

ENGLEWOOD-JACKSON PARK-HOWARD – NORTH-SOUTH – RED LINE route history

- Mo 06-06-1892 Began CHICAGO & SOUTH SIDE RAPID TRANSIT CO service Old Congress station to Pershing station, using steam power. Opened Roosevelt, 18th, Cermak, 26th, 29th, 31st, 33rd, 35th stations.
- Mo 08-15-1892 Extended from Pershing to 47th station, opened Indiana, 43rd station.
- Mo 08-29-1892 Extended from 47th to 51st station
- Sa 10-01-1892 Extended from 51st to Garfield station
- Su 01-22-1893 Extended from Garfield to 61st station, opened 58th station
- Su 04-23-1893 Extended from 61st to Dorchester, opened King Dr, Cottage Grove, University stations
- Mo 05-01-1893 Extended from Dorchester to World's Columbian Exposition Terminal, opened Jackson Park station
- Su 10-10-1893 Cut back to Jackson Park station with closing of World's Fair
- We 04-07-1897 Route passes to SOUTH SIDE ELEVATED RR
- Mo 10-18-1897 Extended most trains onto Inner Loop, opened Congress/Wabash station
- We 04-20-1898 Converted to electric operation
- Th 05-31-1900 Began NORTHWESTERN ELEVATED RR CO service Wilson station to Loop, opened Buena, Sheridan, Grace, Addison, Clark, Belmont, Wellington, Diversey, Wrightwood, Fullerton, Webster, Armitage, North/Halsted, Larrabee, Sedgwick, Schiller, Division, Chicago, Kinzie stations
- Xx 00-00-1905 Opened Willow station
- Fr 11-03-1905 Rerouted some South Side trains via Englewood branch to State station
- Su 12-10-1905 Extended Englewood trains from State station to Wentworth station
- Xx 00-00-1906 Opened Oak station
- Th 01-11-1906 Extended Englewood trains from Wentworth station to Princeton station
- Sa 11-03-1906 Extended Englewood trains from Princeton station to Harvard station
- Mo 12-24-1906 Extended Englewood trains from Harvard station to Halsted station, opened Parnell station
- Mo 02-25-1907 Extended Englewood trains from Halsted station to Racine station
- Tu 03-05-1907 Opened North Water Terminal station, served by expresses starting there Mon-Fri PM rush
- Tu 03-26-1907 Began express service on South Side with completion of three-tracking
- Sa 05-18-1907 Rerouted some North Side trains via Ravenswood branch to Western station, opened Southport, Paulina, Addison, Irving Park, Montrose, Ravenswood, Damen stations
- Sa 05-25-1907 Rerouted part of each Englewood train via Normal Park branch to 69th station, opened 65th, Marquette stations
- Sa 07-13-1907 Extended Englewood trains from Racine station to Loomis station
- Fr 09-20-1907 Rerouted some South Side trains via Kenwood branch to 42nd Pl station, opened South Park, Vincennes, Cottage Grove/Drexel, Ellis/Lake Park stations
- Sa 12-14-1907 Extended Ravenswood trains from Western station to Kimball station
- Th 04-09-1908 Began shuttle service Indiana station to Stock Yards loop, opened Wallace, Halsted, Exchange, Racine, Swift, Armour, Packers stations

