

# MAP OF CHICAGO'S RAPID TRANSIT LINES INTERESTING FACTS ABOUT THE "L"

The marvelous rise of Chicago, from a straggling village to a city of nearly 3,000,000 population within the memory of some of its oldest citizens, is without a parallel in history.

Living in Chicago are hundreds of citizens who in the early days hunted ducks and wild game in swamps which are today among the world's busiest marts of trade and commerce.

In this rapid growth and development, the Chicago Rapid Transit Co. has played an important part. Projected about thirty-five years ago, the first of the elevated lines was built through sparsely settled territory, in which the density of population at the time, and for years afterward, did not warrant the expensive style of construction used on the elevated lines. The result was bankruptcy and reorganization of all the earlier companies and heavy financial loss to the original investors.

But as "trade follows the flag," so the settler follows the transportation line, so that many sections of the city, which were vacant prairies when the elevated lines were built, are now thickly settled communities. This can be seen on every branch of the elevated system. When the Northwestern first opened, the district around Wilson Avenue contained few residences and no stores. Today, it is the busiest trade center in the city. The same is true on the West Side, where the elevated lines have transformed barren prairies into fine residential sections.

## HISTORICAL

The first elevated road in Chicago was built by the Chicago & South Side Rapid Transit Company, which was incorporated under the general railroad laws of Illinois, January 4, 1888. It began operation on a part of the main line on June 6, 1892, ex-

tending its operation until the following year it was completed to Jackson Park and served as a means of transporting thousands to the World's Fair, held in Jackson Park in 1893.

At the time of the opening of the South Side line, electricity as a motive power had not been well developed, and the first motive power used was steam locomotives. In 1895, the company defaulted on payment of interest and was thrown into a receivership. The property was sold at foreclosure and acquired by the South Side Elevated Railroad Company. The road was electrified on April 20, 1898. The steam locomotives, which had served for less than six years, had become obsolete and were scrapped or disposed of at only a fraction of their original cost.

The Englewood and Normal Park, the Stock Yards and the Kenwood branches of the South Side Elevated were completed in the years 1907 and 1908.

The second elevated railroad company in Chicago was the Lake Street Elevated Railroad Company, which was incorporated under the general railroad laws of Illinois on August 24, 1892. Operation on the first section of the road began on November 6, 1893. The motive power was steam locomotives. In 1904, the name of the road was changed to the Chicago & Oak Park Elevated Railroad. In 1901, the road was extended from Laramie Avenue through Austin and Oak Park. The road was electrified September 20, 1896.

The Metropolitan West Side Elevated Railroad Company was incorporated March 9, 1892, and began operation May 6, 1895. During the period of construction of this road, great improvements had been made in the application of electricity as a motive power and, although contracts had been placed for the manufacture of steam locomotives, the orders were cancelled before the completion of the line and the road was electrically operated from the beginning.

The first section operated was from Franklin Street to Marshfield Avenue, and a little later the section from Marshfield to Robey Junction on the Humboldt Park and Logan Square branches. The following year the Douglas Park Branch, from Marshfield to Western avenues, was placed in operation. The Douglas Park Branch was extended from Western to Crawford ave-

nues in 1902; to Cicero in 1907; to 62d Avenue, Cicero, in 1915; and to the present western terminus, at Oak Park Avenue, Berwyn, in 1924.

The western terminus of the Garfield Park Branch was Cicero Avenue until 1902, when it was extended to Laramie Avenue, and in 1905, through a joint leasing arrangement with the Aurora, Elgin & Chicago Railroad, operation was extended to Desplaines Avenue, Forest Park.

In 1897, the Metropolitan went into the hands of receivers and was sold at foreclosure January 4, 1899, the property being acquired by The Metropolitan West Side Elevated Railway Company, which has operated the road since that date. When the Union Loop was opened for traffic in 1897, the Metropolitan leased from the Union Consolidated Elevated Railway Company the short section in Van Buren Street, from Franklin to Wells streets, to make a physical connection with the Loop.

