

Incorporated in 1892

CHGO. RAPID

1-elf

The
Chicago and South Side
Rapid Transit Railroad
Company.

Incorporated 1888.

MARSHALL FIELD & CO.
CHICAGO.

WE DESIRE TO ESPECIALLY
EMPHASIZE THE FACT THAT



(Qualities Considered)



OUR PRICES
Are Unquestionably
THE LOWEST

MARSHALL FIELD & CO.

THE CAREY-LOMBARD
LUMBER CO.

38TH AND LAUREL STREETS.

YARDS IN

ILLINOIS, MISSOURI, KANSAS, TEXAS,
TENNESSEE, SOUTH DAKOTA, INDIAN
AND UTAH TERRITORIES.

1-64
A. C. LOMBARD, PRESIDENT.

W. P. CAREY, VICE-PRES. AND GEN. MGR.

L. D. SKINNER, SECY AND TREAS.

THE CAREY-LOMBARD LUMBER CO.

WHOLESALE AND RETAIL

Lumber, Lath, Shingles, Sash, Doors, Etc.

YELLOW PINE RAILROAD TIMBERS A SPECIALTY.

OFFICE AND YARD:

38th Street between Laurel and Ullman Streets.

*WE FURNISHED THE LUMBER AND TIMBERS USED IN THE CONSTRUCTION OF THE
CHICAGO AND SOUTH SIDE ELEVATED RAILROAD.*

THE CHICAGO & SOUTH SIDE RAPID TRANSIT R. R. CO.

FIRST ELEVATED RAILROAD.

Elevated railroads have now been in use for twenty years. New York was the first city to adopt this means of transit. In 1867 a very crude structure was erected between Dey and Twenty-ninth streets, on Ninth avenue, having only two stations, one at each terminus. This was operated by stationary engines and was a sort of cable system. In 1871 the motive power was changed, and one dummy engine and three cars were operated. Additional stations were opened and the number of engines and cars increased until 1878, when twenty-one engines and thirty-five cars were being operated on the line. This was the beginning of elevated roads, from which all the Eastern systems have since been developed.

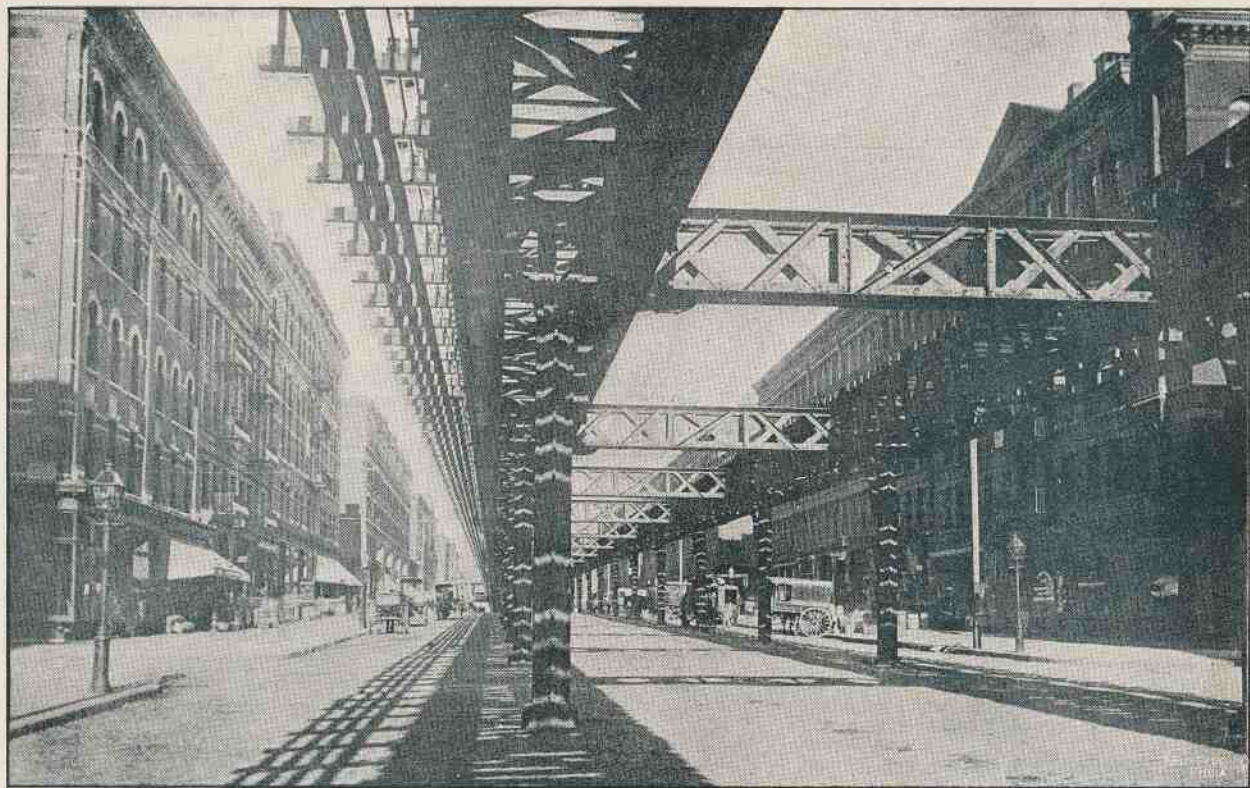
The Third and Sixth avenue lines were opened in 1878, from which date elevated rapid

transit practically commences. There is to-day in operation thirty-two miles of elevated road in New York City, and nineteen miles in Brooklyn.

