

FORMER SURFACE SYSTEM ROUTES

BELMONT-LARAMIE

10-3-1928	Inaugurated CMC bus service from Diversey via Laramie-Belmont to Narragansett	3-8-30	Cut back to shuttle on Belmont between Central and Narragansett only
		4-17-30	Discontinued service

BROADWAY-STATE

8-19-1937	Inaugurated streetcar service from Morgan-120th-Halsted loop via 119th- Michigan-95th-State-Division	5-28-49	Rerouted streetcars via State over new bridge
5-15-39	Rerouted streetcars via State-Grand- Wabash-Lake-State	9-5-54	Substituted buses for streetcars, week- ends
6-28-47	Began using 84th street short terminal	12-5-55	Discontinued service
12-15-47	Cut back streetcars to Devon-Ravenswood- Schreiber-Clark loop		

COLES-EXCHANGE

1892	Inaugurated streetcar service from 79th via South Shore-Cheltenham- Lake avenue-78th-Exchange-75th- Coles-71st-Yates-70th to Stony Island	1896	Extended streetcars via St. Lawrence- 66th-South Park to 63rd
		1897	Rerouted streetcars via Coles-73rd- Stony Island
1893	Extended streetcars via Stony Island- 67th to St. Lawrence	4-22-1908	Discontinued service

DEVON-PRATT

11-15-1953	Inaugurated bus service from Kedzie terminal via Devon-Lincoln-Pratt to Niles Center Road terminal
1-14-54	Discontinued service

DICKENS SHUTTLE LOOP

1878	Inaugurated horsecar service on circular route via Dickens-Racine- Armitage-Lincoln and Dickens	3-21-95	SUBSTITUTED STREETCARS FOR HORSECARS on route
1893	SUBSTITUTED GAS CARS FOR HORSECARS on route	1896	Became terminal loop for Sedgwick- Dearborn streetcars
1894	SUBSTITUTED HORSECARS FOR GAS CARS on route	9-9-1914	Discontinued service to loop

ELM-FRANKLIN

1895	Inaugurated streetcar service from Crosby via Elm-Franklin to Hubbard
9-2-1912	Discontinued service

ENGLEWOOD

6-20-1896	Inaugurated battery car service from 63rd via Vernon-67th-Eberhart-South Chicago-71st-State-81st-Halsted-Summit to 87th	7-1-1901	SUBSTITUTED STREETCARS FOR BATTERY CARS, 63rd to 91st
6-97	Extended horsecars via 86th place-Sangamon-86th street-Loomis to 91st	3-1-12	Discontinued service

FRANKLIN-GARFIELD SQUARE

3-23-1924	Inaugurated CMC bus service from State-Randolph-LaSalle loop via Washington-Sacramento-Franklin to Garfield Square	3-8-30	Discontinued service from State to Francisco and Garfield Square to Peterson, retaining route from Warren-Francisco-Washington loop to Garfield Square
10-3-28	Extended buses via Central Park-Avondale-Addison-Central Park-Wilson-Kimball to Peterson	12-1-42	Discontinued service
12-9-29	Cut back evening service, State to Ardmore only		

FULTON-21st

4-4-1889	Inaugurated 21st-Downtown horsecar service from Western via 21st-Racine-Adams to State	3-10-19	Rerouted Fulton streetcars via Monroe-Franklin-Adams
1894	Inaugurated Fulton-Downtown streetcar service from Western via Fulton-Morgan-Monroe to Canal	6-7-19	Rerouted 21st streetcars via Canal-14th-Jefferson-Roosevelt-Clinton
1896	Rerouted Fulton streetcars via Monroe-Desplaines-Adams to Wells	1-19-22	Rerouted Fulton streetcars via Monroe-Dearborn-Adams-Franklin loop
2-1-96	SUBSTITUTED STREETCARS FOR HORSECARS on 21st, extended cars to Marshall, and rerouted service via 21st-Halsted-Canalport-Canal-Harrison-Clinton-Madison-Wells to Kinzie crossover	1-29-22	Rerouted 21st streetcars via Adams-Franklin-Monroe-Dearborn loop
7-1-1906	Extended Fulton streetcars via Adams to State crossover and rerouted 21st streetcars via Clinton to Madison-Dearborn-Adams-Clinton loop	9-14-24	Through routed Fulton-21st streetcars via Canal-Harrison-Clinton-Monroe-Morgan
7-13	Rerouted 21st streetcars via Clinton-Adams to State	5-31-25	Rerouted one car per hour, 6 a.m. to 8 p.m., southbound via Harrison-Jefferson-14th-Canal, northbound via Canal-14th-Roosevelt-Clinton-Harrison
		8-9-25	Began using one-man cars
		1-19-47	Discontinued Sunday service
		5-7-47	Discontinued service

