

# THE ELEVATED NEWS

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SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

*It is a curious phase of human nature that the people in the populous centers hail transportation lines as the supreme blessing, encourage their construction and celebrate their completion, and then growl about them ever after.*

*Senator Warren G. Harding.*



The convenient and economical way  
to travel between Chicago and  
Milwaukee is over the

## North Shore Line

Trains to Milwaukee leave the new  
passenger station at Wabash and  
Adams every hour, on the even hour.  
Trains to Waukegan and intermediate  
points every thirty minutes.

### CHICAGO TICKET OFFICES

*209 South Wabash Avenue*

*"L" Station, Randolph and Wabash*

*"L" Station, Wilson and Broadway*

## Chicago North Shore & Milwaukee Railroad



# The Elevated News

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## *The Plight of Electric Railways*

WHILE the year 1919 was one of general prosperity for the country, good wages and steady employment for workers with large increases in the savings accounts in the banks, it was a trying year for electric railways. No fewer than 48 electric railway companies, owning 3,781 miles of track, with \$221,259,354 of stock and \$312,915,104 of bonds in the hands of investors, were forced into receiverships during the year. In the same period 28 companies were sold under the auctioneer's hammer and a number of companies abandoned operation entirely and sold their equipment for junk. The story of 1919 is a repetition of the two previous years, only that it was worse. Since the beginning of the war when operating costs went soaring and companies were denied sufficient revenue to meet the higher costs, receiverships for electric railways have been in order. The weaker companies succumbed first, 21 having gone into the hands of receivers in 1917 and 29 in 1918. At the present time more than one-sixth of the total electric railway mileage in the country is in the hands of receivers and most of the others are on the verge of bankruptcy. A vast industry giving employment directly to an army of 350,000 workers and representing more than five billions of dollars of invested capital, is being slowly but surely starved for lack of nourishment. Most of the utility commissions and rate-regulating bodies throughout the country have come to a realization of the gravity of the situation and have allowed the companies to increase rates, although in most instances the increased rates have not been in proportion to the higher operating costs. In the localities where a short-sighted policy has been pursued and increased rates denied, receiverships and demoralization



of service have resulted. In more than 460 cities higher fares have been allowed. In 53 cities a 10-cent fare is now in effect. It is worthy of note that it is not in the small cities or in thinly-populated communities that the electric railways have suffered most. The companies in New York, Brooklyn, St. Louis, New Orleans and other large cities are in the hands of receivers, because local transportation has been made a football for politicians with disastrous results to the companies and to the public.

### *Relation Between Rates and Service*

I N the operation of a public utility there is a direct relation between rates and the quality of service. If a company is denied sufficient revenue to guarantee a fair return on the invested capital it cannot give the same service that a reasonably prosperous concern can give. Its credit is destroyed so that it cannot borrow new capital to make improvements necessary to meet the steadily increasing demand for service. That situation is forcibly illustrated in the case of the Elevated Railroads. They have nothing to offer the investor in any way comparable with other industrial enterprises and the result is that they cannot borrow money to make improvements that are needed. Even with the present limited trackage facilities on the loop during the rush hours, there are a number of improvements which could be made to better service if money to make them could be obtained. Instead of the five-car trains, which are now run on the Metropolitan and Oak Park lines and six-car trains on the South Side and Northwestern, eight or ten-car trains could be run were station platforms made long enough to accommodate them. That improvement alone would do a great deal to relieve the crowded conditions in rush hours. But station platforms cannot be extended or additional cars purchased without money and the Elevated Railroads cannot borrow the money. Stockholders who have not received one cent in dividend since 1914 are not likely to put good money after bad. The fact that the Elevated Railroads have not paid any dividends to the stockholders since 1914 and that last year they did not



earn even the interest on their funded debt is not likely to attract new capital. The public should know the facts. The Elevated Railroads have nothing to conceal. Their accounts are open to the properly constituted public authorities and the actual facts furnish the best argument why the roads should be allowed sufficient revenue to restore their credit and permit them to make needed improvements. The service rendered by the elevated roads is a public necessity. It should be so regarded and the companies furnishing it should be treated fairly. In no other way can the public expect to get the service it demands.

