

RAPID TRANSIT NEWS

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Niles Center Branch Now Open For Service

THE NILES CENTER branch of the North Side division of the Chicago Rapid Transit Company was opened to the public on March 28 with special inaugural ceremonies.

The new line runs from the Howard street station of the North Side division a distance of five miles, through parts of Evanston and Niles Center to a terminal at Dempster street, Niles Center. It has eight stations of the most modern type, beauty of architecture being combined in their construction with permanency and utility.

The extension was built and is owned by the Chicago North Shore and Milwaukee Railroad Company, Rapid Transit trains being operated under a trackage agreement. It cost about \$3,000,000. Frequent service is provided between Howard and Dempster streets at a fare the same as that charged in Evanston.

On the day of the opening of the new line two special trains were operated to the terminal by the Rapid Transit Company. They carried city and village officials, members of many Chicago business men's associations and officials of the company. A special train was also operated by the North Shore Line from Waukegan, and in addition several special buses were also operated by that company to the Dempster street station. They also carried city and village officials and representatives of business men's organizations.

A program of speeches was held at the terminal, punctuated by the buzz of airplanes overhead and daylight bombs. R. Floyd Clinch, vice-president of the Rapid Transit Company, officially welcomed the 2,000 persons who had gathered to witness the ceremonies, as a representative of Samuel Insull, chairman, and Britton I. Budd, president, who were unable to attend.

Bernard J. Fallon, vice-president, in charge of operation of the Rapid Transit Company, was the next speaker. He said, in part:

"In building the line we had just two thoughts in mind. The first one was that we would build a safe road and the second one was that



Two Special Rapid Transit Trains at the Dempster Street Terminal of the Niles Center Branch on the Opening Day.

we would build a railroad that would last. I believe we have succeeded in doing both.

"Through Evanston we have no grade crossings at all. We either go over or under the streets. We have a 150-foot right of way and, thanks to the co-operation of the village authorities, a 33-foot street has been dedicated on both sides of this right of way, eliminating the necessity for highway crossings except at station sites.

"There are only five surface crossings the whole length of the line. I think that is a remarkable thing and that is just another expression of the co-operation of the officials and their appreciation of the problems of the railroad people of today.

"It is only that sort of co-operation and that mutuality of interest that will permit of accomplishing a thing of this kind. It shows that the public and the representatives of the public are getting closer acquainted with our problems and for that reason we will be successful and we will be able to produce the thing that the people are interested in in a big way, and that is service.

"This line has been built to last. The construction is of a type so that you could operate, if necessary, the Twentieth Century Limited over these tracks and over these bridges. The foundations have been built to last for a long time and it looks to me very much as if the public appreciates it."

Mayors Harry Pearsons of Evanston and John Brown of Niles Center were called upon, and each told of the benefits which the communities which they represented would reap from the construction of the new line and expressed the thanks of their communities for the splendid manner in which the Rapid Transit Company has carried out its end of the contracts for the construction.

Others who were called upon during the program were: U. S. Representative Carl R. Chindblom, of the congressional district which encompasses the Niles Center branch; L. E. Meyers, head of the construction company which built it; Howard P. Savage, commander of the state of Illinois American Legion, and D. H. Howard, North Shore Line engineer in charge of construction.

Following the talks the special trains were operated back over the line to the construction camp of the Meyers company, where a complimentary buffet luncheon was served by that company.

Gray Hair and \$10 Bills

GRAY HAIR is rather a touchy subject with some persons, especially those of the so-called weaker sex, but if by its discussion a few strands can be prevented from turning gray the forgiveness of "L" agents will probably be forthcoming.

One day while waiting to meet a friend in a loop station during the evening rush hour we observed the actions of a young lady agent in the station while collecting fares of the homeward bound patrons. Due to the fact that our friend was rather late in keeping his engagement we were permitted quite a little time for observation.

The first rupture in the stream of patrons came when a short little fellow peeped under the bar of the agent's cage and offered what looked to us like a ten dollar note for the payment of his fare. We looked at the agent and, with a quick glance at the man, she reached down in the cash drawer and quickly counted out his change.

In the meantime a fairly long cue had gathered in the wake of the little fellow. One woman in the line seemed rather fidgetty and glanced in a somewhat exasperated fashion at the man as he held up the hurrying people. We watched her approach the window, and when she reached it she tendered another bill of large denomination in payment of her fare.

The agent looked at the bill and at the lady and asked her if she had nothing smaller.

"Yes, I have," was the reply, "but the milkman is going to stop in the morning for his money and I must have some change to pay him with. I thought you would have a lot of change here so I waited to get it from you."

We didn't hear what the agent said, but she changed the lady's \$10 and she went away smiling. By that time the line had grown a little longer and probably some had visions of being late for dinner because of the fussy lady patron's solicitude for the milkman. While we waited there were two other instances of large bills being paid for a fare and through it all the agent maintained her perfect aplomb, outwardly at least.

Of course, she is interested in having everything go smoothly, as are all "L" employes, and, putting yourself in her place, you can imagine her troubles when the short space of time we stood there is stretched into a day and the many occurrences are multiplied.

