

RAPID TRANSIT NEWS

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Are You Receiving "L" Dividends?

MORE than 13,000 employes and patrons of the "L" roads are part owners of the system through their purchase of Cumulative Prior Preferred Stock of the Chicago Rapid Transit Company.

Of the 50,000 shares of this issue upwards of 40,000 shares have already been sold. They are held by approximately 13,500 subscribers at this writing, the number increasing daily. The issue will soon be exhausted, so that those who are looking for a good, safe investment should subscribe at once. Any employe of the "L" will receive your subscription.

The wide distribution given this stock shows that it is the person in moderate circumstances who is taking advantage of the offer to save something against the proverbial rainy day. The average number of shares held by a subscriber is three. More than one-half the subscribers are paying for their stock on the monthly payment plan, so that they are saving, and at the same time making their savings work to advantage.

Rapid Transit Prior Preferred Stock pays dividends of 65 cents a share a month, or at the rate of \$7.80 a year on an investment of \$100. Those who are paying on the installment plan receive 7 per cent on their payments as made.

This exceptional saving opportunity for users of "L" service has been made simple and convenient. The stock is being sold by employes of the company exclusively, so that any trainman or ticket agent will give you any information you may wish or take your subscription without any bother or inconvenience to you. Just speak to the ticket agent at your home station and you will receive immediate attention.

Why "L" Stock is Good Investment

IN SEEKING a safe investment the wise investor considers three factors which are fundamental: In the first place, the safe investment is in property, not in any untried idea or experiment. An idea may or may not turn out to be profitable and the investor in moderate circumstances cannot afford to speculate. A second requirement is that

the property in which the investment is made should be used in producing essentials and not luxuries. The third essential looked for by the careful investor is management. The profits of a concern depend largely on the way the property is managed.

Prior Preferred Stock of the Chicago Rapid Transit Company meets the three fundamental requirements enumerated. The purchaser of a share of stock acquires an interest in the vast properties comprising the "L" system. The 207 miles of railroad tracks, the 208 stations, the 1,809 cars, the great workshops, storehouses and material yards, the 59 miles of elevated structure are part of the physical property behind the investment in this stock. It is property that you can see every day that you ride on the "L" and you know it is working and earning you dividends.

Transportation service is essential in the life of the people, so that an investment in a company supplying such service is a safe one. In a time of business depression it is possible to do without many things to which one has grown accustomed in good times. Many conveniences which we enjoy are in the nature of luxuries and may be dispensed with when the necessity arises. But the people in a large city must have transportation service. That is something with which they cannot dispense whether times are good or bad. The essential character of "L" service makes an investment in the company a good one. The city could not get along without rapid transit service. The greatest need of the city today is more rapid transit service and this need will grow as the city expands and the population increases.

On the question of management, the third factor mentioned as governing a sound investment, the record speaks for itself. The "L" roads are operated under the management of Samuel Insull and his associates and the efficiency of that management has been demonstrated in the public utility field. So successful has "Insull Management" been in the utility field that thousands of investors ask no further guarantee. They know from experience that an investment in any utility under that management is a good one. They know that the affairs of the company are ably and economically administered and that dividends are paid regularly.

From every standpoint usually considered by the careful investor Rapid Transit Company Prior Preferred Stock meets the test. At the rate at which the stock is being sold the present issue will not last many weeks longer. This is the time to subscribe.

Lease the "L" for \$1.25 a Week

HOW would you like to lease the entire "L" system for \$1.25 a week? You would think you had obtained a rather favorable lease, wouldn't you? Travel anywhere you wished on the system with

a train awaiting your convenience at any hour of the day or night for the small sum of \$1.25 a week.

That is exactly what you can do by the purchase of a Weekly Unlimited-Ride Pass. Not only does the Weekly Pass put the "L" system at your service for a whole week, but members of your family can take advantage of your lease and use the service without additional expense when you are not in need of it. When you are not using your Weekly Pass, you can give it to some one else. The service is there all the time and your little pasteboard is always good for a ride within the week.

