

GARFIELD PARK/CONGRESS/DOUGLAS PARK/LOGAN SQUARE/HUMBOLDT PARK/O'HARE ROUTES

Operated by:

METROPOLITAN WEST SIDE ELEVATED RR (05/06/1895-02/02/1899)

METROPOLITAN WEST SIDE ELEVATED RY (02/03/1899-01/08/1924)

CHICAGO RAPID TRANSIT CO (01/09/24-09/30/1947)

CHICAGO TRANSIT AUTHORITY (10/01/1947-Present)

Mo 05-06-1895 Begin service from CANAL via Logan Square route to DAMEN, intermediate stops at HALSTED, RACINE, LAFLIN, MARSHFIELD, MADISON, LAKE TRANSFER, GRAND, CHICAGO, DIVISION

We 05-15-1895 Extended service from Canal to FRANKLIN TERMINAL

Sa 05-25-1895 Extended service from Damen to LOGAN SQUARE, inter-mediate stops at WESTERN and CALIFORNIA

Mo 06-17-1895 Extended some service from Marshfield via Garfield Park route to CICERO, intermediate stops at OGDEN, HOYNE, WESTERN, CALIFORNIA, SACRAMENTO, KEDZIE, ST LOUIS, GARFIELD PARK, PULASKI, TRIPP, KILBOURN

Mo 07-29-1895 Extended some service from Damen via Humboldt Park route to LAWNSDALE, intermediate stops at WESTERN, CALIFORNIA, HUMBOLDT PARK, KEDZIE, ST LOUIS

Tu 04-28-1896 Extended some service from Marshfield via Douglas Park route to 18TH, intermediate stops at POLK, ROOSEVELT, 14TH PL

Tu 09-08-1896 Extended Douglas Park route from 18th to WESTERN, intermediate stops at WOOD, HOYNE

Mo 10-11-1897 Extended all service from Canal to Inner Loop, opened intermediate stop at FRANKLIN/VAN BUREN, closed FRANKLIN TERMINAL

Mo 03-10-1902 Extended Douglas Park route from Western to LAWNSDALE, intermediate stops at CALIFORNIA, DOUGLAS PARK, KEDZIE, HOMAN, DRAKE

Mo 06-16-1902 Extended Douglas Park route from Lawndale to PULASKI

Su 08-17-1902 Extended Garfield Park route from Cicero to LARAMIE

Mo 10-03-1904 Extended some service from Canal to WELLS TERMINAL

Sa 03-11-1905 Extended some Garfield Park service from Laramie via existing interurban track to DESPLAINES, intermediate stops at CENTRAL, AUSTIN, LOMBARD, GUNDERSON, OAK PARK, HOME, HARLEM, HANNAH

We 05-22-1907 Extended some Douglas Park service from Pulaski to KENTON, intermediate stop at KILDARE

Mo 12-16-1907 Extended Douglas Park service from Kenton to CICERO

Tu 08-16-1910 Extended Douglas Park service from Cicero to LARAMIE, intermediate stop at 50TH AVE

Th 08-01-1912 Extended Douglas Park service from Laramie to CENTRAL, intermediate stop at 54TH AVE

Su 08-01-1915 Extended Douglas Park service from Central to LOMBARD, intermediate stops at 58TH AVE and AUSTIN

Su 03-16-1924 Extended Douglas Park service from Lombard to OAK PARK, intermediate stop at RIDGELAND

Fr 10-01-1926 Extended some Garfield Park service from Desplaines via existing interurban track to ROOSEVELT, intermediate stops at 5TH AVE, 11TH AVE, 17TH AVE, 25TH AVE, BELLWOOD, HARRISON

Mo 12-01-1930 Extended some Garfield Park service from Roosevelt to CERMAK/MANNHEIM, intermediate stop at CANTERBURY

Su 02-19-1950 Cut back Humboldt Park service to shuttle Lawndale to new platform at DAMEN, also cut Garfield Park service Cermak/Mannheim to Roosevelt to shuttle only

Su 02-25-1951 Rerouted Logan Square service via subway to LASALLE, opened new intermediate stops at DIVISION, CHICAGO, GRAND, LAKE TRANSFER, WASHINGTON, MONROE, JACKSON, closed elevated structure between Damen and Marshfield

Su 12-09-1951 Discontinued Garfield Park service Desplaines to Canterbury, closed Wells Terminal and intermediate Douglas Park stops at Kenton, Lawndale, Drake, Homan, 14th Pl and opened intermediate stop at CENTRAL PARK, closed intermediate main line stop at Laflin, relocated Desplaines terminal

