

The Union Elevated Loop in Chicago.

What it means to patrons
of the Lake Shore and
Michigan Southern Ry.



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The Union Elevated Loop

... and the ...

Elevated Railway Systems
in Chicago.

Their usefulness in connection
with travel over

The Lake Shore & Michigan
Southern Railway.

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A. J. SMITH, Gen. Pass. & Tkt. Agt.

THE UNION ELEVATED LOOP.

The Union Elevated Loop is that portion of Chicago's Elevated Railway system which unites the entire system of that city into one common whole, hence the name "Union." It may be termed the clearing point for all elevated trains of the city, as all trains in the system, from whatsoever lines they may come, must pass out upon and run entirely around the Loop until they arrive at the oncoming point, from whence they make their way, returning to the terminus of their respective lines, either on the west, north or south side, as the case may be.

The Union Elevated Loop is a double-track structure, its line running east on Van Buren street from Fifth avenue to Wabash avenue, thence north to Lake street, thence west to Fifth avenue, thence south to Van Buren street. The distance covered by the Loop is two miles and it encloses, practically, the great business, shopping, hotel and theatre district of Chicago.

More than one thousand trains per day of twenty-four hours pass the Loop (all stopping directly at the Lake Shore station in Van Buren street) at regular stated intervals; the trains average three cars per train and are run on regular time schedules the same as those on steam railways. So frequent is the service that during certain parts of the day trains pass any given point on the Loop about every half minute. An average of 5,500,000 passengers per month are loaded and unloaded on the Loop. The tracks of this particular portion of Chicago Elevated Railways are the busiest of any railway in the world, and in order that this immense traffic may be taken care of safely and promptly the Loop is equipped with the latest improved signal and interlocking devices.

The Union Elevated Loop and the entire Elevated Railway system in connection with it, besides other features such as location of their stations, intersecting surface street car lines, etc., are shown in the Bird's-eye view map of Chicago, printed by the Lake Shore & Michigan Southern Railway for the express purpose of not only serving as a means to assist travelers to that city by enabling them to become better acquainted with it, but also to illustrate the immense advantage secured to patrons of the Lake Shore for cheap and convenient transit between its station in Van Buren street and nearly all parts of Chicago in connection with travel via

this route. Copies of this map may be obtained on application to A. J. Smith, General Passenger and Ticket Agent, Cleveland, Ohio, enclosing ten cents in coin or postage.

The fare from the Lake Shore station to any point on any of the Elevated Railways or vice versa; or to any station on the Union Elevated Loop or vice versa, is but five cents, or in cases of persons coming from or going to points on surface street car lines which intersect the Elevated Railways at some of their stations the fare would be ten cents—five cents for surface car line and five cents for Elevated Railway. Thus it will be seen that incoming or outgoing passengers over the Lake Shore & Michigan Southern R'y, to or from points in either the business district or even miles away in the residence portion, secure cheap, direct and quick connections with trains over the Lake Shore & Michigan Southern R'y through the service of the fast Elevated Railway trains which stop directly at the station.

LOCATION OF LOOP STATIONS.

The Union Elevated Loop incloses practically the great shopping, hotel and theatre district of Chicago. For the convenience of the great army of people employed in that portion of the city, as well as for shoppers and visitors to that district, elevated stations have been constructed at intervals along the route of the Loop, their location being as given below. All trains passing around the Loop take on and leave passengers at such stations.

Van Buren Street and Pacific Avenue. (Lake Shore Station.)

Van Buren and Dearborn streets.

Van Buren and State streets.

Wabash avenue and Adams street.

Wabash avenue and Madison street.

Wabash avenue and Randolph street.

Lake and State streets.

Lake and Clark streets.

Fifth avenue and Lake street.

Fifth avenue and Madison street.

Fifth avenue and Quincy street.

The stations named, beginning with the one at the station of the Lake Shore & Michigan Southern R'y, are in the order in which they occur passing around the Loop to the left.

