

#103 – WEST 103RD route history

- 06-14-1896 Began CALUMET ELECTRIC STREET RY CO streetcar service from Vincennes via 103rd to Michigan
- 04-22-1908 Route passes to CALUMET & SOUTH CHICAGO RY CO
- 04-23-1910 Extended streetcars from Michigan via 103rd to Cottage Grove
- 02-01-1914 Route passes to CHICAGO SURFACE LINES
- 12-01-1926 Began using one-man cars
- 05-04-1930 Began extension bus service from Claremont "Y" via 103rd to Malta "Y"
- 10-13-1941 Replaced streetcars with motor buses, thru-routed motor buses from Claremont "Y" via 103rd-Torrence-106th to "U" on west approaches to Calumet River bridge, began boat connection at river to 106th buses on east bank
- 11-07-1941 Thru-routed 103rd and 106th buses across reopened bridge from Claremont "Y" via 103rd-Torrence-106th to Avenue B-107th-State Line-106th loop
- 06-15-1942 Extended buses via 103rd-Springfield to "Y" in alley south of 103rd
- 12-01-1942 Cut back buses via 103rd to Central Park "Y"
- 01-13-1943 Re-extended buses to 103rd/Springfield
- 03-22-1944 Began owl service
- 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 12-04-1949 Transferred work 77th station to Beverly station
- 12-15-1957 Rerouted buses via 106th to Avenue D-112th-Avenue C-106th loop
- 09-17-1958 Extended buses via 103rd-Pulaski to 104th terminal
- 04-01-1968 Rerouted buses via 106th to Avenue C-112th-Avenue B-106th loop
- 09-29-1969 Rerouted some Mon-Fri daytime buses via 103rd-Michigan-99th-State-95th to State terminal, returning via 95th-Michigan-103rd
- 09-13-1970 Rerouted all buses via 103rd-Michigan-99th-State-95th to State terminal, returning via 95th-State-103rd
- 10-13-1974 Rerouted buses northbound via Michigan-95th
- 01-03-1985 Cut back owl buses via 103rd to Vincennes-104th-Charles-103rd loop
- 06-26-1988 Discontinued owl service, transferred work Beverly garage to 103rd garage