

No. 754,450.

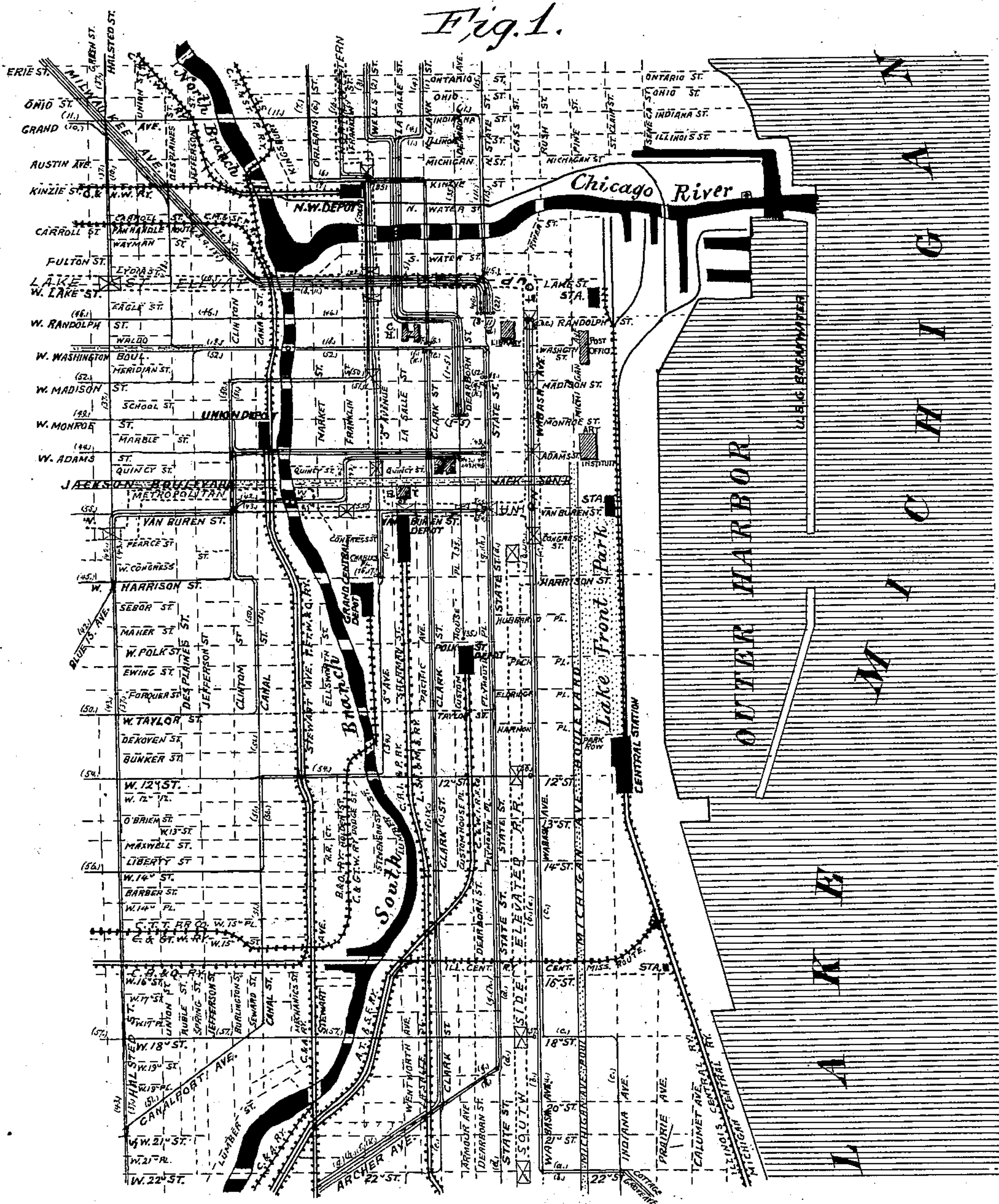
PATENTED MAR. 15, 1904.

