

RAPID TRANSIT NEWS

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Are You Part Owner of the "L" System?

ARE you a part owner of Chicago's great "L" system? About 6,000 patrons of the "L" are now part owners through their purchase of one or more shares of Prior Preferred stock. The number is increasing every day as the people who ride on the "L" become better acquainted with the exceptional opportunity offered them to share in the earnings of the company on which they depend for transportation service.

Of the number of "L" patrons who have subscribed for Prior Preferred stock, 54 per cent have paid in full and are now receiving monthly dividends at the rate of \$7.80 a year per share. The other 46 per cent are paying on the monthly installment plan and are receiving interest at the rate of 7 per cent on their partial payments.

More than 30,000 of the 50,000 shares of Prior Preferred authorized at this time have already been sold. The shares have been widely distributed, the average number per subscriber among the public being 3.3 shares. The subscribers include stenographers, clerks, school teachers, lawyers, doctors, mechanics, laborers, small merchants and every class of worker in the city.

Investment in Prior Preferred stock of the Rapid Transit Company offers the person in moderate circumstances an excellent opportunity to practice saving and thrift. It requires only \$10 a share with the subscription and \$10 a share a month for the next nine months. The nine months soon roll around and at the end of that time the subscriber gets a stock certificate entitling him to regular monthly dividends at the rate of \$7.80 a year on his investment of \$100. While he has been accumulating this capital he is being credited with interest at the rate of 7 per cent on his partial payments which will be paid him as soon as he has made his final monthly payment.

So many investments of doubtful character are offered the inexperienced investor, that there is satisfaction in subscribing for the stock of a concern like the Chicago Rapid Transit Company. The thousands

of patrons who daily use the lines know the company and its management. They know that it is supplying a service that is absolutely essential to the life of the city and that it will continue to grow. They know that their investment is safe and they can see their savings at work every day, earning dividends for them.

No better testimonial of Prior Preferred stock could be written than the fact that 95 out of every 100 employes of the company are subscribers. When the employes and members of their immediate families were given an opportunity to invest their savings in Prior Preferred stock, they lost no time in taking advantage of the offer. The allotment set aside for the employes was oversubscribed by 30 per cent in three weeks. Employes and their families now hold 13,489 shares of this stock. They know the company and have faith in the management.

At the present rate at which this stock is being subscribed for the sale will close in a few weeks. The employes are doing all the selling in their spare time and they aim to get as many subscribers as possible. The "L" patron who subscribes for a single share on the easy payment plan is as welcome as the person who is able to buy on a large scale.

You can subscribe for this stock on the train or at the station. Any trainman or ticket agent will be glad to accommodate you. Subscribe now and make your savings work for you.

Have Fare Ready and Avoid Delay

A REGULAR patron of the "L" writes the following letter to RAPID TRANSIT NEWS in the hope that it will help improve a condition which causes delay at ticket windows:

"I am a regular patron of the Ravenswood "L". I have noticed that many passengers miss their trains because so many do not have their fares or tickets ready, or else have bills of large denomination to change.

"I believe that much time could be saved if every person would show a little courtesy to his fellow passengers.

"This delay could be avoided if the "L" management would bar large bills, particularly during rush hours and not make change for more than \$1 bills. A little publicity given to this would help materially."

B. Glasser.

There is no doubt a considerable delay caused in the way described in the foregoing letter. It is a matter, however, which must be left largely to the passengers themselves. It is the business of the "L"

to give its patrons service and it aims to accommodate them in every way possible. Most of the trouble is the result of thoughtlessness on the part of some passenger. If he realized that in taking up the time of the agent in making change, he is really delaying a lot of fellow passengers, he probably would not do it.

Few persons deliberately try to inconvenience others. Many do it unconsciously because they have never given the matter a moment's thought. If their attention is called to it they will not do the same thing again. It would be a great relief to busy ticket agents in the rush hours if passengers had the correct fare or ticket ready, but she can hardly refuse to accept a bill of large denomination when it is offered her. She is there to accommodate everyone as far as possible, but her duties should not unnecessarily be made harder for her in the rush hours.

