

JANUARY, 1919

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

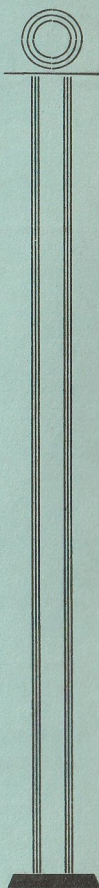
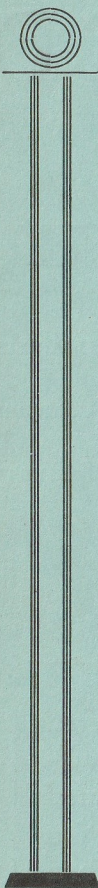
COMFORT

COURTESY

TIME SAVING SERVICE

***M**ore than six hundred thousand persons use the Elevated Railroads daily. Their comfort and convenience depend on the service being maintained. Can they afford to have the service crippled, or the roads forced into the hands of receivers? That is the question which the public must answer.*

THE ROAD OF SERVICE



For **Real Service** between Chicago, Milwaukee and intermediate points, whether passenger or parcel despatch, the

North Shore Line

is unequalled. All-steel passenger trains every hour during the week and every thirty minutes on Saturday afternoons and Sundays. Dining and Parlor Cars. Merchandise picked up at factory or warehouse by motor trucks and delivered at destination within **24 hours.**

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Chicago North Shore & Milwaukee Railroad

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LUKE GRANT, Editor

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Number 3

Return of the Prodigal Son

IN THE glorious summer time, when the sun shines on both sides of the street at the same time, the automobile, the 'bus, the surface car or some other form of transportation may prove alluring. The casual patron of the Elevated—the real rapid transit line—may leave the Elevated Family for a time. Invariably he returns with the north winds and the driving snow. Like the prodigal son, after he has tested the comforts—or discomforts according to his tastes—of other lines, he returns to the old reliable “L” which can be depended upon in all kinds of weather. He always finds a welcome, too. He finds the same courteous employes, the same reliable service, and, if owing to physical limitations, he finds the cars a little crowded during rush hours, he at least has the satisfaction of knowing that he will be carried to his work, or his home, pretty nearly on schedule time. The snowdrifts, which have put his automobile, or his 'bus, or his surface car out of commission for a time, have not affected the rapid transit lines. Isn't it worth something to have such reliable service?

“L” Lines Meet Every Test

Sometimes the number of prodigal sons who return to the Elevated Family on the first severe snowstorm of the season, is very large. They give no notice of their return, either. They expect to find accommodations awaiting them and invariably they do. The day before Christmas, when other transportation lines were seriously crippled by the sudden storm, more than 90,000 of these prodigal sons returned to the “L.” That was a large increase in the Elevated Family.

They reached their offices or their homes on time, however. If any worrying was done, it was done by the officials in charge of train operation. During the blizzards of last winter, which were the worst the city ever had experienced, the number of passengers who depended on the "L" lines, reached 135,000 in excess of the regular traffic on a single day. That is more than the entire population of a large city, and presents a problem which the operating officials have to solve and which the passenger never takes into account. Under such extraordinary circumstances, a slight disarrangement of schedules hardly could be avoided. But the inconvenience to patrons was slight. The important point is that the elevated lines operated when steam and surface lines were tied up by storm. Isn't that kind of service worth what it costs?

Is Your Time Worth Anything?

Why do patrons crowd to the Elevated Lines when a storm hits the city? It isn't always because other means of transportation are tied up. They do it when the surface cars are running. The reason chiefly is because of the time-saving feature of the rapid transit lines. When snow fills the streets transportation delays are inevitable. The car tracks are kept clear, but wagons, trucks and vehicles of all kinds get in the way of the cars. Operation cannot be other than slow, no matter how hard the operating officials strive to keep cars moving. The situation is different on the Elevated. The trains run on an elevated structure, where there is no traffic interference and where snow cannot lodge. Patrons of the Elevated save time. The saving in time each day is considerable, too. At present it costs a little more for such rapid transit, but if the time of patrons is worth anything, the saving in time is worth more than the extra cost. An elevated structure is expensive. To acquire a right-of-way on which to erect that structure in a city where real estate values are high, also is expensive. **But rapid transit is worth more than slow transit. Patrons should be willing to pay for what they get.**

Steady Improvement in "L" Service

Occasionally some dissatisfied patron of the Elevated, or some one who does not know what the conditions were a few years ago, makes a statement that the service is growing worse. Such a statement is not in accordance with the facts. The service has been materially improved since the unification of the roads six years ago, while the rate of fare has been lowered by reason of the free transfer privilege. Before the unification of the roads, all trains were run around the loop. Under the best system of operation that could be devised, congestion and delays were inevitable. Old patrons of the Elevated know that under separate management and operation, there were interminable delays in getting trains onto the loop. On the South Side trains were stalled as far south as Twelfth street. On the Metropolitan and on the Oak Park trains stood on the tracks as far west as Halsted street, waiting for their turn to get onto the loop. The same was true on the Northwestern. This condition practically was eliminated by the through-routing of trains from north to south. There are practically no delays today in getting trains onto the loop, so that the saving in time to patrons is very considerable.

