from 19th via Rockwell to 26th
00-00-1894	Extended west streetcars from 26th via Lawndale to 28th
12-00-1894	Extended Rockwell shuttle streetcars via Rockwell-25th-Lawndale to 28th
06-14-1896	Extended west route streetcars and Rockwell shuttle streetcars from 28th via Lawndale to 36th
07-30-1897	Replaced horsecars with streetcars on east route
07-31-1897	Extended west streetcars from Grove via Cermak to Wabash, retaining east route streetcars Grove to Wabash
08-11-1897	Rerouted west route streetcars via Cermak to Pulaski, began shuttle streetcar service from Ogden via Lawndale to 36th, also cut back and rerouted Rockwell shuttle streetcars from Cermak via Rockwell-25th-Kedzie to 31st
04-28-1898	Discontinued separate east route, all service east of Grove now provided by former west route streetcars
00-00-0000	Discontinued Homan and Lawndale shuttle streetcars, extended Rockwell shuttle streetcars via 25th-Lawndale to 36th
c00-00-1907	Rerouted shuttle streetcars from 36th via Lawndale-25th-Kedzie to Cermak
09-30-1907	Route passes to SOUTHERN STREET RY
00-00-0000	Cut back shuttle streetcars to Lawndale/31st
04-01-1909	Route passes to CHICAGO CITY RY CO
06-14-1909	Extended Mon-Sat streetcars via Cermak-Wabash to Washington-Garland-Randolph-Wabash loop
07-06-1909	Cut back streetcars to Cermak/Wabash
11-24-1909	Extended shuttle streetcars from 31st via Lawndale to 33rd
11-14-1910	Extended some streetcars via Cermak-Kedzie-25th-Lawndale to 33rd, replacing shuttle streetcars
07-16-1911	Extended main route streetcars from Pulaski via Cermak to 47th Ave

02-01-1914 Routes pass to CHICAGO SURFACE LINES

11-29-1915 Cut back Lawndale streetcars to Lawndale/32nd

08-29-1921 Extend Lawndale streetcars from 32nd via Lawndale to 33rd

04-26-1931 Cut back Lawndale streetcars to shuttle Kedzie/Cermak to Lawndale/33rd St

06-29-1931 Cut back Lawndale streetcars to shuttle Mon-Fri except rush

02-13-1932 Cut back Lawndale streetcars to shuttle Saturday except rush

05-27-1933 Extended streetcars from Wabash via Cermak to Calumet

06-01-1933 Extended streetcars via Cermak-King Dr-23rd-Private right-of-way to terminal at Lake Shore West/Waldron

09-30-1945 Discontinued service to Lawndale/33rd

10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY

03-09-1949 Cut back streetcars to Cermak/Calumet

04-09-1950 Began using one-man cars Sat-Sun

09-17-1951 Began using one-man cars daily

05-11-1952 Transferred work from Lawndale station to Kedzie station

05-30-1954 Replaced streetcars with motor buses from 47th Ave "U" via Cermak to Cermak-Calumet-21st-Prairie loop, transferred work from Kedzie station to Lawndale station

04-17-1955 Rerouted buses thru service drive to 47th Ave "U"

11-19-1960 Extended day & evening buses via Cermak-King Dr-23rd to McCormick Place terminal

01-16-1967 Cut back all buses to Cermak/Calumet account McCormick Place burned to the ground

01-02-1971 Re-extended day and evening buses via Cermak-King Dr-23rd to new McCormick Place terminal

12-16-1973 Transferred work from Lawndale station to Kedzie station

09-02-1979 Transferred work from Kedzie station to Lawndale station

01-00-1980 Cut back buses via 23rd to "U" in front of McCormick Place

09-13-1981 Discontinued owl service

07-01-1984 Transferred work from Lawndale station to Kedzie station

05-28-1986 Cut back all buses to Cermak/Calumet

06-29-1986 Extended buses via Cermak to 54th Ave-54th Ave station terminal-Central-Cermak loop

09-07-1986 Transferred work from Kedzie station to Lawndale station

11-10-1986 Resumed service via Cermak-King Dr-23rd to McCormick Pl "U"

07-03-1994 Transferred work from Lawndale station to Kedzie station

10-30-1994 Rerouted buses via Cermak-Calumet-King Dr to 24th Pl terminal

02-08-1997 Rerouted buses northbound via McCormick Place South terminal-McCormick Sq-King Dr

12-19-1998 Began Sat-Sun daytime express service

08-20-2000 Extended Sat-Sun daytime express buses and Saturday early evening local buses via Cermak-54th Av-54th/Cermak station terminal-Central-Cermak to North Riverside Park terminal, returning via Cermak-54th Av-54th/Cermak station terminal-Central-Cermak

12-22-2002 Rerouted express buses via Cermak-Marshall-Sacramento-Ogden-Polk-Ashland-Eisenhower Expwy-Congress to Dearborn-Adams-Clark loop, also added express service Sat-Sun evenings

08-18-2003 Rerouted local buses via Cermak to Laramie-54th Station terminal-54th Av loop, express buses via Cermak-Laramie-54th Station terminal-54th Av westbound

08-31-2003 Rerouted express buses via Cermak-Damen-Polk, also discontinued express service late evenings

04-25-2004 Rerouted express buses via Cermak-King Dr to 24th Pl-McCormick Pl South terminal-McCormick Sq loop, discontinued express service early evenings

01-30-2005 Discontinued express service, extended Sat-Sun daytime local buses to North Riverside Park Mall

03-23-2008 Transferred work from Kedzie station to Archer station