

MILWAUKEE – LOGAN SQUARE - WEST-NORTHWEST – BLUE LINE route history

05-06-1895	Began METROPOLITAN WEST SIDE ELEVATED RR service from Canal via Logan Square to Damen
05-15-1895	Extended trains from Canal to Franklin terminal
05-25-1895	Extended trains from Damen to Logan Square
06-17-1895	Began service from Franklin Terminal via Garfield Park to Cicero
07-29-1895	Began service from Franklin Terminal via Humboldt Park to Lawndale
08-28-1895	Began service from Franklin Terminal via Douglas Park to 18th
09-08-1896	Extended Douglas Park trains from 18th to Western
10-11-1897	Extended all trains to Loop
02-03-1899	Routes pass to METROPOLITAN WEST SIDE ELEVATED RY
03-10-1902	Extended Douglas Park trains from Western to Lawndale
06-16-1902	Extended Douglas Park trains from Lawndale to Pulaski
08-17-1902	Extended Garfield Park trains from Cicero to Laramie
10-03-1904	Rerouted some Mon-Fri rush trains into Wells Terminal
03-11-1905	Extended some Garfield Park trains from Laramie to Desplaines
05-22-1907	Extended some Douglas Park trains from Pulaski to Kenton
12-16-1907	Extended Douglas Park trains from Kenton to Cicero
08-16-1910	Extended Douglas Park trains from Cicero to Laramie
08-01-1912	Extended Douglas Park trains from Laramie to Central
08-01-1915	Extended Douglas Park trains from Central to Lombard
01-09-1924	Routes pass to CHICAGO RAPID TRANSIT CO
03-16-1924	Extended Dougals Park trains from Lombard to Oak Park
10-01-1926	Extended some Garfield Park trains from Desplaines to Roosevelt
12-01-1930	Extended some Garfield Park from Roosevelt to Cermak/Mannheim
10-01-1947	Routes pass to CHICAGO TRANSIT AUTHORITY
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
07-10-1949	Cut back Sat-Sun Douglas Park trains to Cicero
02-19-1950	Cut back Mon-Fri rush Humboldt Park trains to shuttle, and discontinued late evening and owl service, also cut back Garfield Park service Cermak/Mannheim to Roosevelt to Mon-Sat rush shuttle only
02-25-1951	Rerouted Logan Square trains via subway to LaSalle, began Mon-Fri rush A-B skip-stop express service
02-27-1951	Discontinued Logan Square A-B service

12-09-1951 Cut back Garfield Park trains to Desplaines Mon-Sat, to Laramie Sunday, rerouted all trains to Loop, began Mon-Fri rush A-B skip-stop express service on Douglas Park and Garfield Park

02-03-1952 Cut back Douglas Park trains to 54th Ave Mon-Fri, extended Sat-Sun trains from Cicero to 54th Ave

05-03-1956 Discontinued Humboldt Park shuttle

09-20-1953 Rerouted Garfield Park trains westbound via surface tracks Aberdeen to Sacramento, discontinued A-B service, and extended Sunday trains from Laramie to Desplaines

09-27-1953 Rerouted Garfield Park trains eastbound via surface tracks Sacramento to Aberdeen

04-04-1954 Rerouted all Douglas Park trains via Lake St to Loop

08-29-1954 Rerouted Garfield Park trains via temporary tracks Central to Lombard

10-11-1955 Rerouted Garfield Park trains via temporary connection to Loop thru Wells terminal

09-06-1957 Rerouted Garfield Park trains westbound via temporary track Austin to Oak Park

09-17-1957 Rerouted Garfield Park trains eastbound via temporary track Oak Park to Austin

11-27-1957 Rerouted Garfield Park trains westbound via temporary track Kenilworth to Beloit

12-11-1957 Rerouted Garfield Park trains eastbound via temporary track Beloit to Kenilworth

06-22-1958 Thru-routed trains Logan Square to Desplaines via Congress (old Garfield Park) and Logan Square to 54th Ave 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

10-16-1959 Rerouted Congress trains eastbound via permanent tracks Waller to Lotus

10-19-1959 Rerouted Congress trains westbound via permanent tracks Lotus to Waller

03-19-1960 Rerouted Congress trains eastbound via permanent tracks Desplaines to Waller

03-20-1960 Rerouted Congress trains westbound via permanent tracks Waller to Desplaines, completing new right-of-way

02-01-1970 Extended trains to Jefferson Park, abandoned old Logan Square terminal

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

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

02-27-1983 Extended trains from Jefferson Park to River Rd, discontinued Saturday A-B service, replaced 2 with 4 car trains Saturday daytime

09-03-1984 Extended trains from River Rd to O'Hare Airport

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

04-28-1995 Discontinued A-B service

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

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 early evening, Sunday daytime

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

03-26-2000 Eliminated subway conductors

06-11-2000 Resumed service at LaSalle and Chicago nights, Sat-Sun