Su 02-03-1952 Discontinued Douglas Park service 54th Ave to Oak Park, opened new CICERO/BERWYN TERMINAL

Su 05-04-1952 Discontinued Humboldt Park service, also closed Douglas Park intermediate stops at Douglas Park and Roosevelt

Tu 06-10-1952 Closed Garfield Park intermediate stop at Sacramento

Su 09-14-1952 Closed Garfield Park intermediate stop at Hannah

Su 09-20-1953 Rerouted Garfield Park service westbound via temporary surface tracks Aberdeen to Sacramento, closed Garfield Park intermediate stops at Home, Lombard, Kilbourn, Garfield Park, relocated Desplaines terminal

- Su 09-27-1953 Rerouted Garfield Park service eastbound via temporary surface tracks Sacramento to Aberdeen, abandoned elevated structure Marshfield to Sacramento, reroute all Douglas Park trains via tracks 3 and 4 Marshfield to Peoria, then via tracks 2 and 4 to Wacker, all Garfield Park trains via tracks 1 and 3 Peoria to Wacker

- Su 04-04-1954 Rerouted all Douglas Park service via old Logan Square route and Lake St route to Loop, abandoned elevated structure Marshfield to Aberdeen, tracks 2 and 4 out of service Aberdeen to Wacker

- Su 05-02-1954 Rerouted eastbound Garfield Park trains via track 2 to Desplaines, then via track 4, abandon tracks 3 and 4 Aberdeen to Desplaines

- Su 08-22-1954 Rerouted westbound Garfield Park trains via track 3 Wacker to Desplaines, then via track 1

- Su 08-29-1954 Rerouted Garfield Park trains via temporary tracks Central to Lombard, relocated intermediate stops at Central and Austin

- Tu 10-11-1955 Rerouted Garfield Park trains via tracks 1 and 2 and temporary connection thru former Wells Terminal to Loop, abandoned tracks 3 and 4 Desplaines to Wacker, also elevated structure on Wacker and Van Buren to Wells

- Su 07-08-1956 Rerouted Garfield Park trains via temporary tracks at Central westbound, also relocated intermediate stop at Central

- Su 07-15-1956 Rerouted Garfield Park trains via temporary tracks at Central eastbound, also relocated intermediate stop at Central

- Su 05-19-1957 Closed Douglas Park intermediate stop at Wood

- Fr 09-06-1957 Rerouted Garfield Park trains westbound via temporary track Austin to Oak Park, also relocated intermediate stop at Oak Park and opened new intermediate stop at RIDGELAND westbound

- Tu 09-17-1957 Rerouted Garfield Park trains eastbound via temporary track Oak Park to Austin, also relocated intermediate stop at Oak Park and opened new intermediate stop at Ridgeland eastbound, closed intermediate stop at Gunderson

- Th 10-17-1957 Relocated Desplaines terminal

- We 11-27-1957 Rerouted Garfield Park trains westbound via temporary track Kenilworth to Beloit, relocated intermediate stop at Harlem

- We 12-11-1957 Rerouted Garfield Park trains eastbound via temporary track Beloit to Kenilworth, relocated intermediate stop at Harlem

Su 06-22-1958 Thru-routed service Logan Square to Desplaines via Congress (old Garfield Park) and Logan Square to Cicero/Berwyn via Douglas, began using new Congress route LaSalle to Lotus, with new intermediate stops at CLINTON, HALSTED, RACINE, MEDICAL CENTER, WESTERN, CALIFORNIA, KEDZIE, PULASKI, CICERO, closed old Garfield Park elevated structure Laramie to Loop.

Su 07-26-1959 Relocated Desplaines terminal

Fr 10-16-1959 Rerouted Congress trains eastbound via permanent tracks Waller to Lotus, relocate intermediate stop at Central eastbound

Mo 10-19-1959 Rerouted Congress trains westbound via permanent tracks Lotus to Waller, relocate intermediate stop at Central westbound

Sa 03-19-1960 Rerouted Congress trains eastbound via permanent tracks Desplaines to Waller, relocate intermediate stops at Austin, Oak Park, Harlem eastbound

Su 03-20-1960 Rerouted Congress trains westbound via permanent tracks Waller to Desplaines, relocate intermediate stops at Austin, Oak Park, Harlem westbound, close intermediate stop at Ridgeland