GARFIELD PARK EXTENSION

12-9-1951	Inaugurated Sunday bus service from South Lake-Pine-North Lake loop via Central-Harrison-Jensen Drive-Jackson-	9-20-53	Mason Drive-Harrison-Harlem-Jackson to Desplaines-Madison-Jackson loop Discontinued service
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GENERAL ELECTRIC RY.

1898	Inaugurated battery car service from Archer via Dearborn-14th-Plymouth Court-Polk-Federal to Harrison
1901	Discontinued regular service

HAMMOND

6-18-1895	Inaugurated streetcar service from Hammond, Indiana, coming to Illinois State Line	6-10-14	Rerouted streetcars via Ewing-92nd-South Chicago-South Park to 63rd-Vernon terminal
5-15-96	Extended streetcars via 106th-Ewing-92nd-Commercial-91st-South Chicago-Stony Island to 63rd	9-4-32	Began one-man car service
1906	Rerouted streetcars via 64th-Dorchester to 63rd terminal	6-9-40	Discontinued service

FORMER SURFACE SYSTEM ROUTES

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JEFFERY-100th

4-12-1945 Inaugurated bus service from Stony Island 'U' via 93rd-Jeffery-Van Vlissingen-100th-Torrence to 103rd-Hoxie-104th loop
12-4-49 Discontinued service

LARRABEE

1864	Inaugurated horsecar service between Chicago and Armitage	1906	Rerouted streetcars via Chicago-Kings-bury-Erie-Franklin-Kinzie
1872	Extended horsecars to Lincoln	7-13-06	Extended streetcars via Kinzie-Dearborn-Washington-Clark-Kinzie loop
5-25-95	SUBSTITUTED STREETCARS FOR HORSECARS and extended service from Lincoln-Fullerton-Racine-Webster loop via Larrabee-Chicago-Orleans-Kinzie-Clark to Washington	7-20-14	Became Riverview-Larrabee route

LASALLE STREET TUNNEL

3-23-1888	Opened tunnel to cable cars (Kinzie to Randolph)	7-21-12	Re-opened tunnel for streetcars
10-21-1906	Closed tunnel with discontinuance of cable operations	11-27-39	Discontinued use of tunnel

LAWNDALE-CERMAK

1896	Inaugurated streetcar service from Cermak via Rockwell-25th-Lawndale to 35th	6-29-31	Cut back to shuttle operation during non-rush hours, Kedzie & Cermak to 33rd & Lawndale
1897-98	Used double-deck streetcars to provide service	10-1-45	SUBSTITUTED KEDZIE-HOMAN BUSES FOR STREETCARS, discontinued route
5-6-1909	Became part of Cermak route, operating from 33rd via Lawndale-25th-Kedzie-Cermak, abandoned other tracks		

LINCOLN-SEDGWICK

1895	Inaugurated streetcar service from Irving Park via Lincoln-Halsted-North-Sedgwick-Chicago-Orleans-Kinzie-Clark	10-21-1906	to Washington. Northbound via Kinzie-Orleans-Division Replaced by Lincoln routes
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LOOMIS #10

10-1-1923 Inaugurated CMC bus service from Marquette via Loomis-Garfield-Ellsworth-Bowen to Drexel Square
5-14-24 Became a branch of Garfield route

MADISON 10¢ SHUTTLE

10-15-1949	Inaugurated loop-shaped streetcar routes operating in a.m. rush via Madison-Dearborn-Monroe-Clinton-Madison, in p.m. rush via Washington-	8-1-51	Dearborn-Madison-Desplaines-Washington Discontinued service
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MIDWAY PLAISANCE

