

RAPID TRANSIT NEWS

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LUKE GRANT, Editor

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"L" Service to Maywood and Bellwood

RAPID TRANSIT service soon will be extended on the Garfield Park line to Maywood and Bellwood and southerly to Roosevelt road.

That will be welcome news to the residents of those western suburbs that are now without rapid transit service, as well as to those who contemplate building or renting homes away from the congestion of the city. Rapid transit service will mean the bringing of those suburbs within minutes of the Loop, for with fast and frequent transportation service distance is reckoned by minutes rather than by miles.

This great improvement in suburban service has been made possible through an operating agreement between the Chicago Rapid Transit Company and the Chicago, Aurora and Elgin Railroad. Trains of the Rapid Transit company will operate over the interurban tracks from Desplaines avenue to Bellwood and southerly over the tracks of the Chicago, Westchester and Western Railroad, a new line now under construction. The new railroad is expected to be completed and ready for operation early next summer.

The new 12-minute service on the rapid transit lines will bring Maywood and Bellwood practically as close to the heart of Chicago as is Evanston. It will mean that the residents of those suburbs can enjoy all the conveniences and comforts of the city, such as fast transportation, gas, electricity, telephone and water without any of the disadvantages which accompany traffic congestion. It will mean that families can move out where the air is pure and where the children have room to play in the sunshine without danger of being run down by automobiles and motor trucks.

Nearly one-half of Chicago's population is on the "Great West Side." That area embraces Cicero and Oak Park—two suburbs which have shown a greater increase in population in the last decade than any other suburban communities. Suburbs farther west, between the Desplaines and Fox Rivers have shown an almost equal growth in the last few years. This is shown by a traffic increase of 31 per cent on the Chicago, Aurora and Elgin Railroad in the last three years.

The near West Side needs additional room for industrial expansion. That means that the residential districts will move farther out and the fast and frequent service on the rapid transit lines will make them as close to the heart of the city as was Western avenue a generation ago.

Please Keep Your Feet on the Floor

FUNDAMENTALISTS and evolutionists recently have been disputing over the length of time that has elapsed since man first began to stand erect with his feet on the ground. Whether it is six hundred thousand years or only six thousand is guesswork, but in any case he hasn't yet fully developed the habit.

The following letter from an "L" patron may not throw much light on the momentous question, but it calls attention to a practice closely related to it that is common on the elevated roads. This patron writes:

"An improvement in your good service would surely follow the posting of signs similar to this one:

CONSIDERATION

**PLEASE KEEP YOUR FEET ON THE FLOOR WHERE
THEY BELONG NOT ON SEATS OR STICKING OUT
IN THE AISLE TO THE ANNOYANCE OF YOUR
FELLOW PASSENGERS.**

"Your guards have plenty of time to enforce this rule if you say so."

It is now more than thirty-three years since the first elevated trains began operation in Chicago. They have been operating continuously since that time and the lines have been extended, steel cars have in many instances taken the place of wooden coaches, plush-covered seats are taking the place of cane-covered seats and a new generation of trainmen have grown up to fill the places of the old-timers who have passed on. But the habits of the passengers have not changed. They still put their feet on the seat in front of them, or out in the aisle for their fellow passengers to trip over.

The writer of the foregoing letter is optimistic in thinking that signs will change the habit. There have been signs in the cars requesting passengers to keep their feet off seats for so many years that the memory of man runneth not to the contrary. There have been cartoons illustrating how women's dresses get soiled by muddy shoes and there have been hundreds of damage claims for soiled dresses. But the practice still prevails in spite of all the signs and the requests of trainmen made to passengers.

It is an easy matter to put signs in cars. In fact a sign to "please keep your feet off seats" is painted on most of the cars. But changing human nature isn't so easy. Human selfishness and disre-

gard for the rights of others has been characteristic of mere man—and woman, too—since the days of Adam. The Chicago Rapid Transit Company is in the transportation, rather than the reformation business and is more directly interested in carrying people quickly to and from their homes than it is in changing their habits.

