

# THE ELEVATED NEWS

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SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

**C***CROSSING Railroad tracks when  
Safety Gates are lowered is a  
dangerous practice and results in  
frequent accidents. Please help  
eliminate such accidents by wait-  
ing until the gates are raised.*



Cleanliness and courtesy are  
characteristic of the

## NORTH SHORE LINE

The convenient way to travel  
to Milwaukee and intermediate  
points.

Trains to Milwaukee leave the  
new passenger station at Adams  
and Wabash every hour. Every  
thirty minutes to Waukegan.

**Chicago Ticket Offices:**

66 West Adams Street

209 S. Wabash Avenue

"L" Station, Randolph and Wabash

"L" Station, Wilson and Broadway

**CHICAGO NORTH SHORE &  
MILWAUKEE RAILROAD**



# The Elevated News

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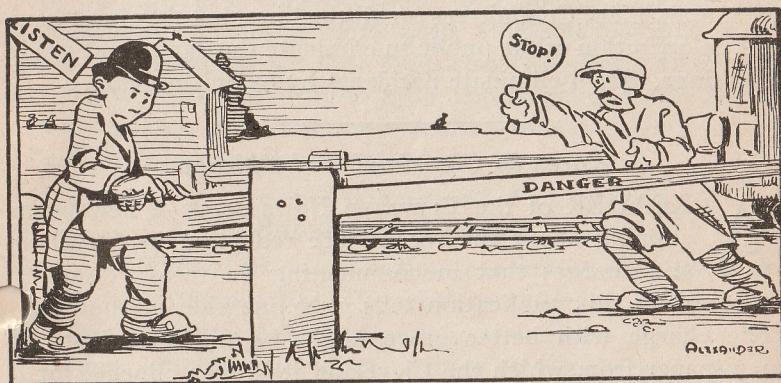
January, 1920



Number 2

## *Crawling Under Crossing Gates*

**R**ECKLESSNESS on the part of pedestrians in crawling under crossing gates where the lines of the elevated roads run on the surface in the outlying sections of the West Side has resulted recently in a number of accidents, one or two of which were fatal. This is a matter which calls for the co-operation of city and village authorities and the public with the management of the elevated roads. The elevated roads maintain gates and gatemen at street crossings, but they are



A Dangerous Practice

no protection when persons deliberately crawl under the gates or, as has sometimes been done, raise them up and walk in front of an approaching train. Not long ago a man pushed up the arm of a lowered gate to allow a woman to walk under it and step in front of a train. The man was censured by a coroner's jury, but that did not restore the life of the woman who was killed by reason of his recklessness. This dangerous practice of crawling under gates is not confined to children.



The accidents show that grown men and women do it more frequently than school children, when they should have better sense and set a good example to younger persons. Railroads very properly are required to protect grade crossings by various devices. Some two years ago all railroads in the state were required to paint safety gates after a uniform pattern in striking colors. The railroads complied promptly with the order, but it did not eliminate accidents, nor can it, if pedestrians are to be allowed to raise the gates or crawl under them at will. The laws should be made to work both ways. When safety gates are lowered at a railroad crossing, a person who crawls under or around them should be liable to arrest and punishment. That would seem to be the only way to protect the foolhardy person from doing injury to himself and probably to others. The elevated roads try in every way to avoid accidents of all kinds. They maintain a Safety Engineer and Safety Committees on all the lines, but they must have the co-operation of the public to eliminate the dangers at grade crossings. Help eliminate accidents by exercising care.

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### *Fares in Cleveland and Chicago*

A READER of the ELEVATED NEWS sends a newspaper clipping about the recent fare reduction in Cleveland and charges that in commenting on rates of fare in other cities this publication tells only one side of the story. The charge with better grace might be made against the newspaper from which the Cleveland item was clipped, for it told only one side and in so doing created a false impression. Under the recent reduction the ticket rate in Cleveland is six tickets for a quarter, instead of eleven tickets for fifty cents as provided in the former rate. The cash fare is 5 cents as formerly. The news item, however, did not state that in Cleveland a charge of one cent is made for transfers, while in Chicago transfers are free. In other respects there is no comparison between conditions in the two cities. Cleveland is operating under a "service-at-cost" plan, so that the rate of fare varies according to the earnings of the company. The people of



