

NORTH CHICAGO STREET RR Route History

NORTH CHICAGO CITY RY CO (08/19/1859 - 11/23/1886)

NORTH CHICAGO STREET RR CO (11/24/1886 - 06/30/1899)

CHICAGO UNION TRACTION CO (07/01/1899 - 01/28/1908)

CHICAGO RYS CO (01/29/1908 - 01/31/1914)

CHICAGO SURFACE LINES (02/01/1914 - 09/30/1947)

CHICAGO TRANSIT AUTHORITY (10/01/1947 - 09/08/1957)

ARMITAGE

- 06/19/1914 Begin CHICAGO SURFACE LINES streetcar service day & evenings from Campbell via Armitage-Paulina-Cortland-Racine-Armitage-Clark to Clark-Lincoln-Wells loop
- 04/01/1923 Begin using one-man cars
- 02/01/1925 Extend streetcars from Campbell via Armitage to Grand, begin owl service Grand to Cortland/Ashland
- 05/19/1933 Extend owl streetcars Cortland/Ashland to Cortland/Elston
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 02/26/1951 Replaced east of Cortland/Elston (River) by #73A-EAST ARMITAGE motor bus route
- 06/24/1951 Replaced streetcars with #73-ARMITAGE motor bus route
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BROADWAY

- c06/24/1864 Began NORTH CHICAGO CITY RY CO steam dummy service from Drummond via Clark-Broadway-Irving Park to Southport
- 00/00/1865 Began towing trailers to downtown on CLARK horsecar route
- 00/00/0000? Discontinued towing trailers thru to downtown
- c01/08/1883 Discontinued service
- 04/17/1883 Resumed service, using horsecars
- 07/00/1885 Extended rush hour horsecars from Southport via Irving Park to Ashland, cut back non-rush horsecars to Irving Park/Kenmore
- 11/24/1886 Route passes to NORTH CHICAGO STREET RR CO

10/02/1894	Cut back horsecars from Clark/Drummond to Broadway/Diversey
00/00/1896	Cut back horsecars from Irving Park/Southport to Broadway/Grace
12/01/1897	Replaced horsecars with streetcars, extended streetcars via Broadway-Clark to Drummond terminal, also via Broadway-Irving Park to Ashland
07/01/1899	Route passes to CHICAGO UNION TRACTION CO
00/00/1904	Cut back streetcars from Irving Park/Ashland to Broadway/Grace
10/21/1906	Extended streetcars from Grace via Broadway-Clark to Devon, also from Drummond via Clark to Clark-Randolph-LaSalle-Monroe-Dearborn-Randolph loop
01/29/1908	Route passes to CHICAGO RYS CO
11/20/1908	Cut back streetcars from Devon/Clark to Broadway/Irving Park
11/24/1908	Extended streetcars via Broadway-Devon to Clark
00/00/1912	Rerouted via Clark-Illinois-LaSalle (tunnel) to LaSalle-Monroe-Dearborn-Randolph loop, also extended streetcars via Devon-Clark to Howard
02/01/1914	Route passes to CHICAGO SURFACE LINES, operated day & evenings
03/07/1915	Began using Clark/Arthur terminal
05/19/1915	Began using Clark/Howard terminal
12/00/1915	Began using Broadway/Ardmore terminal
01/02/1918	Cut back streetcars from Clark/Howard terminal to Clark/Arthur terminal
01/29/1922	Rerouted streetcars via LaSalle to LaSalle-Madison-Clark-Randolph loop, began owl service from Arthur terminal via Clark-Devon-Broadway-Clark to Randolph-LaSalle-Madison-Clark loop
11/16/1923	Rerouted Mon-Fri PM rush streetcars northbound via Madison-Clark-Broadway
09/14/1924	Rerouted streetcars all times via Clark-Division-State to Lake-Wabash-Harrison-State loop
07/11/1932	Rerouted streetcars via Broadway-Devon to Kedzie replacing DEVON route
08/19/1937	Thru-routed BROADWAY and STATE streetcars via State-95th-Michigan-119th to Morgan-120th-Halsted loop, renamed BROADWAY/STATE
05/15/1939	Rerouted streetcars via State-Grand-Wabash-Lake-State (bridge out)

- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times
- 12/15/1947 Cut back streetcars from Kedzie via Devon to Devon-Ravenswood-Schreiber-Clark loop, evenings, nights via Devon-Clark to Arthur terminal
- 05/28/1949 Rerouted streetcars over new State St bridge
- 09/05/1954 Replaced streetcars with motor buses Sat-Sun
- 12/04/1955 Discontinued thru-route, cut back streetcars via State to State-Polk-Dearborn-Kinzie loop, renamed BROADWAY
- 02/18/1957 Replaced streetcars with #36-BROADWAY motor bus route

BROADWAY/COTTAGE GROVE (THROUGH ROUTE 1)

- 01/01/1912 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Clark via Devon-Broadway-Clark-Division-State-Lake-Wabash-Cermak-Indiana-51st to King Dr
- 09/30/1912 Rerouted streetcars via Wabash-18th-Indiana-Cottage Grove-55th to Harper-56th-Lake Park-55th loop
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
- 02/01/1916 Extended streetcars via Devon-Clark to Howard terminal
- 06/29/1923 Rerouted northbound streetcars via Indiana-18th-State-Division
- 07/11/1932 Rerouted streetcars via Broadway-Devon to Kedzie
- 11/04/1934 Rerouted northbound streetcars via 18th-Wabash-Harrison-State
- 05/15/1939 Rerouted northbound streetcars via State-Lake-Wabash-Grand-State
- 09/08/1946 Discontinued route

BROADWAY/WABASH

- 12/18/1922 Began CHICAGO SURFACE LINES streetcar service from Ardmore terminal via Broadway-Clark-Division-State-Lake-Wabash to 18th
- 06/29/1923 Rerouted streetcars via State to 18th, renamed BROADWAY/STATE

09/14/1924 Discontinued route

BROADWAY/STATE (1st route) see BROADWAY/WABASH

BROADWAY/STATE (2nd route) see BROADWAY

CHICAGO

00/00/1892 Begin NORTH CHICAGO STREET RR CO horsecar service from Division via California-Chicago to Clark

