

#41 – ELSTON-CLYBOURN route history

- 09-26-1859 Began NORTH CHICAGO CITY RY CO horsecar service from Clybourn via Division-Clark to North Water
- 10-08-1864 Extended horsecars via Division-Clybourn-Larrabee to Armitage
- 12-27-1865 Extended horsecars via Clark-Hubbard-State to Lake
- 04-02-1867 Cut back horsecars to State/North Water
- 00-00-1869 Extended some horsecars via Clybourn to North
- 00-00-1871 Extended horsecars from North via Clybourn to Sheffield
- 11-00-1871 Rerouted horsecars via Clark to North Water
- 07-00-1872 Extended horsecars from Sheffield via Clybourn to Racine, also discontinued service to Larrabee/Armitage
- 12-21-1873 Extended horsecars from North Water via Clybourn to Washington
- 00-00-1883 Extended horsecars from Racine via Clybourn to Fullerton
- 11-24-1886 Route passes to NORTH CHICAGO STREET RR CO
- 03-00-1888 Extended horsecars from Fullerton via Clybourn to Belmont
- 05-02-1891 Replaced horsecars with cable cars from Bosworth terminal via Clybourn-Division-Wells-Illinois-LaSalle to LaSalle-Monroe-Dearborn-Randolph loop
- 12-26-1894 Began CHICAGO ELECTRIC TRANSIT CO Elston streetcar service from Addison via Elston to Milwaukee/Fry
- 01-07-1895 Extended Elston streetcars from Addison via Elston to Montrose
- 06-02-1895 Replaced Clybourn horsecars with streetcars Clybourn/Belmont to Clybourn/Bosworth
- c08-02-1896 Extended Elston streetcars via Elston-Milwaukee-Desplaines-Lake to Lake-Dearborn-Randolph-Wells loop, returning via Lake-Milwaukee-Elston
- 00-00-1897 Extended Elston streetcars via Elston-Montrose to Knox
- 02-27-1899 Elston route passes to CHICAGO CONSOLIDATED TRACTION CO
- 07-01-1899 Clybourn route passes to CHICAGO UNION TRACTION CO
- 10-21-1906 Replaced cable cars with streetcars on Clybourn from Belmont via Clybourn-Division-Wells-Randolph to LaSalle-Monroe-Dearborn-Randolph loop
- 00-00-1906 Rerouted Clybourn streetcars via Wells to Kinzie-Dearborn-Washington-Wells loop
- 00-00-1907 Extended Clybourn streetcars via Clybourn-Western to Roscoe
- 01-29-1908 Clybourn route passes to CHICAGO RYS CO
- 00-00-0000 Rerouted Elston streetcars via Milwaukee-Lake to Lake-State-Randolph-Dearborn loop
- 06-06-1910 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Belmont via Clybourn-Division-Clark-Archer SB/Cermak NB-Wentworth-Vincennes-79th to Halsted
- 12-28-1910 Elston route passes to CHICAGO RYS CO

09-05-1911 Cut back Clybourn streetcars to Clybourn/Belmont

07-17-1912 Rerouted joint route streetcars via Vincennes to 80th terminal

07-21-1912 Rerouted Clybourn streetcars via Wells-Illinois-LaSalle to LaSalle-Monroe-Dearborn-Randolph loop

02-01-1914 Routes pass to CHICAGO SURFACE LINES, also rerouted thru-route streetcars via Division-Wells-Illinois-Clark

03-29-1914 Rerouted Elston streetcars via Milwaukee-Clinton-Randolph to Randolph-State-Washington-Clark loop

04-08-1914 Rerouted Elston streetcars via Randolph-Franklin-Lake to Lake-State-Randolph-Dearborn loop

07-01-1914 Rerouted Clybourn streetcars via Wells-Harrison to State

11-28-1914 Extended Elston streetcars via Elston to Lawrence

10-22-1916 Rerouted Elston streetcars via Milwaukee-Lake

09-01-1921 Extended thru-route streetcars from 80th via Vincennes-81st to Halsted

12-02-1921 Cut back thru-route streetcars to Vincennes/80th terminal

09-14-1924 Rerouted Elston streetcars via Milwaukee to Milwaukee-Lake-Dearborn-Randolph-Clinton loop, also discontinued thru-route service