TO REACH TRAINS ON THE LOOP.

A very fine and also very simple arrangement is provided for reaching trains on the Loop, and this is by means of covered stairways which ascend from either side of the street. At the first landing signs are displayed which read, "To South Side Trains," "To Metropolitan Trains," or "To Lake Street Trains," with a hand in connection pointing the direction to take; and here also is a subway crossing underneath the elevated tracks, by which plan the passenger is enabled to go to trains on the track on opposite side of the street without crossing on its surface or over the tracks themselves.

Following the directions given by the signs, mount the second stairway and enter the station where also are similar signs displayed over the ticket seller's window, indicating plainly at which window to purchase tickets and also the proper exit to the station platform for the desired trains.



ELEVATED LOOP TRACKS IN VAN BUREN STREET. CLOCK TOWER,
LAKE SHORE STATION ON RIGHT.

The South Side and the Metropolitan use the inside track on the Loop and run around to the left, trains of the former stopping at the approaching end of the platform (to the right), and of the latter at the departing end (to the left).

The Lake Street trains run on the outside track and a similar sign arrangement is provided for them. The trains on this system pass around the Loop to the right and stop at the approaching end of the platform (to the right).

When the Northwestern Elevated Railway is completed trains of that system will use the outside track, passing around to the right and stopping at the departing end of the platform (to the left).

The fare to and from any station on the Loop is five cents; or from any station on the Loop to any station on any of the Elevated Railways is five cents.

The stairway leading to the Elevated Station at the Lake Shore & Michigan Southern R'y station is very conveniently located right at the corner of the building.

THE ELEVATED RAILWAY SYSTEM OF CHICAGO.

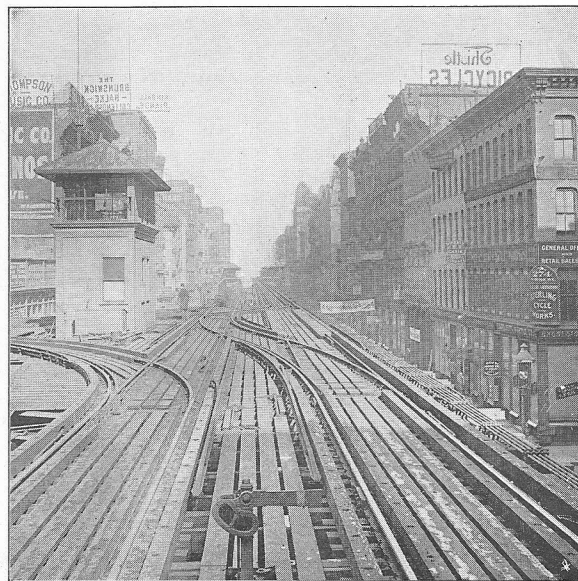
Chicago's Elevated Railway system (which is the most extensive and complete of any city in the world and the only Elevated Railway system operated by electricity) as at present in operation consists of three lines of railway. These are known as the South Side Elevated; the Lake Street Elevated to the West Side, and the Metropolitan Elevated to the southwestern, west and northwestern part of the West Side. The fourth line to be known as the Northwestern Elevated, is under process of construction and when completed will serve the North Side of the city, its point of connection with the Union Elevated Loop being at the corner of Lake street and Fifth avenue.

In a general way the time of trains on the various Elevated Railways is as follows:

During the opening of working and business hours in the morning, and at time of closing in the evening, trains are run at intervals of every two and three minutes; during the middle of the day and after close of business in the evening, every five to eight minutes until midnight, after which hour until about 5:00 a. m. about thirty minutes apart.

SOUTH SIDE ELEVATED RAILWAY.

The point of connection of this system with the Union Elevated Loop is at Van Buren street and Wabash avenue. From this point the line extends south on Wabash avenue to Harrison street, west on Harrison to between State street and Wabash avenue; thence south to Fortieth street, whence it turns east to between Prairie and Calumet avenues, and thence runs south to Sixty-third street and thence east to Stony Island avenue—Jackson Park, a total distance of about seventeen miles. Trains of this system use the inside track on the Loop, passing around to the left and they may be taken directly from and to the Lake Shore station in Van Buren street.