Fr 07-29-1960 Relocated intermediate stop at Harlem

Mo 10-10-1960 Rerouted Congress trains westbound via permanent tracks at Central, relocated intermediate stop at Central

Tu 10-11-1960 Rerouted Congress trains eastbound via permanent tracks at Central, relocated intermediate stop at Central

Tu 12-27-1960 Relocated intermediate stop at Austin, completely new right-of-way

Su 08-05-1962 Opened intermediate Congress stop at KOSTNER

Su 02-01-1970 Extended service from California to JEFFERSON PARK, new intermediate stops at LOGAN SQUARE, BELMONT, ADDISON, IRVING PARK, MONTROSE, abandoned old Logan Square terminal

Su 09-02-1973 Closed Douglas intermediate stop at 50th Ave, Congress intermediate stops at California and Kostner

Su 01-06-1974 Reopened Douglas intermediate stop at 50th Ave

We 01-18-1978 Closed Douglas intermediate stop at 50th Ave, relocated intermediate stop at Cicero

Su 02-27-1983 Extended service from Jefferson Park to RIVER ROAD, intermediate stops at HARLEM, CUMBERLAND

Mo 09-03-1984 Extended service from River Road to O'HARE

Su 02-09-1992 Closed intermediate stop at Grand

MIDWAY ROUTE

Operated by:

CHICAGO TRANSIT AUTHORITY (10/31/1993-Present)

10-31-1993 Began service MIDWAY to Inner Loop, intermediate stops at PULASKI, KEDZIE, WESTERN, 35TH/ARCHER, ASHLAND, HALSTED

11-02-1993 Opened intermediate stop at ROOSEVELT

LAKE STREET ROUTE

Operated by:

LAKE STREET ELEVATED RR CO (11/06/1893-04/21/1904)

CHICAGO & OAK PARK ELEVATED RY (04/22/1904-01/30/1924)

CHICAGO RAPID TRANSIT CO (01/31/1924-10/01/1947)

CHICAGO TRANSIT AUTHORITY (10/01/47-Present)

Mo 11-06-1893 Began service MADISON/WACKER to CALIFORNIA, using steam power, intermediate stops at RANDOLPH/WACKER, CANAL, HALSTED, MORGAN, RACINE, LOOMIS, ASHLAND, LAKE TRANSFER, DAMEN, OAKLEY, CAMPBELL

Mo 04-29-1894 Extended service from California to LARAMIE, intermediate stops at SACRAMENTO, KEDZIE, HOMAN, HAMLIN, PULASKI, KOSTNER, CICERO

Mo 10-01-1894 Extended some service from Canal to STATE/LAKE, intermediate stops at WELLS/LAKE, CLARK/LAKE

Su 06-14-1896 Electrified service

Sa 06-20-1896 Resumed steam service

Su 09-20-1896 Electrified service

Xx 00-00-1896 Extended service from State/Lake to ADAMS/WABASH, intermediate stops at RANDOLPH/WABASH, MADISON/WABASH

Xx 00-00-1897 Closed intermediate stop at Wells/Lake eastbound

Su 10-03-1897 Rerouted service around Outer Loop, changed operation from right-handed to left-handed east of Franklin, reduced service Canal to Madison/Wacker to mostly shuttle

Fr 04-14-1899 Extended service from Laramie to AUSTIN, intermediate stops at CENTRAL, MENARD

Su 05-14-1899 Extended service from Austin via South Blvd-Cuyler-existing street railway track in Randolph to WISCONSIN/RANDOLPH, intermediate stops at LOMBARD, RIDGELAND/RANDOLPH, OAK PARK/RANDOLPH

Tu 05-30-1899 Began shuttle from Randolph via Cuyler to Harrison

Xx 00-00-0000 Closed intermediate stop at Wells/Lake

Xx 01-00-1901 Rerouted service from Lombard via South Blvd to MARION, intermediate stops at RIDGELAND, OAK PARK, discontinued service to Wisconsin/Randolph, extended Cuyler shuttle via Cuyler-Randolph-Lombard to South Blvd

Xx 03-00-1901 Resumed shuttle service Lombard to Wisconsin/Randolph, cut back Cuyler shuttle to Cuyler/Randolph

Mo 04-01-1901 Resumed thru service Loop to Wisconsin/Randolph

Th 08-07-1902 Change operation from right-handed to left-handed Austin to Franklin

