

LAKE – LAKE-DAN RYAN – WEST-SOUTH – GREEN LINE route history

- Mo 11-06-1893 Began LAKE STREET ELEVATED RR CO service Madison/Wacker station to California station, using steam power, opened Canal, Halsted, Morgan, Racine, Loomis, Ashland, Wood, Damen, Oakley, Campbell stations
- Fr 11-24-1893 Extended from California station to Homan station, opened Sacramento and Kedzie stations
- 01-1894 Extended from Homan station to Hamlin station
- 03-1894 Extended from Hamlin station to Cicero station, opened Pulaski and Kostner stations
- Su 04-29-1894 Extended from Cicero station to Laramie station
- Mo 10-01-1894 Extended some trains to Lake/State station, opened Wells/Lake, State/Lake stations, stations, service to Madison/Market reduced to rush only, midday shuttle from Canal.
- Su 06-14-1896 Electrified service
- Sa 06-20-1896 Resumed steam service
- Su 09-20-1896 Electrified service
- 1896 Closed Wells/Lake station south platform
- Su 11-08-1896 Extended from Lake/State station to Adams/Wabash station, opened Randolph/Wabash, Madison/Wabash
- Su 10-03-1897 Extended around Loop, opened State/Van Buren, Dearborn/Van Buren, LaSalle/Van Buren, Quincy/Wells, Madison/Wells, Randolph/Wells stations, changed operation to left-handed east of Franklin, using Outer Loop clockwise
- Sa 04-15-1899 Extended from Laramie station to Austin station, opened Central, Menard stations, replaced Laramie station
- Su 05-14-1899 Extended from Austin via South Blvd-Cuyler-Randolph to Wisconsin station, opened Lombard, East, Oak Park stations on Randolph
- Su 12-17-1899 Closed Wells/Lake station north platform
- Fr 01-25-1901 Extended some trains via South Blvd to Marion station, opened Lombard, Ridgeland, Oak Park stations on South Blvd, suspended service on Randolph
- Mo 04-01-1901 Resumed service on Randolph Mon-Sat
- Th 08-07-1902 Changed to left-hand operation Austin to Franklin
- Mo 08-11-1902 Began express service
- 1903 Service to Madison/Market reduced to shuttle from Canal St AM rush, outbound service PM rush only
- Mo 12-21-1903 Discontinued service to Randolph/Wisconsin, closed Lombard, East, Oak Park, Wisconsin stations on Randolph, changed to left-hand operation Austin to Marion
- Fr 04-22-1904 Route passes to CHICAGO & OAK PARK ELEVATED RY
- Mo 05-24-1909 Discontinued AM rush service to Madison/Market
- Sa 10-16-1909 Opened Clinton station, closed Canal station
- Sa 05-14-1910 Extended from Marion to Forest Park station
- Mo 11-03-1913 Changed to right-hand operation, rerouted around Inner Loop counterclockwise

11-1913 Wood station closed, Lake Transfer Station opened

Th 01-31-1924 Route passes to CHICAGO RAPID TRANSIT CO

We 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY

Su 04-04-1948 Rerouted all trains Forest Park to Loop, began A-B skip-stop express service Mon-Sat daytime, closed Madison/Market, Randolph/Market, Morgan, Racine, Ashland, Damen, Oakley, Campbell, Sacramento, Kostner, Menard, Lombard stations

Su 02-25-1951 Closed Lake Transfer, Loomis stations, reopened Ashland station

Mo 03-05-1951 Reopened Loomis station

Su 04-04-1954 Closed Loomis station

Su 03-18-1956 Closed Hamlin station

We 05-22-1961 Replaced trolley wire with third rail, Laramie to Central

Su 10-28-1962 Rerouted via new tracks on C&NW embankment to Harlem station, and abandoned old surface tracks along South Blvd, closed old Central, Austin, Ridgeland, Oak Park, Marion, Forest Park stations, opened new Central, Austin, Ridgeland, Oak Park stations

Su 09-28-1969 Extended all service via Dan Ryan route to 95th station, opened Cermak/Chinatown, Sox/35th, 47th, Garfield, 63rd, 69th, 79th, 87th stations, began 2 - direction operation on Lake and Wabash

Sa 04-08-1972 Discontinued Saturday A-B service, replaced 2 with 4 car trains

Su 09-11-1977 Replaced 2 with 4 car trains Sunday

Su 01-24-1982 Closed Madison/Wabash station nights, Sundays

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

Su 02-09-1992 Turned alternate Owl trains northbound at Franklin, closed California station

Su 02-21-1993 Rerouted all trains via South Side route to Jackson Park or Englewood, discontinued A-B service, Englewood shuttle Clark/Lake to Ashland in owl, Jackson Park shuttle Sunday day & evening

Mo 11-01-1993 Opened Roosevelt station

Su 01-09-1994 Discontinued all service for reconstruction, closed Laramie, Homan, Halsted/Lake, Racine, 58th, 61st

Su 05-12-1996 Resumed service Harlem to Cottage Grove all times, Harlem to Ashland day & evening, Clark/Lake to Ashland nights, using 2 cars except 4 cars Mon-Fri daytime, reopened California station

Mo 11-25-1996 Replaced 4 with 6 car trains Mon-Fri rush, 4 with 2 car trains Mon-Fri midday

Su 02-02-1997 Reopened Laramie station

Su 06-22-1997 Began one-person operation

Su 04-26-1998 Discontinued owl service

Su 06-11-2000 Resumed service at Madison/Wabash Sundays

Sa 06-30-2001 Opened Conservatory/Central Park station (Homan station relocated)

Mo 07-16-2001 Opened relocated Garfield station, closed old Garfield station

Fr 05-18-2012 Opened Morgan station

Su 05-19-2013 All trains routed to Cottage Grove station

Su 10-20-2013 Resumed alternate trains to 63rd/Ashland station

Sa 02-08-2015 Opened Cermak/McCormick Place station

Mo 03-16-2015 Closed Madison/Wabash station

Th 08-31-2017 Opened Washington/Wabash station

Su 09-03-2017 Closed Randolph/Wabash station

Compiled by Andre Kristopans – Updated 01/2022