07/26/1895 Replaced horsecars with streetcars, Milwaukee to Clark, retaining horsecars Chicago/Milwaukee to California/Division

11/17/1895 Extended streetcars, replacing horsecars, from Milwaukee via Chicago-California to Division, night cars extended from Division via California to Armitage

07/01/1899 Route passes to CHICAGO UNION TRACTION CO

00/00/0000? Rerouted owl streetcars via Chicago to Pulaski

01/29/1908 Route passes to CHICAGO RYS CO

12/03/1908 Extended owl streetcars from Pulaski via Chicago to Cicero

by 02/01/1914 Extended some day & evening streetcars via Chicago to Pulaski, extended owl streetcars from Cicero via Chicago to Austin

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

09/05/1914 Discontinued branch to California/Division

08/07/1915 Extended streetcars via Chicago to Lake Shore Dr

12/18/1915 Cut back owl streetcars from Lake Shore Dr to State

10/01/1921 Extended streetcars day & evenings via Chicago-lakefront PROW to Ohio terminal, also from Pulaski via Chicago to Austin

by 00/00/1928 Extended owl streetcars from Chicago/State to Ohio terminal

10/25/1932 Began using one-man cars for owl service

03/15/1937 Cut back streetcars from Ohio terminal to Chicago/Lake Shore
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times
06/24/1950 Began using one-man cars Sat-Sun day & evening
05/11/1952 Replaced streetcars with #66-CHICAGO trolley bus route

CLARK

08/19/1859 Began NORTH CHICAGO CITY RY CO horsecar service from Kinzie via Clark to Division
09/01/1859 Extended horsecars from Kinzie via Clark to Carroll also from Division via Clark to North
06/00/1860 Extended horsecars from North via Clark to Menomonee
08/26/1860 Rerouted some horsecars via Clark-Chicago-Wells to Randolph
12/00/1860 Discontinued service to Randolph/Wells
07/15/1861 Extended horsecars from Menomonee via Clark to Fullerton
00/00/1862 Extended horsecars from Fullerton via Clark to Drummond
12/27/1865 Extended horsecars via Clark-Hubbard-State to Lake
04/02/1867 Cut back horsecars from State/Lake to State/North Water
11/00/1871 Rerouted horsecars via Clark to Carroll
12/21/1873 Extended horsecars from Carroll via Clark to Washington
08/14/1875 Rerouted some horsecars via Clark-Chicago-Wells to Randolph
11/08/1875 Discontinued branch to Wells/Randolph
11/24/1886 Route passes to NORTH CHICAGO STREET RR CO
03/26/1888 Replaced day & evening horsecars with cable cars from Drummond terminal via Clark-Illinois-LaSalle (tunnel) to LaSalle-Monroe-Dearborn-Randolph loop, owl service continues by horsecars via Clark to Washington
07/30/1899 Owl horsecars replaced by compressed air cars
07/01/1899 Route passes to CHICAGO UNION TRACTION CO

00/00/1905 Resumed using horsecars for owl service

10/21/1906 Replaced cable cars with streetcars and extended streetcars from Drummond terminal via Clark to Devon replacing extension streetcars, also rerouted via Clark to Randolph-LaSalle-Monroe-Dearborn-Randolph loop. Owl streetcars remain via Clark to Washington

12/00/1906 Rerouted all streetcars via Clark to Clark-Monroe-Dearborn-Randolph loop

01/29/1908 Route passes to CHICAGO RYS CO

11/00/1911 Extended streetcars from Devon via Clark to Howard

00/00/1912 Rerouted streetcars day & evenings via Clark-Illinois-LaSalle (tunnel) to LaSalle-Monroe-Dearborn-Randolph loop

by 02/01/1914 Rerouted owl streetcars via Clark to Clark-Madison-LaSalle-Randolph loop

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

03/07/1915 Began using Clark/Arthur terminal

05/19/1915 Began using Clark/Howard terminal

01/29/1922 Rerouted day & evening streetcars via Clark-Illinois-LaSalle (tunnel) to LaSalle-Madison-Clark-Randolph loop

09/14/1924 Rerouted streetcars via Clark to Clark-Madison-LaSalle (tunnel)-Illinois-Clark loop rush hours, cut service to Mon-Sat rush hours and nights only

09/30/1928 Rerouted owl streetcars via Clark to Van Buren

00/00/1929 Rerouted owl streetcars via Clark to Clark-Madison-LaSalle-Randolph loop

11/01/1934 Discontinued owl service

11/16/1934 Rerouted streetcars via Clark to Van Buren-Dearborn-Harrison-Clark loop

05/05/1936 Rerouted streetcars via Clark to Cermak

11/05/1937 Rerouted streetcars via Clark to Clark-Cermak-Wentworth-Archer loop

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated Mon-Fri rush only

11/16/1953 Rerouted northbound streetcars via Clark-Harrison-Dearborn-Kinzie-Clark

09/08/1954 Replaced streetcars with #22 - CLARK motor bus route

CLARK, NORTH

- 00/00/1886 Begin NORTH CHICAGO CITY RY CO horsecar service from Drummond via Clark to Lawrence
- 11/24/1886 Route passes to NORTH CHICAGO STREET RR CO
- 00/00/1892 Replaced horsecars with battery cars
- 10/03/1894 Replaced battery cars with streetcars
- 12/26/1894 Extended streetcars from Lawrence via Clark to Devon, replacing HIGH RIDGE horsecar route
- 10/21/1906 Discontinued route, replaced by CLARK streetcars

CLARK/OGDEN (THROUGH ROUTE 23)

- 08/08/1908 Began CHICAGO RYS CO streetcar service from Drummond terminal via Clark-Division-State-Randolph-Wells SB/Dearborn NB-Madison-Ogden to Pulaski
- 10/26/1911 Discontinued route

CLARK/WELLS

- 07/07/1877 Began NORTH CHICAGO CITY RY CO horsecar service from Drummond via Clark-Wells to Randolph
- 11/24/1886 Route passes to NORTH CHICAGO STREET RR CO
- 03/26/1888 Replaced horsecars with cable cars from Drummond terminal via Clark-Wells-Illinois-LaSalle
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 10/21/1906 Replaced cable cars with streetcars, rerouted streetcars via Wells-Randolph to LaSalle-Monroe-Dearborn-Randolph loop
- 01/29/1908 Route passes to CHICAGO RYS CO
- 00/00/1908? Rerouted streetcars northbound via Dearborn-Kinzie-Wells
- 00/00/1909? Discontinued route

