

RAPID TRANSIT NEWS

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More 8-Car Trains for Rush Hours

EIGHT-CAR trains during the rush hours will be in operation on the Evanston-Jackson Park and the Kenwood-Ravenswood lines before Christmas, according to the estimates of engineers of the Rapid Transit Company.

Authority to extend station platforms to accommodate the longer trains has been granted by the city and the work is now under way. The Rapid Transit Company will spend \$1,000,000 during the next six months in extending the platforms and remodeling cars to adapt them to the longer train operation.

In addition to the \$1,000,000 for platforms and remodeled cars the company is spending \$2,300,000 for new steel cars, the first of which will arrive in the city about the end of the present month. One hundred of these cars have been ordered and will be placed in service as rapidly as they come from the car builders. The new cars added to those already in service will give the Rapid Transit Company a total of 455 steel passenger cars.

On the Metropolitan and the Lake street divisions the station platforms will be extended to provide ultimately for 8-car trains, but only 6-car trains will be run for a time. As the maximum length of train on the west side lines is now 5 cars, the increased capacity during the rush hours will mean a marked improvement in the service. It is estimated that the platforms on the west side lines will be ready for the longer trains by December 1. With the longer trains in operation the seating capacity will be increased about 20 per cent on the average.

Other improvements on the program include the laying of express tracks on the Lake street line and on the Garfield Park branch of the Metropolitan. This work will follow the platform extensions and be completed, according to present estimates, during the year 1926.

Service on the Douglas Park Branch

SEVERAL complaints have recently come to Rapid Transit News about the service on the Douglas Park line during the evening rush hours. The letters have complained about the train crew on a certain express train because the express did not run ahead of a local preceding it and reach and Canal street station first.

The particular train about which complaint has been made leaves the Cicero station on the Douglas Park line at 5:19 in the evening. It is an express, which means that it runs into the Wells street terminal and passengers bound for the Loop have to transfer at Canal street. A local Douglas Park train is scheduled to reach Canal street immediately ahead of the express. In order to let it do so it sometimes happens that the express runs a little slow from Halsted street east and the passengers on it wonder why it does not pass the local between Halsted and Canal streets. The passengers on the express say it is the fault of the motorman who deliberately loafs on the job and does not try to pass the local.

Now there is a good reason for this method of operation which the passengers on the express cannot possibly understand. They can see the local on the other track running alongside of them and when the express does not pass they jump to the conclusion that the motorman is purposely trying to delay them. The facts are that the particular motorman is carrying out his orders and in doing so is really helping the passengers on the express to get on to the Loop a few seconds sooner than they otherwise would.

Checks on the traffic show that the local which reaches Canal street a few seconds ahead of the express is invariably crowded at that hour. Were it to follow, instead of precede the express into Canal street, the result would be that all the Loop transfer passengers off the express would try to crowd into that local, already well filled, and thus cause a long delay in loading. By getting into Canal street ahead of the express the local misses that heavy transfer crowd and gets on to the Loop on schedule time.

A Humboldt Park local is scheduled to arrive at Canal street 60 seconds after the Douglas Park express. That local usually is about half filled going downtown at that hour, so it is able to pick up without delay the Loop transfer passengers who got off the Douglas Park express. It means that the passengers on the Douglas Park express have to wait at Canal street from 60 to 70 seconds to get the Humboldt Park Loop local, certainly not a long wait for transfer passengers.

At that hour in the evening, trains have to get to the Loop on schedule. A half minute delay will cause a gap and throw the entire service on the inner Loop out of gear. All that is figured out with the utmost precision by the schedule-maker. It is his business to make schedules

to get trains over the tracks in the shortest possible time, and it may be said incidentally that he knows his business. It is impossible for the passengers on a train to know. They can see only the train they are on, but the schedule-maker has to see all the trains.

One of the letter writers says the Douglas Park express on which he rides misses the local ahead of it at Canal street "by a sixteenth of an inch." That may be cutting it a little too fine, but it does it by only a few seconds. But it is not the fault of the crew. It misses that local purposely to avoid delay in getting on to the Loop and delaying a lot of other trains.

