

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

T***HERE*** were some severe and wholly undeserved penalties on patriotic service during the war period, and which are still applied in its fevered aftermath, but I know none worse penalized than the electric railway lines of the country.

—Senator Warren G. Harding.

The Road of Service

CHICAGO NORTH SHORE AND MILWAUKEE R.R.

When traveling between Chicago and Milwaukee you can save money and avoid inconvenience by using the unexcelled service of the

North Shore Line

Take an elevated train from any part of the city and make direct connections with North Shore trains to Milwaukee and intermediate points. Trains for Milwaukee leave the new passenger station at Adams and Wabash every hour, stopping to receive passengers at Randolph and Wabash, and Wilson and Broadway.

Trains every thirty minutes on Saturday afternoons, Sundays and holidays.

Chicago North Shore & Milwaukee Railroad

The Elevated News

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Rubbers and Umbrellas

THE New York Railways Company has for months been in the hands of a receiver. The receiver is Job E. Hedges, who has a reputation as a public speaker for delivering himself of witty epigrams. At a recent dinner of the New York Railroad Club, Mr. Hedges in speaking of the electric railway situation said:

"There are plenty of doctors who can prescribe scientific remedies for pneumonia. Yet there are at the same time homely remedies that will prevent it—rubbers and umbrellas, for instance. The trouble is that you can't prescribe rubbers and umbrellas in scientific enough language."

This epigram has a fine application to Chicago's local transportation problem. There are plenty of doctors who are ready to prescribe for our transportation ills. They tell us every day in the press columns just what ought to be done. They don't all agree, of course,—doctors seldom do—and when they disagree the outlook for the patient isn't encouraging. But the transportation doctors are always ready and willing to prescribe, whether it is subways, monorail systems, people's ownership, or merely more cars for the existing lines. When a patient is ill with pneumonia or some other complaint, a prescription will not help him if he hasn't any money to buy the medicine. That is the situation in which the Elevated Railroads are placed today. The local transportation doctors, instead of prescribing rubbers and umbrellas in the shape of more revenue to the transportation companies, allow the disease to develop and then prescribe unattainable medicine. While the transportation doctors have been prescribing impossible remedies, the patient has been slowly sinking for lack of nourishment. The transportation lines have not been permitted to grow and develop with the needs of the city, because their credit has been destroyed. They cannot borrow capital to build extensions or make needed improvements on the existing lines. The people dependent on the transportation lines are the chief sufferers. They are beginning

to see the light, however. They understand that while the prescriptions of the transportation doctors read well on paper, they do not offer much in the way of convenient transportation. What the city needs most in the way of local transportation is the development of the existing facilities to their utmost capacity. That development can be attained only by allowing the companies sufficient revenue to pay operating costs, fair returns on the invested capital and a sufficient margin to make extensions and improvements. A little preventive medicine in the shape of additional revenue will retard the progress of the transportation disease and eventually restore the patient to health and vigor.

Rates of Fare in Other Cities

THERE are, according to the estimate of the census bureau for 1917, 660 cities in the United States with a population of 10,000 and over. Not all of the smaller cities, however, have street car lines. In 460 cities in forty-five states and in the District of Columbia, the fare on the local transportation lines has been increased within the last two or three years. The present rate of fare on street and elevated railroads, runs from 5 to 10 cents, only a few cities where local conditions are favorable retaining the 5-cent fare. In fifty-nine cities the fare is now 10 cents, 37 of those cities being in Massachusetts and 14 in Pennsylvania. Twenty-one cities have 8-cent fares and 26 have 7-cent fares, with a one-cent additional charge for transfers. One hundred and eighteen cities have 7-cent fares and 158 have 6-cent cash fares. Thirty-three cities have zoning systems, the fare in the first zone varying from 5 to 7 cents with a charge varying from 2 to 5 cents in additional zones. One city—Portland, Maine—has a 9-cent cash fare. In most of the cities the increased rates have been granted by public utility commissions to avert bankruptcy of the companies, but in a large number of cases the relief was not given in time. Ninety-eight companies, representing approximately one-sixth of the electric railway mileage of the country were forced into receiverships and where relief was granted it came through the courts. In a few cities, the most notable of which was Toledo, Ohio, the public representatives fought the street car company, with the result that operation was discontinued entirely and for twenty-eight days the people walked, or paid excessive prices to ride in jitney busses and other vehicles. The experiment was a costly one for the people and the business interests of Toledo and the cars were welcomed back and the company

permitted to charge a rate of fare sufficient to enable it to operate at a fair profit. The above resume of conditions in other cities shows that Chicago is better off than many other cities in the matter of street car fares. As to the distance a passenger can ride for a single fare there is no city in the country nearly as well off as Chicago. The patron of the Chicago Elevated Railroads receives more for his money in the way of reliable rapid transit than in any city in the United States or for that matter in any country. Should you at times feel inclined to grumble, just bear in mind that you are getting better service at less cost to you than you could get in any other city.