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### *Relative Speed N. Y. Subway and Chicago Elevated*

MUCH has been said, especially during political campaigns, about the speed of trains in the New York subways. Comparisons have been made between the subways and the Chicago elevated lines unfavorable to the latter. The facts, however, show that the Chicago Elevated trains make faster time than the trains in the New York subways. The average person who rides in the New York subways occasionally and who rides on the elevated here habitually, is apt to think that the subways give a faster service. A comparison of the running schedules on both systems show a slight advantage in favor of the Chicago elevated lines. The schedules are up to date for both systems and the comparisons made are as fair as it is possible to make them, giving, as a matter of fact, a shade of advantage to the subways. The fastest time made on the elevated lines here, namely on the South Side from Indiana avenue to Congress street, is not included in the table, because it is run without a stop and there is not a corresponding non-stop distance in the New York subways. The distance from Indiana avenue to Congress street is 4 miles and the running time is 10 minutes, or a speed of 24 miles an hour. There is no such speed attained in New York on any local transportation line. Here is an actual comparison of ordinary express runs on both systems, showing distances, running time and speed miles per hour:



|   | Miles | Minutes | Mile<br>per hr. |
|---|-------|---------|-----------------|
| Northwestern "L," Loyola to Kinzie..    | 8.67  | 24      | 21.70           |
| N. Y. Subway, Atlantic Ave. to 86th St. | 8.76  | 25      | 21.02           |
| Oak Park "L," Laramie Ave. to Loop      |       |         |                 |
| Jct. ....                               | 6.13  | 18.5    | 19.88           |
| N. Y. Subway, Atlantic Ave. to Grand    |       |         |                 |
| Central .....                           | 6.52  | 20      | 19.56           |
| South Side "L," Jackson Pk. to Con-     |       |         |                 |
| gress .....                             | 8.56  | 27      | 19.02           |
| N. Y. Subway, Atlantic Ave. to 96th St. | 9.16  | 29      | 18.95           |

The above table shows that in the matter of speed as between the Chicago Elevated Railroads and the New York subway, the slight difference is in favor of Chicago. The schedules are for typical express runs. Of course on local trains the running time is increased. During the rush hours, too, the rate of speed is somewhat lower, but that is true in every city in the rush hours. While boosting Chicago's other advantages, do not overlook its elevated railroads.

### *Improvements in Elevated Service*

IN another part of The Elevated News is a story of the early days when the South Side Elevated began operation. It is not so long ago that it cannot be recalled by a majority of the patrons of the line today. The interesting story told by the old-time trainman of the days when the trains were pulled by small locomotives, fails to say what became of the engines when the motive power was changed from steam to electricity. They were scrapped, a fact that it is well to keep in mind when you hear talk about "original cost," "watered stock" and other pet phrases so common on the lips of the average citizen. The engines represented an investment running into hundreds of thousands of dollars and they were scrapped long before they were worn out. The same was true on the Lake Street Elevated, which also operated with steam locomotives in its early years. Other



equipment was scrapped for obsolescence to give the public better service and the owners of the properties had to put in new capital with every change, without having received anything like a fair return on their original investments. That great improvements have been made in the way of lighting, heating and operating trains since the days of the dinkey engine will be conceded by the most critical patron. The present running time of 27 minutes from Jackson Park to the loop is quite an improvement over the fast time of 38 minutes to Congress street, made in the days of the steam locomotive. Through operation of trains from Jackson Park to Evanston and Wilmette also is a big step forward. While all these improvements were inaugurated, the fare remained the same, or actually decreased as a result of free transfers. Wages of employes and prices of materials have trebled since the days of the dinkey engine, still there are a few who think fares should be lower.

