

# RAPID TRANSIT NEWS

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## *Prior Preferred Stock Oversubscribed*

**E**MPLOYEES and patrons of the Chicago Rapid Transit Company have oversubscribed the full issue of \$5,000,000 of 7.8 per cent Prior Preferred stock offered for sale a few months ago.

On the day that the last of the issue was reached the number of subscribers was 15,818. Practically all the subscribers are employees and daily patrons of the "L" lines.

The large number of subscribers shows the wide distribution given this stock. The average number of shares is a fraction over three to a subscriber. This shows that the stockholders of the "L" are wage-earning men and women, who took advantage of the favorable opportunity offered them to invest their savings in a sound concern which offered them a good return on their investment.

That thrifty workers took advantage of the monthly payment plan offered as a good method of saving, is shown by the fact that on the day when the final quota was passed 24,088 shares had been purchased for cash and 26,145 shares on the deferred payment plan, or 47.9 per cent cash and 52.1 on monthly payments.

Employees of the company subscribed for a total of 13,489 shares and there were 5,334 subscribers out of a total of approximately 5,600 employees. The average subscription among the employees was 2.56 shares to a subscriber. The employees took advantage of the monthly payment plan to a greater extent than did the public, 23.5 per cent paying cash and 76.5 per cent subscribing on the installment plan.

Although customer and employee ownership has been in effect for some years among Chicago public utility companies, such as the Commonwealth Edison, the Peoples Gas, the Illinois Bell Telephone and the Public Service Company, this was the first time it was applied to a local transportation utility. The success of the plan in the new field is all the more marked. It is an interesting fact that the Prior Preferred shares of the Chicago Rapid Transit Company grew in popular favor as the sale progressed.

The sales were brisker in the closing month than they were in the

opening month of the sale. The entire issue was sold by employees of the company, upward of 1,700 employees having made sales.

Persons in practically every walk of life in the city are numbered among the subscribers from the colored bootblack and the Chinese laundryman to the successful business and professional man. It was a new experience for hundreds of subscribers. It started them on the road to systematic saving. The dividend check left by the letter-carrier at their homes on the first day of every month was an extra payday for them. It was a novel experience to have an extra payday without having done any extra work. It showed them how their savings could be made to work for them.

Subscribers for this stock are to be congratulated. They are part owners in a reliable enterprise supplying a service which is essential to the city. They are receiving a relatively high rate of return when the safety of the investment is considered. Prior Preferred is a good stock to hold as an investment.

### ***How Lost Articles Are Recovered on the "L"***

**M**ANY letters come to RAPID TRANSIT NEWS from passengers who lose articles on "L" trains and who have recovered them in what seems to them an incredibly short space of time. They marvel at the efficiency of a system through which lost articles are many times recovered before the trains on which they were left have reached the end of their run.

One such letter came from a woman passenger a few days ago, relating in detail her experience with and appreciation of the system. She writes that she boarded a Howard street express at Dorchester avenue and alighted at Adams street, leaving her bag on the train. She missed it soon after alighting and told her troubles to the platform man at Adams and Wabash. He referred her to Superintendent Griffin of the Loop, who was in the station at the time and immediately the machinery was set in motion.

The disconsolate passenger who lost her bag had a good opportunity to see the system at work, for she stayed on the job until her bag was handed to her with the contents intact. She did not know that the Rapid Transit Company maintains its own telephone system in addition to the regular service of the Bell Telephone Company. She gave the train as a Howard express, which it was when she boarded it, but at the time she alighted from it it had been changed to an Evanston express. That meant that it was allowed to run by Lake and Clark without being searched. The change was quickly discovered and order wired to search the car at Wilson.

Again there was a slip. The telephone order reached Wilson ahead of the train, but there was no one available to send up to the platform at the time. The order was flashed to Howard and soon the message



came back that the bag had been recovered and was on its way back to the Loop on a certain train. The woman watched the developments with bewilderment as Mr. Griffin looked at his watch and told her the exact minute her bag would be in his office at Randolph and Wells, where he had brought her to wait. The train on which the bag was lost left Adams and Wabash northbound at 5:32 o'clock. The bag was restored to the owner at 6:30 o'clock, having meanwhile been carried a distance of almost twenty miles.

