

Rapid Transit News

"L" STATION IMPROVEMENTS WILL COST MORE THAN \$800,000

New Express Trains Speed Up "L" Service

OPERATION of the six and eight-car express trains, recently installed on the "L" Lines during rush hours, is proving highly satisfactory.

The greatest benefit derived from these increased facilities is the saving in time required for station stops. While the heavy traffic in the Loop during the peak of the rush hours remains, the time required for taking on and discharging passengers has been materially reduced.

More Seats Available

This means that the density of traffic during the rush hour has been considerably reduced. Also, there are more seats than before.

Progress of platform extension work on the North Side already has greatly aided operation of longer trains. On the Ravenswood Branch the eight-car trains are now operated to Irving Park Boulevard station before being cut into two sections. The Evanston eight-car expresses are running intact to Howard Street.

Additional six and eight-car express service will be installed as soon as platform extensions permit.

Loop and North Side Extensions in Use

MORE than \$800,000 is being expended by the Chicago Rapid Transit Company in the extension of "L" station platforms to accommodate the newly installed six and eight-car express trains which have so largely increased service.

This is one of the items in the \$4,000,000 capital expenditure for 1925—the largest in the past 20 years—for new equipment and improvements. Another large item was \$2,270,000 for 100 new modern cars, now in service on "L" lines.

Work Makes Progress

Excellent progress is being made in the platform extension work. Ten elevated and four surface platforms on the North Side are completed and in use. This leaves only three more extensions to be installed on this division—at Fullerton and Belmont Avenues and Sheridan Road.

Four Loop extensions have been completed—at Clark-Lake, State-Lake, Adams-Wabash and La Salle-Van Buren stations. Work will be rushed on extensions at Quincy-Wells, Madison Wells and Randolph-Wells stations.

*Get your skates on. Best of all winter sports.
"L" trains take you to all city parks*

"L" Lines Set Record Aiding Santa Claus

Santa Claus arrived in Chicago exactly on schedule this year, and completed his rounds in record-breaking time.

Interviewed at the close of his strenuous journey to the myriad homes in the city and environs, the jolly old man attributed much of his success to the Rapid Transit Lines.

"L" Lines Set Record

"I doubt if it would have been possible for me to have distributed all my gifts in time at Christmas if it had not been for the excellent co-operation of the Chicago Rapid Transit Company," he said as he tossed aside his empty sack and mopped his beaded forehead. "The street congestion was terrific! I naturally used the 'L' Lines, which, being in the air, were not affected. Gracious, how fast Chicago is growing! It's hard for me to keep up with it.

"The great growth of Chicago and environs resulted in a large increase in my staff of assistants this year. In aiding me to complete my work in record-breaking time, the Rapid Transit Lines also established a new record for the Christmas period. I find that the number of my assistants using the 'L' Lines each day during the Christmas season this year was 5 percent greater than for the same period last year."

Added Service Given

Santa was loud in his praise of the increased Rapid Transit facilities afforded through installation of six and eight-car express trains during the rush hours. He also commended the Rapid Transit Company for extending its station platforms to accommodate longer trains.

"That's what I call progressive-

ness," he exclaimed jovially. "I understand you spent \$4,000,000 this year for new equipment and improvements. One thing certain, the Rapid Transit Company is doing the best it can to meet the growing demands for rapid transit service in this community. I want to congratulate you. And those 100 new cars—they certainly are the latest word in comfort and convenience!"

Loop Terminals Needed

When asked his opinion as to the requisite for further expansion of rapid transit service, Santa Claus immediately replied:

"Added terminal facilities in the Loop, in my opinion, are absolutely necessary. With present Loop facilities, the Rapid Transit Company is doing everything possible to give the people the service they require.

"Perhaps a downtown subway will be the only means of solving this problem," he added speculatively.

Moral: Use the Rapid Transit Lines

Shoemaker, in the Chicago Daily News.





Courtesy Bouquets

Receiving compliments during the big Christmas season rush period means the 5,800 men and women constituting the Rapid Transit organization were "on their toes" endeavoring to fulfill their obligation of providing real 100 per cent service. Here are some of the "bouquets" from "L" riders:

South Side Trainman Joseph E. McCabe, badge 3916, is commended by Harry W. Cooper for his courtesy and strict attention to duty.

