

CHICAGO ROUTE NUMBERS

Until approximately 1948, the riding public had no clue that Chicago streetcar and bus routes had route numbers. However, they do go back a lot further. It appears that numbers first appeared in 1924, and for revenue department use only, to aid in calculation of revenue per route. Prior to that, only city-mandated "thru routes" carried numbers. The original thru routes in 1907 were:

- 1 Broadway/Indiana
- 2 Clybourn/Wentworth
- 3 Clark/Cottage Grove
- 4 Lincoln/Cottage Grove
- 5 Van Buren/Wentworth
- 6 Armitage/Milwaukee/Wentworth
- 7 Madison/State
- 8 Halsted/63rd
- 9 Ashland
- 10 Western
- 11 Clark/Ogden
- 12 Clark/Blue Island
- 13 Broadway/Archer
- 14 Clark/Roosevelt
- 15 Clark/21st
- 16 Lake/State
- 17 Kedzie
- 18 Broadway/Madison
- 19 Chicago/Milwaukee/State
- 20 Madison
- 21 North/Milwaukee

In addition, three "temporary" thru routes were authorized:

- 22 Clark/Wentworth
- 23 Clark/Ogden
- 24 Halsted (Division to 71st)

The practical realities (mostly involving clearances, as south side (CCRy) cars were bigger than north side (CRYs) cars, and there were many locations on the north side routes where tracks and poles had to be moved to permit south side cars to be operated) meant that it took until 1911 until most of the thru routes were even partially in operation. By ordinance, thru route cars had to carry numerical identification, which meant a large metal plate with a number on the front dash.

In 1912, based on a couple of years practical experience, the city revised the thru-route system. Most were dramatically changed, as follows:

- 1 becomes Broadway/Cottage Grove
- 2 no change, stays Clybourn/Wentworth
- 3 never operated as planned, becomes Lincoln/Indiana
- 4 never operated as planned, becomes Cottage Grove/Michigan (via Calumet south of 71st)

- 5 never operated as planned, becomes Cottage Grove/South Chicago (via Calumet south of 75th)
- 6 becomes Milwaukee/State
- 7 no change, stays Madison/State
- 8 becomes Halsted to 79th
- 9 no change, stays Ashland
- 10 no change, stays Western
- 11 no change, stays Clark/Ogden
- 12 no change, stays Clark/Blue Island
- 13 becomes Halsted to 63rd
- 14 no change, stays Clark/Roosevelt
- 15 eliminated
- 16 eliminated
- 17 no change, stays Kedzie
- 18 becomes Halsted to 26th
- 19 eliminated
- 20 no change, stays Madison
- 21 eliminated
- 22 temporary route retained as very successful
- 23 never operated as Clark/Ogden, replaced by Morgan/Racine/Sangamon
- 24 temporary route eliminated 1911 when 8 and 13 finally started

Above changes took place July thru September 1912

September 1924 brought another revision of thru routes:

- 2 Clybourn/Wentworth discontinued
- 6 Milwaukee/State discontinued
- 7 Madison/State discontinued
- 11 Clark/Ogden discontinued
- 12 Clark/Blue Island discontinued
- New thru route 16 Lake/State started

At this same time, a decision was made to assign numbers to all routes. This was strictly an internal numbering system, in fact the numbers were usually referred to as “audit numbers”, and the only place they appeared were on conductors’ trip sheets. The basic arrangement was that numbers 1 thru 23 were for the thru routes, 24 thru 64 were for north-south routes in basically geographical order east to west, 65 thru 84 were east-west routes on the north side again in geographic order, and south side numbered street routes getting the number of the street they ran on. Extension routes were numbered with the route they were an extension of, even if the main route ran two man cars and the extension route one-man cars. Most thru routes also had “local” numbers assigned, one for each end in most cases. There were no numbers on the car signs or on transfers. Several oddities existed that can’t be explained: 20-Madison and 16-Lake/State had no “local” numbers and were referred to only by their thru-route numbers, while 22-Clark/Wentworth had a local number 2, which did not fit the established pattern. Thru-routes 1 and 3 were identified as such, apparently because major portions did not have a “local” service supplementing them.