Xx 00-00-1903 Began using streetcar on Cuyler shuttle

Mo 12-21-1903 Discontinued service to Wisconsin/Randolph

Xx 00-00-1904 Change operation from right-handed to left-handed Austin to Marion

Su 07-09-1905 Discontinued Cuyler shuttle

Fr 05-20-1910 Extended service from Marion to FOREST PARK

Tu 01-10-1911 Resumed Cuyler shuttle Lombard to Harrison

Su 07-14-1912 Discontinued Cuyler shuttle

Xx ??-??-???? Discontinued Madison/Wacker shuttle, retain some thru trips

Xx ??-??-???? Closed intermediate stop at Canal, opened intermediate stop at CLINTON

Su 04-04-1948 Discontinued branch to Madison/Wacker, also closed intermediate stops at Lombard, Menard, Kostner, Sacramento, Campbell, Oakley, Damen, Ashland, Racine, Morgan

Su 02-25-1951 Closed intermediate stops at Lake Transfer, Ogden, reopen intermediate stop at Ashland

Mo 03-05-1951 Reopen intermediate stop at Ogden

Su 04-04-1954 Closed intermediate stop at Ogden

Su 03-18-1956 Closed intermediate stop at Hamlin

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

Su 10-28-1962 Relocated via new tracks on C&NW embankment Laramie to HARLEM, relocate intermediate stops at Central, Austin, Ridgeland, Oak Park, abandoned old surface tracks along South Blvd to Forest Park terminal, and intermediate stop at Marion

Su 09-28-1969 Thru-routed all service via Dan Ryan route to 95th

Su 02-21-1993 Rerouted all service via South Side route to Jackson Park or Englewood

Sa 01-08-1994 Discontinued all service

DAN RYAN ROUTE

Operated by:

CHICAGO TRANSIT AUTHORITY (06/28/1969-Present)

Su 09-28-1969 Began service from Loop via Dan Ryan route to 95TH, intermediate stops at CERMAK/CHINATOWN, SOX/35TH, 47TH, GARFIELD, 63RD, 69TH, 79TH, 87TH, thru routed with Lake St Route

Su 02-21-1993 Rerouted all trains via State St Subway and North Side Main Route to Howard

SOUTH SIDE MAIN LINE

Operated by:

CHICAGO & SOUTH SIDE RAPID TRANSIT CO (06/06/1892-04/06/1897)

SOUTH SIDE ELEVATED RR (04/07/1897-01/08/1924)

CHICAGO RAPID TRANSIT CO (01/09/24-09/30/1947)

CHICAGO TRANSIT AUTH (10/01/1947-Present)

Mo 06-06-1892 Began service CONGRESS to PERSHING, using steam power, intermediate stops at ROOSEVELT, 18TH, CERMAK, 26TH, 29TH, 31ST, 33RD, 35TH

Mo 08-15-1892 Extended service from Pershing to 47TH, intermediate stops at INDIANA, 43RD

Mo 08-29-1892 Extended service from 47th to 51ST

Sa 10-01-1892 Extended service from 51st to GARFIELD

Su 01-22-1893 Extended service from Garfield to 61ST, intermediate stop at 58TH

Su 04-23-1893 Extended service from 61st to DORCHESTER, intermediate stops at KING DRIVE, COTTAGE GROVE, UNIVERSITY

Mo 05-01-1893 Extended service from Dorchester to WORLD'S COLUMBIAN EXPOSITION Terminal, intermediate stop at JACKSON PARK

Su 10-10-1893 Cut back service to Jackson Park with closing of World's Fair

Mo 10-18-1897 Extended most service into Inner Loop

We 04-20-1898 Converted to electric operation

Fr 11-03-1905 Rerouted some service from 58th via Englewood branch to STATE

Su 12-10-1905 Extended Englewood service from State to WENTWORTH

Th 01-11-1906 Extended Englewood service from Wentworth to PRINCETON

Sa 11-03-1906 Extended Englewood service from Princeton to HARVARD

Mo 12-24-1906 Extended Englewood service from Harvard to HALSTED, intermediate stop at PARNELL

Mo 02-25-1907 Extended Englewood service from Halsted to RACINE

Sa 05-25-1907 Rerouted some service from Harvard via Normal Park branch to 69TH, intermediate stops at 65TH, MARQUETTE