This little sketch is written with the idea that it may prove of interest to the public to know what an immense undertaking it was to push forward this Chicago enterprise, and what a great amount of money, skill and labor have been required to complete it. Chicago is to-day the second city in the United States, and considering the gigantic strides it has taken in growth and prosperity, it does not seem strange that the originators of the road felt warranted in starting such an enterprise here. Naturally, with an increase in population, there comes an increased need for transportation facilities, and as the South Side has been and is being so rapidly developed, it was decided that here was the best and largest field for an elevated road.



NINTH AVENUE LOOKING NORTH
1879.
NEW YORK.



FROM EIGHTY-NINTH STREET.
1889.
NEW YORK.

You will find the same superb seating
as in the Alley "L." Cars, in the
Manhattan Elevated, the Brooklyn Ele-
vated, and in fact in almost all the
elevated and suburban coaches in the
country. This seating is furnished by the



**HALE & KILBURN
MANUFACTURING CO.**
OF PHILADELPHIA.

THE LARGEST MANUFACTURERS
OF ALL STYLES OF RAILROAD CAR
SEATING IN THE WORLD. —————



WESTERN OFFICE:

422 and 423 Phenix Building, CHICAGO.

EDWIN S. CANMAN, Manager.

Lloyd
And
Pennington



Structural and
Ornamental



Iron Work

388-390 WEST RANDOLPH STREET,
Chicago.

HISTORY.

Col. A. F. Walcott, of New York, assisted by some other Eastern capitalists, was the prime mover in the project. The company was incorporated under the laws of the State of Illinois, the articles of incorporation being dated January 4th, 1888.

The first ordinance secured was passed by the city council and signed by Mayor Roche on March 26th of the same year. By its terms permission was granted to operate a road from Van Buren to Thirty-ninth streets, the then city limits, between State street and Wabash avenue, and to acquire by purchase or condemnation the necessary land, not to exceed 30 feet in width, parallel to the alley line. In this respect the road is unlike any other heretofore constructed, as all the Eastern roads are built in the streets. They thus antagonize the abutting property owners, and the companies are subjected to heavy damages for obstruction to light and air. The Chicago road, on the other hand, occupying its own right of way, settles in advance all questions of this nature in the acquisition of the property upon which its lines are constructed. This plan,

FOR
FINE FRUIT

GO TO

L. G. KUNZE

60 State Street,

OPPOSITE
MASONIC TEMPLE.

FORMERLY
MADISON AND DEARBORN STS.

A. H. LORD,
Real Estate,

149 LA SALLE STREET,
ROOM 26.

Improved and Vacant Property contiguous to
the Elevated Railroad and South Parks
A SPECIALTY.

while requiring a larger outlay at the commencement, has its compensation in the possibility it affords of a more substantial structure, its cheaper cost of operation, avoidance of subsequent vexation and costly litigation, and in securing the goodwill rather than the enmity of the property owners along its lines. Notwithstanding the objections to the use of public streets for this purpose, it cannot be denied that the New York and Brooklyn roads have had an immensely beneficial influence in building up the city along the lines they follow.

The Chicago road, running as it does on its own property, in the rear of the buildings, will neither destroy the appearance of the streets nor shut off the light and air from the buildings. On the contrary, their purchase of from 25 to 30 feet of property adjoining the alleys will, as the space beneath the road is left open, practically widen these narrow thoroughfares and materially increase the light and air in the rear of the lots which abut thereon.

ERASTUS FOOTE, Jr., President.

EDWARD T. CUSHING, Sec'y and Treas.

DEARBORN FOUNDRY Co.

No. 1525 DEARBORN STREET,

CHICAGO.

Telephone 303.

© *Architectural* ©

© *Iron Work* © ©

. . . *Machinery Castings,*

. . . *Wrought Iron and Steel Beams.*



THE CASTINGS FOR THE ALLEY ELEVATED ROAD WERE FURNISHED BY THE
DEARBORN FOUNDRY COMPANY.

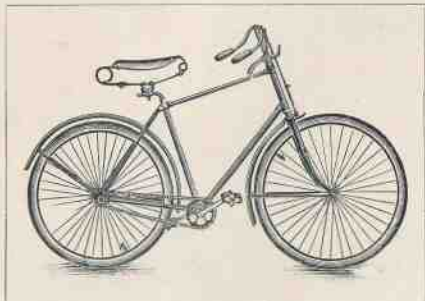
FIRST GROUND BROKEN.

During December, 1889, the first ground was broken, and four piers erected on ground purchased just north of Twenty-fifth street.

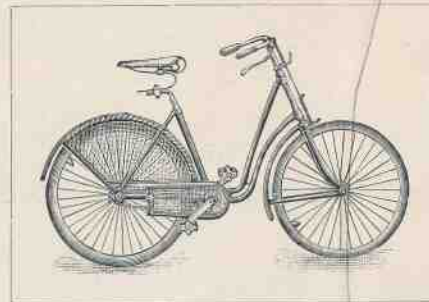
THE CONDEMNATION SUITS,

which had long been pending, were pressed to trial during this month, and from then until now there has scarcely been a week during which court has been in session that the company has not had a condemnation suit on hand. Messrs. E. J. Harkness and William B. Keep have conducted the majority of these cases to a successful issue. A sure indication of the fair policy of the company is, that in but few cases have the juries awarded more damages than the company offered in private settlement, while in a large majority of the trials the owners, had they settled, not only would have saved their law expenses but would have actually received a larger compensation.

AS THE ELEVATED ROAD IS FASTER AND SUPERIOR
... TO THE SURFACE ROADS, SO ARE THE ...