Chicago by their votes rejected a similar "service-at-cost" plan. In Cleveland the average length of the street car ride is 2.19 miles and on the surface lines in Chicago 4.16 miles. On the Chicago Elevated Lines the average length of ride is  $6\frac{3}{4}$  miles, or three times the distance in Cleveland. Patrons of the elevated transfer free from one line to another, so that they get more than three times the amount of transportation for a single fare that patrons of the Cleveland street car line get. The service is much faster, too, on the elevated lines. Other comparisons might be made to show why cars can be operated in Cleveland at less cost than in Chicago. The Cleveland company under the "service-at-cost" plan is relieved of many obligations in the shape of taxes and street paving and sweeping, which the Chicago companies have to meet. The interest charges of a surface line are light compared with an elevated line. The Chicago elevated lines for most part are built on a privately-owned right-of-way and on an expensive steel structure costing approximately \$1,000,000 per mile, compared with \$150,000 per mile for a street car line. Each city has its own peculiar transportation problems and the citizen of Chicago now gets more for his money than does the resident of any other city in the country.

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### *Buy Elevated Tickets*

PATRONS of the elevated lines can save themselves a lot of trouble and relieve congestion at ticket windows by using tickets instead of paying cash fares. Tickets are on sale at all elevated stations, except during the rush hours, also at department stores and large industrial plants. They are a convenience to the patron and save the trouble of carrying a lot of pennies. At most of the downtown elevated stations, especially at transfer points, there is great congestion during the evening rush hour. The patron who rushes up to a ticket window and pays his fare with a bill of large denomination, blocks the line and causes unnecessary delay. No matter how quick and efficient the cashier at the ticket window may be, it takes time to make change. At that hour in the evening everyone is impatient to get home and their tempers



are not improved by being held at the ticket window while the agent counts out the change to some patron who has tendered



Buy Tickets and Avoid Delay

her a bill of large denomination. Patrons who have tickets move past the windows without a perceptible halt. There is no delay or confusion. Why not adopt the quick and easy way? You will find it is to your own advantage and to the advantage of other patrons. It means better service and shorter station stops. Station delays are unprofitable to everyone concerned. During the rush hour seconds count. You might think that a brief delay of two or three seconds means nothing. When you know that twenty trains are sent through the outer loop station at Adams and Wabash in fifteen minutes in the evening rush, you can better appreciate what seconds mean. That means a train every forty-five seconds. You would think it couldn't be done, but it is. Help expedite the movement of trains by having tickets ready.

### WILL IT HAPPEN IN CHICAGO?

**W**HEN the Brooklyn Rapid Transit Company was forced into the hands of receivers by being denied sufficient revenue on which to operate, the court dissolved the holding company and returned the twenty-eight lines comprising it to the original owners. Each line had a



separate franchise authorizing it to charge a 5-cent fare. The result was that transfer privileges were abolished between surface and elevated lines as well as 150 transfer points between the various surface lines. The Brooklyn City Railroad Company is now charging 10-cent fares on nine lines where a 5-cent fare previously was paid.

A situation somewhat similar obtains in Chicago. If the Elevated Railroads are denied sufficient revenue on which to live and are forced into a receivership, each of the four companies would have the right to charge a separate fare. Through-routing between the Northwestern and South Side lines would have to be abolished and all free transfer privileges denied. The public would suffer in loss of through service and transfer privileges. Many patrons of the elevated lines would have to pay higher fares than they now do and get much inferior service. It would be a repetition of the Brooklyn situation, commenting on which the court said: "The practical result of the situation is that the traveling public in place of an orderly, logical rate of fare, will have to pay larger fares than a sound disposition of the problem warrants. This disintegration could have been stopped by serious and thoughtful approach to and consideration of the problem." The same process of disintegration is now going on in New York City and the public is the loser, both in the matter of fares and service. Does Chicago wish a similar situation?

### ON THE JOB

"My wife tells me that your wife displayed a remarkable knowledge of parliamentary law the other day at the Woman's Club."

"Great Scott! Why shouldn't she? She's been speaker of our house for fifteen years."

"If I place my money in a savings bank," inquired the newly arrived, "when can I draw it out again?"

"Oh," replied Pat, "sure an' if you put it in today you can get it out again tomorrow, by giving a fortnight's notice."

### HIS HARD JOB

"What's the problem?"

"A perplexing one. Mrs. Skiddoo claims she got six bad eggs in the last lot."

"Well?"

"She wants me to make 'em good."

"What are you doing, Pat? Are you sweeping out the shop?"

"No; Oi'm swaping out the dirt and laving the shop."

Nearly one-half of the gross operating expense of a street railway consist of the wages it pays to employees.