Advantages of the Elevated

TRAVEL on the Elevated Railroads offers patrons a number of advantages in addition to the faster time which trains make in going a long distance. One of the advantages which patrons can appreciate in sloppy weather is the absence of water and mud on the floors of the cars. No matter how wet and muddy the streets may be, patrons of the elevated are always assured of dry floors on the cars, because the mud has been shaken off the shoes in climbing the stairs. Even though all passengers cannot be provided with seats in the rush hours, those who are compelled to stand have the satisfaction of knowing that they are not required to stand in a pool of water and mud. Patrons of the Ravenswood branch, where steel cars with composition floors are in use, may have noticed recently that some of the floors have been covered with a new style of steel and leather matting. It is the intention of the management to equip all the steel cars with that style of floor matting as rapidly as the material can be procured and to use the mats during the winter months. The composition floors in the steel cars are fireproof clean and sanitary, but they are colder than wood floors and the new leather mats will add to the comfort of patrons. It is for that reason they are being installed and the comments of passengers indicate that they are pleased with the innovation. Help keep the cars in a clean and sanitary condition by refraining from throwing scraps of paper, peanut shells and other rubbish on the floor.

The Speed Mania on the Elevated

WHY do thousands of patrons of the Elevated crowd into cars already filled to capacity and cling to a strap for six or seven miles, when they might have a seat and reach their destination in comfort in from two to four minutes more time? It is one of the inexplicable habits of the riding public which causes traffic men and schedule makers to lie awake nights. One of the best illustrations of the habit may be seen on the Northwestern Elevated. Patrons will stand on a loop station platform and allow a Wilson Express with plenty of empty seats go by while they wait for an Evanston Express and hang on a strap. The difference in time in the non-rush hours when the Wilson Express stops at all express stations and the Evanston stops only at Sheridan Road, is exactly two minutes to Wilson avenue. In the evening rush hour when the Evanston Express makes no stops between Chicago avenue and Argyle and the Wilson Express runs local north of Belmont, the difference in time is only four minutes. Yet patrons who wish to go to Wilson avenue only will get on an Evanston Express and ride to Argyle, walk down stairs from the northbound platform, cross over, climb the stairs to the southbound platform and take a southbound train back to Wilson avenue. The gain of four minutes to Wilson avenue is lost by riding to Argyle and doubling back to Wilson, as that takes just four minutes provided there is no waiting for a southbound train at Argyle. Now why will a patron go to all that trouble for a gain in time that is purely psychological? He thinks he makes better time because the Evanston Express makes no stops, while the Wilson Express at that hour makes five stops north of Chicago avenue, but as a matter of fact he does not and he can prove it by his watch if he wishes to take that trouble. Besides it is unfair to patrons who live north of Wilson avenue. It is taking up space in a car that rightfully belongs to them. Patrons who live at Wilson avenue or points south, should take a Wilson Express and leave the Evanston Express exclusively to those living farther north than Wilson avenue.

Improvements on the Metropolitan

RESIDENTS of Forest Park and South Oak Park have noted recently a marked improvement in the service west of Laramie avenue. Everything that is possible under existing conditions is being done to improve the service on the extreme west end of the Metropolitan main line, but there are

some obstacles in the way of perfect service that cannot be immediately overcome. The chief obstacle is the grade crossings of two steam railroads. It frequently happens that during the early morning rush hour a long freight train on a steam railroad runs across the Metropolitan tracks—which are on the surface out in the western suburbs—and blocks traffic for from five to ten minutes at the busiest period. When traffic is resumed it is necessary to run some trains past stations in order to get them into their right position as quickly as possible and waiting passengers get angry and feel they are not being fairly treated. Some two or three weeks ago a special service inspector was assigned to give his entire time and attention to that portion of the line west of Laramie avenue. It has helped matters very materially. A complete survey of the situation is now being made with the end in view of installing some additional track facilities east of the steam railroad crossing, so that in the event of a blockade, trains may be switched back and kept moving.