But it would be much pleasanter for every one concerned if passengers would occasionally think of the comfort and convenience of others. If they did that they would not put their muddy shoes on clean seats for some one to sit in later and soil his clothes, nor would they stick their feet out in the aisles to trip and delay fellow passengers. If they thought a little more of others they would not berate trainmen when requested to remove their feet from seats, nor would they offer to show the guard their abilities in a pugilistic line, as they frequently do. Neither would they report a trainman for "insolence" because he requested them to sit closer and make room for a standing passenger.

Human nature hasn't changed much in the last thousand years. It may improve some in the next thousand years and one way would be to begin now when riding on an elevated train and "please keep your feet on the floor."

Trainmen Might Be More Explicit

THE following suggestion from an "L" patron contains a suggestion to trainmen, but passengers also might learn something from it and frame their inquiries accordingly. The letter reads:

May I suggest an improvement in your almost flawless Elevated service? Instruct your guards to answer "yes" or "no" whenever possible. It will save time and will also be more enlightening than some of their lengthier replies.

A stranger asked a guard at a north side station whether the train she was about to board was going south. He answered in a tone loud enough to attract the attention of all in the car, "It's going to Jackson Park." Not knowing the location of Jackson Park at the time, the stranger was no wiser than before.

An Admiring if Complaining Patron.

Trainmen on the "L" are noted for courtesy and, as a rule, they try to help passengers by giving full information. They are, however, human and in answering hundreds of questions daily it is natural that some of them may at times give a stereotyped reply to a stranger which does not convey the desired information.

The suggestion contained in the foregoing letter that trainmen should answer "yes" or "no" is a good one. The regular announcements which trainmen are required to make are probably as good as

can be devised to meet general conditions. But often they are meaningless to strangers. For instance a person not familiar with the elevated system boarding a northbound train at Adams and Wabash asks the trainman "Does this train stop at Sheridan road?" The answer usually is "all express stops," or "Chicago to Lawrence" as the case may be. The former answer is clear to a person familiar with the road. It means that the train in question stops at Sheridan road. But a simple "yes" would make it clear to any passenger whether a regular patron or a stranger. The second answer "Chicago to Lawrence" means that the train does not stop at Sheridan road, but a stranger does not know that Sheridan road is between Chicago avenue and Lawrence. A simple "no" would give the required information and it could not possibly be misunderstood by any one.

Likes the Old Cars Best

IT ISN'T often that we receive a letter like the following but it serves to show that a transportation company may be more progressive than some of its patrons. The letter was sent with a marked copy of the previous issue of Rapid Transit News which told of the new cars that are now being placed in service. It reads:

Why don't you put on more cars like No. 33 on local Jackson Park route with all the seats facing forward? Your car No. 33 has nice plain wooden seats and all face forward with plenty of room. That's the kind of car your customers like best. The green upholstered seats are a nuisance, your clothes stick to them, and the side benches are rubberneck seats. The riders appreciate plain wooden seats facing forward like car No. 33.

Two L Pass Riders.

We don't know whether there is a little sarcasm intended in the foregoing letter or not. No. 33 is the only car of its kind on the system. The wooden seats without springs of any sort were put in largely by way of experiment some fifteen years ago. It is still doing service and it seems to please at least two patrons.

The new cars, however, are not of that type. They have plush upholstered seats with comfortable springs, a type which seems to please most of the passengers. When the first of the plush-upholstered cars were placed in service, sometimes with only two on a train, it was noticeable that they were always filled, while there were empty seats in the older cars. The new steel cars are certainly more comfortable to ride in than the older ones and the seats in them face forward. The Rapid Transit Company tries to keep abreast, or ahead of the times in car construction. It was the first local transportation system in the country to install plush-covered seats in its cars. It would appear from the above letter that it is progressing faster than some of its patrons.

"L" Posters Win High Honors

Of the six highest awards for travel posters in a recent nation-wide exhibition at the Art Center, 6 E. Fifty-sixth St., New York City, three were won by Chicago Rapid Transit Company posters.