The owner of the bag writes in part: "I never saw such courteous attention as I received from each employe. It impressed me especially because I felt that I had been careless and was causing a lot of trouble to everyone. When the bag was handed me, everything intact, I signed a card and left with a wonderful appreciation of the kindness and honesty of those who found and returned the bag to me and a wonderful respect for the Elevated personnel and operating system.

"I am a good advertiser and will tell everybody I know before I am through, but I wish I could show my appreciation to the ones who were responsible for my property being returned to me, especially Mr. Griffin and James Givin, Badge No. 3925, Howard street line."

It is unusual to change the destination of a train during a trip, as this passenger relates was done. It is done only in cases of delay to close up an interval. Only for that unusual occurrence the lady would have had her bag restored to her in less than ten minutes instead of an hour. But in that case she would not have seen the working of the system which made such an impression on her. Leaving articles on trains is an everyday occurrence and in most instances they are recovered. They are recovered in every instance where the trainman sees them before another passenger has had an opportunity to appropriate them.

### *The Precious Minutes Wasted in Sleep*

**F**REQUENT telephone inquiries are received at the general office of the "L" as to whether there was any delay on a certain line on a certain morning. Some one evidently checking up on the excuses given for tardiness. Sometimes the excuses are valid and many times they are not. They show, however, that the average person allows a rather close margin in getting from home to work or school.

A good example of this came to the editor of RAPID TRANSIT NEWS a few days ago, in the form of a letter from a high school pupil. It read: "I was late for school this morning, January 14, and at the request of Mr. Manley, a teacher at the Englewood High School, I am writing to complain because one of your trains caused me to be two minutes late for school."

ELLSWORTH MILLER.

We're sorry, Ellsworth, that you were two minutes late and that it was due to failure of "L" service, but don't you think that you were

just a trifle to blame in the matter? Had you got up five minutes earlier you would have got to school three minutes ahead of time instead of two minutes late; and, really, you never would have missed that five minutes' sleep. Allowing yourself such a close margin of time isn't the best habit to develop at your age. You know about the early bird, etc. These habits, once acquired, seem to stick, too. There are thousands who use "L" service daily, who are beyond school age, who figure as closely as you do. The subject affords an interesting study of the so-called human race at any transfer point in the morning rush hour.

The transfer point at Belmont avenue on the north side supplies a good illustration. Schedules are arranged so that a Wilson express arrives at Belmont one minute after a Ravenswood local. Passengers leave the Ravenswood local and wait a minute for the Wilson express and, if everything is running smoothly, they arrive at the Loop exactly two minutes earlier than if they had stayed on the Ravenswood local. There is only three minutes of difference in the running time of express and local trains from Belmont to the Loop, but passengers will go to the trouble of transferring, sometimes giving up a seat for a strap, in order to gain just two minutes.

At Wilson avenue in the morning rush hour an even more interesting thing may be seen any morning. A good many passengers who prefer a seat to a minute or two in time leave the crowded Howard express trains and go downstairs to a Wilson express. At the same time others pay their fare at Wilson and climb the stairs to pack into the already crowded Howard express trains, no doubt thinking they will gain a minute or two in time. They could have a seat in a train leaving from the lower level at Wilson, but they prefer to climb the stairs and hang on to a strap.

The interesting thing about it is that they only think they gain time by doing that. As a matter of fact, the running time of a Wilson express leaving from the lower level and a Howard express running through is exactly the same. Both classes of trains run on the same tracks. An allowance of five minutes longer to get to the office would save a whole lot of trouble and remove the cause of numerous complaints. Try it and see how well it **works**.

## ***Cold Weather and Complaints Come Together***

**W**HEN the first snowstorm of the year hits the city, service complaints begin to appear in the "vox pop" columns of the newspapers. Cold weather and complaints seem to come together. There is a reason.