CLARK/WENTWORTH (THROUGH ROUTE 22)

- 03/17/1908 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Devon via Clark-Archer SB/Cermak NB-Wentworth-Vincennes-79th to Halsted
- 11/00/1911 Extended streetcars from Devon via Clark to Arthur terminal
- 00/00/1912 Extended streetcars from Arthur via Clark to Howard
- 07/17/1912 Rerouted streetcars via Vincennes to 80th terminal
- by 02/01/1914 Rerouted streetcars southbound via Clark-Cermak-Wentworth
- 07/01/1914 Rerouted streetcars southbound via Clark-Archer-Wentworth, also rerouted some streetcars via Vincennes-79th to Peoria
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
- 03/07/1915 Began using Clark/Arthur terminal
- 05/19/1915 Began using Clark/Howard terminal
- 01/06/1918 Rerouted all streetcars via Vincennes to 80th terminal
- 07/24/1919 Rerouted streetcars via Vincennes-81st to Halsted
- 12/02/1929 Began using "Y" at 81st/Halsted
- 11/01/1934 Began owl service
- 11/16/1953 Rerouted streetcars northbound via Clark-Harrison-Dearborn-Kinzie-Clark
- 09/05/1954 Replaced streetcars with motor buses Sat-Sun
- 09/08/1957 Discontinued THROUGH ROUTE 22, replaced with #22-CLARK motor bus route and #22A - WENTWORTH streetcar route

CLARK/21ST (THROUGH ROUTE 15)

- 12/27/1909 Began CHICAGO RYS CO streetcar service from Diversey via Clark-Adams-Clinton-Harrison-Canal-Canalport-Halsted-21st to Marshall Blvd
- 06/26/1911 Rerouted streetcars via Clark-Wells-Polk-Canal
- 09/16/1912 Discontinued route

CLYBOURN

- 10/04/1859 Began NORTH CHICAGO CITY RY CO horsecar service from Clybourn via Division-Clark to Carroll
- 10/08/1864 Extended horsecars via Division-Clybourn-Larrabee to Armitage
- 12/27/1865 Extended horsecars via Clark-Hubbard-State to Lake
- 04/02/1867 Cut back horsecars from State/Lake to State/North Water
- 00/00/1868 Extended some horsecars via Clybourn to North
- 00/00/1871 Extended horsecars from North via Clybourn to Sheffield
- 11/00/1871 Rerouted horsecars via Clark to Carroll
- 07/00/1872 Extended horsecars from Sheffield via Clybourn to Racine, discontinued branch to Larrabee/Armitage
- 12/21/1873 Extended horsecars from Carroll via Clark to Washington
- 00/00/1883 Extended horsecars from Racine via Clybourn to Fullerton
- 11/24/1886 Route passes to NORTH CHICAGO STREET RR CO
- 03/00/1888 Extended horsecars from Fullerton via Clybourn to Belmont
- 05/02/189 Replaced day & evening horsecars with cable cars from Bosworth terminal via Clybourn-Division-Wells-Illinois-LaSalle (tunnel) to LaSalle-Monroe-Dearborn-Randolph loop. Retained horsecars Belmont to Bosworth
- 06/02/1895 Replaced extension horsecars with streetcars Belmont to Bosworth
- 01/06/1896 Rerouted owl streetcars via Clybourn-Halsted-Division-Crosby-Larrabee-Chicago-Orleans-Kinzie-Clark to Washington
- 07/01/1899 Routes pass to CHICAGO UNION TRACTION CO
- 10/21/1906 Discontinued cable cars, rerouted streetcars via Clybourn-Division-Wells-Randolph to LaSalle-Monroe-Dearborn-Randolph loop, owls via Wells-Kinzie-Clark to Washington
- 00/00/1906 Rerouted streetcars via Wells to Kinzie-Dearborn-Washington-Wells loop
- 00/00/1907 Extended streetcars via Clybourn-Western to Roscoe
- 01/29/1908 Route passes to CHICAGO RYS CO

- 09/05/1911? Cut back streetcars from Western/Roscoe to Clybourn/Western
- 07/21/1912 Rerouted day & evening streetcars via Wells-Illinois-LaSalle (tunnel) to LaSalle-Monroe-
Dearborn-Randolph loop, owl streetcars via Wells-Randolph to LaSalle-Monroe-
Dearborn-Randolph loop
- by 02/01/1914 Rerouted day & evening streetcars via LaSalle to Randolph-Dearborn-Monroe-LaSalle
loop
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
- 07/01/1914 Rerouted streetcars via Wells-Harrison to State
- 00/00/1926 Extended streetcars via Clybourn-Western to Roscoe terminal
- 00/00/0000? Cut back streetcars from Western/Roscoe to Clybourn/Belmont
- 05/04/1947 Replaced streetcars with #41-CLYBOURNmotor bus route

CLYBOURN/WENTWORTH (THROUGH ROUTE 2)

- 06/06/1910 Began CHICAGO RYS CO and CHICAGO CITY RY CO THROUGH ROUTE 2 joint streetcar
service from Belmont via Clybourn-Division-Clark-Archer SB/Cermak NB-Wentworth-
Vincennes-79th to Halsted
- 07/17/1912 Rerouted streetcars via Vincennes to 80th terminal
- by 02/01/1914 Rerouted streetcars southbound via Clark-Cermak-Wentworth
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
- 02/01/1914 Rerouted streetcars via Division-Wells-Illinois-Clark
- 09/01/1921 Extended some streetcars via Vincennes-81st to Halsted
- 12/02/1921 Cut back streetcars from 81st/Halsted to Vincennes/80th terminal
- 09/13/1924 Discontinued route

DEARBORN/NORTH WESTERN DEPOT

- 09/26/1887 Began NORTH CHICAGO STREET RR CO horsecar service from Wells via Kinzie-State to
Lake

