

# SOUTH CHICAGO CITY RY Route History

## **SOUTH DEERING**

04/00/1893 Began SOUTH CHICAGO CITY RY CO streetcar service from 106th via Torrence-104th-Commercial-Exchange-79th-Stony Island to 64th  
00/00/1894 Rerouted streetcars from 106th via Torrence-104th-Commercial-92nd-Buffalo-87th-Burley-83rd-Brandon-79th-Stony Island to 64th  
00/00/1896 Rerouted SOUTH DEERING streetcars via 79th-Coles-75th-Stony Island, began MANHATTAN BEACH summer-only streetcar service from 64th via Stony Island-75th to Lake Park  
08/01/1896 Extended SOUTH DEERING and MANHATTAN BEACH streetcars via Stony Island-64th-Dorchester to 63rd terminal  
05/13/1908 Route passes to CALUMET & SOUTH CHICAGO RY CO  
05/10/1909 Extended owl streetcars via Stony Island-63rd to Dorchester terminal  
00/00/1909 Extended day & evening streetcars via Stony Island-63rd to Dorchester terminal  
12/30/1909 Began shuttle streetcar service from 106th via Torrence to 112th  
01/23/1910 Rerouted streetcars via 104th-Torrence to 112th, replacing shuttle  
00/00/0000? Began using Torrence-112th terminal  
by 02/01/1914 Rerouted streetcars via Stony Island to 63rd  
02/01/1914 Route passes to CHICAGO SURFACE LINES, operated all times  
06/03/1914 Rerouted streetcars via Stony Island-73rd-Exchange-75th  
06/22/1914 Rerouted day & evening streetcars via Stony Island to Stony Island-63rd-Dorchester-64th loop  
11/08/1924 Began TORRENCE SHUTTLE from 112th via Torrence to 124th, using one-man cars, day & evenings only. Extended some Mon-Sat rush SOUTH DEERING streetcars from 112th via Torrence to 124th  
08/07/1932 Began using one-man cars on SOUTH DEERING route  
08/08/1937 Discontinued TORRENCE SHUTTLE service Sundays  
09/05/1937 Resumed TORRENCE SHUTTLE Sunday daytime service  
01/01/1939 Discontinued TORRENCE SHUTTLE service Sundays  
00/00/1942 Resumed TORRENCE SHUTTLE Sunday service  
10/21/1946 Replaced TORRENCE SHUTTLE streetcars with #27A-TORRENCE motor bus route, cut back all SOUTH DEERING streetcars to 112th terminal  
10/01/1947 Route passes to CHICAGO TRANSIT AUTHORITY  
04/25/1948 Replaced streetcars with #27-SOUTH DEERING motor bus route

---

## **WINDSOR PARK**

05/00/1893 Began WINDSOR PARK streetcar service from 106th via Ewing-92nd-Buffalo-87th-Burley-83rd-Brandon-79th-Coles-South Shore to 67th  
05/00/1894 Rerouted WINDSOR PARK streetcars from Indianapolis via 106th-Ewing-92nd-Commercial-Exchange-79th-Stony Island to 64th. Began SOUTH SHORE shuttle streetcar service from 79th-Exchange via 79th-Cheltenham-Coles-South Shore to 67th using one-man cars  
05/21/1896 Discontinued WINDSOR PARK route, absorbed into HAMMOND route  
00/00/1902? Cut back SOUTH SHORE shuttle streetcars from 79th-Exchange to Coles-75th  
by 00/00/1907 Cut back SOUTH SHORE shuttle streetcars from South Shore-67th to Coles-South Shore  
00/00/1908 Discontinued SOUTH SHORE shuttle streetcars  
10/29/1908 Began CALUMET & SOUTH CHICAGO RY CO WINDSOR PARK streetcar service from 63rd terminal via Stony Island-73rd-Exchange-75th-Coles-Cheltenham-79th-Exchange-Commercial to 91st-Baltimore-93rd-Commercial loop, extended some Mon-Sat rush streetcars via Commercial-91st-Baltimore-South Chicago-95th-Ewing to 106th, returning

|            |  |
|------------|--|
|            | via Ewing-95th-South Chicago-Commercial  |
| 03/19/1909 | Extended all streetcars via Commercial-92nd-Ewing to 108th   |
| 05/10/1909 | Extended owl streetcars via 73rd-Stony Island-63rd to Dorchester terminal, rerouted day & evening streetcars via 75th-Stony Island |
| 00/00/1909 | Extended day & evening streetcars via Stony Island-63rd to Dorchester terminal   |
| 10/05/1909 | Rerouted streetcars via Exchange-79th-Coles  |
| 06/08/1912 | Rerouted streetcars via Commercial-95th-Ewing  |
| 06/05/1913 | Extended streetcars via Ewing-108th to Ave F   |
| 02/01/1914 | Route passes to CHICAGO SURFACE LINES, operated all times  |
| 06/22/1914 | Rerouted streetcars via Stony Island to Stony Island-63rd-Dorchester-64th loop   |
| 06/10/1927 | Cut back streetcars from 108th-Ave F via Commercial to Commercial-South Chicago-93rd-Baltimore-91st loop                           |
| 08/07/1932 | Began using one-man cars   |
| 10/01/1947 | Route passes to CHICAGO TRANSIT AUTHORITY  |
| 04/25/1948 | Replaced streetcars with #24-WINDSOR PARK motor bus route  |

