

WEST CHICAGO RR Route History

CHICAGO WEST DIVISION RY CO (08/01/1863 - 03/14/1889)

WEST CHICAGO STREET RR CO (03/15/1889 - 06/30/1899)

CHICAGO PASSENGER RY CO

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 -)

ARMITAGE/DOWNTOWN

- 06/27/1890 Began WEST CHICAGO STREET RR CO horsecar service from California via Armitage to Campbell
- 07/07/1890 Began towing horsecars downtown behind MILWAUKEE cable trains from Armitage/Campbell
- 06/00/1895 Replaced horsecars with streetcars, and extended streetcars from California via Armitage to Kostner.
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 08/19/1906 Extended streetcars via Armitage-Milwaukee-Desplaines to Desplaines-Madison-State-Washington-Wells-Randolph loop under own power
- 01/29/1908 Route passes to CHICAGO RYS CO
- 04/17/1911 Rerouted streetcars via Milwaukee-Clinton to Randolph-State-Washington (tunnel)-Clinton loop
- 09/16/1912? Extended streetcars from Kostner via Armitage to Cicero
- by 02/01/1914 Rerouted streetcars via Milwaukee-Desplaines to Randolph-State-Washington (tunnel)-Desplaines loop, owl streetcars via Milwaukee-Desplaines-Madison-Franklin-Washington-State-Madison-Clinton (Desplaines?)-Milwaukee loop, some rush streetcars via Milwaukee-Clinton-Harrison-Desplaines loop or via Desplaines-Harrison-Clinton-Milwaukee loop
- 02/01/1914 Route passes to CHICAGO SURFACE LINES
- 03/29/1914 Rerouted streetcars via Milwaukee-Desplaines-Washington (tunnel) to Dearborn-Randolph-State-Washington loop
- 08/15/1914 Extended streetcars from Cicero via Armitage to Grand

04/26/1916 Rerouted owl streetcars via Desplaines-Randolph-Franklin-Washington to Dearborn-Randolph-State-Washington loop

09/01/1920 Rerouted streetcars via Washington to Franklin-Randolph-State-Washington loop, owl streetcars via Washington-Dearborn-Madison-Clinton-Milwaukee

11/16/1923 Rerouted streetcars southbound in PM rush via Desplaines-Randolph-State

09/14/1924 Rerouted streetcars via Milwaukee-Desplaines-Washington (tunnel)-Dearborn-Madison-Clinton-Milwaukee loop, all times (?)

02/01/1925 Discontinued owl service

05/01/1932 Discontinued Sunday service

06/20/1938 Discontinued evening service Mon-Sat

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

06/24/1951 Discontinued route

ASHLAND

07/11/1893 Began WEST CHICAGO STREET RR CO horsecar service from 15th via Ashland-Roosevelt-Paulina-Lake-Ashland-Cortland to Wood

00/00/1893 Began extension horsecar service from 16th via Ashland to Cermak

00/00/1894 Thru-routed horsecars Cortland/Wood to Ashland/Cermak

C05/05/1895 Replaced horsecars with streetcars

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

02/08/1933 Discontinued route, absorbed into THROUGH ROUTE 9

ASHLAND (THROUGH ROUTE 9)

03/30/1908 Began CHICAGO CITY RY CO and CHICAGO RYS CO joint streetcar service from Wood via Cortland-Ashland-Lake-Paulina-Roosevelt-Ashland to 69th

11/23/1908 Extended streetcars from 69th via Ashland to 71st

09/25/1911 Extended streetcars via Ashland-Cortland-Southport to Clybourn

10/16/1912 Extended streetcars from Clybourn via Southport to Clark, day & evening only

10/12/1913 Cut back streetcars via from 71st via Ashland to Ashland-70th-Marshfield-69th loop

by 02/01/1914 Extended some streetcars from 70th via Ashland to 75th, also owl streetcars from Clybourn via Southport to Clark

02/01/1914 Route passes to CHICAGO SURFACE LINES

11/01/1916 Extended owl streetcars from 70th via Ashland to 87th

02/01/1926 Extended owl streetcars from 87th via Ashland to 89th

07/06/1926 Extended owl streetcars from 89th via Ashland to 95th

04/01/1931 Extended streetcars from 70th via Ashland to 95th Mon-Fri

05/03/1931 Extended streetcars from 70th via Ashland to 95th Sundays

06/20/1931 Extended streetcars from 70th via Ashland to 95th Saturdays

07/01/1933 Cut back streetcars from Ashland/95th to Ashland/70th Mon-Fri except rush

08/21/1936 Rerouted some streetcars via Ashland-Irving Park-Southport to Clark over former NORTH ASHLAND route

00/00/0000? Extended all streetcars to Ashland/95th Mon-Fri

08/31/1947 Discontinued service via Ashland-Cortland-Southport, all streetcars via Ashland-Irving Park-Southport

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

05/11/1952 Replaced streetcars with motor buses Sat-Sun

02/14/1954 Replaced streetcars with #9-ASHLAND motor bus route

BLUE ISLAND/26TH

12/22/1863 Begin CHICAGO WEST DIVISION RY CO horsecar service from Roosevelt via Blue Island-Halsted-Madison to State

00/00/1869 Extended horsecars via Madison-State to Randolph

10/08/1871 Cut back horsecars to Madison/State

00/00/1872 Extended horsecars from Roosevelt via Blue Island to 15th

c08/00/1875 Rerouted horsecars via Halsted-VanBuren to State

09/07/1875 Rerouted horsecars via Halsted-Madison to State

08/22/1876 Extended horsecars from 15th via Blue Island to 18th

00/00/1876 Extended horsecars from 18th via Blue Island to Ashland

10/00/1879 Extended horsecars from Ashland via Blue Island to Western

07/30/1888 Rerouted horsecars via Madison to Wells-Washington-State-Madison loop

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

00/00/1890? Rerouted horsecars via Halsted-Adams-Clinton-Madison

07/27/1893 Replaced horsecars with cable cars from Western via Blue Island-Halsted-Van Buren to Jefferson, then to downtown towed by horses. Owl service remains by horsecars.

04/22/1894 Extended cable cars via Van Buren-Clinton-tunnel to Franklin-Van Buren-Dearborn-Adams-Franklin loop, entirely by cable

00/00/1895 Cut back cable cars from Blue Island/Western to Blue Island/Leavitt

00/00/1896 Replaced owl horsecars with streetcars, from Western via Blue Island-Leavitt-21st-Racine-Adams-Wells-Lake to Dearborn-Randolph-State-Lake loop

by 00/00/1899 Rerouted owl streetcars from Pulaski via 26th-Blue Island-Leavitt-18th-Racine-Adams-Wells-Lake to Lake-State-Randolph-Dearborn loop

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

07/20/1906 Replaced cable cars with streetcars from Cicero via 26th-Blue Island-Harrison to Harrison-Dearborn-Adams-Wells loop

01/29/1908 Route passes to CHICAGO RYS CO

12/28/1910 Cut back streetcars from 26th/Cicero to 26th/Kenton (BRC crossing)

00/00/1911 Rerouted streetcars all times via Harrison-Clinton-tunnel to Franklin-Van Buren-Dearborn-Adams-Franklin loop

07/00/1913 Began day & evening shuttle streetcar service from Kenton via 26th to Cicero

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

01/03/1916 Rerouted owl streetcars via Harrison-Dearborn-Randolph-LaSalle-Madison-Clinton loop

05/04/1916 Rerouted owl streetcars via regular route

12/21/1916 Rerouted owl streetcars via Harrison-Clinton-Van Buren to Franklin-Adams-Dearborn-Van Buren loop

05/21/1917 Discontinued shuttle streetcars Kenton to Cicero

01/29/1922 Rerouted streetcars day & evening via tunnel-Franklin to Franklin-Monroe-Dearborn-Adams loop, owl streetcars via Clinton-Van Buren-Franklin to Franklin-Monroe-Dearborn-Adams loop?

