

Rapid Transit News

Vol. X

Chicago, October, 1925

No. 5

CAPACITY OF "L" LINES NOW BEING INCREASED TO MEET GROWING NEEDS

65 of 100 New Cars Recently Ordered in Service On October 5

SIXTY-FIVE of the 100 new cars recently ordered by the Chicago Rapid Transit Company had been delivered and placed in service on various "L" lines on October 5. The balance of these latest type cars are being delivered at the rate of eight to ten weekly.

Guided By Patrons

The cars are the product of long study and remarkable accomplishments by highly trained experts, who have been guided in their efforts by the aim of the Company to give the riding public the greatest comfort with the highest degree of efficiency and safety.

Changes from former types of cars have been made largely on the basis of expressed desires of "L" patrons. An example of this is the abandonment of composition floors for steel-protected wooden floors of double thickness, due to statements that the composition floors were cold in winter months.

Comfort Is Increased

Plush seats, pleasing window shades, emergency electric lighting fixtures, electric fans and thermostatically controlled electric heating apparatus are other improvements making these cars the latest word in modern equipment.

Station Platforms Being Extended to Give Longer Trains

WORK on extension of "L" station platforms to accommodate six and eight-car trains is now being started. The first part of the construction program is installation of concrete footings, the contract for which work was recently let.

Fast Progress Seen

Contracts for construction of the platform extensions also have been let, while 75 percent of the specifications for fabrication of steel structures have been in the hands of manufacturers for several weeks.

First deliveries of steel structures are expected during October. This will make it possible to continue construction work without interruption.

Means Better Service

Every effort will be made to complete the big job by the end of the present year. The first extensions will be made on the Howard-Jackson Park and Ravenswood-Kenwood lines. Activities in the "Loop" may start simultaneously.

Completion of the platform extensions and inauguration of longer trains will greatly increase the facilities for handling the rush hour crowds on the "L" lines.

See Chicago First Buy an "L" Pass

CHICAGO is growing so fast that it is difficult for the ordinary citizen to keep pace with the city's progress. A resident of the West Side may not have occasion to visit the North Side or the South Side for years. Should he take such a trip he is amazed at the change. The old landmarks of a few years ago have disappeared and he seems to be in a new and strange city.

The automobile has helped the citizen to get around and keep in touch with his own city, but the automobile doesn't quite fill the bill. The man in the automobile usually stays on the boulevards, while the big developments are going on near the transportation lines, and especially near the rapid transit lines.

A reader of Rapid Transit News writes a long letter explaining his method of solving the problem through the use of the Weekly "L" Pass. He says he has been trying to find out whether there is real economy in the Weekly Pass and he has convinced himself that there is. "One gets more than the value of his money," he writes, "by the change of air and change of scenery. If those who have the time would take a night off and ride over the elevated lines they would be amply repaid. I have been over every main line and most of the branches and it has helped me get acquainted with the city. I get off a train at one station and look around a bit, or perhaps walk to the next station. I go out to Oak Park and walk a few blocks southwest to Forest Park, getting fresh air and enjoying the suburbs, then take a train back at no extra expense. I find the \$1.25 investment in a Weekly Pass a very profitable one."

No doubt there are thousands of others like the writer of the

letter quoted, who take advantage of the Weekly Pass to get acquainted and keep in touch with the city, but the number could be increased with advantage to themselves and to the city in which they live. The "L" lines are at the service of the public day and night, they reach the greater part of the city and the suburbs on the north and west. They are up above street traffic where the air is purer and cleaner. Passengers on the "L" experience no annoying delays at street intersections. The cars are clean, sanitary and well-lighted. Except during the rush hours they are seldom crowded. The use of the Weekly Pass makes the "L" lines the cheapest and most agreeable method of transportation in the city.

The Diary of a Weekly "L" Pass

Monday—Well, here I am, all set for a heavy week. A fellow bought me on his way to work. Seems to be a nice young chap. Nearly fell out of his pocket once. He saved me, though!