ELEVATED LOOP TRACKS IN WABASH AVENUE.

STATIONS ON SOUTH SIDE ELEVATED RAILWAY ARE AS FOLLOWS:

Congress street.	Forty-seventh street.
Twelfth street.	Fifty-first street.
Eighteenth street.	Fifty-fifth street.
Twenty-second street.	Fifty-eighth street.
Twenty-sixth street.	Sixty-first street.
Twenty-ninth street.	63d St. and South Park ave.
Thirty-first street.	63d St. and Cottage Grove ave.
Thirty-third street.	63d St. and Lexington ave.
Thirty-fifth street.	63d St. and Madison ave.
Fortieth street.	63d St. and Grace ave.
Fortieth St. and Indiana ave.	63d St. and Stony Island ave.
Forty-third street.	

CONNECTIONS WITH SURFACE STREET CAR LINES BY SOUTH SIDE ELEVATED RY.

At some of the stations along its route the South Side Elevated makes connections with surface street car lines leading east and west, and in turn those connect with north and south surface car lines which cross at intervals along their route. All surface car lines on the South Side connecting with the Elevated Railway transfer business with all other surface car lines which they cross.

The following are the stations on the South Side Elevated at which connections are made with surface street car lines and routes of such lines :

At Twelfth street	{ With cars running west to South 40th avenue.
At Twenty-second street {	{ With cars running west to South 40th avenue.
	{ With cars running west to Chicago River.
At Twenty-sixth street..	{ With cars running west to South Halsted street; east to Cottage Grove avenue.
At Thirty-first street....	{ With cars running west to Archer avenue; east to Lake Park avenue.
At Thirty-fifth street ...	{ With cars running west to California avenue; east to Michigan avenue.
At Thirty-ninth street ..	{ With cars running west to south Halsted street, thence south to Union Stock Yards; east to Cottage Grove avenue.
At Forty-third street ...	{ With cars running west to State street, north to Root street; thence west to Union Stock Yards; and east to Lake avenue.
At Forty-seventh street.	{ With Cars running west to Ashland avenue with extension to Kedzie avenue; and east to Lake avenue.
At Sixty-first street.....	{ With cars running west to Wentworth avenue, south to 63d street, west to Ashland avenue; and east to Stony Island avenue.
At Sixty-third street and South Park ave.	{ With cars running south on Cottage Grove avenue to Burnside, thence west on 95th street to Michigan avenue; thence south to Roseland, Kensington and Gardner's Park, and west on 118th street to West Pullman; also west on 103d street to Washington Heights.
	{ With cars running south and west to Auburn Park, Blue Island and Harvey.
At Sixty-third st. and Cottage Grove ave..	{ With cars running south to 71st street, connecting with Calumet Electric R'y for Roseland, Kensington, etc.
At Sixty-third street and Madison avenue	{ With cars running south via Stony Island, Coles and Commercial avenues, 92d street and Ewing avenue to Windsor Park, Manhattan Beach, Cheltenham, South Chicago, Irondale and Roby.
At Sixty-third st. and Stony Island avenue	{ With cars running south on Stony Island avenue, from 64th street to 97th street.
	{ With cars running south on Stony Island avenue to 79th street, east to Commercial avenue, north to 92d street, south to 93d street and Ewing avenue.
	{ With cars running south to Pullman, and east to Manhattan Beach and East Chicago.

THE METROPOLITAN ELEVATED RAILWAY.

This system consists of a main line and also four branch lines, namely: The Logan Square; the Humboldt Park; the Garfield Park and the Douglas Park line.

Trains for the main line and all branch lines use the inside track on the Loop, passing around to the left, and they may be taken directly to and from the Lake Shore Station in Van Buren street.