09/14/1924 Rerouted streetcars all times via Clinton to Clinton-Monroe-Dearborn-Adams loop

08/31/1925 Rerouted streetcars westbound via Adams-Franklin-tunnel-Clinton-Harrison

08/27/1927 Rerouted streetcars westbound via Adams-Clinton-Harrison

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

09/03/1949 Replaced streetcars with motor buses Sat-Sun

05/11/1952 Replaced streetcars with #60-BLUE ISLAND/26TH motor bus route

BLUE ISLAND/WELLS (THROUGH ROUTE 12)

06/26/1911 Began CHICAGO CITY RY CO and CHICAGO RYS CO joint streetcar service from Western via Blue Island-Harrison-Clinton-Adams-Wells-North to Clark

08/16/1912 Extended streetcars from Western via 26th to Kenton

02/01/1914 Route passes to CHICAGO SURFACE LINES

09/14/1924 Discontinued route

CERMAK (suburban route)

09/29/1897 Began SUBURBAN RR streetcar service from Lake via Laramie-Cermak-Harlem-26th-Desplaines-PROW-Hillgrove to Brainerd

00/00/1897? Began shuttle streetcar service from Laramie via Cermak to Pulaski

00/00/0000 Discontinued shuttle streetcar route

05/01/1901 Rerouted streetcars via Laramie-Harrison to Cicero

05/23/1903 Resumed shuttle streetcar service from Laramie via Cermak to Pulaski

05/22/1907 Rerouted streetcars via Cermak to Pulaski, replacing shuttle streetcars

08/06/1914 Cut back streetcars to Cermak/Kenton

00/00/0000 Rerouted some industrial shift change trips via Cermak-Laramie-Roosevelt-Desplaines to Madison, also via Cermak-Harlem to Harrison

00/00/0000 Discontinued service to Harlem/Harrison

00/00/1930s Discontinued service to Desplaines/Madison

00/00/1942 Began using one-man cars

12/01/1946 Cut back streetcars to Hillgrove/LaGrange

04/11/1948 Replaced streetcars with buses

CHICAGO/DOWNTOWN

05/29/1880 Began CHICAGO WEST DIVISION RY CO horsecar service from Wood via Chicago-Milwaukee-Clinton-Randolph to State

06/26/1881 Rerouted horsecars via Milwaukee-Lake to State

08/18/1882 Extended horsecars from Wood via Chicago to Leavitt

00/00/0000? Rerouted horsecars via Milwaukee-Clinton-Randolph to State

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

08/12/1890 Extended horsecars via Chicago-California to Division

08/22/1890 Began coupling horsecars to MILWAUKEE cable trains at Chicago/Milwaukee for trip downtown

11/17/1895 Replace horses with electric cabs California/Division to Chicago/Milwaukee

08/02/1896 Extend streetcars via Chicago-Milwaukee-Lake to Dearborn-Randolph-State-Lake loop under own power

01/09/1897 Began extension streetcar service from California via Chicago to Pulaski

00/00/1897? Thru-routed streetcars Chicago/Pulaski to downtown

00/00/0000? Rerouted streetcars via Lake to Lake-State-Randolph-Dearborn loop

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

00/00/0000? Rerouted streetcars via Lake to Dearborn-Randolph-State-Lake loop

00/00/1904? Rerouted streetcars via Milwaukee-Desplaines-Lake

01/29/1908 Route passes to CHICAGO RYS CO

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

12/28/1910 Extended streetcars from Cicero via Chicago to Austin

00/00/0000? Rerouted streetcars via Milwaukee-Lake

by 02/01/1914 Rerouted owl streetcars via Milwaukee-Clinton-Randolph to Randolph-State-Washington-Clark loop

02/01/1914 Route passes to CHICAGO SURFACE LINES

03/29/1914 Rerouted streetcars via Milwaukee-Desplaines-Washington (tunnel) to Dearborn-Randolph-State-Washington loop

04/09/1914 Rerouted streetcars via Milwaukee-Clinton-Randolph-Franklin-Lake to Lake-State-Randolph-Dearborn loop

10/22/1916 Rerouted streetcars via Milwaukee-Lake

03/11/1918 Rerouted streetcars via Chicago-Wells to Randolph-Clark-Washington-Wells loop

08/01/1920 Rerouted streetcars via Wells to Kinzie-Clark-Washington-Wells loop

08/13/1921 Rerouted streetcars via Chicago-Franklin-Kinzie to Kinzie-Dearborn-Randolph-Clark loop

09/13/1924 Discontinued service

CHICAGO/STATE (THROUGH ROUTE 19)

- 01/18/1912 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Austin via Chicago-Milwaukee-Lake-State to 63rd
- 09/15/1912 Discontinued route

DAMEN

- 05/01/1894 Began WEST CHICAGO STREET RR CO horsecar services from Milwaukee via Damen to Kinzie also from Kinzie via Damen to 14th
- 00/00/1895? Thru-routed horsecars Fullerton to 14th
- ca 05/05/1895 Replaced horsecars with streetcars Milwaukee to 14th
- 00/00/1897 Extended streetcars from Milwaukee via Damen to Fullerton
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 01/29/1908 Route passes to CHICAGO RYS CO
- 00/00/1910 Extended streetcars from 14th via Damen to Blue Island, replacing SOUTH DAMEN route
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operates all times
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 12/12/1948 Replaced streetcars with motor buses Sat-Sun
- 08/22/1949 Began using one-man streetcars daily
- 05/13/1951 Replaced streetcars with #50-NORTH DAMEN motor bus route

DAMEN, SOUTH

- 00/00/1896 Began WEST CHICAGO STREET RR CO streetcar service from 18th via Damen to Blue Island
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 01/29/1908 Route passes to CHICAGO RYS CO

00/00/1910 Discontinued route, absorbed by DAMEN

DIVISION/DOWNTOWN

06/15/1886 Began CHICAGO WEST DIVISION RY CO horsecar service from Mozart via Division-Milwaukee-Lake to State

00/00/0000? Extended horsecars via Lake-State to Randolph

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

08/22/1890 Began towing horsecars behind MILWAUKEE cable trains Division/Milwaukee to downtown

08/00/1896 Replaced horsecars with streetcars Mozart to Milwaukee, extended streetcars via Division-Milwaukee-Lake to Dearborn-Randolph-State-Lake loop under own power

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

00/00/0000? Rerouted streetcars via Lake to Lake-State-Randolph-Dearborn loop

00/00/0000? Rerouted streetcars via Milwaukee-Desplaines-Lake

01/29/1908 Route passes to CHICAGO RYS CO

01/29/1911? Rerouted streetcars via Milwaukee-Clinton to Randolph-State-Washington-Clinton loop (12/13/11?)

00/00/1913? Rerouted streetcars eastbound via Milwaukee-Desplaines-Randolph

by 02/01/1914 Rerouted owl streetcars via Milwaukee-Desplaines-Randolph to Randolph-State-Washington-Clark loop

02/01/1914 Route passes to CHICAGO SURFACE LINES

03/29/1914 Rerouted day & evening streetcars via Milwaukee-Desplaines-Washington (tunnel) to Dearborn-Randolph-State-Washington loop

05/01/1916 Rerouted streetcars via Desplaines-Randolph to Randolph-State-Washington-Clark loop, owl streetcars via Randolph-Franklin-Washington to Dearborn-Randolph-State-Washington loop

08/01/1920 Rerouted streetcars via Milwaukee-Lake to Lake-State-Randolph-Dearborn loop

07/16/1924 Rerouted streetcars westbound via Randolph-Clinton-Milwaukee

09/14/1924 Rerouted streetcars via Milwaukee-Desplaines to Randolph-Dearborn-Washington (tunnel)-Desplaines loop, all times

03/06/1932 Discontinued Sunday day & evening service, cut back Sunday owl service to Division/Milwaukee

04/11/1932 Discontinued evening and owl service

08/23/1940 Rerouted streetcars via Division-Elston-Milwaukee (subway construction)

10/30/1941 Resumed service via Division-Milwaukee

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

01/12/1950 Discontinued service, absorbed by DIVISION-STATE-VAN BUREN route

WEST DIVISION

12/16/1914 Began CHICAGO SURFACE LINES streetcar service from Grand via Division to Cicero

11/25/1915 Extended streetcars from Cicero via Division to Austin

04/01/1921 Began using one-man cars

07/09/1946 Replaced streetcars with 70A-WEST DIVISION motor bus route

GRAND/DOWNTOWN

11/00/1875 Began CHICAGO WEST DIVISION RY CO horsecar service from Western via Grand-Halsted-Randolph to State

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

11/00/1892 Began extension horsecar service from California via Chicago-Grand to Pulaski

00/00/1895 Extended extension horsecars via Grand-Pulaski to North, also rerouted extension horsecars via Grand to Western

01/06/1896 Replaced horsecars with streetcars, Grand/Western to downtown

08/02/1896 Rerouted streetcars via Halsted-Lake to Dearborn-Randolph-State-Lake loop

08/00/1896 Replaced extension horsecars with streetcars

07/01/1899 Routes pass to CHICAGO UNION TRACTION CO

00/00/1905 Extended extension streetcars via Pulaski-North-Grand to Armitage

00/00/1906 Thru-routed streetcars Grand/Armitage to Lake/State

01/29/1908 Route passes to CHICAGO RYS CO

00/00/0000? Rerouted streetcars via Lake to Lake-State-Randolph-Dearborn loop

11/00/1910 Extended streetcars from Armitage via Grand to Harlem

00/00/1912 Rerouted streetcars via Grand between North and Pulaski

by 02/01/1914 Owl streetcars via Halsted-Randolph to Randolph-State-Washington-Clark loop

02/01/1914 Route passes to CHICAGO SURFACE LINES

06/04/1916 Discontinued route, absorbed by GRAND

HALSTED/DOWNTOWN

11/07/1876 Began CHICAGO WEST DIVISION RY CO horsecar service from 23rd via Halsted-Madison-State to Randolph

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

08/24/1893 Replaced horsecars with cable cars, rerouted cable cars via Halsted-Van Buren-Clinton-Madison to State, towed by horses east of Van Buren/Jefferson