Tuesday—Got a new boss this morning. The one I worked for yesterday played poker last night, lost all his money and put me up against a dollar. He lost. A kindly old gentleman has me now. Think I'm going to like him!

Wednesday—Sure has been a busy day for me. The office boy borrowed me. I rode all the way to Evanston with him to deliver a package. The stenographer had me for a while this afternoon. She's a cute kid, I like her!

Thursday—Oh diary, I'm so thrilled! Bill, the boss' son took me with him when he went to see his girl, and sh-h-h-h, don't tell anybody 'cause it's a secret; he's going to get married! He proposed last night and she accepted

him. I was in his vest pocket and I nearly got squeezed to death.

Friday — Thought I'd wakened earlier than usual this morning, it was so dark. Found out a little later that the boss' wife was going to use me for the day. She stuck me in her dark, stuffy hand-bag along with a smelly old powder-puff. We went shopping all over town; the loop, Milwaukee avenue and uptown. I'm tired tonight. Sure glad that I'm out of that hot hand-bag!

Saturday—Not much doing today! Went to a ball game with the boss. He must have had a good time. He yelled like a mad-man a couple of times. One of my corners is torn. It's sore as the deuce!

Sunday—Day of rest is it? Not for me! The boss used me on his way to church this morning. Junior took me to a show in the afternoon. It's night now. My work is done, thank goodness! Wow, what's this? The boss is bending and twisting me up something horrible. Ouch! Now he's sticking me in the fire. Gosh, it's hot! There's gratitude for you!

More trains and more cars per hour are operated on a single track on the Chicago "L" roads than in any city in the world. An article in the Electric Railway Journal gives the following comparisons: Chicago "L," 71 trains and 387 cars; London Underground, 41 trains, 328 cars; Hudson Tunnel, 40 trains, 320 cars; New York Subway, 33 trains, 333 cars. The check on the "L" was made at Chicago Avenue on trains northbound during the heaviest evening rush hour.

The "L" roads operate about four times as many trains daily as all the steam railroads entering the city, and carry about twice as many passengers.

Autumn Brings New Magic to Dunes

DUNELAND, a magic land which means freedom to so many; freedom from the confining walls that constitute their places of dwelling and business, and freedom from the responsibility which rests so heavily upon the shoulders of most of us, is only a short ride from the heart of Chicago's loop on the fast express trains of the South Shore Line.

Autumn is a particularly suitable time to visit the Dunes. There is a festive array of all the colors of Nature. On the sloping hill-sides and in the valleys the foliage displays its tinted dress of many colors, blended in colors such as only the brush of the Master Artist can portray.

Greens, orange and yellows, browns and tans, purples and reds in riotous display. Splashes of color spread over a wide area, a magnificent panoramic view of which can be seen by a short climb to the top of the higher hills.

The region is the delight of the hiker and nature lover, who is seeking to become better acquainted with the great outdoors. The large variety of plant life gives ample opportunity to study the secrets of Nature, and flowers which bloom from early spring until late fall are a never ending source of joy to naturalists and outdoor folk.

All elevated trains take you to within a short walk of the Randolph and Van Buren street I. C. stations, from where the South Shore Line operates frequent service to the Dunes. For patrons living 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.

RAPID TRANSIT NEWS

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LUKE GRANT, Editor

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OCTOBER, 1925

Criticises Habits of "L" Passengers

Anthony Sims is a frequent user of "L" service. He is a close observer of the habits of passengers and sometimes he writes commenting on what he observes. Several of his observations were noted in the last issue of Rapid Transit News.

In a recent letter he writes:

As one of the oldest patrons of both the "L" and surface lines of Chicago, I wish to say a word regarding a letter from another "L" patron, excerpts of which you published in your September issue. This gentleman—or lady—as the case may be, seems to think that the placing of signs warning passengers to keep their feet off seats would have some effect on the "goops" who wander around all night and come to a car or train when they are ready to retire, and while the writer referred to did not mention this particular class, I am sure they comprise the larger part of those who are so inconsiderate of their fellow passengers as to want to, indirectly, clean their feet upon the clothes of others.