E. HEUBACH.
MAP.

APPLICATION FILED MAR. 5, 1902.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses:

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Inventor

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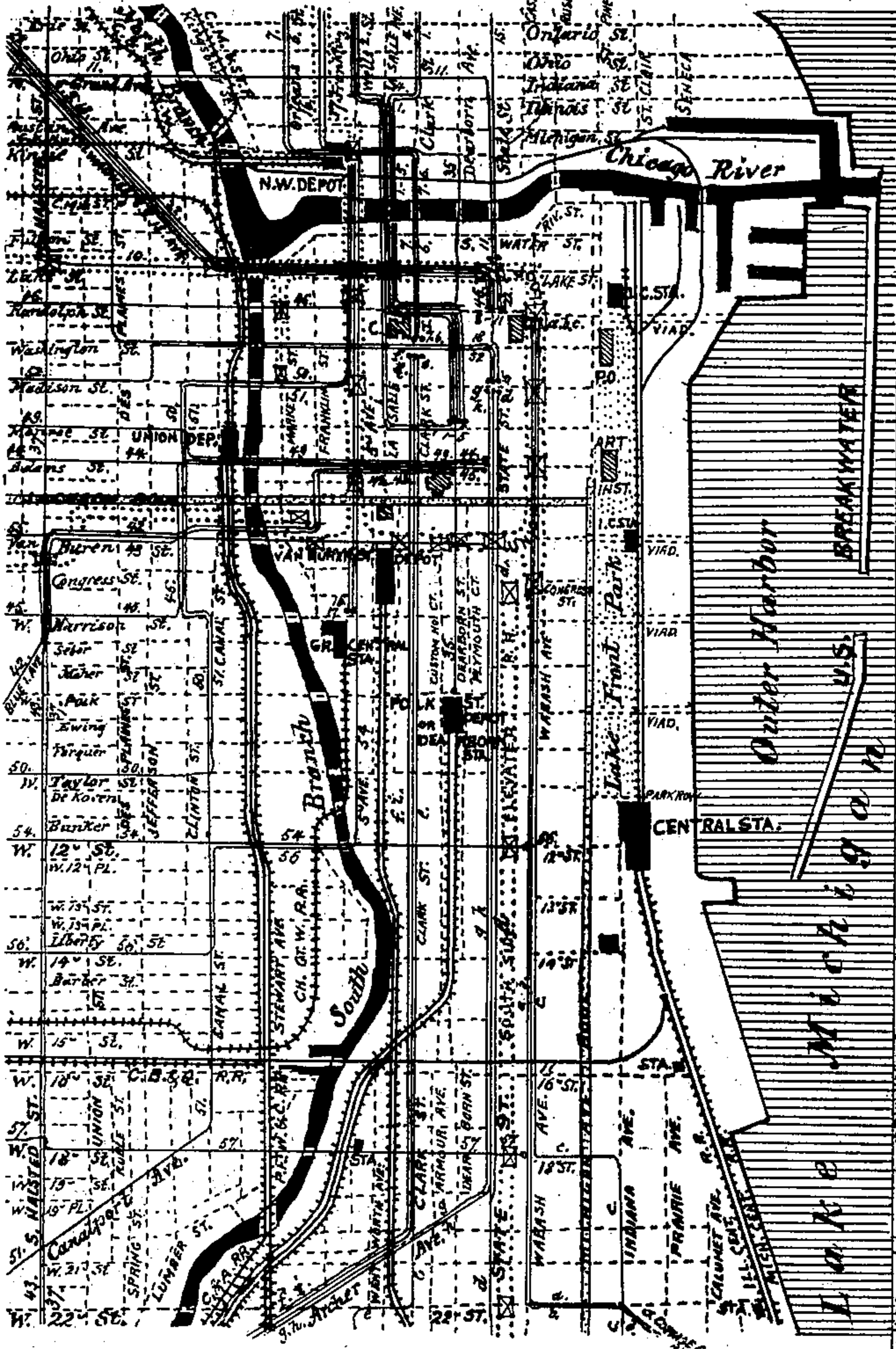


Fig. 2.

STEAMBOAT LINES.

LINE	DOCK & OFFICE	STATION	LINE	DOCK & OFFICE	STATION
Betty Bros.	Foot Michigan	Chicago, Milwaukee, St. Louis, etc.	Goodyear	Foot Michigan	Chicago, Milwaukee, St. Louis, etc.
"	"	"	"	"	"
"	"	"	"	"	"

ELEVATED R.R. LINES.

