

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

06-06-1892	Began CHICAGO & SOUTH SIDE RAPID TRANSIT CO service Congress to Pershing, using steam power
08-15-1892	Extended from Pershing to 47th
08-29-1892	Extended from 47th to 51st
10-01-1892	Extended from 51st to Garfield
01-22-1893	Extended from Garfield to 61st
04-23-1893	Extended from 61st to Dorchester
05-01-1893	Extended from Dorchester to World's Columbian Exposition Terminal
10-10-1893	Cut back to Jackson park with closing of World's Fair
04-07-1897	Route passes to SOUTH SIDE ELEVATED RR
10-18-1897	Extended most trains into Loop
04-20-1898	Converted to electric operation
05-31-1900	Began NORTHWESTERN ELEVATED RR CO service Wilson to Loop
11-03-1905	Rerouted some South Side trains via Englewood branch to State
12-10-1905	Extended Englewood trains from State to Wentworth
01-11-1906	Extended Englewood trains from Wentworth to Princeton
11-03-1906	Extended Englewood trains from Princeton to Harvard
12-24-1906	Extended Englewood trains from Harvard to Halsted
02-25-1907	Extended Englewood trains from Halsted to Racine
03-26-1907	Began express service on South Side
05-18-1907	Rerouted some North Side trains via Ravenswood branch to Western
05-25-1907	Rerouted part of each Englewood train via Normal Park branch to 69th
07-13-1907	Extended Englewood trains from Racine to Loomis
09-20-1907	Rerouted some South Side trains via Kenwood branch to 42nd Pl
12-14-1907	Extended Ravenswood trains from Western to Kimball
04-09-1908	Began shuttle service Indiana to Stock Yards
11-17-1908	Rerouted some North Side trains into North Water Terminal in PM rush
11-03-1913	Thru-routed Wilson express with Jackson Park trains all times, Wilson local with Englewood trains rush only, Ravenswood with Kenwood local trains rush only,
c00-00-1922	Extended Wilson express trains to Howard, to Linden nights
01-09-1924	Route passes to CHICAGO RAPID TRANSIT CO

02-23-1931 Discontinued rush-only Ravenswood-Kenwood and Wilson-Englewood services, began rush-only Ravenswood-Englewood and Wilson-Kenwood local services

10-17-1943 Rerouted Howard-Jackson Park and Ravenswood-Englewood trains via Subway at all times, thru-routed Wilson and Kenwood local trains via Loop at all times, retained Mon-Sat rush Wilson-Loop express trains

10-01-1947 Route passes to CHICAGO TRANSIT AUTHORITY

07-31-1949 Rerouted all subway trains to Howard, separated Ravenswood service, discontinued subway owl 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 express trains, and began shuttles from Indiana to 42nd Pl and Harvard to 69th all times

01-01-1950 Discontinued Normal Park shuttle service nights and late evenings, also began Sunday afternoon A-B service

01-06-1952 Discontinued Sunday A-B service

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

01-29-1954 Discontinued Normal Park shuttle

10-07-1957 Discontinued Stock Yards shuttle

12-01-1957 Discontinued Kenwood shuttle

05-06-1969 Extended Englewood trains from Loomis to Ashland

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

03-04-1982 Cut back Jackson Park trains to 61st

12-12-1982 Re-extended Jackson Park trains from 61st to University

07-14-1984 Discontinued Saturday A-B service

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

06-12-1992 Cut back Jackson Park trains Sunday day & evening to shuttle 58th to University

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

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 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

03-26-2000 Eliminated subway conductors

06-11-2000 Resumed service at Harrison nights, Sat-Sun