04/22/1894 Rerouted cable cars via Van Buren-Clinton-(tunnel) to Franklin-Van Buren-Dearborn-Adams-Franklin loop under cable power

00/00/1896 Replaced cable cars with trailers towed by electric cabs 23rd to Halsted/Van Buren and by Blue Island cable cars Halsted/Van Buren to Loop. Owl service operated by streetcars via Halsted-Randolph-Wells-Lake to Dearborn-Randolph-State-Lake loop

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

c1901-03 Restored cable car operation, ended use of electric cabs and towing by Blue Island cable cars

by 00/00/1905 Replaced cable cars with streetcars, reroute streetcars via Halsted-Randolph-Wells-Lake to Lake-State-Randolph-Dearborn loop

00/00/1906 Rerouted streetcars via Halsted-Harrison to Harrison-Dearborn-Adams-Wells loop
01/29/1908 Route passes to CHICAGO RYS CO
00/00/1911? Discontinued route

HARRISON

11/20/1885 Began CHICAGO WEST DIVISION RY CO horsecar service from Western via Harrison-Desplaines-Adams to Michigan
03/15/1889 Route passes to WEST CHICAGO STREET RR CO
03/04/1894 Rerouted horsecars via Adams-Michigan to Washington
05/00/1895 Replaced horsecars with streetcars from Kedzie via Harrison-Clinton-Adams to State, using horses to tow streetcars between Adams/Wells and Adams/State.
07/01/1899 Route passes to CHICAGO UNION TRACTION CO
07/02/1906 Began operating streetcars under own power from Adams/Wells to Adams/State
10/00/1906 Rerouted some streetcars via Harrison to State
00/00/0000? Reduced service via Harrison-Clinton-Adams to State to Mon-Sat rush only
01/29/1908 Route passes to CHICAGO RYS CO
00/00/1909 Extended streetcars from Kedzie via Harrison to Pulaski
by 02/01/1914 Begin owl streetcars from Cicero via Harrison-Kedzie-Van Buren to State
02/01/1914 Route passes to CHICAGO SURFACE LINES
07/19/1914 Rerouted owl streetcars via Harrison to State
06/01/1916 Discontinued branch via Harrison-Clinton-Adams to State
09/08/1919 Extended owl streetcars from Cicero via Harrison to Central
05/28/1922 Extended day and evening streetcars from Pulaski via Harrison to Cicero
09/14/1924 Rerouted and extended most streetcars from Central via Harrison to Clinton-Van Buren-Dearborn-Harrison loop. Retained some service via Harrison to State day & evenings
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

02/29/1948 Replaced streetcars with #7-HARRISON motor bus route

HARRISON/ADAMS

11/20/1885 Began CHICAGO WEST DIVISION RY CO horsecar service from Western via Harrison-Racine-Adams-Franklin-Madison-State to Washington

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

03/04/1894 Rerouted horsecars via Adams-Michigan to Washington

05/00/1895 Replaced horsecars with streetcars from Kedzie via Harrison-Racine-Adams to State, using horses to tow streetcars between Adams/Wells and Adams/State.

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

07/02/1906 Began operating streetcars under own power from Adams/Wells to Adams/State

01/29/1908 Route passes to CHICAGO RYS CO

00/00/1909 Extended streetcars from Kedzie via Harrison to Pulaski

11/00/1912 Extended streetcars from Pulaski via Harrison to Cicero

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

11/07/1914 Began extension streetcar service from Cicero via Harrison to Central

11/13/1914 Extended streetcars from Cicero via Harrison to Central, absorbing extension route

09/14/1924 Reroute streetcars via Adams to Clinton-Monroe-Dearborn-Adams loop

08/31/1925 Rerouted streetcars westbound via Adams-Franklin-Monroe-Clinton-Adams

08/27/1927 Rerouted streetcars westbound via Adams

09/13/1927 Reroute streetcars via Adams to Franklin-Monroe-Dearborn-Adams loop

09/18/1931 Discontinued evening service

03/20/1932 Cut back Sunday streetcars to shuttle Racine/Harrison to Monroe/Dearborn

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

02/29/1948 Replaced streetcars #7A-HARRISON/ADAMS motor bus routes

ADAMS/MICHIGAN

- 05/00/1895 Begin WEST CHICAGO STREET RR CO horsecar service from State via Adams-Michigan to Washington
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 00/00/1902 Discontinued route

HARRISON/HARLEM

- 06/00/1897 Began SUBURBAN RR streetcar service from Cicero via Harrison-Harlem to Cermak
- 07/03/1897 Extended streetcars from Cermak via Harlem-26th-Desplaines-PROW-Hillgrove to Brainerd
- 09/19/1897 Rerouted most streetcars via Harrison-Laramie to Lake
- 10/00/1900 Rerouted all streetcars via Harrison-Cuyler to Randolph, began shuttle streetcar service from Cuyler via Harrison to Cicero
- 05/01/1901 Rerouted all streetcars via Harrison to Cicero, absorbing shuttle
- 05/22/1907 Cut back streetcars to Harlem/Cermak SB
- 10/00/1912 Cut back streetcars to Harlem/Harrison NB
- 00/00/1927? Began using one-man cars
- 09/26/1928? Discontinued service

KEDZIE-CALIFORNIA

- 00/00/1892 Begin WEST CHICAGO STREET RR CO horsecar service from Madison via Kedzie to Roosevelt
- 06/00/1895 Replaced horsecars with streetcars
- 00/00/1897 Extended streetcars via Kedzie-Chicago-California to Belmont
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO

01/29/1908 Route passes to CHICAGO RYS CO

07/13/1908 Extended streetcars from Roosevelt via Kedzie to Cermak

by 02/01/1914 Extended owl streetcars from Cermak to 47th

02/01/1914 Route passes to CHICAGO SURFACE LINES

07/02/1915 Extended streetcars via California to Roscoe

03/06/1916 Extended streetcars from Cermak via Kedzie to 47th

01/20/1943 Cut back Sat-Sun day & evening streetcars to shuttle from Roscoe via California to Armitage

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

12/04/1949 Extended streetcar service all times from Roscoe via California-Chicago-Kedzie to Marquette

05/11/1952 Replaced streetcars with motor buses Sat-Sun

05/30/1954 Replaced streetcars with #52-KEDZIE/CALIFORNIA motor bus route

KEDZIE (THROUGH ROUTE 17)

02/01/1911 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Belmont via California-Chicago-Kedzie to 63rd

02/07/1913 Extended streetcars via California-Elston-Kedzie to Lawrence

02/01/1914 Route passes to CHICAGO SURFACE LINES

11/01/1915 Extended streetcars from Lawrence via Kedzie to Foster

11/03/1915 Extended streetcars from 63rd via Kedzie to Marquette

12/31/1915 Rerouted streetcars via California-Milwaukee-Kedzie

10/05/1924 Extended streetcars from Foster via Kedzie to Bryn Mawr

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

12/04/1949 Discontinued route

LAKE/RANDOLPH

08/06/1859 Began CHICAGO CITY RY CO horsecar service from Damen via Lake-Randolph to State

11/00/1861 Extended horsecars from Damen via Lake to Western

08/01/1863 Route passes to CHICAGO WEST DIVISION RY CO

08/09/1876 Extended some horsecars from Western via Lake to Rockwell

07/10/1881 Extended horsecars from Rockwell via Lake to Homan

07/09/1886 Extended horsecars from Homan via Lake via Pulaski

00/00/1888? Rerouted horsecars via Randolph to Wells-Washington-State-Randolph loop

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

11/00/1892 Cut back horsecars from Lake/Pulaski to Lake/Western

00/00/1896 Cut back horsecars from Lake/Western to Randolph/Lake

08/10/1896 Discontinued route, absorbed by OGDEN

LAKE

06/26/1881 Began CHICAGO WEST DIVISION RY CO horsecar service from Rockwell via Lake to State

07/10/1881 Extended horsecars from Rockwell via Lake to Homan

07/09/1886 Extended horsecars from Homan via Lake via Pulaski

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

11/00/1892 Cut back horsecars from Lake/Pulaski to Lake/Western, began extension horsecar service from Western via Lake to Cicero

08/00/1896 Replaced horsecars with streetcars from Cicero via Lake to Dearborn-Randolph-State-Lake loop