ROAD



❖❖❖ KING AND QUEEN ❖❖❖

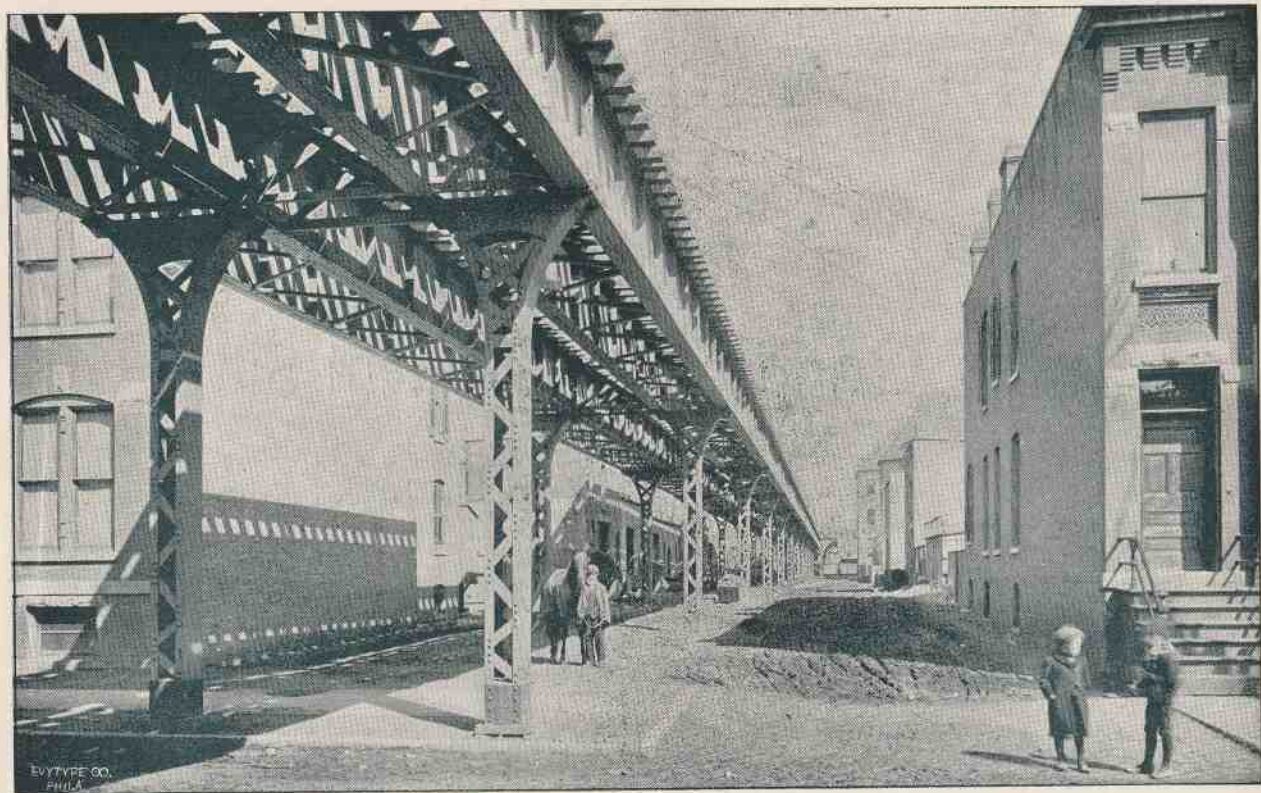
FITTED WITH THE 
FEATHERSTONE-DUNLOP PNEUMATIC TIRE

*Faster, Superior and more Luxurious Riding
than any other Wheels in the World.*

RETAIL SALESROOM:

282 Wabash Avenue.

A. FEATHERSTONE.



VIEW OF STRUCTURE.
SHOWING POSITION IN RELATION TO ALLEY.

Seovill Manufacturing Co.

GEO. B. KERR, AGENT

208-210 LAKE STREET
CHICAGO

MANUFACTURERS OF

Brass, Copper and German Silver

IN ALL FORMS



SEAMLESS BRASS AND COPPER TUBING
BRASS BUTTS
BRASS SPRING HINGES



MILITARY
LIVERY
SOCIETY AND
RAILROAD
BUTTONS

Fancy Goods in Aluminum
. Medals of all Kinds
Special Attention Paid to the Manufacture
of Small Articles

During all of this time the right of way was being acquired much more rapidly by private settlement than by condemnation. Mr. Hermann Benze had this department in charge, and was very successful in effecting amicable agreements, which not only saved money for both parties but prevented, what to the company was of still greater importance, the delay incidental to all legal proceedings. In fact, in spite of the utmost endeavors of everyone concerned, the final opening of the road for operation has been postponed because of unavoidable delays in a few litigated cases.

Kuyler's

PURE, FRESH
AND DELICIOUS

Bon Bons and Chocolates

Orders mailed to us will receive prompt and careful attention, and patrons can depend on the same service as if they made the purchase personally.

BRANCH OF
863 BROADWAY,
NEW YORK.



161 STATE STREET,
CHICAGO.

MICHAEL
McDERMOTT



Contractor

525 ROOKERY BUILDING,
.. CHICAGO. . .

Western
Wheel Works

MANUFACTURERS OF



BICYCLES

BICYCLES

495 to 505 Wells Street,

CHICAGO.

PRESIDENT AND GENERAL MANAGER.

Col. Calvin Goddard, of New York, was the first general manager of the road, and in the early part of 1890 was elected president. His powers and duties were quite extensive, and the successful opening of the road to traffic is largely due to his efforts. With those having business with the road his policy was most liberal and fair.

