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## *Snow Storms Prove Reliability of the "L"*

CHICAGO recently was visited by several severe snow storms. On each occasion traffic on the Rapid Transit lines increased by many thousands a day. During the worst storm early in February, the Rapid Transit lines for several days carried upward of 100,000 additional passengers a day. Thousands accustomed to other methods of transportation under ordinary circumstances, crowded to the elevated roads during the storm and found them running as usual. The snow storms proved the reliability of the "L" under the worst weather conditions.

Employees of the Rapid Transit Company are not "fair weather mariners." It required extraordinary effort on their part to keep trains running practically on schedule time, but they did it without a word of complaint. They realized that the public depended on them to give service and they were glad of the opportunity to show their loyalty and devotion to duty.

Next time you feel irritated and inclined to be "crabby" with a trainman, just think what he did for you and others when you were in need of his services. He braved the storm and worked night and day to keep trains running for your convenience. He didn't upbraid you for coming to him only because your regular means of transportation was not available. He welcomed you and carried you safely to your home. He is at your service at all hours and merits your favorable consideration. Don't you think so, when you look at it in the right way?

## *Courtesy on the Rapid Transit Lines*

OF the many advantages which transportation service on the Rapid Transit lines offers, none is more appreciated than the uniform courtesy shown by the employees. The hundreds of letters of commendation which come from patrons of the elevated in the course of a year, are a high tribute to the efficiency and courtesy of trainmen and ticket agents.



It is human nature to criticise and to find fault. Especially is that true in the case of the employes of a local transportation company because transportation service affects the daily life of the average citizen more than does any other kind of public service. The nature of the business puts a severe strain on the temper of the passenger and the employe, because so many must use the service at the same hour. It is easy to wear a smile and be courteous and pleasant of manner when customers come singly or in small numbers. When they come in hundreds and thousands, all bent on getting into the same car at the same moment, all pushing and jostling, it is not quite so easy for the trainman to preserve a smiling countenance. That the trainmen on the Rapid Transit lines are invariably courteous under the most trying circumstances is a credit to them.

Put yourself in the position of the trainman. You make two or three trips a day, probably in the rush hours when conditions are the most trying. The trainman has eight hours a day of it and does it every day. You expect courteous treatment and you get it. The trainman also expects courteous treatment, but he doesn't always get it. He is many times abused by an irate passenger for something for which he is in no way responsible. He cannot resent such abuse, for he must assume that the passenger is always right. Treat him, therefore, as you wish to have him treat you.

### *No Substitute for Electric Railways*

RECENT experience in Akron, Ohio, has again demonstrated that electric railway service is essential in the large city. It cost the city of Akron a large sum of the taxpayers' money to learn the lesson that had been learned by the citizens of Toledo, Des Moines, Saginaw, Bridgeport, and other cities. But Akron learned, even though it paid a big price for the experience.

The city council of Akron refused to grant the street railway company a rate of fare that would permit it to operate and meet expenses, so the cars stopped running. Akron is the center of the rubber tire industry and plans were made to motorize the city. Bus companies everywhere were invited to go to Akron. Reliable bus companies informed the city council that it would be folly to attempt to give a city-wide bus service at street car rates. The council was not convinced, and it looked for cheap busses. It got them; all kinds of them, and jitneys galore. But they couldn't move the people. Business in the city was paralyzed and protests from business associations, women's clubs and other organizations were plentiful. Busses intended to carry 36 persons in some instances carried as many as 115. Shoppers with bundles were passed up by the busses, because packages took up too much room. Thousands walked rather than put up with the inconvenience.

When conditions became so bad that they could no longer be tolerated, several hundred women stormed the city hall and demanded a return of the street car service. The city officials saw the light. Within a half hour the council sent for the street car officials and offered them a satisfactory rate of fare if they would start the cars. Akron had learned its lesson.



It's the same old story. No substitute has been found for the electric railway. A check made in the city of Los Angeles on December 19, 1923, showed that the passenger in the automobile occupied 14.3 times as much street space as did the passenger in the street car. In congested areas, where surface space is limited, the figures show the utter impossibility of giving adequate local transportation by motor vehicles.

