

CALUMET ELECTRIC STREET RY CO Route History

WEST PULLMAN

- 07/10/1892 Began CALUMET ELECTRIC STREET RY CO streetcar service from 72nd terminal via Cottage Grove-95th-Michigan to 115th-Front-Kensington-Michigan loop
- 00/00/1893 Began extension streetcar service from Michigan-115th-Front-Kensington loop via Michigan-116th-Wentworth-119th-Halsted to 121st, returning via 119th-Michigan
- 00/00/0000? Thru-routed streetcars Cottage Grove/72nd to Halsted/121st
- 06/14/1896 Extended streetcars via Cottage Grove-75th-St Lawrence-66th-King Dr to 63rd
- 00/00/1897 Began using 63rd/King Dr Terminal
- 00/00/1902 Rerouted streetcars via Cottage Grove-Anthony-71st-St Lawrence, replacing extension streetcars (???)
- 00/00/1902? Rerouted streetcars southbound via Michigan-119th
- 00/00/1905 Rerouted streetcars via 119th to Halsted-120th-Morgan-119th loop
- 00/00/1906? Rerouted streetcars via Cottage Grove-South Chicago-St Lawrence
- 04/22/1908 Route passes to CALUMET & SOUTH CHICAGO RY CO
- 08/14/1909 Closed King/63rd terminal, rerouted streetcars via King Dr to 63rd
- 06/06/1913 Rerouted owl streetcars via King Dr to King Dr-63rd-Vernon-63rd terminal loop
- 08/03/1913 Rerouted all streetcars via King Dr-63rd-Vernon-63rd terminal loop
- 02/01/1914 Route passes to CHICAGO SURFACE LINES
- 05/01/1914? Discontinued route

RIVERDALE

- 00/00/1893 Began CALUMET ELECTRIC STREET RY CO summer-only GARDNER'S PARK streetcar service from 119th via Michigan to 124th
- 04/22/1908 Route passes to CALUMET & SOUTH CHICAGO RY CO

- 01/14/1914 Extended streetcars from 124th via Michigan-127th-Indiana-PROW-134th-Indiana-Leyden to 138th, began year-round service, renamed RIVERDALE
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
- 04/06/1936 Began using one-man cars
- 09/09/1946 Replaced streetcars with #34-RIVERDALE motor bus route

SOUTH CHICAGO

- 03/26/1893 Began CALUMET ELECTRIC STREET RY CO streetcar service from 75th via Noble Ct-South Chicago-93rd-Harborn-Mackinaw-89th to Ave O
- 04/02/1893 Extended streetcars via South Chicago-Noble Ct-75th-Stony Island to 64th
- 00/00/1893 Rerouted some streetcars via South Chicago to South Chicago-Dorchester-67th-Stony Island loop
- 11/00/1893 Discontinued branch via Dorchester
- 05/20/1896 Extended streetcars via South Chicago-91st-Baltimore-South Chicago-95th-Ave N-98th-Ave L-108th to Roby Race Track terminal (in Indiana)
- 00/00/1899 Extended streetcars from 64th via Stony Island to 63rd terminal
- 08/14/1899 Cut back streetcars from Roby Race Track to via South Chicago to 91st-Baltimore-93rd-South Chicago loop
- 05/03/1903 Extended streetcars via South Chicago-91st-Baltimore-South Chicago-95th-Ave N-98th-Ave L-108th to Roby Race Track, also extended some streetcars via South Chicago-Noble Ct-75th-St Lawrence-71st-South Chicago-St Lawrence-66th-King Dr to 63rd
- 00/00/1905 Streetcars from King Dr/63rd cut back to shuttle to South Chicago/Stony Island only
- 00/00/1906? Discontinued service King Dr/63rd to South Chicago/Stony Island
- 04/22/1908 Route passes to CALUMET & SOUTH CHICAGO RY CO
- 08/00/1908 Discontinued route