The complaints do not come from regular patrons of the "L" who use the service day in and day out throughout the year and know how reliable it is. They come mostly from those who have used their



automobiles or some other method of transportation when the weather was fine. When weather conditions made their usual form of transportation undesirable they turned to the "L" for relief. They came in thousands on the first stormy day and they grumbled because they found trains crowded. By the time the service was adjusted to the increased load the weather had moderated and they had departed after having told the operating officials through the "vox pop" columns how to run the railroads.

### ***Troubles of the Trainman***

**T**RAINMEN on the "L" are required to be courteous and obliging and as a rule they are, but there are times when they are put to rather severe tests.

A recent letter from a passenger relating an incident to which he was a witness tells the story of what the trainman frequently has to contend with. It was a Douglas Park train and the writer of the letter says the trainman called the LaSalle station quite distinctly. A woman alighted from the train, the gates were closed and the signal bell given the motorman. The writer of the letter then relates what followed:

"Just after giving the signal to go ahead a passenger, who, I presume, was too interested in his paper to know where he was, got up and demanded to be let off. As the train had started the conductor courteously told him he would have to get off at the next station, whereupon he heaped such a tirade of abuse on the conductor as I don't think I ever listened to before. As the conductor took it all without retaliating, I think he ought to be very highly commended for living up to the rules of the company in such a trying situation. I think you ought to have a by-law of some kind to protect your employes from such unmitigated abuse.

The conductor's number was 6466."

No. 6466 is Conductor P. Fleck and he is commended for keeping his temper under such trying circumstances. Passengers of the type described know that trainmen are not allowed to resent such abuse, so they feel perfectly safe. Some have such an oblique mental slant that they think they are doing a smart thing. The foregoing letter shows how the average passenger regards such conduct. As the poet said: "Oh, would some pow'r the giftie gie us, to see ourselves as others see us."

### **LEWIS INSTITUTE**

The increasing use of concrete has made Lewis Institute one of the world's greatest centers of scientific research. There is not a large concrete installation being made anywhere in the country that does not in some way reflect the research work done in the laboratory of Lewis Institute. Professor D. A. Abrams with a staff of forty scientists and engineers make an average of 50,000 tests a year of problems relating to concrete. As many as 100,000 tests have been made of a single phase before a decision is rendered. Scientific bulletins dealing with concrete issued by Lewis Institute are translated into various foreign languages, including Japanese, and are accepted as authoritative in all countries of the world.

## OUR COURTESY COLUMN

**T**HE following employes have been commended during the past month:

Loop Agent Mrs. Ella M. Whitehouse is commended by John L. Bartos for paying his fare after he had lost his pass.

Loop Agent Miss M. Mills is commended by Edward D. Kelly for calling him back from the station platform to get the balance of his change which he had forgotten to take.

Student Platform Man L. Munson, Badge 9530, is commended by Miss C. Lyman for recovering an umbrella which she had left on an Evanston train.

Traffic Checker Remus L. Elliot, North Side Division, is commended by Miss E. Mueller for his assistance in recovering a package she had left at a station.

South Side Guard Earl Grannum, Badge 3542, is commended by George H. Hart for securing seats for passengers on a crowded train.

South Side Motorman George Clegg, Badge 3850, is commended by Miss Isabella O'Malia for recovering a purse containing valuable papers which she had lost on a train.

South Side Guard Alfred Archambault, Badge 4105, is commended by Mr. C. W. Griffin for clear and loud enunciation of stations and also for assisting an elderly lady with her packages at the Argyle station.

South Side Trainman Dan Kendall, Badge 3865, is commended by Miss Estelle B. Kind for attention given her while on his train.

South Side Trainman B. Doughty, Badge 3676, is commended by W. A. Hester for his strict attention to duty.

Metropolitan Trainman Edward Kiesow, Badge 6248, is commended

by George R. Misch for strict attention to his duties.

Metropolitan Trainman James Trainor, Badge 6244, is commended by Mrs. C. McGowan for his intelligence in directing passengers.

Metropolitan Trainman Wm. Timmerhoff, Badge 6215, is commended by G. W. Boehm for finding and escorting an elderly passenger to a seat.

Metropolitan Trainman J. Broderick, Badge 6697, is commended by Mrs. Luella M. French for his gentlemanly treatment of passengers.

