

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

The railroads have been starved for years. They are starving now. The only way to handle the situation is to look at it as a business proposition and give this sick industry the nourishment it needs—money

—Percy A. Rockefeller.

THE ROAD OF SERVICE

RAVINIA PARK

Opens season June 26 with Grand Opera by the world's greatest artists in the most beautiful and ideal surroundings.

Regular North Shore Trains

at frequent intervals run direct to entrance. Special train from the Loop every evening, stopping only at Wilson Avenue and returning at the close of the performance.

Chicago North Shore & Milwaukee Railroad

The Elevated News

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LUKE GRANT, Editor

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Efficiency of Chicago Elevated Railroads

IN matters of local transportation service, it is characteristic of the average citizen to criticise the transportation companies in his own and praise the service in some other city. It always is the unattainable that appears particularly desirable. Thus we have some of our daily newspapers extolling the service given in Philadelphia, Cleveland, New York or some other city and deprecating the service given in Chicago.

It is a curious fact that in some other cities the same rule applies and car riders and newspapers point to the superior service given in Chicago. How often have you heard citizens of Chicago comment on the great speed of trains in the New York subway? As a matter of fact the speed on the Chicago elevated lines is faster than in the New York subway, as a comparison of schedules will prove. The service on the elevated lines, measured by the short intervals between trains, also is better than in New York, as was admitted by William S. Menden, general manager for the receiver of the Brooklyn Rapid Transit system in testifying before the Illinois Public Utilities Commission on April 30 last.

Mr. Menden is a practical railroad man. He has been in charge of operation on the Brooklyn Rapid Transit system, which is a part of the New York Consolidated lines, for the last fifteen years. Recently he made a special study of the Chicago Elevated lines to learn why the cost of operation was relatively so much lower than in New York. On the witness stand Mr. Menden was asked a question regarding the relative

speed of trains and the interval between them, which constitute service. His reply was as follows:

"The average speed of miles per hour on respective lines under similar conditions as to express and local is generally higher in Chicago as compared with the lines of the New York Consolidated. From that I think it is reasonable to assume that the efficiency of operation, measured by those conditions, is higher in Chicago than on the lines of the New York Consolidated."

After stating that he had made a recent comparison as to the interval between trains during the rush and the non-rush periods in the two cities, Mr. Menden was asked the question:

Q. What is the result of that?

A. All the way through I find that the efficiency as measured in that way is higher in Chicago as compared with the New York Consolidated.

Q. What is your observation as to efficiency of handling the present loop track capacity in Chicago?

A. The number of cars per hour operated over those tracks is as high as any similar track in this country, and I think it is fair to say that it is as efficient as can be made under the conditions existing on the loop.

At another point in his testimony, Mr. Menden was asked:

Q. What are your general conclusions from your investigation as to the methods of operating the Chicago properties with respect to service, economy and efficiency?

A. My general conclusion is that the property is very efficiently operated.

Q. In your opinion, are the Chicago companies making the best and most efficient use of existing facilities?

A. I don't know of anything that they could do that would materially increase the efficiency with the equipment and facilities available. I think they have made exceptionally good use of what they have.

That testimony was given by an operating official of another company. It is the testimony of a man who has studied

the conditions, knows the facts and therefore is in a position to speak with authority. Mr. Menden said in his testimony that it would be possible for the elevated lines to increase their efficiency, through the expenditure of new capital. The same statement frequently has been made in The Elevated News, the difficulty being in obtaining the new capital.

The elevated lines have not been permitted to earn enough to pay fixed interest charges, consequently they have no reserve funds to make improvements, nor credit upon which to borrow new capital. But handicapped as they are and have been for lack of sufficient revenue, they are giving the public better service than the New York Consolidated, as shown by Mr. Menden's testimony.

Bursting the 5-Cent Fare Bubble

A FEW months ago newspaper and magazine readers were regaled with stories of the wonderful transportation service given in Philadelphia for a 5-cent fare. So glowing were some of the accounts and so clever the press agent's work that the reader was apt to think that a Moses had been discovered in the transportation world who would lead the people out of the wilderness and pay them for allowing themselves to be led.

Those who knew the facts, of course, understand that there was no 5-cent fare in Philadelphia in a real sense. An additional charge of three cents was made for so-called "exchange" tickets in certain districts, so that the passenger who wished to transfer to another line paid an actual 8-cent fare. But the nominal fare was 5 cents and still is.

Now the Philadelphia Rapid Transit Company finds itself up against the same financial problems confronting other companies and it proposes to make the 3-cent charge for all transfers universal. The company estimates that the change would give it an additional revenue of three millions of dollars a year, equalizing the fares paid by all classes of passengers and leaving the way open to make such further increases in fare as may later be found necessary.