STONY ISLAND

- 00/00/1888? Began PULLMAN RY CO streetcar service from 104th via Corliss-105th-Langley-107th-Champlain to Champlain-115th-Cottage Grove-113th loop
- 08/07/1893 Extended PULLMAN RY CO streetcars via Corliss-104th-Pullman Dr-97th to Stony Island, also began CALUMET ELECTRIC STREET RY CO streetcar service from 64th via Stony Island to 97th
- 06/00/1896 Extended Saturday and Sunday CALUMET ELECTRIC STREET RY CO streetcars over PULLMAN RY CO to 115th/Cottage Grove
- 00/00/1896 Extended CALUMET ELECTRIC STREET RY CO streetcars via Stony Island-97th-Pullman Dr-104th-Corliss-105th-Langley-107th-Champlain to Champlain-115th-Cottage Grove-113th loop, replacing PULLMAN RY CO service
- 00/00/1899 Extended streetcars from 64th via Stony Island to 63rd terminal
- 12/00/1899 Rerouted streetcars via 104th-Cottage Grove to Cottage Grove-115th-St Lawrence-111th loop
- 04/22/1908 Route passes to CALUMET & SOUTH CHICAGO RY CO
- 07/04/1910 Cut back streetcars from Cottage Grove/115th to Stony Island/97th, also discontinued using Stony Island/63rd terminal
- 09/10/1913 Rerouted streetcars via Stony Island-93rd to Jeffery
- 12/23/1913 Cut back streetcars from 93rd/Jeffery to Stony Island/93rd
- 02/01/1914 Route passes to CHICAGO SURFACE LINES
- 05/01/1914 Rerouted Mon-Fri PM rush streetcars via Stony Island to Stony Island-63rd-Dorchester-64th loop
- 06/22/1914 Rerouted streetcars via Stony Island-63rd-Dorchester to 63rd terminal daytime, evenings via Stony Island to 63rd-Dorchester-64th loop
- 09/21/1914 Discontinued route, absorbed by STONY ISLAND/WABASH

67TH

- 05/30/1894 Began CALUMET ELECTRIC STREET RY CO gas car (later battery car) service 64th via Stony Island-67th to Cottage Grove
- 08/01/1894 Extended battery cars via 67th-Vernon to 63rd

11/21/1895 Cut back battery cars from Vernon/63rd to 67th/Vernon

04/04/1896 Replaced battery cars with streetcars, extended streetcars via 67th-St Lawrence-66th-King Dr to 63rd

06/11/1896 Extended streetcars via 67th-Stony Island-73rd-Exchange-78th-Lake Park-Cheltenham-South Shore to 79th

09/00/1896 Cut back service to two shuttles, King Dr/63rd to 67th/Stony Island and 73st/Stony Island to South Shore/79th

09/20/1896 Resumed thru service King/63rd to South Shore/79th

04/22/1908 Route passes to CALUMET & SOUTH CHICAGO RY CO

00/00/1908 Rerouted streetcars via 67th-Stony Island-75th to lakefront terminal, cut back winter streetcars to 67th/Stony Island

09/26/1910 Discontinued route

74TH/75TH

04/00/1893 Began CALUMET ELECTRIC STREET RY CO AUBURN PARK streetcar service from Eggleston via 75th-Stony Island to 64th

05/20/1896 Rerouted streetcars via 75th-Noble-South Chicago to 91st-Baltimore-93rd-South Chicago loop

06/14/1896 Began BROOKLINE/GRAND CROSSING streetcar service from 72nd via Cottage Grove-75th-Stony Island to 64th

00/00/1899 Extended BROOKLINE/GRAND CROSSING streetcars from 64th via Stony Island to 63rd terminal

00/00/1903 Rerouted AUBURN PARK streetcars via 75th to Stony Island, discontinued BROOKLINE/GRAND CROSSING route

04/22/1908 Routes pass to CALUMET & SOUTH CHICAGO RY CO

01/00/1909 Thru-routed streetcars from Eggleston via 75th to Lakefront terminal

08/11/1913 Extended streetcars via 75th-Eggleston to 74th

09/14/1913 Extended streetcars via Eggleston-74th to Parnell

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
05/06/1914 Extended streetcars from Parnell via 74th to Ashland
10/00/1917 Extended streetcars from Ashland via 74th to Damen
08/00/1918 Cut back streetcars from Damen to Ashland
07/01/1921 Extended some owl streetcars via 74th-Ashland to 69th
10/28/1946 Replaced streetcars with #75-74th/75th motor bus route

EAST 79TH

07/25/1909 Began CALUMET & SOUTH CHICAGO RY CO streetcar service from 63rd via Stony Island-79th to Brandon
12/13/1909 Rerouted streetcars via 79th-South Chicago-Noble Ct to 75th
02/23/1913 Cut back streetcars from Noble Ct/75th to 79th/Stony Island
02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
04/26/1914 Extended streetcars from Brandon via 79th to lakefront
05/14/1914 Extended streetcars from Stony Island via 79th to Woodlawn
05/16/1914 Began extension streetcar service from Dauphin via 79th to Wallace
11/16/1914 Thru-routed streetcars Wallace to lakefront
12/27/1914 Discontinued route, absorbed by 79TH