Metropolitan Trainman P. J. Reynolds, badge 6732, is commended by A. M. Kallay for his courtesy and clear enunciation of station names.

Loop Agent E. Edbrooke is commended by H. H. Perkins for recovering and returning a brief case he had left on a train.

North Side Trainman Joseph J. Muth, badge 1779, is commended by Bruce Ellis for his loud and clear enunciation of station names.

South Side Conductor Michael Conway, badge 4023, is commended by Mrs. P. Arthur for his clear enunciation of station names.

North Side Trainman George Keller, badge 1772, is commended by A. F. Priest for his politeness in finding a seat on a crowded car for an aged lady passenger.

South Side Conductor Charles Livingston, badge 3557, is commended by Joseph A. Green for finding seats in a crowded car for patrons.

Loop Platform Man Rocco Parrillo, badge 9501, is commended by J. L. Lazarus for his courtesy to patrons.

Metropolitan Trainman George Ridgely, badge 6746, is commended by C. S. Pellet for his politeness and courtesy in helping an old lady and informing her just where to wait for a train to which she wished to transfer.

South Side Conductor Charles Gross, badge 3700, is commended by Whiting Parker for his honesty in recovering and returning a package he had left on a train.

Metropolitan Conductor Henry Martin, badge 6182, is commended by L. C. Hollister for his courtesy to patrons.

South Side Trainman Adolph Learas, badge 3612, is commended by H. W. Lamb for his unfailing courtesy to patrons.

Metropolitan Trainman Frank Rutstrom, badge 6239, is commended by Ethel Richardson for his courtesy to all patrons in general, and especially to a blind man who boarded his train.

Metropolitan Motorman Edward Hempel, badge 6103, is commended by F. J. Mason for avoiding a collision by bringing his train to a quick stop, when an automobile tried to beat it to a crossing.

Lake Street Conductors J. Duff, badge 8757, and E. Kouri, badge 8656, are commended by S. B. Gregg for their politeness to patrons.

As you look out of the windows of an "L" train have you noticed the number of large apartment buildings going up? There's a reason. It pays to live near the "L"

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(The Elevated Railroad)

LUKE GRANT, Editor

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For Your Protection

DID you every try to get off an "L" train and have the trainman refuse to open the gate?

Or try to get on a train after the gates were closed and the trainman refused to open them?

It happens every day and sometimes an angry passenger sends in a complaint about the trainman. Sometimes a passenger sends a letter commending a trainman for opening the gates. One time he opens the gate and the next time he refuses. Why?

It all depends on whether the starting bell has been passed up to the motorman. If it has the trainman will not open the gates. If he did he would endanger your life and his own job. If the bell has not been passed up he can safely open the gates, because he knows the train will not start until he does.

Think it over next time it happens to you and you will see that the trainman is looking out for your protection.

The Chicago elevated railroads have the best record for safety of passengers of any urban transportation company in the country. Help them maintain that record.

Changing Habits

DO YOU remember away back when the Chicago and Oak Park Elevated first abolished smoking on trains? That was in 1909.

A reader of Rapid Transit News sends in a cartoon clipped from the Chicago Tribune at that

time showing that suburbanites did not take kindly to the innovation at first.

THE SPIRIT OF THE SUBURBS.



Nine years later the City Health Department, on October 14, 1918, issued an order prohibiting smoking on all surface and elevated lines. The rule is still in effect and apparently everyone likes it.

Shopping Bags Big Hit

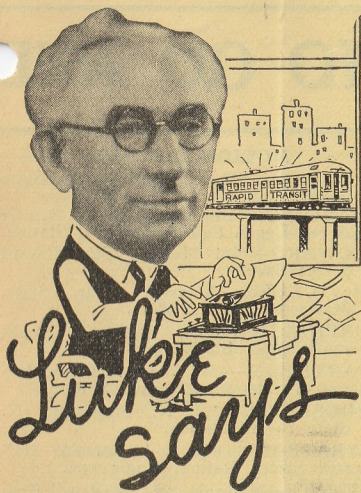
DID you get one of those convenient shopping bags which the Rapid Transit Company distributed during the holidays? They made a great hit with women shoppers carrying bundles.