Irate passengers like one of the letter writers who suggests shooting the motorman should reflect that the company is quite as anxious as the passengers to keep trains moving without delay. No train ever is purposely delayed because the faster they can be put over the tracks the more economical it is for the company. And the men who have made railroading their life work know how to keep trains moving to the best advantage better than it is possible for the passengers to know.

Spend a Sunday Among the Dunes of Indiana

NINETY minutes from the heart of Chicago on the fast trains of the South Shore Line, lie the Dunes of Indiana, which for primitive beauty and grandeur are unequaled. Thousands of Chicagoans are un-

aware of the existence of this wonderful beauty spot which lies at their doors. One visit converts them and makes them regular week-end or Sunday visitors to this land of enchantment.

Nowhere in the world can a similar landscape be found. The Dunes stretch for a distance of 25 miles along the southern shore

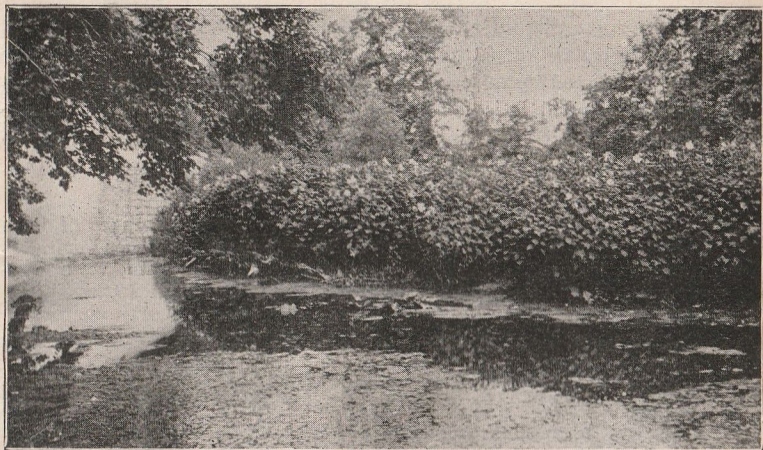


Cluster of dune phlox on hillside

of Lake Michigan. Many who have never visited the Dunes think of them as desolate stretches of white sand. They do not know that there is a greater variety of plant life in Duneland than in any similar area in the America. Flowers and plants which are native to the north can be found growing within a stone's throw of vegetation commonly seen only in southern climes.

town stations convenient to the Rapid Transit lines are Randolph, Van Buren and Roosevelt Road and on the south side the convenient stations are Forty-third and Sixty-third streets.

Visit the Dunes on your next Sunday's outing and you will acquire the habit. This is the most delightful season of the year for such outings.



The large Rose-Mallow, or Hibiscus Flowers at the Dunes

Some of the Dunes rise two hundred feet in the air and the view from the top is one that has few equals anywhere in the world. To the nature lover the Dunes are a source of inspiration and never-ending pleasure. Those who visit them once will go back again and again, for they have a lure which is not to be found in any other place.

The Dunes are conveniently reached over the South Shore Line. This high-speed interurban railroad runs over the tracks of the Illinois Central Railroad in the city and trains can be boarded at suburban stations. The down-

Might Be Worse Off

"Thankful! What have I to be thankful for? I can't pay my bills."

"Then, man alive, be thankful you aren't one of your own creditors."

Cause of the Trouble

Doctor—Didn't I say he was to avoid all excitement?

Patient's wife—Yes, that's what got him excited. He started by calling you an old fool.

The minister officiating at a funeral was eulogizing the departed and concluded with these comforting words: "Friends, all that remains here is the shell—the nut has gone."

THE "SUCCESS" IS POSTER SUBJECT

THE last of England's infamous felon fleet, the convict ship "Success," which is riding at anchor on the Chicago river at the State street bridge, is the subject chosen for the July lithograph in the artistic Chicago Rapid Transit series.