There are a few, however, who still wear the badge of respectability who are so thoughtless as to forget that some one else may have to use the seats where they kennel their "dogs," and no doubt some others who do it out of pure cussedness, just like the person who sometimes gets into the seat immediately behind a nervous person and expresses the vacuum in his brain by queer sounds through his lips, yclept whistling. But the cure for these evils does not lie with the transportation companies any more than the cure of any other vice or disease. Until the city health department recognizes the danger from the picking up of pathogenic bacteria in the streets and depositing them on the cushions of cars or busses there is little hope for relief.

We stopped smoking on the cars and spitting on the floors, but it took the strong arm of the law to do it, just as it will to keep the feet of those who "don't care" off the seats.

ANTHONY SIMS.

There are a great many, and the number is steadily increasing, who think that there are already too many laws regulating private conduct. No doubt they would resent a law against putting their feet on car seats, or one prohibiting whistling. It may be that it irritates a nervous person to hear whistling, but just think what it would mean if the whistler played a saxophone instead.

Most of these annoying habits are the result of thoughtlessness. The average person doesn't wish to annoy fellow passengers, but he sometimes does it without thinking. When his attention is called to it in the right way he generally desists. We know of a recent case in point. A passenger on an interurban train settled down and put his feet on the seat in front of him. The conductor came along and politely offered him a newspaper to place under his shoes. The man at once realized that he was doing something wrong. He wrote a letter commending the conductor and stating that never again would he put his feet on a car seat, although he had often done it in the past without giving the matter a thought.

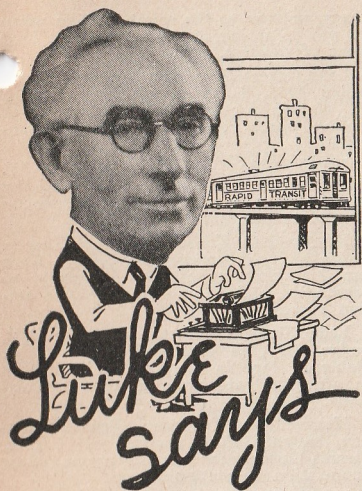
As the poet has so sweetly and quaintly remarked:

Riding "L" cars oft remind us
Other folks with muddy shoes
Have, departing, left behind them
Footprints that they wish to lose.

Footprints that perhaps another,
Riding homeward in the rain,
Little recking of disaster,
Sitting, may take up again.

Conductors, then, be up and doing;
Seats aren't footstools any more—
Keep achieving, keep pursuing,
Keep their feet upon the floor.

While on the subject we might remind passengers not to stick their feet out in the car aisles.



Henry Ford says: "Man minus the machine is a slave; man plus the machine is a freeman." Henry wasn't referring to the particular kind of machine which has made him famous. He was speaking of the various kinds of machines operated by electricity. He might have included the women folks in his dictum. The housewife cooks, washes the dishes, sweeps the rugs and curls her hair by electricity. What the country needs is a combination powder puff and lipstick operating machine and women will be as free as men.

The daily newspapers carried a story the other day about a man who was hale and hearty at 115 years of age. He is said to remember the time when Chicago first began to investigate the feasibility of subways.

Taxpayers in Marissa, Ill., got the other day of paying a deficit of \$300 a month on their municipally-operated electric light plant and voted to sell it to a private company. The private company is going to reduce the price of current 6 cents a kilowatt hour.

Illinois has more telephones in service than Asia, Africa, South America and Australia combined. Think of that next time you get a wrong number and it will help you keep your temper.

The distance between your home and your place of work is not important if you live and work near the "L." Riding a mile on the "L" is the same as walking a block on the sidewalk. The fewer the blocks between your home and "L" the more miles you can afford to live from your place of work. Moral: save time and energy by living close to an "L" line.

Oklahoma has adopted a terminable permit law for the regulation of its public utilities. It is the latest state to join the march of progress, following Wisconsin, Indiana, California, Louisiana, Minnesota, Ohio, Colorado, Massachusetts and the District of Columbia. Oklahoma hopes through the new law to stimulate the investment of capital in utility development within its borders.