Trains Running Past Stations

NOTHING appears to be more exasperating to the average elevated patron than to have a train run past a station where ordinarily it is scheduled to stop. If you have waited a few minutes for a train and find that the first one to come along runs past the station without stopping, it is natural that you should grumble a little and maybe complain that trains were not being run for the accommodation of patrons. Exactly the reverse is true. The reason for that train running past the station is to get you and others home just a little sooner than would otherwise be possible. That you will get home sooner by letting a train run past your station and boarding the next one which comes along, may seem paradoxical, but it nevertheless is true. If the first train which came along after a delay stopped at every station and took on passengers, it would continue to lose still more time and delay all other trains following it. If it runs past a few stations, it soon makes up the lost time and allows the trains following it to make up time also. In other words, by skipping certain stations traffic is restored to normal in a few minutes. Trains soon reach the position on the line where they would have been had there been no delay. Train delays are infrequent on

the Elevated, but they do occur at times in spite of every precaution to prevent them. What seems particularly exasperating to the ordinary patron is that it is always after he has waited longer than usual for a train, that the first one runs past his station. You can understand why that is so. The longer wait was due to some unforeseen delay and the reason why the first train ran by the station was to overcome that delay and restore the service to a normal basis. The two things always go together. Next time you have an experience of that kind, don't cuss about it. The management is more anxious to avoid such delays than you possibly can be. Give the operating officials credit for knowing their business. They have been at it all their lives and when they direct trains to run past certain stations, they do it to facilitate, not to hinder the movement of trains.

WHEN A FELLER NEEDS A FRIEND

THE following letter which appeared recently in the Chicago Daily News tells its own story and needs no embellishment:

I am employed in one of the large publishing houses in the loop and am accustomed to board a Garfield (Metropolitan) elevated train at 2:23 a. m. for Oak Park. One morning I worked overtime and boarded a Garfield train at 4:23 a. m. Comfortably ensconcing my tired self in a warm seat, I soon began to nod and finally slept, as is common on the early morning homeward trip.

While I was still asleep or drowsing the guard called a station which I understood to be Lombard. Staggering to my feet, I scrambled to the exit door and was politely permitted to step out into the chill wintry air on the station platform at Kilbourn avenue, about 4500 west, with Lombard at 6200 west. Discovering my mistake a moment too late, all that remained was to wait on the platform for another west bound train or walk. Disgruntled by my misfortune, in a spirit of bravado I proceeded to walk. On Harrison street I trudged bravely westward—one block—two blocks—six blocks—ten blocks—with my ears half frozen and the chill wintry winds growing colder and colder to face, hands and body. Then I came plump up against the new Columbus park, with my road apparently at an end and semi-darkness stretching away in the distance.

Then I began to realize my lack of discretion and reluctantly determined to make for the nearest elevated station and wait

the next westward bound car. I steered for the Central avenue station, where I took refuge with the gateman in his warm and cozy little booth and awaited the west bound car. Soon the welcome signal sounded, the speeding light appeared down the track and I was soon aboard a west bound train, hurrying homeward—in a normal manner—once again.

Did I feel relieved? Well, friends, I'll say I did. Here's the moral: We do not fully appreciate the inestimable conveniences of elevated railroad transportation. Try a midnight wintry walk—and then think. WILLIAM EWING LOVE.

Oak Park, Ill.

An experience such as that related above may not be pleasant in zero weather, but it does give one a new perspective.

QUITE GENEROUS

"This is a fine country, Bridget. Sure, it's generous everybody is. I asked at the post-office about sendin' money to me mother, and the young man tells me I can git a \$10 money order for tin cints. Think of that, now."

"Well, did you take the box of pills I sent you?"

"Yis, docther, but I don't be feelin' anny betther. I guess the lid hasn't come off yit."



Exterior View New Passenger Station, Chicago

NEW NORTH SHORE STATION

When business or pleasure calls you to Milwaukee or any of the cities along the north shore of Lake Michigan, you will find that you can save time and money by traveling the electric way. Trains on the North Shore Line leave the new passenger station at 209 S. Wabash avenue for

Milwaukee, Racine and Kenosha every hour. Trains for Waukegan, Great Lakes and intermediate points at thirty minute intervals all day and evening.