UNION ELEVATED LOOP	METROPOLITAN W. SIDE ELEV. R.R.
Formed by 3 Ave., Van Buren St., Van Buren St. to Lake St.	(1) LOAN SQUARE, MILWAUKEE LINE
STATIONS ON 3 AVE: Coughlin, Madison, Quincy St.	STATIONS ON THE MILWAUKEE LINE: Canal, Halsted, Marshall, etc.
ON VAN BUREN ST.: Franklin St.	(2) HUMBOLDT PARKS NORTH AVE. LINE
" Pacific Ave., Custom House Ct., Dearborn St., on WABASH AVE: Congress St., etc.	STATIONS ON THE HUMBOLDT PARKS NORTH AVE. LINE: Canal, Halsted, Marshall, etc.

STREET-CAR LINES IN NORTH & NORTH-WEST SECTION, from Lake to Grand Ave.

N. LINES	START FROM	RUN IN THE FOLLOWING STREETS	END AT
1 CITY UNITS (Clark St.)	Clark St.	Clark St., Dearborn St., La Salle St., etc.	DEWEY COURT
2 CITY UNITS (Madison St.)	Madison St.	Madison St., Dearborn St., La Salle St., etc.	COOPER ST.
3 CLAYBURN AVE.	Clayburn Ave.	Clayburn Ave., Dearborn St., La Salle St., etc.	WRIGHTWOOD AVE.
4 LINCOLN AVE (Clark St.)	Clark St.	Clark St., Dearborn St., La Salle St., etc.	RACINE WESTERN ST.
5 SEOSWICK, CARLETON, Washington, Clark St.	Clark St.	Clark St., Dearborn St., La Salle St., etc.	"

STREET-CAR LINES IN WEST & SOUTH-WEST SECTION, from Grand Ave. to the Canal.

N. LINES	START FROM	RUN IN THE FOLLOWING STREETS	END AT
1 CLAYBURN AVE.	Clayburn Ave.	Clayburn Ave., Dearborn St., La Salle St., etc.	W. 22 nd ST.
2 KEDZIE AVE.	Kedzie Ave.	Kedzie Ave., Dearborn St., La Salle St., etc.	W. 22 nd ST.
3 SANGAMON ST. (Clark St.)	Clark St.	Clark St., Dearborn St., La Salle St., etc.	W. 22 nd ST.
4 RABEY ST.	Rabey St.	Rabey St., Dearborn St., La Salle St., etc.	W. 22 nd ST.
5 WESTERN AVE.	Western Ave.	Western Ave., Dearborn St., La Salle St., etc.	W. 26 th ST.

STREET-CAR LINES IN SOUTH & SOUTH-WEST SECTION, from Lake to the Canal.

N. LINES	START FROM	RUN IN THE FOLLOWING STREETS	END AT
1 HYDE PARK	Hyde Park	Hyde Park, Dearborn St., La Salle St., etc.	LAKE AVE.
2 DANFORD	Danford	Danford, Dearborn St., La Salle St., etc.	LAKE AVE.
3 INDIANA AVE.	Indiana Ave.	Indiana Ave., Dearborn St., La Salle St., etc.	LAKE AVE.
4 STATE ST.	State St.	State St., Dearborn St., La Salle St., etc.	LAKE AVE.
5 WENTWORTH AVE.	Wentworth Ave.	Wentworth Ave., Dearborn St., La Salle St., etc.	LAKE AVE.

STREET-CAR LINES TO SUBURBS & OTHERS.

