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Recent Improvements in "L" Service

SINCE the arrival of 105 new steel cars a few months ago, many improvements have been made in "L" service. More trains and more cars are being run at the present time than at any previous time in the history of the roads, and faster time is being made.

A new schedule, effective May 20, reduces the running time from Wilmette to the Loop by five minutes, making the time from Linden avenue to Randolph and Wells, 37 minutes. The distance is $14\frac{1}{2}$ miles, which makes an average speed of about 24 miles an hour.

This schedule is effective all day and evening, except during rush hours. The trains circle the Loop for the convenience of shoppers. During the rush hours, morning and evening, Evanston trains are routed through to Jackson Park as usual. Under the new schedule Evanston trains make all station stops north of Loyola. From Loyola to the Loop the only stop is at Wilson avenue. The new service is an extension of the "Shoppers' Specials," giving Wilmette, Evanston and Rogers Park an all day fast service at 12-minute intervals.

Another recent improvement is the fast Sunday service in effect on all the divisions of the "L." The Sunday express trains run on the fast schedule of the "Shoppers' Specials" and are intended to save the time of families going visiting friends or sight-seeing on Sunday.

It is the intention of the Chicago Rapid Transit Company to purchase another 100 steel cars, similar in design to those recently put in service. These cars are suitable for either elevated or subway operation.

Another improvement contemplated in the near future is the extension of station platforms to accommodate longer trains. A few eight-car trains are now in service on the North Side Division during the evening rush hour, and the same service would be installed on other branches were the station platforms long enough to accommodate the

longer trains. Operation of eight-car trains north and south would increase the capacity of the Loop from 15 to 20 per cent.

What "L" Extensions Mean to Chicago

THE building of the new railroad from Howard street to Niles Center, to be operated as a part of the Rapid Transit Company system, brings many inquiries as to population and development in various sections of the city.

It is merely a coincidence that the length of the railroad from Howard to Dempster street, Niles Center, is the same as that of the Ravenswood Branch, both being something over five miles. For that reason the development along the Ravenswood line is a fair indication of what may be expected in the territory that will be opened up by the new railroad.

When the Ravenswood Branch was built in 1907-8, the population within a mile of the road on both sides was estimated at 61,000. That population was largely in the territory between Wellington and Foster north and south, and between Western avenue and Clark street east and west. To the west of Western avenue there was nothing but deserted clayholes and refuse dumps.

The 1920 census reports show a population of approximately 200,000 in the same territory, that is for a mile on either side of the elevated road extended a mile beyond its terminus at Kimball avenue, or a section of about twelve square miles. In the section between Robey and Southport, adjacent to the elevated, the population is 35,000 to the square mile, while the density of population for the entire length of the Ravenswood Branch averages 18,000 to the square mile.

From desolate stretches of vacant prairie land fifteen years ago, the territory served by the Ravenswood Branch is today the most densely populated, on the average, of any section of the city, served by the Rapid Transit Lines.

On Decoration Day 1900, the North Side division of the Rapid Transit Company opened its main line to Wilson avenue. The territory today known as Uptown Chicago presented a very different appearance when the first "L" train ran to Wilson. One might look north for miles with an unobstructed view, except for a few scattered dwellings here and there. The number of passengers carried on the Northwestern "L" the first calendar year of its operation was 10,185,000. Last year it carried 64,500,000, which gives some idea of how the district has grown in twenty-three years. To serve the Wilson avenue district and the territory to the north, the Rapid Transit Company today operates 934 trains daily, which originate from, or stop at, Wilson avenue station. The number does not include the trains which run past Wilson avenue station during the morning and evening rush hours.

Similar instances of development due to the "L" lines can be seen on the west side. The population of Cicero was 14,557 in 1910, and in 1920 it was 44,995. That was a much greater increase than shown in any other suburb of the city. It is more than a coincidence that previous to 1910 the Douglas Park Branch of the "L" did not run beyond Cicero avenue, and that it was extended west gradually, running to 62nd avenue in 1915. The phenomenal growth of Cicero and the extension of the "L" are closely connected.

Other sections of the city served by the rapid transit lines show like results. Rapid transit is essential to the growth of a community.