Sa 07-13-1907 Extended Englewood service from Racine to LOOMIS

Fr 09-20-1907 Rerouted some service from Indiana via Kenwood branch to 42ND PL, intermediate stops at SOUTH PKWY, VINCENNES, COTTAGE GROVE/DREXEL, ELLIS/LAKE PARK

Th 04-09-1908 Began shuttle service Indiana to Stock Yards Loop, intermediate stops at WALLACE, HALSTED, EXCHANGE, RACINE, SWIFT, PACKERS, ARMOUR

Mo 11-03-1913 Rerouted service via Outer Loop, also thru-routed some service via Loop and North Side Main to Wilson, Evanston, or Ravenswood

Su 10-17-1943 Rerouted some thru service via State St Subway, opened intermediate stops at NORTH/CLYBOURN, CLARK/DIVISION, CHICAGO, GRAND, WASHINGTON, MONROE, JACKSON, HARRISON, ROOSEVELT

- Su 07-31-1949 Closed intermediate stops at Roosevelt, 18th, 26th, 29th, 31st, 33rd, Pershing, Princeton, Parnell, also closed Congress Terminal, made Kenwood and Normal Park routes shuttles
- Fr 01-29-1954 Discontinued Normal Park shuttle
- Mo 10-07-1957 Discontinued Stock Yards shuttle
- Su 12-01-1957 Discontinued Kenwood shuttle
- Tu 05-06-1969 Extended Englewood service from Loomis to ASHLAND, closed Loomis terminal
- Th 03-04-1982 Cut back Jackson Park service to 61st
- Su 12-12-1982 Re-extended Jackson Park service from 61st to University
- Su 02-21-1993 Rerouted service via Loop and Lake St Route to Harlem
- Tu 11-02-1993 Opened intermediate stop at ROOSEVELT
- Sa 01-08-1994 Discontinued service

NORTH SIDE MAIN

Operated by:

NORTHWESTERN ELEVATED RR CO (05/31/1900-01/08/1924)

CHICAGO RAPID TRANSIT CO (01/09/1924-09/30/1947)

CHICAGO TRANSIT AUTHORITY (10-01-1947-Present)

- Th 05-31-1900 Began service Outer Loop to WILSON, intermediate stops at KINZIE, CHICAGO, OAK, DIVISION, SCHILLER, SEDGWICK, LARRABEE, HALSTED, WILLOW, ARMITAGE, WEBSTER, FULLERTON, WRIGHTWOOD, DIVERSEY, WELLINGTON, BELMONT, CLARK, ADDISON, GRACE, SHERIDAN, BUENA, WILSON
- Sa 05-18-1907 Rerouted some service from Belmont via Ravenswood branch to WESTERN, intermediate stops at SOUTHPORT, PAULINA, ADDISON, IRVING PARK, MONTROSE, RAVENSWOOD, DAMEN
- Sa 12-14-1907 Extended Ravenswood service from Western to KIMBALL, intermediate stops at ROCKWELL, SACRAMENTO, KEDZIE
- Sa 05-16-1908 Extended some service from Wilson via existing steam railroad tracks to CENTRAL, intermediate stops at ARGYLE, BRYN MAWR, GRANVILLE, LOYOLA, MORSE, HOWARD, CALVARY, MAIN, DEMPSTER, DAVIS, FOSTER, NOYES

Tu 11-17-1908 Rerouted some service into NORTH WATER TERMINAL

Xx 00-00-1910 Elevated tracks Howard to University

Tu 04-02-1912 Extended service from Central to LINDEN, intermediate stop at ISABELLA

Mo 11-03-1913 Thru-routed some service via Loop and South Side Main to Jackson Park, Englewood, or Kenwood, changed operation from left-handed to right-handed

XX 00-00-0000 Closed intermediate stop at Kinzie, opened intermediate stop at GRAND

Xx 00-00-1922 Elevated tracks Wilson to Howard, opened new intermediate stops at BERWYN, THORNDALE, JARVIS

We 12-19-1928 Elevated tracks Central to University

Xx 00-00-0000 Opened intermediate stop at MERCHANDISE MART

Xx 00-00-0000 Replaced intermediate stop at Calvary with intermediate stop at SOUTH BLVD

Su 10-17-1943 Rerouted some thru service via State St Subway

Su 07-31-1949 Closed intermediate stations at Oak, Division, Schiller, Larrabee, Halsted, Webster, Wrightwood, Clark, Grace, Buena, also closed North Water Terminal, separated Evanston and Ravenswood services as separate routes