00/00/1889 Rerouted horsecars via Kinzie-Dearborn to Polk
01/16/1896 Replaced horsecars with streetcars, towed by horses Dearborn/Kinzie to Dearborn/Polk
10/00/1896 Began operating streetcars under own power Dearborn/Kinzie to Dearborn/Randolph
11/15/1896 Began operating streetcars under own power Dearborn/Van Buren to Dearborn/Polk
07/01/1899 Route passes to CHICAGO UNION TRACTION CO
00/00/1905 Discontinued route, absorbed into SEDGWICK

DEVON

05/20/1917 Began CHICAGO SURFACE LINES streetcar service day & evenings from Clark via Devon to Western
03/13/1921 Began using one-man cars
12/14/1925 Extended streetcars from Western via Devon to Kedzie
01/29/1928 Extended streetcars from Clark via Devon to Broadway
by 00/00/1928 Began owl service, Kedzie to Clark only
07/10/1932 Discontinued service, absorbed by BROADWAY route

DICKENS

06/00/1884 Began NORTH CHICAGO CITY RY CO horsecar service from Lincoln-Dickens-Racine-Armitage loop via Armitage-Clark to Washington, some via Clark-Division-State to Lake
11/24/1886 Route passes to NORTH CHICAGO STREET RR CO
01/22/1889 Began coupling horsecars to LINCOLN/CLARK cable trains at Lincoln/Armitage for trip downtown, uncoupled at Lincoln/Dickens
09/00/1892 Replaced horses with gas cars to tow trailers Dickens/Lincoln to Armitage/Lincoln
12/07/1893 Replaced gas cars with horses for towing trailers
03/21/1895 Replaced horses with electric cabs for towing trailers
06/06/1895 Discontinued route, absorbed into SEDGWICK route

DIVERSEY

- 07/16/1923 Began CHICAGO SURFACE LINES one-man streetcar service day & evenings from Milwaukee via Diversey to Pulaski
- 04/17/1930 Replaced streetcars with #76-DIVERSEY trolley bus route

DIVISION

- 08/08/1887 Began NORTH CHICAGO STREET RR CO horsecar service from Milwaukee via Division-Sedgwick SB/Orleans NB-Chicago-Clark to Washington, also from Milwaukee via Division-Wells-Clark to Armitage
- 00/00/1888? Discontinued branch to Clark/Armitage
- 05/02/1891 Began towing horsecars behind CLYBOURN cable trains from Division/Clybourn to downtown
- 10/19/1895 Replaced horsecars with streetcars Milwaukee to Clybourn, discontinued service to downtown
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 00/00/1904 Extended streetcars from Milwaukee via Division to Mozart
- 01/29/1908 Route passes to CHICAGO RYS CO
- 12/03/1911 Extended streetcars from Clybourn via Division to Wells
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operates day & evenings only
- 04/10/1932 Began owl service
- 08/19/1937 Extended streetcars from Wells via Division-State to 21st
- 08/24/1937 Rerouted streetcars via State-Van Buren-Clinton-Harrison to Jefferson "Y"
- 10/11/1937 Extended streetcars via Van Buren to Kedzie, absorbing VAN BUREN route, renamed DIVISION/STATE/VAN BUREN
- 05/15/1939 Rerouted streetcars via State-Kinzie-Dearborn-Lake-State
- 11/08/1939 Rerouted streetcars via State-Grand-Wabash-Lake-State
- 10/12/1941 Rerouted streetcars via State-Kinzie-Dearborn-Lake-State

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times
05/28/1949 Rerouted across new State St bridge
02/04/1951 Discontinued route, replaced with #70-DIVISION motor bus route and VAN BUREN streetcar route

FULLERTON

04/24/1894 Began NORTH CHICAGO STREET RR CO horsecar service from Halsted via Fullerton to Milwaukee
10/27/1895 Replaced horsecars with streetcars
07/01/1899 Route passes to CHICAGO UNION TRACTION CO
01/29/1908 Route passes to CHICAGO RYS CO
00/00/1909 Extended streetcars from Milwaukee via Fullerton to Pulaski
02/01/1914 Route passes to CHICAGO SURFACE LINES, operates all times
09/09/1914 Extended streetcars from Pulaski via Fullerton to Cicero
03/16/1918 Began extension streetcar service day & evenings from Cicero via Fullerton to Long
09/21/1918 Thru-routed streetcars Long to Halsted all times
10/10/1928 Extended streetcars from Long via Fullerton to Central
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times
12/04/1949 Replaced streetcars with #74-FULLERTON trolley bus route

GRAND

02/12/1896 Began NORTH CHICAGO STREET RR CO streetcar service from Western via Grand to Clark
00/00/0000? Extended streetcars via Grand-State to Lake
07/01/1899 Route passes to CHICAGO UNION TRACTION CO
01/29/1908 Route passes to CHICAGO RYS CO

02/17/1908 Rerouted streetcars via Grand to Peshtigo

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings

04/01/1915 Extended some rush streetcars from Western via Grand to Armitage

00/00/1915 Extended streetcars from Peshtigo to Streeter Dr

06/05/1916 Extended streetcars from Western via Grand to Harlem, began owl service

06/08/1916 Extended streetcars to Streeter Drive terminal

06/18/1916 Extended streetcars to east end of Navy Pier

06/00/1921 Rerouted streetcars from upper to lower level at Navy Pier

08/14/1941 Cut back evening, owl and Sunday streetcars to Streeter Drive terminal

09/28/1941? Cut back Mon-Sat midday streetcars to Grand/Streeter Dr

00/00/1942 Cut back Mon-Sat rush streetcars to Grand/Streeter Dr, discontinue all operations on Navy Pier

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

12/04/1949 Replace streetcars with motor buses Sat-Sun

04/01/1951 Replace streetcars with #65-GRAND motor bus route

GROSS PARK

12/15/1886 Began NORTH CHICAGO STREET RR CO horsecar service from Wrightwood via Lincoln to Ashland

07/07/1890 Began towing horsecars downtown behind LINCOLN cable trains from Lincoln/Wrightwood

01/17/1895 Began using NORTH CHICAGO ELECTRIC RY CO streetcars to tow trailers between Ashland and Wrightwood