### *There Must Be a Last Passenger*

**D**URING rush hours on the "L," the hardest work is to get trains away from stations. In the evening rush hour, trains on the Loop follow each other so closely that they form an almost continuous line, so that a passenger who does not get aboard a particular train has only a minute or two at most to wait for the next one. As many as seventy trains are run over a single track in the hour of maximum travel, and while that number includes several classes of service, still the interval between trains in the same class of service is very short.

In spite of the frequent service, however, passengers complain when the doors are closed just as they are about to step aboard. It does not seem to occur to the average man that there must always be a last passenger to get on a train. If that last passenger happens to be the man immediately ahead, the average man says it is an outrage to have the doors closed on him. It wouldn't have taken a second more to let him on, he says, forgetting that there is another right behind him also trying to get aboard. Were trains held to accommodate every one trying to get aboard, it must be evident that they would not move. There must be a last passenger.

The passenger waiting on a station platform eager to get home, cannot in the nature of things be the best judge of the reason why the doors are closed on him. He blames the trainman, occasionally swears at him, but the trainman is not to blame. He has his orders and must get his train going or the whole road would soon be in a hopeless jam.

At Adams and Wabash, one of the heaviest Loop stations in the evening rush hour, a man is stationed in a booth on the overhead bridge with a sheet before him showing the time each train should arrive and depart. From his station he can see the tracks in both directions. If there has been a few seconds delay somewhere, creating a gap, it is his business to fill that gap. If the gap is ahead he may send a train out five seconds sooner, if the gap is behind he may hold the train five seconds longer. When he rings the starting bell the trainmen must close their gates and get under way. It is a case where seconds count and the man with the schedule and watch before him, and with a clear view of the track in both directions, surely is best qualified to determine when to start a train.

Were the situation understood by passengers there would be fewer complaints about trainmen closing gates, and there would be fewer ruffled tempers. Think it over next time the doors are closed in your face, and probably you may decide not to lodge a complaint against the trainman after all.



## Celebrate Opening of New Berwyn Extension

**W**HAT rapid transit means to communities not having the advantage of such facilities, was demonstrated by the celebration held by residents of Cicero and Berwyn, when the new extension of the Chicago Rapid Transit Company was opened on Sunday afternoon, March 16.

neighbors on the west to celebrate the event.

When the special train reached the end of the extension at Oak Park avenue, at 3:30 o'clock, the streets in the vicinity were filled with parked automobiles and cheering, happy men, women and children. It seemed as if the whole city had turned out en masse to welcome the first train. The committee of Berwyn citizens in charge of the celebration did a good job, if their purpose was



**First Train Run on New Berwyn Extension**

The first train to be run over the extension was a 3-car train, decorated for the occasion by the residents of Berwyn. It carried the aldermen and city officials of Berwyn, headed by Mayor Rudderham, and a large delegation of prominent citizens. Although Cicero is not directly affected by the extension, having enjoyed the advantages of rapid transit service for several years, Mayor Klenha of Cicero led a large delegation from that city to help their

to get out a crowd. It was a revelation to the operating officials of the Chicago Rapid Transit Company who accompanied the special train.

Mayor Rudderham, in speaking of the advantages which the extension would bring to the community expressed the hope that a further extension to Harlem avenue would be celebrated in the near future. He predicted that the new line would bring a tremendous growth in the population of Berwyn and praised



the fair attitude taken by officials of the Rapid Transit Company in their negotiations with the city.

Following the formal opening of the extension, a regular schedule was put into effect, trains being run on fifteen-minute intervals. The running time of trains from the end of the line at Oak Park avenue and Twenty-second street to the Loop, is thirty-eight minutes.

## Work Started on New Howard Street Extension

WORK has been started on the construction of the Chicago North Shore and Northern Railroad, a subsidiary of the North Shore Line, which will run from a connection with the Northwestern division of the Chicago Rapid Transit lines at Howard street, west to Niles Center and north to Dempster street.

Eventually the road will be extended northward through the Skokie Valley to a connection with the main line of the North Shore Line near the northern city limits of Waukegan. The section north of Dempster street, however, is not likely to be built for several years, but the south end of the new line is to be built as rapidly as possible.

