

## **SOUTH CHICAGO CITY RY Route History**

### **SOUTH DEERING**

- 04/00/1893 Began SOUTH CHICAGO CITY RY CO streetcar service from 106th via Torrence-104th-Commercial-Exchange-79th-Stony Island to 64th
- 00/00/1894 Rerouted streetcars from 106th via Torrence-104th-Commercial-92nd-Buffalo-87th-Burley-83rd-Brandon-79th-Stony Island to 64th
- 00/00/1896 Rerouted SOUTH DEERING streetcars via 79th-Coles-75th-Stony Island, began MANHATTAN BEACH summer-only streetcar service from 64th via Stony Island-75th to Lake Park
- 08/01/1896 Extended SOUTH DEERING and MANHATTAN BEACH streetcars via Stony Island-64th-Dorchester to 63rd terminal
- 05/13/1908 Route passes to CALUMET & SOUTH CHICAGO RY CO
- 05/10/1909 Extended owl streetcars via Stony Island-63rd to Dorchester terminal
- 00/00/1909 Extended day & evening streetcars via Stony Island-63rd to Dorchester terminal
- 12/30/1909 Began shuttle streetcar service from 106th via Torrence to 112th
- 01/23/1910 Rerouted streetcars via 104th-Torrence to 112th, replacing shuttle
- 00/00/0000? Began using Torrence/112th terminal
- by 02/01/1914 Rerouted streetcars via Stony Island to 63rd
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
- 06/03/1914 Rerouted streetcars via Stony Island-73rd-Exchange-75th
- 06/22/1914 Rerouted day & evening streetcars via Stony Island to Stony Island-63rd-Dorchester-64th loop
- 11/08/1924 Began TORRENCE SHUTTLE from 112th via Torrence to 124th, using one-man cars, day & evenings only. Extended some Mon-Sat rush SOUTH DEERING streetcars from 112th via Torrence to 124th
- 08/07/1932 Began using one-man cars on SOUTH DEERING route
- 08/08/1937 Discontinued TORRENCE SHUTTLE service Sundays

09/05/1937 Resumed TORRENCE SHUTTLE Sunday daytime service

01/01/1939 Discontinued TORRENCE SHUTTLE service Sundays

00/00/1942 Resumed TORRENCE SHUTTLE Sunday service

10/21/1946 Replaced TORRENCE SHUTTLE streetcars with #27A-TORRENCE motor bus route, cut back all SOUTH DEERING streetcars to 112th terminal

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

04/25/1948 Replaced streetcars with #27-SOUTH DEERING motor bus route

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**WINDSOR PARK**

05/00/1893 Began WINDSOR PARK streetcar service from 106th via Ewing-92nd-Buffalo-87th-Burley-83rd-Brandon-79th-Coles-South Shore to 67th

05/00/1894 Rerouted WINDSOR PARK streetcars from Indianapolis via 106th-Ewing-92nd-Commercial-Exchange-79th-Stony Island to 64th. Began SOUTH SHORE shuttle streetcar service from 79th/Exchange via 79th-Cheltenham-Coles-South Shore to 67th using one-man cars

05/21/1896 Discontinued WINDSOR PARK route, absorbed into HAMMOND route

00/00/1902? Cut back SOUTH SHORE shuttle streetcars from 79th/Exchange to Coles/75th

by 00/00/1907 Cut back SOUTH SHORE shuttle streetcars from South Shore/67th to Coles/South Shore

00/00/1908 Discontinued SOUTH SHORE shuttle streetcars

10/29/1908 Began CALUMET & SOUTH CHICAGO RY CO WINDSOR PARK streetcar service from 63rd terminal via Stony Island-73rd-Exchange-75th-Coles-Cheltenham-79th-Exchange-Commercial to 91st-Baltimore-93rd-Commercial loop, extended some Mon-Sat rush streetcars via Commercial-91st-Baltimore-South Chicago-95th-Ewing to 106th, returning via Ewing-95th-South Chicago-Commercial

03/19/1909 Extended all streetcars via Commercial-92nd-Ewing to 108th

05/10/1909 Extended owl streetcars via 73rd-Stony Island-63rd to Dorchester terminal, rerouted day & evening streetcars via 75th-Stony Island

00/00/1909 Extended day & evening streetcars via Stony Island-63rd to Dorchester terminal