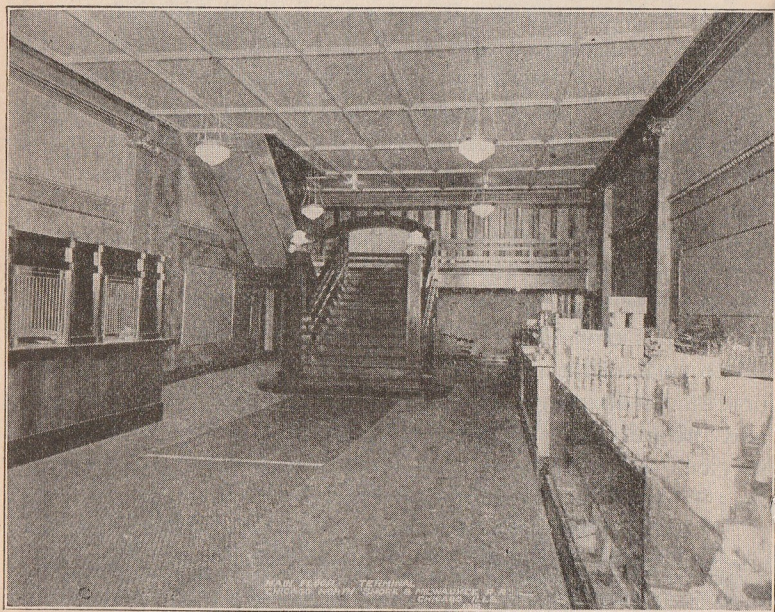
## NEW NORTH SHORE PASSENGER STATION

**H**AVE you seen the new passenger station of the North Shore Line on Wabash avenue, just south of Adams street? It was opened to the public December 17, and is a convenient and attractive place to meet your friends.

The new station is located in the two-story building at 209 South Wabash avenue, used at

From the second floor a covered bridge and stairway leads to the elevated platform where North Shore trains stop to receive passengers. The ticket offices are on the second floor. The departure of North Shore trains is announced by a trainman at the door, so that north-bound passengers may sit in comfort in the waiting room until the last minute.

The building has been entirely



Main Floor New North Shore Passenger Station

one time as O'Brien's Art Gallery. The North Shore Line occupies the entire building, the first floor containing a restaurant and soda fountain, cigar stand, telephone booths and other conveniences. On the second floor is the waiting room for North Shore passengers, rest room for ladies and smoking room for men.

remodeled and while the chief idea of A. U. Gerber, the architect, was to make it convenient as a railroad passenger station, he combined art and utility. The decorations are artistic and pleasing to the eye. The waiting room has a quiet, restful effect, just the place to meet a friend by appointment.



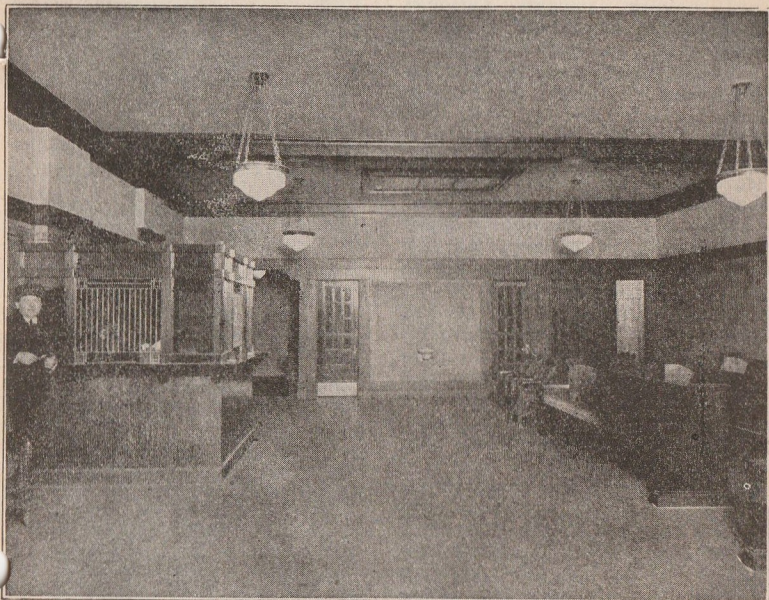
When you have friends coming to the city from any of the towns along the north shore, arrange to meet them at the new station. It is convenient to all the retail stores and hotels. You will find the service at the soda fountain and candy counter and in the restaurant excellent. Drop in for your noonday lunch and look the new station over.