5-30-1923	Inaugurated CMC bus service from Jackson-Sate-Adams loop via Michigan-Garfield-South Park-Midway Plaisance to Cottage Grove	8-9-25	Cut back and rerouted service via Midway-Cornell to 67th & Stony Island
6-16-23	Extended buses to Stony Island 'U'	11-29-29	Discontinued service downtown, retaining line in a.m. rush only shuttling between 67th & Stony Island and 55th & Michigan
7-1-23	Extended summertime buses via Cornell-Hayes to beach	12-1-42	Discontinued service
11-14-23	Extended buses via Midway-Cornell-Patterson-South Shore to 83rd-Brandon-83rd place loop		

MONTROSE BEACH

6-16-1934	Inaugurated CMC summertime bus service from Sheridan-Sunnyside-Kenmore loop via Wilson-Wilson drive-Simonds drive-Montrose Harbor drive to Harbor loop	7-9-38	Rerouted summer buses via Wilson to Wilson drive-Simonds drive-Montrose drive-Clarendon loop
7-1-35	Extended summer buses to Magnolia-Leland-Racine loop	7-25-48	Extended summer buses via Wilson to Ravenswood-Leland-Hermitage loop
		7-3-53	Became Montrose-Lawrence route

NOBLE

6-11-1885	Inaugurated horsecar service from Milwaukee via Noble-Blackhawk-Greenview-North-Ashland-Cortland to Wood	11-1-1921	Began using one-man cars
5-96	SUBSTITUTED STREETCARS FOR HORSECARS and cut back route, Milwaukee & Noble to North & Ashland only	7-25-31	Restricted service to rush hours only
		3-5-32	Discontinued service, Elston pull-in and pullout cars continued using tracks
		2-8-44	Discontinued Elston trips over route

NORMAL

10-1-1923	Inaugurated CMC bus service from Garfield to Marquette	1-23-30	Re-established bus service to Drexel Square during rush hours
10-7-23	Extended buses via Garfield-South Park-51st-Bowen to Drexel Square	9-11-37	Cut back service, Marquette to Garfield only, and restricted service to rush hours
1-2-30	Cut back service, Marquette to 51st & South Park only	12-1-42	Discontinued service

NORTHERN ELECTRIC RY.

1894	Inaugurated streetcar service from Austin via Grand-Central-North-Cicero-Thomas-Kilpatrick to Kinzie	1902	Re-established service and extended streetcars via Kinzie to Cicero
1899	Discontinued service	1904	Discontinued service

NORTHWESTERN STATION (CARSONS)-SHOPPING DISTRICT

5-2-1927	Inaugurated CMC bus service from Madison via Clinton-Washington-Canal-Madison-Wabash-Monroe-Market-Madison to Clinton
12-1-42	Discontinued service

NORTHWESTERN STATION (Fields)-SHOPPING DISTRICT

8-12-1924	Inaugurated CMC bus service from Madison via Clinton-Washington-Wacker-Randolph-Wabash-Madison to Clinton
12-1-42	Discontinued service

FORMER SURFACE SYSTEM ROUTES

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OAKLEY

3-30-1924	Inaugurated CMC bus service from Hirsch-Humboldt Park loop via Oakley to Ogden-Western-12th loop	1-1-30 12-1-42	Restricted service to rush hours only Discontinued service
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RHODES