The route list thus in 9/24 was:

- 1 Cottage Grove/Broadway (TR1)
- 2 Clark/Wentworth (TR22)

- 3 Lincoln/Indiana (TR3)
- 6 Van Buren
- 7 Harrison and Harrison/Adams
- 12 Roosevelt and Roosevelt-Downtown
- 14 14th-16th
- 16 Lake/State (TR16)
- 18 18th
- 20 Madison (TR20) and Madison/Fifth
- 21 21st/Fulton
- 22 Cermak and Cermak/Lawndale
- 23 Morgan/Racine (TR23)
- 24 Windsor Park
- 25 Ewing/Brandon
- 26 26th
- 27 South Deering and Torrence
- 28 Stony Island/Wabash
- 29 Cottage Grove and TR4 and TR5
- 30 Hammond
- 31 31st
- 32 East Chicago/Whiting
- 33 Indiana and Indiana/47th and Indiana/43rd
- 34 State and Riverdale
- 35 35th and 35th/Pershing
- 36 Broadway/Wabash
- 37 Taylor/Sedgwick/Sheffield and Webster
- 38 Lincoln/Rosehill and Lincoln/Bowmanville
- 39 Pershing
- 40 Riverview/Larrabee
- 41 Clybourn
- 42 Halsted and Halsted-Downtown and TR8 and TR13 and TR18
- 43 43rd/Root
- 44 Wallace/Racine
- 45 Ashland and Ashland-Downtown and TR9
- 46 Noble
- 47 47th
- 48 South Damen
- 49 Western and TR10
- 50 North Damen
- 51 51st/55th and West 51st
- 52 Kedzie/California and TR17
- 53 Crawford (Pulaski)
- 54 Cicero
- 55 Elston
- 56 Milwaukee and Milwaukee/Armitage
- 57 Laramie
- 58 Ogden

- 59 59th/61st
- 60 Blue Island/26th
- 61 (not used to avoid confusion with 61st part of 59)
- 62 Archer and Archer/38th
- 63 63rd
- 64 Argo (Cicero/Archer to 63rd/Archer)
- 65 Grand
- 66 Chicago
- 67 67th/69th
- 68 Division and Division/Downtown
- 69 (not used to avoid confusion with 69th part of 67)
- 70 West Division
- 71 71st
- 72 North
- 73 Armitage
- 74 Fullerton
- 75 74th/75th
- 76 Diversey
- 77 Belmont
- 78 Montrose
- 79 79th
- 80 Irving Park
- 81 Lawrence
- 82 Devon
- 87 87th
- 93 93rd/95th
- 103 103rd
- 106 106th
- 111 111th
- 115 115th
- 119 119th

Note a few inconsistencies. For instance, Irving Park should have been 78 and Montrose 80. 84-North Ashland seems to have been forgotten when the initial list was made and was added as basically an afterthought.

Very soon a few revisions were made. Clark/Wentworth became 22, Cermak changed from 22 to 21, and 21st/Fulton from 21 to 15.

As new routes were added, they were tacked on to the end of the list:

- 85-Central trolley bus (June 1930)
- 86-Narragansett trolley bus (June 1930)
- 88-Higgins bus (April 1935)
- 89-Northwest Highway (April 1935)
- 90-Foster (July 1937)

Some new routes reused vacated numbers:

- 82 Kimball trolley bus (June 1931) – 82 vacant since Devon shuttle designated part of 36-Broadway in 1920's
- 84 Peterson bus (June 1939) – 84 vacant since North Ashland thru routed with 9-Ashland August 1936.
- 83 was left vacant for the planned 83rd route, which was started in 1939.

New extension motor and trolley bus routes started in this period such as West Belmont, West Montrose, West Archer, etc were simply tacked onto the route number of the route they were extensions of. One curious thing is that while motor buses continued to carry only a destination on their sign curtains, the 1930-31 trolley buses were the first vehicles to publicly display route numbers, namely 55A, 76, 77A, 78A, 82, 85, 86. Why this was not done simultaneously on the 1934-36 motor bus purchases is a great unknown.

During the 1930's, some revisions were made to the existing list. 42 now only referred to the Halsted-Downtown and Vincennes services, while main Halsted became 8 and the TR13 and TR18 designations disappeared. Main Ashland became 9 while Ashland-Downtown took the 45 by itself. Western became 10 with the 49 number disappearing, while Cottage Grove became 4 and 5 with the 29 disappearing. This was mostly because of service reductions causing the short lines that were identified as the "local" services to be discontinued, leaving only the "thru routes". 46-Noble was discontinued March 1932, freeing up that number.

Two major thru-routing occurred in this period. Broadway and State were thru-routed August of 1937 as 36, while Division and Van Buren were thru-routed October 1937 as 6. Riverdale shuttle retained the number 34, while the 68 number disappeared.