Electric railways are absolutely necessary in large cities and cannot be replaced with motor buses, in the opinion of Sir Henry Maybury, director general of roads in the ministry of transport and chairman of the London traffic committee.

Sir Henry, who recently completed an extensive tour in the United States to study traffic conditions, gave out an interview on his experiences before sailing for England. "Our experience in London," he said, "where we have given the bus and electric lines the most thorough test of any place in the world, convinces us that the bus can never replace the electric street car. It is utterly impossible for busses to supply all necessary service in rush

hours. Street railways and tubes are absolutely essential to the successful movement of the people in London."

One of the things which most impressed Sir Henry in this country was the parking situation. He said he could not understand why the people spend such vast sums in building highways only to permit them after completion to be used as storage houses for automobiles.

OUR COURTESY COLUMN

THE following employes have been commended during the past month:

Lake Street Conductor Thomas O'Brien, badge 8581, is commended by Effie F. Blair for his politeness in instructing an elderly couple who had rode past their destination, how they might reach it.

North Side Conductor Edward Weinbold, badge 1354, is commended by W. H. Munn for assisting an elderly lady safely to the platform.

Lake Street Trainman John VanHilst, Jr., badge 8753, is commended by Mrs. A. O'Neill for his clear enunciation of station names.

North Side Trainman William Brown, badge 1693, is commended by A. N. Lowe for his courtesy in holding his train long enough to allow an old lady to board.

Metropolitan Trainman J. Wagner, badge 6169, is commended by Mrs. L. Houihan for his courtesy in directing two out of town visitors to her address.

South Side Conductor John M. Feigh, badge 3679, is commended by Louis Settler for his courtesy in asking the motorman of another train to hold his train long enough to allow an elderly lady to cross the transfer bridge, thereby saving her a long wait.

L. J. Keough of the Wilson avenue station is commended by George W. Rowell, Jr., for locating and returning two packages which he had left on a train.

Agent Miss M. Loftis, Marshfield avenue station, is commended by Brewster Stickney for lending him money to pay his fare.

North Side Trainman P. J. Simon, badge 1756, is commended by L. S. Perdue for his kindness and courtesy in assisting him to a seat and carrying a

heavy suitcase to the street for him when he was returning to the city after a long siege of sickness.

Lake Street Trainman August Mayer, badge 8645, is commended by Edward F. Watson for his clear enunciation of station names and courtesy to passengers.

North Side Trainman Clarence W. Binder, badge 1768, is commended by W. C. Munroe for his clear enunciation of station names.

Metropolitan Trainman Gilbert Tracey, badge 6659, is commended by M. Keys for his neat appearance, courtesy to passengers and clear enunciation of station names.

Lake Street Conductor C. J. Weitzel, badge 8577, is commended by W. P. Robinson for his alertness and courtesy in directing passengers to their destinations.

Metropolitan Trainman Patrick Gannon, badge 6347, is commended by Mrs. Dennis Bornely for his courtesy and clear enunciation of station names.

North Side Trainman E. A. Brown, badge 1679, is commended by E. M. Ronald of Long Island, N. Y., for his courtesy, clear enunciation of station names, and concise manner in giving directions to reach different parts of the city.

Metropolitan Clerk J. W. Zaja, Laramie avenue station, is commended by "A Patron" for locating and returning a valuable parcel which had been left on a train.

South Side Trainman John Bagwell, badge 3973, is commended by Joseph E. Burns for his courtesy in directing him to a railroad station.

Metropolitan Trainman H. M. Gillette, badge 6208, is commended by Horace G. Smith for his courtesy and clear enunciation of station names.

North Side Trainman B. I. Hurdle, badge 1557, is commended by M. M. Hunting for his courtesy and alertness.

South Side Trainman E. Newman, badge 3898, is commended by Margaret Fischer for going through the car and opening all the windows, on an unusually warm evening.