Step Forward, Please, Out of Doorway

IN DESIGNING the new steel cars on the "L" lines, engineers provided wide doors so as to cut down the length of station stops. The doors are wide enough to allow three passengers to get on abreast. If fully utilized during the rush hour trains could be moved faster and passengers carried to their homes in less time.

Experience shows, however, that passengers cause delay by blocking two-thirds of the width of the doorways. On entering the new cars, by reason of the wide platforms, passengers line up in two rows, one on each side, leaving enough space in the center of the doorway for a single passenger to enter or leave. In the heavy rush hour when the wide doorways are most needed, their width is in this way reduced to the width of the small doors on the older type cars. The passenger eager to be on his way is delayed because of the thoughtlessness of his fellow passengers.

The wide doors are intended to save the time of passengers. It is of course, to the advantage of the company to keep trains moving as rapidly as possible, but it is the passengers themselves who derive the most benefit from fast operation. The average length of station stop on the "L" lines is 17 seconds. This time could be reduced if the passengers would co-operate with trainmen in keeping the doorways clear.

The Conscience Fund

Rapid Transit News is in receipt of the following letter:

"Inclosed \$5.00 in lieu of things taken from your company. Hoping

you see it reaches the right party."

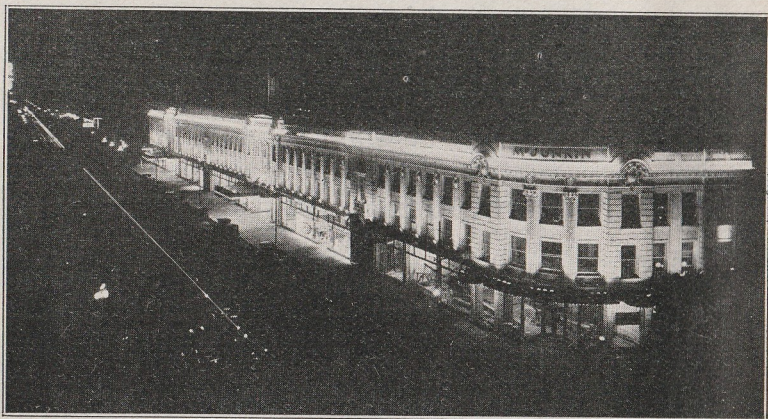
For the information of the anonymous sender of this contribution to the conscience fund, we will say that it was turned over to the treasurer of the company, and this will acknowledge its receipt.

Wilson and Broadway Great Show Place

WITH the completion of the new McJunkin Building, the corner of Wilson avenue and Broadway has become

A recently perfected system of flood lighting has been installed on the McJunkin Building, which makes it stand out at night in a great flood of varied colored lights exciting the admiration of onlookers.

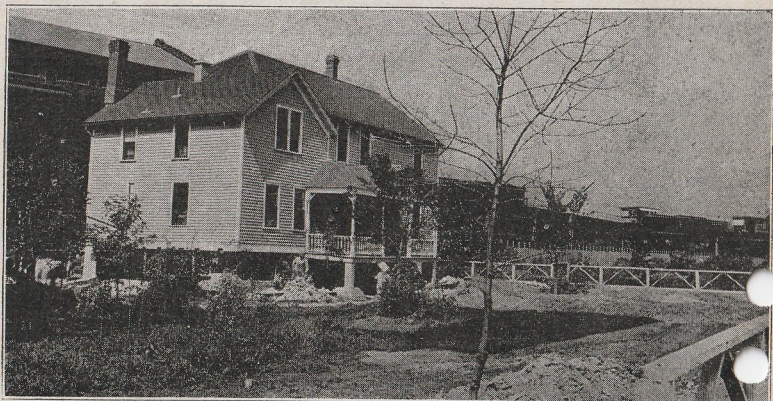
The corner as it stands today is



Night View of McJunkin Building, Wilson and Broadway

one of the great show places of the city. The building is on the southwest corner, across Wilson avenue from the new station of the Chicago Rapid Transit Company and the North Shore Line.

a fine illustration of what a rapid transit line will do for a community. On Decoration Day, 1900, the Northwestern Elevated opened its main line to Wilson avenue. The property on which the McJunkin



Cow Pasture at Wilson and Broadway Before Opening of "L"

Building now stands was at that time occupied by a small frame building. A picture of the frame cottage shows a cow peacefully grazing in the pasture, which extended clear from Wilson to Montrose. Property today brings a higher price per front foot than did a 50-foot lot when the "L" first opened.

