

#70 – DIVISION route history

06-15-1886	Began CHICAGO WEST DIVISION RY CO horsecar service from Mozart via Division-Milwaukee-Lake to State
08-08-1887	Began NORTH CHICAGO STREET RR CO horsecar service from Milwaukee via Division-Sedgwick SB/Orleans NB-Chicago-Clark to Washington, also via Division-Wells-Clark to Armitage
00-00-1888	Discontinued east route service to Clark/Armitage
00-00-0000	Rerouted downtown horsecars via Lake-State to Randolph
03-15-1889	West route passes to WEST CHICAGO STREET RR CO
08-22-1890	Began towing downtown horsecars to loop behind Milwaukee cable trains
05-02-1891	Began towing west horsecars to loop behind Clybourn cable trains
10-19-1895	Replaced horsecars with streetcars Milwaukee to Clybourn, discontinued east route downtown service
08-00-1896	Replaced horsecars with streetcars California/Mozart to downtown, and rerouted streetcars via Division-Milwaukee-Lake to Dearborn-Randolph-Lake-loop under own power
07-01-1899	Routes pass to CHICAGO UNION TRACTION CO
00-00-0000	Rerouted downtown streetcars via Lake to Lake-State-Randolph-Dearborn loop
00-00-0000	Rerouted downtown streetcars via Milwaukee-Desplaines-Lake
00-00-1904	Extended east route streetcars from Milwaukee via Division to Mozart
01-29-1908	Routes pass to CHICAGO RYS CO
c01-29-1911	Rerouted downtown streetcars via Milwaukee-Clinton to Randolph-State-Washington-Clinton loop
12-03-1911	Extended east streetcars from Clybourn via Division to Wells
c00-00-1913	Rerouted downtown streetcars eastbound via Milwaukee-Desplaines-Randolph
02-01-1914	Routes pass to CHICAGO SURFACE LINES
03-29-1914	Rerouted downtown streetcars via Milwaukee-Desplaines-Washington to Dearborn-Randolph-State-Washington loop
12-16-1914	Began west streetcar service from Grand via Division to Cicero
11-25-1915	Extended west streetcars from Cicero via Division to Austin
05-01-1916	Rerouted downtown streetcars via Desplaines-Randolph to Randolph-State-Washington-Clark loop
08-01-1920	Rerouted downtown streetcars via Milwaukee-Lake to Lake-State-Randolph-Dearborn loop
04-01-1921	Began using one-man cars on west route
07-16-1924	Rerouted downtown streetcars westbound via Randolph-Clinton-Lake
09-14-1924	Rerouted downtown streetcars via Milwaukee-Desplaines to Randolph-Dearborn-Washington-Desplaines loop
03-06-1932	Discontinued downtown service Sundays

04-11-1932 Discontinued downtown service evenings and nights, began owl service Mozart to Wells

08-19-1937 Extended east streetcars from Wells via Division-State to 21st

08-24-1937 Rerouted east streetcars via State-VanBuren-Clinton-Harrison to Jefferson "Y"

10-11-1937 Extended east streetcars via State-VanBuren to Kedzie

05-15-1939 Rerouted east streetcars via State-Kinzie-Dearborn-Lake-State

11-08-1939 Rerouted east streetcars via State-Grand-Wabash-Lake-State

08-23-1940 Rerouted downtown streetcars via Division-Elston-Milwaukee

10-01-1941 Began extension motor bus service from Division-California-Thomas-Mozart loop via Division to Division-Grand-Central Park loop

10-12-1941 Rerouted east streetcars via State-Kinzie-Dearborn-Lake-State

10-30-1941 Rerouted downtown streetcars via Division-Milwaukee

12-01-1942 Cut extension bus service to Mon-Sat rush only

01-13-1943 Resumed extension bus service day & evening hours

07-09-1946 Extended extension buses from Grand via Division to Mason-Thomas-Austin-Division loop, replacing west streetcar route

05-04-1947 Transferred all streetcar work from Division station to Kedzie station

10-01-1947 Routes pass to CHICAGO TRANSIT AUTHORITY

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

01-13-1950 Discontinued downtown service

02-04-1951 Replaced streetcars with motor buses, rerouted buses from Mason-Thomas-Austin-Division loop via Division-State to State-Randolph-Dearborn-Wacker loop, owl service via Division to California-Thomas-Mozart-Division loop, transferred work from Kedzie station to North Ave station

06-24-1951 Extended buses via State to State-Harrison-Wabash-Congress loop

06-28-1953 Rerouted buses via State to State-Congress-Dearborn-Hubbard loop

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

00-00-1962 Rerouted owl buses via Division to California-Augusta-Mozart-Division loop

11-12-1962 Extended buses via State to State-Harrison-Dearborn-Wacker loop

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

06-22-1964 Rerouted buses via State to State-Randolph-Canal-Washington-Dearborn-Kinzie loop

07-27-1964 Rerouted buses northbound via Washington-State

04-04-1966 Rerouted some Mon-Fri AM rush buses southbound via State-Harrison-Dearborn-Randolph

09-09-1973 Cut back buses via Division to Division-State-Elm-Dearborn loop

02-16-1976 Rerouted buses via Division to Austin terminal

06-13-1976	Rerouted buses via Division to Division-Dearborn-Elm-Clark loop
09-13-1981	Discontinued owl service
09-09-1984	Rerouted buses via Division to Division-Dearborn-Walton-Clark loop
09-07-1986	Transferred work from North Ave station to Kedzie station
07-03-1994	Transferred work from Kedzie station to Chicago station