07/01/1899 Route passes to CHICAGO UNION TRACTION CO

00/00/1904? Discontinued route, absorbed into LINCOLN/CLARK

HALSTED

- 11/00/1888 Began NORTH CHICAGO STREET RR CO horsecar service from Fullerton via Halsted to 23rd
- 09/18/1895 Replaced horsecars with streetcars Fullerton to Division
- 03/00/1896 Extended streetcars from Division to 23rd, replacing horsecars
- 00/00/1896? Extended streetcars from Fullerton via Halsted to Broadway
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 01/29/1908 Route passes to CHICAGO RYS CO
- 02/01/1914 Route passes to CHICAGO SURFACE LINES
- 12/11/1914 Discontinued route, absorbed into THROUGH ROUTE 8

HALSTED (THROUGH ROUTE 8)

- 12/13/1911 Began CHICAGO RYS CO and CHICAGO CITY RY CO THROUGH ROUTE 8 joint streetcar service from Broadway via Halsted to 79th
- 12/01/1912 Rerouted streetcars via Halsted to 79th-Emerald-79th terminal-Halsted loop
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times, owl Broadway to 26th
- 04/28/1915 Rerouted streetcars via Halsted to Halsted-Broadway Terminal-Broadway-Waveland loop
- 05/18/1931 Extended some streetcars Mon-Fri midday thru evening from 79th via Halsted-Summit-Vincennes-Monterey-111th to Sacramento
- 00/00/1931 Extended some streetcars to 111th/Sacramento Mon-Fri AM rush
- 12/19/1931 Extended some streetcars to 111th/Sacramento Saturday day & evening
- 02/28/1932 Extended some streetcars to 111th/Sacramento Sundays, also extended owl streetcars from 26th via Halsted to 79th Sunday early morning only, began Sunday early morning owl shuttle Halsted/79th to 111th/Sacramento
- 04/06/1932 Extended owl streetcars from 26th to 79th Mon-Sat early mornings, began Mon-Sat early morning owl shuttle Halsted/79th to 111th/Sacramento

- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times, owl Broadway to 79th and 79th to 111th/Sacramento
- 12/04/1949 Cut back all streetcars from 111th/Sacramento to Halsted/79th, replaced south of 79th by #111A - VINCENNES/111TH bus route.
- 11/25/1951 Replaced streetcars with motor buses Sat-Sun only
- 05/30/1954 Replaced streetcars with #8-HALSTED motor bus route
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HALSTED (THROUGH ROUTE 13)

- 05/06/1912 Began CHICAGO RYS CO and CHICAGO CITY RY CO THROUGH ROUTE 13 joint streetcar service from Fullerton via Halsted to 69th
- 07/15/1912 Cut back streetcars from Halsted/69th to 63rd-Union-63rd Place-Halsted loop, discontinued Sunday service
- by 02/01/1914 Extended streetcars from Fullerton via Halsted to Clark
- 02/01/1914 Routes pass to CHICAGO SURFACE LINES, operated Mon-Sat day & evenings
- 09/13/1924 Discontinued route, absorbed by THROUGH ROUTE 8
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HALSTED (THROUGH ROUTE 18) see HALSTED/MADISON (THROUGH ROUTE 18)

HALSTED (THROUGH ROUTE 24)

- 10/19/1905 Began CHICAGO UNION TRACTION CO and CHICAGO CITY RY CO joint streetcar service from Milwaukee via Halsted to Root
- 01/29/1908 CHICAGO UNION TRACTION CO route passes to CHICAGO RYS CO
- 04/16/1908 Extended joint streetcar route from Milwaukee via Halsted to Hooker and from Root via Halsted to 69th, designated THROUGH ROUTE 24
- 10/16/1908 Discontinued route
- 12/03/1908 Resumed THROUGH ROUTE 24 streetcars from Erie via Halsted to 69th
- 12/16/1908 Extended streetcars from Erie via Halsted to Hooker

02/18/1909 Extended streetcars from Hooker via Halsted to Division
06/00/1910 Extended streetcars from 69th via Halsted to 71st
12/13/1911 Discontinued route

HALSTED/CLYBOURN

10/11/1886 Began NORTH CHICAGO CITY RY CO horsecar service from Fullerton via Halsted-Clybourn-Division-Sedgwick-Chicago-Orleans-Hubbard-Wells to Randolph, returning via Wells-Illinois-Orleans-Division-Clybourn
11/24/1886 Route passes to NORTH CHICAGO STREET RR CO
00/00/1889 Extended horsecars from Fullerton via Halsted to Broadway
05/02/1891 Began coupling horsecars to CLYBOURN cable cars at Clybourn/Halsted for trip downtown
07/09/1894 Cut back horsecars from Halsted/Broadway to Halsted/Clark
07/09/1895 Discontinued route

HALSTED/MADISON (THROUGH ROUTE 18)

01/03/1910 Began CHICAGO RYS CO THROUGH ROUTE 18 streetcar service from Irving Park via Broadway-Halsted-Madison to Pulaski
08/16/1912 Rerouted streetcars via Halsted to 26th as joint CHICAGO RYS CO and CHICAGO CITY RY CO service
02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
04/28/1915 Rerouted streetcars via Halsted to Halsted-Broadway Terminal-Broadway-Waveland loop
07/03/1933 Discontinued route, absorbed by THROUGH ROUTE 8

HALSTED, NORTH

07/09/1894 Began NORTH CHICAGO STREET RR CO streetcar service from Broadway via Halsted to Clark

10/02/1894 Extended streetcars via Halsted-Clark to Drummond terminal, replaced streetcars with CHICAGO & NORTH SHORE STREET RY CO EVANSTON streetcars for towing trailers

07/01/1899 Route passes to CHICAGO UNION TRACTION CO

00/00/0000? Began owl streetcar service from Juneway via Clark-Devon-Broadway-Halsted-Clark to Drummond terminal

by 01/29/1908 Discontinued route

HIGH RIDGE

00/00/1887 Began NORTH CHICAGO STREET RR CO horsecar service from Lawrence via Clark to Devon

12/26/1894 Discontinued route, replaced by NORTH CLARK streetcars

LARRABEE

09/00/1859 Began NORTH CHICAGO CITY RY CO horsecar service from Carroll via Clark-Chicago to Orleans