1884	Inaugurated horsecar service from 39th via Rhodes-35th to Cottage Grove
7-27-98	Discontinued service

RIVERVIEW-LARRABEE

7-19-1887	Inaugurated horsecar service from Western via Roscoe-Damen-Belmont-Lincoln-Armitage-Clark to Downtown	9-14-24	Rerouted streetcars via Dearborn-Randolph-Wells-Kinzie loop
2-1-89	Cut back route to Lincoln & Wrightwood	5-4-47	Rerouted streetcars via Franklin-Hubbard-Wells-Harrison-Dearborn to Polk, northbound via Dearborn-Harrison-Wells-Kinzie-Franklin
1-17-95	SUBSTITUTED STREETCARS FOR HORSECARS, Western to Wrightwood		
1906	Extended streetcars via Lincoln-Halsted-North-Sedgwick-Chicago-Orleans-Kinzie-Clark to Washington, northbound via Kinzie-Orleans-Division-Sedgwick	9-1-47	Became a branch of Lincoln-Larrabee route, rerouted via Chicago-Wells-Harrison; discontinued streetcars via Belmont-Damen-Roscoe to Western
1-17-11	Began using Riverview terminal	9-29-47	Rerouted certain cars to Roscoe & Western
7-21-12	Rerouted streetcars via Kinzie to Dearborn-Monroe-LaSalle-Washington-Wells-Kinzie loop	1-10-49	Discontinued streetcars on Belmont-Damen-Roscoe
7-20-14	Absorbed Larrabee route and rerouted via Lincoln-Larrabee-Chicago-Kingsbury-Erie-Franklin-Kinzie-Dearborn to Polk		

SACRAMENTO

3-23-1924	Inaugurated CMC bus service from 26th via California-24th-Marshall-Sacramento-Brenock-Humboldt-Palmer-Kedzie to Logan Square	3-30-24 4-1-25 12-1-42	Extended buses via Wrightwood to Pulaski Cut back buses to Logan Square Discontinued service
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ST. LAWRENCE

1896	Inaugurated streetcar service from 63rd via South Park-66th-St. Lawrence to 70th	1897 1909	Extended streetcars to 75th Discontinued service
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SHOPPING DISTRICT

5-2-1927	Inaugurated bus service on a loop shape line via Canal-Madison-Wabash-Adams-Market-Jackson-Canal	2-2-53	Rerouted buses on a loop shape line via Jackson-Wabash-Randolph-Clinton-Jackson
12-1-42	Rerouted buses via Wabash-Monroe-Market-Madison-Canal-Adams-Market-Jackson-Wabash	6-19-64	Discontinued service
11-10-51	Rerouted buses via Canal-Monroe-State-Washington-Wabash-Adams-Canal-Madison-Clinton-Jackson-Canal		

SOUTH CHICAGO

10-1-1923	Inaugurated CMC bus service from Midway Plaisance via Cornell-Patterson-South Shore-83rd-Houston-83rd Place-Commercial-85th-Exchange to 92nd-South Chicago loop	8-9-25	Extended buses to 76th street
		12-12-26	Cut back again, 83rd to 92nd only
		12-22-29	Restricted bus service to rush hours only
11-14-23	Cut back buses from Midway to 83rd-Brandon-83rd Place-South Shore loop	12-1-42	Discontinued service

STATE, NORTH

1880	Inaugurated horsecar service from Clark via Division-State to Lake Street		Washington-Dearborn to Polk crossover, northbound via Dearborn-Randolph-State
7-14-95	SUBSTITUTED STREETCARS FOR HORSECARS, Clark to Lake	7-13	Rerouted streetcars northbound via Dearborn-Lake-State
1906	Extended and rerouted streetcars from Wells crossover via Division-State-	1913	Consolidated with State route

THROUGH ROUTE #1 (Cottage Grove-Broadway)

9-30-1912	Inaugurated streetcar service from Harper-56th-Lake Park loop via 55th-Cottage Grove-Indiana-18th-Wabash-Lake-State-Division-Clark-Broadway-Devon-Clark-to Schreiber terminal	7-11-32	Extended streetcars via Devon to Kedzie crossover
2-1-16	Extended streetcars via Clark to Howard terminal	11-4-34	Rerouted streetcars northbound via 18th-Wabash-Harrison-State
6-29-23	Rerouted streetcars northbound via 18th-State-Division	5-15-39	Rerouted streetcars southbound via State-Grand-Wabash-18th, northbound via State-Lake-Wabash-Grand-State
		10-7-46	Discontinued service

THROUGH ROUTE #2 (Clybourn-Wentworth)

6-6-1910	Inaugurated streetcar service from Halsted via 79th-Vincennes-Wentworth-Archer-Clark-Division-Clybourn to Belmont	2-1-14	Rerouted streetcars via Clark-Illinois-Wells-Division
7-17-12	Rerouted streetcars via Vincennes to 80th terminal	9-13-24	Discontinued service