On Monday, April 4, Col. Goddard died in California, whither he had gone in search of health, and for a much needed rest. His breakdown was caused from unceasing toil and worry over the interests of the road; and his death caused among all who knew him the most unfeigned sorrow. He was a man uniformly affable and courteous; possessed of great tact and discretion. His mind was so constituted that he was able to quickly master details of subjects quite outside of his particular sphere. By reason of this he was most admirably constituted for the executive head of a Railroad Company, for besides managing the finances with great care and skill, he at the same time was acquainted with all the details connected with other departments, both mechanical and engineering.

His death, just at the time his work and plans were about to be realized and the road opened for operation, was peculiarly sad, and to fill his place in all respects is an impossibility.

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Dr. W. T. Barnard, who has been elected to succeed Col. Goddard, is well qualified by experience and personal qualities to take up the work and carry it to a successful issue. He was for some time Vice-President of the of the Baltimore & Ohio Railroad Company, and while in that position did much to organize and systematize the operation of that road. For the past few years he has been associated with Mr. Henry Villard. It is unnecessary to state that he comes to Chicago well equipped for the task before him.

GENERAL COUNSEL.

Mr. W. W. Gurley has from the first been General Counsel of the road. His services have been invaluable, and especially so at critical periods, owing to his great energy and decision, together with the benefit of his sound legal advice.

It cannot be gainsaid that the Eastern roads have been models for this one, but nothing has been taken for granted by the management. Each point has been carefully and patiently studied, and wherever any improvements on the hitherto existing systems could be suggested, they were immediately investigated, and if found to be economical or liable to promote the convenience or comfort of the public, have been adopted at once.

CHIEF ENGINEERS.

In the first part of October, 1888, Mr. George B. Cornell, then chief engineer of the Union Elevated Railroad in Brooklyn, accepted the position of chief engineer of the road, and immediately commenced making careful surveys, from which the road has been located and the columns spaced. Mr. Cornell is responsible for the design and construction of the road from Thirty-seventh street to Twenty-ninth street, and his plans, with few alterations, have been carried out all along the line. For economy, rigidity and strength, no structure could surpass the Alley Road. Mr. Cornell resigned his position during February, 1889, being compelled by private business to return to New York. He was succeeded by Mr. Robert I. Sloan, for many years chief engineer of the Manhattan Elevated Railroad of New York, than whom no more experienced elevated railroad engineer could be found. Mr. Sloan, together with Mr. MacAllister, assistant engineer in charge of construction, has completed the road on lines very similar to those first adopted. A special point has been made by them of the track system, which, with its careful workmanship and accurate alignment, cannot be excelled on any road in the country.

Mr. Eugene Klapp has been Assistant Engineer in charge of office and designs.

The American
Casualty Insurance
And Security Co.

. . . Writes all kind of Accident
Insurance.

. . . If you haven't an Accident
Policy you ought to have one. . .

This Company has the . . .
Largest Assets and Smallest Expense Ratio
of any Accident Company in the World.

JAMES W. NYE, MANAGER,

WESTERN DEPARTMENT
The Temple,
Monroe and La Salle Streets.

SCHLESINGER
AND
MAYER

The Great Public Shopping
Headquarters for High-
Class Dry Goods

DEVELOPING PLANS
. . . DEVELOPING CHANGES
TO IMPROVE . TO ENLARGE
. . . TO STILL FURTHER AC-
COMMODATE THE PEOPLE

ENGINEERING.

As before stated, the design of the road is the most economical of iron consistent with perfect safety and rigidity, the tracks being for the most part carried directly over the columns, as shown in fig. 1. The weight comes directly upon the supports, and is not multiplied by long lever arms as in structures where the longitudinal girders are supported upon cross girders spanning wide streets. The saving in iron and in freedom from vibration is consequently very great. The columns are held in large iron base castings weighing about 1,800 pounds each, into which the columns are inserted to a depth of 21 inches, and securely fastened by what is known as a rust joint. These castings are in turn bolted down to a brick and concrete foundation by four large bolts. The foundations go down 8 feet below grade and are 7 feet square at the base. This will give some idea of the great strength and thoroughness of the work. The columns are spread at the top as shown, to receive the track girders, which are usually 4 feet deep and average 50 feet long. The factor of safety used throughout the work is 6. That is to say, every piece of iron, rivet, angle or whatever it may be, is so dimensioned that it is capable

of standing six times the strain to which, under the most severe circumstances, it will ever be put. At stations, on account of the necessity of supporting the platforms, it was found necessary to use cross girders, as also north of Twelfth street, where the road runs in the alley instead of along side of it as elsewhere. The ties are selected of yellow pine, with both inside and outside guard rails of 6 x 8 timber to prevent derailment. The standard rail is 90 pounds to the yard, such as is just coming into use on the large trunk lines, and was made by the Illinois Steel Company. There are practically no grades of any moment. The only ones that are worthy of the name are at Twelfth street, in crossing the viaduct, and at the various crossings of the Illinois Central R. R., where the elevated railroad has to raise its grade in order to give sufficient head room. At these points the maximum is 65% , or 8 inches to the 100 feet. The road from its northern terminus to Thirty-ninth street is practically a straight line, with a few deviations rendered necessary by property considerations, but as the radius of curvature was made almost universally 1,000 feet, they will scarcely be noticeable in operation.