Thousands of thrifty men and women are taking advantage of the Weekly Pass to reduce their transportation expenses. You save time by riding on the "L" and you save money by using the Weekly Pass. Join the army of passholders and you will be convinced.

Please Keep Your Feet on the Floor

A PATRON of the "L" writes to Rapid Transit News as follows:

"Cannot the company do something to put an end to the practice of passengers crossing their legs and sticking their feet out in the aisles? It seems to me that this habit is on the increase and it causes no end of inconvenience to other passengers entering and leaving trains. Women passengers especially have a grievance, for it is their skirts that have to do most of the mopping of muddy shoes. I am a stockholder in the Rapid Transit Company and feel that I have a right to complain of this nuisance. Try something to stop the habit."

The habit is not a newly acquired one. It began on the "L" about June 6, 1892, when the first elevated train was run on the South Side line. It is time to abolish it. PLEASE KEEP YOUR FEET ON THE FLOOR.

The Realist

Nurse: You should beg your little brother's pardon.

Jimmie: Aw, he ain't old enough to have one.

Could Dante Beat This?

Devil—"What in hell are you laughing at?"

His Assistant—"Oh, I just had at flapper locked up in a room with a thousand hats and no mirror."

Job's Comforter

Sick Man: I feel as though I've been through hell!

Friend (at bedside): Now, Bill, you mustn't go crossin' yer bridges before you come ter them.

Billposted

Tourist: How far is it to Pleasant View?

Native: One thousand three hundred and forty-six signboards.

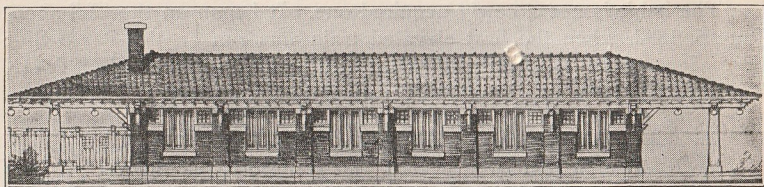
Five Miles of Permanent Track Laid on Niles Center Extension

Eight New Stations Combining Beauty of Design and Convenience of Public Now Under Construction

TRAINS will be operating over the new "L" extension to Niles Center early next spring. That is the confident prediction made by the engineers in charge of the construction work and they point to what has already been accomplished to prove that their estimate is a conservative one.

Five miles of permanent single track have been laid at the time this is being written. The permanent tracks, laid with 100-lb. steel rails, are in place from Hamlin avenue to the terminal at Dempster street, a distance of $4\frac{1}{2}$ miles of single track. About half a mile of single track is laid in the cut at Rockwell street and the work is going on night and day.

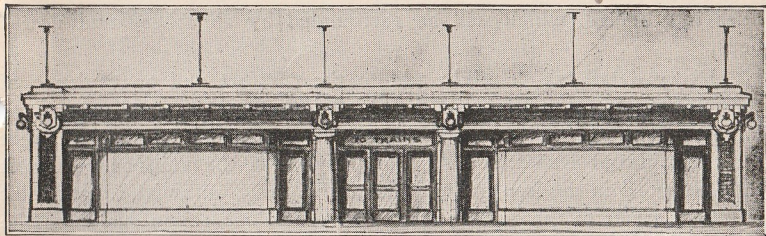
On the east end of the line at Howard street, the subway has been driven through under the tracks of the Northwestern steam railroad. The Evanston street cars on Chicago avenue were diverted from the street on temporary tracks. Work is now under way on the viaduct and in about two weeks it is expected that the Evanston cars will be operating over the new viaduct.



Station at Dempster Street, Niles Center Extension.

Eight new stations are under way, four of them being in an advanced stage of construction. These stations are located at Ridge avenue, Asbury avenue, Dodge avenue, Crawford avenue, Kostner avenue, Oakton avenue, Main street and the terminal at Dempster street. The station at Crawford avenue is so located that it serves both Crawford avenue and East Prairie road.