Fifty thousand bags were given away, but the supply only lasted about three days. We didn't expect that the demand for them would be as brisk as it proved to be.

Now we know more about it and next Christmas we will have a larger supply on hand.

"Isn't that wonderful?" was the comment most frequently heard as an employe handed a woman a shopping bag in which to place her packages.

Just another example of accommodating "L" service.



FOLLOWING an exhaustive study of the subject, Johns Hopkins University announces that women cannot estimate time as accurately as men.

We learned that a long time ago watching them board "L" trains in the rush hours. The men beat the women to the seats by two seconds on the average.

* * *

One person in every 85 in the United States owns a part of an electric railway. The proportion of owners to riders on the "L" is much greater. One out of every 46 users of "L" service is a holder of 7.8 per cent Prior Preferred stock of the Rapid Transit Company.

* * *

Did you know that the Rapid Transit Company spends \$40,000 a year for grease to put on the rails at curves? That's the reason the trains travel like "greased lightning."

* * *

The floor area scrubbed in "L" cars each week is equal to that of 128 ordinary bungalows. On being given that information a janitress in an office building ex-

claimed, "How does the poor woman stand it?"

* * *

In the recent station-naming contest in which the public was invited to name the nine new stations on the Skokie Valley route of the North Shore Line, more than 75,000 names were submitted. Of the ten cash prizes awarded, seven went to women contestants. The winning names are all pronounceable. Wonder who names Pullman cars?

* * *

There's only one way to deal successfully with the parking problem in the downtown district. Leave the car in the home garage and park yourself in one of these comfortable plush-covered seats on an "L" train. It saves time and money as well as parking worry.

* * *

The Rapid Transit Company recently added 100 new steel cars to its equipment. If all the "L" cars now in service in the rush hours were coupled up they would make a solid train extending from Wilmette to Indiana avenue, a distance of nineteen miles.

* * *

The Christmas spirit is a wonderful thing. During the holiday rush a man was actually seen giving up a seat on an "L" car to a woman who had her arms full of packages.

* * *

Medical science has shown that on every city street where motor traffic is heavy, carbon monoxide gas permeates the air from five to twenty-five feet above the pavement. One way to escape the deadly fumes is to ride on the "L."

* * *

Did you know that a ride on an "L" train is a sure cure for a headache? You escape from the gas-poisoned air at the street level when you ride on the "L".

WHERE TO GO AND

GRAND OPERA

AUDITORIUM THEATRE—The Chicago Civic Opera Company, premier artists in world's classic operas. (See newspapers for offerings.) 58 E. Congress St., Congress Street Station.

THEATRES

(On Boards Jan. 1st)

ADELPHI—"The Kiss in a Taxi"—11 N. Clark St., Clark Street Station.
APOLLO—"Big Boy"—145 N. Dearborn St., Clark or N. State Street Station.

BLACKSTONE—"The Dove"—60 E. 7th St., Congress Street Station.

CENTRAL—"The 7th Guest"—64 E. Van Buren St., Congress Street Station.

CHATEAU—Ascher Stock Company—Broadway and Grace, Grace Street Station.

CORT—"Pigs"—132 N. Dearborn St., Clark Street Station.

GARRICK—"The Big Parade" (motion picture)—64 W. Randolph St., Clark Clark Street Station.

GREAT NORTHERN—"The Student Prince"—21 W. Quincy St., Dearborn-State Street Station.

HARRIS—"Rain"—170 N. Dearborn St., Clark or N. State Street Station.

ILLINOIS—"Ziegfeld Follies"—65 E. Jackson Blvd., Adams or Congress Street Station.

LA SALLE—"The Judge's Husband"—110 W. Madison St., Madison-Wells Street Station.

OLYMPIC—"Castles in the Air"—165 N. Clark St., Clark Street Station.

PLAYHOUSE—"Charm"—410 S. Michigan Blvd., Congress Street Station.