In order to distinguish the different branch trains from each other the following markers are displayed on the front of the motor for each train:

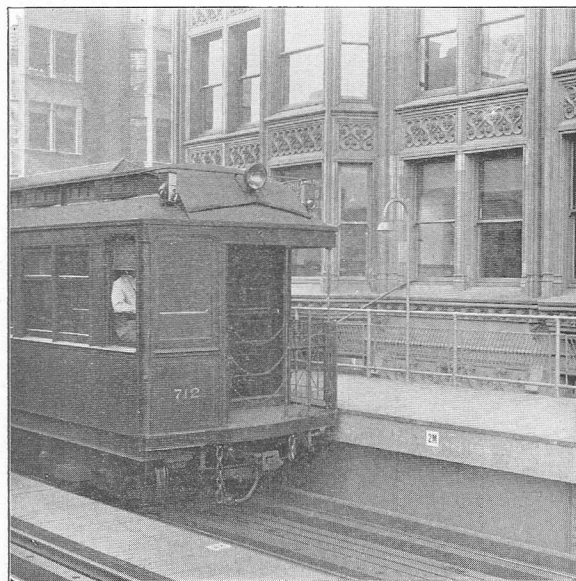
For Logan Square trains, red marker on right and white on left.

For Humboldt Park trains, red marker on right and green on left.

For Garfield Park trains, red marker on right and red on left.

For Douglas Park trains, white marker on right and red on left.

The point of connection of the Metropolitan Elevated with the Union Elevated Loop is at Van Buren street and Fifth avenue.



FRONT END ELEVATED MOTOR AND STATION PLATFORM.

MAIN LINE.—From point of connection with the Union Loop extends west to Market street; north to between Van Buren street and Jackson Boulevard; west to near South Halsted street; south to between West Van Buren and Congress streets; west to Marshfield avenue.

LOGAN SQUARE LINE.—Runs on the main line to Marshfield avenue, thence north between Paulina and Wood streets to Milwaukee avenue, thence northwest to Logan Square.

HUMBOLDT PARK LINE.—Runs over the same route as the Logan Square Line to intersection of North and Milwaukee avenues, and Robey street; thence west between North and Wabansia avenues to Lawndale avenue.

GARFIELD PARK LINE.—Runs on the main line to Marshfield avenue, thence west between West Van Buren and Congress street to Sacramento avenue, south to between West Harrison and Flournoy streets, thence west to South 48th avenue.

DOUGLAS PARK LINE.—Runs over the main line to Marshfield avenue, thence south between Paulina and Wood streets to West 20th street, thence west between West 20th and West 21st streets to Western avenue.

STATIONS ON THE METROPOLITAN ELEVATED.

MAIN LINE.

Franklin street.	Center avenue.
Canal street.	Lafin avenue.
Halsted street.	Marshfield avenue.

LOGAN SQUARE BRANCH.

West Madison street.	Robey street.
West Lake street.	Western avenue.
Grand avenue.	California avenue.
Chicago Avenue.	Logan Square.
Division street.	

HUMBOLDT PARK BRANCH.

Western avenue.	Ballou street.
California avenue.	Lawndale avenue.
Kedzie avenue.	

GARFIELD PARK BRANCH.

Ogden avenue.	St. Louis avenue.
Hoyne avenue.	Garfield avenue.
Western avenue.	Crawford avenue.
California avenue.	Medora street.
Sacramento avenue.	South 45th avenue.
Kedzie avenue.	South 48th avenue.

DOUGLAS PARK BRANCH.

West Polk street.	Wood street.
West 12th street.	Hoyne avenue.
14th Place.	Western avenue.
West 18th street.	

CONNECTIONS WITH SURFACE STREET CAR LINES BY METROPOLITAN ELEVATED RY.

The following are the stations on the Metropolitan Elevated Railway (main line and branches) at which connections are made with surface street car lines and routes of such lines:

MAIN LINE.