There are four separate types of stations. At Ridge and at Asbury avenues the stations are at the street level and the loading and unloading platforms underneath the stations in the open cut. At Dodge avenue



Type of station where tracks are elevated, Niles Center Extension.

the station is at street level and the platforms and tracks on elevation. At Crawford, Kostner, Oakton and Main streets, where the tracks are on the surface, the stations are located between the tracks. At Dempster street, where the largest and most commodious station is being built, it is located at the end of the tracks to be operated by the Chicago Rapid Transit Company and adjacent to tracks over which the North Shore Line will operate when the road is extended north to Waukegan.

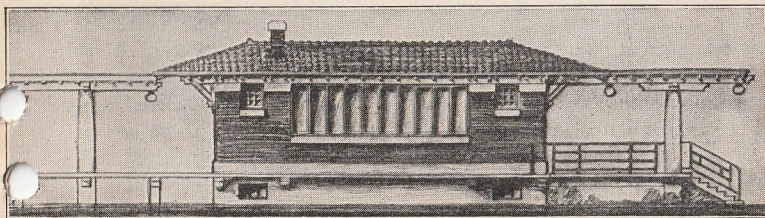
All the stations are of similar design, although the varying conditions require a different treatment at the several locations. The build-



Type of station where tracks are in subway.

ings are built of tapestry brick and granite terra cotta with cast stone trimmings and tile roofs. The interiors are finished in art marble wainscotting, with terrazzo flooring. The platforms are steel and cement with steel canopies.

The Dempster street station will be the largest and most striking in appearance. The red tile roof will overhang the loading platforms supported by ornamental brackets. A large parking space for automo-



Type of station where tracks are on surface.

biles is provided, which will be surrounded by shrubbery and flower beds.

Every detail which might add to the comfort and convenience of the public is being carried out. Smoking rooms for men and rest rooms for women are provided in this terminal. Arthur U. Gerber, architect for the Chicago Rapid Transit Company, says the stations represent the last word in modern station design and from an artistic standpoint will be a credit to the communities they are to serve. In designing the stations Mr. Gerber says he kept uppermost in mind the thought that Niles Center and the western portion of Evanston are destined to become the most beautiful suburbs of Chicago and he designed stations that would be in keeping with the surroundings.

The new extension will be operated by the third rail system from Howard street to East Prairie road. From that point west and north to Dempster street the overhead trolley will be used. Catenary construction will be used in the overhead work, the poles being expanded metal set on concrete foundations.

According to present estimates February 1 has been set as the date on which the new extension will be ready for operation. It establishes a record for railroad building where so many types of construction were necessary. The franchise ordinance for the line was passed by the city council of Evanston on April 1 last and was signed by Mayor Pearsons on April 3. Work on the line was begun the following day and trains will be running within ten months of the date of starting work.

Field Museum Illustrated Lectures

A series of free public lectures on travel and natural history, illustrated by still and moving pictures, will be given in the James Simpson theatre of Field Museum on Saturday afternoons at three o'clock during the winter months.

The management of the Museum has taken great pains to procure the best lecturers available and will bring men from Boston, New York and San Francisco, who are noted for their experiences and information. Dr. William Beebe, noted author and zoologist, Ernest Thompson Seton, Prof. Ira M. Price of

the University of Chicago and Dr. William Elliot Griffis are among the well known lecturers selected.

In addition to these afternoon lectures, a series of free entertainments for children have been prepared and will be held in the same theatre on the Saturday mornings. These free programs will consist of motion pictures which will run continuously from 9:30 to 12:30. Capt. Kleinschmidt's "Polar Adventures," "Why Elephants Leave Home" and "Nanook of the North" are examples of the films to be shown.

To reach the Field Museum take the "L" to Roosevelt Road station. It is only a short walk to the Museum.

OUR COURTESY COLUMN

The following employes have been commended during the past month:

South Side Trainman W. Malack, badge 3924, is commended by L. McGrath for his kindness in advancing price of fare, McGrath having had his pocket picked.

North Side Guard E. A. Hardy, badge 1605, is commended by W. Kanis for turning in his watch that he left on a train.