We are giving the matter the publicity which Mr. Glasser asks for in the hope that those who read it may keep it in mind and save their own time and the time of fellow passengers.

Weekly Pass a Money Saver

HUNDREDS of "L" patrons have found the Weekly Pass a money saver as well as a great convenience, but perhaps few have kept as strict an account of the saving as the writer of the following letter:

"I have used 100 Weekly Passes, having purchased one every week since you commenced issuing them. During the 100 consecutive weeks I have ridden 2768 times, or an average of about 27 rides per week, costing me approximately 4.63 cents per trip. I am sending you the above information thinking possibly it may be of interest."

Wm. B. Granger.

The letter is of interest, especially to those who have not taken advantage of the convenience and economy of the Weekly Pass. The writer of the letter speaks only of the money saving, but there are many other advantages. The holder of the Weekly Pass does not block the line of passengers in front of the ticket window during the rush hour. He does not have to hunt through his pockets for the necessary fare. He saves his time as well as his money and he saves the time of others. The Weekly Pass is the greatest convenience that has been devised in local transportation. Get one and save time and money.

Please Put 'Em Out

ONE of the most dangerous practices of men "L" patrons is that of throwing lighted cigar and cigarette stubs from the station

platforms. The RAPID TRANSIT NEWS sincerely asks the co-operation of its readers in the elimination of this evil.

Thousands of dollars in damage is wrought annually by this practice, a thoughtless one, and one easy to correct. Awnings and merchandise of buildings close to the structure are set afire by the lighted stubs, and many fires are started on the "L" itself.

Awnings are the chief victims of the fires started by this practice, but many cases of holes in summer dresses of women and coats of men have also been brought to the attention of the management.

As we have stated, the practice is one of absolute thoughtlessness, and we are sure that when its damaging effects is pointed out to those who practice it, it will be stopped. It takes very little more effort to extinguish the fire in the cigar or cigarette before throwing it away, and the safety of the public is greatly enhanced by this effort.

COST OF UTILITIES IS MINOR LIVING EXPENSE OF AVERAGE CITIZEN

The total average charges for public utility service of citizens of the United States, urban and rural, is only about 6 per cent of the average individual income, according to a recent survey by the Society of Electrical Development.

According to the figures, 45 per cent of income is spent for food, 16 per cent for rent and taxes, 14 per cent for entertainment and charities, 12 per cent for clothing and 7 per cent for miscellaneous.

Of the remaining 6 per cent spent for some of the essential things of modern life, the table lists:

	Per Cent
Electricity	1.03
Railway Fares	2.00
Gas	1.08
Water Supply	0.21
Telephone	1.25
Street Car, Subway and Elevated Fares	0.43

Modern utility services are no longer counted among the luxuries of life, so far as cost is concerned.

Most people spend more for tobacco, candy, movie shows and other miscellaneous items than they do for all of their utility service combined.

EMPLOYEE COMMENDS A CITY POLICEMAN

THE RAPID TRANSIT NEWS receives many letters of commendation for company employees and occasionally one for one of our riders. The following letter is written in appreciation of a Chicago policeman's action by one of our own employees:

"This morning on my way to work on the loop Police Officer Number 4327 was sitting across from me. As we left Kedzie station I noticed the officer rise and beckon to a lady who was standing in the aisle about the center of the car. He stood from there until we reached the transfer point when he was again able to get a seat for himself.

Herman Ockenga
Loop Despatcher

The "L" affords Chicago police the free privilege of its transportation and sincerely appreciates anything they may do to aid in occurrences of this kind.