Stations have been located at Congress street, Hubbard court, Twelfth, Eighteenth, Twenty-second, Twenty-sixth, Twenty-ninth, Thirty-first, Thirty-third, Thirty-fifth, Thirty-ninth streets, etc. One novel feature of the road is the plan which has been adopted of having the

4.

station buildings on the ground, instead of using the ugly iron structures perched up on stilts, such as all the heretofore existing elevated roads have been compelled to use. In the Chicago enterprise there is a handsome and substantial building of brick and terra cotta erected on the ground and under the tracks. A photograph of the station at Twenty-ninth street, which is quite typical of all, is given in our frontispiece, and it will be seen that this arrangement is only possible to a road owning its own right of way, and effects a most important saving in operative expenses by requiring but one station "crew" instead of two.

The matter of the motive power was for a long time under discussion, and only recently has the original intention of using steam motors been definitely and finally adopted. Many were greatly in favor of the cable form of propulsion, but after a thorough investigation by the president, assisted by Mr. David L. Barnes, C. E., it was considered impracticable, if not impossible, in view of the high speed and great weight of trains. This, taken with the fact that the headway between trains and distance between stations would make it probable that a majority of the trains would be starting and accelerating at the same time, would require so large a power and would subject the cable to so great a strain as to practically prohibit its use for this purpose. Electricity was also strongly advocated, and under some circumstances would doubtless be very successful, but so far

no motor yet presented to the company can start a heavy train with any thing like the speed of a small, well-designed locomotive engine. The great point in an elevated railroad motor is rapid acceleration, for as the stops are numerous, this becomes a matter of vital importance to the effective speed between termini. The small engines here employed will start a five-car train heavily loaded and enable it to gain its full speed in 350 to 400 feet—something unheard of among electric motors. The average speed to be attained, including stops, is 15 miles per hour, and the maximum between stations from 25 to 35 miles, according to distance.

RICHARDSON SILK CO.

MANUFACTURERS OF

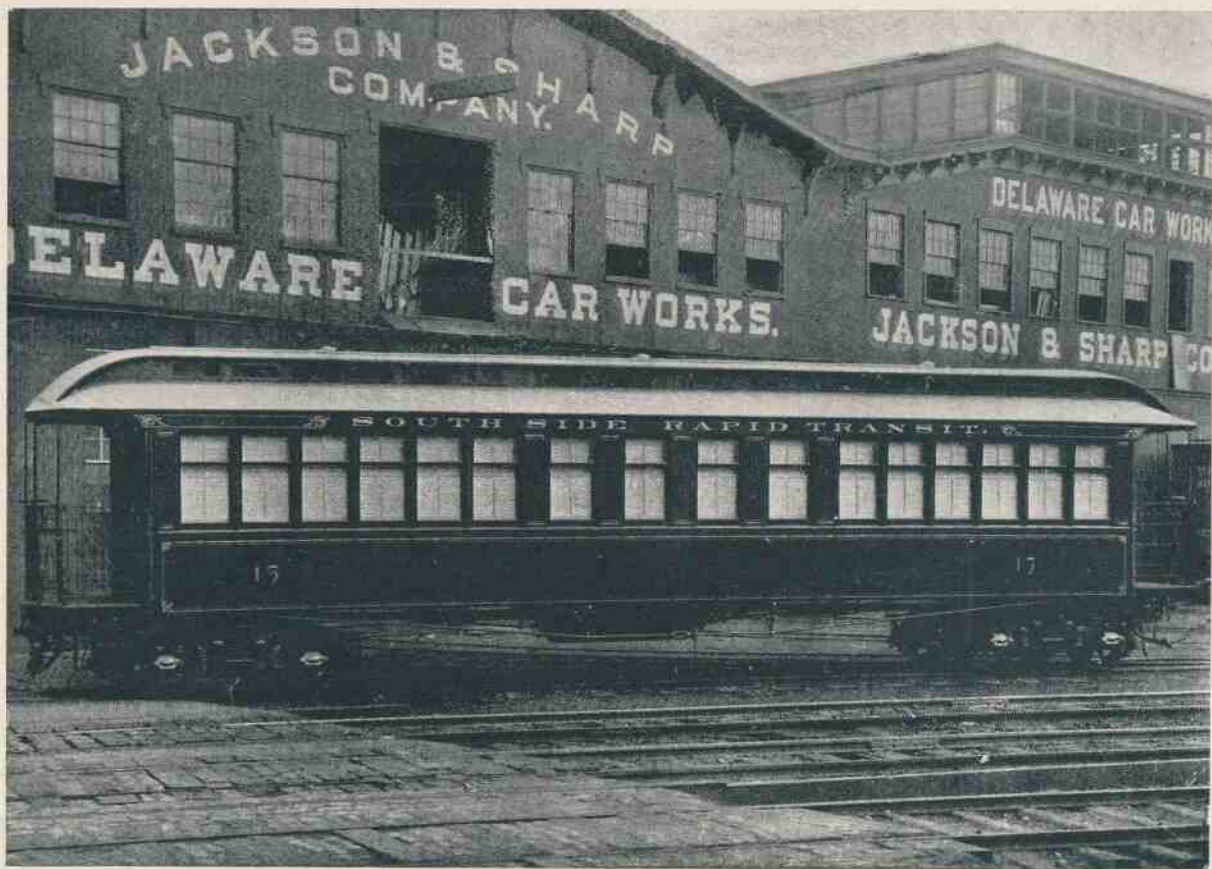
“The Perfect”

SPOOL SILKS,
KNITTING
AND EMBROIDERY SILKS,



SILK HOSIERY,
SILK
AND MOHAIR BRAIDS,

180-182-184 Adams Street, CHICAGO.
498 and 500 Broadway, NEW YORK.



