

#41 – ELSTON-CLYBOURN (Previously #41-CLYBOURN) – Bus Route History

- Mo 05-04-1947 Began CHICAGO SURFACE LINES #41-CLYBOURN bus service replacing #41-CLYBOURN streetcars from Clybourn-Western-Melrose-Oakley loop via Clybourn-Division-Orleans-Franklin to Monroe-State-Adams-Franklin loop (Limits garage)
- We 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY
- Mo 09-12-1949 Cut back evening, owl, and Sat-Sun buses via Clybourn-Division to Division-Dearborn-Elm-Clark loop
- Su 05-28-1950 Transferred work from Limits garage to North Park garage
- Su 12-17-1950 Extended evening, owl and Sat-Sun buses via Division-Orleans-Chicago to Chicago-State-Superior-Clark loop
- Su 11-25-1951 Transferred work from North Park garage to Limits garage
- Mo 10-19-1953 Rerouted evening, owl and Sat-Sun buses via Chicago to Chicago-State-Huron-Clark loop
- Su 06-19-1955 Transferred work from Limits garage to North Park garage
- Su 04-28-1957 Redesignated #41-ELSTON/CLYBOURN, rerouted Mon-Fri daytime buses via Clybourn-Larrabee-Chicago-Orleans, evening, Sat-Sun, owl buses via Clybourn-Larrabee-Chicago, extended buses via Clybourn-Belmont-Elston to Peterson-Milwaukee-Miami-Elston loop, transferred work from North Park garage to Forest Glen garage
- We 09-18-1957 Rerouted buses via Elston to Miami-Milwaukee-Elston loop
- Su 07-23-1961 Discontinued Sunday service
- Sa 07-29-1961 Discontinued owl service
- Mo 08-06-1973 Discontinued evening and Saturday service, rerouted buses via Larrabee-Chicago to State-Pearson-Wabash-Chicago loop
- Mo 09-14-1981 Rerouted buses northbound via Belmont-Belmont station terminal-Kimball-Elston, southbound via Elston-Kimball-Belmont-Clybourn, cut back midday buses via Belmont to Belmont station terminal
- Mo 09-08-1986 Rerouted buses via Chicago-Orleans-Wacker-Lake to Lake-Clinton-Van Buren-Canal loop
- Tu 06-06-1989 Rerouted buses southbound via Chicago-Wells-Wacker
- Fr 04-15-1994 Rerouted southbound buses via Wacker-Randolph-Clinton
- Fr 10-03-1997 Discontinued service