Also during the 1930's, for some reason the thru-route numbers seemed to fall out of favor, and many newer streetcars carried only a route name, such as "Madison" or "Lake State" instead of a number, and the hang signs seemed to fall into disfavor. After the war, the thru-route numbers reappeared, starting with the 1936 PCC's on 20-Madison. However, Madison-Fifth cars were not identified as 20 until circa 1945 when the new PCC's appeared on Madison.

Buses started carrying route numbers about 1938. Initially it appears only replacement curtains had route numbers, as there exist photos of a 1944 White with a numberless sign, most likely an old sign put in at West Shops when the bus was delivered.

Just before WW2, 91-Austin was started in September 1942. A couple of months later, in January 1943, 89-Northwest Highway and 90-Foster were thru-routed as 92-Foster/Northwest Highway. In October 1941, 103-103rd along with its extension bus, and 106-106th were thru routed as the 103-103rd-106th bus. Finally, in December 1942, by government order, the Kimball (82), Kimball/Homan (82A), and Ogden (58A) buses were suspended, while a new shuttle bus on Kedzie between Bryn Mawr and Peterson was started. This route was probably considered 17A, and was extended to the Bell & Howell plant on McCormick a few days later. After the war, in October 1945, it became a rush shuttle from Bell & Howell to Peterson and Kimball only, and at that time was renumbered 82B.

The first express bus, Archer Express, started August 1946, designated 62X. Express and Limited route designations were always somewhat inconsistent, being shown as "X" on some maps, and "A" on others, while bus stop signs and destination signs only carried the route name, with no number, until 1976.

General use of route numbers on streetcar signs appears to have begun circa 1948, under CTA. Again, only replacement signs had numbers, so a car might have a numbered sign on one end and an un-numbered one at the other end. Bus stop signs with route numbers date from about 1950, when the first “descriptive” bus stop signs appeared, previous signs just showing a generic “bus stop”. Finally, the first public map with route numbers was printed in 1951. However, numberless signs on streetcars never did fully disappear, with some cars having them until the end of red streetcars in 1953.

As streetcars were being replaced by buses starting in 1945, in most cases the bus route kept the number of the old streetcar route. There were a few exceptions, though:

- 38-Lincoln/Wells cars replaced by 10-Lincoln/Wells buses.
- North end of 3-Lincoln/Indiana replaced by 11-Lincoln/Downtown buses, while Indiana end renumbered 38.
- When the Division end of 6-Division/Van Buren was converted, it was thru-routed with the 70-West Division route as 70-Division, while Van Buren remained 6.
- When Halsted south of 79th was converted, that became 111A-Vincennes/111th, absorbing the 111A-West 111th shuttle.
- The Southport branch of 9-Ashland was converted as 46-Southport.
- 10-Western was renumbered 49 (its old local number) when the outer ends were bussed in 1948, as it was essentially no longer a “thru route”
- 119-119th bus became 119-119th-Vincennes when it was extended to replace the 42A-Vincennes shuttle car.
- 93-93rd-95th became 95-93rd-95th when it was bussed and thru-routed with the 95-West 95th bus.
- 87A-87th became 87-87th when it was bussed and thru routed. This was a strange case as the original 87 was the east end streetcar, Commercial to Stony Island. The west route from Cottage Grove to Halsted was started 1930, with the extension bus starting 1935. For reasons unknown, when the streetcars were thru routed in 1937, they got the number 87A, while the extension bus kept 87.

New routes in this period included:

- 89-Jeffery/100th (later Yates/95th after CMC was acquired, which better served the same area)
- 90-Harlem
- 94-South California
- 96-Touhy
- 97-Skokie
- 98-Roscoe

After the 98 in December 1949, no new higher numbers were assigned. All succeeding routes were extensions of existing routes and got “A” or “B” suffix numbers.

A curious thing that has never been explained is why certain destination signs appear to have gotten an “A” suffix for no apparent reason. A 1954 CTA photo of a 5500 Flxible at State and Wacker shows an “8A HALSTED-79” reading, which makes no sense. Another photo about the same time shows a “103A 106-INDIANAPOLIS” reading, which also cannot be explained.

When Chicago Motor Coach was acquired in October 1952, initially it was operated as a separate division. CMC route numbers had to be modified as many conflicted with existing CTA route numbers.