PRINCESS—"Magda"—319 S. Clark St., La Salle or Dearborn Street Station.

SELWYN—"Dancing Mothers"—180 N. Dearborn St., Clark or N. State Street Station.

STUDEBAKER—"What Price Glory"—418 S. Michigan Blvd., Congress Street Station.

WOODS—"Kid Boots"—54 W. Randolph St., Clark or N. State Street Station.

ORCHESTRA HALL—Varied attractions (see newspapers)—220 S. Michigan Blvd., Adams-Wabash Station.

GREER—Chinese Opera Company in native offerings, 1515 South Wabash Ave., Roosevelt Road Station.

MOTION PICTURES

CHICAGO—175 N. State St., N. State Street Station.

HARDING—Milwaukee and Sawyer Aves., Logan Square Terminal Station.

HOWARD—1621 Howard St., Howard Street Station.

McVICKERS—Madison near State, Madison-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—634 and Halsted, Halsted Street Station, Englewood.

SENATE—Madison and Kedzie, Kedzie Avenue Station.

TIVOLI—6325 Cottage Grove Ave., Cottage Grove Avenue Station.

UPTOWN—Broadway at Lawrence, Lawrence Avenue Station.

WOODLAWN—63rd at Drexel, Cottage Grove Avenue 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.

DANCING

ARCADIA—4450 Broadway, Wilson Avenue Station, North Side.

CINDERELLA—5614 W. Madison St., Central Avenue Stations, Lake Street or Garfield Park Lines.

DREAMLAND—1701 W. Van Buren St., Ogden Avenue Station, Garfield Park Line.

GUYON'S PARADISE—124 N. Crawford Ave., Crawford Avenue Station, Lake Street Line.

MERRY GARDEN—3136 Sheffield Ave., Belmont Avenue Station, North Side.

MARIGOLD—817 Grace St., Grace Street Station, North Side.

TRIANON—Cottage Grove at 62nd St., Cottage Grove Station, South Side.

HOW TO GET THERE

ELECTRIC RAILROAD STATIONS

NORTH SHORE LINE—(Chicago North Shore and Milwaukee Railroad). 209 S. Wabash Ave. Board trains on "L" platform. Trains receive passengers also at Randolph-Wabash, Grand Ave., Wilson Ave., and Howard Street "L" Stations.

SOUTH SHORE LINE—(Chicago South Shore and South Bend Railroad). Trains leave Randolph-Michigan I. C. Station. Randolph-Wabash "L" Station.

CHICAGO, AURORA & ELGIN. Quincy and Wells Street. Quincy-Wells "L" Station.

STEAM RAILROAD STATIONS

ILLINOIS CENTRAL STATION—(Big Four, Illinois Central, Michigan Central, C. & O.), Roosevelt Road and Michigan Blvd., Roosevelt Road "L" Station.

UNION STATION—(Chicago & Alton, C. B. & Q.; C. M. & St. P.; Pennsylvania), Canal, Adams, Jackson, Clinton-Canal Street "L" Station.

DEARBORN STATION—(A., T. & St. F.; C. & E. I.; C. & W. I.; Erie; Grand Trunk; Monon; Wabash), Polk and S. Dearborn St., Dearborn-State "L" Station.

GRAND CENTRAL STATION—(B. & O.; C. G. W.; Pere Marquette; Soo Line), S. Wells and W. Harrison St., Franklin Street or Quincy-Wells Station.

LA SALLE STREET STATION—(New York Central; Nickel Plate; Rock Island), S. La Salle and W. Van Buren St., La Salle Street "L" Station.

NORTHWESTERN STATION—(Chicago & Northwestern), W. Madison and Canal St., Clinton Street "L" Station, Lake Street Division.

HOTELS

(In or near "Loop")

AUDITORIUM—430 S. Michigan Blvd., Congress Street Station.

BLACKSTONE—636 S. Michigan Blvd., Congress Street Station.

CONGRESS—520 S. Michigan Blvd., Congress Street Station.

GREAT NORTHERN—237 S. Dearborn St., Dearborn Street Station.

LA SALLE—La Salle and Madison St., Madison-Wells Street Station.