Is it any wonder that some of them get gray hair a trifle before their time?

President Coolidge on Government Ownership

THERE are two things that President Calvin Coolidge has become noted for. They are economy and the fact that he doesn't say much. When he does say something, however, it is worth saying. In one of his pre-election speeches he saw fit to touch on the proposed ownership of public utilities, especially the railroads, by the government and, true to form, he "said something."

"Responsible public commissions," said the President, "have valued these [transportation and water power] at about \$35,000,000,000. Such a cost would more than double our public debt. Any deficit in earnings would have to be made up out of taxes. We did that during the war at a cost of \$1,600,000,000.

"With the Government in possession of such a great engine, with two and three-quarter millions of employees, spending \$9,000,000,000 or \$10,000,000,000 each year, holding virtually the power of life and death, what chance would the rest of the people of the country have?

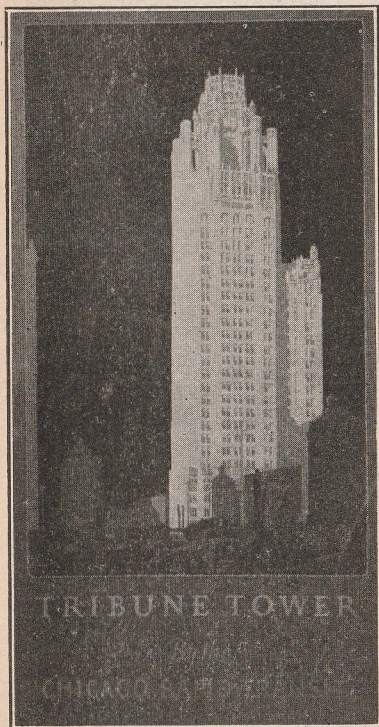
"It would appear perfectly obvious that if these are taken off the tax list by public ownership, the other property of the nation must pay their yearly tax of some \$600,000,000. In the thinly settled agricultural regions this would make an increase of 30 or 40 per cent on local taxation.

"They have Government ownership abroad. It takes 23 men in Germany to move a ton of freight one mile; 24 men in Italy; 31 in Switzerland. In the United States it takes only 5 men. It is interesting to note also that reduced to terms of bread and butter railroad employees of these countries show weekly earnings of only about one-third of those in this country."

POSTER SHOWS BEAUTY OF NEW TRIBUNE TOWER

THE Tribune Tower, newly completed home of the Chicago Tribune, which will be ready for occupancy May 1, is the subject used for the May Chicago Rapid Transit Company lithograph poster.

The company's posters, one of which is displayed on station platforms each month, have attracted wide attention throughout the



**Tribune Tower Lithograph to Be
Used by the Chicago Rapid Transit
Company During May.**

country because of the departure they represent in advertising art. They depict special places of in-

terest throughout the city which are available to rapid transit service.

The New Tribune Tower was built from a prize design picked from hundreds submitted by architects in every part of the world. It represents the adaptation of beauty in architecture to the modern metropolitan skyscraper.

All offices of the Chicago Tribune and Liberty magazine are now housed in the new building and the offices not occupied by these allied publications will be ready for public rental on May 1. The "L" poster, reproduced above, is posted concurrent with the opening of the new building.

DUNES CALL IN THE SPRINGTIME

THIS is the time of year the thoughts of the out-door fan turn to hiking. The urge to get out in the open begins to make itself felt and thousands trek to nearby places where they can follow the trail that leads away from the crowded confines of the city and into a land of sunshine and flowers.

One of the most interesting and popular spots in the vicinity of Chicago is the Indiana dune region. Thousands journey from the city each year to spend a day or a week-end there. Especially at this time of year are the Dunes fascinating.

The plant life is putting on its verdant spring dress, and the early varieties of flowers are in bloom. There are long, even stretches of sandy beach to walk along, or if one prefers to stay in the wooded sections, many Indian trails and shady pathways to follow. There are also many species of plant, bird and animal life to study for those who are interested in these branches of outdoor life.

The dune country lies just 40 miles from the heart of Chicago. The fast express service of the South Shore Line which takes you

to the interior of the region, makes it easily accessible. The road is electrified all the way from Kensington to South Bend giving you a clean, pleasant and enjoyable ride and with most efficient service.

All elevated trains take you to within a short walk of the Randolph street I. C. station from where the South Shore Line operates frequent service to the Dunes. For patrons who live on the South side these trains stop at the Sixty-third street station of the I. C. This is only a few hundred feet from the Dorchester avenue station on the Jackson Park branch.

IT HAPPENED ON THE "L"

THE scene is a loop-bound Evanston express on a rainy morning. From the front of the car comes the voice of the guard calling out the station, "Belmont next! No stops between Belmont and Chicawgo Avenoo! "The train stops. A gentleman with an umbrella on his arm elbows his way through the crowd to the exit. There is a general influx of passengers and the train rolls onward.

"Chicawgo Avenoo," announces the guard. "Jackson Park express train." Among the people who leave are several with umbrellas swinging in their hands. One of them, an elderly lady, we are going to hear from again.

