

#30 – SOUTH CHICAGO EXPRESS route history

- 06-09-1940 Began CHICAGO SURFACE LINES streetcar service from King Dr-63rd-Vernon-63rd terminal loop via King Dr-South Chicago-92nd-Ewing-Indianapolis to 106th, alternate trips via South Chicago-91st-Commercial-95th-Ewing (replacing HAMMOND and WHITING/EAST CHICAGO routes)
- 06-11-1940 Rerouted via-91st trips via Ewing-106th to Indianapolis
- 10-07-1941 Rerouted via-91st trips via Ewing-108th to Avenue F
- 04-08-1945 Rerouted all cars via South Chicago-92nd-Ewing-118th to Burley, began INDIANAPOLIS shuttle from Ewing via Indianapolis to 106th
- 05-01-1947 Discontinued INDIANAPOLIS service
- 07-01-1947 Replaced streetcars and HEGEWISCH buses with thru motor buses, from King Dr-63rd-Vernon-63rd terminal loop via King Dr-South Chicago-91st-Mackinaw-Ewing-109th or 113th-Avenue O-134th to Brandon-Brainard-Baltimore-132nd-Brandon-134th loop, some buses via Avenue O-116th to Republic Steel terminal, owl buses from Muskegon-90th-Escanaba-91th loop via 91st-Mackinaw-Ewing to 108th "Y", transferred work from Burnside station to 77th station
- 07-14-1947 Rerouted buses via South Chicago-92nd-Ewing, extended owl buses via Ewing-92nd-South Chicago to Drexel-71st-South Chicago loop
- 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 01-10-1949 Extended owl buses via Ewing to 114th "U"
- 12-04-1949 Began SOUTH CHICAGO EXPRESS service Mon-Fri rush (AM NB, PM SB), replacing COTTAGE GROVE/SOUTH CHICAGO streetcar service, from King Dr-63rd-Vernon-63rd terminal loop via King Dr-South Chicago-92nd-Ewing to 108th "Y"
- 07-05-1959 Extended express buses via Ewing-113th-Avenue O to Republic Steel terminal
- 03-25-1962 Rerouted buses NB via Baltimore-132nd-Exchange-130th-Baltimore-134th
- 05-23-1962 Rerouted buses via King Dr to 64th-Vernon-63rd terminal-King Dr loop
- 09-08-1963 Began all-express service, rerouted NB buses via Ewing-Mackinaw-91st-South Chicago, cut back owl buses via Ewing to Mackinaw-91st-Exchange-92nd loop
- 09-28-1969 Rerouted buses via South Chicago-Keefe-69th to 69th Red Line station terminal-Lafayette-69th loop
- 12-06-1970 Discontinued owl service
- 02-10-1974 Rerouted all NB and SB buses via Avenue O-116th-Republic Steel terminal-116th-Avenue O
- 03-30-1980 Rerouted buses via South Chicago-92nd-Houston-91st-Mackinaw-Ewing
- 09-13-1981 Discontinued late evening service, cut back early evening buses SB to 116th/Republic Steel, also rerouted all buses via Ewing-113th-Avenue O, also rerouted buses NB via Baltimore-Brainard-Brandon-134th
- 03-15-1982 Began early evening shuttle service from 106th-Avenue L-104th-Ewing loop via regular route to Brandon/Brainard
- 04-25-1982 Replaced early evening shuttle with thru service 69th Red Line station to Brandon/Brainard
- 11-30-1986 Rerouted buses via Ewing-112th-Avenue O-118th-East Side Plaza terminal-118th-Avenue O
- 02-02-1992 Cut back Sunday buses NB via 91st to 91st-Commercial-92nd-Houston loop

07-04-1993 Transferred work from 77th station to 103rd station

07-11-1996 Rerouted SB buses via Avenue O-133rd-Brandon

06-04-2001 Rerouted Mon-Sat buses via Ewing-92nd-South Chicago, Sunday buses via Ewing-92nd to Houston-91st-Commercial-92nd loop