Metropolitan Trainman John Outley, badge 6704, is commended by Fred Malkow, in appreciation of his efforts in securing seats for passengers.

Lake Street Trainman Fred C. Buss, badge 8622, is commended by O. F. Clemenson for his efforts in returning an envelope of bills he left on a train.

South Side Trainman George M. Harter, badge 3641, is commended by Miss Margaret Delaney for aiding in the recovery of her purse that she lost on a train.

North Side Trainman A. McGowan, badge 1436, is commended by Miss Elva Mazer for turning in her pocket book which she left on a train.

South Side Trainman Carey G. Todd, badge 4070, is commended by Marcus Griffin for the courteous manner in which he requests passengers to remove their feet from seats.

North Side Trainman C. W. Jampton, badge 1740, and Loop Dispatcher Ockenga, are commended by Miss Virginia Powell for their

aid in assisting her to recover her pocket book.

South Side Trainman P. Kerwick, badge 3629, is commended by Miss A. Hurter for his considerate treatment of a crippled woman passenger.

North Side Trainman E. J. Ryan, badge 1260, is commended by D. E. Cosgrove for courtesies extended when he was taken ill on a train.

South Side Motorman C. Fiddyment, badge 3879, is commended by Frank J. Steele for his kindness in holding his train to permit a cripple to make his way from the end of the platform to the car.

North Side Trainman August A. Pahnke, badge 1770, is commended by J. H. Cook for his clear enunciation of stations and his courteous treatment of passengers.

South Side Trainman John Sweeney, badge 3844, is commended by Morton Barnard for his kind and courteous treatment of passengers.

South Side Trainman Barney Summers, badge 3723, is commended by D. H. Pratt for his considerate attention to a lady passenger who was injured while boarding his train.

South Side Trainman John McNally, badge 1308, is commended by Mrs. J. J. Griffith for his willingness and politeness in directing her to her destination.

South Side Trainman F. O. Haag, badge 3886, is commended by P. O. Rudy for turning in his suitcase that he left on a train.

South Side Trainman R. J. Titts, badge 4215, is commended by Charles R. Bowie for turning in his sample case that he left on a train.

North Side Trainman Harry Ericksen, badge No. 1585, is com-

mended for the diplomatic manner in which he quieted a colored man who persisted in carrying on a conversation with a white man sitting next to him.

Metropolitan Conductor H. M. Gillette, badge No. 6208, is commended by Mr. Fred Jewett for his clear enunciation of stations and general courtesy to passengers.

The Lake Street lost and found department is commended by Henry R. Pebbles for promptness in returning a grip that he left on a train.

South Side Conductor Frank Barber, badge 3698, is commended for his courteous and thoughtful treatment of passengers.

North Side Trainman Fred C. Holz, badge 1756, is commended by Carl Heinzen for his kind and courteous treatment of passengers.

Metropolitan Agent Mrs. Moretta Williams, is commended by Mrs. Jessie P. Gruno for her kindness in tracing and recovering a purse left on a train.

South Side Trainman J. Morley, badge 2923, is commended by Dr. W. J. Larkin for recovering a bag of instruments that he left on the train.

North Side Trainman A. H. Meyer, badge 1411, is commended by E. H. Vivian for his cheerful attitude toward passengers and his special attention to seeing that ladies are provided with seats.

Metropolitan Agent E. Dalton is commended by W. M. Thompson for his courtesy and willingness in giving information to passengers.

Lake Street Train Clerk Robert Harrison is commended by M. T.

Chamberlain for his courtesy and efficiency.

South Side Trainman H. Colgan, badge 3640, is commended by C. S. Weist for returning to him a pocket-book which had been picked from his pocket and dropped to the platform.

Mertopolitan Conductor H. Morin, badge 6295, is commended by Joseph J. Weigel for the interest he took in Mr. Weigel's daughter when some boys started to annoy her while on his train.

North Side Trainman Thomas O'Donnell, badge 1638, is commended by Joseph A. Francis, for finding seats for standing passengers and reminding Mr. Francis that he had forgotten to take his package.