New "L" Extension Being Rapidly Pushed

CONSTRUCTION work is being pushed rapidly on the Chicago North Shore and Northern Railroad from Howard street and the "L" to Niles Center. When completed the road will be operated as a part of the Chicago Rapid Transit lines.

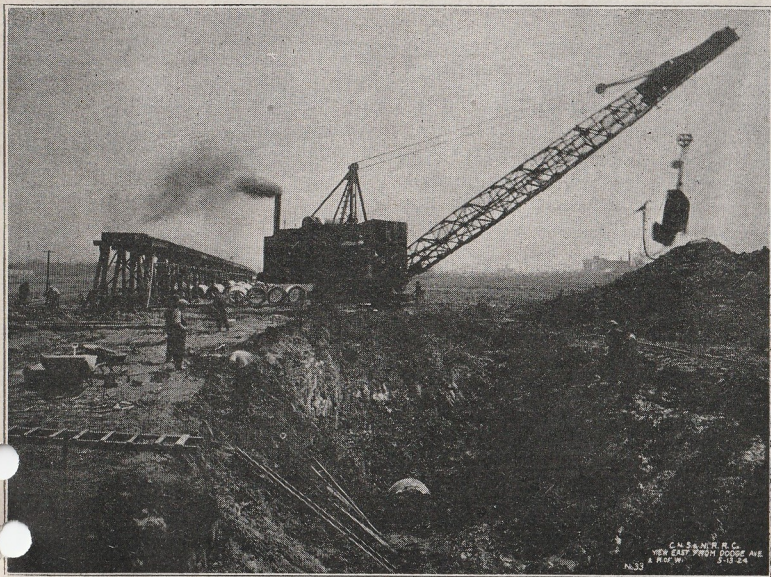
Gangs of workmen, working in two shifts, are busy filling in the roadbed where the line is elevated. A temporary railroad has been laid

from the right of way of the new line, to the great spoil banks on the drainage canal and a locomotive and string of dump cars work day and night hauling dirt for the fill. Engineers estimate that the work on the fill will be completed in four months.

A 36x42 inch sewer to drain the surface water is being laid along the right of way from Ridge avenue to the drainage canal. A large part of this sewer is already in place.

From Howard street west to Asbury avenue the new railroad will run below the surface in an open cut. West of that point it will rise on a solid embankment, crossing the drainage canal and the new proposed McCormick boulevard on a viaduct over 800 feet in length.

Eight stations are provided for the new extension. These will be located at Ridge, Asbury, Dodge, Crawford, Schreiber, Oakton, Main



View of Construction Work on New "L" Extension

and Dempster. The station at Crawford will be located midway between that street and East Prairie road, with entrances from both streets.

The east end of the line presents some engineering difficulties not usually encountered in building "L" lines in the city. It has to be put through below Clark street and below the tracks of the Chicago and Northwestern Railroad at that point. In spite of this, however, the engineer in charge of construction estimates that the road will be completed by the end of this year.

The road is being built for four tracks, but only two tracks will be laid at first.

OUR COURTESY COLUMN

The following employes have been commended during the past month:

Loop Platformman Harrison Parker, badge 43, is commended in two instances for his exceptional courtesy and pleasant manner.

North Side Conductor E. Schwarz, badge 514, is commended by Mrs. D. H. Bierman for his courtesy and for finding seats for standing patrons.

Metropolitan Trainman William Harmeling, badge 5069, is commended by Miss B. McClellan for finding a seat for her by asking patrons to move over and make more room.

South Side Conductor Henry Singer, badge 2698, is commended by Edward A. Grossfeld for his pleasant and courteous manner and for distinct enunciation of station names.

Lake Street Conductor Tony Felice, badge 6117, is commended by Andrew Gibson for his courtesy and obliging manner.