Su 02-21-1993 Rerouted service via Dan Ryan Route to 95th

SKOKIE ROUTE

Operated by:
CHICAGO RAPID TRANSIT CO (03/28/1925-03/27/1948)
CHICAGO TRANSIT AUTHORITY (04/20/1964-Present)

Sa 03-28-1925 Began service Howard to DEMPSTER, intermediate stops at RIDGE, ASBURY, DODGE, CRAWFORD, KOSTNER, OAKTON, MAIN

Sa 03-27-1948 Discontinued service

Mo 04-20-1964 Resumed service, non-stop Howard to relocated Dempster terminal

EVANSTON ROUTE

Operated by:
CHICAGO TRANSIT AUTHORITY (07/31/1949-Present)

Su 07-31-1949 Began service as independent route, formerly part of North Side Main

Th 10-24-1957 Replaced third rail with trolley wire Isabella to Linden

Sa 07-06-1963 Replaced trolley wire with third rail South Blvd to Howard

Mo 09-29-1969 Rerouted clockwise around Inner Loop

Mo 07-16-1973 Closed intermediate stop at Isabella

Su 11-04-1973 Replaced trolley wire with third rail Linden to South Blvd

RAVENSWOOD ROUTE

Operated by:
CHICAGO TRANSIT AUTHORITY (07/31/1949-Present)

Su 07-31-1949 Began service as independent route, formerly part of North Side Main

Su 09-20-1970 Closed intermediate stop at Grand

Sa 01-13-1973 Closed intermediate stop at Sedgwick

Mo 04-23-1973 Reopened intermediate stop at Sedgwick

Su 09-02-1973 Closed intermediate stop at Paulina

We 10-17-1973 Reopened intermediate stop at Paulina

LOOP ROUTE

LAKE ST ELEVATED RR CO (Lake-Wabash-Wells St Sides)
UNION ELEVATED RR CO (Van Buren St Side)
CHICAGO RAPID TRANSIT CO (01/09/24-09/30/1947)
CHICAGO TRANSIT AUTHORITY (10/01/1947-Present)

Mo 10-01-1894 Extended some Lake St service from Canal to STATE/LAKE, opened intermediate stops at WELLS/LAKE, CLARK/LAKE

Xx 00-00-1896 Extended Lake St service from State/Lake to ADAMS/WABASH, opened intermediate stops at RANDOLPH/WABASH, MADISON/WABASH

Xx 00-00-0000 Closed south platform at Lake/Wells

Xx 10-03-189? Rerouted Lake St trains clockwise around Outer Loop, opened new intermediate stop at VAN BUREN/STATE- VAN BUREN/DEARBORN- VAN BUREN/LASALLE, WELLS/QUINCY, WELLS/MADISON, WELLS/RANDOLPH

Mo 10-11-1897 West Side trains began using Inner Loop counterclockwise

Mo 10-18-1897 South Side Main trains began using Inner Loop counterclockwise

Xx 00-00-0000 Closed intermediate stop at Wells/Lake

Th 05-31-1900 North Side Main trains began using Outer Loop clockwise

Xx 00-00-0000 Closed intermediate stop at Van Buren/Dearborn

Fr 10-03-1913 Rerouted South Side trains via Outer Loop, also thru-routed some North and South Side trains, began counterclockwise-only operation on Loop

Mo 09-29-1969 Began two-way service around Loop, thru-routed Lake and Dan Ryan trains via Lake and Wabash only, rerouted Evanston trains via Inner Loop, began shuttle service on Inner Loop

Fr 09-30-1977 Discontinued Inner Loop shuttle service

Su 02-21-1993 Replaced Dan Ryan service with South Side Main service

Mo 11-01-1993 Midway trains began service on Inner Loop

Sa 01-08-1994 Discontinued Lake St and South Side Main service on Loop

RAPID TRANSIT CAR ROSTER BY PREDECESOR COMPANY

METROPOLITAN WEST SIDE ELEVATED RR (05/06/1895-02/02/1899)

METROPOLITAN WEST SIDE ELEVATED RY (02/03/1899-01/08/1924)

CHICAGO RAPID TRANSIT CO (01/09/1924-09/30/1947)

