

#24 – WENTWORTH route history

- 00-00-1880 Began CHICAGO CITY RY CO horsecar service from Randolph via State-Archer-Wentworth to 29th
- 04-00-1881 Rerouted horsecars via Wentworth-Cermak-Clark to Randolph, also extended 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 to Clark/Washington, also extended from 33rd via Wentworth to Pershing, and thru-routed with extension horsecars Clark/Washington to 63rd/Halsted
- 00-00-1889 Cut back horsecars from 63rd/Halsted to Wentworth/61st, and began extension horsecar service from State via 61st-Wentworth-Vincennes-79th to Halsted
- 00-00-1890 Began towing extension streetcars to loop from State/61st behind State St cable trains
- 12-02-1894 Replaced horsecars with streetcars on extension route
- 05-01-1895 Extended extension streetcars via Wentworth-Pershing to State, cut back horsecars from Wentworth/61st to Wentworth/Pershing
- 12-04-1895 Replaced horsecars with streetcars, thru routed with extension streetcars Clark/Washington to 79th/Halsted
- 12-12-1898 Rerouted some streetcars via Clark-Archer-Wentworth
- 01-01-1902 Rerouted streetcars northbound via Wentworth-Cermak-Clark, southbound via Clark-Archer-Wentworth
- 03-17-1908 Extended some streetcars from Washington via Clark to Devon as Though Route 22/Clark-Wentworth jointly with CHICAGO RYS CO
- 09-01-1911 Rerouted some local streetcars via Vincennes to 80th terminal
- 00-00-1912 Extended thru-route streetcars from Devon via Clark to Howard
- 07-17-1912 Rerouted thru-route streetcars via Vincennes to 80th terminal
- 07-28-1913 Extended some local streetcars from 80th via Vincennes-81st to Halsted, also extended some streetcars via Vincennes-79th to Halsted terminal
- 02-01-1914 Routes pass to CHICAGO SURFACE LINES, rerouted local streetcars via Clark to Monroe-Dearborn-Washington-LaSalle-Randolph-Clark loop
- 02-19-1914 Rerouted local streetcars via Clark to Monroe-LaSalle-Washington-Clark loop
- 05-19-1915 Began using Clark/Howard terminal
- 01-16-1918 Extended streetcars from Halsted via 79th to Peoria
- 07-24-1919 Extended streetcars via Vincennes-81st to Halsted, discontinued service to 79th/Peoria
- 09-01-1921 Began operating trailer trains
- 01-29-1922 Rerouted local streetcars via Clark to Clark-Madison-Dearborn-Monroe loop
- 10-13-1923 Discontinued operating trailer trains
- 09-14-1924 Discontinued most local service except Mon-Sat rush and in owl, rerouted remaining local streetcars via Clark to Illinois-Wells-Chicago-Clark loop

06-03-1925 Extended Mon-Sat rush local streetcars from Chicago via Clark to Clark-Halsted-Broadway terminal-Broadway loop

12-02-1929 Began "Y"-ing streetcars at 81st/Halsted

11-01-1934 Thru-routed owl streetcars Clark/Howard to 81st/Halsted

10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY

11-16-1953 Rerouted streetcars northbound via Clark-Harrison-Dearborn-Kinzie-Clark, cut back local streetcars via Clark to Harrison-Dearborn-Kinzie-Clark loop

09-05-1954 Replaced streetcars with motor buses Sat-Sun only from Howard terminal via Clark-Archer-Wentworth-Vincennes-81st to Emerald 80th-Halsted-81st loop, returning via 81st-Vincennes-Wentworth-Cermak-Clark-Harrison-Dearborn-Kinzie-Clark, transferred Devon station portion of work to North Park station Sat-Sun only

09-08-1957 Discontinued thru-route, cut back Mon-Fri streetcars, Sat-Sun buses via Clark to Harrison-Dearborn-Kinzie-Clark loop, all work from 77th station

06-22-1958 Replaced streetcars with motor buses Mon-Fri, rerouted buses via Vincennes-79th-Emerald to 79th terminal

07-14-1958 Rerouted some Mon-Fri rush buses via Vincennes-83rd to Princeton terminal

11-02-1959 Cut back buses via Clark to Polk-Dearborn-Wacker-Clark loop

11-14-1961 Rerouted buses northbound via Wentworth-Wells-64th-Yale-Englewood-Princeton-Root-Wells-Pershing-Wentworth, southbound via Wentworth-Pershing-Wells-Root-Princeton-Englewood-Yale-65th-Wentworth

11-17-1961 Rerouted buses via Wentworth-Wells-Yale

06-20-1962 Rerouted buses via Wells-Pershing-Princeton-35th-Wentworth

12-16-1962 Rerouted buses northbound via Wentworth-LaSalle-26th-Wentworth, southbound via Wentworth-Wells-Yale-Wells-Wentworth (Dan Ryan Expressway frontage roads, 26th to 65th)

02-22-1964 Rerouted buses northbound via LaSalle-26th-Princeton-24th-Wentworth, southbound via Wentworth-24th-Princeton-26th-Wentworth

04-04-1964 Rerouted buses northbound via LaSalle-27th-Federal-26th

07-22-1964 Rerouted buses northbound via LaSalle-31st-Princeton-24th-Wentworth

10-00-1964 Rerouted buses northbound via LaSalle-Wentworth, southbound via Wentworth, over new Stevenson Expressway-Franklin Connector bridges

09-28-1969 Rerouted buses southbound via Clark-Cermak-Wentworth

09-13-1970 Extended buses via Vincennes to Beverly station yard-Loomis-104th-Vincennes loop

09-05-1976 Cut back owl buses via Wentworth to Wentworth-59th-Yale-Wells loop

09-13-1981 Discontinued owl service

11-17-1983 Discontinued service to 83rd/Princeton

09-10-1984 Resumed Mon-Fri rush service to 83rd/Princeton

03-07-1986 Discontinued service to 83rd/Princeton

04-02-1989 Rerouted day & early evening buses southbound via Wells-Garfield-Grand Blvd Plaza terminal-Garfield-Wells

10-05-1997 Discontinued Sat-Sun service

04-27-1998 Cut back buses via Vincennes-79th to Perry terminal, retaining some school trips via Vincennes to 87th-Halsted loop, also discontinued Mon-Fri late evening service

03-25-2003 Rerouted weekday rush service via Vincennes to 87th-Halsted loop

03-28-2006 Rerouted weekday rush service via Vincennes-87th-Racine to 87th terminal