### TAKING NO CHANCES

Pat had a weakness for whisky and numerous efforts had been made to reform him. One day the priest decided to frighten him into signing the pledge.

"Patrick," he said, "I warn you that the next glass of whisky you drink will transform you into a mouse."

"Do yez mane to say, yer riv-



Waiting Room North Shore Passenger Station

### ALL THAT WAS NECES-SARY

Mrs. Knag.—Did the doctor ask to see your tongue?

Husband—No; I told him about yours, and he ordered me away for a rest—London Tit Bits.

### POOR OUTLOOK

"Well, Mike, an' how are ye this mornin'?"

"Porely, Tim, porely. Shure, I'm that wake ye'll be comin' to my wake before the end of the wake."

erence, that I will change into a mouse if I drink anny more whisky?"

"You will," said the priest.

Pat put on his hat and coat at once. "Ah," said the priest, "going to sign the pledge, eh?"

"No, sorr," said Pat; "O'im going to drown the cat."

"Are ye much hurted, Pat? Do ye want a dochter?"

"A dochter, ye fule, afther bein' runned over be a trolly car? Phwat I want is a lowyer."



## WHERE EGGS AND FURS COME FROM

WITH eggs selling at a dollar a dozen and fur coats at from six months to a year's salary, you may be interested in seeing where such things come from. If you are you can visit the International Amphitheatre at the stockyards from January 14 to January 20 while the seventh annual National Poultry and Pet Stock Show is being held.

It's going to be some show, as the entries indicate this year's event will be the largest ever held. Just because eggs have disappeared from the average breakfast table, it doesn't follow that the actual producers have disappeared like the dodo. They are very much with us, as the Poultry Breeders' Association is going to prove.

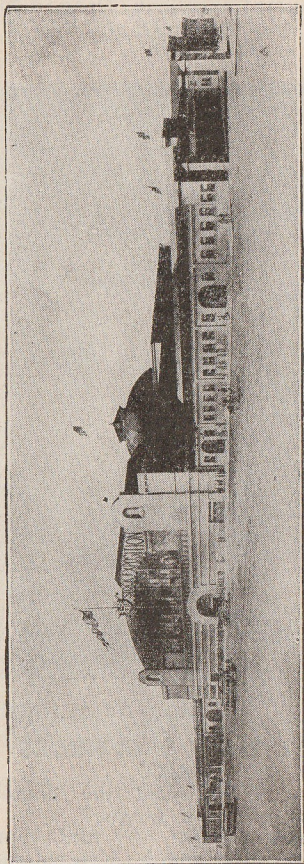
Those birds are worth seeing, too, if the premium list is to be believed, as, of course, all premium lists are. Those hens lay a cent-a-minute. That doesn't sound just right. Let's take another look at the catalogue. No, it's an egg a day that they lay. Well, it's about the same thing. You have to pay about ten cents for an egg and a hen that can't lay one in ten minutes isn't laying. She's laying off. Anyway the poultry breeders are interested in producing smaller eggs and bigger profits—no, that's not it—it's more eggs at less cost. The catalogue says so.

Then there's the fur-bearing animals. Not the kind you see on the streets. The street variety mortgage their life's earnings to get their furs, while the kind you will see out at the International Amphitheatre get theirs for nothing.

Earl H. Johnson, champion rabbit breeder of the Oak Park "L" is going to have a whole string of entries there, including Mrs. Johnson's muff, which was

home-grown in the Johnson Rabbitry at 3745 Ferdinand street. He wishes to have his friends on the road go out there and see him pull down medals and cups and ribbons and things.

Mr. Johnson has "Flemish Giants" and "New Zealand Reds"



International Amphitheatre

an' ever'thin'. He has "American Blues" and "American Spots." Don't get rabbit "spots" confounded with egg "spots." "American Spots" in the rabbit world have some class. The name implies blood and pedigree and ancestry and all that sort of



thing. With eggs it's different. In the egg world "spots" stand for ancient origin, too, but that isn't what you look for at a dollar a dozen. It's what you get quite often though. However, as Kipling remarked once or twice "that is another story."

You can see and hear those high-priced birds at the International Amphitheatre much cheaper than you can the high-priced birds at the Auditorium. And you don't have to hire a taxi to get there, either. The reliable South Side Elevated will bring you right to the door, which is what we started to tell you in the first place, although it took a few words to do it.