South side routes 1, 2, 3, 6 were unchanged. 4-Jeffery was renumbered 5, while 10-Loomis became 110-Marquette when it was separated from Garfield in May of 1953. West side and downtown routes 26, 27, 28, 31, 36, 42, 48, 49, 57 had 100 added, becoming 126 thru 157. 33-Austin stayed 33 as it was to be absorbed by an extended 91-Austin in February 1953, though identifiable 33 trips (though not identified as such) continued to exist until 1981 as part of the 131-Washington service to Austin and North, later North and Harlem. North side routes 34, 51, 52, 53, 54, 55, 56 likewise had 100 added, becoming 134 thru 156. Express routes, which CMC had always labeled as "Limited", were all redesignated "Express" by CTA. Three routes that had never had CMC route numbers were assigned numbers as follows:

- 40-Planetarium
- 61-Montrose Beach
- 17-Jackson Park Beach
- CMC 1-Outer Drive Express became 2-Hyde Park Express in 1953 when the original Hyde Park Express from Wacker via Michigan-24th-South Park-Hyde Park to 57th was discontinued.
- The 40 was absorbed into the 126 in May of 1953, when the "Boulevard Division" was fully absorbed by CTA, while the other two were not operated in the summer of 1953. Montrose Beach was instead served by a rerouted 81A-East Lawrence, while Jackson Park Beach was not served at all. One CTA route was renumbered – 6-Van Buren to 126A-Van Buren.

In 1955, some route numbers were changed to "simplify" things:

- 25-South Chicago/Ewing was renumbered 30. Note that the Illinois side of the interstate lines were numbered 30-South Chicago after Indiana service ended in 1940, and got the 25 number in 1945 when South Chicago was thru-routed with 25-Hegewisch as 25-South Chicago-Ewing
- 48-South Damen renumbered 50A
- 64-South Cicero renumbered 54B
- Westchester bus, previously un-numbered, became 17
- Douglas Park bus, also previously un-numbered, became 21B
- These last two routes, along with the short-lived Garfield Park Sunday bus, which never had a number, were originally considered part of the Rapid Transit system, and so would not have had numbers. Note, however, that when the Skokie L was replaced by a bus in 1948, that route did get a number, 97.

Other numbers vacated in this period were:

- 1 Cottage Grove/Broadway – discontinued 10/7/46
- 3 Lincoln/Indiana – broken up 3/11/51
- 5 Cottage Grove/South Chicago – discontinued 12/4/49
- 14 14th – abandoned 3/9/55
- 17 Kedzie – absorbed into 52 12/4/49
- 19 Devon/Northwest Express – started new 12/5/60
- 24 Windsor Park – absorbed into 27 9/8/63
- 25 Central/Laramie – started new 10/3/66, discontinued 6/16/67
- 26 26th – thru-routed with 31 as 26th/31st 2/4/56
- 40 Riverview/Larrabee – discontinued 8/30/47
- 54A N Cicero – becomes 14 Devon/Cicero 3/4/57
- 55 Elston – renumbered 13 6/22/59 to free up number 55 for new route 55 55th
- 83 83rd – merged into 95 as 83rd/95th 9/7/63
- 115 115th – absorbed into 111 as 111th/115th 6/16/63
- 119 119th/Vincennes – discontinued 6/16/63

- 134 Diversey/Logan – absorbed by 76 Diversey 6/19/55
- 142 Shopping District – discontinued 6/19/64
- 154 Lunt – merged into 96 as Lunt/Touhy 9/9/56

Next major changes to the route list came in 1969-70, when coincident with opening of Dan Ryan and Kennedy L extensions, many routes were changed. Following numbers were resurrected or eliminated:

- 6 Garfield – discontinued 9/27/69
- 40 O’Hare Express – new route 2/1/70
- 64 Foster/Lawrence – new route 2/1/70
- 68 Northwest Hwy – replace west end of 92-Foster/Northwest Hwy 2/1/70
- 93 North California – replace north end of 82A-Kedzie/Homan 2/1/70
- 19 Devon/Northwest Express – discontinued 1/30/70

Soon after, new route 100-Jeffery Manor Limited was started 9/13/71, while 106-East 103rd/106th took over the east end of 103-103rd/106th 9/13/70

Several other minor changes occurred in the early 70’s. 89-Yates/95th was absorbed into 71-71st/Yates 12/20/71, but resumed as separate route 5B-Yates/Colfax 3/27/72.