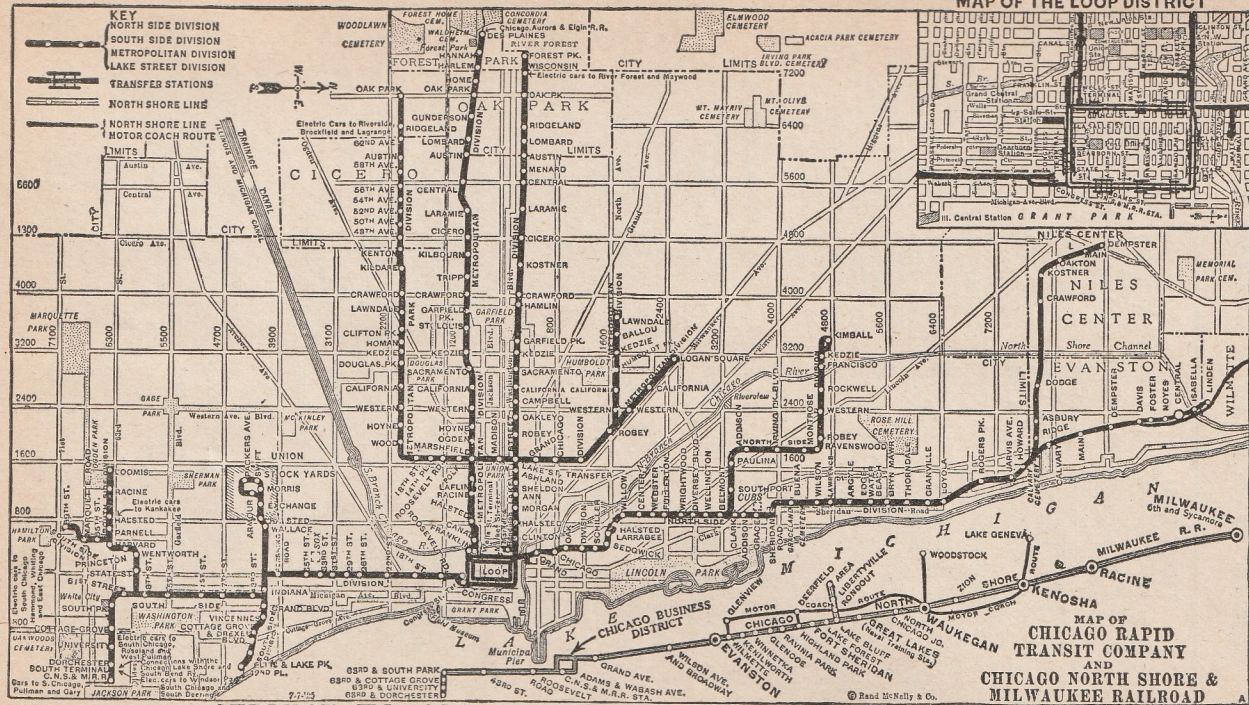
T. Paul Sullivan of the Fraternal Order of Blind Men of Chicago writes a letter commending the employes of the Chicago Rapid Transit Company for the respect and courtesy they at all times show blind passengers who use the "I."

South Side Trainman Samuel Moffe, badge 4146, is commended by Mrs. H. Hebert for finding seats for passengers on a crowded car.

South Side Trainman S. Mackenberg, badge 3826, is commended by C. R. York for his honesty in returning a valuable note book left on a train.

CHICAGO RAPID TRANSIT COMPANY

MAP OF THE LOOP DISTRICT



"Let's Go!" - on the "L"

THEATERS

ADELPHI—11 N. Clark St., Clark Street Station.
 APOLLO—145 N. Dearborn St., Clark or N. State Street Station.
 BLACKSTONE—60 E. 7th St., Congress Street Station.
 CENTRAL—64 E. Van Buren St., Congress Street Station.
 CORT—132 N. Dearborn St., Clark Street Station.
 GARRICK—64 W. Randolph St., Clark Street Station.
 GREAT NORTHERN—21 W. Quincy St., Dearborn-State Street Station.
 HARRIS—170 N. Dearborn St., Clark or N. State Street Station.
 ILLINOIS—65 E. Jackson Blvd., Adams or Congress Street Station.
 LA SALLE—110 W. Madison St., Madison-Wells Street Station.
 PLAYHOUSE—410 S. Michigan Blvd., Congress Street Station.
 PRINCESS—319 S. Clark St., LaSalle or Dearborn Street Station.
 SELWYN—180 N. Dearborn St., Clark or N. State Street Station.
 WOODS—54 W. Randolph St., Clark or N. State Street Station.