EXTERIOR VIEW OF CAR

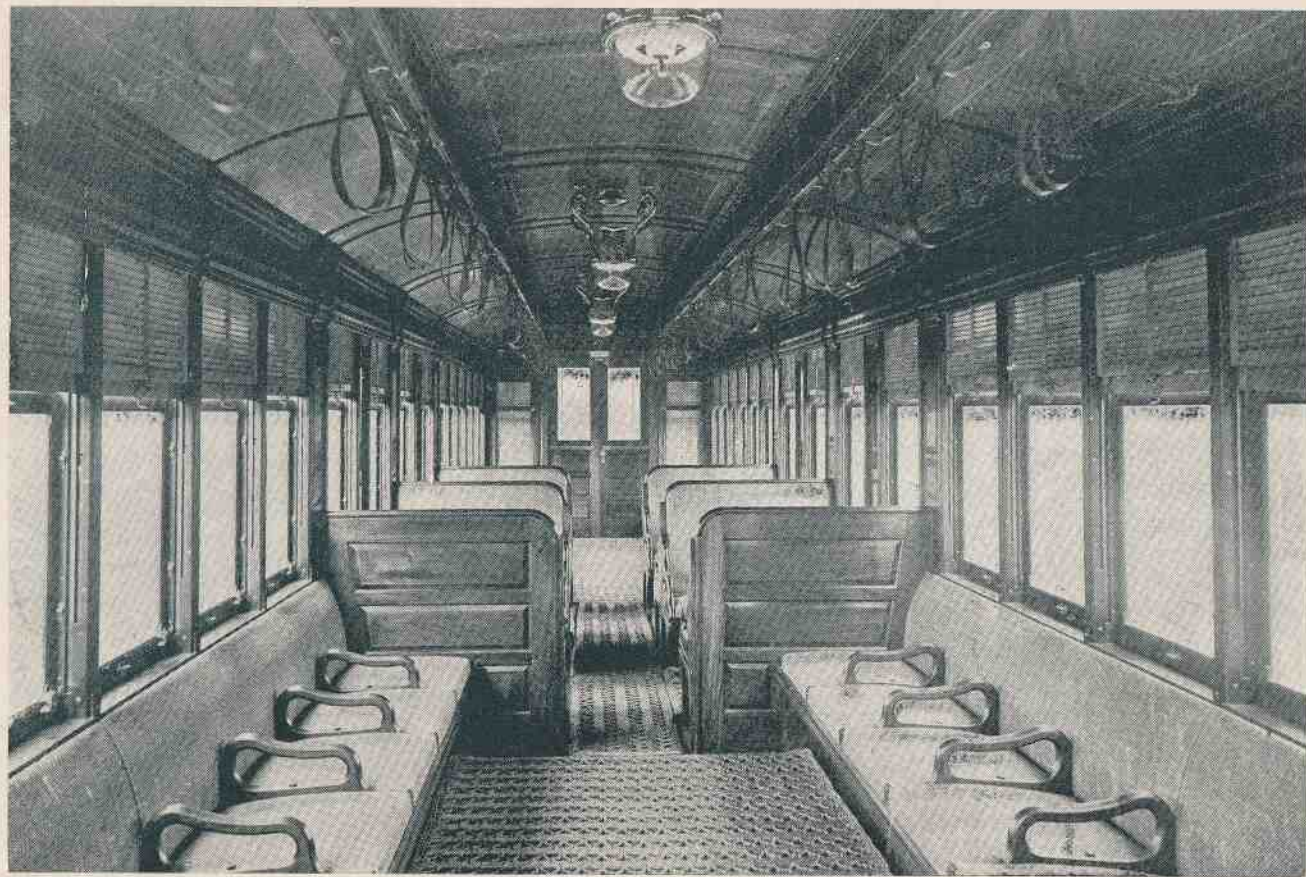
JACKSON & SHARP Co. (BUILDERS), DELAWARE CAR WORKS, WILMINGTON, DEL.

EQUIPMENT.