A big purge in 1972-73 resulted in these route numbers vacated:

- 10 Lincoln/Larrabee – became 11 Lincoln 9/9/73
- 11 Lincoln/Wabash – discontinued 9/7/73
- 13 Elston – discontinued 8/3/73
- 46-Southport – discontinued 8/3/73
- 98 Roscoe – discontinued 8/3/73
- 127 Jackson/Independence – discontinued 1/27/73
- 136 Douglas – discontinued 9/7/73
- 148 Monroe Parking – discontinued 1/26/73

At the same time, on 9/10/73 CTA began operating four new routes on behalf of the City of Evanston. Originally 201-Central/Noyes, 202-Dempster/Emerson, 203-Oakton/Main and 204-Dodge, Evanston revised all four to more closely resemble the former Evanston Bus Co routes they replaced 11/26/73 as 201-Central/Sherman, 202-Main/Emerson, 203-Ridge/Grant and 204-Dodge.

Also at this time, on 8/11/73, a new route between the Fullerton L station and Lincoln park Zoo was started. Initially operated weekends only as part of 74, it was expanded to daily and numbered 74L-‘L’ephant Special 6/16/74.

New route 13-Southwest Skokie was started 3/4/74, but was dropped 9/3/76 as duplicating new Nortran service after September 1975.

158-Wacker/NW Sta and 158A-Wacker Express were replaced by 120-NW/Wacker Express, 121-Union/Wacker Express and 125-Water Tower Express 1/27/75

In 1975-76 CTA decided to change all bus destination signs, and in the process “rationalize” the numbering system. Following were changed:

- 4A Pullman to 104 2/15/76

- 5 Jeffery Express to 6 10/13/75
- 21B Douglas Extension to 25 West Cermak 11/30/75
- 22A Wentworth to 24 2/22/76
- 31A West 31st to 32 3/1/76
- 36A State to 29 2/22/76
- 42B South Halsted to 8A 2/15/76
- 50A South Damen to 48 6/2/75
- 58A Ogden to 98 4/19/76
- 62 Archer Depot Shuttle to 129 NW/Franklin 3/1/76
- 62 Archer Express via Expressway to 99 Stevenson Express 3/1/76
- 64 Cumberland Express to 69 3/22/76
- 111A Vincennes/111th to 112 2/15/76
- 151 Sheridan Express to 146 4/18/76
- 151 Outer Drive Express to 147 4/18/76
- 153 Wilson/Michigan Express to 145 4/18/76
- 153 Wilson-Outer Drive Express to 148 4/18/76
- 156 Wilson/LaSalle Express to 135 4/18/76
- 156 LaSalle/Sheridan Express to 136 Sheridan/LaSalle Express 4/18/76

After this, numbers changes become more frequent:

- 5 Jeffery becomes 6 Jeffery Local 1/3/82
- 5 South Shore Night Bus – new route 2/2/92
- 10 Lunch Loop – new route 8/3/92, discontinued 7/2/93
- 10 Museum of Science and Industry – new route 11/24/95
- 14 Devon/Cicero – discontinued 6/8/79, replaced by 54A N Cicero/Skokie Blvd and 155A W Devon
- 14 S Lake Shore Express – new route 1/4/82
- 15 Canal/Wacker – discontinued 12/31/81
- 15 Shopping Loop – new route 8/3/92, discontinued 6/28/96
- 15 Jeffery Local – new route 8/31/03
- 16 Lake – discontinued 10/4/97
- 17 Westchester – transferred to PACE 12/14/12
- 19 Stadium Express – new special-events route 3/3/93
- 23 Morgan/Racine – discontinued 9/11/81
- 23 Washington Express – temporary route during L reconstruction 1/9/94 to 5/18/96
- 25 West Cermak – absorbed by 21-Cermak 6/16/06
- 26 South Shore Express – new route 9/2/03
- 31 31st – discontinued 9/12/81, resumed 4/8/82 to 10/4/97, resumed again 9/6/16
- 32 West 31st – replaced part of 35-35th 11/8/93, discontinued 10/3/97
- 33 Magnificent Mile Express – new route 4/17/89, discontinued 3/30/13
- 38 Indiana – discontinued 9/19/81, resumed as shuttle 2/6/83 to 1/23/88
- 38 Michigan Express – temporary route during L reconstruction 1/9/94 to 5/18/96
- 38 Ogden/Taylor – replaced part of 37 Taylor/Ogden 6/26/06, absorbed by 157-Streeterville/Taylor 9/4/09
- 40 O’Hare – discontinued 9/8/84 after L extended to airport
- 40 Chinatown/Pilsen – summer route 5/28/04 to 9/25/05