THROUGH ROUTE #3 (Lincoln-Indiana)

10-5-1912	Inaugurated streetcar service from South Park via 51st-Indiana-22nd-Wabash-Lake-State-Kinzie-Clark-Armitage-Lincoln to Foster	7-26-31	Extended streetcars via Lincoln to Peterson
3-11-17	Rerouted streetcars via Indiana-47th-to Oakenwald	2-23-32	Rerouted streetcars via Indiana to 51st
9-14-24	Rerouted streetcars northbound via Indiana-18th-State-Division-Clark, southbound via Clark-Division-State-Lake	11-4-34	Rerouted streetcars northbound via Indiana-Cermak-Harrison-State
1-11-31	Extended streetcars via Lincoln to Mozart	1-25-38	Rerouted streetcars via Clark-Wells-Division-State
		5-15-39	Rerouted streetcars via State-Grand-Wabash-Lake-State
		3-28-47	Rerouted streetcars via Grand-Wabash-Cermak-Indiana
		3-11-51	Discontinued service

THROUGH ROUTE #4 (Cottage Grove-West Pullman)

2-23-1913	Inaugurated streetcar service from Morgan-120th-Halsted loop via 119th-Michigan-95th-Cottage Grove-Indiana-	8-12-18	18th-Wabash to Washington-Garland Court-Randolph loop
			Discontinued service

FORMER SURFACE SYSTEM ROUTES

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THROUGH ROUTE #5 (Cottage Grove-South Chicago)

2-23-1913	Inaugurated streetcar service from South Chicago-93rd-Baltimore-91st loop via South Chicago-Cottage Grove-Indiana-18th-Wabash to Washington-Garland Court-Randolph loop	10-1-30	Rerouted streetcars via South Chicago-91st-Commercial-95th
4-10-27	Extended streetcars via South Chicago-95th-Ewing to 108th wye	3-28-47	Rerouted all but "owl" cars via Harrison-State-Lake-Wabash loop
		7-14-47	Cut back streetcars from 108th to 91st-Baltimore-93rd-Commercial-91st loop
		12-4-49	Discontinued service

THROUGH ROUTE #6 (State-Milwaukee)

1-18-1912	Inaugurated streetcar service from 39th via State-Lake-Milwaukee to Edmunds	9-16-12	Extended streetcars to 63rd street
		9-13-24	Discontinued service

THROUGH ROUTE #7 (State-Madison)

10-9-1911	Inaugurated streetcar service from 39th via State-Madison to Austin	9-16-12	Extended streetcars to 63rd street
		9-13-24	Discontinued service

THROUGH ROUTE #8 (Halsted-63rd)

12-13-1911	Inaugurated streetcar service from Stony Island via 63rd-Halsted to Grace
7-16-12	Discontinued service

THROUGH ROUTE #9 - Ashland consolidation effective 9-4-1908, see page 6

THROUGH ROUTE #10 - Western consolidation effective 9-5-1911, see page 35

THROUGH ROUTE #11 (Ogden-Clark)

10-26-1911	Inaugurated streetcar service from Pulaski via Ogden-Madison-Clark to North Avenue	8-16-12	Extended streetcars via Ogden to Kenton and via Clark to Drummond terminal
		9-14-24	Discontinued service

THROUGH ROUTE #12 (Blue Island-Wells)

6-26-1911	Inaugurated streetcar service from Western via Blue Island-Harrison-Clinton-Adams-Wells-North to Clark	8-16-12	Extended streetcars via 26th to Kenton
		9-14-24	Discontinued service

THROUGH ROUTE #13 (Halsted-Archer)

12-13-1911	Inaugurated streetcar service from Grace via Halsted-Archer to Cicero	4-28-15	Rerouted streetcars into Halsted-Waveland terminal
7-16-12	Rerouted streetcars via Halsted to 63rd-Union terminal as Halsted short line operation	1924	Discontinued service

THROUGH ROUTE #14 (12th-Ogden-Wells)