If once you try the service on the North Shore Line you will acquire the habit, because you will find it superior to any other.

OUR COURTESY COLUMN

WHEN a patron of the Elevated Lines pays his fare, he buys something more than transportation. Should he be in need of some extra service he knows that it will be freely and cheerfully given him. He is made to feel that he is more than a mere "fare" by reason of the courtesy of the employes and the interest they take in his personal comfort.

The following letter from a grateful patron of the South Side shows what courtesy and kindness on the part of employes meant to him at a time when such assistance was needed:

"I wish to express my appreciation of the kindness and assistance of platform man 41 (John Nielson) at Adams Street Station when I was taken distressingly ill on my way downtown on the morning of February 13th. For nearly an hour he divided his time between his duties and looking after my comfort and welfare. Finally he put me on the first available 'loop local' to get on a southbound express train without crossing the two transfer bridges or walking back to Congress Street. This would have been physically impossible.

"The kindness of the matron at work in the station and the trainman in question, whose number unfortunately I could not see, is also very much appreciated. The trainman explained the situation to platform man 76 (Rocco Parilla) at Randolph and Wells, who immediately took charge and put me on the proper train for home.

"In many years of travel on the elevated lines, this is the first time I have required the assistance of trainmen or other employes, excepting occasional inquiries as to stops, and so forth, which always elicited prompt and courteous answers. In view of this experience, I feel I was fortunate in being a passenger on the elevated lines."

Following are other commendations received during the month:

Northwestern Trainman R. W. McMillan, badge 955, is commended for calling attention to empty seats in the next car.

South Side Conductor Carey G. Todd, badge 2883, and his crew are commended for assisting a lady who was taken ill on their train.

South Side Trainman James Given, badge 2860, is commended for

stuffing newspapers into a window which had been accidentally broken, thus keeping a cold draft off passengers.

Garfield Park Trainman J. Pleyer, badge 4506, is commended for turning on the lights of his car when entering the loop on dark mornings.

Metropolitan Trainman John O'Leary, badge 4787, is commended for his strict attention to duty and finding seats for standing passengers.

South Side Station Agent, Miss Mae Corbett, is commended for her politeness and efficiency.

South Side Trainman David Probststein, badge 2547, is commended for finding a seat in his car for a passenger.

South Side Trainman A. Cawley, badge 2933, received a reward for returning a purse which a passenger had lost on his train.

South Side Trainman Roy L. Strand, badge 2423, is commended for his quick action in closing a gate at the right time to avoid an accident. He received a small reward from a gentleman who noticed this act.

Northwestern Trainman W. A. Steiner, badge 1530, is commended for his genial and pleasant manner.

Metropolitan Conductor P. Scalse, badge 4279, is commended for his courtesy towards old and crippled passengers, the kindness extended to a blind man, and for the efficient manner in which he calls his stations.

FOLLOWING ORDERS

"The room seems cold, Mrs. Hooligan," said the doctor. "Have you kept the thermometer at seventy, as I told you?"

"Shure, an Oi hov, docthor. There's the divilish thing in a toombler av warrum wather at this blissid minnut."

"Was ye iver drawn on the jury, Pat?"

"No, but Oi came very near it wan toime."

"How was that?"

"The man next door to me wus drawn."

GAS BILLS AND BOOZE BILLS

The average Chicago family of five spent, in the year to November 1, \$17.01 for liquor, \$17.39 for tobacco and \$16.10 for movies, theatres, etc.; a total for these non-essentials of \$50.50 or \$4.21 a month. This is according to a cost-of-living survey made by the Bureau of Labor Statistics, U. S. Department of Labor.

The average family expenditures for gas in Chicago, cooking, lighting and heating included (the average of ALL families from mechanics to millionaires) is \$26.40 a year or \$2.20 per month. The average residence bill for electricity in Chicago, again including the millionaire and mechanic, is \$24.12 a year, or \$2.01 a month.

The same U. S. Department of Labor survey showed that the average cost of street car fares per ride per family was lower in Chicago than in most of the larger community units investigated, notably New York, New Orleans, Philadelphia, St. Louis, Salt Lake City and San Francisco.