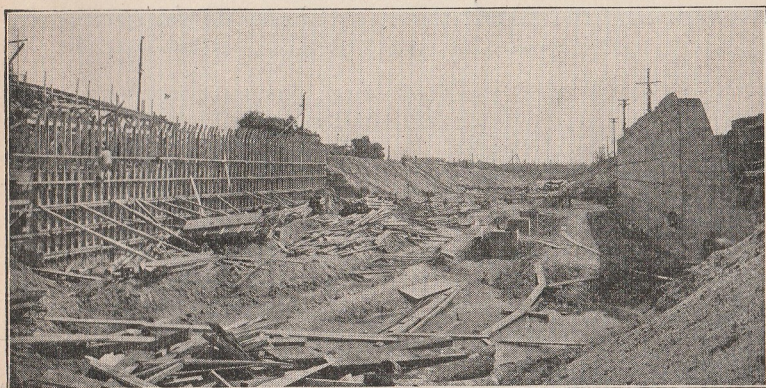
Niles Center Extension Work Progressing at a Rapid Pace

ACCOMPLISHED in the face of adverse weather conditions, unequalled in many years, records for rapidity of construction are still being made in the construction work on the Niles Center extension of the Chicago North Shore and Milwaukee railroad, over which the Chicago Rapid Transit Company will operate trains.

As an instance of this record

road will be operated at that point.

Forty per cent of the time this construction was in progress rainy weather, much of it serious enough to place work at a standstill, was experienced. On August 25 it was planned to open the street to traffic on September 7, just 58 days after it had been closed. This is two days less than the time set for the construction.



This and the accompanying views will give a graphic idea of the fast work being done on the Niles Center extension. This picture shows the Ridge avenue viaduct over the railroad as it looked on August 7.

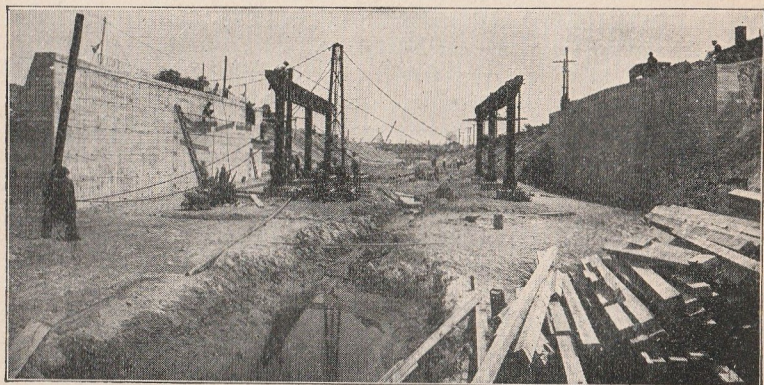
breaking progress, the construction of the viaduct at Ridge avenue can be taken. Early in July Ridge avenue was closed for a period of sixty days, with permission of the City council of Evanston, for the construction of the structure which will carry the road across the open cut in which the rail-

As this is written, work on the extreme east end of the road, where it joins the present elevated structure, was to have been begun immediately. The tracks will run under the Northwestern steam railroad tracks and the street to the east of them, in a tunnel of reinforced concrete. This work

will be visible to patrons of the Northwestern "L" division.

On August 25 the following work had been completed on the new railroad:

In building the tunnel under the Northwestern steam road tracks and under the street, which is traversed by a street car line, it will be necessary to construct a



Ridge avenue viaduct on August 14.

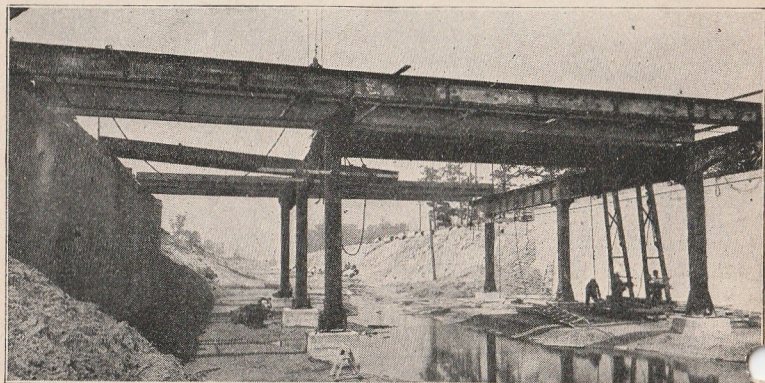
About 260,000 cubic yards of grading completed out of the necessary 350,000 cubic yards.

