

#37 – SEDGWICK-OGDEN route history

- 00-00-1862 Began NORTH CHICAGO CITY RY CO horsecar service from North via Sedgwick-Division to Clark
- 05-00-1863 Extended horsecars from North via Sedgwick to Lincoln, also via Division-Clark to North Water
- 12-27-1865 Extended horsecars via Clark-Hubbard-State to Lake
- 04-02-1867 Cut back horsecars to State/North Water
- 11-00-1871 Rerouted horsecars via Clark to North Water
- 12-23-1873 Extended horsecars from North Water via Clark to Washington
- 11-08-1875 Rerouted horsecars via Division-Wells to Randolph
- 07-07-1877 Rerouted horsecars via Division-Clark to Washington
- 00-00-1881 Rerouted horsecars southbound via Sedgwick-Division-Sedgwick-Chicago-Clark, northbound via Clark-Chicago-Orleans-Division-Sedgwick
- 08-00-1885 Began Sheffield horsecar service from Clark via Sheffield to Lincoln
- 07-00-1886 Rerouted Sedgwick horsecars southbound via Sedgwick-Chicago-Orleans-Kinzie-Clark, northbound via Clark-Kinzie-Orleans-Division
- 11-24-1886 Routes pass to NORTH CHICAGO STREET RR CO
- c03-15-1889 Began towing Sheffield horsecars to downtown behind Lincoln cable trains
- 08-28-1890 Began WEST CHICAGO STREET RR CO horsecar service from Western via Taylor-Canal-Harrison-Wells-Adams-Michigan to Washington
- 07-00-1892 Replaced horses with steam dummies on Sheffield route
- 04-22-1893 Replaced one steam dummy with a gas car on Sheffield route
- 11-00-1893 Replaced steam dummy with horses on Sheffield route
- 00-00-1893 Rerouted Taylor horsecars via Taylor-Wells
- 12-07-1893 Replaced gas car with horses on Sheffield route
- 10-08-1894 Replaced horsecars with streetcars on Sheffield route, Clark to Lincoln, discontinued service to downtown behind cable trains
- 05-00-1895 Cut back Taylor horsecars to Adams/State
- 06-06-1895 Replaced horsecars with streetcars on Sedgwick route, towing streetcars with horses Clark/Wacker to Clark/Washington, also extended streetcars via Sedgwick to Lincoln-Dickens-Racine-Armitage loop
- 05-00-1896 Replaced horsecars with streetcars on Taylor route, rerouted streetcars via Taylor-Canal-Harrison-Clinton-Madison to Wells
- 08-02-1896 Began operating Sedgwick streetcars to Clark/Washington under own power
- 00-00-0000 Extended Taylor streetcars via Madison-Wells to Kinzie
- 07-01-1899 Routes pass to CHICAGO UNION TRACTION CO
- 00-00-1901 Rerouted Taylor streetcars via Taylor-Wells

00-00-1905 Rerouted Sedgwick streetcars via Kinzie-Dearborn to Polk, towing streetcars with horses Dearborn/Randolph to Dearborn/Van Buren

00-00-0000 Rerouted Taylor streetcars via Wells to Wells-Hubbard-Franklin-Kinzie loop

07-00-1906 Began operating Sedgwick streetcars to Dearborn/Polk under own power

01-29-1908 Routes pass to CHICAGO RYS CO

00-00-1908 Rerouted Taylor streetcars via Wells to Wells-Hubbard-Orleans-Kinzie loop

c00-00-1909 Extended Sheffield streetcars via Sheffield-Lincoln-Armitage-Clark-Wells-Harrison to State

00-00-1913 Rerouted Taylor streetcars via Wells to Kinzie-Franklin-Hubbard-Wells loop

02-01-1914 Routes pass to CHICAGO SURFACE LINES

07-17-1914 Rerouted Taylor streetcars via Taylor-Canal-Polk-Wells

07-20-1914 Rerouted Sedgwick streetcars via Sedgwick-Lincoln to Lincoln-Fullerton-Racine-Webster loop, also combined Taylor and Sheffield routes from Clark Sheffield-Lincoln-Armitage-Clark-Wells-Polk-Canal-Taylor to Western

06-07-1919 Rerouted Taylor/Sheffield streetcars via Taylor-Wells

08-09-1924 Began using one-man cars on Taylor/Sheffield route

09-14-1924 Discontinued Sedgwick route, rerouted Taylor/Sheffield streetcars southbound via Lincoln-Sedgwick-Chicago-Orleans-Hubbard-Wells, northbound via Wells-Kinzie-Orleans-Division-Sedgwick-Lincoln, and resumed using two-man cars

00-00-1926 Rerouted streetcars via Wells-Polk-Canal-Taylor

00-00-1942 Transferred Kedzie station part of work to Blue Island station

09-01-1947 Replaced streetcars with motor buses from Roscoe-Clark-Sheffield loop via Sheffield-Webster-Sedgwick-Division-Wells-Polk-Canal-Taylor to Claremont-Grenshaw-Western-Taylor loop, transferred work from Lincoln and Blue Island stations to Devon and Lawndale stations

10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY

09-13-1948 Transferred Lawndale station portion of work to Blue Island station

02-21-1949 Transferred Devon station portion of work to Limits station

04-15-1952 Rerouted buses southbound via Polk-Clinton-Taylor

01-16-1955 Transferred Blue Island station portion of route to Lawndale station

04-28-1957 Rerouted buses via Sedgwick-Division-Orleans-Chicago-Wells

05-15-1960 Rerouted buses via Sheffield to School-Clark-Roscoe-Sheffield loop

09-10-1961 Cut back Sunday and owl buses via Wells to Van Buren-Sherman-Harrison-Wells loop, transferred all Sunday and night work to Limits station

03-27-1966 Rerouted Sunday and owl buses via Wells to Van Buren-Franklin-Harrison-Wells loop

09-13-1970 Discontinued owl service

02-07-1972 Rerouted Mon-Sat day & evening buses southbound via Wells-Harrison-Canal bus lane-Polk-Clinton-Taylor, northbound via Taylor-Canal-Harrison-Wells

09-09-1973 Cut back buses via Sheffield-Fullerton to Lincoln-Orchard-Fullerton loop, cut back Mon-Sat evening buses to Wells/Harrison, transferred all work to Limits station

09-25-1973 Rerouted buses via Webster-Lincoln-Sedgwick

09-07-1975 Rerouted buses via Webster to Webster-Sheffield-Fullerton-Halsted loop

06-12-1977 Discontinued late evening service

09-14-1981 Extended Mon-Fri daytime buses via Taylor-Paulina-Polk-Ogden-Cermak to Karlov "U", also cut back all Saturday buses to Wells/Harrison, began partial operation from Lawndale station Mon-Fri daytime only

10-01-1981 Rerouted buses southbound via Harrison-Clinton-Polk

01-03-1982 Discontinued early evening and Sat-Sun service, also rerouted buses via Ogden-Western-Taylor-Ogden-Polk

06-15-1982 Rerouted buses northbound via Harrison-Franklin-Wacker-Wells

07-06-1982 Rerouted buses via Polk-Damen-Taylor

07-01-1984 Transferred Lawndale station portion of work to Kedzie station

09-07-1986 Transferred Kedzie station portion of work to Lawndale

08-17-1987 Rerouted buses via Polk-Ogden-Taylor

06-06-1989 Rerouted buses northbound via Franklin-Orleans-Division

07-05-1994 Transferred all work from Limits and Lawndale stations to Kedzie station

04-27-1998 Discontinued Mon-Fri midday service

04-26-2004 Rerouted buses via Cermak-Pulaski to 21st station terminal