

#34 – SOUTH MICHIGAN route history

00-00-1896	Began CALUMET ELECTRIC STREET RY CO summer-only streetcar shuttle service from 119th via Michigan to 124th
04-22-1908	Route passes to CALUMET & SOUTH CHICAGO RY CO
01-14-1914	Began daily service, extended streetcars from 124th via Michigan-127th-Indiana-PROW-134th-Indiana-Leyden to 138th
02-01-1914	Route passes to CHICAGO SURFACE LINES
04-06-1936	Began using one-man cars
09-09-1946	Replaced streetcars with motor buses, from Indiana "U" via 111th-Michigan-127th-Indiana to Leyden-138th-Indiana loop, transferred work Burnside station to 77th station
10-01-1947	Route passes to CHICAGO TRANSIT AUTHORITY
12-04-1949	Transferred work 77th station to Beverly station
05-11-1952	Cut back Sunday buses via Michigan to 119th-State-118th PI-Michigan loop
01-26-1960	Rerouted Mon-Sat buses via Michigan to Michigan-110th-Indiana-111th loop
09-04-1960	Rerouted Mon-Sat buses via Michigan to Michigan-112th-State-112th PI loop
06-16-1963	Extended buses daily via Michigan-111th to Ashland-Chelsea-Vincennes-111th loop
09-28-1969	Rerouted and extended buses via Michigan-95th to State terminal
01-03-1982	Extended some Mon-Fri late evening, Sat evening, and Sunday day & eve buses via Indiana-130th-Eberhart-131st-Ellis to 130th "U". Began owl service 95th/State to Ellis/130th
04-01-1984	Rerouted Sunday daytime Altgeld Gardens buses southbound via Eberhart-131st-Langley-133rd PI-133rd-Ellis to 130th
07-01-1984	Rerouted all Altgeld Gardens buses via 130th-Eberhart-131st-Langley-133rd PI-133rd-Ellis to 130th in both directions
09-08-1985	Rerouted all buses to Ellis/130th, discontinued service to Indiana/138th
06-26-1988	Transferred work Beverly station to 103rd station
02-28-1995	Rerouted buses via Ellis to Ellis-130th-Evans-131st loop
08-27-2006	Rerouted southbound buses via Indiana-130th-Ellis-133rd