

# SERVICE NEWS

*Street Car Edition*

Published by the

## Chicago Surface Lines

Vol. II

CHICAGO, JUNE 17, 1930

No. 6

### Time Saving Under New Traction Plan

IT is estimated by Major R. F. Kelker, Jr., consulting engineer for the City Council and an expert on local transportation, that as much as 60 minutes will be saved in the time of trips from one end of the city to the other under the traction plan proposed in the new ordinance.

The referendum on the ordinance on July 1 will determine the fate of the proposed plan which provides for the expenditure of as much money for local transportation in 10 years as has been spent in the past 75 years.

According to Major Kelker's estimates, the passenger will save on an average  $2\frac{1}{2}$  minutes for each mile traveled in express service on the proposed rapid transit lines as compared with the same distance traveled on the surface lines as now constituted. In congested zones the saving would amount to 5 minutes per mile. A few of the important instances of time saving after the proposed improvements have been completed are as follows:

50 minutes from Rogers Park to South Chicago.

55 minutes from Milwaukee Avenue and Lawrence Avenue to South Chicago or to 63rd and Ashland Avenue.

57 minutes from Roseland to Lawrence and Milwaukee Avenues.

60 minutes from Devon and California Avenues to 79th and Crawford Avenue.

45 minutes from Rogers Park to Oak Park.

47 minutes from South Chicago to Oak Park.

30 minutes to the Loop from 79th and Crawford.

28 minutes to the Loop from Lawrence and Milwaukee Avenues.

25 minutes to the Loop from Rogers Park.

27 minutes to the Loop from South Chicago.

29 minutes to the Loop from points south of 95th Street and South Park Avenue.

30 minutes to the Loop from points on 79th Street west of Ashland Avenue.

Through the unification of rapid transit and surface lines under the plan provided in the ordinance, the facilities of both services will be available at the rate of fare now paid on the elevated system alone.

"Under the ordinance," Walter L. Fisher, special counsel for the United States District Court, in con-

nection with the traction settlement, says, "not only are there universal free transfers on the elevated lines and on the surface lines, but any person who takes passage and pays his fare on the elevated lines will receive a free transfer to the surface lines, on which he can continue to transfer without charge so long as he continues his ride in the same general direction."

In an analysis of the ordinance submitted to Judge James H. Wilkerson of the federal court, Mr. Fisher, who for many years has been an authority on local transportation, says:

"I make no claim to infallibility; but for whatever it may be worth and in the light of the information now available, I express my own personal judgment when I say that this ordinance is essentially sound and just and is the best for both the companies and the public that could be obtained under the existing conditions."

## Planetarium Open to Public

THE new Adler Planetarium on the lake front, near the Field Museum and the Shedd Aquarium, is attracting wide attention. It is an astronomical museum presenting the world's most modern model of the planetary system, the universe in miniature and the history of astronomy, shown by ancient instruments. The building was constructed at a cost of \$1,000,000.

The hours are from 10 A. M. to 10 P. M. daily and lectures are given on week days at 11 A. M., 3 P. M. and 8 P. M., on Saturdays at 11 A. M., 2 P. M. and 3 P. M. and on Sundays at 3 P. M. and 4 P. M.

## 50 Years in Service

AUGUSTINE McGUINNESS recently celebrated his fiftieth year in service as a conductor on the Chicago Surface Lines. He is still in active service, working out of the Cottage Grove Depot.

Mr. McGuinness began as a conductor of the Chicago City Railway Company on June 6, 1880, operating on State Street out of the old 39th Street barn. He has served through the period of horse cars, steam dummy, cable cars and electric cars.

## Another Trolley Bus Line

THE second trolley bus line, provided for by the recent order of the State Commerce Commission, was installed on Central Avenue on Sunday, June 8. The line will eventually run from Lexington Street to Milwaukee Avenue, but owing to paving work being done on the north end of the route the route detours on Edmunds Street for the present.

The Surface Lines had until July 6, under the provisions of the order, for the installation of this and the other

routes not yet installed. Central Avenue was put in almost a month ahead of schedule and some of the other routes will be in within a short time.

On Central Avenue a 4-minute headway is operated during the rush hours and a 6-minute headway in non-rush periods. A night schedule also is maintained. A total of 22 buses are used in this service.

Other trolley bus lines to be inaugurated by the order of the Commission include Narragansett Avenue from Irving Park Boulevard to North Avenue; North Avenue from Narragansett to Austin Avenue; Elston Avenue from Lawrence to Milwaukee Avenue. Gasoline buses will supply service on Irving Park Boulevard from Neenah to Harlem Avenue.

Officials of several of the leading electric railway companies in the country have been in Chicago recently, inspecting the trolley bus installation by the Surface Lines. It is the largest installation of its kind in any city in the country and its operation is being watched by the entire industry with the greatest interest.



THE FIRST TROLLEY BUS ON CENTRAL AVENUE

Mark Fisher, of the Paradise Theatre, Congratulates Walter C. Becker, Superintendent of Bus Service, on the Beginning of Service.

## Labor Approves Traction Ordinance

THE Chicago Building Trades Council has approved by unanimous vote the pending traction ordinance and has instructed its members to do all within their power

to secure the approval of the ordinance by the people at the election on July 1.

"We feel," J. J. Conroy, secretary of the organization, said, "that not only will the passage of the ordinance furnish work directly through the large construction program of elevated, surface and subway extensions, but that it will mark the beginning of a general building boom in the city which will benefit not only the members of the building trades but every business and individuals in every walk of life.

"From a purely transportation standpoint every worker is vitally interested. Passage of the ordinance would mean the doubling of existing facilities and provide additional rapid transit and surface lines such as will mean tremendous saving in time to and from work. Universal transfers between surface and elevated lines and connecting bus routes mean not only convenience in time saved but also large savings to the many thousands who today pay double fare."

S. Charles Iversen, chairman of the transportation committee of the Chicago Real Estate Board, predicts an unprecedented building boom in sections of the city which are to be reached by the proposed new extensions. He estimates that real estate values will be increased to the extent of \$1,300,000,000. For every dollar spent in the improvement of transportation, several more dollars will be spent in building construction—all of which will help to relieve unemployment.

Division 241 of the Amalgamated Association of Street and Electric Railway Employees of America, comprising the motormen and conductors employed by the Surface Lines, unanimously endorses the pending traction ordinance and urges its members and their families to go to the polls on July 1 and vote for it.

"We are in accord with the position taken by the building trades organizations and other trade union groups of Chicago," the statement by the union said, "that the acceptance of this ordinance by the voters will give work to great numbers of unemployed and will improve the conditions of thousands of citizens in getting better and more extended transportation service."

A number of other labor groups also are working for the ordinance.

## Just in Passing

Irritable lady in crowded car—"Stop pushin', can't yer?"

Stout man—"I ain't pushin', I only sighed."

\* \* \*



Smith uses the time saved in driving his automobile finding a place to park it.