



Living History of Illinois and Chicago®

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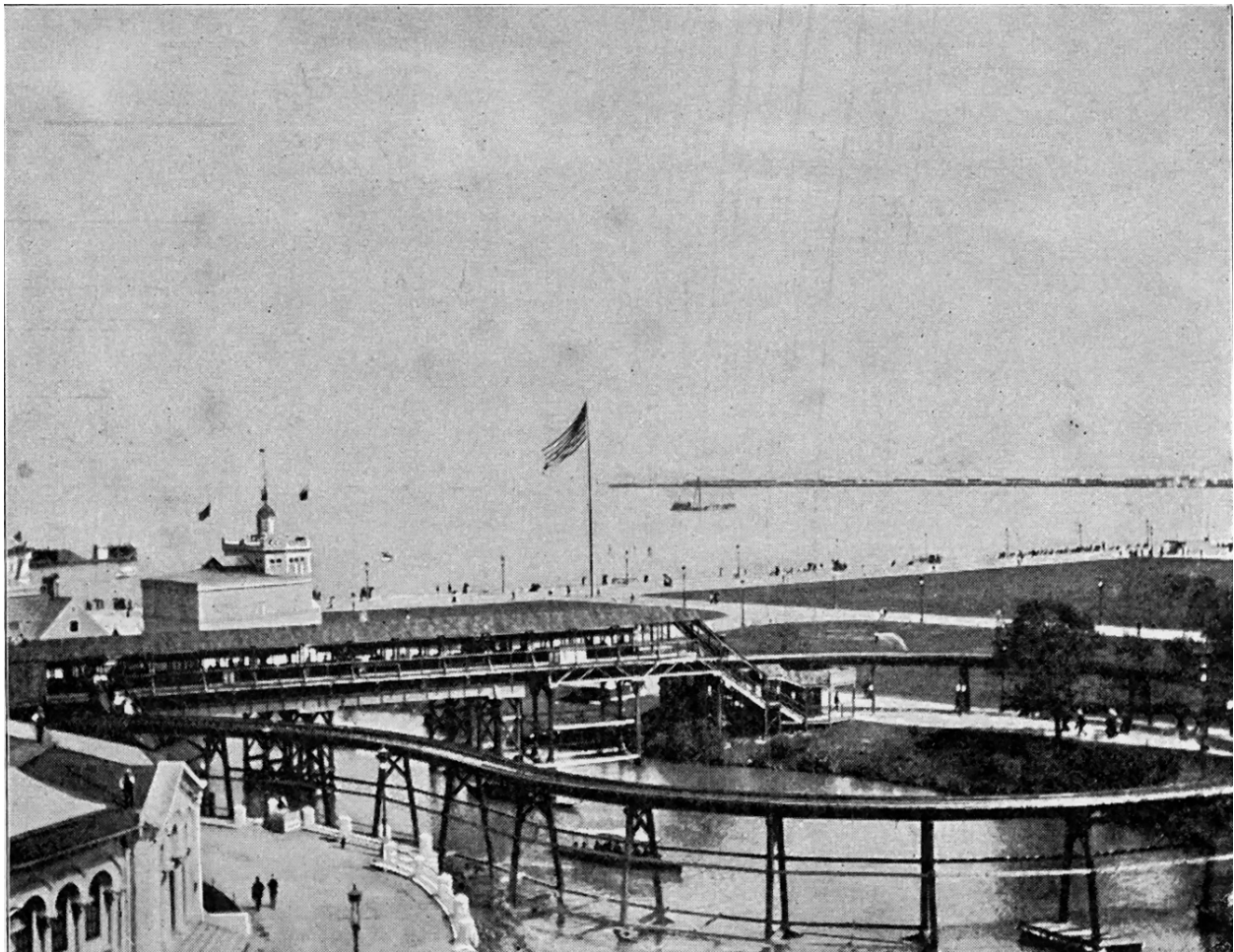
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1893 World's Columbian Exposition The Intramural Railway

The Intramural Railway, which carried without serious hitch or accident nearly 6,000,000 passengers during the term of the Exposition. This is an elevated structure, the motive power of which is electricity. Its length, from end to end, is three and one-eighth miles, and its track is double all the way.



There are ten stations at convenient points. The road begins with a loop which encircles the Indian School. It runs southeast, encircling the Anthropological Building, and then



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turns northwest. Passing between the colonnade and the Stock Pavilion, the road skirts the south side of the Machinery Building and Annex, and then turns northward past its west end. It next crosses over the roof of the Perron of the Terminal Station, where connection is made with all out-of-town railways.