South Side Trainman Robert Givin, badge 4036, is commended by Miss Ida Kirschten for his special attention to finding seats for standing passengers.

North Side Motorman C. G. Malm, badge 1073, is commended by Mrs. J. W. Wetzel for his courtesies to passengers during the recent heavy fog.

Metropolitan Trainman Otto Preitz, badge 6334, is commended for his kindness in lending price of return fare to passenger who fell asleep and rode to the end of the line.

Lake Street Agents Mrs. K. Deeley and J. Mullen are commended by Robert L. Hatton for returning a railroad pass that he had lost.

South Side Trainman William Dale, badge 3518, is commended by a lady passenger for his courtesy in finding seats for passengers.

Acting Dispatcher A. W. Washo is commended by Mr. Pach for his kindness in bringing about the recovery of a valuable package left on an Evanston express.

Metropolitan Trainman Wm. Bender, badge 6554, is commended by M. Keyes for his courteous treatment of passengers and his clear enunciation of stations.

Electric Engineer E. M. Sheldon is commended for rendering assistance to a woman passenger who fainted on a Lake Street train.

South Side Conductor John Casey, badge 3799, is commended by K. Floersch for his kindness in assisting a blind woman to change trains at 58th street station.

North Side Trainman L. T. Gade badge 1761, is commended by Mrs. Mary Robertson for his kindness in finding seats for herself and daughter.

Metropolitan Trainman Thomas Messitt, badge 6261, is commended by Carrol C. Schwerdt for his courtesy to an elderly lady on his train.

Metropolitan Conductor G. L. Lewis, badge No. 6196, is commended for his cheerful disposition towards passengers.

Oak Park Trainman J. A. Franke, badge No. 8568, is commended by Mrs. Dorothy P. Wolffson for the return of her purse, containing a small amount of money, which she had lost.

Metropolitan Trainman J. Rior, badge No. 6335, is commended by Dr. L. L. Johnston for courteous treatment of passengers.

RED CROSS ANNUAL ROLL CALL

You remember how you shouted and cheered when our soldier boys left for overseas in 1917 and 1918.

Six years ago, on Armistice Day, you cried with joy and cheered until you were hoarse when the glad tidings of victory reached you.

You have an opportunity this month to show in a practical way that you have not forgotten. The Annual Red Cross Call is being sounded and it costs only \$1 to enroll. Thousands of ex-service men still need your help and the Red Cross is the agency authorized by Congress to act as a medium of communication between the people and the army and navy.

There are men in hospitals who must be given clothing. Laws recently enacted rule that the government is only responsible for men whose tubercular or neuropsychiatric conditions appear before January, 1925. There used to be a three-year limit from date of discharge, but this recent legislation voids that, and the result is that a larger number of men are being hospitalized. More than half of them have dependent families that rely mainly on the Red Cross for assistance.

This service to disabled veterans cost the national Red Cross organization \$1,708,000 and the local chapters \$2,000,000 for twelve months ending June, 1924. The Chicago Chapter, during the twelve months, spent an average

of \$1,000 weekly for food, fuel, rent and clothing for disabled veterans and their families.

Other assistance that has been rendered to ex-service men, both in homes and hospitals, has cut deeply into their funds.

ANNUAL "MUM" SHOW AT GARFIELD PARK

WHAT is perhaps the largest collection of chrysanthemums in the country is on display in the Garfield Park conservatory. It will be continued until December 2. There are about 40,200 specimens in the exhibit including more than 500 varieties.

The largest plant in the show has a diameter of about 7 feet and is 22 feet in circumference. On this plant alone there are from 600 to 800 flowers.

The chrysanthemums are grown in all possible forms, from large trees seven and eight feet high to the smallest Japanese bushes. Some of the plants have been specially cultivated and bear only one mammoth flower, towering above the smaller species.

Among the many species on display are the following: Anemone, incurved, Japanese, pom pom, single and hairy varieties. The beautiful display will amply repay a visit to the west park conservatory to view this annual show.