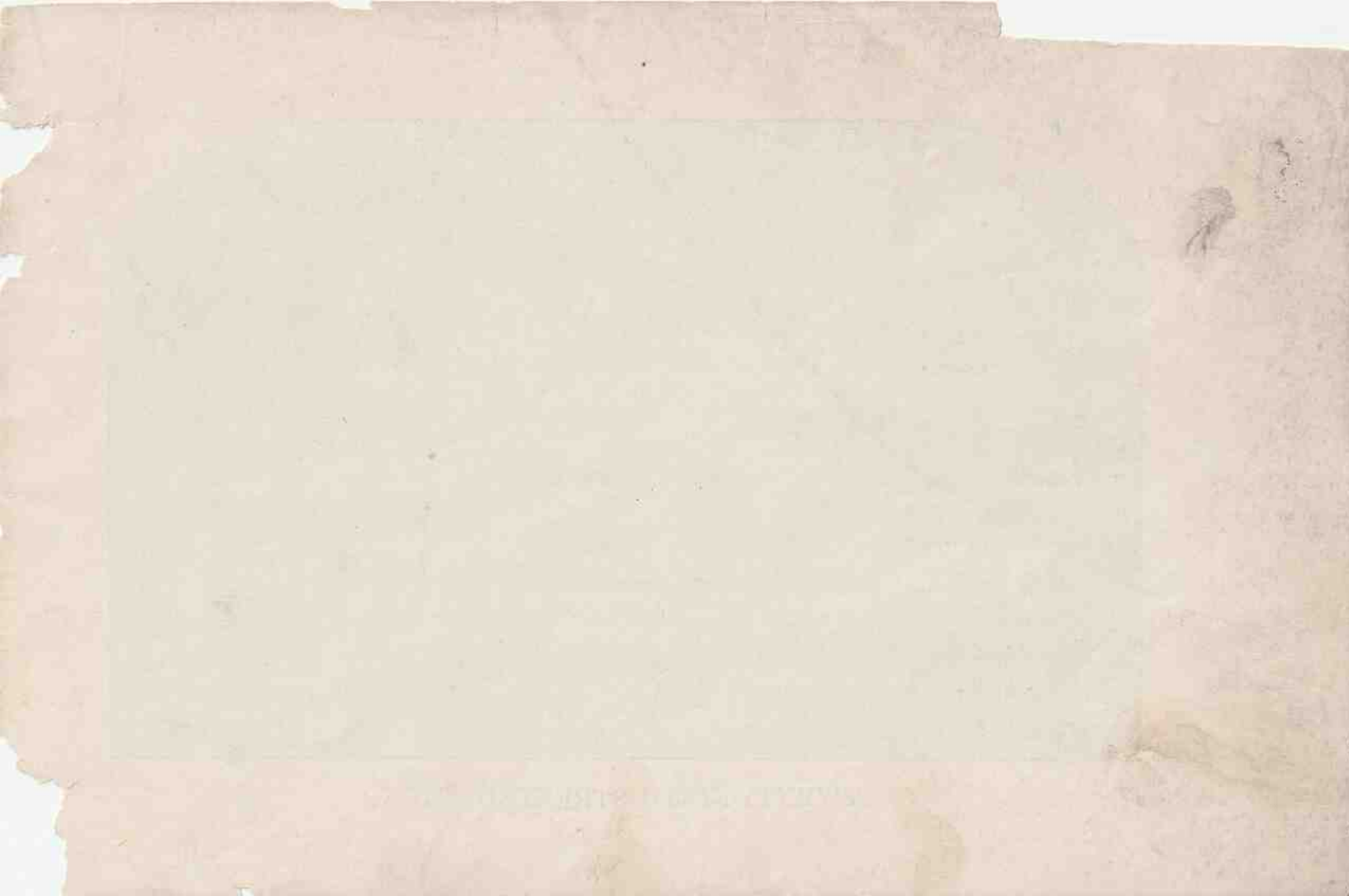
CARS: The cars are to be very similar to the ones used on the New York and Brooklyn roads. They are built by Jackson & Sharp, of Wilmington., Del, and the Gilbert Car Co., of Troy, N.Y., and have a capacity of 150 people. The total length over all is 46 feet 6 inches, and width from out to out 8 feet 8 inches. The seats are of woven cane, and with the exception of eight in the center, run parallel with the length of the car. Being heated by steam from the engine and thoroughly lighted at night, they are far superior in comfort and convenience to the cold street cars and dingy, ill-lighted coaches run on suburban railroads. 1892

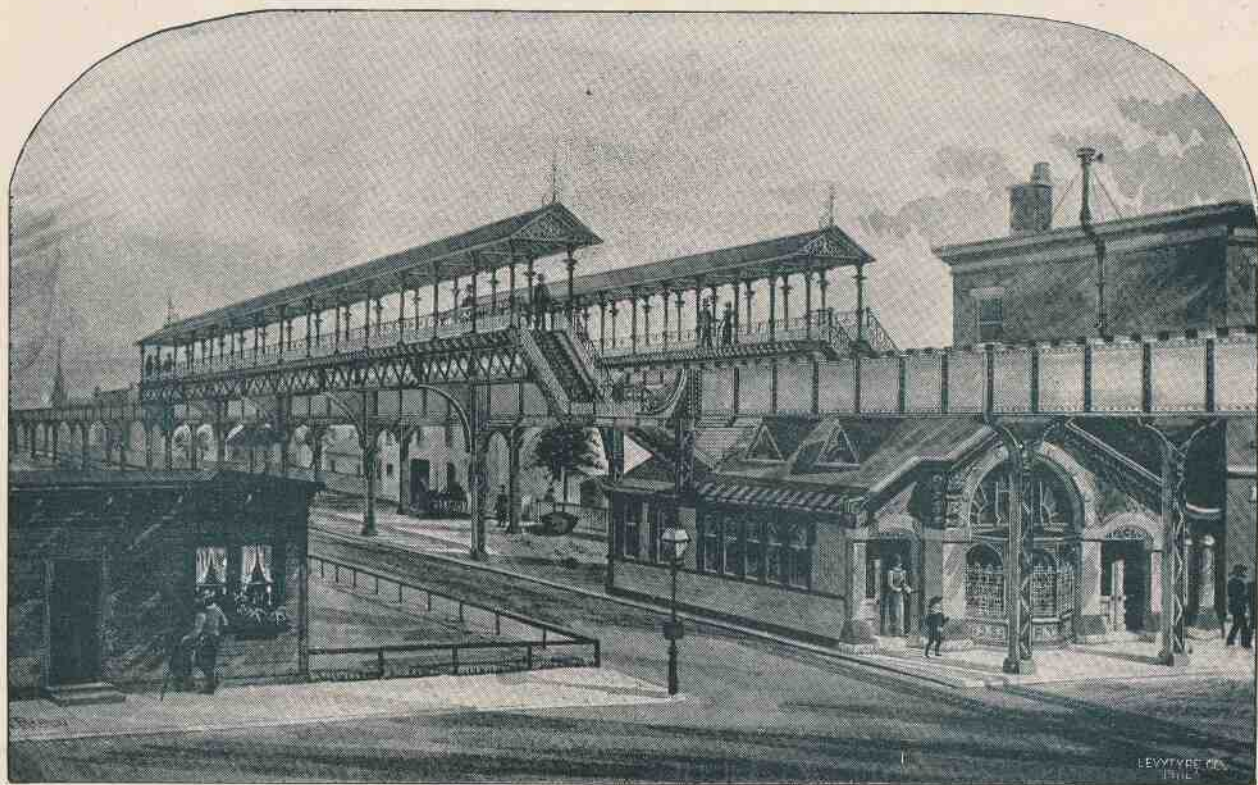
MOTORS: Early in January of this year, a contract was made with the Baldwin Locomotive Works for the first twenty engines to be used in operating from Congress to Thirty-ninth streets. These are similar to those used in New York, weigh about 28 tons, and have compound cylinders. In this respect they are somewhat of a novelty, as this type has been used in this country only for freight service, and that but recently, though in Europe they have had a thorough test.