00/00/0000? Extended horsecars from Orleans via Chicago to Larrabee

12/27/1865 Extended horsecars via Clark-Hubbard-State to Lake

04/02/1867 Cut back horsecars from State/Lake to State/North Water

11/00/1871 Rerouted horsecars via Clark to Carroll

07/00/1872 Extended horsecars via Chicago-Larrabee to Armitage

12/21/1873 Extended horsecars from Carroll via Clark to Washington

00/00/1880 Extended horsecars from Armitage via Larrabee to Lincoln

00/00/1883 Rerouted some horsecars via Chicago-Wells to Randolph

07/00/1886 Rerouted all horsecars via Chicago-Orleans-Hubbard SB/Illinois NB-Wells to Randolph

by 11/24/1886 Rerouted horsecars via Orleans-Kinzie-Clark to Washington

11/24/1886 Route passes to NORTH CHICAGO STREET RR CO

05/00/1893 Began experimental use of gas cars

11/09/1893 Replaced gas cars with horsecars

05/25/1895 Replaced horsecars with streetcars, extended streetcars via Larrabee to Lincoln-Fullerton-Racine-Webster loop, began towing of streetcars by horses Wacker to Washington

08/02/1896 Extended streetcars to Clark/Washington under own power

07/01/1899 Route passes to CHICAGO UNION TRACTION CO

00/00/1908 Rerouted streetcars via Chicago-Kingsbury-Erie-Franklin-Kinzie

01/29/1908 Route passes to CHICAGO RYS CO

00/00/1913? Rerouted streetcars via Kinzie to Kinzie-Dearborn-Washington-Clark loop

by 02/01/1914 Rerouted owl streetcars via Chicago-Orleans-Kinzie to Kinzie-Dearborn-Monroe-LaSalle-Randolph-Clark loop

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

06/02/1914 Rerouted southbound streetcars via Chicago-Franklin-Kinzie

07/19/1914 Discontinued service, absorbed by RIVERVIEW/LARRABEE route

LINCOLN/BOWMANVILLE see LINCOLN/CLARK

LINCOLN/CLARK

07/00/1872 Began NORTH CHICAGO CITY RY CO horsecar service from Fullerton via Lincoln-Armitage-Clark to Carroll

12/21/1873 Extended horsecars from Carroll via Clark to Washington

00/00/1877 Extended horsecars from Fullerton via Lincoln to Wrightwood

00/00/1882 Rerouted some horsecars via Clark-Division-State to Lake

11/24/1886 Route passes to NORTH CHICAGO STREET RR CO

by 01/22/1889 Discontinued branch to State/Lake

01/22/1889 Replaced horsecars with cable cars from Wrightwood terminal via Lincoln-Armitage-Clark-Illinois-LaSalle (tunnel) to LaSalle-Monroe-Dearborn-Randolph loop. Owl horsecars remain via Lincoln-Armitage-Clark to Washington

07/01/1899 Route passes to CHICAGO UNION TRACTION CO

10/21/1906 Replaced cable cars with streetcars, from Foster via Lincoln-Armitage-Clark-Illinois-LaSalle (tunnel) to LaSalle-Monroe-Dearborn-Randolph loop, owl streetcars via Clark to Randolph-LaSalle-Monroe-Dearborn-Randolph loop

12/00/1906 Rerouted streetcars via Clark to Clark-Monroe-Dearborn-Randolph loop

00/00/1910 Renamed LINCOLN/BOWMANVILLE

00/00/1912 Rerouted day & evening streetcars via Clark-Illinois-LaSalle (tunnel) to Randolph-Dearborn-Monroe-LaSalle loop

by 02/01/1914 Rerouted owl streetcars via Clark to Randolph-LaSalle-Monroe-Dearborn-Randolph loop

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

04/16/1914 Extended streetcars from Foster via Lincoln to Berwyn

01/29/1922 Rerouted day & evening streetcars via LaSalle to Randolph-Clark-Monroe-LaSalle loop, rerouted owl streetcars via Clark to Clark-Monroe-LaSalle-Randolph loop

09/14/1924 Rerouted streetcars via Clark-Wells to Illinois-LaSalle (tunnel)-Madison-Wells loop

12/29/1930 Began one-man extension streetcar service from Berwyn via Foster to California

01/11/1931 Extended streetcars from Berwyn via Lincoln to California, replacing extension streetcars

07/26/1931 Extended streetcars from California via Lincoln to Peterson

02/23/1932 Reduced service to Mon-Fri rush and daily owl only

11/27/1939 Rerouted streetcars via Wells to Randolph-LaSalle-Madison-Wells loop

11/27/1944 Rerouted streetcars via Wells-Harrison-Dearborn to Polk

09/01/1947 Rerouted streetcars via Lincoln-Larrabee-Chicago-Wells, resumed service all times

09/29/1947 Rerouted some Mon-Fri rush streetcars via Lincoln-Belmont-Damen-Roscoe to Western

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times

01/10/1949 Discontinued branch to Roscoe/Western, replaced by #98-ROSCOEmotor bus route

02/18/1951 Replaced streetcars with #10-LINCOLN/LARRABEE motor bus route

LINCOLN/INDIANA (THROUGH ROUTE 3)

10/05/1912 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Foster via Lincoln-Armitage-Clark-Kinzie-State-Lake-Wabash-Cermak-Indiana-51st to King Dr

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings only

04/16/1914 Extended streetcars from Foster via Lincoln to Berwyn

10/15/1916 Rerouted some Mon-Sat rush streetcars via Indiana-47th to Lake Park

03/11/1917 Rerouted all streetcars via Indiana-47th to Lake Park

09/14/1924 Rerouted streetcars southbound via Clark-Division-State, northbound via Indiana-18th-State-Division-Clark

01/11/1931 Extended streetcars from Berwyn via Lincoln to California

07/26/1931 Extended streetcars from California via Lincoln to Peterson

02/23/1932 Rerouted streetcars via Indiana to 51st, also rerouted southbound streetcars via Wabash-18th-Indiana

12/17/1933 Rerouted streetcars southbound via Wabash-Cermak-Indiana, northbound via Indiana-18th-Wabash-Lake-State