CHICAGO TRANSIT AUTH (10/01/47-Present)

| Series | # of Cars | Year Built | Type |
|---------|-----------|------------|--------------------------------|
| 100-199 | 100 | 1894 | Pullman trailer |
| 200-224 | 25 | 1895 | Pullman trailer |
| 225-249 | 25 | 1897 | Pullman trailer |
| 250-267 | 18 | 1899 | Harlan & Hollingsworth trailer |
| 268-311 | 54 | 1900 | ACF trailer |
| 312-340 | 29 | 1901 | ACF trailer |
| 500-511 | 12 | 1900 | ACF control trailer |
| 512-520 | 9 | 1901 | ACF control trailer |
| 701-755 | 55 | 1894 | Barney & Smith motor |
| 756-763 | 8 | 1898 | Barney & Smith motor |
| 764-781 | 18 | 1899 | Barney & Smith motor |
| 782-789 | 8 | 1901 | Jewett motor |
| 790-812 | 23 | 1904 | Jewett motor (closed end) |
| 813-857 | 45 | 1904 | ACF motor (closed end) |
| 858-907 | 50 | 1906 | Pullman motor (closed end) |
| 908-927 | 20 | 1907 | Pullman motor (closed end) |

replacement cars:

| Series | # of Cars | Year Built | Type |
|----------------------------------|-----------|------------|---------------------------------------|
| 140, 150:2 | 2 | 1900 | ACF trailer |
| 755, 762:2 | 2 | 1900 | ACF motor |
| 150:3, 207, 279, 294-296:2 | 6 | 1901 | ACF trailer |
| 501, 502, 505, 507:2 | 4 | 1901 | ACF control trailer |
| 725, 753, 757, 768 780, 781:2 | 6 | 1901 | Jewett motor |
| 717:2 | 1 | 1904 | ACF steel motor |
| 711:2 | 1 | 1904 | ACF motor |
| 157:2 | 1 | 1907 | Pullman trailer (closed end) |
| 262:2 | 1 | 1907 | Pullman control trailer (closed end) |
| 756:2 | 1 | 1907 | Pullman control trailer (funeral car) |
| 790:2 | 1 | 1907 | Pullman motor (closed end) |

note - all cars renumbered to 2000's 1913, same last 3 digits

NORTHWESTERN ELEVATED RR CO (05/31/1900-01/08/1924)
 CHICAGO RAPID TRANSIT CO (01/09/1924-09/30/1947)
 CHICAGO TRANSIT AUTH (10/01/1947-Present)

| Series | # of Cars | Year Built | Type |
|---------|-----------|------------|---------------------------------|
| 1-37 | 37 | 1898 | Pullman motor |
| 38-47 | 10 | 1900 | ACF motor |
| 48-52 | 5 | 1900 | ACF motor |
| 53-59 | 7 | 1901 | St Louis motor |
| 100-209 | 110 | 1898 | Pullman trailer (closed end) |
| 210-234 | 35 | 1900 | ACF trailer (closed end) |
| 235-259 | 25 | 1901 | St Louis trailer (closed end) |
| 260-299 | 40 | 1907 | ACF trailer (closed end) |
| 700-734 | 35 | 1903 | St Louis motor (closed end) |
| 735-768 | 44 | 1906 | Jewett motor (closed end) |
| 769-788 | 20 | 1908 | Pullman motor (closed end) |
| 789-808 | (20) | 1913 | ACF motor (from series 280-299) |

note - all cars renumbered to 1000's 1913, same last 3 digits

LAKE STREET ELEVATED RR CO (11/06/1893-04/21/1904)
 CHICAGO & OAK PARK ELEVATED RY (04/22/1904-01/30/1924)
 CHICAGO RAPID TRANSIT CO (01/31/1924-09/30/1947)
 CHICAGO TRANSIT AUTH (10/01/1947-Present)

| Series | # of Cars | Year Built | Type |
|--------------------|-----------|------------|--|
| 1-100 | 100 | 1893 | Gilbert steam trailer |
| 101-125 | 25 | 1894 | Pullman steam trailer (to motor) |
| 126-138 | (13) | 1896-97 | Gilbert motor (see note) |
| 139-146 | 8 | 1901 | St Louis motor |
| 147-166 | 20 | 1909 | Brill motor (closed end) |
| 201-215 | 15 | 1900 | Pullman trailer (closed end) |
| 216-235 | 20 | 1901 | St Louis trailer (closed end) |
| 236-238 | (3) | 1902 | LSERR trailer (parts from 101,102,119) |
| 101, 102, 119:2 | 3 | 1902 | St Louis motor |

note: series 1-100: 12 to motors 126-137 1896, 1 to motor 138 1897, 2 to replacement cars 109,125:2?
 by 1908, remainder to control trailers