At Halsted street	{ With cars running southwest on Blue Island avenue to West 26th street. With cars running south on Halsted street to Union Stock Yards. With cars running north on Halsted street to Graceland avenue on north side.
At Centre avenue	{ With cars running south to west 21st street.

LOGAN SQUARE BRANCH.

At West Madison street.	{ With cars running west on West Madison street to Crawford avenue, thence west to Maywood.
At West Lake street	{ With cars running west on West Lake street to North 48th avenue, thence west to Maywood.
At Grand Avenue	{ With cars running west on Grand avenue to North 40th avenue.
At Chicago avenue	{ With cars running west to California avenue, north to Humboldt Park.
At Division street	{ With cars running west to Humboldt Park.
At Logan Square	{ With cars running northwest on Milwaukee avenue to Lawrence avenue.

HUMBOLDT PARK BRANCH.

At Western avenue	{ With cars running north to Milwaukee avenue, and south to West 26th street.
At California avenue	{ With cars running north to Armitage avenue. Transfer Garfield Park Branch to here.

GARFIELD PARK BRANCH.

At Ogden avenue	{ With cars running southwest to Lawndale, connecting by extension to Harlem avenue.
At Western ave	{ With cars running north on Western avenue to Milwaukee avenue, and south to West 26th street.
At Kedzie avenue	{ With cars running north to West Madison street, and south to West 12th street.
At South 48th avenue	{ With cars running north to West Chicago avenue, west to Harlem avenue, south to West Lake or Madison street, thence west to Maywood. With cars running south to west 16th street.

DOUGLAS PARK BRANCH.

At West 12th street	{ With cars running west on West 12th street to Crawford avenue.
At 14th St. Place	{ With cars running west on West 14th street to Robey street.
At West 18th street	{ With cars running west to Leavitt street, south to Blue Island avenue.
At South Western ave	{ With cars running south to West 26th street; north to Milwaukee avenue.

LAKE STREET ELEVATED RAILWAY.

The point of connection of this system with the Union Elevated Loop is at Lake street and Fifth avenue. From this point the line extends west on Lake street to Fifty-second avenue, a distance of eight miles.

Trains of this system use the outside track on the Loop, passing around to the right and they may be taken directly from and to the Lake Shore Station in Van Buren street.

STATIONS ON THE LAKE STREET ELEVATED.

Canal street.	California avenue.
Halsted street.	Sacramento avenue.
Morgan street.	Kedzie avenue.
Ann Street.	Homan avenue.
Sheldon street.	Hamlin avenue.
Ashland avenue.	Fortieth avenue.
Wood street.	Forty-fourth avenue.
Robey street.	Forty-eighth avenue.
Oakley avenue.	Fifty-second avenue.
Campbell avenue.	



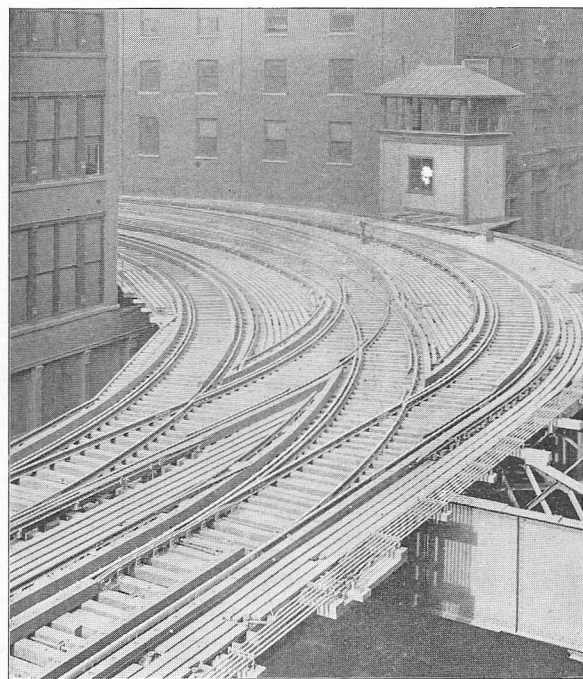
ELEVATED LOOP TRACKS IN FIFTH AVENUE.