87TH

10/03/1915 Began CHICAGO SURFACE LINES streetcar service day & evenings from Stony Island via 87th-Commercial-91st to Baltimore
10/12/1915 Cut back streetcars from 91st/Baltimore to 87th/Commercial
04/01/1923 Began using one-man cars
10/15/1930 Began WEST 87TH streetcar route from west of Halsted via 87th to State, using one-man cars

11/25/1930 Extended WEST 87TH streetcars from State via 87th to Ingleside

05/02/1937 Thru-routed streetcars west of Halsted to Stony Island

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

05/27/1951 Replaced streetcars with #87-87th motor bus line

93RD/95TH

10/05/1890 Began CALUMET ELECTRIC STREET RY CO streetcar service from 94th via Stony Island-93rd to Exchange and from Exchange via South Chicago-93rd-Harbor-Mackinaw-89th to Ave O

by 01/00/1891 Thru-routed streetcars Stony Island/94th to 89th/Ave O

00/00/1891 Extended streetcars via Stony Island-94th-Private Right-of-way-93rd to Cottage Grove

05/30/1892 Extended streetcars via 93rd-Cottage Grove-95th-Michigan to 109th

07/03/1892 Extended streetcars via Michigan to 115th-Front-Kensington-Michigan loop

07/10/1892 Cut back streetcars from 115th/Front to 93rd/Cottage Grove

00/00/1903? Rerouted streetcars via 93rd-Baltimore-91st-Mackinaw-89th

04/22/1908 Route passes to CALUMET & SOUTH CHICAGO RY CO

01/01/1910 Began shuttle streetcar service from 96th via Cottage Grove to 104th

03/24/1910 Rerouted streetcars via Exchange-92nd-Buffalo-89th

07/04/1910 Extended streetcars via 93rd-Cottage Grove to Cottage Grove-115th-St Lawrence-111th loop, replacing shuttle streetcars and part of STONY ISLAND route

02/01/1914 Route passes to CHICAGO SURFACE LINES, operates all times

08/12/1918 Rerouted streetcars via Cottage Grove-95th to State

08/15/1926 Began using one-man cars

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

05/27/1951 Replaced streetcars with #95-93rd/95th motor bus route

103RD

- 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 west of Cottage Grove
- 02/01/1914 Route passes to CHICAGO SURFACE LINES
- 00/00/1924 Extended streetcars from west of Cottage Grove via 103rd to Cottage Grove
- 12/01/1926 Began using one-man cars
- 10/13/1941 Replaced streetcars with #103-103rd/106th motor bus route

111TH

- 01/05/1911 Began CALUMET & SOUTH CHICAGO RY CO streetcar service from Michigan via 111th to west of Cottage Grove
- 09/18/1911 Extended streetcars from Michigan via 111th to Stewart
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
- 05/09/1917 Extended streetcars from Stewart via 111th-Vincennes-Monterey-111th to Sacramento terminal
- 04/04/1918 Cut back Mon-Fri streetcars from 111th/Sacramento to 111th/Vincennes
- 03/03/1919 Resumed daily service to 111th/Sacramento, also extended streetcars from west of Cottage Grove via 111th to St Lawrence
- 07/01/1921 Cut back Mon-Sat streetcars from 111th/Sacramento to 111th/Vincennes
- 00/00/0000? Cut back Sunday streetcars from 111th/Sacramento to 111th/Vincennes
- 09/23/1945 Replaced streetcars with #111-111th motor bus route

115TH

- 00/00/1896? Began CALUMET ELECTRIC STREET RY CO streetcar service from Michigan via 115th to Front

04/22/1908 Route passes to CALUMET & SOUTH CHICAGO RY CO
10/24/1909 Extended streetcars from Michigan via 115th to Wallace
05/11/1910 Extended streetcars from Wallace via 115th to Halsted
02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
07/03/1918 Extended streetcars from Front via 115th to 115th-St Lawrence-111th-Cottage Grove loop
05/22/1920 Cut back all but some Mon-Sat rush streetcars from St Lawrence/111th to 115th/Cottage Grove
09/23/1945 Replaced streetcars with #115-115th motor bus route

119TH

02/23/1913 Began CALUMET & SOUTH CHICAGO RY CO streetcar service from Vincennes via 119th to Morgan
02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
02/03/1946 Replaced streetcars with #119-119th motor bus route

Compiled by Andre Kristopans

R2 05/11/92