### A COSTLY EXPERIMENT

THE people of Toledo, who voted to oust the street railway company from the streets, learned by experience that walking wasn't as pleasant as they had supposed. They walked for a month, or paid anywhere from 15 to 75 cents to ride in a "jitney bus," then they begged to get the cars back and pay a 6-cent fare with 2 cents for a transfer.

The owners of the Norristown Division of the Reading Transit and Light Company of Reading, Pa., have gone the Toledo people one better. When the employees asked a wage increase, the owners offered to give the union the entire lines and make it a present of \$25,000 if it would accept the gift. The union refused the offer.

### BE SURE OF 'EM

Daughter—A certain young man sent me these flowers this morning.

Papa—Don't say "a certain young man," my dear. There is none of 'em certain till you've got 'em.

### SEEN ON THE ELEVATED

THE little chap was three, probably four years of age. He was playing on the seat, looking out of the windows and acting just like a natural kid. He had a penny in his chubby little fist, which he displayed with as much pride as some women display their jewelry. The train rounded a curve, which is a bad time for little boys to show their pennies. The penny fell from his hand and rolled under the seat. He couldn't find it and he evidently was distressed over his loss.

"We've got to find it" said a big good-natured looking man who had been watching the child's antics. The man stooped over and looked for the penny. Then he went down on his hands and knees. Still he couldn't find it, for it had rolled back and lodged behind the heater. The man determined that the kid wasn't to be disappointed if he had to rip out a few seats to get that penny. He lay flat on his stomach, reached under the seat and finally reached the elusive coin.

"There you are, sonny" he said with a smile, as he brushed the dirt off his overcoat.

"Good for you" remarked a woman who had witnessed the whole proceeding.

There were many appreciative smiles and nods among the passengers, but the man wasn't looking for applause. He looked like a man who ordinarily wouldn't go to so much trouble to find a penny. But he was once a kid himself and he hadn't forgotten it. He was human.

It is wonderful what an impression a little human act like that leaves on those who witness it. Perhaps it is because it is so rare and the reverse side of human nature so common. We hope that man had a merry Christmas.



## OUR COURTESY COLUMN

**D**URING the Christmas shopping season, the number of pocketbooks, packages and articles left on elevated trains, increases in number. It is a tribute to the honesty of trainmen on the elevated lines that a very large percentage of the lost articles reported are recovered. Only a few comparatively of those who recover articles think of writing to thank the trainmen and show their appreciation. They take it for granted that if they forget an article on an elevated train it will be restored to them.

The management appreciates this confidence on the part of patrons of the lines, but a note of commendation pleases the trainman who recovers the article and promptly turns it into the "lost and found" office. It encourages trainmen to be on the lookout for such articles, as there are some passengers who are not averse to appropriating anything that they see lying around loose.

Among the letters of commendation received during the last month are:

Oak Park Trainman E. S. Meile, badge 6165, is commended for recovering a wallet, brushed from a gentleman's overcoat pocket in a crowded car. Mr. Meile observed the name on the wallet and announced it in the car so that it was turned over to the owner at once.

Oak Park Conductor John H. Veto, badge 6075, is thanked and rewarded for recovering a lady's purse left on his car.

Oak Park Trainman Fred C. Buss, badge 6132, is commended for finding an envelope containing \$90 in currency in his car and taking pains to see that it was turned over to the lady who lost it.

Northwestern Trainman C. R. Parks, badge 1112, is commended

for finding seats for passengers and a place to dispose of their baggage where it was out of the way.

Northwestern Trainman J. F. Gazley, badge 1663, is commended for attention given to a man who had in charge a sick child on his car.

South Side Conductor J. M. Feigh, badge 2069, is commended for the clear and distinct manner in which he calls stations.

Metropolitan Conductor H. M. Gillett, badge 4166, is commended for his courteous treatment of passengers and for the clear and distinct manner in which he calls stations and makes announcements.

Northwestern Trainman A. W. Blade, badge 1295, is commended for finding a seat for an elderly lady in the next car.

Platform Man G. A. Wise at Randolph and Wells streets is commended for the attention given a cripple, whom he assisted down the stairs and across the street.

Metropolitan Trainman W. Guenther, badge 4599, is commended for making two "seat hogs" sit closer and make room for an old woman who was standing.

South Side Conductor William Ritchie, badge 2597, is commended for courtesy and for pains he took to direct a stranger to an address in Evanston.

## HER METHOD

"If your husband were to call to you to bring him something upstairs, would you do it?"

"Not much; I would call him down."

## MORE PRACTICAL

"My ambition is to have my name on some roll of honor."

"Mine is to have my name on some permanent payroll."