6-26-1911	Inaugurated streetcar service from Kenton via Roosevelt (12th)-Ogden-Randolph-Wells-Clark to Drummond terminal	7-1-16	Extended streetcars via Roosevelt to Cicero crossover
1913	Rerouted streetcars via Roosevelt-Wells-Clark	9-14-24	Discontinued service

HISTORICAL INFORMATION**THROUGH ROUTE #15 (21st-Wells)**

- 12-27-1909 Inaugurated streetcar service from
Marshall via 21st-Halsted-Canalport-
Canal-Polk-Wells-Clark to Drummond
terminal
- 8-15-12 Discontinued service

THROUGH ROUTE #16 - Lake street consolidation effective 9-14-1924, see page 21

THROUGH ROUTE #17 (Kedzie)

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| 2-1-1911 | Inaugurated streetcar service from
63rd street via Kedzie-Chicago-
California to Elston | 11-3-15 | Extended streetcars via Kedzie to 67th |
| | | 12-31-15 | Rerouted streetcars via California-
Milwaukee-Kedzie |
| 2-7-13 | Extended streetcars via Elston-Kedzie
to Lawrence | 10-5-24 | Extended streetcars via Kedzie to Bryn
Mawr |
| 11-1-15 | Extended streetcars via Kedzie to Foster | 12-4-49 | Replaced by Kedzie-Homan bus |

THROUGH ROUTE #18 (Halsted-Madison)

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| 1-3-1910 | Inaugurated streetcar service from Grace
via Halsted-Madison to Austin | 4-28-15 | Began using Waveland terminal |
| 8-16-12 | Rerouted streetcars via Halsted to
26th as Halsted short line operation | 7-3-33 | Discontinued service |

THROUGH ROUTE #19 - Proposed consolidation of Chicago-State streetcar routes never took effect

THROUGH ROUTE #20 - Madison consolidation effective 12-27-1910, see page 23

THROUGH ROUTE #21 (North Avenue-Downtown)

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|-----------|--|---------|--|
| 6-26-1911 | Inaugurated streetcar service from
Cicero via North-Milwaukee-Lake to | 8-15-12 | State-Randolph-Dearborn loop
Discontinued service |
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THROUGH ROUTE #22 (Clark-Wentworth)

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|-----------|---|----------|--|
| 3-17-1908 | Inaugurated streetcar service from
Emerald via 79th-Vincennes-Wentworth-
Archer-Clark to Howard | 7-24-19 | Extended all cars via Vincennes-81st
to Halsted |
| 7-17-12 | Rerouted streetcars via Vincennes to
80th terminal | 9-1-21 | Began using trailer car trains |
| 7-1-14 | Rerouted half of cars via 79th to
Halsted | 10-13-23 | Discontinued trailer car trains |
| 5-19-15 | Began using Howard terminal | 11-16-53 | Rerouted streetcars northbound via
Clark-Harrison-Dearborn-Kinzie |
| 1-6-18 | Extended 79th streetcars to Peoria | 9-5-54 | Substituted buses for streetcars,
weekends |
| | | 9-8-57 | Discontinued service |

THROUGH ROUTE #23 - Morgan-Racine consolidation effective 12-1-1912, see page 25

VANBUREN

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|-----------|--|----------|--|
| 1870 | Inaugurated horsecar service from Wells
to Ogden | 10-11-37 | Through routed Division-Vanburen routes
via Vanburen-State-Division to Mozart |
| 1872 | Extended horsecars to Hoyne and to State | 2-4-51 | Discontinued Division-Vanburen through
route and rerouted streetcars via
Vanburen-State-Harrison-Dearborn-loop |
| 6-10-78 | Extended horsecars to Western | | SUBSTITUTED BUSES FOR STREETCARS, from
Kedzie-Congress-Albany loop to State-
Harrison-Dearborn-loop |
| 12-1-86 | Extended horsecars to Kedzie | 8-12-51 | Rerouted buses via Vanburen-Kedzie-
Jackson-Racine-Vanburen |
| 3-4-94 | Began coupling horsecars to Blue Island
cable cars at Halsted, operating via
Vanburen-Clinton-Vanburen tunnel to
Franklin-Vanburen-Dearborn-Adams-
Franklin loop | 5-26-52 | Rerouted buses via State-Congress-
Dearborn loop |
| 1895 | SUBSTITUTED STREETCARS FOR HORSECARS,
State to Kedzie and resumed through
route on Vanburen | 9-28-52 | Rerouted buses via Kedzie-Harrison-
California loop |
| 9-14-1924 | Rerouted streetcars via Vanburen-
Clinton-Adams-Dearborn loop | 9-20-53 | Consolidated with Jackson route |
| | | 4-8-56 | |

