

#112 – VINCENNES route history

- 10-15-1896 Began ENGLEWOOD & CHICAGO ELECTRIC STREET RY CO battery car service from 63rd via Vernon-67th-Eberhart-S Chicago-71st-State-79th-Vincennes-81st-Halsted-Summit-Vincennes to 88th, providing limited service
- 00-00-1896 Extended battery cars from 88th via Vincennes-127th-Western to Vermont, also via Vincennes-Monterey-111th to Sacramento terminal
- 06-11-1897 Began full-time service Vernon/63rd to Western/Vermont, also full-time shuttle service Monterey/Vincennes to 111th/Sacramento
- 01-02-1899 Routes pass to CHICAGO ELECTRIC TRACTION CO
- 07-05-1899 Extended battery cars from Western/Vermont to Harvey
- c07-01-1901 Replaced battery cars with streetcars, extended 111th streetcars via Monterey-Vincennes-Summit-Halsted to 79th
- 00-00-1905 Routes pass to CHICAGO & SOUTHERN TRACTION CO
- 00-00-1906 Rerouted 63rd/Vernon streetcars via State-81st-Halsted
- 06-00-1908 Rerouted all streetcars via Halsted to 79th, began shuttle Vernon/63rd to 81st/Halsted
- 03-01-1912 111th route passes to CHICAGO CITY RY CO, Harvey route passes to CHICAGO & INTERURBAN TRACTION CO. Discontinue shuttle to Vernon/63rd, extended 111th streetcars from 79th via Halsted to Halsted-63rd-Union-63rd PI
- 07-15-1912 111th route discontinued, Harvey route extended from 79th to Halsted/63rd
- 04-23-1927 Discontinued Harvey route
- 09-11-1939 Began CHICAGO SURFACE LINES motor bus service from "Y" in alley south of 111th via Sacramento-111th to Harding "Y"
- 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 12-04-1949 Began motor bus service from Halsted-79th-Emerald-80th loop via Halsted-Summit-Vincennes-Monterey-111th to Harding "Y", replacing streetcars and extension buses, transferred work 77th station to Beverly station
- 10-21-1950 Rerouted buses via 111th to Harding terminal
- 07-26-1954 Rerouted buses via Halsted to Halsted-79th terminal-Emerald-80th loop
- 09-17-1956 Rerouted buses via Halsted to 79th terminal
- 12-02-1963 Extended Mon-Fri rush buses via Halsted-79th terminal-Emerald-79th-Vincennes-Wentworth to Wentworth-59th-Yale-Wells loop. Began Mon-Fri rush express bus service NB in AM, SB in PM rush only from Harding terminal via 111th-Monterey-Vincennes-Summit-Halsted-79th terminal-Emerald-79th-Vincennes-75th-Dan Ryan Expressway (to 31st)-LaSalle-26th-Wentworth-Cermak-Clark-Harrison-Dearborn-Wacker to Clark, returning via Clark-Archer-Wentworth (to 31st)-Dan Ryan Expressway
- 10-26-1964 Rerouted express buses northbound via Dan Ryan Expressway-Franklin Connector-Cermak-Clark, southbound via Clark-Cermak-Franklin Connector-Dan Ryan Expressway
- 12-17-1964 Rerouted express buses southbound via Clark-Archer-Wentworth-Cermak-Franklin Connector
- 09-28-1969 Discontinued express buses, also service north of Halsted/79th, rerouted some Mon-Fri daytime buses via Vincennes-95th to State terminal

09-13-1970	Rerouted all buses via Vincennes-95th to State terminal
01-03-1982	Cut back owl buses via Vincennes to Vincennes-111th-Ashland-Chelsea loop
06-26-1988	Transferred work Beverly station to 103rd station
02-02-1992	Discontinued owl service