

#36 –BROADWAY route history

00-00-1863	Began NORTH CHICAGO CITY RY CO horsecar service from Schubert via Clark-Broadway-Irving Park to Southport
06-24-1864	Replaced horsecars with steam dummies
02-08-1883	Discontinued service
04-17-1883	Resumed service using horsecars
07-00-1885	Extended some horsecars from Southport via Irving Park to Ashland
11-24-1886	Route passes to NORTH CHICAGO STREET RR CO
06-00-1893	Began CHICAGO & NORTH SHORE STREET RY CO streetcar service from Irving Park via Broadway to Ardmore
06-10-1893	Extended streetcars from Ardmore via Broadway-Devon-Clark-Chicago to Calvary Cemetery
06-18-1893	Extended streetcars from Cemetery via Chicago to Dempster
08-28-1893	Extended streetcars via Chicago-Dempster-Sherman to Emerson
10-02-1897	Extended streetcars from Irving Park via Broadway-Halsted-Clark to Schubert, cut back Broadway horsecars to Broadway/Diversey
00-00-1896	Cut back Broadway horsecars to Broadway/Grace to Broadway/Diversey only
10-22-1896	Began EVANSTON ELECTRIC RY CO extension streetcar service from Emerson via Sherman to Central
05-08-1897	Extended extension streetcars via Sherman-Central to Bennett
00-00-1897	Thru routed streetcars Central/Bennett to Clark/Schubert
12-01-1897	Replaced Broadway horsecars with streetcars, extended Broadway streetcars via Broadway-Clark to Schubert, also from Grace via Broadway to Irving Park
02-27-1899	Evanston route passes to CHICAGO CONSOLIDATED TRACTION CO
07-01-1899	Broadway route passes to CHICAGO UNION TRACTION CO
00-00-1904	Cut back Broadway streetcars to Broadway/Grace
10-21-1906	Extended Broadway streetcars from Schubert via Clark to Clark-Randolph-LaSalle-Monroe-Dearborn-Randolph loop, rertd Evanston st-cars via Devon-Broadway-Clark
00-00-0000	Extended Broadway streetcars from Grace via Broadway-Devon to Clark
06-00-1907	Extended Evanston streetcars from Bennett via Central to Lincolnwood
01-29-1908	Broadway route passes to CHICAGO RYS CO
11-20-1908	Cut back Broadway streetcars to Broadway/Irving Park
11-24-1908	Extended Broadway streetcars from Irving Park via Broadway-Devon to Clark
12-28-1910	Discontinued Evanston route
01-01-1912	Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Clark via Devon-Broadway-Clark-Division-State-Lake-Wabash-Cermak-Indiana-51st to King Dr

00-00-1912 Rerouted main route streetcars via Clark-Illinois-LaSalle to LaSalle-Monroe-Dearborn-Randolph loop, also extended main route streetcars via Devon-Clark to Howard

09-30-1912 Rerouted thru-route streetcars via Wabash-18th-Indiana-Cottage Grove-55th to Harper-Cable Ct-Lake Park-55th loop

02-01-1914 Routes pass to CHICAGO SURFACE LINES

03-07-1915 Rerouted thru-route streetcars via Devon-Clark to Arthur terminal

05-19-1915 Rerouted main route streetcars via Clark to Howard terminal

02-01-1916 Extended thru-route streetcars via Clark to Howard terminal

01-02-1918 Cut back main route streetcars to Clark/Arthur

01-29-1922 Rerouted main route streetcars via LaSalle to LaSalle-Madison-Clark-Randolph loop

12-18-1922 Began Broadway/State streetcar service from Ardmore terminal via Broadway Clark-Division-State-Lake-Wabash to 18th

06-29-1923 Rerouted thru-route streetcars northbound via 18th-State-Division, also rerouted Broadway/State streetcars via Division-State to 18th

09-14-1924 Rerouted all main route streetcars via Clark-Division-State to Lake-Wabash-Harrison-State loop

07-11-1932 Extended main and thru-route streetcars via Broadway-Devon to Kedzie

11-04-1934 Rerouted thru-route streetcars northbound via 18th-Wabash-Harrison-State

08-19-1937 Extended main route streetcars via State-95th-Michigan-119th to 119th-Morgan-120th-Halsted loop

05-15-1939 Rerouted main route streetcars via State-Lake-Wabash-Grand-State, also rerouted thru-route streetcars southbound via State-Grand-Wabash, northbound via State-Lake-Wabash-Grand-State

10-07-1946 Discontinued Cottage Grove/Broadway service

10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY

12-15-1947 Cut back streetcars via Devon to Devon-Ravenswood-Schreiber-Clark loop, evening and owl streetcars operate via Devon-Clark to Arthur terminal

05-28-1949 Rerouted streetcars via State over new bridge

09-05-1954 Replaced streetcars with motor buses Sat-Sun, transferred Devon station part of work to North Park station Saturday, to Limits station Sunday

12-04-1955 Cut back Mon-Fri streetcars and Sat-Sun buses via State to State-Polk-Dearborn-Kinzie loop, transferred North Park station Saturday work to Limits station

02-18-1957 Replaced streetcars with motor buses Mon-Fri, transferred work from Devon station Mon-Fri and Limits station Sat-Sun to North Park station

11-02-1959 Rerouted northbound buses via Dearborn-Wacker-State

10-03-1962 Rerouted all buses via Devon-Clark to Arthur terminal

10-27-1963 Rerouted northbound buses via Dearborn-Kinzie-State

03-21-1979 Rerouted northbound buses via Dearborn-Hubbard-State

09-02-1979 Transferred part of work from North Park station to Limits station

09-13-1981	Discontinued owl service
06-27-1982	Rerouted buses via State to State-Polk-Clark-Harrison-Dearborn-Hubbard loop
07-03-1994	Transferred all work to North Park station
02-05-1995	Rerouted buses northbound via Dearborn-Illinois-State
03-19-2000	Extended late evening buses via State-Harrison to Desplaines terminal, returning via Harrison-Dearborn