FORMER SURFACE SYSTEM ROUTES

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VANBUREN STREET TUNNEL

3-4-1894	Opened tunnel to cable cars (Clinton to Franklin)	5-14-16	Re-opened tunnel
7-22-1906	Closed tunnel with discontinuance of cable operations	9-14-24	Discontinued regular service through tunnel, used only in emergencies and when bridges were open
6-10	Re-opened tunnel for streetcars	3-11-52	Discontinued use of tunnel
5-22-15	Closed tunnel for lowering	1987	Franklin portal sealed.

VINCENNES-119th

1897	Inaugurated battery car service on Vincennes from 87th to 119th	2-3-46	SUBSTITUTED BUSES FOR STREETCARS on 119th from Peoria-120th-Halsted loop via 119th to Vincennes
7-1-1901	SUBSTITUTED STREETCARS FOR BATTERY CARS, 87th to 119th	7-22-46	SUBSTITUTED BUSES FOR STREETCARS on Vincennes and through routed Vincennes-119th routes via 119th-Vincennes to 111th-Chelsea loop
1912	Discontinued route in lieu of Chicago & Interurban service	7-21-49	Rerouted buses via Vincennes-119th-Ashland-120th to Halsted-119th-Peoria-120th loop
2-23-13	Inaugurated streetcar service on 119th from Peoria to Vincennes	6-16-63	Discontinued service
1-26-23	Inaugurated one-man streetcar service on Vincennes (called South Halsted route) from 111th to 119th		
4-23-27	Discontinued Chicago & Interurban Railroad service		

WASHINGTON STREET TUNNEL

8-12-1890	Opened tunnel to cable cars (Clinton to Franklin)	1-29-11	Re-opened tunnel for streetcars
8-19-1906	Closed tunnel with discontinuance of cable operations	7-14-53	Discontinued use of tunnel
		88	Clinton portal sealed.

WEBSTER

1878	Inaugurated horsecar service from Lincoln to Racine	5-25-95	Discontinued route, became north terminal of Larrabee route
1884	Extended horsecars over loop-shaped route via Webster-Halsted-Fullerton-Racine-Webster	9-10-1914	Became terminal loop of Sedgwick route
1890	SUBSTITUTED AIR CARS FOR HORSECARS on route	9-14-24	Inaugurated streetcar service via loop-shape route via Webster-Lincoln-Fullerton-Racine-Webster
1892	SUBSTITUTED CONDUIT-POWERED STREETCARS FOR AIR CARS on route	5-1-25	Began one-man car service
1894	SUBSTITUTED HORSECARS FOR CONDUIT-POWERED CARS on route	3-13-27	Rerouted cars from Fullerton via Racine-Webster to Lincoln
4-1-95	SUBSTITUTED STREETCARS FOR HORSECARS on route	9-1-47	Replaced by Taylor-Sedgwick-Sheffield buses

WEST PULLMAN

5-30-1892	Inaugurated streetcar service from 72nd terminal via Cottage Grove-95th-Michigan to 109th	1909	Rerouted streetcars via Cottage Grove-South Chicago-St. Lawrence
7-10-92	Extended streetcars via Michigan to 115th	8-14-09	Rerouted streetcars via Cottage Grove-South Chicago-South Park to 63rd
1893	Extended streetcars via Michigan to 119th	1913	Rerouted streetcars into 63rd & Vernon terminal
4-4-96	Extended streetcars via 119th to Halsted and via Cottage Grove-71st-St. Lawrence-66th-South Park to 63rd	2-23-13	Through routed with Cottage Grove route via 95th-Cottage Grove-Indiana-18th-Wabash to Washington-Garland Court-Randolph loop
1904	Extended streetcars to 119th-Morgan-120th-Halsted loop	8-12-18	Discontinued service