11/04/1934 Rerouted streetcars northbound via Indiana-Cermak-Wabash-Harrison-State

01/25/1938 Rerouted streetcars via Clark-Wells-Division-State

05/15/1939 Rerouted streetcars southbound via State-Grand-Wabash, northbound via State-Lake-Wabash-Grand-State

03/28/1947 Rerouted streetcars northbound via Cermak-Wabash-Grand

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated day & evenings

03/10/1951 Discontinued route, replaced with #11-LINCOLN/DOWNTOWN motor bus route and INDIANA streetcar route

LINCOLN/ROSEHILL see LINCOLN/WELLS

LINCOLN/WELLS

- 00/00/1884 Began NORTH CHICAGO CITY RY CO horsecar service from Wrightwood via Lincoln-Armitage-Clark-Wells to Randolph
- 11/24/1886 Routes pass to NORTH CHICAGO STREET RR CO
- 01/22/1889 Replaced horsecars with cable cars from Wrightwood terminal via Lincoln-Clark-Wells-Illinois-LaSalle (tunnel) to LaSalle-Monroe-Dearborn-Randolph loop
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 10/21/1906 Replaced cable cars with streetcars, from Foster via Lincoln-Armitage-Clark-Wells-Randolph to LaSalle-Monroe-Dearborn-Randolph loop
- 12/28/1910 Rerouted streetcars via Lincoln-Damen-Balmoral-Ravenswood to Rosehill Dr, renamed LINCOLN/ROSEHILL
- 00/00/1912 Rerouted streetcars via Wells-Illinois-LaSalle (tunnel) to Randolph-Dearborn-Monroe-LaSalle loop
- 00/00/0000? Rerouted some Mon-Sat rush streetcars via Wells-Harrison to State
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
- 03/29/1917 Began owl service Ravenswood/Rosehill to Damen/Lincoln
- 01/29/1922 Rerouted day & evening streetcars via LaSalle to Randolph-Clark-Monroe-LaSalle loop
- 09/14/1924 Rerouted day & evening streetcars via Clark-Wells to Illinois-LaSalle (tunnel)-Madison-Wells loop
- 02/23/1932 Cut streetcars to shuttle Ravenswood/Rosehill Dr to Damen/Lincoln evenings and Sundays
- 11/27/1939 Rerouted Mon-Sat daytime streetcars via Wells to Randolph-LaSalle-Madison-Wells loop
- 11/27/1944 Rerouted Mon-Sat daytime streetcars via Wells-Harrison-Dearborn to Polk
- 09/01/1947 Rerouted streetcars via Lincoln-Larrabee-Chicago-Wells
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 08/01/1948 Discontinued route, merged into LINCOLN/BOWMANVILLE

NORTH

- 07/02/1888 Began NORTH CHICAGO STREET RR CO horsecar service from Milwaukee via North to Clark
- 00/00/1890? Extended horsecars from Milwaukee via North-California to Division
- 04/16/1895 Replaced horsecars with streetcars
- 00/00/1895 Rerouted streetcars via North to Pulaski, replacing extension horsecars
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 05/31/1900 Extended streetcars from Pulaski via North to Kenton
- 01/29/1908 Route passes to CHICAGO RYS CO
- 00/00/1910 Extended streetcars from Kenton via North to Cicero
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
- 10/10/1915 Began extension streetcar service from Cicero via North to Austin
- 11/24/1917 Thru-routed streetcars Austin to Clark
- 11/29/1931 Extended streetcars from Austin via North to Narragansett
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times
- 07/03/1949 Replaced streetcars with #72-NORTH trolley bus route, retained one-man shuttle streetcars from Clybourn via North to Clark
- 12/03/1949 Discontinued shuttle route

NORTH WESTERN DEPOT

- 00/00/1889 Began NORTH CHICAGO STREET RR CO horsecars from Kinzie via Wells to Lake-State-Madison-Wells loop
- 01/16/1896 Discontinued route

RIVERVIEW

- 07/19/1887 Began NORTH CHICAGO STREET RR CO horsecar service from Western via Roscoe-Damen-Belmont to Lincoln
- 01/17/1895 Replaced horsecars with streetcars, extended streetcars via Belmont-Lincoln to Wrightwood
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 10/21/1906? Extended streetcars via Lincoln-Halsted-North-Sedgwick-Chicago SB/Division NB-Orleans-Kinzie-Clark to Washington
- 07/17/1911 Begin using Riverview terminal
- 07/21/1912 Rerouted streetcars via Lincoln-Larrabee-Chicago-Orleans-Kinzie to Kinzie-Dearborn-Monroe-LaSalle-Washington-Wells loop
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
- 07/20/1914 Rerouted streetcars via Chicago-Kingsbury-Erie-Franklin-Kinzie-Dearborn to Polk, renamed RIVERVIEW/LARRABEE
- 09/14/1924 Rerouted streetcars via Kinzie to Kinzie-Dearborn-Randolph-Wells loop
- 05/04/1947 Rerouted streetcars via Franklin-Hubbard SB/Kinzie NB-Wells-Harrison-Dearborn to Polk
- 08/30/1947 Discontinued route, absorbed into LINCOLN/BOWMANVILLE route

SEDGWICK

- 00/00/1862 Began NORTH CHICAGO CITY RY CO horsecar service from North via Sedgwick-Division to Clark
- 05/00/1863 Extended horsecars via Division-Clark to Carroll, also from North via Sedgwick to Lincoln
- 12/27/1865 Extended horsecars via Clark-Hubbard-State to Lake
- 04/02/1867 Cut back horsecars from State/Lake to State/North Water
- 11/00/1871 Rerouted horsecars via Clark to Carroll
- 12/23/1873 Extended horsecars from Carroll via Clark to Washington
- 11/08/1875 Rerouted horsecars via Division-Wells to Randolph

07/07/1877 Rerouted horsecars via Division-Clark to Washington

00/00/1881 Rerouted horsecars southbound via Sedgwick-Chicago-Clark, northbound via Clark-Chicago-Orleans-Division-Sedgwick

07/00/1886 Rerouted horsecars southbound via Chicago-Orleans-Kinzie-Clark, northbound via Clark-Kinzie-Orleans