When the line is completed from Howard to Dempster street, trackage rights will be acquired by the Chicago Rapid Transit Company, which will operate the road as an extension of its present service.

A construction camp in which to house the workmen has already been built, together with material warehouses and yards, at Kedzie avenue, near the banks of the Wilmette channel of the drainage canal. The survey work on the right-of-way has been completed, and by the time this reaches the reader, work will be under way on a system of drainage, which must be built before the laying of tracks.

The new road will be submerged at some points and elevated at

others, but for the greater distance it will be on the surface. Starting from Howard street, the new line will go under Clark street and the tracks of the Northwestern steam road, running in an open cut west to near Ridge avenue, where it will dip down and go some distance under ground. On reaching the surface again it will gradually rise and cross the Northwestern railroad tracks and the drainage canal as an elevated road, descending again to the level some distance before reaching the point where it turns north.

The route of the new railroad is an almost straight line about midway between Howard and Oakton streets. Already there are indications of a rapid development along the line, such as has marked every other extension of rapid transit facilities into a new territory.

Work on the new road is to be pushed forward as rapidly as it can be done. It is probable that the grading and laying of tracks will begin at a number of points about the same time. It is expected to be ready for operation early in the summer of 1925, and will give a rapid transit service to a territory that is largely without transportation facilities at the present time.

## Field Museum Offers Free Lecture Series

The forty-first annual series of free lectures on travel and natural history are now in progress in the Jane Simpson theatre of the Field Museum, Roosevelt road and Lake Michigan. Eight of the lectures are given, one on each Saturday afternoon at 3:00 o'clock during March and April.

Among the subjects of this year's series are: "The Passing of the Old West," Lt. Col. Charles Wellington Furlong, explorer and author; "On Darwin's Trail in South America," Dr. Wilfred H. Osgood, curator of Zoology, Field Museum, and "The Grand Canyon of the Colorado River," E. C. LaRue, U. S. Geolog-



ical Survey. All lectures are illustrated by still and motion pictures.

In addition to these lectures, a most interesting series of motion picture programs is being given for children every Saturday morning from 9:30 to 12:30 o'clock. They are also free and are held in the James Simpson theatre.

The motion pictures include: "The Great White North," a picture taken by the party of Knud Rasmussen on his trip toward the North Pole; "The Cruise of the Speejacks," vivid presentation of the around-the-world trip of the little Chicago ship; and many pictures of animal life.

The Field Museum is conveniently reached from the Roosevelt road station, South Side division, Chicago Rapid Transit lines.

## OUR COURTESY COLUMN

The following employees have been commended during the past month:

Oak Park Trainman George Sherman, badge 6247, is recommended for his courtesy, distinct enunciation of station names and general efficiency by Mrs. J. Mahoney.

Northwestern Agent Charles Conrad is commended by C. E. Lotreck for telephoning a doctor when the latter came to the station early one morning.

Metropolitan Conductor Frank Kolar, badge 4239, is commended by David Benson for the courteous manner in which he requested a passenger to remove his feet from a plush seat.

South Side Trainman B. J. O'Grady, badge 1104, is commended by H. M. Furlong for his unfailing courtesy and unfailing thoughtfulness for the welfare of his passengers.

Northwestern Trainman William P. Schlitt, badge 692, is commended by J. H. Bierre for awakening a sleeping patron so that he might get off at his destination.

Metropolitan Conductor H. L. Brown, badge 4134, is commended by C. B. Jewell for his clear enunciation of station names.

South Side Trainman J. McGuire, badge 2558, is commended by M. M. Mendelson for recovering a purse which had fallen to the tracks.

Metropolitan Conductor James Bohuslav, badge 1161, is commended for finding and taking pains to return a package of important papers to Frank F. Novy.

South Side Extra Guard Robert Givin, badge 2189, is commended by Dell J. Funkhouser for exceptional courtesy.

Northwestern Trainman C. C. Ross, badge 687, is commended by T. E. McHatton for his courtesy to patrons, especially in answering questions with politeness.

Metropolitan Conductor Harold Morin, badge 4650, is commended for his courtesy to patrons and for clear enunciation of station names by D. Benson.

