

GARFIELD – CONGRESS – DOUGLAS – MILWAUKEE – LOGAN SQUARE – WEST-NORTHWEST – BLUE LINE route history

- Mo 05-06-1895 Began METROPOLITAN WEST SIDE ELEVATED RR service from Canal station via Logan Square line to Damen station, opened Halsted, Racine, Laflin, Marshfield, Madison, Grand, Chicago, Division stations
- We 05-15-1895 Extended from Canal to Franklin Terminal station
- Sa 05-25-1895 Extended from Damen to Logan Square, opened Western, California stations
- Mo 06-17-1895 Began service from Franklin Terminal station via Garfield Park line to Cicero station, opened Ogden, Hoyne, Western, California, Sacramento, Kedzie, St Louis, Garfield Park, Pulaski, Tripp, Kilbourn stations
- Mo 07-29-1895 Began service from Franklin Terminal station via Humboldt Park to Lawndale station, opened Western, California, Kedzie, St Louis stations
- We 08-28-1895 Began service from Franklin Terminal via Douglas Park to 18th station, opened Polk, Roosevelt, 14th Pl stations
- Tu 09-08-1896 Extended Douglas Park trains from 18th station to Western station, opened Wood, Hoyne stations
- Mo 10-11-1897 Rerouted to Inner Loop, closed Franklin Terminal station, opened Franklin/Van Buren station
- Fr 02-03-1899 Routes pass to METROPOLITAN WEST SIDE ELEVATED RY
- Mo 03-10-1902 Extended Douglas Park trains from Western station to Lawndale station, opened California, Douglas Park, Kedzie, Homan, Drake stations
- Mo 06-16-1902 Extended Douglas Park trains from Lawndale station to Pulaski station
- Su 08-17-1902 Extended Garfield Park trains from Cicero station to Laramie station
- Tu 11-11-1902 Opened Humboldt Park station (Humboldt Pk branch)
- Mo 10-03-1904 Rerouted some Mon-Fri rush trains into Wells Terminal station
- Sa 03-11-1905 Extended some Garfield Park trains from Laramie station to Desplaines station over CA&E tracks, opened Central, Austin, Gunderson, Home, Harlem, Hannah stations
- We 05-22-1907 Extended some Douglas Park trains from Pulaski station to Kenton station, opened Kildare station
- Mo 12-16-1907 Extended Douglas Park trains from Kenton station to Cicero station
- Tu 08-16-1910 Extended Douglas Park trains from Cicero station to Laramie station, opened 50th Ave station
- Th 08-01-1912 Extended Douglas Park trains from Laramie station to Central station, opened 54th Ave station
- Su 08-01-1915 Extended Douglas Park trains from Central station to Lombard station, 58th Ave, Austin stations
- We 01-09-1924 Routes pass to CHICAGO RAPID TRANSIT CO
- Su 03-16-1924 Extended Douglas Park trains from Lombard station to Oak Park station, opened Ridgeland station
- Fr 10-01-1926 Extended some Garfield Park trains from Desplaines station to Roosevelt station over CA&E tracks, opened 5th Ave, 11th Ave, 17th Ave, 25th Ave, Bellwood, Harrison stations
- Mo 12-01-1930 Extended some Garfield Park from Roosevelt station to Cermak/Mannheim station, opened Canterbury station
- We 10-01-1947 Routes pass to CHICAGO TRANSIT AUTHORITY

