

#30 – SOUTH CHICAGO (Previously CSL #25-SOUTH CHICAGO-EWING, #30-SOUTH CHICAGO-EWING, #30-SOUTH CHICAGO EXPRESS) – Bus Route History

- Mo 06-30-1947 Began CSL #25-SOUTH CHICAGO-EWING bus service, replacing #30-SOUTH CHICAGO-EWING streetcars and #25-HEGEWISCH 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-91st loop via 91st-Mackinaw-Ewing to 108th "Y" (77th garage)
- Mo 07-14-1947 Rerouted buses via South Chicago-92nd-Ewing, extended owl buses via Ewing-92nd-South Chicago to Drexel-71st-South Chicago loop
- We 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY
- Mo 01-10-1949 Extended owl buses via Ewing to 114th "U"
- Xx ??-??-1955 Redesignated #30-SOUTH CHICAGO/EWING
- Su 03-25-1962 Rerouted buses northbound via Baltimore-132nd-Exchange-130th-Baltimore-134th
- We 05-23-1962 Rerouted buses via King Dr to 64th-Vernon-63rd terminal-King Dr loop
- Su 09-08-1963 Began all-express service, rerouted buses northbound via Ewing-Mackinaw-91st-South Chicago, cut back owl buses via Ewing to Mackinaw-91st-Exchange-92nd loop, redesignated #30-SOUTH CHICAGO EXPRESS
- Su 09-28-1969 Rerouted buses via South Chicago-Keefe-69th to 69th/State station terminal-Lafayette-69th loop
- Sa 12-05-1970 Discontinued owl service
- Su 02-10-1974 Rerouted all north and southbound buses via Avenue O-116th-Republic Steel terminal-116th-Avenue O
- Su 02-22-1976 Redesignated #30-SOUTH CHICAGO
- Su 03-30-1980 Rerouted buses via South Chicago-92nd-Houston-91st-Mackinaw-Ewing
- Su 09-13-1981 Discontinued late evening service, cut back early evening buses to 116th/Republic Steel, also rerouted all buses via Ewing-113th-Avenue O, and rerouted northbound buses via Baltimore-Brainard-Brandon-134th
- Mo 03-15-1982 Began early evening shuttle service from 106th-Avenue L-104th-Ewing loop via regular route to Brandon/Brainard
- Su 04-25-1982 Replaced early evening shuttle with thru service 69th/State station to Brandon/Brainard
- Su 11-30-1986 Rerouted buses via Ewing-112th-Avenue O-118th-East Side Plaza terminal-118th-Avenue O
- Su 02-02-1992 Cut back Sunday buses via 91st to 91st-Commercial-92nd-Houston loop
- Su 07-04-1993 Transferred work from 77th garage to 103rd garage
- Th 07-11-1996 Rerouted buses southbound via Avenue O-133rd-Brandon
- Su 06-03-2001 Rerouted Mon-Sat buses via Ewing-92nd-South Chicago, Sunday buses via Ewing-92nd to Commercial-South Chicago-Exchange-92nd loop
- Su 11-11-2001 Rerouted buses via Avenue O-Brainard-Baltimore
- Mo 10-21-2002 Rerouted buses via 92nd-Buffero-91st-Mackinaw-Ewing
- Su 07-02-2004 Rerouted buses via 92nd-Houston-91st
- Su 07-18-2006 Rerouted Sunday buses via 91st-Houston-92nd to Commercial-South Chicago-Exchange-91st loop

Mo 02-08-2010 Transferred some weekday work from 103rd garage to 77th garage

Su 12-16-2012 Transferred 77th garage work to 103rd garage

Su 09-03-2017 Extend Sunday buses via 92nd-South Chicago to East End-Anthony-Stony Island-South Chicago loop

Compiled by Andre Kristopans – Updated 05/2019