The use of anthracite coal as fuel will avoid in a great measure the nuisance of soot and smoke, which would be unavoidable in case soft coal were burned.



INTERIOR VIEW OF CAR
JACKSON & SHARP Co. (BUILDERS), DELAWARE CAR WORKS, WILMINGTON, DEL.





TWENTY-NINTH STREET STATION.

EXTENSIONS SOUTH TO JACKSON PARK.

The operation of the road from Congress to Thirty-ninth streets will not prevent its rapid extension to its ultimate destination—Jackson Park. But little time remains before the opening of the World's Fair, and the work must practically be all done during this summer and fall.

The route adopted under the ordinance of 1891 is as follows: South from Thirty-ninth to Fortieth street, thence west on the south side of Fortieth street to the alley between Prairie and Calumet avenues, thence south along this alley to Sixty-third street. From this point the road will run to Jackson Park over Sixty-third street, in accordance with permission granted by the city council upon the petition of property owners representing over three-fourths of the entire frontage. The columns in this section will be located on either side of the horse car tracks, and the entire structure will be of lattice, with longitudinal and transverse girders, this form of construction being supposed to cast less shadow than any other.

The arrangement for a terminus at Jackson Park is most satisfactory, as the road will

be allowed to enter the grounds on the line of Sixty-third street, and at the Transportation Building form a junction with the intramural elevated railroad. Passengers on the elevated road will thus be able to ride from Congress street, in the city, to the very door of all the important buildings without once going to the ground, and with but one change of cars.

New stations will be located at Indiana avenue and Fortieth street.

Forty-third street.

Forty-seventh street.

Fifty-first street.

Fifty-fifth street.

Fifty-eighth street.

Sixty-first street.

Sixty-third street and South Park avenue.

Cottage Grove avenue.

Lexington avenue.

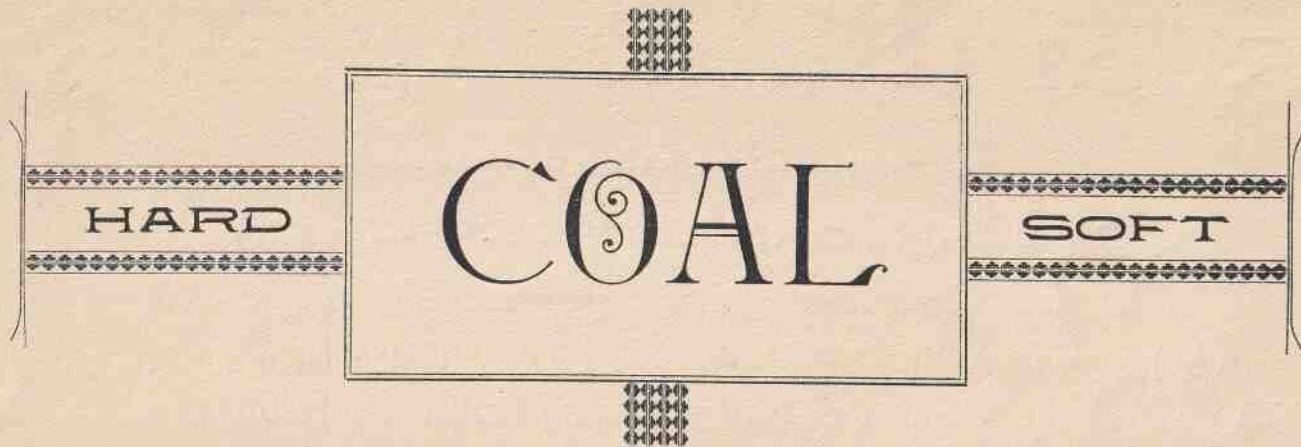
Madison avenue.

Stoney Island avenue.

Jackson Park.

The Lehigh and Franklin Coal Co.

THOS. P. WASHBURN,
President.
N. V. S. MALLORY,
Secretary.



225 Dearborn Street.

TELEPHONE, MAIN 317.

39th Street and Ill. Cent. R.R.

TELEPHONE, OAKLAND 988.

Unsurpassed facilities for South Side retail trade, and especial attention given to this department.
The best coal and the best service.

BOGUE & COMPANY,

Real Estate Agency,

ROOMS 203 TO 209 REAL ESTATE BOARD BUILDING,

59 DEARBORN STREET, CHICAGO.

We have a large list of Business, Residence and Manufacturing Property, to which we invite the attention of parties desiring Profitable Investments or seeking Homes.

We have a choice list of property on streets adjacent to the Elevated Railroad, at prices which will insure to the investor a handsome profit. We call special attention to our subdivided properties in new and improved sections of the City.