11-11-2001 Rerouted buses via Avenue O-Brainard-Baltimore

10-21-2002 Rerouted buses via 92nd-Buffalo-91st-Mackinaw-Ewing

06-21-2004 Rerouted buses via 92nd-Houston-91st

00-00-2006 Rerouted buses via 112th-Avenue O-Brainard

EWING/BRANDON

01-22-1918 Began CHICAGO SURFACE LINES streetcar service day & evenings from 108th via Ewing-118th to Burley

05-16-1918 Extended streetcars via 118th-Burley to 122nd

02-01-1919 Extended streetcars from 122nd via Burley-Brandon to Brainard, also from 108th via Ewing-95th-South Chicago to South Chicago-Commercial-92nd-Baltimore loop

04-10-1927 Cut back streetcars NB to Ewing/108th

04-08-1945 Cut back streetcars NB to Burley/118th

10-21-1946 Replaced streetcars with motor buses, from 91st-Escanaba-90th-Muskegon loop via 91st-Mackinaw-Ewing-113th-Avenue O-134th to Brandon-Brainard-Baltimore-134th loop, began owl service from 91st-Escanaba-90th-Muskegon loop via 91st-Mackinaw-Ewing to 108th "Y"

10-23-1946 Rerouted NB buses via Baltimore-132nd-Brandon-134th

12-02-1946 Rerouted buses via 91st to Muskegon-90th-Escanaba-91st loop

04-14-1947 Rerouted buses via Ewing-109th-Avenue O

07-01-1947 Discontinued route, absorbed into SOUTH CHICAGO/EWING route

WHITING/EAST CHICAGO

12-31-1895 Began SOUTH CHICAGO CITY RY and HAMMOND, WHITING & EAST CHICAGO ELECTRIC RY joint streetcar service from Buffalo via 92nd-Ewing-Indianapolis-119th to Pennsylvania (in Whiting), Mon-Sat rush only

06-09-1896 Expanded service to day & evenings, also extended and rerouted streetcars via Indianapolis-106th-Ewing-92nd-Commercial-Exchange-79th-Stony Island to 64th

08-01-1896 Extended streetcars via Stony Island-64th-Dorchester to 63rd terminal

00-00-1904 Rerouted streetcars via Indianapolis-Ewing

00-00-1906 Rerouted streetcars via Indianapolis-106th-Ewing

12-04-1906 Extended streetcars via 119th-Schrage-Indianapolis to Exchange (in East Chicago)

00-00-1907 Rerouted streetcars via Exchange-79th-Cheltenham-Coles-75th-Stony Island

c00-00-1907 Rerouted streetcars via Indianapolis-Ewing

05-13-1908 Chicago portion of route passes to CALUMET & SOUTH CHICAGO RY

10-29-1908 Rerouted streetcars via Commercial-91st-South Chicago-Stony Island to 63rd terminal

03-07-1909 Rerouted streetcars via Stony Island to 64th-Dorchester-63rd-Stony Island loop

00-00-1910 Rerouted SB streetcars via South Chicago-93rd-Baltimore-92nd

12-24-1913 Cut back streetcars NB via 92nd to Baltimore-93rd-Commercial-92nd loop

02-01-1914 Chicago portion of route passes to CHICAGO SURFACE LINES

06-16-1914 Rerouted streetcars via Ewing-95th-South Chicago to South Chicago-Commercial-92nd-Baltimore loop

07-18-1916 Rerouted and extended streetcars via Indianapolis-106th-Ewing-95th-South Chicago-Commercial-91st-South Chicago-King Dr to King Dr-63rd-Vernon-63rd terminal loop

02-25-1930 Indiana portion of route passes to CALUMET RYS

10-01-1930 Rerouted streetcars via 95th-Commercial-91st

10-01-1931 Indiana portion of route passes to CHICAGO & CALUMET DISTRICT TRANSIT CO

09-04-1932 Began using one-man cars

06-08-1940 Discontinued service on Indiana portion of route, Chicago portion of route replaced by SOUTH CHICAGO-EWING route