South Side Conductor Charles McCarty, badge 2903, is commended in two instances by D. Werner and A. Lindberg for his general efficiency.

Loop Platform-man Harrison Parker, badge 43, is commended by J. G. Bennett for the courteous way in which he handles passengers.

Metropolitan Trainman E. Longren, badge 4416, is commended by S. I. Marcus for finding seats for standing passengers.

South Side Trainman Walter Lockwood, badge 2415, is commended for his courteous treatment of passengers, distinct calling of stations and his general good manners.

Northwestern Trainman H. J. Rugero, badge 1486, is commended for his clear enunciation of station names by P. D. Holmes.

Metropolitan Conductor H. M. Gilette, badge 4166, is commended in three instances by D. M. Reardon.



O. Roy Smith, and M. E. Ahearn. for his general efficiency.

South Side Despatcher Thomas Devaney and Trainman A. Rothchild, badge 2590, are commended and thanked by Violette C. Nagle for returning her purse which she left on a train.

Northwestern Trainman L. C. Moist, badge 1633, is commended by O. C. N. Reimer for distinct enunciation of station names.

Metropolitan Trainman John J. McLaughlin, badge 4394, is commended by Edward Kennedy for assisting an elderly lady with a grip.

Oak Park Trainman Tom Rizzio, badge 6154, is commended by Mrs. F. G. Smith for helping her with packages she was carrying.

South Side Conductor William Dale, badge 2583, is commended by E. A. Bierstedt for his clear enunciation of station names.

## Free Auto Rides May Prove Costly

WHEN the owner of an automobile stops his car at the street corner and obligingly offers a "lift" to a pedestrian, does he realize that he is liable for the safety of his passenger? Should he meet with an accident, resulting in an injury to the person he is carrying, the fact that he was merely acting the "good fellow" and not charging anything for the ride, will not help him in a suit for damages.

Not only is the owner of the automobile liable in case his free rider is injured, but he is taking business away from other transportation agencies which pay taxes and license to the city for the privilege of carrying passengers for hire. There are plenty of such transportation agencies in the city and there is no reason for giving a stranger a free ride than for giving him a suit of clothes.

## Mah Jongg Disease Is the Latest

Mah Jongg dermatitis is the latest thing in diseases.

Devotees of the Oriental game are given some facts concerning the disease—an irritation of the skin—in the March issue of HYGEIA, the popular health magazine.

Mah Jongg cases are varnished freely with Japanese lacquer, says the health journal, and in some instances the lacquer is soft and sticky. It has been scientifically proved that this improperly dried lacquer causes the skin disease, which has been afflicting some of the players of the game.

Hundreds of thousands of Mah Jongg sets are now in use in the United States, and only a few cases of the disease have been reported, but now that physicians are on the lookout for the disease others will probably be brought to light.

To prevent any possibility of the disease, it will be necessary to see that the lacquer has been well applied and thoroughly dried before the boxes are shipped.

Not all, of course, are sensitive to the disease, in an equal degree. Treatment for it is not difficult.

Those who are especially sensitive to the lacquer will have to be content with dominoes, rhum or auction bridge, says the article.

Chicago's largest electric sign contains 3,152 lights and is used to advertise a large loop department store. The number of electric signs throughout the United States is estimated at 250,000. More than 15,000,000 electric lamps are needed to illuminate these.

There are more telephones in Chicago than there are in the whole of France.

While the cost of living is two and one-half times greater now than 20 years ago, the cost of electricity has decreased 80 per cent, according to government statistics.



# NORTH SHORE LINE

**T**HE convenience of service on the North Shore Line makes a strong appeal to travelers from Chicago to Milwaukee and intermediate points.

Trains direct to Milwaukee leave Dorchester Avenue and 63rd Street every hour, stopping for passengers at University, Cottage Grove, South Park, 43rd Street, and Roosevelt Road.

The North Shore Line is the only railroad which gives residents of the South Side service to Milwaukee without change of cars.

*You gain in time and convenience when you ride on the North Shore Line.*

Traffic Department 822, 72 West Adams Street

**Chicago North Shore and  
Milwaukee Railroad Company**