CONNECTIONS WITH SURFACE CAR LINES BY LAKE STREET ELEVATED R.Y.

At Halsted street.....	With cars running north on Halsted street to Graceland avenue on north side. (Connects corner Halsted and Milwaukee avenue, lines running north-west to Lawrence avenue.)
	With cars running north to Grand avenue, west to North Western avenue, connecting by extension west on Grand avenue to North 40th street.
	With cars running south to west 22d street.

At Ashland avenue	With cars running north on Ashland avenue to West Clybourne Place, also south on Ashland avenue to Blue Island avenue, southwest to West 28th street, thence west to Crawford avenue.
At Robey street.....	With cars running north to Milwaukee avenue, also south to Blue Island avenue.
At Kedzie avenue.....	With cars running north to North avenue, also south to West 12th street.
At Forty-eighth avenue.....	With cars running north to West Chicago avenue, west to Harlem avenue, south to West Madison street, thence west to Maywood; also south to west 18th street.
At Fifty-second avenue	With cars running west on the Cicero & Proviso Street Railway to Austin, Ridgeland, Oak Park, River Forest, Maywood and Melrose; and also over the Suburban Railway west to Hawthorne, Clyde, La Vergne, Berwyn, Riverside, Lyons, Harlem, Grossdale, Hollywood and La Grange.

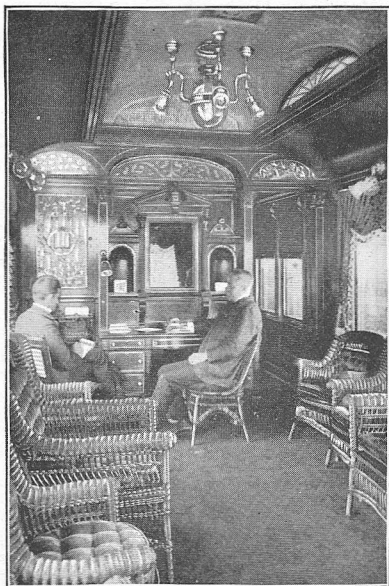
Strangers visiting Chicago via the Lake Shore & Michigan Southern Railway will experience no difficulty in using the excellent service now at their disposal for reaching nearly all parts of the city by means of the



CURVE ON METROPOLITAN ELEVATED.

elevated trains, remembering that they may be taken directly at its station, corner of Van Buren and Pacific avenues.

It is a rather difficult task to give in a general article such as this, directions to fit individual cases, and so it is suggested that on arrival at the Lake Shore Station, passengers unacquainted with the city advise with the men in blue caps and uniforms employed in the station whose duty it is to give directions as to travel about the city and to otherwise assist travelers. Men are employed, also, in the stations of the Elevated Loop for the purpose of directing strangers as to the proper trains to take for such parts of the city as they wish to reach. Do not be backward about questioning these persons, remembering that it is one of their chief duties to direct and assist inquiring passengers.



INTERIOR OBSERVATION CAR
IN SERVICE ON

"THE LAKE SHORE LIMITED."

These are the most beautiful of America's great trains. They are in daily service between Chicago (leaving from Van Buren street station) and New York (from Grand Central station) making the run each way (nearly 1000 miles) in twenty-four hours. Our book, describing these trains, contains many very interesting notes of the cities, lakes, rivers, and notable features passed in their flight. We will be glad to send you a copy. Address,

A. J. SMITH, Gen. Pass. & Tkt. Agt.,
Cleveland, Ohio.

A Bird's Eye View Map of Chicago.

We have a specially prepared map giving a bird's eye view of the great Union Elevated Loop and the entire Elevated Railway Systems of Chicago as at present in operation, together with many of the connecting surface street car lines, location of boulevards, many of the parks, and a realistic idea of the downtown district and also a general idea of the lay out of the city.