- Su 08-29-1948 Cut back Humboldt Park trains to shuttle Lawndale to Damen, except some Mon-Fri rush trains to Wells Terminal, rerouted all Logan Square trains to loop
- Su 07-10-1949 Cut back Sat-Sun Douglas Park trains from Oak Park to Cicero
- Su 02-19-1950 Discontinued Humboldt Park late evening and owl service, also cut back Garfield Park service Cermak/Mannheim to Roosevelt to Mon-Sat rush shuttle only
- Sa 02-25-1951 Rerouted Logan Square trains via subway to LaSalle, began Mon-Fri rush A-B skip-stop express service, closed old Division, Chicago, Grand, Lake Transfer, Madison stations, opened new Division, Chicago, Grand, Lake Transfer, Washington/Dearborn, Monroe/Dearborn, Jackson/Dearborn, LaSalle stations, opened Damen shuttle platform on Humboldt branch
- Su 02-26-1951 Discontinued Logan Square A-B service, operated one day in AM rush only
- Mo 10-01-1951 Began using 6 cars in rush hours
- Su 12-09-1951 Cut back Garfield Park trains from Cermak/Mannheim to Desplaines Mon-Sat, Roosevelt to Laramie Sunday day & evening, rerouted all trains to Loop, began Mon-Fri rush A-B skip-stop express service on Douglas Park and Garfield Park. Closed Cermak/Mannheim, Canterbury, Roosevelt, Harrison, Bellwood, 25th Ave, 17th Ave, 11th Ave, 5th Ave stations (Garfield Park branch), closed Kenton, Lawndale, Drake, Homan, 14th Pl stations, open Lawndale station (Douglas Park branch), closed Laflin, Wells Terminal stations (main line)
- Su 02-03-1952 Cut back Douglas Park trains from Oak Park to 54th Ave Mon-Fri, extended Sat-Sun trains from Cicero to 54th Ave, closed Oak Park, Ridgeland, Lombard, Austin, 58th Ave, Central stations
- Sa 05-03-1952 Closed Douglas Park, Roosevelt stations (Douglas Park branch)
- Su 05-04-1952 Discontinued Humboldt Park shuttle, closed Lawndale, St Louis, Kedzie, Humboldt Park, California, Western, Damen shuttle platform stations
- Su 05-25-1952 Closed 54th Ave station, opened Cicero/Berwyn station across street
- Tu 06-10-1952 Closed Sacramento station (Garfield Park branch)
- Su 09-14-1952 Closed Hannah station (Garfield Park branch)
- Sa 09-20-1953 Rerouted Garfield Park trains westbound via surface tracks Aberdeen to Sacramento, discontinued A-B service, and extended Sunday day & evening trains from Laramie to Desplaines, closed Home, Lombard, Kilbourn, Garfield Park stations, replaced Desplaines station with temporary Desplaines station across street. Ramp track connected to track 1 at Aberdeen.
- Sa 09-27-1953 Rerouted Garfield Park trains eastbound via surface tracks Sacramento to Aberdeen, closed California, Western, Hoyne, Ogden stations. Ramp track connected to track 3 at Aberdeen.
- Su 04-04-1954 Rerouted all Douglas Park trains via Lake St to Loop, stopping at Halsted Mon-Fri rush only and Clinton. Closed Marshfield and Racine stations.
- Su 05-02-1954 Garfield Park ramp track eastbound reconnected to track 2 at Aberdeen, then to track 4 west of Desplaines, south half of structure closed in Aberdeen to Desplaines.
- Su 08-22-1954 Garfield Park trains begin using track 3 westbound from Wacker to west of Desplaines, then via formerly used track 1, to clear way for construction at Wacker
- Su 08-29-1954 Rerouted Garfield Park trains via temporary tracks north of existing between Central to Lombard. Closed old Central and Austin stations, opened temporary Central and Austin stations.
- Tu 10-11-1955 Rerouted Garfield Park trains via tracks 1 and 2 east of Desplaines thru old Wells Terminal to a temporary connection to Loop, permitting abandonment of structure on Wacker and Van Buren to Wells. Closed Franklin/Van Buren station.
- Su 07-08-1956 Rerouted Garfield Park trains via temporary track north of existing westbound at Central, opened new temporary Central station.

Su 07-15-1956 Rerouted Garfield Park trains via temporary track north of existing eastbound at Central, closed old temporary Central station

Su 05-19-1957 Closed Wood station (Douglas Park branch)

Fr 09-06-1957 Rerouted Garfield Park trains westbound via temporary track north of existing from Austin to west of Oak Park. Opened temporary Ridgeland, Oak Park stations

Tu 09-17-1957 Rerouted Garfield Park trains eastbound via temporary track north of existing from West of Oak Park to Austin. Closed old Gunderson, Oak Park stations

Th 10-17-1957 Replaced temporary station at Desplaines with new temporary station

We 11-27-1957 Rerouted Garfield Park trains westbound via temporary track north of existing Kenilworth to Beloit. Opened temporary Harlem station

We 12-11-1957 Rerouted Garfield Park trains eastbound via temporary track north of existing Beloit to Kenilworth. Closed old Harlem station

Su 06-22-1958 Thru-routed trains Logan Square to Desplaines via Congress (old Garfield Park) and Logan Square to Cicero/Berwyn via Douglas, began using new Congress route tracks LaSalle to Lotus, discontinued Douglas Park A-B service and began Milwaukee Ave Mon-Fri day and early evening, Saturday daytime A-B skip-stop express service. Closed old Canal, Halsted, Kedzie, St Louis, Pulaski, Tripp, Cicero, Laramie stations, opened new Clinton, Halsted/Morgan, Racine/Loomis, Paulina/Medical Center/Damen, Western, California, Kedzie/Homan, Pulaski/Keeler, Cicero/Lavergne stations.

Su 07-26-1959 Closed temporary Desplaines station, began using new "temporary" station that became permanent.