The posters are familiar to patrons of the "L," being posted the first of each month on station platforms, showing in an artistic manner the beauty spots and points of interest in Chicago.

The posters which won for the company and their artists are:

Federal Building, by Willard F. Elmes.

The Peristyle, by Erwin Metz.

The Gateway to Chicago, by Norman Erickson.

Two of the other prize winners were submitted by companies of which Britton I. Budd, president of the Chicago Rapid Transit Company, is president. They are the North Shore Line and the Public Service Company of Northern Illinois. Mr. Budd instituted the idea of artistic travel posters in America.

In a letter to Mr. Budd telling of the awards, H. L. Sparks, chairman of the exhibition committee, explains that first, second and third prizes were dispensed with in making the selections, six posters being chosen as the best in the showing.

"Thus there is no higher award than 'honorable mention,' but if there had been, your posters would undoubtedly have taken the lead in the same way," his letter continues. "We tender our congratulations to the companies named and to the artists.

"The traction companies of your city are entitled to the greatest credit for their enterprise in issuing the interesting set of posters which you sent us for this exhibition, for not one in the lot is commonplace, and several are

exceptional. May their example be an inspiration to other companies in this country to do the same thing to the benefit of all concerned."



The PARKS
VISIT THEM

CHICAGO RAPID TRANSIT

Burton Emmett, president of the American Institute of Graphic Arts, a nation-wide art authority, who served on the jury for, and helped to hang the exhibition, had the following to say concerning the posters in a letter to Mr. Budd:

"The effect of these posters on citizens of Chicago cannot help but be to strengthen their civic pride, and the posters themselves cannot help but add to the culture of the city. These posters are really beautiful."

The September poster, entitled "The Parks," is shown herewith.

OUR COURTESY COLUMN

THE following employes have been commended during the past month:

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

North Side Trainman B. Baker, badge 1291, is commended by Pearl H. Kania for his honesty in returning a valuable parcel lost on a train.

Metropolitan Ticket Agent S. Wald, at the Kedzie avenue station, Garfield Park branch, is commended by Thomas F. Mulvey for paying his fare when he left home one morning without any money in his pocket.

Miss Z. M. Stewart, agent at the Berwyn avenue station, North Side Division, is commended by Mrs. O. Kirby for her honesty in returning a purse which was left in the washroom at the station.

Loop Despatcher Herman Ockenga is commended by Margaret Webbe for recovering and returning a purse containing a considerable sum of money which she left on a Wilson avenue express.

Lake Street Trainman Edward Kouri, badge 8656, is commended by C. E. Brainard for his courtesy and consideration to all passengers.

North Side Trainman J. R. Grosser, badge 1215, is commended by George T. Winnie for his courtesy and attention to passengers.

Lake Street Conductor E. H. Johnson, badge 8589, is thanked and rewarded by E. P. Kenyon for returning a silver mounted riding whip lost on a train.

North Side Coasting Instructor R. A. McKendry, Mrs. A. Funkhauser, agent, and Joseph Smiley, porter, are commended by Nell Adams for their courtesy and as-

sistance in finding and returning a pair of glasses which she had lost in the Argyle station.

Metropolitan Conductor Herbert M. Gillett, badge 6208, is commended by George Smolik, for his clear enunciation of station names and his courtesy to passengers.

South Side Trainman Charles Green, badge 3689, is commended by G. W. Anderson for his exceptional courtesy to patrons.

Lake Street Conductor Edward Stackhouse, badge 8610, is commended by J. A. Reilly for practicing safety by sending away a young boy, who had wandered to the platform of a station at which there was no agent in attendance, thereby preventing a possible accident.

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

South Side Trainman Lucius M. Hammonds, badge 4096, is commended by Carl Heinzen for his clear enunciation of station names and his strict attention to duty.

North Side Trainman H. Thielgard, badge 1907 is commended by John G. Tharp for his courtesy in directing him to his destination.

South Side Extra Guard John J. Riordan, badge 3884, is commended by "A Patron" for his efforts in locating and returning a package lost on a train.