MOTION PICTURES

CHICAGO—175 N. State St., N. State Street Station.
 McVICKERS—Madison near State, Madison-Wabash Station.
 ORCHESTRA HALL—220 S. Michigan Blvd., Adams-Wabash Station.
 ORPHEUM—112 S. State St., Madison-Wabash Station.
 PANTHEON—4642 Sheridan Road, Wilson or Lawrence Avenue Station.
 ROOSEVELT—110 N. State St., N. State Street Station.
 STRATFORD—63rd and Halsted, Halsted Street Station.
 SENATE—Madison and Kedzie, Kedzie Avenue Station.
 TIVOLI—6325 Cottage Grove Ave., Cottage Grove Ave. Station.
 UPTOWN—Broadway at Lawrence, Lawrence Avenue Station.
 WOODLAWN—63rd at Drexel, Cottage Grove Avenue Station.
 HOWARD—Howard Street "L" Station.

VAUDEVILLE

DIVERSEY—2820 N. Clark St., Diversey Blvd. Station.
 ENGLEWOOD—726 W. 63rd St., Halsted Street Station.
 MAJESTIC—22 W. Monroe St., Madison-Wabash Street Station.
 PALACE—127 N. Clark St., Clark Street Station.
 RIVIERA—4746 N. Racine Ave., Wilson or Lawrence Avenue Station.
 STATE-LAKE—State at Lake St., N. State Street Station.

PARKS

JACKSON PARK—South Side "L" to Jackson Park terminal.
 WASHINGTON PARK—South Side "L" to 55th Street Station.
 DOUGLAS PARK—Metropolitan "L" to Douglas Park Station.
 GARFIELD PARK—Metropolitan or Lake Street "L" to Garfield Park Station.
 HUMBOLDT PARK—Metropolitan "L" to Humboldt Park Station.
 COLUMBUS PARK—Metropolitan "L" to Central Avenue Station.
 LINCOLN PARK—North Side "L" to Sedgwick Street Station.
 OGDEN PARK—South Side "L" to Loomis Street terminal.
 GRANT PARK—"L" to any station on east side of "Loop."

EDUCATIONAL

FIELD MUSEUM—Grant Park, Roosevelt Road Station.
 ART INSTITUTE—Michigan Blvd. at Adams St., Adams-Wabash Station.
 COOK COUNTY NORMAL SCHOOL—Normal Parkway at Stewart Ave., Marquette Road Station.
 CHICAGO UNIVERSITY—South Side "L" to University Avenue Station.
 NORTHWESTERN UNIVERSITY—North Side "L" to Foster Street Station.
 MAIN PUBLIC LIBRARY—Michigan Blvd. at Washington St. Randolph-Wabash or Madison-Wabash Station.
 ARMOUR INSTITUTE—3300 Federal St., 33rd Street Station.
 LEWIS INSTITUTE—1949 W. Madison St., Lake Street "L" to Robey Street Station.
 LOYOLA UNIVERSITY—Sheridan Road at Loyola Avenue, Loyola Avenue Station.

MISCELLANEOUS

WHITE CITY AMUSEMENT PARK—63rd St. and South Park Ave., South Park Avenue Station.
 WHITE SOX BASEBALL PARK—W. 35th St. and Shields Ave., 35th Street Station.
 CUBS BASEBALL PARK—N. Clark St. and Addison St., Addison Street Station.
 STOCKYARDS—Take South Side "L" to Indiana Avenue Station and transfer to Stockyards trains.