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WHITING-EAST CHICAGO

3-12-1894	Inaugurated streetcar service from Whiting, Indiana, to State line	6-6-14	Rerouted streetcars from state line via Indianapolis-Ewing-95th-South Chicago to Commercial-92nd-Baltimore loop only
5-15-96	Extended streetcars into Chicago via 106th-Ewing-92nd-Commercial-91st-South Chicago-Stony Island to 63rd	7-18-16	Extended streetcars via South Chicago-Commercial-91st-South Chicago-South Park to 63rd & Vernon terminal
1906	Rerouted streetcars via Stony Island-64th-Dorchester to 63rd terminal	9-4-32	Began using one-man cars
1913	Rerouted streetcars via Ewing-92nd-South Chicago-South Park to 63rd-Vernon terminal	6-9-40	Discontinued service

WINDSOR PARK

1892	Inaugurated streetcar service from 93rd via Commercial-Baker-Exchange-79th-Cheltenham-Coles-75th-Stony Island to 64th	6-22-14	Rerouted streetcars via 63rd-Dorchester-64th loop
3-4-93	Consolidated with former Ewing horsecar route and extended streetcars via 92nd-Ewing-106th to Indianapolis	4-10-27	Cut back streetcars from 106th to 93rd-Baltimore-91st-Commercial loop
1895	Rerouted streetcars via Ewing-Indianapolis to 106th	8-7-32	Began using one-man cars
1896	Extended streetcars via Stony Island-64th-Dorchester to 63rd terminal	4-25-48	SUBSTITUTED BUSES FOR STREETCARS and cut back service from 63rd; Cheltenham-Coles-79th loop to 91st-Baltimore-92nd loop only
1908	Rerouted streetcars via 75th-Exchange-73rd-Stony Island	12-4-49	Rerouted buses via Commercial to 93rd-Baltimore-91st loop
3-19-09	Rerouted streetcars via Commercial-95th-Ewing-108th to "F" crossover	10-22-61	Discontinued Sunday service
		10-28-61	Restricted Saturday bus service, 8 a.m. to 6 p.m. only
		9-7-63	Discontinued service

YATES-EXCHANGE

1892	Inaugurated streetcar service from 79th via South Shore-Cheltenham-Lake avenue-78th-Exchange-75th-Coles-71st-Yates to 68th	1894	Began using one-man cars
		1897	Discontinued service

14th STREET

1892	Inaugurated horsecar service from Canal to Damen	1928	Rerouted streetcars via 14th-Canal-12th
1896	SUBSTITUTED STREETCARS FOR HORSECARS and extended route via 14th-Canal-12th-to Wabash	8-1-33	Extended streetcars via 12th to Michigan
1-27-1913	Through routed 14th-16th streetcars via 12th-Canal-14th-Damen-12th-Kedzie-16th to Kenton	7-25-48	SUBSTITUTED BUSES FOR STREETCARS and discontinued 14th-16th through route; buses operated from Damen-17th-Wolcott-18th loop via Damen-14th-Jefferson to Grenshaw-Canal-12th-Jefferson loop
5-9-15	Rerouted streetcars via 14th-Jefferson-12th	4-15-52	Rerouted via 14th to Canal-12th-Jefferson-14th loop
		3-10-55	Discontinued service

38th-ARCHER

1887	Inaugurated horsecar service from Kedzie via 38th-Archer to State, then via State to Madison-Wabash-Lake loop behind State street cable car trains	9-14-24	Rerouted streetcars via State to Polk-Dearborn-Lake-State loop
1894	SUBSTITUTED STREETCARS FOR HORSECARS, Kedzie to Lake	12-12-30	Restricted streetcars to shuttle only, Archer to Central Park
1898	Extended streetcars to Central Park	9-16-31	Extended certain rush hour trips to loop over former route
1906	Rerouted streetcars via Archer-State to Lake-Wabash-Randolph loop	2-15-48	Discontinued service