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### *Health Measures on the Elevated*

THE Chicago Elevated Railroads maintain a fully-equipped Medical Department. Two physicians devote their entire time to the work, and at special seasons like the present an extra one is employed. In addition one visiting nurse is employed constantly and extra ones when occasion demands. The Medical Department is maintained primarily for the benefit of employes and their families, but attention also is given to the health of the public in the way of establishing and maintaining sanitary conditions on the cars and in the stations. At the present season when an epidemic of the "flu" is threatened, especial attention is given to the condition of the cars. Every car on the system is sprayed four times daily with a 15 per cent phenol solution. At the same time all straps and handles are wiped off with the same solution. After the morning rush hour each car is sprayed as it is taken out of service, so that it is thoroughly disinfected before it is again put in service for the evening rush hour. As cars are laid up for the night they are thor-



oroughly sprayed and swept out, all the windows being opened so that they may be properly aired. Cars are not swept out during the day while they are in service, because such a practice, even were it practical, would be inimical to the public health. It would stir up the fine particles of dust to be breathed into the lungs of patrons. To guard against that the spraying during the day is done on top of the morning's accumulation of dust, but the point is that the cars are thoroughly disinfected at intervals throughout the day although not swept out until night. Patrons can aid materially in maintaining the cars in a sanitary condition. Spitting in cars, on station platforms and on stairways is dangerous to the public health. It is prohibited by city ordinance and offenders are liable to fines. Use a handkerchief when you cough or sneeze in a car and so eliminate the danger of spreading disease. Help keep the cars clean. Do not throw rubbish on the floors and please keep your feet off the seats.

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### HIGHER FARES IN NEW JERSEY

The Public Utility Commission of New Jersey increased fares on the lines of the Trenton Trac-tion Company from 6 to 7 cents beginning January 4th with an additional cent for a transfer.

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### PAY FOR YOUR SHINE

Just because bootblacks have raised their prices is no reason why you should stick your feet out in the aisle of an elevated car and wipe your shoes on every woman's dress who enters or leaves the car. Please keep your feet on the floor.

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### HOW ABOUT IT?

Ten daily newspapers in the state of New York have announced an increase in the selling price from 2 to 3 cents a copy. That is the second advance since the beginning of the war, a total increase of 200 per

cent. The cost of labor, paper and other materials is given as the reason for the advance. A large advance has been made in advertising rates. There is nothing extraordinary in the incident, except the fact that some of the newspapers in question led campaigns against utility companies raising their rates for similar reasons. It seems to depend on whose ox is being gored.

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### IS IT POSSIBLE?

The last official report of General Manager Dalrymple of the Glasgow municipally-owned and operated street railways, shows a deficit of \$100,000 for the last three months. The only way to meet the deficit is to take it out of the taxpayer. As a gentleman once remarked municipal ownership is like cheating at solitaire—when the people don't pay enough in street car fares they have to pay it in taxes.



## NEW NORTH SHORE RESTAURANT

The restaurant which was opened January 14th in the new passenger station of the Chicago North Shore and Milwaukee Railroad at 209 S. Wabash avenue, is proving a popular place during the noon lunch hour. The restaurant is artistically decor-

## HIS CHANCE

Minister—"You seem to be glad to have me visit your home."

Young Hopeful—"Yes, sir. Whenever you come we have a bully dinner."

## THE SPOILS OF WAR

Kiltie—"Are you the fellow



Exterior View North Shore Passenger Station

ated, the furniture, table linen and silverware are all new and look inviting. Excellent food is served at reasonable prices. This is a good place to eat luncheon or dinner. Visit the new station and get acquainted.

## POLITICS AT HOME

"Do you believe in women holding office?" asked the bachelor.

"Sure I do," said the married man. I'm going to run my wife for Congress on her knack of introducing bills into the house."

that dragged me oot of a shell hole under fire?"

Member of the Ambulance Corps (modestly)—"Oh, that's all right."

Kiltie—"Oh, it is, is it? Weel then, what did ye do with ma pipe?"