note - all cars renumbered to 3000's 1913, same last 3 digits

CHICAGO & SOUTH SIDE RAPID TRANSIT CO (06/06/1892-04/06/1897)
 SOUTH SIDE ELEVATED RR (04/07/1897-01/08/1924)
 CHICAGO RAPID TRANSIT CO (01/09/1924-09/30/1947)
 CHICAGO TRANSIT AUTHORITY (10-01-1947-Present)

| Series | # of Cars | Year Built | Type |
|---------|-----------|------------|-------------------------------|
| 1-50 | 50 | 1892 | Jackson & Sharp steam trailer |
| 51-80 | 30 | 1892 | Gilbert steam trailer |
| 81-100 | 20 | 1892 | Jackson & Sharp steam trailer |
| 101-150 | 50 | 1892 | Gilbert steam trailer |
| 151-180 | 30 | 1892 | Jackson & Sharp steam trailer |
| 181-210 | 30 | 1900 | Jewett motor |
| 211-230 | 20 | 1902 | Jewett motor |
| 231-250 | 20 | 1903 | Jewett motor |
| 251-320 | 70 | 1905 | Jewett motor |
| 321-400 | 80 | 1905 | ACF motor |

note - series 1-180: 120 to motor 1897-98, 30 to motor 1900, remainder to control trailers 1900

Joint purchases as CHICAGO ELEVATED RYS

| Series | # of Cars | Year Built | Type |
|-----------|-----------|------------|----------------------------|
| 4001-4066 | 66 | 1914 | Cincinnati control trailer |
| 4067-4128 | 62 | 1914 | Cincinnati motor |
| 4129-4250 | 122 | 1915 | Cincinnati motor |
| 4251-4350 | 100 | 1922 | Cincinnati motor |
| 4351-4355 | 5 | 1923 | Cincinnati motor |

CHICAGO RAPID TRANSIT CO (01/09/1924-09/30/1947)
 CHICAGO TRANSIT AUTHORITY (10/01/1947-Present)

| Series | # of Cars | Year Built | Type |
|-----------|-----------|------------|------------------------------------|
| 4356-4455 | 100 | 1924 | Cincinnati motor |
| 4456 | 1 | (1955) | Cincinnati motor (ex trailer 4005) |
| 5001-5002 | 2 | 1947 | Pullman articulated motor |
| 5003-5004 | 2 | 1948 | St Louis articulated motor |
| 6001-6130 | 130 | 1950 | St Louis SE MP |
| 6131-6200 | 70 | 1951 | St Louis SE MP |
| 6201-6470 | 270 | 1954-55 | St Louis SE MP |
| 6471-6550 | 80 | 1956-57 | St Louis SE MP |
| 6551-6600 | 50 | 1957 | St Louis SE MP |

| Series | # of Cars | Year Built | Type |
|-------------|--|------------|------------------------|
| 6601-6670 | 70 | 1957 | St Louis SE MP |
| 6671-6720 | 50 | 1959 | St Louis SE MP |
| 1-50 | 50 | 1959-60 | St Louis SU DE |
| 2001-2180 | 180 | 1964 | Pullman-Standard SE MP |
| 2201-2350 | 150 | 1969-70 | Budd SE MP |
| 2401-2600 | 200 | 1976-78 | Boeing-Vertol SE MP |
| 2601-3200 | 600 | 1981-85 | Budd SE MP |
| 3201-3456 | 256 | 1992-93 | Morrison-Knudsen SE MP |
| 2181-2182 | ex 2129-2040 | | |
| 2183-2184 | ex 2157-2032 | | |
| 2351-2352 | ex 2307-2316 | | |
| 6721-6722 | ex 6454-6310 | | |
| 6731-6742 | ex 6623-6584, 6717-6588, 6649-6546, 6591-6534, 6575-6550, 6593-6612 | | |
| 6771-6788 | ex 6231-6322, 6313-6356, 6223-6338, 6339-6298, 6249-6302, 6435-6468, 6437-6402, 6327-6244, 6267-6384 | | |
| 6795-6796 | ex 6177-6186 (never operated) | | |
| 6797-6798 | ex 6479-6478 | | |
| 51-54 | ex 5001-5004 | | |
| 61A,B-65A,B | ex 5, 7, 9, 11, 15, 19, 21, 31, 23, 24 | | |

Histories and lists compiled by Andre Kristopans