Fr 10-16-1959 Rerouted Congress trains eastbound via permanent tracks Parkside to Pine, closed old and opened new temporary Central station eastbound

Mo 10-19-1959 Rerouted Congress trains westbound via permanent tracks Pine to Lotus, closed old and opened new temporary Central stations

Sa 03-19-1960 Rerouted Congress trains eastbound via permanent tracks Desplaines to Waller, opened temporary Harlem, Austin stations, permanent Oak Park station

Su 03-20-1960 Rerouted Congress trains westbound via permanent tracks Waller to Desplaines, completing new right-of-way, closed old Harlem, Oak Park, Ridgeland, Austin temporary stations

Fr 07-29-1960 Opened permanent Harlem station, closed temporary Harlem station

Mo 10-10-1960 Realigned track and opened permanent Central station, closed temporary Central station westbound

Tu 10-11-1960 Realigned track and closed temporary Central station eastbound

Tu 12-27-1960 Opened permanent Austin station, closed temporary Austin station.

Su 08-05-1962 Opened Kostner station (Congress branch)

Su 02-01-1970 Extended trains to Jefferson Park station, closed old Logan Square station, opened new Logan Square, Belmont, Addison, Irving Park, Montrose stations

Mo 07-10-1972 Discontinued Mon-Fri early evening A-B service

Su 09-02-1973 Closed California, Kostner, Central stations (Congress branch), 50th Ave station (Douglas branch)

Su 01-06-1974 Reopened 50th Ave station

Sa 07-09-1977 Opened temporary station north of old temporary station at Desplaines

We 01-18-1978 Opened new Cicero station across street from old (Douglas branch), closed old Cicero and 50th Ave stations

Fr 12-19-1980 Replaced 6 with 8 car trains Mon-Fri rush

Su 01-24-1982 Closed Chicago, Grand, LaSalle nights, Sat-Sun

Su 02-27-1983 Extended trains from Jefferson Park station to Rosemont station, discontinued Saturday A-B service, replaced 2 with 4 car trains Saturday daytime. Opened Harlem, Cumberland stations.

Tu 09-04-1984 Extended trains from Rosemont station to O'Hare station

Su 12-16-1990 Discontinued Mon-Fri midday A-B service and replaced 4 with 6 car trains

Su 02-09-1992 Closed Laramie station (Douglas branch)

Mo 02-10-1992 Closed Grand station

Mo 03-23-1992 Lake Transfer Station becomes part of Clark/Lake station

Mo 05-01-1995 Discontinued A-B service

Mo 10-16-1995 Replaced 6 with 8 car trains Mon-Fri midday

Su 11-09-1997 Changed to one-person operation (except on 6 and 8 car trains between Division and Clinton), replaced 2 with 4 car trains Mon-Fri evening, Saturday-Sunday daytime

Su 04-26-1998 Rerouted all night, Saturday, and Sunday service to Forest Park

Fr 06-25-1999 Reopened Grand station

Su 03-26-2000 Eliminated subway conductors

Sa 06-10-2000 Resumed service at LaSalle and Chicago nights, Sat-Sun

Mo 12-18-2000 Replaced 2 with 4 car trains evenings, Mon-Sat nights

Su 04-08-2001 Replaced 2 with 4 car trains Sun night

Sa 02-23-2002 Closed Cicero - Berwyn station for reconstruction

Mo 02-25-2002 Reopened Laramie station as temporary 54th/Cermak station

Sa 06-15-2002 Closed Kildare, Pulaski stations for reconstruction

Mo 06-17-2002 Opened temporary Pulaski/Kildare station

Sa 08-10-2002 Closed Central Park, Kedzie stations for reconstruction

Mo 08-12-2002 Opened temporary Kedzie/Central Park station

Sa 10-12-2002 Closed California station for reconstruction

Mo 10-14-2002 Opened temporary California station

Sa 11-30-2002 Closed Western and Hoyne stations for reconstruction

Mo 12-02-2002 Opened temporary Western/Hoyne station

Th 07/17/2003 Opened new Kostner station

Sa 08/16/2003 Closed temporary 54th/Cermak station

Mo 08/18/2003 Opened new 54th/Cermak station

Tu 01/13/2004 Opened new Pulaski station, closed temporary Pulaski/Kildare station

Sa 05/29/2004 Opened new Central Park station

Fr 06/04/2004 Opened new Western station

Th 07/22/2004 Opened new California, Damen stations, closed temporary California, Western/Hoyne stations

Sa 01/01/2005 Alternate Sat-Sun day & evening trains rerouted to 54th/Cermak via Douglas branch

Su 06/25/2006 Service to 54th/Cermak reduced to Mon-Fri rush, see Pink Line

Fr 04/25/2008 Discontinued service to 54th/Cermak

Compiled by Andre Kristopans – Updated 01/2022