Extensions on Rapid Transit Lines

During the political campaign preceding the November election when the people were being asked to vote for a proposed ordinance to unify the surface and rapid transit lines, statements frequently were made and widely circulated that the Elevated Railroads had made no extensions in twenty years. The facts are that the Kenwood, Stock Yards and Englewood branches on the South side and the Ravenswood branch on the Northwestern were all built and opened for traffic within twelve years. In recent years no extensions have been built, nor have any been seriously contemplated, for the reason that the existing lines have not been earning a fair return on the money invested. Investors will not put their money into an enterprise which cannot show reasonable

returns. But in spite of the limitations, physical and financial, under which the Elevated Railroads have been placed by reason of their providing transportation at less than cost, they always have given safe, reliable service and they are doing that today.

Dividends and Salaries on "L" Lines

Why is it impossible for the Elevated Railroads to borrow money to build extensions, or to make other needed improvements? From 1900 to 1918 the average net returns paid by the Metropolitan, South Side and Northwestern were 2 3/100 per cent per year. The Oak Park never has earned anything available for dividends. If that road is included it reduces the average net returns to 1 6/10 per cent. In the last five years, under unified operation, the net returns of the three roads have been 3 18/100 per cent. With the Oak Park included the average is reduced to 2 1/2 per cent. That is the showing which the roads have made after every possible economy in operation. The fares of passengers have not been applied to the payment of high salaries for officials, either. There are fifteen salaried officials necessary to the operation of the lines. These include the President, Secretary-Treasurer, General Manager and superintendents of the various departments and one superintendent of transportation for each road. The total amount paid for salaries is \$83,020 a year, or an average of \$5,500. The salaries of all the officials amount to only 1 1/2 per cent of the total payroll. Out of the fare paid by the passenger 4/100 of one cent goes to the payment of salaries, while 2.78 cents goes to the payment of wages.

Wages and Rates of Carfare

When the Elevated Railroads petitioned for an increase in rates, it was principally on the ground that the employees had been granted a large increase in wages by a U. S. Government board. The increase amounts to approximately \$1,500,000 a year. The advance was considered necessary by reason of the increased cost of living. Employees on the Ele-

vated lines are receiving today higher wages than ever were paid before, but not more than they are rightfully entitled to for the service they give the public. The safety of the public depends on well-paid employes who are satisfied with their jobs. It is in the interest of the public that the Elevated employes should be well paid. But what of wages in other lines of work compared with the rate of carfare? Many building mechanics are patrons of the Elevated. They may live on the West Side and work one week on the North Side and the next week on the South Side. They have to use two lines in going from their homes to their work. What per cent of their wages goes to transportation, compared with 1910? For a few of the principal trades the wages per day in 1910 and in 1919 are as follows:

Trade	1910	1919	Increase Percent
Carpenters	\$4.80	\$6.40	33
Bricklayers	5.40	6.50	20
Plumbers	5.50	6.50	18
Steamfitters	5.50	6.50	18

Suppose some of those tradesmen use two lines of the Elevated in going to and from their work. In 1910 the cost of transportation would have been 10 cents a day in either direction, or 20 cents a day. In the case of the carpenter his transportation cost him 4.1 per cent of his wages in 1910. Today for the same transportation he pays 12 cents a day, or 1.8 per cent of his wages. His wages have gone up 33 per cent since 1910, while the cost of his transportation, under the 6-cent fare has been reduced nearly one-half. Has he any ground for complaint?

Why a 7-Cent Fare Is Necessary

The Elevated Railroads cannot live on a 6-cent fare and avoid receiverships. Following are the passengers carried and the earnings of the roads for the first four weeks under the 6-cent fare compared with the corresponding weeks of the previous year:

	Passengers	Revenue
1918	13,889,835	\$867,908.05
1917	15,184,575	\$789,377.16
	<hr/>	<hr/>
	Decrease...1,294,740	Increase.\$ 78,530.89

The above table shows a decrease of 8.53 per cent in the number of passengers carried and an increase of 9.95 per cent in passenger revenue. Should the increase in revenue continue in the same proportion for the year it will amount to approximately \$1,000,000. That is only one-half the amount the roads must have to meet the increased cost of operation. For as already stated the wage increase alone amounts to \$1,500,000 a year, while the higher cost of materials and other elements necessary to operation amount to \$800,000, or a total increase of \$2,300,000 per year over last year's expenses.