HAMMOND

05-21-1896 Began SOUTH CHICAGO CITY RY and HAMMOND, WHITING & EAST CHICAGO ELECTRIC RY joint streetcar service from Ridge (in Hammond) via Hohman-Gostlin-Sheffield-Calumet-Indianapolis-Ewing-92nd-Buffalo-87th-Burley-83rd-Brandon-79th-Coles-75th-Stony Island to 64th

08-01-1896 Extended streetcars via Stony Island-64th-Dorchester to 63rd terminal

01-03-1900 Rerouted most streetcars via Hohman-Conkey to Calumet

00-00-1901 Cut back streetcars SB to Hohman/State

c00-00-1901 Cut back streetcars NB to 92nd/Buffalo

02-08-1903 Resumed service to Dorchester/63rd

08-04-1904 Rerouted streetcars via Hohman to State-Morton-Sibley-Hohman loop

00-00-1905 Rerouted streetcars via Indianapolis-106th-Ewing-92nd-Commercial-Exchange-79th-Stony Island

00-00-1906 Rerouted streetcars via Indianapolis-Ewing

c00-00-1906 Rerouted streetcars via Indianapolis-106th-Ewing

05-13-1908 Chicago portion of route passes to CALUMET & SOUTH CHICAGO RY

10-29-1908 Rerouted streetcars via Commercial-91st-South Chicago-Stony Island to 63rd terminal

03-07-1909 Rerouted streetcars via Stony Island to 64th-Dorchester-63rd-Stony Island loop

02-01-1914 Chicago portion of route passes to CHICAGO SURFACE LINES

05-01-1914 Rerouted streetcars via South Chicago-King Dr to King Dr-63rd-Vernon-63rd terminal loop

06-10-1914 Rerouted streetcars via Ewing-92nd-South Chicago

04-10-1915 Rerouted streetcars via Indianapolis-Ewing

11-10-1918 Rerouted streetcars via Hohman to Hohman-Sibley-Morton-State loop

08-29-1919 Rerouted streetcars via Hohman to State-Morton-Sibley-Hohman loop

10-01-1931 Indiana portion of route passes to CHICAGO & CALUMET DISTRICT TRANSIT CO

09-04-1932 Began using one-man cars

06-08-1940 Discontinued service on Indiana portion of route, Chicago portion of route replaced by SOUTH CHICAGO-EWING route

SOUTH CHICAGO

03-26-1893 Began CALUMET ELECTRIC STREET RY streetcar service from 75th via Noble Ct-South Chicago-93rd-Harbor-Mackinaw-89th to Avenue O

04-02-1893 Extended streetcars via South Chicago-Noble Ct-75th-Stony Island to 64th

00-00-1893 Rerouted some streetcars via South Chicago to South Chicago-Dorchester-67th-Stony Island loop

11-00-1893 Discontinued service to 67th/Dorchester

05-20-1896 Rerouted streetcars via South Chicago-91st-Baltimore-South Chicago-95th-Avenue N-98th-Avenue L-108th to Roby Race Track (in Whiting)

00-00-1899 Extended streetcars from 64th via Stony Island to 63rd terminal

08-14-1899 Cut back streetcars SB via South Chicago to 91st-Baltimore-93rd-South Chicago loop

05-03-1903 Extended streetcars via South Chicago-91st-Baltimore-South Chicago-95th-Avenue N-98th-Avenue L-108th to Roby Race Track, also extended some streetcars via South Chicago-Noble Ct-75th-St Lawrence-71st-South Chicago-St Lawrence-66th-King Dr to 66th

00-00-1905 Cut back service to King Dr/63rd to shuttle from South Chicago/Stony Island only

00-00-1906 Discontinued King Dr/63rd shuttle

04-22-1908 Route passes to CALUMET & SOUTH CHICAGO RY

08-00-1908 Discontinued service, replaced 10-29-08 by HAMMOND and WHITING/EAST CHICAGO routes when track reconstruction completed