00/00/0000? Rerouted streetcars via Lake to Lake-State-Randolph-Dearborn loop

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

01/29/1908	Route passes to CHICAGO RYS CO
00/00/1908	Rerouted streetcars via Lake to Lake-State-Randolph-Dearborn loop
00/00/0000?	Rerouted streetcars via Lake to Dearborn-Randolph-State-Lake loop
12/28/1910	Began extension streetcar service from Cicero via Lake to Austin
00/00/1911	Thru-routed streetcars Austin to State
00/00/0000?	Rerouted streetcars via Lake to Lake-State-Randolph-Dearborn loop
02/01/1914	Route passes to CHICAGO SURFACE LINES
03/29/1914	Rerouted streetcars via Lake-Clinton-Randolph to Dearborn-Lake-State-Randolph loop
08/08/1914	Rerouted streetcars eastbound via Randolph-Franklin-Lake
09/01/1915	Rerouted streetcars westbound via State-Randolph-Lake
11/02/1915	Rerouted streetcars westbound via State-Randolph-Clinton-Lake
08/22/1916	Rerouted streetcars via Lake to Lake-State-Randolph-Dearborn loop
09/14/1924	Extended streetcars via Lake-State to 63rd terminal, extended Mon-Sat rush via State-95th-Michigan-119th to Morgan-120th-Halsted loop, retain some Mon-Sat AM rush via Lake to Lake-Dearborn-Randolph-Clinton loop, renamed LAKE/STATE
03/15/1931	Cut back evening and Sunday streetcars from State/63rd to State/Van Buren
12/16/1931	Extend Mon-Sat midday streetcars from 63rd via State to 79th
10/07/1946	Cut back streetcars Mon-Sat midday from State/79th to State/Van Buren, Mon-Sat rush from 119th/Morgan to State/18th
04/07/1947	Rerouted all streetcars via Lake to Lake-State-Harrison-Dearborn loop, renamed LAKE
10/01/1947	Route passes to CHICAGO TRANSIT AUTHORITY
10/23/1949	Began using one-man cars, rerouted streetcars via Lake to Lake-Dearborn-Randolph-Franklin loop
11/16/1953	Cut back streetcars from Lake/Dearborn to Lake/Clinton
05/30/1954	Replaced streetcars with #16-LAKEmotor bus route

LAKE/STATE (THROUGH ROUTE 16)

- 01/18/1912 Begin CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Austin via Lake-State to Pershing
- 09/16/1912 Discontinued route

LARAMIE (Suburban route)

- 10/13/1897 Began SUBURBAN RR streetcar service from Lake via Laramie to 25th
- 08/15/1912 Rerouted streetcars via Laramie-Roosevelt to Chicago/Austin, began streetcar shuttle from Roosevelt via Laramie to Lake
- 01/14/1913 Discontinued shuttle route
- 00/00/1913 Extended streetcars from 25th via Laramie to 33rd
- 00/00/0000 Merged into CHICAGO route from Austin via Chicago-Harlem-Madison-Desplaines-Roosevelt-Laramie to 36th
- 08/00/1928 Began using one-man cars
- 00/00/1931 Extended streetcars via Laramie-35th to Austin
- 03/10/1940 Cut route into two pieces, buses operated Roosevelt/Harlem to Roosevelt/Austin
- 07/07/1940 Route replaced with buses over same route

LARAMIE (city route)

- 02/08/1913 Began CHICAGO RYS CO streetcar service from Lake via Laramie to Harrison
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings only
- 04/01/1921 Began using one-man cars
- 12/20/1937 Replaced streetcars with #57-LARAMIE motor bus route

MADISON

06/17/1859 Began CHICAGO CITY RY CO horsecar service from State via Madison to Sangamon

08/18/1859 Extended horsecars from Sangamon via Madison to Carpenter

08/25/1859 Extended horsecars from Carpenter via Madison to Ashland, began extension horsecar service from Ashland via Madison to Damen

10/00/1859 Thru-routed horsecars State to Damen

06/01/1860 Extended horsecars from Damen via Madison to Western

08/01/1863 Route passes to CHICAGO WEST DIVISION RY CO

00/00/0000? Extended horsecars from Western via Madison to Campbell, Sundays only

00/00/1864 Extended some horsecars via Madison-Western to Lake

08/00/1869 Extended horsecars via Madison-State to Randolph

10/08/1871 Cut back horsecars from State/Randolph to Madison/State

08/04/1878 Extended horsecars from Western via Madison to Rockwell, began extension horsecar route from Rockwell via Madison to Homan

07/21/1881 Extended extension horsecars from Homan via Madison to Pulaski

07/30/1888 Rerouted horsecars via Madison to Wells-Washington-State-Madison loop

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

00/00/1889 Thru-routed horsecars Pulaski to State

07/16/1890 Replaced horsecars with cable cars from Springfield terminal via Madison to Jefferson, then to downtown pulled by horses. Owl remains by horsecars from Springfield via Madison to State

08/19/1890 Extended cable cars via Madison-Jefferson-Washington (tunnel) to Wells-Madison-LaSalle-Randolph-Wells loop

11/12/1893 Rerouted cable cars via Washington to Wells-Madison-State-Washington loop

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

08/19/1906 Replaced cable cars with streetcars, rerouted streetcars from Pulaski via Madison to Franklin-Washington-State-Madison loop

01/29/1908 Route passes to CHICAGO RYS CO

12/28/1910 Began extension streetcars from Pulaski via Madison to Austin, rerouted streetcars via Madison to LaSalle-Washington-State-Madison loop, designated some service as THROUGH ROUTE 20

01/29/1911 Rerouted streetcars via Madison-Jefferson-Washington (tunnel)-State eastbound

04/17/1911 Rerouted streetcars eastbound via Madison-Franklin-Washington

10/09/1911 Extended some streetcars from Pulaski via Madison to Austin, replacing extension streetcars

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

03/29/1914 Rerouted streetcars eastbound via Madison-Dearborn-Washington

08/01/1920 Rerouted streetcars eastbound via Madison-Franklin-Washington

08/16/1921 Began using Austin terminal

09/14/1924 Rerouted streetcars via Madison to Madison-Dearborn-Monroe-Clinton loop

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

10/16/1949 Began Mon-Fri rush DOWNTOWN SHUTTLE service, AM rush via Madison-Dearborn-Monroe-Clinton-Madison loop, PM rush via Madison-Desplaines-Washington (tunnel)-Dearborn-Madison loop

12/05/1950 Closed Springfield terminal

07/02/1951 Discontinued DOWNTOWN SHUTTLE service

11/10/1951 Rerouted streetcars via Madison to Desplaines-Washington (tunnel)-Dearborn-Madison loop

05/11/1952 Replaced streetcars with motor buses Sat-Sun

01/24/1953 Rerouted streetcars via Madison to Franklin-Washington-Dearborn-Madison loop

11/16/1953 Cut back streetcars via Washington-Clark-Madison

12/13/1953 Replaced streetcars with #20-MADISON motor bus route

MADISON/STATE

- 09/02/1872 Began CHICAGO WEST DIVISION RY CO and CHICAGO CITY RY CO joint horsecar service from Wood via Madison-State to Cermak
- 08/24/1873 Rerouted horsecars via Madison-Clark-Van Buren-State
- 08/01/1875 Discontinued route

FIFTH AVE

- 05/22/1893 Began WEST CHICAGO STREET RR CO horsecar service from Madison via Fifth to Harrison
- 06/00/1895 Replaced horsecars with streetcars
- 05/00/1896 Extended streetcars from Harrison via Fifth to Pulaski
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 01/29/1908 Route passes to CHICAGO RYS CO
- 09/01/1912 Extended streetcars via Fifth-Madison to Franklin-Washington-State-Madison loop, renamed MADISON/FIFTH
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated day & evenings
- 03/29/1914 Rerouted streetcars eastbound via Madison-Dearborn-Washington
- 08/01/1920 Rerouted streetcars eastbound via Madison-Franklin-Washington
- 09/14/1924 Rerouted streetcars via Madison to Madison-Dearborn-Monroe-Clinton loop
- 04/24/1932 Cut back Sunday streetcars to shuttle Pulaski to Madison
- 10/09/1936 Rerouted Mon-Sat streetcars via Fifth to Fifth-Pulaski-Harrison loop
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 12/03/1950 Began using one-man cars Sundays
- 05/11/1952 Replaced streetcars with motor buses Saturday
- 01/24/1953 Rerouted Mon-Sat streetcars via Madison to Franklin-Washington-Dearborn-Madison loop
- 11/16/1953 Cut back Mon-Sat streetcars via Washington-Clark-Madison

12/13/1953 Cut back Mon-Sat streetcars from Washington/Clark to Fifth/Madison, began using one-man cars daily

01/06/1954 Rerouted streetcars via Fifth to Pulaski

02/21/1954 Discontinued route

MADISON/STATE (THROUGH ROUTE 7)

10/09/1911 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Austin via Madison-State to Pershing

09/16/1912 Extended streetcars from Pershing via State to 63rd terminal

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

08/16/1921 Began using Austin terminal

09/13/1924 Discontinued route

MILWAUKEE

12/15/1863 Began CHICAGO WEST DIVISION RY CO horsecar service from Augusta via Milwaukee-Desplaines-Randolph to State

06/02/1864 Rerouted horsecars via Milwaukee-Halsted-Randolph

06/00/1864 Extended horsecars from Augusta via Milwaukee to Division

00/00/1875 Extended horsecars from Division via Milwaukee to Hoyne

04/06/1877 Rerouted horsecars via Milwaukee-Clinton-Randolph

00/00/1878 Extended horsecars from Hoyne via Milwaukee-Armitage to Campbell

06/26/1881 Rerouted horsecars via Milwaukee-Lake to State

07/00/1883 Extended horsecars from Campbell via Armitage to California

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

06/27/1890 Replaced horsecars with cable cars from Campbell terminal via Armitage-Milwaukee-Desplaines-Washington to Jefferson, towing trailers downtown behind horses.