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The next station is on the roof of the Annex to the Transportation Building, which is called Chicago Junction. Here connection is made on a level with the trains of the Elevated -Railway which run to the city. From here, turning to the western edge of the grounds, the road extends directly north to the northwest corner, passing Midway Plaisance, the California Building, and through the Esquimaux Village.

HOW TO REACH THE Exposition Buildings.

Passengers Will Leave Intramural Trains at

South Loop for
Agricultural Building,
Indian Camp,
Casino,
Convent of La Rabida
Krupp Exhibit,
Indian School,
Spanish Caravels,
Steamboat Pier,
Shoe and Leather Building.

Forestry for
Forestry Building,
Old-Times Distillery,
Big Tree Restaurant,
Anthropological Building,
Dairy Building,
French Colonies Exhibit,
Cliff Dwellers' Exhibit,
Intramural Power House,
Intramural Offices,
Model Workingman's Home,
Miss Corson's Cooking
School.

Colonnade for
Machinery Hall,
Agricultural Building,
Stock Pavilion,

FRENCH BAKERY.
Agricultural Imp. Exhibit,
Windmill Exhibit,
Outside Ex. of Germany,
White Horse Inn.

Administration for
Railway Terminals,
Administration Building,
Mines Building,
Electricity Building,
Manufactures Building,
Machinery Hall,
Electric Fountains,
I. C. Ex. Trains to Chicago.

Chicago Junc. for
Transportation Building,
and CHICAGO, via
South Side Rapid Transit
Elevated Railway.

62d Street for
Service Building,
Choral Building,
Horticultural Building,
Wooded Island,
Police Station.

Midway for
Midway Plaisance,
Woman's Building,
Illinois State Building,
Public Comfort,
California State Building,
Indiana State Building,
Illinois Central Express
trains to Van Buren St.

57th Street for
Art Galleries,
Esquimaux Village,
Washington State Building,
S. Dakota State Building,
Minnesota State Building,
Kansas State Building,
Nebraska State Building,
N. Dakota State Building.

Mount Vernon for
Virginia State Building,
New Jersey State Building,
Vermont State Building,
Maine State Building,
Iowa State Building,
Massachusetts State Bldg.,
Connecticut State Building
Art Building,
French Building,
Maryland State Building,

North Loop for
Fisheries Building,
Government Building,
Naval Exhibit (Battle Ship),
Foreign Buildings,
Manufactures Building,
Life Saving Station,
Electric Launches,
Battle Ship,
Clam Bake.

Columbian Intramural Railway

The first and only Electric Elevated Railroad in the World, operated by
the Third Rail Trolley System, installed by the

GENERAL ELECTRIC CO.

Officers of the Columbian Intramural Railway Company.
President, B. E. SUNNY. Secretary, E. C. WARD.
General Manager, W. E. BAKER.
Chief Engr. and Supt., C. P. MATLACK.
Elec. Engr., C. H. MACLOSKE.
Asst. Elec. Engr., H. M. BRINCKERHOFF.

CONSULTING ENGINEERS.
B. J. ARNOLD, G. K. WHEELER.
Auditor, R. H. KEIM. Surgeon, Dr. W. C. BOUTON.

Benedict & Co. Engr's Chi.

FARE 10 CENTS.

**SEE INSIDE of this circular if you
want a FREE RIDE to any
part of the grounds.**

SEE BACK How to Reach the Exposition Buildings.

REGAN PRINTING HOUSE, 87 PLYMOUTH PL., CHICAGO.



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Here a turn is made east along the north fence, and upon reaching the Iowa Building a curving course among some of the other State structures carries the tracks between the French Building and the east Annex to the Art Gallery, through the Foreign Buildings, and past the Fisheries Building. Its terminus here is at the United States Government Building, where it makes a loop over the waters of the lagoon and turns back on its course to retrace its way on the other track to the starting-point.

The road is unique and substantial in construction, and in all its details is a triumph of electrical engineering. Its use is indispensable to the visitor who desires to see the great Exposition quickly and with comfort. Each train makes the round trip in thirty-five minutes, attaining a speed of from twenty to thirty miles per hour between stations.

From ten to fifteen trains are in operation every hour. Injury to passengers by accident has never occurred. The trains cannot be derailed, and the block signal system makes collisions impossible. One fare of ten cents entitles the passenger to transportation to either terminus of the road, from the station where the train is taken. The Intramural Railway is in itself one of the greatest exhibits of the Exposition. The enormous dynamo, or electrical generator, which furnishes the power for operating the road, is the largest machine of its kind in the world, and the largest piece of machinery on exhibition at the Fair. It supplies three thousand horse-power; it cost \$100,000, and weighs 192 tons. It is on exhibition in the power house of the road near the Forestry Building.