## **HAMMOND**

|             |  |
|-------------|--|
| 07/06/1893  | Began WHITING, HAMMOND & EAST CHICAGO STREET RY CO streetcar service from Ridge via Hohman-State to Howard Hohman loop (in Indiana)  |
| 12/22/1893  | Route passes to HAMMOND, WHITING & EAST CHICAGO ELECTRIC RY CO   |
| 05/21/1896  | Extended streetcars from via Ridge via Hohman-Gostlin-Sheffield-Calumet-Indianapolis-Ewing-92nd-Buffalo-87th-Burley-83rd-Brandon-79th-Coles-75th-Stony Island to 64th, began joint operation with SOUTH CHICAGO CITY RY CO |
| 08/01/1896  | Extended streetcars via Stony Island-64th-Dorchester to 63rd terminal  |
| 01/03/1900  | Rerouted most streetcars via Hohman-Conkey to Calumet  |
| 00/00/1901  | Cut back streetcars from Conkey-Calumet or Hohman-Ridge to Hohman-State  |
| 00/00/0000? | Cut back streetcars from Dorchester-63rd to 92nd-Buffalo   |
| 02/08/1903  | Extended streetcars from Buffalo-92nd to Dorchester-63rd over previous route   |
| 08/04/1904  | Rerouted streetcars via Hohman to State-Morton-Sibley-Hohman loop  |
| 00/00/1905  | Rerouted streetcars via Indianapolis-106th-Ewing-92nd-Commercial-Exchange-79th-Stony Island  |
| 00/00/1906  | Rerouted streetcars via Indianapolis-Ewing   |
| 00/00/0000? | Rerouted streetcars via Indianapolis-106th-Ewing   |
| 05/13/1908  | Chicago portion of route passes to CALUMET & SOUTH CHICAGO RY CO   |
| 10/29/1908  | Rerouted streetcars via Commercial-91st-South Chicago-Stony Island to 63rd terminal  |
| 03/07/1909  | Rerouted streetcars via Stony Island to 64th-Dorchester-63rd-Stony Island loop   |
| 02/04/1910  | Indiana portion of route passes to HAMMOND, WHITING & EAST CHICAGO RY CO   |
| 00/00/0000? | Rerouted streetcars via Stony Island-63rd to Dorchester terminal   |
| 02/01/1914  | Chicago portion of route passes to CHICAGO SURFACE LINES, operated day & evenings  |
| 05/01/1914  | Rerouted streetcars via South Chicago-King Dr to King Dr-63rd-Vernon-63rd terminal loop  |
| 06/10/1914  | Rerouted streetcars via Ewing-92nd-South Chicago   |
| 04/10/1915  | Rerouted streetcars via Indianapolis-Ewing   |
| 11/10/1918  | Rerouted streetcars via Hohman to Hohman-Sibley-Morton-State loop  |
| 08/29/1919  | Rerouted streetcars via Hohman to State-Morton-Sibley-Hohman loop  |
| 09/04/1932  | Began using one-man cars   |
| 06/08/1940  | Discontinued Indiana service, cut back service to 106th-Indianapolis, still designated HAMMOND route   |
| 04/08/1945  | Rerouted streetcars via Ewing-118th to Burley as SOUTH CHICAGO route, began shuttle Ewing to 106th via Indianapolis  |
| 05/01/1947  | Discontinued INDIANAPOLIS SHUTTLE service  |
| 06/30/1947  | Replaced streetcars with #25-SOUTH CHICAGO-EWING motor bus route   |