08/19/1890 Extended cable cars from Jefferson via Washington (tunnel) to Wells-Madison-LaSalle-Randolph-Wells loop

11/12/1893 Rerouted cable cars via Washington to Wells-Madison-State-Washington loop

00/00/1894 Rerouted cable cars via Washington to Wells-Madison-LaSalle-Randolph-Wells loop

by 00/00/1896 Owl streetcars from Campbell via Armitage-California-North-Damen-Division-Milwaukee-Lake to Dearborn-Randolph-State-Lake loop

by 00/00/1898 Rerouted cable cars via Washington to Wells-Madison-State-Washington loop

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

by 00/00/1906 Rerouted owl streetcars via Lake to Lake-State-Randolph-Dearborn loop

08/19/1906 Replaced cable cars, extension streetcars and owl streetcars with thru streetcars from Lawrence via Milwaukee-Desplaines-Randolph-Wells to Washington-State-Madison-Wells loop

01/27/1908 Route passes to CHICAGO RYS CO

04/17/1911 Rerouted streetcars via Milwaukee-Clinton-Washington (tunnel) to Washington-State-Madison-LaSalle loop

00/00/1911 Extended streetcars from Lawrence via Milwaukee to Gale

00/00/1913? Rerouted streetcars via Milwaukee-Desplaines SB/Clinton NB-Washington (tunnel) to Washington-State-Madison-LaSalle loop, owl streetcars via Desplaines SB/Clinton NB-Madison to Franklin-Washington-State-Madison loop

by 02/01/1914 Rerouted some Mon-Sat rush streetcars via Milwaukee to Milwaukee-Clinton-Harrison-Desplaines loop or Desplaines-Harrison-Clinton-Milwaukee loop

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

04/09/1914 Rerouted streetcars day & evenings via Milwaukee-Desplaines SB/Clinton NB-Washington (tunnel) to Dearborn-Randolph-State-Washington loop

12/11/1914 Began extension streetcar service from Carmen via Milwaukee to Imlay

04/25/1916 Rerouted owl streetcars via Milwaukee-Desplaines SB/Clinton NB-Randolph-Franklin-Washington to Dearborn-Randolph-State-Washington loop

09/01/1920 Rerouted streetcars via Milwaukee to Desplaines-Washington (tunnel)-Franklin-Randolph-State-Washington-Franklin-Randolph-Clinton-Milwaukee loop

04/01/1923 Began using one-man cars on extension route

11/16/1923 Rerouted streetcars eastbound in PM rush via Desplaines-Randolph-State

09/14/1924 Rerouted streetcars day & evenings via Milwaukee-Desplaines-Washington (tunnel)-Dearborn-Madison-Clinton-Milwaukee loop

09/00/1927 Extension streetcars began using Imlay Terminal

10/01/1927 Thru-routed streetcars Milwaukee/Imlay to downtown

09/30/1928 Rerouted some owl streetcars via Washington-State-Madison

12/02/1939 Rerouted owl streetcars via day route, except retaining some trips via Washington-State-Madison

06/00/1942 Rerouted all owl streetcars via day route

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

10/28/1951 Replaced streetcars with motor buses Sat-Sun

11/10/1951 Rerouted streetcars via Milwaukee-Clinton to Washington (tunnel)-LaSalle-Madison-Clinton loop

11/22/1951 Rerouted streetcars via Clinton to Monroe-Dearborn-Adams-Clinton loop

01/21/1952 Discontinued Mon-Sat rush trips to Clinton/Harrison

05/11/1952 Replaced streetcars with #56-MILWAUKEE motor bus route

MILWAUKEE, NORTH

06/00/1892 Began WEST CHICAGO STREET RR CO horsecar service from Armitage via Milwaukee to Kedzie

12/06/1894 Began using NORTH CHICAGO ELECTRIC RY CO streetcar service instead of horses to tow trailers Kedzie to Armitage, begin coupling trailers to MILWAUKEE cable trains at Milwaukee/Armitage for trip downtown

01/00/1896 Began using WEST CHICAGO STREET RR CO streetcars to tow thru trailers between Kedzie and Armitage

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

00/00/1905? Discontinued route, absorbed into MILWAUKEE/JEFFERSON PARK

MILWAUKEE/STATE (THROUGH ROUTE 6)

01/18/1912 Began CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Kostner via Armitage-Milwaukee-Desplaines-Washington-State-Vincennes to 77th

09/16/1912 Rerouted streetcars via Milwaukee-Lake-State to 63rd, also via Milwaukee to Lawrence

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

03/29/1914 Rerouted streetcars via Milwaukee-Canton-Randolph-Dearborn-Lake

04/08/1914 Rerouted streetcars via Randolph-Franklin-Lake

10/22/1916 Rerouted streetcars via Milwaukee-Lake

09/14/1924 Discontinued route

ERIE/SANGAMON

04/06/1889 Began WEST CHICAGO STREET RR CO horsecar service from North via Ashland-Erie-Racine-Hubbard-Sangamon-Adams to Michigan

00/00/1890 Extended horsecars from North via Ashland-Cortland to Wood, also via Adams-Michigan to Washington

05/05/1895? Cut back horsecars from Cortland/Wood to Erie/Ashland, also from Michigan/Washington to Michigan/Madison

02/00/1896 Replaced horsecars with streetcars, rerouted streetcars via Sangamon-Adams-Racine to 21st, replacing RACINE route

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

01/29/1908 Route passes to CHICAGO RYS CO

12/01/1912 Extended streetcars via Racine-21st-Throop-PROW-Morgan to Pershing, as THROUGH ROUTE 23, began operation of all service by CHICAGO CITY RY CO

02/01/1914 Route passes to CHICAGO SURFACE LINES

- 08/07/1932 Began using one-man cars
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 07/25/1948 Replaced streetcars with 23-MORGAN/RACINE motor bus route

RACINE

- 12/15/1886 Began CHICAGO WEST DIVISION RY CO RACINE/ADAMS horsecar service from 21st via Racine-Adams to State, also RACINE/HARRISON horsecar service from 21st via Racine-Harrison-Franklin-Washington to Michigan
- 03/15/1889 Routes pass to WEST CHICAGO STREET RR CO
- 00/00/1890? Rerouted RACINE/ADAMS horsecars via Racine-Harrison-Desplaines-Adams to Michigan, also extended RACINE/HARRISON streetcars via Racine-21st to Western
- 00/00/1893? Extended RACINE/ADAMS horsecars via Racine-21st to Western and via Adams-Michigan to Madison, cut back RACINE/HARRISON horsecars from 21st/Western to Racine/21st, also rerouted via Harrison-Wells-Adams-Michigan to Madison
- 02/00/1896 Discontinued service, absorbed into ERIE/SANGAMON route

CLINTON/JEFFERSON

- 10/17/1864 Began CHICAGO WEST DIVISION RY CO horsecar service from Van Buren-Jefferson-Roosevelt-Clinton loop via Clinton-Randolph to State
- 00/00/1864 Extended horsecars from Roosevelt via Jefferson to 15th, returning via Jefferson-Roosevelt-Clinton
- 00/00/1865 Extended horsecars from 15th via Jefferson-15th Pl to Canal
- 00/00/1886? Rerouted horsecars northbound via Jefferson-Harrison-Clinton
- 03/15/1889 Route passes to WEST CHICAGO STREET RR CO
- 00/00/1890 Rerouted horsecars via Jefferson-Roosevelt to Clinton-Adams-Michigan-Washington-Wells-Roosevelt loop
- 00/00/1893? Rerouted some horsecars via Jefferson-Roosevelt-Wells-Madison to State, rerouted other horsecars from Harrison-Jefferson-Roosevelt-Clinton loop via Clinton-Madison to State

- 00/00/189? Replaced horsecars with streetcars from 15th Pl via Jefferson-Roosevelt-Clinton-Harrison-Wells-Lake to Dearborn-Randolph-State loop
- 00/00/1897? Discontinued service except for franchise horsecar from 23rd via Halsted-Canalport-Canal-15th Pl-Jefferson-Roosevelt to Clinton-Adams-Michigan-Washington-Wells-Roosevelt loop