- Sa 05-16-1908 Extended North Side trains from Wilson station to Central St (Evanston) station, opened Argyle, Bryn Mawr, Granville, Loyola, Morse, Jarvis, Howard, Calvary, Main, Dempster, Davis, Foster, Noyes stations.
- Xx 00-00-1910 Elevated tracks onto embankment Jonquil to Emerson
- Tu 04-02-1912 Extended service from Central St station to Linden Av (Wilmette) station, opened Isabella station.
- Mo 11-03-1913 Changed to right hand operation, rerouted via Outer Loop, thru-routed Evanston express with Jackson Park express trains all times, Wilson express with Englewood express trains all times, retain Kenwood - Loop express, Ravenswood - Loop express, South Park - Wilson local Mon-Sat , and Ravenswood - Loop local, Kenwood - Loop local Sun
- Su 02-14-1915 Opened Thorndale station
- Xx 00-00-1916 Opened Berwyn station
- Xx 00-00-1921 Closed Kinzie station, opened Grand station
- 1920s Discontinued South Park - Wilson local and Kenwood - Loop express, began Kenwood Local - Ravenswood Express Mon-Sat, Wilson-Loop Express and Wilson-Loop local Mon-Sat, Kenwood - Ravenswood Local Sun
- c1922 Relocated tracks on embankment Howard to Leland. Cut back most Evanston-Jackson Park express trains to Howard, local north of Wilson, to Linden rush hours, Evanston made separate express route.
- Tu 02-27-1923 Opened Lawrence station
- We 01-09-1924 Route passes to CHICAGO RAPID TRANSIT CO
- 02-1924 Kenwood - Ravenswood Local made Kenwood Local- Ravenswood Express Sun, began Wilson-Loop local Sun
- Xx 00-00-1926 Closed Dearborn/Van Buren station as stop, retained as auxiliary entrance to State/Van Buren station
- Su 12-05-1930 Opened Merchandise Mart station
- Mo 02-23-1931 Discontinued Ravenswood-Kenwood express/local and Wilson-Englewood express, Wilson-Loop local, began Ravenswood-Englewood express and Wilson-Kenwood local, Wilson-Loop express Mo-Sa rush only, Englewood - Loop and Kenwood - Loop local other times, extended owl Jackson Park-Howard trains to Linden
- Su 05-17-1942 Closed Willow station
- Su 10-17-1943 Rerouted Howard-Jackson Park via Subway at all times, made Ravenswood-Englewood trains express via Subway all times , made Wilson- Kenwood local trains via Loop all times, retained Mon-Sat rush Wilson-Loop express trains and some Mon-Fri AM rush Howard-Loop, Ravenswood - Loop expresses, PM NB rush North Water-Howard and North Water-Ravenswood expresses, also Mon-Fri PM rush SB Old Congress - Jackson Park and Old Congress - Englewood expresses.
- We 10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY
- Su 07-31-1949 Rerouted all subway trains to Howard, separated Ravenswood route, discontinued subway owl and rush hour service to Linden, began A-B skip-stop express service Mon-Fri day & early evening, Sat daytime hours. Discontinued Wilson-Kenwood local and Wilson-Loop, Howard/Loop - North Water, Ravenswood - North Water, Old Congress-Englewood/Jackson Park express trains, and began shuttles from Indiana to 42nd Pl and Harvard to 69th all times, also discontinued rush Jackson Park - Stock Yards service. Closed Buena, Grace, Clark, Ravenswood, Wrightwood, North/Halsted, Larrabee, Schiller, Division, Oak, North Water Terminal, Congress/Wabash, Old Congress, Roosevelt, 18th, 26th, 29th, 31st, 33rd, Pershing, Princeton, Parnell stations
- Su 01-01-1950 Discontinued Normal Park shuttle service nights and late evenings, also began Sunday afternoon A-B service

Su 01-06-1952 Discontinued Sunday A-B service

Su 05-04-1952 Closed Wallace station on Stock Yards shuttle

Su 05-18-1952 Cut back Normal Park shuttle service to Mon-Fri rush only

Fr 01-29-1954 Discontinued Normal Park shuttle, closed 65th, Marquette, 69th stations

Fr 08-31-1956 Discontinued Stock Yards shuttle Sunday

Su 10-06-1957 Discontinued Stock Yards shuttle, closed Halsted, Exchange, Racine, Swift, Packers, Armour stations

Sa 11-30-1957 Discontinued Kenwood shuttle, closed South Park, Vincennes, Cottage Grove/Drexel, Ellis/Lake Park, 42nd PI stations