MORRISON—Madison and Clark St., Madison-Wells Street Station.

PALMER HOUSE—15 E. Monroe St., Adams-Wabash or Adams-Madison Street Station.

SHERMAN—106 W. Randolph St., Clark 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 Sedwick 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.

UNIVERSITY OF CHICAGO—South Side "L" to University Avenue Station.

DE PAUL UNIVERSITY AND ACADEMY—1010 Webster Ave., Fullerton Avenue Station.

NORTHWESTERN UNIVERSITY—North Side "L" to Foster Street Station.

MAIN PUBLIC LIBRARY—Michigan Blvd. at Washington St., Randolph-Wabash or Madison-Wabash Stations.

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.

LA SALLE EXTENSION UNIVERSITY—Michigan Ave., at 41st St., Indiana Avenue Station, South Side.

MISCELLANEOUS

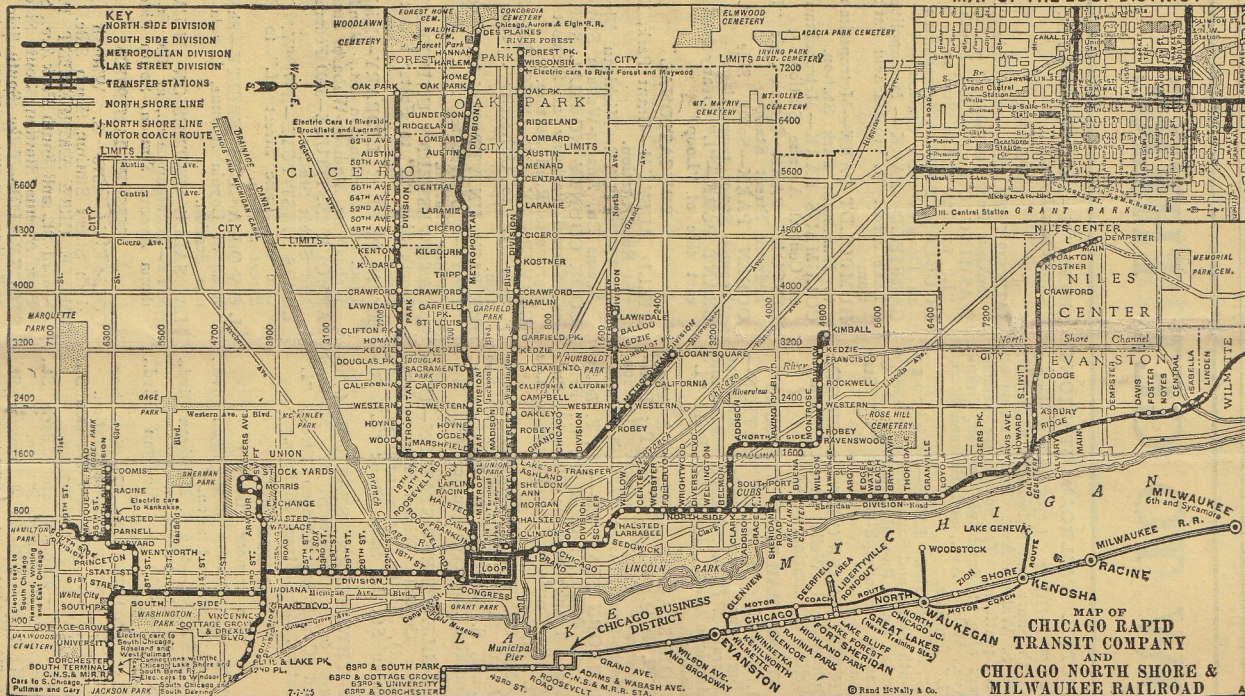
COLISEUM—1513 S. Wabash Ave., 18th Street Station, South Side.

WHITE CITY AMUSEMENT PARK—63rd St. and South Park Ave., South Park Avenue Station, South Side.

STOCKYARDS—Take South Side "L" to Indiana Avenue Station and transfer to Stockyards trains.

HOW TO GET THERE—FAST

MAP OF THE LOOP DISTRICT



SERVICE TO ALL PARTS OF CHICAGO AND SUBURBS