LINES	START FROM	RUN IN THE FOLLOWING STREETS	END AT
1 MANHATTAN BEACH	Manhattan Beach	Manhattan Beach, Dearborn St., La Salle St., etc.	79 th ST.
2 BURNING WOOD	Burning Wood	Burning Wood, Dearborn St., La Salle St., etc.	ILL. ST. NILES
3 CHICAGO & PULMAN	Chicago & Pulman	Chicago & Pulman, Dearborn St., La Salle St., etc.	S. CHICAGO ST.
4 PULLMAN	Pullman	Pullman, Dearborn St., La Salle St., etc.	KENSINGTON
5 CHICAGO AVE.	Chicago Ave.	Chicago Ave., Dearborn St., La Salle St., etc.	FOREST HOME

TABLE OF ALL RAILROADS, THEIR DEPOTS AND STATIONS WITH DISTANCES WITHIN A RADIUS OF 25 MILES FROM THE CENTRAL PART OF CHICAGO

PASSENGER DEPOTS	RAILROADS	STATIONS WITH DISTANCES
NORTH-WESTERN DEPOT (Wells & Kinzie Sts.)	CHICAGO & NORTH-WESTERN (Milwaukee Div.)	Deering 3.4, Gross Park 4.5, Cuyler 5.4, Ravenswood 6.2, Sunnyside 7.1, Rose Hill 8.4, High Ridge 8.4, Rogers Park 9.4, etc.
"	" (Wisconsin Div.)	Clybourne Jc. 2.9, Maplewood 4.1, Avondale 5.1, Irving Park 7.1, Mayfair 7.1, Jefferson Park 8.7, Wilson Park 12.3, Oakley Ave 2.6, N. 42 Ave 4.7, Rush 6.7, Irving Ave 7.2, etc.
UNION DEPOT (Adams & Canal Sts.)	(Galena Div.)	Pennock 6.4, Grayland 8.2, Mayfair 9.0, Forest Glen 10.2, etc.
"	CHICAGO & MILWAUKEE (Chicago & Elgin Div.)	Milwaukee Ave, California Ave, Elmhurst, Hermon 5.9, etc.
"	(Chicago & Evanston Div.)	Fullerton Ave. 3.5, Lincoln Ave. 4.1, Belmont Ave. 4.5, etc.
"	PITTSBURG & CINCINNATI	W. Madison St. 3.1, Brighton Park 6.9, S. Lynde 11.0, Forest Hill 12.3, etc.
"	CHICAGO & ST. LOUIS R.Y. (Burlington Route)	Canal 1.6, St. 1.4, Blue Is. Ave 2.4, Western Ave. 3.3, Douglas Park 2.2, Brighton Park 5.1, Sunnyside 11.9, Forest 16.2, etc.
"	CHICAGO & BURLINGTON QUINCY R.Y.	Archer Ave. 2.1, W. 56 th 4.2, 51 st St. 6.5, Englewood 7.2, etc.
GRAND CENTRAL STA. (Harrison St. & 5 th Ave.)	CHICAGO GREAT WESTERN R.Y. (Maple Leaf Route)	Halsted St. 1.5, Blue Is. Ave. 2.1, Ogden Ave. 3.7, Douglas Park 4.1, etc.
"	BALTIMORE & OHIO R.R.	South Chicago 20, Rock Is. Jc. 21, Whiting 25 miles, etc.

Abbreviations & Remarks.

NORTH	N.
SOUTH	S.
EAST	E.
WEST	W.
STREET	ST.
AVENUE	AVE.
BOULEVARD	BOUL.
VIADUCT	VIAD.
PLACE	PL.
COURT	CT.
PASSENGER R.R. TRACKS	+
FREIGHT R.R. TRACKS	—
STREET-CAR LINES	—
ELEVATED R.R. LINES & STATIONS	—
STREETS	—
FIRST, SECOND, THIRD, etc.	1-2-3

Witnesses:

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UNITED STATES PATENT OFFICE.

EMIL HEUBACH, OF EDISON PARK, ILLINOIS.

MAP.

SPECIFICATION forming part of Letters Patent No. 754,450, dated March 15, 1904.

Application filed March 5, 1902. Serial No. 96,862. (No model.)

To all whom it may concern:

Be it known that I, EMIL HEUBACH, a citizen of the United States, and a resident of Edison Park, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Maps, of which the following is a full, clear, and exact specification.

My invention has for its object the production of a map designed principally for large cities which shall be so constructed as to enable a stranger to readily locate any particular place or object, to calculate distances, and to determine the relative location of the different street-car lines, both surface and elevated, together with all stations and stopping-points of the elevated railroads.