This map is printed in four colors, on heavy, linen bound paper and mounted with stick and roller for hanging. It will be sent to any address on receipt of ten cents in postage or coin, by applying to

A. J. SMITH,
General Passenger & Ticket Agent,
Cleveland, O.

LIST OF REPRESENTATIVES of the

Lake Shore & Michigan Southern Ry.

To whom application may be made for time tables, maps, and information about rates tickets, sleeping car accommodations, etc.

E. C. LUCE, Assistant General Passenger and Ticket Agent.....	CLEVELAND, O.
C. K. WILBER, Asst. Gen. Pass. Agt., Van Buren Street Station.....	CHICAGO, ILL.
T. S. TIMPSON, General Eastern Agent, 221 Main Street.....	BUFFALO, N. Y.
C. H. CHEVEE, Traveling Passenger Agent, 221 Main Street.....	BUFFALO, N. Y.
J. B. SEITZ, City Ticket Agent, 221 Main Street.....	BUFFALO, N. Y.
F. M. BYRON, City Passenger and Ticket Agent, 180 Clark Street.....	CHICAGO, ILL.
M. S. GILES, Traveling Passenger Agent.....	CHICAGO, ILL.
J. R. HURLEY, Trav. Pass. Agt., 100 Wisconsin Street.....	MILWAUKEE, WIS.
J. E. HULL, Traveling Passenger Agent, 131 East 6th Street.....	ST. PAUL, MINN.
B. P. HUMPHREY, Traveling Passenger Agent.....	KANSAS CITY, MO.
C. C. CRANE, Pacific Coast Agent, 10 Montgomery Street.....	SAN FRANCISCO, CAL.
AMOS BURR, Trav. Pass. Agt., 10 Montgomery Street.....	SAN FRANCISCO, CAL.
W. S. BROWN, Traveling Passenger Agent.....	HILLSDALE, MICH.
C. S. ROGERS, District Passenger Agent.....	GRAND RAPIDS, MICH.
H. J. RHEIN, General Agent, 7 West Fort Street.....	DETROIT, MICH.
JAS. RHINES, City Ticket Agent, 66 Woodward Avenue.....	DETROIT, MICH.
J. E. GUNCKEL, Traveling Passenger Agent, 235 St. Clair Street.....	TOLEDO, O.
WM. GATES, City Ticket Agent, Boody House.....	TOLEDO, O.
M. E. GAUL, Passenger Agent, 237 Superior Street.....	CLEVELAND, O.
J. D. BROWN, City Ticket Agent, 237 Superior Street.....	CLEVELAND, O.
J. C. McNAMARA, Trav. Pass. Agt., 20 West Federal Street.....	YOUNGSTOWN, O.

Copies of this book may be obtained from
the General Passenger & Ticket Agent,
Cleveland, O.

G. J. GRAMMER,
Gen. Traf. Manager.

A. J. SMITH,
Gen. Pass. & Tkt. Agt. CLEVELAND, O.

United States Express Company.

This company has TWO EXCLUSIVE FAST TRAINS between the east and west over Lehigh Valley, Delaware, Lackawanna & Western and Lake Shore & Michigan Southern Railways, leaving New York at 8.15 p. m., arriving at Chicago 9.20 p. m. next night, connecting with fast express trains for the west.

These trains are in charge of reliable messengers, with stationary burglar-proof safes for the transportation of money, securities and valuables.

The UNITED STATES EXPRESS COMPANY, over its own lines and by traffic arrangements with the Pacific Express Company and other principal companies, reaches every state and territory in the United States and Province of Canada and Mexico.

Operating as it does the great trunk lines between the east and west, with through cars and through system of billing, it possesses unequalled advantages for the quickest service and lowest rates compatible with proper handling and absolute safety of matter entrusted to its care.