Safety Is Important Consideration

The Elevated Railroads take pride in the fact that in the last eleven years they have carried approximately 1,900,000,000 passengers without a single fatal accident to a passenger while on a train. That is a record that is unequalled in the history of transportation. The "L" lines not only are reliable in all kinds of weather, but they are **safe**. Their employes invariably are courteous and obliging. The employes seek to please the patrons. This courtesy frequently has been commented upon by the strangers in the city, who have found the trainmen willing and capable of giving them directions and otherwise assisting them. Can the public, which depends on this safe, reliable, time-saving system of local transportation, afford to have it crippled for lack of sufficient revenue?

WHY CUSS THE ELEVATED?

Recently there have been numerous delays to elevated trains and serious disarrangement of schedules during the rush hour periods, by reason of the bridges across the river being opened to permit the passage of river craft. Patrons of the elevated have shivered on platforms and some have cussed the roads for a condition for which they are in no way responsible. If any cussing is to be done it should be directed against the government. The old city ordinance which requires that the bridges be kept closed between the hours of 7 and 9 o'clock in the morning and 4:30 and 6:30 o'clock in the evening was amended to exempt craft operated by the United States Government.

Each of the elevated roads entering or leaving the heart of the city must cross the river. A sample of the inconvenience to passengers through the opening of bridges may be cited in the case of the Wells street bridge on Jan. 2. All the Northwestern and South Side trains operate over this bridge and during the evening rush hour it was open from 5:03 o'clock until 5:10:30, a period of 7½ minutes. As trains cross this bridge at that hour on a minute headway in each direction, the delay meant congestion and a disarrangement of schedules for the entire rush hour period. The interruption in service extended all over the line, for if traffic is tied up at one point, it necessarily must be felt over the entire system.

In a period of two weeks, in the latter part of December and the early part of January, traffic was held up on ten separate days during the rush hours by reason of the opening of the Wells street bridge. In no case was the delay shorter than three minutes and in one case it was seven and one-half minutes. Pat-

rons who do not know the facts, naturally put the blame on the elevated roads. Next time you are inclined to cuss, find out first who is responsible.

TRY ICE SKATING

There are different kinds of "skates." Occasionally in Chicago, you hear of a "cheap skate." You never would hear the phrase in Evanston, where they believe in speaking pure English. Used in that way, the phrase denotes a man, or maybe a woman. Again you overhear a remark that he got a "skate" on. That doesn't apply to the same man, because he couldn't if he was a "cheap skate"—not at the current prices. He probably won't at any price after next June, when "them fellers in Washington" have done their worst. Then there is a fish called a "skate." We don't know whether he deserves the name or not, but he has to stand for it. When you have put your money on a horse that you thought could run as fast as an elevated train and later learned that he was slower than a street car, you call him a "skate." And so it goes.

The particular skates we have in mind, however, are ice skates. This is the season for them and there are many places in Chicago where one can try them out. No trouble about reaching the places if you use the elevated. Who would want to sit and freeze of an evening in his "steam-heated" apartment, when he can go out and get his blood in circulation on a skating pond. It is the greatest game in the world if you don't weaken. It is much pleasanter in the public parks than on any indoor rink. Exercise in the open air is more healthful, but aside from that, the crisp tang of the air, which makes your cheeks glow, adds to the enjoyment of the sport.

Get your skates on and keep

yourself in trim for the opening of the golf season. The undertaker will get on the job soon enough. Keep him off just as long as you can and there is no better way of doing it than by skating in the public parks. Use the elevated in going to and from the parks.

WITH US AGAIN

You may have noticed recently quite a number of trainmen on the elevated wearing army uniforms. They are coming back in numbers to their old positions. The management of the Elevated Railroads issued orders that any former employe, honorably discharged from service, who applied for work must be placed on the payroll at once. No waiting list for the men who went to serve their country. If there is no immediate vacancy for a discharged soldier or sailor he must be carried on the payroll until a vacancy is found. The same orders were issued to apply to the Chicago, North Shore & Milwaukee Railroad. The Elevated Railroads permit discharged soldiers and sailors to wear their army and navy uniforms as long as the government rules will allow. It saves them the expense of buying regulation uniforms until they get a little start in civil life. The returned soldiers appreciate the consideration shown them. They do not have to worry over the question of employment.

"What's the matter, Murphy?" said Pat. "Ye look bad this mornin'."

"Well" said Murphy, "Dennis bet me a six pence to a shilling that I couldn't swallow an egg without breakin' the shell of it."

"And did ye lose the bet?" asked Pat.

"No, Pat, I won it," replied Murphy.

"Then phwat's ailin' ye?"

"Shure, it's the egg that's ailin' me," groaned Murphy. "If I jump about I'll break it and cut me stomach wid the shell, an' if I kape quiet it'll hatch an' I'll have a Shanghai rooster scratchin' me inside!"