---

### **WHITING-EAST CHICAGO**

|            |  |
|------------|--|
| 05/28/1894 | Began HAMMOND, WHITING & EAST CHICAGO ELECTRIC RY CO streetcar service from State Line via Indianapolis-119th to Pennsylvania (in Indiana)                                   |
| 12/31/1895 | Extended Mon-Sat rush streetcars via Indianapolis-Ewing-92nd to Buffalo, began joint operation with SOUTH CHICAGO CITY RY CO   |
| 06/09/1896 | Extended all streetcars via Indianapolis-106th-Ewing-92nd-Commercial-Exchange-79th-Stony Island to 64th  |
| 08/01/1896 | Extended streetcars via Stony Island-64th-Dorchester to 63rd terminal  |
| 00/00/1904 | Rerouted streetcars via Indianapolis-Ewing   |
| 00/00/1906 | Rerouted streetcars via Indianapolis-106th-Ewing   |
| 12/04/1906 | Extended streetcars via 119th-Schrage-Indianapolis to Exchange (in Indiana)  |
| 00/00/1907 | Rerouted streetcars via Exchange-79th-Cheltenham-Coles-75th-Stony Island   |
| 00/00/0000 | Rerouted streetcars via Indianapolis-Ewing   |
| 05/13/1908 | Chicago portion of route passes to CALUMET & SOUTH CHICAGO RY CO   |
| 10/29/1908 | Rerouted streetcars via Indianapolis-Ewing-92nd-Commercial-91st-South Chicago-Stony Island to 63rd   |
| 03/07/1909 | Rerouted streetcars via Stony Island to 64th-Dorchester-63rd-Stony Island loop   |
| 00/00/1910 | Rerouted southbound streetcars via South Chicago-93rd-Baltimore-92nd   |
| 12/24/1913 | Cut back streetcars from Dorchester-63rd to via 92nd Baltimore-93rd-Commercial-92nd loop   |
| 02/01/1914 | Chicago portion of route passes to CHICAGO SURFACE LINES, operated day & evenings  |
| 06/16/1914 | Rerouted streetcars via Ewing-95th-South Chicago to South Chicago-Commercial-92nd-Baltimore loop   |
| 07/18/1916 | Extended streetcars via South Chicago-Commercial-91st-South Chicago-King Dr to King Dr-63rd-Vernon-63rd Terminal loop, also rerouted streetcars via Indianapolis-106th-Ewing |
| 02/25/1930 | Indiana portion of route passes to CALUMET RYS   |
| 10/01/1930 | Rerouted streetcars via 95th-Commercial  |
| 10/01/1931 | Indiana portion of route passes to CHICAGO & CALUMET DISTRICT TRANSIT CO   |
| 09/04/1932 | Began using one-man cars   |
| 06/08/1940 | Discontinued Indiana service, cut back to 106th-Indianapolis, still designated WHITING route   |
| 09/09/1940 | Rerouted streetcars via South Chicago-92nd-Ewing   |
| 09/11/1940 | Rerouted streetcars via South Chicago-91st-Commercial-95th-Ewing   |
| 10/07/1941 | Rerouted streetcars via Ewing-108th to Avenue F  |
| 04/08/1945 | Discontinued service, merged into SOUTH CHICAGO route  |

---

### **EWING-BRANDON**

|            |   |
|------------|---|
| 01/22/1918 | Began CHICAGO SURFACE LINES day & evening streetcar service from 108th via Ewing-118th to Burley  |
| 05/16/1918 | Extended streetcars via 118th-Burley to 122nd   |
| 02/01/1919 | Extended streetcars from 122nd via Burley-Brandon to Brainard, also from 108th via Ewing-95th-South Chicago to South Chicago-Commercial-92nd-Baltimore loop |
| 04/10/1927 | Cut back streetcars from Commercial-92nd to Ewing-108th   |
| 04/08/1945 | Cut back streetcars from Ewing-108th to Burley-118th  |
| 10/21/1946 | Replaced streetcars with #25-EWING-BRANDON motor bus route  |

---

**106TH**

|            |  |
|------------|--|
| 07/01/1885 | Began EWING AVE HORSE RY CO horsecar service from Calumet River south of 92nd via Ewing-106th to Buffalo |
| 06/00/1887 | Extended horsecars via Ewing-92nd-Commercial-104th-Torrence to 106th                                     |
| 11/00/1890 | Began operating horsecars in a two-way loop via Ewing-106th-Torrence-104th-Commercial-92nd-Ewing         |
| 08/01/1885 | Route passes to SOUTH CHICAGO CITY RY CO   |
| 03/04/1893 | Replaced horsecars with streetcars   |
| 00/00/1893 | Discontinued loop route, began one-man streetcar service from Torrence via 106th to Ewing                |
| 00/00/1896 | Began using two-man cars   |
| 05/13/1908 | Route passes to CALUMET & SOUTH CHICAGO RY CO  |
| 02/01/1914 | Route passes to CHICAGO SURFACE LINES  |
| 08/23/1925 | Extended streetcars from Ewing via 106th to Indianapolis   |
| 08/13/1941 | Replaced streetcars with #106-106th motor bus line   |

Compiled by Andre Kristopans 04/13/2023