In maps of large cities as heretofore constructed the blocks have been divided into squares or sections and the spaces intervening between these squares or sections represent the streets and boulevards. This method employed the use of so many lines upon the map that it was impossible to distinctly illustrate all or in some instances any of the street-car lines running upon a particular street or to show the connection made by one car-line with another. By my construction I am enabled to show distinctly all of the car-lines running upon any given street and by means of my index to enable a person to locate any place in the city and to inform himself what car to take in traveling from one place to another.

In the drawings filed herewith I have shown, for illustration, a portion of the city of Chicago, together with an index or guide to be used in connection with the map and in explanation thereof.

Other novel features of my map will be more particularly described in the specification and pointed out in the claims.

In carrying out my invention I provide a map which I have illustrated in preferred form in the accompanying drawings, in which—

Figure 1 is a portion of a map illustrating my method. Fig. 2 illustrates a portion of a map with an index or guide to be used in connection with it.

Instead of laying out the foundation of my map, as has heretofore been done in maps of

this kind, by having squares and sections representing the blocks into which the city is divided, leaving the intervening spaces to represent the streets and boulevards, I have drawn what I term "imaginary center lines"—that is, lines which represent the intersection of the streets—and within these intersections would be the blocks, were it necessary to show them. These center lines are here represented by light dotted lines throughout the entire map. By this method I am enabled to show every block in the city and yet do away with more than half the lines used in other maps, and therefore have sufficient space to place the names of all the streets, show all the street-car lines, railroads, and elevated railways, together with their stations, thus enabling one to locate the elevated station most conveniently reached from any particular place. It is therefore easy to trace the route traversed by any particular street-car line, as by my method of constructing the map I illustrate each individual line throughout its entire length, and where a number of different car-lines traverse the same street, whether on the same tracks or not, each track is indicated by a separate line, which lines are parallel for the respective distances said car-lines traverse the same street.

In my index shown in Fig. 2 it will be observed that I have divided the city into the north and northwest section, the west and southwest section, and the south and southwest section with reference to lines of transportation to enable a person to more readily locate any given car-line. I have classified the different car-lines under the headings "Lines," "Start from," "Run in the following streets," "End at." At the left of each line I have placed a number or letter, which number will be found at intervals upon the map upon the particular line designated. Under the heading "Abbreviation and remarks" I have explained abbreviations for words frequently used upon the map, also references indicating railroads, street-car lines, elevated railways, &c. Other information regarding railway-stations, steamboat-lines, &c., is also given in this index; but a description of the above will serve to explain my map.

By referring to the index as shown in Fig. 2 the number of any car-line wanted may be readily ascertained, or if the number is known by referring to said index the name of the line may be readily ascertained and its entire route traced on the map. When it is desired to know the route of any particular car-line, its proper designation is found, and then by referring to the index containing this letter or figure the entire route will be found fully explained. For illustration, the Wentworth avenue car is indicated by *e*. Referring to the index, it will be seen that this car starts from Washington and Clark streets, runs south in South Clark street, Twenty-second street, Wentworth avenue, Seventy-ninth street, and ends at Auburn Park. By tracing the line designated *e* on the map the entire route of the Wentworth avenue car could be followed.

I do not desire to limit myself to the precise construction and arrangement herein shown of either the index or map, as the details thereof might be changed without departing from the spirit of my invention, which consists, essentially, in laying out the foundation of the map with lines representing the center of the street instead of dividing the city into squares or sections to illustrate the blocks.

I claim—

1. The herein-described map, having as the

foundation thereof dotted lines representing clear streets, each of said streets represented by a single dotted line, said map having different characters of railroads represented by characteristically-different lines, and means for indicating each railroad throughout independently of every other railroad, said means indicating each railroad in the streets traversed by more than one railroad, substantially as described.

2. A map having as the foundation thereof dotted lines representing clear streets, each of said streets represented by a single dotted line said map having different characters of railroads represented by characteristically-different lines and means for indicating each railroad throughout independently of every other railroad, said means indicating each railroad in the streets traversed by more than one railroad, and means consisting of individual reference characters for the several railroads distributed at intervals throughout the length of the same, and an index-section explanatory of the route and character of each individual line and each having a symbol analogous to the reference character to which it relates, substantially as described.

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Witnesses:

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