Visiting hours at the conservatory are from 8 a. m. to 10 p. m.

Take the Lake Street "L" to Hamlin avenue, within a few feet of the Conservatory entrance.

ONE EXPERIENCE PROVED ENOUGH

Citizens of Akron, Ohio, who thought last February that street cars could be dispensed with and busses substituted, evidently have learned a lesson by experience. At a recent election they voted in favor of granting the local street car company a franchise providing for a single fare rate of 7 cents or four tickets for 25 cents.

When the street car company asked for a higher rate of fare last spring the local politicians said that it had to be a 5-cent fare or nothing. The company decided that it would be nothing and shut down its service. Busses of all kinds were used in an effort to move the people but after four weeks of suffering the women of the city demanded a restoration of street car service. They could no longer tolerate the indignities they suffered in crowded busses.

In the recent election the women were the most active campaigners for the franchise. The city council adopted a policy of "hands off" and took no sides in the matter. The franchise was adopted by a good majority.

A Real Holiday

Small boy (on arrival at country cottage)—"Mummy, where is the bath-room?"

Mother—"There isn't any bath-room."

Small boy—"Good. This is going to be a real holiday."

ARMOUR INSTITUTE OF TECHNOLOGY

DID you know that the first gasoline motor built by the Continental Motors Company, the largest manufacturers of gasoline motors in the country, was evolved in the laboratories of the Armour Institute of Technology?

Lee De Forest performed his pioneer experimental work in wireless telegraphy at the Armour Institute and transmitted his first wireless message between the Institute and the Lakota Hotel.

H. W. Nichols, a graduate of Armour Institute and former instructor there, was instrumental in the design of the first radio telephone, transmitting the first transatlantic message by radio.

Professor Palmer of the department of mathematics and Professor Wilcox of the department of physics of Armour Institute gave the formulæ and information which led to the perfection of the sound ranging apparatus used so successfully by the allies in the recent war. Through this device the British army destroyed 162 German guns in one day. In a range of five to ten miles the device is so accurate that a gun can be located within 50 feet of its exact location.

George Conner, a student in the architectural department of Armour Institute, won first prize for his mission to Beaux Arts Ecole of Paris in 1923 over 472 competitors in architectural design.

Alfred S. Alschuler, the architect who designed the London Guarantee Building at the end of

the Michigan avenue bridge, is a graduate of Armour Institute.

H. K. Bieg, a graduate of Armour Institute, won the Paris Prize offered by the Society of Beaux Arts Architects in 1924.

Harry C. Abell, newly elected president of the American Gas Association, is a graduate of Armour Institute of Technology.

Armour Institute is Chicago's greatest engineering school. It is located at Thirty-third and Federal streets, two blocks west of the elevated station.

CIVIC OPERA

The Chicago Civic Opera Company has opened for the season and is presenting a repertoire of standard and special operas at the Auditorium Theatre.

Many new stars and conductors have been engaged, and it is expected that this season will be one of the most successful since its re-organization.

Rosa Raisa, Cyrena Van Gordon, Claudia Muzio, Mary Garden, Louise Homer, Charles Marshall, Forrest Lamont and Giacomo Rimini are some of the better known artists who will sing there during the winter.

The extravagant stage settings and gorgeous costuming of the casts, as well as the splendid singing in all the productions presented to date has brought favorable comments from the critics.

All Elevated lines take you to Congress Street station at the door of the Auditorium Theater.

NORTH SHORE LINE

IN traveling between Chicago and Milwaukee or intermediate points on the north shore, the clean, comfortable and convenient way is over the North Shore Line.

Excellent Dining Car Service

Excellent dining car service at moderate prices is given on North Shore Line Dining Cars. The business man can save time on a trip to Milwaukee by dining on the way.

Trains leave the "L" station at Adams and Wabash every hour on the hour.

TRAFFIC DEPARTMENT

72 West Adams Street

Telephone Central 8280

**Chicago North Shore and
Milwaukee Railroad Company**