North Side Trainman R. E. Young, Badge 1688, is commended by F. H. Knapp for his clear enunciation of stations.

North Side Trainman Chester Linwood, Badge 1660, is commended by Mrs. A. G. Kern for finding and returning a platinum stick pin which she dropped on the platform at Kimball Avenue.

Platform Man A. R. Halson, Badge 9546, is commended by Mrs. Leone H. Benson, for flagging a train, jumping down on the tracks and recovering an envelope containing money and other valuables which she had dropped.

North Side Trainman Charles McCorkle, Badge 1968, is commended for his attention to duty and courteous treatment of lady passengers.

Loop Platform Man C. Oberhein, Badge 9554, is commended by S. H. Clark for the assistance he rendered Mrs. Clark in carrying a heavy suitcase into the LaSalle St. Depot for her.

South Side Trainman Phillip Griscoe, Badge 4088, is commended for his excellent self control by Capt. C. R. Eggerton when a passenger became argumentative and began calling him vile names.

North Side Agent Mrs. M. Anderson is commended by Miss Jean Smith for the assistance she rendered in recovering a pamphlet which she had lost.

Logan Square Conductor W. Hameling, Badge 6739, is commended



by Miss Gladys Kamin for his strict attention to duty, and his courtesy to passengers.

North Side Conductor C. H. Wrechman, Badge 1267, South Side Despatcher L. Hickey and Loop Despatcher H. Erickson are all commended by S. C. Browne for the assistance they rendered in recovering a handbag left on a train.

Metropolitan Trainman P. Fleck, Badge 6466, is commended by R. C. Crosson for his excellent self control when a passenger became abusive and began to call him vile names.

Superintendent of Loop R. N. Griffin and South Side Trainman James Givin, Badge 3925, are commended by Miss Clara Stiles for the assistance they rendered in recovering a handbag which she had left on a train.

Assistant Superintendent of Loop Herman Ockenga is thanked by Floyd B. Weakly for the return of several checks and insurance notices which were lost on one of our trains.

Metropolitan Trainman George Sperra, Badge 6222, is thanked and rewarded by C. N. Walliburton for the return of a brief case containing valuable papers which he had lost on a train.

### His Careless Ways

"When you found you hadn't your fare did the conductor make you get off and walk?" asked the inquisitive man.

"Only get off," was the sad reply. "He didn't seem to care whether I walked or sat down."

### Just for Fun

Rural Magistrate: "I'll have to fine ye a dollar, Jeff."

Jeff: "I'll have to borrow it off'n ye, Jedge."

Rural Magistrate: "Great snakes! was only to git a dollar I was fining ye. Get out! Ye ain't guilty, anyway."

## ARMOUR INSTITUTE OF TECHNOLOGY

Professor Gebhardt, head of the Department of Mechanical Engineering of Armour Institute of Technology, has written a book entitled "Steam Power Plant Engineering," which is now in its sixth edition and is being used in practically all the engineering colleges in the United States. It is being used extensively as a textbook in Great Britain, Australia and Japan.

## GROWING DEMAND FOR ELECTRICAL ENERGY

The demand for electrical energy in the United States is already greater than the total estimated production of all the water power sites in the country, both developed and undeveloped, declares the Federal Power Commission in its fourth annual report.

"We have no national surplus of water power resources," says the report, which has just been issued. "Our best estimates indicate that we have a total of 55,000,000 horse-power of developed and undeveloped water power available for fifty per cent of the time. The combined installation in central electric stations, electric railways and industries in the United States in 1924 is estimated at 56,000,000 horse power, with several millions more employed in railroad transportation."

An old Negro was brought into a police station charged with vagrancy.

"Law, mistah, I ain't no vagrant! I's a hahd-wukkin, religious man. Look at dose!" And he pointed proudly to the large patches ornamenting the knees of his trowsers. "I got dem f'om prayin'!"

"How about the patches on the seat of your breeches?" asked the policeman.

The negro looked sheepish for a moment, then:

"I reckon, Ah must have got dose backslidin'," he said.

# NORTH SHORE LINE

**I**N 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**