00-00-1926 Extended Clybourn streetcars via Clybourn-Belmont to Roscoe terminal

07-01-1930 Began Elston extension trolley bus service from Gunnison "Y" via Elston to Holbrook "Y"

00-00-0000 Cut back Clybourn streetcars to Clybourn/Belmont

12-01-1942 Cut Elston extension trolley buses to Mon-Sat rush only

01-13-1943 Resumed Elston extension trolley buses day & evening hours

05-04-1947 Replaced streetcars with motor buses on Clybourn, from Clybourn-Western-Melrose-Oakley loop via Clybourn-Division-Orleans-Franklin to Monroe-State-Adams-Franklin loop, transferred work from Division station to Limits station

09-01-1947 Transferred Noble station portion of Elston work to Elston station

09-10-1949 Cut back evening, owl, and Sat-Sun Clybourn buses via Clybourn-Division to Division-Dearborn-Elm-Clark loop

06-02-1949 Rerouted Elston streetcars northbound via Randolph-Wells-Lake-Milwaukee

10-07-1949 Cut back eve and Sat-Sun Elston streetcars to Elston/Milwaukee

01-30-1950 Rerouted Mon-Fri daytime Elston streetcars via Elston-Division-Crosby-Larrabee-Chicago-Wells to Kinzie-Dearborn-Randolph-Wells loop

04-09-1950 Began using one-man cars on Elston Sat-Sun

05-28-1950 Transferred Clybourn work from Limits station to North Park station

12-17-1950 Extended evening, owl and Sat-Sun Clybourn buses via Division-Orleans-Chicago to Chicago-State-Superior-Clark loop

01-21-1951 Replaced Elston streetcars and extension trolley buses with motor buses from Miami-Milwaukee-Holbrook-Elston loop via Elston-Ashland to Ashland-Haddon-Milwaukee-Division loop, extended Mon-Fri

rush via Elston-Division-Crosby-Larrabee-Chicago-Wells to Kinzie-Dearborn-Randolph-Wells loop, transferred work from Elston station to North Park station

- 02-25-1951 Extended midday, evening ,owl and Sat-Sun Elston buses via Elston to Fry-May-Milwaukee loop
- 11-25-1951 Transferred Clybourn work from North Park station to Limits station
- 10-19-1953 Rerouted evening, owl and Sat-Sun Clybourn buses via Chicago to Chicago-State-Huron-Clark loop
- 11-16-1953 Rerouted Mon-Fri rush Elston buses via Wells to Wacker-Clark-Randolph-Wells loop
- 04-14-1955 Rerouted Elston buses via Elston to Peterson-Milwaukee-Miami-Elston loop
- 06-19-1955 Transferred Clybourn work from Limits station to North Park station
- 12-04-1955 Transferred Elston work from North Park station to Forest Glen station
- 04-28-1957 Extended Clybourn buses via Clybourn-Belmont-Elston to Peterson-Milwaukee-Miami-Elston loop, discontinued Elston evening, owl, and Sat-Sun service, rerouted Mon-Fri rush Elston buses via Chicago to State-Pearson-Wabash-Chicago loop, cut back Mon-Fri midday Elston buses via Elston-California to Roscoe terminal, and transferred former Clybourn work from North Park station to Forest Glen station
- 09-18-1957 Rerouted Elston/Clybourn buses via Elston to Miami-Milwaukee-Elston loop
- 07-30-1961 Discontinued Elston/Clybourn owl and Sunday service, also Elston midday service
- 08-04-1973 Discontinued Elston/Clybourn evening service, and rerouted buses via Larrabee-Chicago to State-Pearson-Wabash-Chicago loop, also discontinued Elston service
- 09-14-1981 Rerouted buses via Belmont-Belmont station terminal-Kimball-Elston, returning via Elston-Kimball-Belmont-Clybourn, cut back midday buses via Belmont to Belmont station terminal
- 09-08-1986 Rerouted buses via Chicago-Orleans-Wacker-Lake to Lake-Clinton-Van Buren-Canal loop
- 06-06-1989 Rerouted buses southbound via Chicago-Wells-Wacker
- 04-15-1994 Rerouted SB buses via Wacker-Randolph-Clinton
- 10-03-1997 Discontinued all service