About 5,400 cubic yards of a total of 21,000 already in place.

More than 5,800 feet of sewer in place out of a total of 9,600 feet necessary.

large amount of false work which will support the traffic over these routes of travel while the tunnel in being dug. It can easily be seen that this is a very clever engineering feat in itself.

In spite of the bad weather which D. H. Howard, engineer in



Ridge avenue viaduct on August 21.

charge of construction of the new line, and his workmen have encountered, he still promises to have trains operating over the freshly laid rails early in 1925, probably in January.

OUR COURTESY COLUMN

The following employes have been commended during the past month:

South Side Trainman Robert Givin, badge 4036, is commended by R. F. Coleman, for his kindness in supplying an elderly lady with the price of transportation home when she boarded his train by mistake and was carried beyond her transfer point.

North Side Trainman A. J. Totte, badge 1643, is commended by Miss Bessie Goldblatt for securing seats for ladies and his general attitude of courtesy.

Metropolitan Conductor Fred Sullivan, badge 5004, is commended by William Norton for his kindness in assisting a blind man to head of the station stairway.

Lake Street Motorman J. Tieze, badge 8536, is commended by William Burke for his consideration in stopping his train so that the latter could recover his hat which had blown on track.

South Side Trainman J. Warshaw, badge 3713, is commended by Jack McBride for his courtesy in giving directions to a stranger in the city.

North Side Motorman M. York, badge 1163, is commended by Mrs. M. Courtney for turning in her purse that she dropped on a platform.

Metropolitan Switch-tender Bruno Adamczyk is commended by Karl Johnson for his aid in recovering a package that he left on a train.

Lake Street Conductor William Stringer, badge 8601, is commended by William Burke for his kindness in climbing down on a girder to recover a parcel dropped from a car.

North Side Conductor J. E. Donahue, badge 1737, is commended by Frederick Blackall for his willingness in giving directions to a patron unfamiliar with the city.

Metropolitan Trainman H. Harmeling, badge 6739, is commended by James Beehan for his attention in aiding ladies to obtain seats.

South Side Trainman George M. Harter, badge 3641, is commended by Miss Margret Delaney for his kindness in turning in her purse that she left on his train.

Metropolitan Trainman Erwin Cech, badge 6714, is commended by Thomas McDonald for his kind and courteous treatment of passengers.

North Side Trainman L. A. Meihle, badge 1238, is commended by R. R. McGregor for his cheerfulness in answering questions and his general courtesy and for holding a train for Mr. McGregor.

NORTH SHORE LINE

A Rule of Transportation for the North Shore

A straight line is the shortest distance between two points—and a fast and comfortable line is the best. That characterizes the service of the North Shore Line between any two points on the North Shore.

Local, express and limited service is carefully arranged to meet the requirements of North Shore citizens.

With double-tracked, stone-ballasted roadbed, the latest steel equipment, including dining and parlor-observation cars, and an operating personnel picked for efficiency and courtesy, the North Shore Line is a real transportation factor of the North Shore.

It is more than a coincidence that the name of the North Shore Line is the same as the territory it serves, for it is identified in every way with the interests of the North Shore. And when residents of every community from Chicago to Milwaukee refer to the North Shore Line as "our line," we are proud of the co-ownership implied.

Fast, frequent trains from the heart of Chicago, the Loop, to the heart of Milwaukee serve every intermediate city and town.

**Chicago North Shore and
Milwaukee Railroad Company**

209 South Wabash Avenue