CANAL/21ST

- 06/28/1877 Began CHICAGO WEST DIVISION RY CO horsecar service from Halsted via Canalport-Canal-Harrison-Clinton-Randolph to State
- 00/00/0000? Extended horsecars via Canalport-Halsted to 23rd
- 03/15/1889 Route passes to WEST CHICAGO STREET RR CO
- 00/00/1889 Extended some horsecars from 23rd via Halsted to Pershing
- 00/00/1890? Rerouted horsecars via Randolph-Wells-Washington to State
- 02/20/1896 Replaced horsecars with streetcars, extended streetcars via Canalport-Halsted-21st to Marshall Blvd, also rerouted streetcars via Clinton-Madison to Wells
- 00/00/0000? Extended streetcars via Madison-Wells to Kinzie
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 01/29/1908 Route passes to CHICAGO RYS CO
- 00/00/1908? Rerouted streetcars via Clinton to Clinton-Madison-Dearborn-Adams loop
- 12/26/1909 Began THROUGH ROUTE 15 streetcar service from Marshall Blvd via 21st-Halsted-Canalport-Canal-Harrison-Madison-Wells-Clark to Drummond
- 06/26/1911 Rerouted CANAL/21ST and THROUGH ROUTE 15 streetcars via Canal-Polk-Wells
- 00/00/1912? Rerouted CANAL/21ST streetcars via Clinton-Adams to State
- 08/16/1912 Rerouted CANAL/21ST streetcars via Canal-Harrison-Clinton-Adams to State, discontinued THROUGH ROUTE 15
- 02/01/1914 Route passes to CHICAGO SURFACE LINES
- 06/07/1919 Rerouted streetcars via Canal-14th-Jefferson-Roosevelt-Clinton

- 01/29/1922 Rerouted streetcars via Adams to Franklin-Monroe-Dearborn-Adams loop, also rerouted streetcars via Canal-Harrison-Clinton, retaining some franchise trips via 14th-Jefferson-Roosevelt-Clinton
- 09/14/1924 Discontinued route, absorbed into FULTON/21ST route

FULTON/21ST

- 09/14/1924 Began CHICAGO SURFACE LINES streetcar service from Western via Fulton-Morgan-Monroe-Clinton-Harrison-Canal-Canalport-Halsted-21st to Marshall
- 08/01/1925 Rerouted some streetcars northbound via Canal-14th-Jefferson-Roosevelt-Canal, southbound via Clinton-Harrison-Jefferson-14th-Canal to maintain franchise
- 08/09/1925 Began using one-man cars
- 11/23/1942 Discontinued trips via Jefferson
- 01/19/1947 Discontinued Sunday service
- 05/07/1947 Discontinued route

NOBLE

- 11/01/1885 Began CHICAGO WEST DIVISION RY CO horsecar service from Wood via Cortland-Ashland-North-Greenview-Blackhawk-Noble-Milwaukee-Lake to State
- 03/15/1889 Route passes to WEST CHICAGO STREET RR CO
- 00/00/0000? Extended horsecars via Lake-State to Randolph
- 08/22/1890 Began coupling horsecars to MILWAUKEE cable trains at Milwaukee/Noble for trip downtown
- 07/11/1893? Cut back horsecars from Cortland/Wood to North/Ashland
- 05/00/1896 Replaced horsecars with streetcars, extended streetcars from Ashland via North to Pulaski, also rerouted via Noble-Milwaukee to Desplaines-Harrison-Clinton-Milwaukee loop
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 05/31/1900 Extended streetcars from Pulaski via North to Kenton

03/00/1903 Cut back streetcars from North/Kenton to North/California, reduced service to rush only

04/14/1906 Cut back streetcars to shuttle North/Ashland to Noble/Milwaukee, resumed service day & evenings

00/00/1907 Cut back streetcars from North/Ashland to Greenview/North

01/29/1908 Route passes to CHICAGO RYS CO

00/00/0000? Extended streetcars via Greenview-North to Ashland

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

11/01/1921 Began using one-man cars

07/25/1931 Discontinued service

07/28/1931 Restored some Mon-Fri rush service as extras

03/05/1932 Discontinued service

NORTH/DOWNTOWN

09/00/1875 Began CHICAGO WEST DIVISION RY CO horsecar service from Milwaukee via North to California

07/00/1883 Extended horsecars via North-California to Armitage

00/00/1886? Extended horsecars via North-Milwaukee-Lake to State

00/00/0000? Extended horsecars via Lake-State to Randolph

00/00/0000? Cut back horsecars from California/Armitage to North/California

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

07/06/1890 Began coupling horsecars to MILWAUKEE cable trains at North/Milwaukee for trip downtown

11/23/1891 Rerouted horsecars via North to Pulaski

04/16/1895 Replaced horsecars with streetcars California to Milwaukee, retaining horsecar shuttle California to Pulaski, thru trailers to downtown remain behind MILWAUKEE cable trains

00/00/1896 Discontinued route, replaced by NOBLE

06/26/1911 Began CHICAGO RYS CO THROUGH ROUTE 21 streetcar service from Cicero via North-Milwaukee-Lake to Dearborn-Randolph-State-Lake loop

08/15/1912 Discontinued service

OGDEN

09/21/1876 Began CHICAGO WEST DIVISION RY CO horsecar service from Western via Ogden-Madison-State to Randolph

05/29/1881 Began extension horsecar service from Western via Ogden to Albany

00/00/1886 Extended extension horsecars from Albany via Ogden to Millard

00/00/0000? Thru-routed horsecars from Millard to downtown

07/30/1888 Rerouted horsecars via Madison to Wells-Washington-State-Madison loop

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

08/21/1890 Began coupling horsecars to MADISON cable trains at Madison/Ogden for trip downtown

05/00/1892 Extended horsecars from Millard via Ogden via Pulaski

05/00/1895 Replaced horsecars with electric cabs? Ogden/Pulaski to Ogden/Madison

06/30/1896 Began owl horsecars via Ogden-Van Buren-Clinton-Lake to State

08/02/1896 Rerouted owl horsecars via Lake to Dearborn-Randolph-State-Lake loop

08/10/1896 Replaced electric cabs with streetcars, rerouted via Ogden-Randolph-Wells-Lake to Dearborn-Randolph-State-Lake loop, retained towing trailers behind MADISON cable trains to downtown

05/18/1897 Discontinued trailers via Madison

00/00/0000? Rerouted day & evening streetcars via Randolph-Clinton-Lake

00/00/0000? Rerouted day & evening streetcars via Randolph-Wells-Lake

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

00/00/0000? Rerouted streetcars via Lake to Lake-State-Randolph-Dearborn loop

00/00/0000? Rerouted streetcars via Randolph-Clinton-Lake

00/00/1908? Rerouted streetcars via Randolph to Randolph-State-Washington-Wells loop

01/29/1908 Route passes to CHICAGO RYS CO

08/08/1908 Begin THROUGH ROUTE 23 streetcar service from Pulaski via Ogden-Madison-Dearborn-Randolph-State-Division-Clark to Drummond, southbound via Clark-Division-State-Randolph-Wells-Madison-Ogden

12/28/1910 Extended OGDEN streetcars from Pulaski via Ogden to Kenton

10/26/1911 Discontinued THROUGH ROUTE 23 service

10/26/1911 Began THROUGH ROUTE 11 streetcar service from Pulaski via Ogden-Madison-Clark to North

07/21/1912 Rerouted OGDEN streetcars westbound via Washington-LaSalle-Randolph

08/16/1912 Extended THROUGH ROUTE 11 streetcars from North via Clark to Drummond terminal and from Pulaski via Ogden to Kenton

00/00/1913 Extended OGDEN streetcars from Kenton via Ogden-Cicero-25th to Laramie, and via Randolph to Randolph-State-Washington-Wells loop

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

04/08/1914 Rerouted streetcars day & evenings via Randolph-Franklin-Lake to Lake-State-Randolph-Dearborn loop

01/27/1922 Rerouted streetcars via Randolph to Franklin-Lake-State-Randolph loop

10/14/1923 Rerouted some Mon-Fri rush trips via Ogden-Cermak to 47th Ave

09/14/1924 Rerouted streetcars day & evenings via Randolph to Randolph-Dearborn-Washington (tunnel)-Desplaines loop, discontinued THROUGH ROUTE 11

09/30/1928 Rerouted some owl streetcars via Randolph to Randolph-State-Washington-Desplaines loop

12/02/1939 Rerouted owl streetcars via regular route

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

03/05/1949 Replaced streetcars with motor buses Sat-Sun

12/18/1949 Resumed streetcar service Sat-Sun, began using one-man cars daily

- 01/03/1950 Rerouted streetcars via Randolph-Clinton-Lake to Lake-Dearborn-Randolph-Franklin loop
- 01/21/1950 Rerouted streetcars via Randolph to Randolph-Clinton-Lake-Dearborn-Washington (tunnel)-Desplaines loop
- 04/02/1950 Rerouted streetcars via Randolph to Desplaines-Lake-Dearborn-Randolph loop
- 09/11/1950 Rerouted streetcars via Randolph to Desplaines-Lake-Dearborn-Washington (tunnel)-Desplaines loop
- 09/16/1951 Replaced streetcars with #58-OGDEN/DOWNTOWN motor bus route

PULASKI/31ST

- 00/00/1905 Began CHICAGO UNION TRACTION CO streetcar service from 26th via Pulaski-31st to Kostner, replacing 16TH/18TH service
- 01/00/1907 Discontinued route, absorbed into PULASKI