The Northwestern Elevated Railroad Company was incorporated under the general railroad laws of Illinois on January 25, 1893. Operation began on the first section of the main line to Wilson Avenue on May 31, 1900. The Ravenswood Branch was built in 1907, and the main line was extended north from Wilson Avenue to Evanston in 1908, and to Wilmette in 1912. The Niles Center extension opened for service in 1925.

The Union Elevated Railroad (Union Loop) was built in 1897 and, on October 1st of that year, it was leased jointly to the three companies operating at that time. In 1901, the Union Loop was purchased by the Northwestern Elevated.

Until 1911 the four elevated railroads were operated separately. Passengers paid a separate fare on each line, until the roads were brought together under a unified system of operation in 1913, when trains were through-routed between the Northwestern and South Side lines and passengers were permitted to transfer to the West Side lines without charge.

The through-routing of trains enables the passenger to ride from Wilmette to Jackson Park, a distance of twenty-four miles, without changing cars.

In January, 1924, the four separate elevated railroad companies were consolidated under the name of the Chicago Rapid Transit Company.

## INTERESTING FACTS ABOUT THE "L"

The Chicago elevated lines have a record for the safest operation of any large local transportation system in the world.

The "L" operates 217 miles of single track, including the Niles Center extension, opened for traffic March 28, 1925.

The length of the "L" lines is 77 miles, of which 63 miles are elevated and 14 miles on the surface. The "L" lines carried 213,000,000 passengers in 1924.

The average number of passengers carried daily on the "L" lines on week days is 630,000.

Approximately 6,800 employes work on the "L," of whom 600 are women.

The fair value of "L" lines, as appraised by the Public Utilities Commission for rate-making purposes, was \$86,250,000, as of June 30, 1919, making, with additions since Commission valuation, a total value, on June 31, 1924, to \$89,713,595.

The number of car miles run daily on the "L" system is 175,000, or a distance equal to seven times around the earth at the equator.

The "L" roads in 1925 had 1,909 cars, of which number 42 are work cars.

Since 1923, the "L" roads have purchased and put in service 205 steel coaches of the most improved type. These coaches have plush-covered seats, shaded electric lights, thermostatic heat regulators, electric fans, and many comforts not found in the ordinary car. These cars cost approximately \$24,000 each, or almost \$5,000,000 for the entire order.

There are 129 miles of single track on private right-of-way; 40 miles in streets and alleys, and 48 miles on leased right-of-way.

The record day for carrying passengers on the "L" was November 11, 1918 (Armistice Day), when the lines carried 869,653 revenue passengers.

Every 24 hours there are 5,306 trains of 18,322 cars run over the elevated lines.

The record for the number of cars entering the Loop in one hour on the elevated lines was made on April 29, 1920, when 953 cars ran on to the Loop in sixty minutes.

There are 40,335 lights in elevated cars and it costs \$12,300 a year to maintain them.

The average cost for heating elevated cars is \$200,000 a year, which is 9.33 per cent of the total power used on the lines.

There are 278 miles of copper cable in use on the elevated lines, and 27 miles of trolley wire. The copper required in power transmission weighs 5,305,000 pounds.

The busiest railroad crossing in the world is at the intersection of Lake and Wells streets. In the hour of maximum travel on the elevated, 218 trains of 1,100 cars pass this corner, or a rate of 18 cars a minute. Were the cars coupled, they would make a solid train of more than ten miles in length.

The elevated railroads maintain 125 fully equipped first-aid stations along their lines.

The cost of a motor car on the elevated lines is \$23,500. They weigh 70,000 pounds and have 380-horse-power motors.

The interval between trains on the elevated lines in the rush hours is two minutes and throughout the day is six minutes. On the main lines, where branch lines use the same tracks, the interval between trains in the rush hour is one minute. After midnight, trains operate thirty minutes apart.