All is well until the loop is reached. "Randolph and Wells. Change for the West side. Yes, lady; this is a Jackson Park train!" 'Tis the guard again. But now there seems to be a commotion in the car. Above the rumble of the train a high-pitched feminine voice is heard. The guard rushes forward to see what all the noise is about.

"What's the trouble, lady?" he asks politely.

"My umbrella!" she answered.

"It's gone! Someone took it. I must get it back. 'Twas a present from my dead mother. And look what they left instead. Oooo—h!" And the young lady bursts into tears.

"Maybe it'll turn up," the guard assures her. "Give me your name and address and I'll have it traced." The lady complies with a look of hopelessness on her face.

An hour or so passes, and there is a 'phone call at the "Lost and Found" department. A clerk answers.

"Say!" says a masculine voice at the other end of the wire, "I picked up the wrong umbrella on a train this morning. The thing I got is a lady's an' I don't want it. And, furthermore, it looks like a cross between an eggplant and a toadstool. Has there another been turned in to you?"

"Yes, sir; two of 'em. Come up and identify yours!" the clerk informs him. In the meantime the second lady has called and turned in the umbrella she got by mistake in the tangle. She wants hers back, too.

The mix-up is finally all straightened and everybody's happy. Such a thing may not happen again in ten years, and again it's liable to happen any day. That is any day it rains and people ride on the "L."

"Does my question embarrass you?" inquired the professor of the dazed looking student.

"Not at all, sir," answered the student. "The question is perfectly clear; it's the answer that's puzzling me."

"Where is Bill taking the car?"

"He's going to a matinee."

"There isn't any matinee until tomorrow."

"Well, he's got to find a place to park, hasn't he?"

"I'm looking for some one to loan me \$10."

"Well, it's a nice day for it."

OUR COURTESY COLUMN

The following employes have been commended during the past month:

North Side Trainman Elmer Layne, badge 1709, is commended by Clinton S. Golden of Katonah, N. Y., for his general courtesy and the helpful information given him while in Chicago recently.

North Side Trainmen J. F. Minivegan, badge 1480, and R. E. Moore, badge 1402, are commended by J. J. O'Connor for their politeness and clear enunciation of stations.

North Side Trainman Harry Neeley, badge 1502, is commended by Byron O. Jones for helping an elderly lady who had slipped and fallen at the Sheridan Road station to regain her footing, and for carrying a heavy suitcase into the train for her.

North Side Trainman J. Simsen, badge 1513, is commended by H. C. Lassen for delaying his train long enough to allow him to board it, when he noticed Mr. Lassen hurrying across the platform to catch the train. This few seconds' wait enabled the patron to keep an important business appointment.

North Side Trainman George Konovich, badge 1581, is commended by Miss Winifred S. Miller for finding her a seat on a crowded car.

North Side Trainman George A. Schwarz, badge 1231, is commended by J. E. Franke for recovering a package which had been knocked from his arms onto the track.

South Side Trainman Joseph Mott, badge 3984, is commended by John Connelly for his politeness in giving him specific directions as to how he might reach his destination.

Miss B. Muldoon, South Side Agent, is commended by "A passenger" for locating and returning a school ticket book that was lost or stolen and being used illegally by another passenger.

South Side Trainman William Moran, badge 3857, is commended by C. A. Piepho for his first aid treatment of a young lady passenger who fainted on his train.

South Side Trainman C. A. Fallon, badge 3597, is commended by Arthur H. Love for his courtesy in helping two lady patrons with their heavy traveling bags.

South Side Trainman John Heim, badge 3765, is commended by a passenger for the efficient and sympathetic manner in which he handled the case of a woman passenger who was taken ill.

Metropolitan Trainman Albert Tomchane, badge 6370, is commended by "One of the 'L' patrons" for his general courtesy.

Metropolitan Trainman H. M. Gillett, badge 6208, is commended by Henry J. Koeber for his clear enunciation of stations and strict attention to duty.

Metropolitan Trainman S. A. Tobias, badge 7760, is commended by A. F. Syke for his courtesy and civility to passengers. Trainman Tobias received a second commendation from W. J. Mashek for this same trait.

Lake Street Trainman E. Evan-son, badge 8600, is commended by Page V. Lyon for his neatness of appearance, strict attention to duty and clear enunciation of stations.

Loop Student Platform Man A. R. Halson, badge 9546, is rewarded by Mrs. Leone H. Brown for recovering an envelope containing valuable papers which had fallen to the track.

Switchman M. Hickow is rewarded by Miss Blanche Rochelle for finding and returning a fur which she lost.

NORTH SHORE LINE

SPRING

—and Hikes

OPEN country calls in the springtime. The North Shore Line will take you to spots with an undreamed of wealth of bursting buds and caroling birds.

Highways are crowded and dusty in the spring and outing spots along them are usually already taken when you arrive.

The forest preserve at Braeside is a short ride from the bustling city. It is one of the spots along the North Shore Line to visit in spring.

The Traffic department knows of other places and will be glad to give information for special parties, small groups or individuals.

TRAFFIC DEPARTMENT

Room 602, 72 West Adams Street, Telephone Central 8280

**Chicago North Shore and
Milwaukee Railroad Company**