North Side Conductor Michael O'Donnell, badge 1789, is commended by R. Allison for his courtesy and prompt efficiency in locating and preserving some valuable papers lost by Mr. Allison.

South Side Conductor Michael Conway, badge 2585, is commended by "A Passenger" for his unusual courtesy and for distinct enunciation of station names.

Metropolitan Trainman W. F. Bender, badge 4698, is commended by Stanley Urbanik for courtesy and efficiency.

North Side Conductor Tim Gibbons, badge 648, is commended by P. F. Rountree for his general efficiency.

South Side Agent Miss Mary B. Trainor is commended by Mrs. F. C. Brandt for courteous and efficient treatment accorded patrons.

Lake Street Trainman D. Garigan, badge 6143, is commended by B. P. Noyl, for distinct enunciation of station names and his courteous relations with patrons.

Loop Agent Miss Mae Threadgold is commended by E. L. Bechtold for her courtesy and kindly manner toward patrons.

Metropolitan Conductor Anton Bunda, badge 4549, is commended by Chris Slotten for special courtesy and for giving advice to patrons.

South Side Trainman Robert Given, badge 2189, is commended by Dell J. Funkhouser for courtesies extended to both Mr. Funkhouser and his wife.

Lake Street Trainman L. S. Doll, badge 6192, is commended by Miss I. W. DeMoney for efficient aid rendered a man who became suddenly ill on his train.

Metropolitan Agent C. Gill is commended by R. M. Howland for returning a purse containing valuables which had been left at a station.

South Side Trainman Philip Sylvester, badge 2155, is com-

mended by Miss Edith Falor for returning a purse which she left in a car.

North Side Conductor Thomas Boland, badge 1096, is commended by Myron D. Gutman for courteous attention to patrons and for distinct enunciation of station names.

South Side Trainman Charles Fallon, badge 3096, is commended by Raymond B. Bernhard for special courtesy shown to patrons.

North Side Extra Guard James J. Gallaher, badge 521, is commended by R. A. Sparr for kindness shown to a blind patron.

Lake Street Conductor William Schilling, badge 6293, is commended for calling a woman patron's attention to the fact that her handbag was open.

South Side Trainman William Dorsey, badge 2388, is commended by Thomas D. George for his courtesy and polite manner of answering questions.

North Side Trainman F. Niesen, badge 512, is commended by Mrs. J. A. Cummings for the recovery and return of her purse.

South Side Trainman J. Leylon, badge 2597, is commended by O. W. Wohlfarth for courtesy and for finding seats for standing patrons.

South Side Trainman T. Lynch, badge 3111, is commended by Paul Fenwick Pomeroy for several courtesies extended patrons.

North Side Trainman John M. Conway, badge 821, is commended by Charles E. Gimbel for his clear enunciation of station names and for his general efficiency.

South Side Conductor Willis Congdon, badge 2768, is commended by Mrs. A. F. Jacobsen for his courtesy.

South Side Conductor J. Veto, badge 2481, is commended by D. J. Vall for recovering a purse while a woman patron dropped while boarding a train.

Rare Flowers and Plants In Garfield Park Conservatory

THOUSANDS of Chicagoans are unaware of the many delights in flower and plant life to be seen at all times in the great conservatory in Garfield Park.

The annual chrysanthemum show attracts many visitors, as do the flower shows at Christmas and Easter, but while these are the big events of the year, there are many interesting exhibits at all seasons.

There are many flowers which can be brought into bloom at certain seasons of the year. Some bloom in the late spring, others in midsummer and some in the cold months of winter. The visitor to Garfield Park is always sure to see something new and interesting in the conservatory.

The Economic Room is filled with many plants that are of exceptional interest, some of which furnish the breakfast coffee or other food, the medicines, fruits and perfumes.

Officials of the west parks are anxious to have the people enjoy the delights which are maintained for their use, and will furnish guides for groups on request being made at the office. All that is necessary is for a group to ask for a guide to show them through the great conservatory and explain the different flowers and plants to them.

The quickest and most convenient way to reach the Garfield Park conservatory is on the Lake Street division of the Chicago Rapid Transit Lines. It is only a few steps to the conservatory from the Hamlin avenue station.

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