- 41 Elston/Clybourn – discontinued 10/3/97
- 42 Halsted/Archer – discontinued 11/5/93, resumed 3/28/94 to 10/3/97
- 45 Ashland/Archer – discontinued 11/5/93
- 58 Ogden/Randolph – discontinued 9/12/81, absorbed by 37-Sedgwick/Ogden
- 61 Archer/Franklin Express – new route 11/26/79, discontinued 7/1/94
- 64 Foster/Lawrence – discontinued 2/26/83, replaced by 81W-W Lawrence, 92A-W Foster, 69-Foster/East River
- 64 Foster/Canfield – replaced part of 69-Foster/East River 1/23/88, discontinued 12/14/12
- 69 Cumberland Express – discontinued 2/25/83
- 69 Foster/East River – new route 2/28/83, discontinued 12/14/12
- 89 McCormick – discontinued 12/10/76
- 89 Northeastern Illinois U-bus – new route 9/8/77, discontinued 9/11/81
- 89 North Kedzie – replaced part of 93-N California 6/21/82, discontinued 1/31/92
- 95 83rd/95th – replaced by 95E-93rd/95th and 95W-West 95th 11/25/79, recombined as 95-95th 9/4/16
- 98 Avon Express – new route 6/24/02
- 99 Stevenson Express – discontinued 10/3/97
- 99 Chicago Manufacturing Campus Express – new route 5/3/04, discontinued 3/26/05
- 104 Pullman/Altgeld – discontinued 10/3/97
- 108 Halsted/95th – replaced branch of 8A-S Halsted 9/8/85
- 110 Marquette – discontinued 10/3/97
- 115 Pullman/115th – replaced part of 111-Pullman/111th/115th 12/16/12
- 119 Michigan/119th – replaced branch of 34-S Michigan 9/8/85
- 122 Illinois Center/Ogilvie Express – new route 6/23/80, discontinued 12/14/12
- 123 Illinois Center/Union Express – new route 6/23/80, discontinued 12/14/12
- 127 NW/Madison – replace part of 14-S Lake Shore Express 4/25/83, discontinued 6/16/06
- 127 Madison/Roosevelt Connector – new route 6/19/06, discontinued 6/13/08
- 128 Orleans – discontinued 9/5/86
- 129 NW/Franklin – discontinued 12/11/98
- 129 West Loop/South Loop – new route 12/14/98, discontinued 12/14/12
- 130 Grant Park Treasures – new route 12/17/88
- 131 Washington – discontinued 09/13/81, resumed 12/20/82 to 2/2/92 and 2/17/92 to 10/3/97
- 132 Goose Island Express – new route 1/2/06
- 134 Stockton/LaSalle Express – new route 9/2/03
- 143 Stockton/Michigan Express – new route 9/2/03
- 144 Marine/Michigan Express – new route 9/2/03, discontinued 12/14/12
- 145 Wilson/Michigan Express – discontinued 12/15/12
- 146 Sheridan Express – discontinued 6/20/80
- 146 Marine/Michigan Express – new route 6/23/80
- 148 Wilson/Outer Drive Express – discontinued 6/20/80
- 148 Clarendon/Michigan Express – new route 4/26/04
- 149 Stateliner – discontinued 12/31/81, replaced by 44-Wallace/Racine and 11-Lincoln
- 153 Wilson/Michigan – discontinued 6/21/80
- 162 Pulaski/Stevenson Express – new route 11/26/79, discontinued 7/1/94
- 164 Narragansett Express – new route 1/4/82, discontinued 10/3/97
- 165 West 65th – new route 11/8/93 replacing branch of 63-63rd

- 168 UIC/Pilsen Express – new route 11/19/01, discontinued 5/14/10
- 169 69th/UPS Express – new route 3/29/00
- 170 UofC/Midway – new route 09/19/00, discontinued 5/31/16
- 171 UofC/Hyde Park – new route 9/19/00
- 172 UofC/Kenwood – new route 9/19/00
- 173 UofC/Lakeview Express – new route 9/19/00, discontinued 6/12/09
- 174 UofC/Garfield Stations – new route 8/28/06, discontinued 9/6/09
- 192 UofC Hospitals Express – new route 2/6/06
- 200 Main Shuttle – new route 6/23/03, discontinued 9/5/09
- 202 Main/Emerson – discontinued 6/20/03
- 203 Ridge/Grant – discontinued 6/20/03
- 204 Dodge – discontinued 6/20/03
- 205 Golf/Chicago – new route 6/23/03
- 206 Evanston Connector – new route 6/23/03

List compiled by Andre Kristopans