The "Success" is the oldest ship afloat and her history is colored with stories of the most inhuman treatment of criminals of all time. She was launched at Moulmein, British India, in 1790 and her long life is due to the Burmese teakwood of which she is built. The "Success" has been visited by more than 20,000,000 persons in all parts of the world, according to Capt. D. H. Smith,

owner, who is in personal charge of the Chicago exhibition.

"Ocean Hells" was the appellation applied to the fleet of English transports used as floating prisons during the heyday of their existence. The "Success" is the only remaining ship of the fleet and she lay at the bottom of the harbor at Sydney, Australia, for five years before being raised by an English syndicate for exhibition purposes some thirty-five years ago.

Dungeons, manacles, the "Iron Maiden," the merciless "cat-o-nine-tails," the salt water bath, stocks, branding irons and whipping posts are among the instruments of torture displayed on the old vessel. A visit to the ship will present a most vivid picture of the historic penal system of the English.

Take Rapid Transit trains to State and Lake stations. The "Success" is one block north.

Buy an "L" Pass and Visit White City

"White City," shouted the "L" guard. The big crowd of fun lovers stepped off the train and found themselves right in front of the big amusement park.

That's one of the reasons why folks like to go to White City. No matter where they live they just "hop" on and "hop" off in front of the park from the "L." White City has a lot to offer this year, many new features too. Right now the super summer show is in full swing in the outdoor Garden Terrace and it is well worth the trip to White City alone.

The biggest stars of the winter theatrical world are playing at the big park, and there is a chorus of beauty and talent. Every girl in the chorus can do a specialty.

One of the newest features in the park is the "Palace of Wonders," and it has grown into in-



The "Success," the English
CONVICT SHIP
State Street Bridge By
CHICAGO RAPID TRANSIT

stant popularity. The many illusions are quite amazing and have every one guessing just how they are worked. "Madame Murphy's Beauty Shoppe," is another new feature that is the premier laugh provoker.

And don't miss visiting the "Mysterious Sensation," it's the greatest puzzle you were ever in. You just can't explain it for the life of you.

All the big rides are pepping up the jaded nerves of Chicagoans. The Pep, the Chutes, the Cyclone Bowls, the Giant Racing Coaster and Caterpillar are a few of them.

White City also has bowling, skating and dancing. You can dance and skate every evening.

There are two ball rooms open on Wednesday, Saturday and Sunday nights.

It is easy to see that you couldn't see White City in one evening. It takes a whole week.

So all aboard! Buy an "L" pass and go out every night for a week.

To Hold Rodeo in New Stadium

THE Chicago Roundup and world's championship rodeo will be the largest event of its kind ever given, according to representatives of the Association of Commerce who have the big show in charge. It will open in the Grant Park stadium on August 15, lasting for nine days.

The rodeo, which Col. Roosevelt proclaimed the most red-blooded of American spectacles, and which will consist of bucking bronco riding, steer "bulldogging," trick and fancy riding and many other hair raising stunts of the west, will draw hundreds of rope throwers, steer wrestlers and riders who in the past have demonstrated their ability in these virile sports.

The thrills of these cowboy and cowgirl contests are well known in the legends of the west. The Association of Commerce has set aside \$30,000 in cash prizes to be awarded the contestants.

"Outlaw" horses which have made many a rider in other contests "bite the dust" will vie with the skill of the "buckaroos." A trainload of the wildest longhorn steers is now being conditioned on the western plains for the Chicago rodeo.

The Grant Park stadium, which seats 75,000 persons, is reached by taking Rapid Transit trains to Roosevelt road. Patrons using the Metropolitan and Lake street divisions can transfer to south-bound trains on the loop.

OUR COURTESY COLUMN

THE following employes have been commended during the past month:

Loop Despatcher Herman Ockenga is commended by Jack Brewton for recovering and returning a gold watch and chain he had lost on a train.

Metropolitan Trainman William Heelan, badge 6401, is commended by Luella M. French for his gentlemanly treatment of passengers.

Loop Platform Man C. Summer-ville, badge 9550, is commended by W. A. Swift, LaSalle, Illinois, for rendering a personal service which saved him considerable time and worry and for his general courtesy to all patrons.