"Don't worry," said Pat. "I'll tell ye a secret. Dennis told me all about it, an' he sez it was a biled egg."

One dusky citizen was in uniform. The other clung to his civilian garb and railed against the draft.

"I ain't a goin'," he asserted, "and no one is goin' to make me."

"Niggah," replied the other, earnestly, "if Mr. Woodrow Wilson wants you, you go! That man just took an hour of daylight from God Almighty. Then he took all the railroads away from white folks and give 'em to his son-in-law. What chance has you got?"

Sufferer—"I have a terrible toothache and want something to cure it."

Friend—"Now, you don't need any medicine. I had toothache yesterday, and I went home and my loving wife kissed me and so consoled me that the pain soon passed away. Why don't you try the trick?"

Sufferer—"I think I will. Is your wife home now?"

"Now, can you beat this? A soldier writes and asks me to marry him."

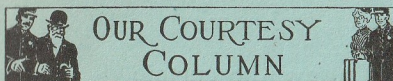
"What's the matter, girl?"

"Name deleted by censor."

PRACTICING ECONOMY

"With everything so high, do you think you ought to smoke cigars any longer?"

"I'm not, my dear—I'm smoking 'em shorter."



When the mercury in the thermometer hovers around the zero mark, the work of a trainman on the Elevated isn't exactly a picnic. Passengers are impatient to get into the cars. Frequently they try to push their way in before others who are getting off reach the platform. This causes unnecessary delay and makes the work of the trainman just a little more trying.

In spite of it all, the average trainman on the Elevated is cheerful and courteous. This courtesy is particularly marked when contrasted with the conduct of some other employes whose work brings them in daily contact with the public. The conduct of the employes toward patrons is one of the things in which the management of the Elevated Railroads takes pride. Only employes who are satisfied in their employment and who take pride in their work, give good service. The Elevated Railroads treat their employes fair and this treatment is reflected in the daily work of the employes.

A little commendation from the public, however, tends to encourage the employes to strive to please. They like to know that the little acts of courtesy, which they daily perform, are appreciated. Keep that in mind and the next time you see a trainman or a ticket agent deserving of a little praise, send a note to the editor of THE ELEVATED NEWS. Such commendations are always brought direct to the attention of the employe whose badge number is given. They help to offset the complaints. Throw your hammer away and say a good word for a careful and courteous employe when you know it is deserved. It will make you feel better as well as the employe.

Following are the employes whose conduct has been commended during the last three weeks:

Northwestern Trainman C. F. Loomis, badge 1397, is commended for finding a seat for a lady passenger and for clear enunciation of stations.

Northwestern Trainman H. J. Bruckhauser, badge 1520, is commended for announcing the various railroad stations and the railroads which use them in addition to calling the stations on the loop.

Northwestern Trainman E. Krispin, badge 1359, is commended for the interest he showed in the comfort of passengers, pulling shades down when he observed that the sun was shining in their faces.

Northwestern Conductor John Bauer, badge 690, is commended for finding seats for standing passengers.

South Side Trainman Gustave Triebe, badge 2190, is commended for his kind treatment of women and old men on his train.

Northwestern Conductor John McCormick, badge 574, is commended for clear enunciation of stations and for courteous treatment of passengers.

South Side Trainman Byrom Kemmler, badge 2318, is commended for general attention to duty, answering questions politely and intelligently and for showing special courtesy to elderly passengers on his train.

ALL UP IN THE AIR

Eager Lady—"But what if your engine stops in the air—what happens? Can't you get down?"

Aviator—"That's just what 'appens, mum. There's two Germans up over in France now with their engines stopped. They can't get down, so they're starving to death."

Clear the Way

MEN of thought! be up and stirring,
Night and day;
Sow the seed, withdraw the curtain,
Clear the way!

Men of action, aid and cheer them,
As ye may!

There's a fount about to stream,
There's a light about to beam,
There's a warmth about to glow,
There's a flower about to blow;
There's midnight blackness changing
Into gray!

Men of thought and men of action,
Clear the way!

Once the welcome light has broken,
Who shall say

What unimagined glories
Of the day?

What the evil that shall perish
In its ray?

Aid it, hopes of honest men;
Aid the dawning, tongue and pen;
Aid it, paper, aid it, type,
Aid it, for the hour is ripe;
And our earnest must not slacken
Into play.

Men of thought and men of action,
Clear the way!

Lo! a cloud's about to vanish
From the day;

And a brazen wrong to crumble
Into clay.

Lo! the Right's about to conquer,
Clear the way!

With the Right shall many more
Enter smiling at the door;

With the giant Wrong shall fall
Many others great and small,

That for ages long have held us
For their prey.

Men of thought and men of action,
Clear the way!

—Charles Mackay.