10/05/1909 Rerouted streetcars via Exchange-79th-Coles

06/08/1912 Rerouted streetcars via Commercial-95th-Ewing

06/05/1913 Extended streetcars via Ewing-108th to Ave F

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

06/22/1914 Rerouted streetcars via Stony Island to Stony Island-63rd-Dorchester-64th loop

04/10/1927 Cut back streetcars from 108th/Ave F via Commercial to Commercial-93rd-Baltimore-91st loop

08/07/1932 Began using one-man cars

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

04/25/1948 Replaced streetcars with #24-WINDSOR PARK motor bus route

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**HAMMOND**

07/06/1893 Began WHITING, HAMMOND & EAST CHICAGO STREET RY CO streetcar service from Ridge via Hohman-State to Howard Hohman loop (in Indiana)

12/22/1893 Route passes to HAMMOND, WHITING & EAST CHICAGO ELECTRIC RY CO

05/21/1896 Extended streetcars from via Ridge via Hohman-Gostlin-Sheffield-Calumet-Indianapolis-Ewing-92nd-Buffalo-87th-Burley-83rd-Brandon-79th-Coles-75th-Stony Island to 64th, began joint operation with SOUTH CHICAGO CITY RY CO

08/01/1896 Extended streetcars via Stony Island-64th-Dorchester to 63rd terminal

01/03/1900 Rerouted most streetcars via Hohman-Conkey to Calumet

00/00/1901 Cut back streetcars from Conkey/Calumet or Hohman/Ridge to Hohman/State

00/00/0000? Cut back streetcars from Dorchester/63rd to 92nd/Buffalo

02/08/1903 Extended streetcars from Buffalo/92nd to Dorchester/63rd over previous route

08/04/1904 Rerouted streetcars via Hohman to State-Morton-Sibley-Hohman loop

00/00/1905 Rerouted streetcars via Indianapolis-106th-Ewing-92nd-Commercial-Exchange-79th-Stony Island

00/00/1906 Rerouted streetcars via Indianapolis-Ewing

00/00/0000? Rerouted streetcars via Indianapolis-106th-Ewing

05/13/1908	Chicago portion of route passes to CALUMET & SOUTH CHICAGO RY CO
10/29/1908	Rerouted streetcars via Commercial-91st-South Chicago-Stony Island to 63rd terminal
03/07/1909	Rerouted streetcars via Stony Island to 64th-Dorchester-63rd-Stony Island loop
02/04/1910	Indiana portion of route passes to HAMMOND, WHITING & EAST CHICAGO RY CO
00/00/0000?	Rerouted streetcars via Stony Island-63rd to Dorchester terminal
02/01/1914	Chicago portion of route passes to CHICAGO SURFACE LINES, operated day & evenings
05/01/1914	Rerouted streetcars via South Chicago-King Dr to King Dr-63rd-Vernon-63rd terminal loop
06/10/1914	Rerouted streetcars via Ewing-92nd-South Chicago
04/10/1915	Rerouted streetcars via Indianapolis-Ewing
11/10/1918	Rerouted streetcars via Hohman to Hohman-Sibley-Morton-State loop
08/29/1919	Rerouted streetcars via Hohman to State-Morton-Sibley-Hohman loop
09/04/1932	Began using one-man cars
06/08/1940	Discontinued service, replaced by SOUTH CHICAGO-EWING route

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### **WHITING/EAST CHICAGO**

05/28/1894	Began HAMMOND, WHITING & EAST CHICAGO ELECTRIC RY CO streetcar service from State Line via Indianapolis-119th to Pennsylvania (in Indiana)
12/31/1895	Extended Mon-Sat rush streetcars via Indianapolis-Ewing-92nd to Buffalo, began joint operation with SOUTH CHICAGO CITY RY CO
06/09/1896	Extended all streetcars via Indianapolis-106th-Ewing-92nd-Commercial-Exchange-79th-Stony Island to 64th
08/01/1896	Extended streetcars via Stony Island-64th-Dorchester to 63rd terminal
00/00/1904	Rerouted streetcars via Indianapolis-Ewing
00/00/1906	Rerouted streetcars via Indianapolis-106th-Ewing
12/04/1906	Extended streetcars via 119th-Schrage-Indianapolis to Exchange (in Indiana)

00/00/1907 Rerouted streetcars via Exchange-79th-Cheltenham-Coles-75th-Stony Island