Among the thirty communities surveyed, Chicago's average family liquor bill of \$17.01 was the largest. In "dry" Seattle there was no liquor bill. In only three of the communities was the average annual family expenditure for tobacco larger than Chicago's \$17.39, namely: Philadelphia and Camden, \$20.06; St. Louis and East St. Louis, \$19.80; Cleveland, \$19.71.

"Before filling your teeth," said the dentist, "I will have to treat them."

"A foine idea," answered Pat. "Make it whisky for the bunch."

"Pat, how are the potatoes turning out?"

"Shure, they are not turning out at all, sorr."

"Why, how is that?"

"Shure, Oi have to dig thim out, be jabers."

THE SHOEMAKERS ARE SATISFIED

In Washington, D. C., the Public Utilities Commission recently ordered a charge of 2 cents for the hitherto free street car transfers and a few days later received a letter of thanks from a cobbler, who wrote:

"Your excellencies have my thanks. So many have found that they like best to pay \$2 for some new soles on the shoes than pay 2 cents for something they have before received for nothing. The work piles high. If your excellencies will but raise the price of transfers some more, there shall be masses said in your honor."

Electric railways of the country carried fourteen billion passengers in 1917. To a majority of city folks they are fairly a necessity of life. One mile of them out of eight, the country over, is now in the hands of receivers. This includes some of the most important mileage, as in New York City. This is not encouraging to investors.—Saturday Evening Post.

"We all know the type of man and paper that tries to find out what the popular prejudice of the hour is, and then ministers to it. The idea is to stir up discontent and represent oneself as the champion of the toiling masses and charge the utilities with fraud and oppression. A man or a newspaper can work up a lot of applause that way. Self-respect may be lost, but a cheap reputation may be acquired for the moment."—Indianapolis Star.

"Goodness, Bridget, where is our telephone?"

"Mrs. Jones sent over, mum, askin' for the use av it and I sint it over, but I had the divvil's own toime gittin' it off the wall, mum."

KNOW THE TRUTH

THE Chicago Elevated Railroads carry upward of half a million passengers daily. How dependent that great army of workers is upon local transportation service, was demonstrated last August during the strike of street and elevated railway employes.

Because transportation service enters so intimately into the daily lives of so many citizens it is more subject to criticism than any other form of public service. Much adverse criticism, however, is based on lack of knowledge of the facts. The Elevated Railroads wish their patrons to know the TRUTH. They are operating under the supervision of the Public Utilities Commission and a complete statement of their earnings and expenses is submitted to that body each month.

Believing that such information would be of interest to patrons who wish to know the TRUTH and that it would remove misconceptions based upon misstatements, THE ELEVATED NEWS herewith presents the actual earnings and expenses of the companies for six months of operation under the 8-cent fare:

	Gross Earnings	Operating Expenses	Net Earnings
August.....	\$1,131,597.97	\$ 938,357.05	\$ 193,240.92
September.....	1,228,419.71	970,390.00	258,029.71
October.....	1,351,599.37	1,049,091.64	302,507.73
November.....	1,314,929.15	1,037,126.60	277,802.55
December.....	1,411,372.55	1,146,523.15	264,849.40
January, 1920.....	1,325,714.36	1,107,624.26	218,090.10
	\$7,763,633.11	\$6,249,112.70	\$1,514,520.41
Average net earnings per month.....			\$252,420.06

A recent audit made by Arthur Young and Company, certified public accountants, which occupied the time of six accountants for more than six months, showed that the original cost of the properties up to June 30, 1919, (representing all items properly chargeable to cost under the rules of the Interstate Commerce Commission) was \$91,732,724.09. The average earnings for the six months above were at the rate of \$3,029,040 per year, or only about 3.3 per cent, per annum on the original cost.

Liberty Bonds and Victory notes pay a return of $4\frac{1}{4}$ and $4\frac{3}{4}$ per cent with a positive guarantee of the government that the principal will be paid when due. Do you believe that a return of less than $3\frac{1}{2}$ per cent is fair to the owners of the Elevated Railroads? The fact should not be overlooked also, that the returns shown above are for a straight 8-cent fare and that fares were reduced to $7\frac{1}{2}$ cents February 1 where tickets are purchased.

The above figures and facts should convince the most skeptical that the Elevated Railroads are not earning large returns.