The UNITED STATES EXPRESS COMPANY is the authorized agent of the government in the transportation of money and securities between the treasury department, sub-treasuries, government depositories and banks throughout the country. Its local offices in thirty states and territories and over four thousand agencies give to all unexcelled facilities for the transaction of express business.

FOREIGN DEPARTMENT.

Agencies established in all parts of Europe. This company's Foreign Department for the transmission of all kinds of express matter to and from Europe is unexcelled. It uses the fastest steamers crossing the Atlantic and having first class facilities in Europe, can offer the public every inducement.

PRINCIPAL EUROPEAN AGENCIES.

GEO. W. WHEATLEY & CO.,

London, Liverpool, Southampton, Paris, Havre.

GLOBE PARCEL EXPRESS,

Birmingham, Dublin, Edinburgh, Manchester, etc., etc.

WULKOW & CORNELSEN,

Hamburg, Bremen, etc.

SPECIAL ARRANGEMENTS FOR MEXICO.

The UNITED STATES EXPRESS COMPANY has perfected traffic arrangements with the MEXICAN NATIONAL EXPRESS, insuring the quickest time for all principal points in Mexico, in many cases delivering goods twenty-four hours quicker than any other line.

UNITED STATES EXPRESS MONEY ORDERS.

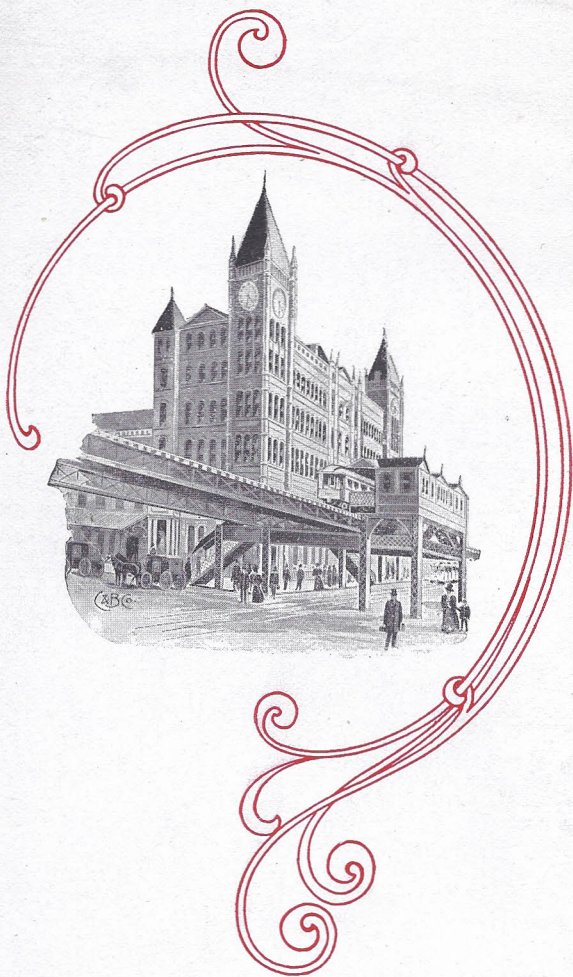
Bought by Everybody. Good Everywhere. Charges from five cents, according to amount.

MONEY PAID BY TELEGRAPH AT REASONABLE RATES.

ORDER AND COMMISSION DEPARTMENT.

The UNITED STATES EXPRESS COMPANY gives especial attention to purchasing all kinds of goods and executing a great variety of commissions for its patrons. Orders for such purchases are given prompt and careful attention and returned by first express after receipt from dealer. No commission will be charged for making the purchase, the only expense to the patron being for transportation of funds to make the purchase and transportation of the articles when purchased. Any agent upon application will furnish detailed information.

E. W. MITCHELL, Gen'l Sup't,
CLEVELAND, OHIO.



Every Elevated Railway train in Chicago stops at the Lake Shore station in Van Buren street (the only one on the great Union Elevated Loop) furnishing patrons of the Lake Shore & Michigan Southern R'y a quick, cheap and direct service between its station and nearly every part of Chicago.