## THAT'S THE TRUTH

"When water becomes ice," asked the teacher, "what is the great change that takes place?"

"The greatest change, ma'am," said the little boy, "is the change in price."



## REMINISCENCES OF AN "L" TRAINMAN

WHEN I hear criticisms of the service on the Elevated today and of the present rate of fare, it makes me think of the good old days when the South Side "L"—the first in Chicago—opened for business," said the old-time trainman.

"You may remember the little old dinky locomotives which hauled the trains in the early days. The line at that time extended from Jackson Park to the Congress street stub station and the running time was 38 minutes, as compared with 27 minutes to the loop today. We had 180 coaches and 46 locomotives and everything considered we gave good service. The time was considered fast, too, in those days and it was compared with the cable and horse cars in use on the surface lines.

"It wasn't as pleasant for the trainmen in the early days and not nearly as pleasant for the passengers, but do you know there was a lot less complaint, although patrons didn't get one-quarter as much for their money as they do today. It required three engines to make the trip from Congress street to Jackson Park. One engine took the train from Jackson Park to 61st street where it was necessary to change for the purpose of cleaning the fire and ash pit. At Congress street it was necessary to change again to have the engine on the head end for the return trip.

"We had to stop at 39th street in either one direction or the other to take coal. Later when we ran around the loop it was necessary to erect a water tank at 12th street as the engines did not have capacity to carry a water supply for the round trip.

"The closest headway between trains in those days was six minutes and during the midnight period trains were run forty-five

minutes apart. All cars and stations were lighted with gas. During the winter of 1892 I remember it was quite cold and the gas in the stations froze, which caused inconvenience to the public and work for the plumber.

"Travel was light in those days as there were few buildings between 47th street and Jackson Park. Between 55th street and Jackson Park, I remember that a pathway had to be cut through the trees to build the structure and the stations. For a long time after the World's Fair the stations at South Park and University avenues were closed, as there was no traffic at those points.

"In the old days the engineer on an "L" train had some job. First it was the reverse lever, then the throttle, then the sand and by the time he had attained maximum speed it was time to make the next station stop. Great care had to be taken in starting so the slack would be taken up without unnecessary jerking of the train. In the winter the cars were heated by steam, that is when there was any steam to spare, or when it was not frozen in the cars.

"The little engines burned hard coal because the city fathers insisted there should be no smoke and it was no small job for the fireman to keep the steam up with large egg anthracite. At the coaling station at 39th street a supply of lump Pocahontas was kept in stock and each engine was given a small supply. When the engine wouldn't steam a lump or two of Pocahontas was thrown in.

"We had no local telephones in the stations as we have today. The means of communication was by telegraph and operators were stationed at Jackson Park, 61st street, 39th street and Congress street. We used to carry a lot of hunters, for shooting



and ducks and snipe at 63rd street and South Park avenue was a popular pastime when the old "Alley L" first opened for traffic.

"Think of the changes that have been made in twenty-five years. Today the coaches are all lighted and heated electrically. The motorman today stands in a closed cab and starts the train with the movement of a small lever with a resistance of only a fraction of a pound. He has no worry about taking the slack for that is taken care of automatically. He doesn't have to bother about heating the cars.

"Yes, there have been many improvements, which sometimes I think the public fails to appreciate. The Elevated has kept pace with developments and its patrons have benefited accordingly."

### MUNICIPAL LINE RAISES FARES

The Youngstown Municipal Railway Company on January 1st raised fares to 8 cents with an additional charge of 1 cent for a transfer. The street railway lines in Youngstown recently were taken over by the city on a service-at-cost plan. The former rate was 7 cents and tickets sold at that rate will not be accepted as fares, but will be redeemed.

### THE SHRINKING DOLLAR

Figures introduced at a hearing before the Public Utilities Commission showed that in the matter of maintenance and equipment on the Elevated Railroads the dollar of 1915 is in 1920 equal to .4776 cents.

