

## **#72 – NORTH route history**

- 09-00-1875 Began CHICAGO WEST DIVISION RY CO horsecar service from Milwaukee via North to California
- 07-00-1883 Extended horsecars via North-California to Armitage
- c00-00-1886 Extended horsecars via North-Milwaukee-Lake to State
- 00-00-0000 Extended horsecars via Lake-State to Randolph
- 07-02-188, Began NORTH CHICAGO STREET RY CO horsecar service from Milwaukee via North to Clark
- 03-15-1889 West route passes to WEST CHICAGO STREET RR CO
- 07-06-1890 Began coupling west horsecars to Milwaukee cable trains for trip downtown
- 00-00-1890 Extended east horsecars from Milwaukee via North-California to Division
- 11-23-1891 Extended west horsecars via North to Pulaski
- 04-16-1895 Replaced horsecars with streetcars, California to Clark and to loop, discontinued service to California/Division and to California/Division
- 00-00-1895 Extended streetcars from California via North to Pulaski, replacing horsecars
- 05-00-1896 Rerouted downtown streetcars via North-Greenview-Blackhawk-Noble-Milwaukee to Desplaines-Harrison-Clinton-Milwaukee loop, under own power
- 07-01-1899 Routes pass to CHICAGO UNION TRACTION CO
- 05-31-1900 Extended streetcars from Pulaski via North to Kenton
- 03-00-1903 Cut back downtown streetcars to Milwaukee/California, and reduced downtown service to Mon-sat rush only
- 04-14-1906 Discontinued downtown streetcars
- 01-29-1908 Route passes to CHICAGO RYS CO
- 00-00-1910 Extended streetcars from Kenton via North to Cicero
- 06-26-1911 Began downtown streetcar route from Cicero via North-Milwaukee-Lake to Dearborn-Randolph-State-Lake loop
- 08-15-1912 Discontinued downtown service
- 02-01-1914 Route passes to CHICAGO SURFACE LINES
- 10-10-1915 Began extension streetcars service from Cicero via North to Austin
- 11-24-1917 Thru-routed streetcars Clark to Austin
- 11-29-1931 Extended streetcars from Austin via North to Narragansett
- 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 07-03-1949 Replaced streetcars with trolley buses from Narragansett terminal via North to Clybourn terminal, retain one-man streetcar shuttle service from Clybourn to Clark worked from Limits station
- 12-04-1949 Extended trolley buses from Clybourn via North to Clark terminal, discontinued streetcar shuttle

05-05-1952 Began Mon-Fri rush limited-stops bus service from Grand-Kilbourn-North loop via North to Winchester terminal

10-11-1953 Rerouted limited-stops buses via North to Grand-Kolmar-North loop

09-06-1960 Extended some limited-stops buses EB in AM and WB in PM rush only from Kolmar via North to North-Harlem-Wabansia-Neva loop

12-05-1960 Discontinued limited-stops service to North/Harlem

03-26-1962 Resumed limited-stops bus service to North/Harlem

09-07-1962 Discontinued limited-stops service to North/Harlem

03-25-1973 Replaced trolley buses with motor buses

09-10-1973 Discontinued limited-stops service

01-29-1984 Extended some day & early evening buses from Narragansett via North to North-Harlem-Wabansia-Neva loop

09-07-1986 Transferred work from North Ave station to Kedzie station

07-03-1994 Transferred work from Kedzie station to Chicago station

09-11-1994 Extended owl buses via North-Clark-LaSalle-Lake Shore Local Dr-Michigan to Madison-State-Lake loop

01-01-1995 Rerouted owl buses via North-Clark-LaSalle

06-30-1996 Extended day & early evening buses via North-LaSalle to North Avenue beach terminal, returning via LaSalle-Clark-North

09-02-1996 Discontinued beach service

04-26-1998 Discontinued owl service

07-10-1998 Resumed day & early evening service to North Av beach terminal, summer only, rerouted westbound via LaSalle-North

03-19-2000 Revised beach service, daily in summer, Sat-Sun only in spring and fall

05-04-2002 Rerouted beach buses via North-Clark-LaSalle, discontinued beach service in spring and fall

04-26-2004 Began Mon-Fri late evening service to North/Harlem