Lake street Trainman Louis Lango, badge 8683, is commended by "A lady patron" for the helpful information he gave her and a party of friends on how to reach a certain place with which they were unfamiliar.

Metropolitan Trainman A. Ras-mussen, badge 6596, is commended by Miss Anna L. Paulus for his attention to the comfort of pas-sengers and for his courtesy to all.

North Side Switchman George Herbert, is commended by F. X. McQuillan for finding and return-ing a railroad commutation ticket which he had lost.

South Side Trainman R. E. Moore, badge 1402, is commended by "A Customer" for his clear enunciation of stations.

Metropolitan Trainman C. Kac-zerowski, badge 6687, is com-mended by "A Passenger" for go-ing through the train and announc-ing that he had found a letter, thereby returning it to a lady pas-senger who had lost it.

North Side Trainman George Karch, badge 1243, is commended by a "Ravenswood 'L' Passenger" for his very patient and courteous manner in directing a gentleman who had taken a wrong train.

Metropolitan Trainman Tony Futera, badge 6406, is commended by J. D. Lowery for his honesty in returning a valuable package which had been left on a train.

North Side Trainman W. J. Att-wood, badge 1531, is commended by W. H. Munro, for his clear and loud enunciation of stations.

Metropolitan Trainman William Heelan, badge 6401, is thanked and rewarded by Miss Fanny Fleisch-man for recovering a valuable package left at a Garfield Park sta-tion.

South Side Platform Man A. C. DeWitt, is commended by A. Mor-ritz for his pleasantness, willing-ness to answer questions and clear calling of trains.

Metropolitan Trainman Edward Craig, badge 6262, is commended by Mrs. Mae Morgan for recov-ering and returning a package left on a train.

North Side Trainman William

Peabody, badge 1680, is commend-ed by M. Palmer for his pleasant-ness and attention towards the comfort and welfare of passen-gers.

Metropolitan Ticket Agent Mrs. Ryan, is commended by Miss M. B. Stewart for paying her fare when the only money she had was a large bill which the agent could not change.

South Side Conductor William Stetler, badge 3604, is commended by H. W. Potts for his politeness and courtesy to passengers.

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

South Side Trainman W. J. Dunn, badge 3662, is commended by Mrs. Mayme Alexander for returning a purse which she had lost on a train.

Metropolitan Ticket Agent A. Landgren is commended by Henry C. Niblack, M. D., for tracing and recovering a pair of gloves lost on a Garfield Park train.

South Side Trainman Michael Conway, badge 4023, is com-mended by Olive K. Maxwell for his courtesy, clear enunciation of stations and his intelligent man-ner of giving information to pa-trons.

Metropolitan Trainman Frank Kalling, badge 6297, is commended by S. Hajduk for the courtesy and patience with which he gave direc-tions to two old ladies who did not know how to get to their des-tination.

South Side Trainman Michael Conway, badge 4023, is again com-mended for his clear enunciation of stations. This time by John H. Londrigan.

Metropolitan Trainman P. Sca-lese, badge 6267, is commended by J. E. Vodicka for his kindness, courtesy and attention to passen-gers.

NORTH SHORE LINE

"Art is Long and Time is Fleeting"

NOW is the season when every moment of an outing trip in the luxuriant Motor Coaches of the North Shore Line is one of the keenest enjoyment.

Week-end trips to Kilbourn and the wonderful Dells of Wisconsin, leaving the North Shore Line station at 209 S. Wabash Avenue every Friday morning at 8:30 o'clock (Chicago Time) returning Sunday evening at 6:15 o'clock.

Only \$37.00 for the round trip, including first class hotel accommodations, meals, boat trips and all expenses.

One-day Motor Coach trips to beautiful Lake Geneva, leaving Adams and Wabash at 8:30 o'clock (Chicago Time) every day, 8 o'clock Sundays. only \$5.00 for the round trip.

For full information regarding these and other tours, apply

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**Chicago North Shore and
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