11/24/1886 Route passes to NORTH CHICAGO STREET RR CO

06/06/1895 Replaced horsecars with streetcars, extended streetcars via Sedgwick to Lincoln-Dickens-Racine-Armitage loop, towing streetcars with horses Wacker to Washington

08/02/1896 Began operating streetcars to Clark/Washington under own power

07/01/1899 Route passes to CHICAGO UNION TRACTION CO

00/00/1905 Extended streetcars via Clark-Kinzie-Dearborn to Polk, pulled by horses Randolph to Van Buren

07/00/1906 Began operating streetcars under own power to Dearborn/Polk

10/21/1906? Rerouted streetcars via Chicago-Franklin-Hubbard-Wells-Lake-Dearborn

00/00/1907 Rerouted streetcars via Chicago-Orleans-Kinzie SB/Hubbard NB-Wells-Lake-Dearborn

00/00/1908? Rerouted streetcars via Chicago-Orleans-Kinzie-Dearborn

01/29/1908 Route passes to CHICAGO RYS CO

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings

07/20/1914 Rerouted streetcars via Sedgwick-Lincoln to Lincoln-Fullerton-Racine-Webster loop

09/14/1924 Discontinued service, absorbed into TAYLOR/SEDGWICK/SHEFFIELD route

WEBSTER

08/26/1878 Began NORTH CHICAGO CITY RY CO horsecar service from Lincoln-Webster-Racine-Armitage loop via Armitage-Clark to Washington

07/24/1880 Rerouted some horsecars via Clark-Division-State to Lake

06/00/1884 Rerouted horsecars via Armitage-Lincoln to Lincoln-Fullerton-Racine-Webster loop

00/00/1885 Rerouted some horsecars via Clark-Wells to Randolph

by 11/24/1886 Discontinued branch to Clark/Washington

11/24/1886 Route passes to NORTH CHICAGO STREET RR CO

01/22/1889 Began coupling horsecars to LINCOLN/CLARK or LINCOLN/WELLS cable trains at Lincoln/Webster for trip downtown, uncoupled at Lincoln/Fullerton

04/27/1892 Replaced horses with conduit streetcars to tow trailers Fullerton/Lincoln to Webster/Lincoln

11/00/1894 Replaced conduit streetcars with horses for towing trailers

04/01/1895 Replaced horses with electric cabs for towing trailers

05/25/1895 Discontinued route, absorbed into LARRABEE route

WEBSTER/RACINE

09/24/1924 Began CHICAGO SURFACE LINES streetcar service day & evenings via Webster-Lincoln-Fullerton-Racine-Webster one-way loop

01/01/1925 Began using one-man cars

03/13/1927 Rerouted from Fullerton via Racine-Webster to Lincoln

08/31/1947 Discontinued route

SHEFFIELD

08/00/1885 Began NORTH CHICAGO CITY RY CO horsecar service from Clark via Sheffield to Lincoln

11/24/1886 Route passes to NORTH CHICAGO STREET RR CO

03/15/1889? Began towing horsecars to downtown behind LINCOLN cable trains from Sheffield/Lincoln

07/00/1892 Replaced horses with steam dummies on Sheffield

04/22/1893 Replaced some steam dummies with gas cars

11/00/1893 Discontinued use of steam dummies, resumed partial use of horses

12/07/1893 Replaced gas cars with horses

10/08/1894 Replaced horsecars with streetcars, discontinued towing trailers to downtown behind cable cars

07/01/1899 Route passes to CHICAGO UNION TRACTION CO

01/29/1908 Route passes to CHICAGO RYS CO

00/00/1909? Extended streetcars via Sheffield-Lincoln-Armitage-Clark-Wells-Harrison to State

02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings

07/20/1914 Discontinued service, absorbed by TAYLOR/WELLS/SHEFFIELD route

SOUTHPORT

10/06/1894 Began NORTH CHICAGO STREET RR CO streetcar service from Clark via Southport to Lincoln

12/07/1894 Extended streetcars from Lincoln via Southport to Clybourn

00/00/1899 Discontinued route, absorbed by CHICAGO CONSOLIDATED TRACTION CO CLYBOURN/HALSTED route

STATE, NORTH

07/24/1880 Began NORTH CHICAGO CITY RY CO horsecar service from Drummond via Clark-Division-State to Lake

11/24/1886 Route passes to NORTH CHICAGO STREET RR CO

03/26/1888 Cut back horsecars from Clark/Drummond to Division/Clark

07/14/1895 Replaced horsecars with streetcars

07/01/1899 Route passes to CHICAGO UNION TRACTION CO

01/09/1908 Extended streetcars via State-Randolph-Dearborn to Polk, also from Clark via Division to Wells

00/00/1911 Rerouted streetcars via State-Lake-Dearborn

00/00/1913 Rerouted southbound streetcars via State-Washington-Dearborn

02/01/1914 Discontinued route, replaced by (CCRY) STATE service

TAYLOR/SEDGWICK/SHEFFIELD see TAYLOR/WELLS/SHEFFIELD

TAYLOR/WELLS/SHEFFIELD

- 07/20/1914 Began CHICAGO SURFACE LINES streetcar service from Clark via Sheffield-Lincoln-Armitage-Clark-Wells-Polk-Canal-Taylor to Western, day & evenings
- 06/07/1919 Rerouted streetcars via Wells-Taylor
- 08/09/1924 Began using one-man cars
- 09/14/1924 Resumed using two-man cars, rerouted southbound via Lincoln-Sedgwick-Chicago-Orleans-Hubbard-Wells, northbound via Wells-Kinzie-Orleans-Division-Sedgwick-Lincoln, renamed TAYLOR-SEDGWICK-SHEFFIELD
- 00/00/1926 Rerouted streetcars via Wells-Polk-Canal-Taylor
- 07/11/1932 Discontinued owl service
- 10/24/1932 Resumed owl service
- 07/07/1947 Cut route in two portions, Sheffield/Clark to Wells/Harrison and Taylor/Ashland to Taylor/Western. Motor bus shuttle connects two segments
- 08/31/1947 Replaced streetcars and bus shuttles with #37-TAYLOR/SEDGWICK/SHEFFIELD motor bus route