PULASKI

- 00/00/1905 Began CHICAGO UNION TRACTION CO streetcar service from Madison via Pulaski to Ogden
- 01/00/1907 Extended streetcars from Ogden via Pulaski-31st to Kostner, replacing PULASKI/31ST route
- 01/29/1908 Route passes to CHICAGO RYS CO
- 12/01/1911 Extended streetcars from Madison via Pulaski to Bohemian National Cemetery, replacing NORTH PULASKI route
- 02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times
- 09/15/1915 Extended streetcars from Bohemian National Cemetery via Pulaski to Bryn Mawr
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY, operated all times
- 12/04/1949 Cut back streetcars to from 31st/Kostner to 31st/Karlov
- 02/25/1951 Replaced streetcars with motor buses Sat-Sun
- 09/16/1951 Replaced streetcars with #53-PULASKI trolley bus route

ROOSEVELT

- 11/00/1877 Began CHICAGO WEST DIVISION RY CO horsecar service from Ashland via Roosevelt-Canal-Harrison-Clinton-Van Buren-Wells-Randolph to State
- 09/10/1878 Extended horsecars from Ashland via Roosevelt to Western
- 05/29/1880 Began shuttle horsecar service from Canal via Roosevelt to State
- 00/00/1886? Rerouted horsecars via Roosevelt-Clinton NB/Jefferson SB-Van Buren to State
- 00/00/1887 Discontinued shuttle horsecars
- 03/00/1888 Extended horsecars via Roosevelt-Ogden to Albany, also rerouted some horsecars via Roosevelt-Canal-Harrison-Wells-Randolph to State as ROOSEVELT/WELLS route
- 00/00/1888 Rerouted ROOSEVELT/VAN BUREN horsecars via Roosevelt-Wells-Van Buren, ROOSEVELT/WELLS horsecars via Roosevelt-Wells to Wells-Washington-State-Madison loop
- 00/00/1890 Extended horsecars from Ogden via Roosevelt to Kedzie
- 00/00/1891 Rerouted some horsecars via Roosevelt to Wabash
- 00/00/1892 Extended horsecars from Kedzie via Roosevelt to Pulaski
- 11/00/1895 Replaced horsecars with streetcars. ROOSEVELT/VAN BUREN streetcars pulled by horses Van Buren/Wells to Van Buren/State, rerouted ROOSEVELT/WELLS streetcars via Wells-Lake to State, retain some cars via Roosevelt to Wabash
- 01/06/1896 Rerouted owl streetcars via Roosevelt-Canal-Harrison-Clinton-Lake to State
- 00/00/1896 Rerouted ROOSEVELT/WELLS streetcars via Lake to Dearborn-Randolph-State-Lake loop
- 08/03/1896 Rerouted owl streetcars via Lake to Dearborn-Randolph-State-Lake loop
- 08/26/1896 Began operating ROOSEVELT/VAN BUREN streetcars to Van Buren/State under own power, discontinued ROOSEVELT/WELLS route
- 00/00/0000? Rerouted owl streetcars via Roosevelt-Wells-Lake
- 00/00/1897 Rerouted some ROOSEVELT/VAN BUREN streetcars via Roosevelt-Jefferson SB/Clinton NB-Van Buren
- 07/01/1899 Routes pass to CHICAGO UNION TRACTION CO

00/00/0000? Rerouted owl streetcars via Lake to Lake-State-Randolph-Dearborn loop

c00/00/1904 Discontinued branch to Roosevelt/Wabash

00/00/1906 Extended streetcars from Pulaski via Roosevelt to Kenton

01/29/1908 Routes pass to CHICAGO RYS CO

00/00/1908 Rerouted ROOSEVELT/VAN BUREN streetcars via Wells to Harrison-Dearborn-Adams-Wells loop, renamed ROOSEVELT/DOWNTOWN

00/00/1910 Rerouted some streetcars via Roosevelt to Wabash

10/17/1910 Rerouted ROOSEVELT/DOWNTOWN streetcars via Roosevelt-Canal-Harrison-Clinton-(tunnel) to Franklin-Van Buren-Adams-Franklin loop

12/28/1910 Extended streetcars from Pulaski via Roosevelt to Austin

04/17/1911 Rerouted ROOSEVELT/DOWNTOWN streetcars via Roosevelt-Wells to Van Buren-Dearborn-Adams-Wells loop

05/16/1911 West of Roosevelt/Kenton became shuttle

06/26/1911 Began THROUGH ROUTE 14 streetcar service from Kenton via Roosevelt-Ogden-Randolph-Wells-Clark to Drummond terminal

11/00/1911 Rerouted ROOSEVELT/DOWNTOWN streetcars via Roosevelt-Canal-Polk-Wells

07/16/1912 Rerouted THROUGH ROUTE 14 streetcars via Roosevelt-Wells

00/00/1913 Rerouted ROOSEVELT/DOWNTOWN streetcars via Roosevelt-Wells to Harrison-Dearborn-Adams-Wells loop

00/00/1913 Thru-routed ROOSEVELT/DOWNTOWN streetcars day & evenings from downtown to Austin, cut back ROOSEVELT streetcars from Kenton to Pulaski

by 02/01/1914 Rerouted ROOSEVELT/DOWNTOWN owl streetcars from Kenton via Roosevelt-Wells-Harrison-Dearborn to Dearborn-Randolph-LaSalle-Madison loop

02/01/1914 Routes pass to CHICAGO SURFACE LINES

07/01/1916 Extended THROUGH ROUTE 14 streetcars from Kenton via Roosevelt to Cicero

07/22/1920 Cut back ROOSEVELT streetcars from Wabash to Canal, began shuttle streetcars Wabash to Wells, rerouted ROOSEVELT/DOWNTOWN streetcars via Roosevelt-Canal-Taylor-Wells

- 08/29/1921 Extended ROOSEVELT streetcars from Canal to Wabash, rerouted ROOSEVELT/DOWNTOWN streetcars via Roosevelt-Wells
- 01/29/1922 Rerouted ROOSEVELT/DOWNTOWN streetcars via Wells to Wells-Adams-Dearborn-Harrison loop
- 09/14/1924 Discontinued THROUGH ROUTE 14
- 12/20/1924 Rerouted eastbound ROOSEVELT/DOWNTOWN streetcars via Roosevelt-Canal-Taylor-Wells
- 09/27/1925 Rerouted eastbound ROOSEVELT/DOWNTOWN streetcars via Roosevelt/Wells
- 10/05/1925 Rerouted ROOSEVELT/DOWNTOWN streetcars via Roosevelt-Canal-Polk-Wells to Wells-Adams-Dearborn-Van Buren loop, retain a few trips via old route via Roosevelt-Wells to hold franchise
- by 00/00/1928 Extended ROOSEVELT owl streetcars from Pulaski to Austin, also extended ROOSEVELT/DOWNTOWN owl streetcars from Kenton to Cicero
- 04/01/1932 Discontinued ROOSEVELT/DOWNTOWN service evenings, nights and Sundays
- 06/25/1933 Extended ROOSEVELT streetcars from Wabash via Roosevelt to Michigan
- 08/01/1933 Extended ROOSEVELT streetcars from Michigan via PROW to Grant Park Terminal
- 12/24/1934 Rerouted ROOSEVELT/DOWNTOWN streetcars via Canal-Harrison-Wells
- 00/00/1943 Discontinued ROOSEVELT/DOWNTOWN franchise cars via Roosevelt-Wells
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 06/25/1950 Began using one-man cars for owl service
- 07/01/1950 Discontinued ROOSEVELT/DOWNTOWN service Saturdays
- 09/01/1950 Discontinued ROOSEVELT/DOWNTOWN service
- 08/12/1951 Replace streetcars with #12-ROOSEVELT motor bus route, retained one-man streetcar shuttle Mon-Fri rush, Sat-Sun daytime from Wabash via Roosevelt-PROW to Grant Park
- 04/11/1953 Discontinued shuttle streetcars

TAYLOR

08/26/1890 Began WEST CHICAGO STREET RR CO horsecar service from Washington via Michigan-Adams-Wells-Harrison-Canal-Taylor to Western

00/00/1893 Rerouted horsecars via Wells-Taylor

05/00/1895 Cut back horsecars from Michigan/Washington to Adams/State

05/00/1896 Replace horsecars with streetcars, rerouted streetcars via Taylor-Canal-Madison-Clinton-Madison to Wells

00/00/0000? Extended streetcars via Madison-Wells to Kinzie

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

00/00/1901 Rerouted streetcars via Taylor-Wells

00/00/0000? Rerouted streetcars via Wells to Wells-Hubbard-Franklin-Kinzie loop

01/29/1908 Route passes to CHICAGO RYS CO

00/00/1908 Rerouted streetcars via Wells to Wells-Hubbard-Orleans-Kinzie loop

00/00/1913 Rerouted streetcars via Wells to Kinzie-Franklin-Hubbard-Wells loop

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

07/17/1914 Rerouted streetcars via Taylor-Canal-Polk-Wells

07/19/1914 Discontinued route, absorbed into TAYLOR/WELLS/SHEFFIELD route

WELLS

10/31/1866 Began CHICAGO WEST DIVISION RY CO horsecar service from Polk via Wells-Randolph to State