00/00/0000 Rerouted streetcars via Indianapolis-Ewing

05/13/1908 Chicago portion of route passes to CALUMET & SOUTH CHICAGO RY CO

10/29/1908 Rerouted streetcars via Indianapolis-Ewing-92nd-Commercial-91st-South Chicago-Stony Island to 63rd

03/07/1909 Rerouted streetcars via Stony Island to 64th-Dorchester-63rd-Stony Island loop

00/00/1910 Rerouted southbound streetcars via South Chicago-93rd-Baltimore-92nd

12/24/1913 Cut back streetcars from Dorchester/63rd to via 92nd Baltimore-93rd-Commercial-92nd loop

02/01/1914 Chicago portion of route passes to CHICAGO SURFACE LINES, operated day & evenings

06/16/1914 Rerouted streetcars via Ewing-95th-South Chicago to South Chicago-Commercial-92nd-Baltimore loop

07/18/1916 Extended streetcars via South Chicago-Commercial-91st-South Chicago-King Dr to King Dr-63rd-Vernon-63rd Terminal loop, also rerouted streetcars via Indianapolis-106th-Ewing

02/25/1930 Indiana portion of route passes to CALUMET RYS

10/01/1930 Rerouted streetcars via 95th-Commercial

10/01/1931 Indiana portion of route passes to CHICAGO & CALUMET DISTRICT TRANSIT CO

09/04/1932 Began using one-man cars

06/08/1940 Discontinued route, replaced by SOUTH CHICAGO/EWING route

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### **SOUTH CHICAGO-EWING**

06/09/1940 Began CHICAGO SURFACE LINES day & evening streetcar service from King Dr-63rd-Vernon-63rd Terminal loop via King Dr-South Chicago-91st-Commercial-95th-Ewing-Indianapolis to 106th (replacing WHITING/EAST CHICAGO route), also via South Chicago-92nd-Ewing-Indianapolis to 106th (replacing HAMMOND route), using one-man cars

06/11/1940 Rerouted VIA 91ST streetcars via Ewing-106th to Indianapolis

- 09/09/1940 Rerouted VIA 106TH streetcars via South Chicago-92nd-Ewing
- 09/11/1940 Rerouted VIA 106TH streetcars via South Chicago-91st-Commercial-95th-Ewing
- 10/07/1941 Rerouted VIA 106TH streetcars via Ewing-108th to Avenue F
- 04/08/1945 Rerouted all streetcars via South Chicago-92nd-Ewing-118th to Burley, began day & evening INDIANAPOLIS SHUTTLE streetcar service from Ewing via Indianapolis to 106th
- 05/01/1947 Discontinued INDIANAPOLIS SHUTTLE service
- 06/30/1947 Replaced streetcars with #25-SOUTH CHICAGO/EWING motor bus route

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**EWING-BRANDON**

- 01/22/1918 Began CHICAGO SURFACE LINES day & evening streetcar service from 108th via Ewing-118th to Burley
- 05/16/1918 Extended streetcars via 118th-Burley to 122nd
- 02/01/1919 Extended streetcars from 122nd via Burley-Brandon to Brainard, also from 108th via Ewing-95th-South Chicago to South Chicago-Commercial-92nd-Baltimore loop
- 04/10/1927 Cut back streetcars from Commercial/92nd to Ewing/108th
- 04/08/1945 Cut back streetcars from Ewing/108th to Burley/118th
- 10/21/1946 Replaced streetcars with #25-EWING/BRANDON motor bus route

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**106TH**

- 07/01/1885 Began EWING AVE HORSE RY CO horsecar service from Calumet River south of 92nd via Ewing-106th to Buffalo
- 06/00/1887 Extended horsecars via Ewing-92nd-Commercial-104th-Torrence to 106th
- 11/00/1890 Began operating horsecars in a two-way loop via Ewing-106th-Torrence-104th-Commercial-92nd-Ewing
- 08/01/1885 Route passes to SOUTH CHICAGO CITY RY CO
- 03/04/1893 Replaced horsecars with streetcars

00/00/1893	Discontinued loop route, began one-man streetcar service from Torrence via 106th to Ewing
00/00/1896	Began using two-man cars
05/13/1908	Route passes to CALUMET & SOUTH CHICAGO RY CO
02/01/1914	Route passes to CHICAGO SURFACE LINES
08/23/1925	Extended streetcars from Ewing via 106th to Indianapolis
08/13/1941	Replaced streetcars with #106-106th motor bus line

Compiled by Andre Kristopans