### THE WRONG RACE

"Ernest," said the teacher of geography, "tell what you know about the Mongolian race."

"I wasn't there," explained Ernest hastily. "I went to the ball game."

### FIX YOUR FURS

Now that everybody is wearing furs it may be of use to recall that some person or other not so long ago invented a process of making the furs moth-proof. It seems that the moths do not eat the fur but the hide to which it is attached. This being so the bright person in question solves the problem and produces a moth proof garment by removing the hide. It is done in this way. First immerse the hair of the fur in water. Then freeze it. Then remove the hide with a circular saw. This leaves the hairs of the fur imbedded in the cake of ice. The hide that has been cut off can be made into a pair of shoes. After the leather is removed the surface of the ice is melted down sufficiently to leave the hair standing out as if the ice had about a two days' growth of beard. Then rubber solution is applied and reapplied until a number of coats have been used. Finally the ice is melted and the fur resumes its former outward appearance, but in place of the edible hide underneath it has a nice durable waterproof base of rubber.

Some such process might also be good for Fido when he begins to shed hair all over the house.—Chamberlin's Magazine.

### WHO'S WHO AT HOME

Elsie—"There's a man at the door, pa, that wants to see the boss of the house."

Pa—"Tell your mother."

Ma (calling downstairs)—"Tell the cook."

Irate Intruder—"Look here! You've been in this telephone booth for half an hour and haven't said a word. Now come out and give me a chance."

Occupant of Booth—"I am talking to my wife, sir."



## OUR COURTESY COLUMN

**C**OURTESY on the part of employees is included in the service which patrons of the elevated lines receive. When letters from patrons commending employees equal, or exceed in number the letters of complaints, it speaks well for the trainmen. The average passenger is more prone to condemn than to commend, but there are many who appreciate the little attentions shown them.

When you see a trainman doing some little act which shows he has a real interest in his work and is anxious to please his passengers, give him a little encouragement. His job at times is a rather trying one. There are always plenty of the grumbling kind. Be a booster. Every commendation of an employee is brought to the attention of the superintendent of the line on which he is employed and is filed with his record. If he should at some future time get into trouble the commendations he has received are taken into consideration.

Following are commendations received in the last month:

Northwestern Trainman D. C. Ronan, badge 666, is commended for finding seats for standing passengers.

South Side Trainman R. H. Hoffman, badge 2254, is commended for turning in a pin which was lost by a lady.

South Side Trainman L. B. Russell, badge 2812, is commended for unusual consideration and courtesy to passengers.

Metropolitan Trainman H. M. Gillette, badge 4166, is commended for his courtesy and clear enunciation of stations.

South Side Trainman Louis Bernardo, badge 2528, is commended for distinct enunciation of stations.

Insurance man putting questions to a cowboy:

"Ever had any accidents?"

"No, was the reply.

"Never had any accident in your life?"

"Nope. A rattler bit me once, though."

"Well, don't you call that an accident?"

"Hell, no. He bit me on purpose."

Too much booze will make a mental wreck, too much soda water a fizzical wreck.

"Oh, say did you see

By the dawn's early light

Any change in the pants

That I hung up last night?"

The ball had gone over the railing as balls will in suburban gardens, and a small but unabashed batsman appeared at the front door to ask for it.

Then appeared an irate father.

"How dare you show yourself at my house? How dare you ask for your ball? Do you know you nearly killed one of my children with it?"

"But you've got ten children," said the logical lad, "and I've only got one baseball."

"Jimmy, what are the advantages of living in the temperate zone?" asked the teacher at the close of the geography lesson.

"None," answered Jimmy bluntly.

"Why, Jimmy!" expostulated the teacher. "You know we live in the temperate zone."

"Yes, I know," declared Jimmy. "An' it takes all father can earn to buy ice cream in Summer and coal in Winter."

Tourist—"To what do you attribute your great age?"

Oldest Inhabitant—"I can't say yet, sir. There are several of them patent medicine companies a dickerin' with me."