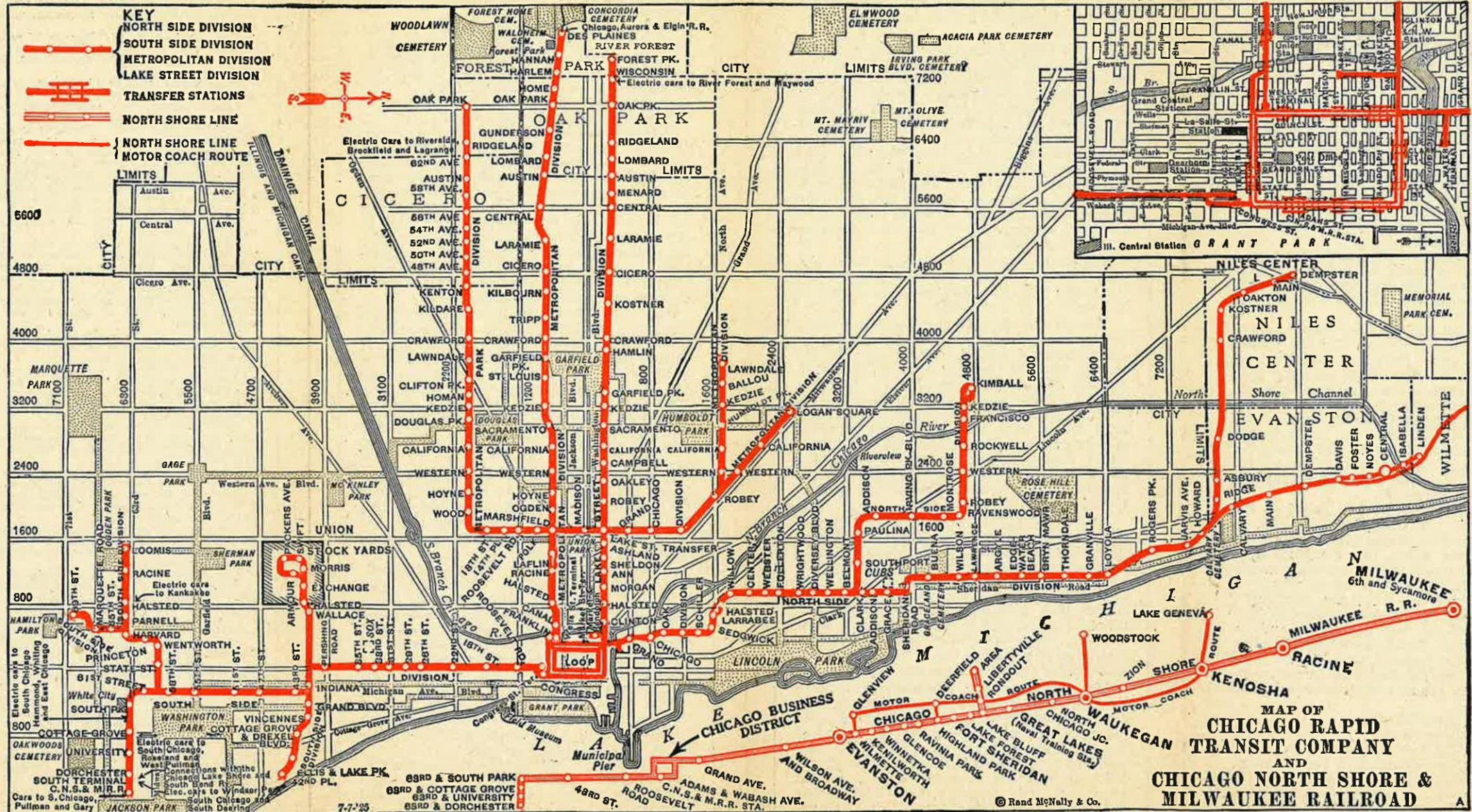
The average speed of express trains on the elevated lines is 19 1/4 miles an hour. On some fast runs, the speed is at the rate of 24 miles an hour.

The average length of ride on the elevated lines is 6.75 miles.

CHICAGO RAPID TRANSIT COMPANY.

# CHICAGO RAPID TRANSIT COMPANY

## MAP OF THE LOOP DISTRICT



SERVICE TO ALL PARTS OF CHICAGO AND SUBURBS

MAP OF CHICAGO RAPID TRANSIT COMPANY AND CHICAGO NORTH SHORE & MILWAUKEE RAILROAD

© Road McNally & Co.