Tu 05-06-1969 Extended Englewood trains to Ashland station, closed Loomis station

Tu 09-05-1972 Discontinued A-B service Mo-Fr early evening and replaced 4 with 2 car trains

Sa 01-13-1973 Closed Dorchester station

Su 09-02-1973 Closed State station

Su 09-12-1976 Closed Cermak station nights, Sundays and evenings

Sa 01-08-1977 Closed Cermak station Saturdays

Fr 09-09-1977 Closed Cermak station

Su 01-24-1982 Closed Harrison and North/Clybourn stations weekends and nights

Th 03-04-1982 Cut back Jackson Park trains to 61st station, closed King Dr, Cottage Grove, University, Jackson Park stations

Su 12-12-1982 Re-extended Jackson Park trains from 61st station to University station, reopened King Dr and Cottage Grove stations

Sa 07-14-1984 Discontinued Saturday A-B service

Su 11-01-1987 Closed Indiana station for rebuilding

Mo 02-20-1989 Reopened Indiana station

Su 04-08-1990 Jackson Park Sun daytime cut to shuttle 58th to University, alternate trains turned southbound at Roosevelt

Su 07-15-1990 Resumed thru service Howard to University Sun daytime

Mo 01-14-1991 Discontinued Mon-Fri midday A-B service also replaced 4 with 6 car trains

Su 10-06-1991 Reopened North/Clybourn station Sat-Sun daytime

Su 02-09-1992 Closed Wentworth, Harvard stations, also Thorndale Sundays and nights, North/Clybourn weekends, alternate owl trains turned southbound at Roosevelt

Fr 06-12-1992 Cut back Jackson Park to shuttle 58th to University Sunday day & evening, alternate trains turned southbound at Roosevelt

Su 02-21-1993 Rerouted all trains via Dan Ryan route to 95th

Tu 02-01-1994 New Addison station opened southbound

Su 08-21-1994 New Addison station Opened northbound

Sa 03-18-1995 Lawrence closed for structure reconstruction

Mo 05-01-1995 Discontinued A-B service

Sa 06-24-1995 Reopened North/Clybourn evenings and nights

Su 07-09-1995 Reopened Thorndale Sundays and nights, reopened Harrison Sat-Sun and nights, closed Roosevelt for reconstruction

Su 08-13-1995 Reopened Lawrence

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

Su 06-02-1996 Northbound stop at Washington renamed Washington-Lake, southbound renamed Washington-Madison

Su 11-24-1996 Roosevelt reopened, Harrison closed weekends, evenings and nights

Mo 01-06-1997 Harrison reopened weekday evenings

Su 11-09-1997 Changed to one-person operation (except 6 and 8 car trains between Fullerton and Cermak/Chinatown), replaced 6 with 8 car trains Saturday daytime, replaced 4 with 8 car trains Mon-Fri evening, replaced 4 with 6 car trains Sunday daytime

Tu 11-18-1997 Began stopping at Washington-Lake SB and at Washington-Madison NB, renamed Washington-Lake to Lake, Washington-Madison to Washington

Su 03-26-2000 Eliminated subway conductors

Sa 06-10-2000 Opened Harrison nights and weekends

Mo 10-23-2006 Closed Washington station

Fr 03-20-2009 Completed rebuilding of Howard station

Su 05-19-2013 Reroute to 63/Ashland, Dan Ryan line closed for rebuilding

Su 10-20-2013 Resumed service via Dan Ryan to 95th

Mo 04-03-2017 Rerouted some Mon-Fri rush trains to 63/Ashland

We 11-22-2017 Discontinued service to 63/Ashland

Mo 07-30-2018 Rerouted some Mon-Fri rush trains to 63/Ashland

Fr 04-26-2019 Discontinued service to 63/Ashland

Su 05-16-2021 Closed Lawrence, Berwyn stations for rebuilding

Compiled by Andre Kristopans – Updated 01/2022