Metropolitan Conductor J. Wagner, badge 6169, is commended by Mrs. L. Houlihan, for his politeness and general courtesy in directing two out of town visitors to her address.

North Side Trainman R. A. Johnstone, badge 1977, is commended by W. W. Sherwood for his clear enunciation of station names.

Lake Street Trainman J. E. Hutton, badge 8672, is commend-

ed by R. Harland Shaw for his general knowledge, interest and care of passengers.

North Side Trainman Fred Burtiss, badge 1753, is commended by Agnes Wright for his honesty in returning a change purse which she had lost on his train.

Metropolitan Agent M. Loftis, Marshfield avenue station, is commended by Brewster Stickney for lending him enough money to pay his fare when he found himself without sufficient change.

South Side Conductor Michael Conway, badge 4023, is commended by John H. Londrigan for his courtesy and clear enunciation of station names.

South Side Conductor Joseph Tighe, badge 4114, is commended by George C. Pfeifer for his good humor, courtesy and attention to the comfort of passengers.

Train Despatcher William Harper, Howard street terminal, is commended by Bertha C. Davy for his courtesy in helping to locate and return a parcel and umbrella she had left on a train.

CHICAGO'S GREATEST MOTION PICTURE THEATER

THE UPTOWN Theater at Broadway and Lawrence, proclaimed as the crowning effort of Balaban & Katz in the motion picture theater line, is now open and playing to crowded houses.

This theater with one acre of seats has been recently completed at a cost upward of \$4,000,000. Its seating capacity of 5,000 is equal to that of the Chicago Theater, placing it on a par with the largest moving picture house in the world.

While the pictures and special features are staged in the way that only Balaban & Katz can do, the theater itself should prove an attraction to draw thousands to see it. It differs from the Chicago, Tivoli and Riviera,—the other Balaban & Katz houses,—in that

it is Spanish Renaissance in design and the others are French. The main entrance runs back from Broadway a distance of 120 feet and there connects with a foyer running through to Magnolia avenue, making in reality a lobby of 290 feet in depth.

The Riviera, also at Broadway and Lawrence, re-opens September 6 as a vaudeville house on the Orpheum circuit.

These theaters are conveniently reached over the elevated lines. The station at Lawrence and Broadway is only a short block distant and theatergoers using the rapid transit lines have no parking problems to meet. They can travel to and from their homes in much less time than by any other mode of transportation.

OBSERVATIONS By an "L" Patron

A desirable location for your home is characterized less by its distance from your place of business than by its nearness to good transportation. The "L" gives good transportation. Every block you are nearer to an "L" station means that you are one mile nearer to your place of business.

Every one cannot own a motor car. If they could and did, walking would be preferable to trying to use it. Congestion in the downtown district has almost reached the saturation point. More cars, on the surface, would mean, almost, total stagnation of the stream of traffic. Avoid this by using the "L."

The unlimited "L" pass is a great help to the transportation problem. Under ordinary circumstances its holder is better off than he would be if he owned a car. No "gas" to pay for, no tires to change, no delays, no worries of any kind. Just jump aboard an "L" train and go where you like, and as often as you like.

Anthony Sims.

*Every Hour
on the Hour*



to

Milwaukee

YOUR watch is your time table. Every hour on the hour a North Shore Line train leaves Adams and Wabash for Kenosha, Racine and Milwaukee.

Travel in comfort on the "smokeless route." Fast schedules; all steel equipment; rock-ballasted roadbed.

47 fast trains between Chicago and Milwaukee.

Dining and parlor cars.

11 convenient Chicago stations, on LOOP, South Side, North Side, Wilson Avenue, also Howard St.

Schedules, fares and other information at ticket offices, or at Traffic department, 79 W. Monroe St., phone Randolph 6226 or Central 8280.

**Chicago North Shore and
Milwaukee Railroad Company**

Downtown Station
209 S. Wabash Ave.
Harrison 4127

Uptown Station
Wilson and Broadway
Edgewater 3780

Baggage checked