10/08/1871 Discontinued service

05/00/1873? Resumed horsecar service from Van Buren via Wells-Randolph to State

06/00/1873 Discontinued service, absorbed by VAN BUREN route

VAN BUREN

05/25/1871 Began CHICAGO WEST DIVISION RY CO horsecar service from Ogden via Van Buren-Clinton-Randolph to State

10/00/1872 Began shuttle horsecar service from Wells via Van Buren to State

06/00/1873 Rerouted horsecars via Van Buren-Wells-Randolph

10/28/1878 Extended horsecars from Ogden via Van Buren to Western

12/01/1886 Extend horsecars from Western via Van Buren to Kedzie, reroute some horsecars via Van Buren to State, replacing shuttle horsecars

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

00/00/0000? Rerouted VAN BUREN/WELLS horsecars via Wells-Madison to State

05/18/1894 Began coupling horsecars to BLUE ISLAND cable cars at Van Buren/Halsted for trip downtown, retaining horsecar shuttle from Clinton via Van Buren to State

04/09/1895 Replaced horses with electric cabs Kedzie to Halsted

01/06/1896 Rerouted owl streetcars from Kedzie via Van Buren-Clinton-Lake to State

00/00/1896 Rerouted owl streetcars via Van Buren-Wells-Lake to Dearborn-Randolph-State-Lake loop

08/26/1896 Replaced electric cabs with streetcars, extended day & evening streetcars via Van Buren to State, replacing shuttle horsecars

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

00/00/0000? Rerouted owl streetcars via Lake to Lake-State-Randolph-Dearborn loop

01/29/1908 Route passes to CHICAGO RYS CO

01/18/1912 Began THROUGH ROUTE 5 CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Kedzie via Van Buren-State-Vincennes to 77th

09/16/1912 Discontinued THROUGH ROUTE 5

by 02/01/1914 Rerouted owl streetcars from Cicero via Harrison-Kedzie-Van Buren-Dearborn to Dearborn-Randolph-LaSalle-Madison loop

02/01/1914 Route passes to CHICAGO SURFACE LINES

07/20/1914 Rerouted owl streetcars via day route

09/14/1924 Rerouted streetcars via Van Buren to Clinton-Adams-Dearborn-Van Buren loop

08/31/1925 Rerouted eastbound streetcars via Van Buren-Clinton-tunnel-Franklin-Adams

08/27/1927 Rerouted eastbound streetcars via Van Buren-Clinton-Adams

10/11/1937 Most streetcars extended via Van Buren-State-Division to Mozart as
DIVISION/STATE/VAN BUREN

05/10/1944 Rerouted VAN BUREN streetcars via Van Buren to Clinton-Adams-Dearborn-
Washington-State-Van Buren loop

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

02/04/1951 Discontinued DIVISION/STATE/VAN BUREN route, resumed VAN BUREN service all
times from Kedzie via Van Buren to Van Buren-State-Harrison-Dearborn loop

08/12/1951 Replaced streetcars with #6-VAN BUREN motor bus route

WESTERN

00/00/1885 Began CHICAGO WEST DIVISION STREET RY CO horsecar service from Lake via Western
to Roosevelt

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

06/13/1893 Extended horsecars from Lake via Western to Milwaukee

05/01/1894 Extended horsecars from Roosevelt via Western to 14th, began shuttle horsecar service
from 14th via Western to 26th

04/30/1895 Replaced horsecars with streetcars Milwaukee to 14th

00/00/1895 Replaced shuttle horsecars with streetcars 14th to 26th

00/00/1896 Extended streetcars from Milwaukee via Western to Diversey

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

00/00/1906 Extended streetcars from Diversey via Western to Belmont

00/00/1907 Extended streetcars from Belmont via Western to Roscoe

00/00/1909 Extended shuttle streetcars from 26th via Western to 31st (Chicago River)

00/00/1910 Thru-routed streetcars Roscoe to 31st

09/05/1911 Extended streetcars from Roscoe via Western to Lawrence

09/05/1911 Began THROUGH ROUTE 10 CHICAGO RYS CO and CHICAGO CITY RY CO joint streetcar service from Belmont via Western to 71st

10/28/1912 Extended service from Belmont via Western to Lawrence

07/16/1913 Began owl service

02/01/1914 Route passes to CHICAGO SURFACE LINES

10/18/1915 Began extension streetcar service from Lawrence via Western to Bryn Mawr

12/31/1915 Extended extension streetcars from Bryn Mawr via Western to Devon

12/16/1916 Extended extension streetcars from Devon via Western to Howard

01/08/1922 Began using one one-man car on extension route, added to two two-man cars

12/22/1922 Replaced one-man car with two additional two-man cars on extension route

05/01/1923 Extended streetcars from Lawrence via Western to Howard, absorbing extension route

12/01/1924 Extended streetcars from 71st via Western to 75th (Belt Ry crossing)

01/11/1931 Extended streetcars from 75th via Western to 79th

07/26/1931 Extended streetcars from 79th via Western to 95th

11/08/1931 Extended streetcars from 95th via Western to 111th

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

08/01/1948 Replaced streetcars with #49A-SOUTH WESTERN motor bus route south of 79th and #49B-NORTH WESTERN motor bus route north of Devon, rerouted streetcars from Ravenswood-Schreiber-Clark-Devon loop via Devon-Western to 79th terminal

12/12/1948 Cut back streetcars via Western to Berwyn terminal

01/24/1951 Closed Roscoe terminal

12/07/1952 Replaced streetcars with motor buses Sat-Sun

06/19/1955 Began using one-man streetcars daily

06/17/1956 Replaced streetcars with #49-WESTERN motor bus route

14TH-16TH

- 08/27/1893 Began WEST CHICAGO STREET RR CO 14TH horsecar service from Roosevelt via Damen-14th-Canal-Roosevelt to Wabash
- 10/24/1895 Replaced horsecars with streetcars
- 00/00/0000? Cut back streetcars from Damen/Roosevelt to 14th/Damen
- 07/01/1899 Route passes to CHICAGO UNION TRACTION CO
- 00/00/0000? Extended streetcars via 14th-Damen to Roosevelt
- 00/00/1904 Cut back streetcars from Roosevelt/Wabash to Canal/Roosevelt
- 01/29/1908 Route passes to CHICAGO RYS CO
- 00/00/1910 Extended streetcars via Canal-Roosevelt to Wabash
- 01/22/1913 Rerouted streetcars via Roosevelt-Jefferson-14th, also extended streetcars via Damen-Roosevelt-Kedzie-16th to Kenton
- by 02/01/1914 Owl streetcars 16th/Kenton to Kedzie/Roosevelt only
- 02/01/1914 Route passes to CHICAGO SURFACE LINES
- 05/09/1915 Rerouted streetcars via Roosevelt-Canal-14th
- 07/19/1920 Cut back streetcars from Roosevelt/Wabash to Canal/Roosevelt
- 08/19/1921 Extended streetcars via Canal-Roosevelt to Wabash
- by 00/00/1926 Extended owl streetcars to Roosevelt/Wabash
- 06/25/1933 Extended streetcars from Wabash via Roosevelt to Michigan
- 10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY
- 07/25/1948 Replaced streetcars with #14-14TH and #18-16TH/18TH motor bus routes

18TH

- 07/00/1886 Began CHICAGO WEST DIVISION RY CO horsecar service from Ashland via 18th-Halsted-Madison to State

12/00/1886 Extend horsecars via 18th-Leavitt to Blue Island

03/15/1889 Route passes to WEST CHICAGO STREET RR CO

00/00/0000? Rerouted horsecars via Halsted-Randolph to State

09/00/1892 Rerouted horsecars via 18th to State

05/01/1894 Began 26TH horsecar service from Pulaski via 26th to Western

00/00/1896 Replaced horsecars with streetcars, thru-routed 18TH-26TH streetcars from Pulaski via 26th-Blue Island-Leavitt-18th to Halsted, retain horsecar shuttles from Halsted via 18th to State

10/00/1896 Extended streetcars from Halsted via 18th to State, replacing shuttle horsecars

12/00/1897 Extended streetcars via 26th-Pulaski-31st to Kostner, also began extension streetcar service from Pulaski via 26th to Cicero

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

00/00/1905 Rerouted streetcars via 26th to Cicero, began 18TH ST TRANSFER shuttle streetcar service from 26th via Pulaski-31st to Kostner

07/22/1906 Cut back streetcars from 26th/Cicero to Blue Island/Leavitt, renamed 18TH route

01/00/1907 Discontinued 18TH ST TRANSFER route

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

08/07/1932 Began using one-man cars

10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY

07/25/1948 Replaced streetcars with #18-16th/18th motor bus route

Compiled by Andre Kristopans

R3 05/11/92