The statement that the Philadelphia company must have additional revenue was issued by its president on May 27 last. He suggested that the revenue be provided by charging 3 cents for all transfers, rather than by a horizontal increase in fare to 8 cents. By charging for all transfers the Philadelphia company hopes to eliminate the free transfer abuse and still maintain a 5-cent fare for the short-distance rider.

Transportation conditions in each city are peculiar to itself, so that there can be no comparison made between rates of fare in different cities. The transfer charge may be the right thing in Philadelphia and might be unsatisfactory in another city. The point is that the Philadelphia company finds it cannot get along with a 5-cent fare, even with the additional revenue it has received from "exchange" tickets and that it must have an additional three millions of dollars revenue a year. The method of obtaining the revenue is less important.

Street Railway Fares in Great Britain

INCREASED operating costs on street railways in Great Britain have resulted in the passage of an act empowering the Minister of Transport to authorize the raising of fares. The act specifies that for municipally-owned railways the rate of fare shall be sufficient to allow of the enterprise being carried on without loss and in the case of private companies the increase shall be no more than sufficient to provide for interest on loan capital and a reasonable return on share capital.

The city of Glasgow, Scotland, long touted by municipal ownership advocates as the ideal city for local transportation, has finally been forced to abolish its halfpenny (1 cent) fare, for short-distance riders, and make the minimum charge for a ride one penny or 2 cents, which means an increase of 100 per cent.

The increase in Glasgow was found necessary in spite of the fact that there are no interest or sinking fund charges to be met, as the whole capital invested in the undertaking has been paid off. In urging the increase in fares the tramways committee of the city council reported that unless the fare was increased the fund would be exhausted in four months and

that it would be necessary to borrow money with which to pay the wages of employees.

The wage advances granted street railway men in the cities of Great Britain are relatively much lower than have been granted in American cities and if the length of ride is considered the rates of fare are much higher. If the Chicago elevated roads charged the same rate per mile that is charged on many of the British street railway lines, the fare would be 20 cents a ride. That is something for the "people's ownership" advocates to consider.

Step Forward, Please

UNNECESSARY delay in boarding trains at elevated stations slows down operation and greatly increases the time required by patrons to reach their homes. A few seconds extra delay at each station means several minutes at the end of the trip, besides disarranging schedules and making operation less efficient.



Step Forward, Please!

Patrons are themselves largely responsible for the delays during the rush hours when the cars are crowded. Instead of stepping forward toward the center of the car, leaving the car platform and entrance clear for others to follow, they frequently plant themselves firmly near the door, blocking the entrance, increasing the congestion and causing unnecessary delay.

Trainmen do the best they can to get passengers to "Step Forward" but many times their requests are unheeded. The first few passengers to reach the car platform are willing to "let George do it" when it comes to stepping forward, but "George" who comes later cannot do it if the entrance is blocked.

This condition of crowded car platforms and entrances may be observed on practically every train during the morning and evening rush hours. Every car shows no standing passengers in the center, while around both ends it is crowded to the point of discomfort. Passengers leaving have to push and fight their way through, delaying the train. The elevated roads would like to be able to furnish seats for every passenger, but in the rush hours that is a physical impossibility. At the peak of the rush hour on the loop, trains north and south bound are operated at the rate of twenty trains in fifteen minutes, or an interval of 45 seconds. No other railroad in the country can show such efficiency in the handling of passengers, but even then it is impossible to provide seats for all. What space there is, however, should be utilized to the best advantage and that can be done if passengers on entering will step forward.

A LOCOMOTIVE OF 1831

The most famous locomotive in America, the "Dewitt Clinton," is now on exhibition in the Grand Central Terminal, New York City. This locomotive, which, with its tender and train of three stage-coach cars, occupies such a prominent place in the east gallery of the main concourse of the station, is only 12 feet 10 inches in length—in fact, the entire train is not as long as a modern locomotive.

This train, however, is the original first train to run in the state of New York, transporting the traveling public of eighty-nine years ago from Albany to Schenectady and back again.

Now it stands in the big, bustling terminal of a metropolis, its wheels resting on iron

straps or bands nailed to beams, replica of the rails of a former day, the engine itself looking not unlike some queer old-fashioned cannon, with gun barrel bent and pointing upward to serve as a huge, top-heavy smoke stack. This little locomotive, to the top of its steam dome, is only 8 feet 5 inches in height and, without the tender, weighs 9,420 pounds.

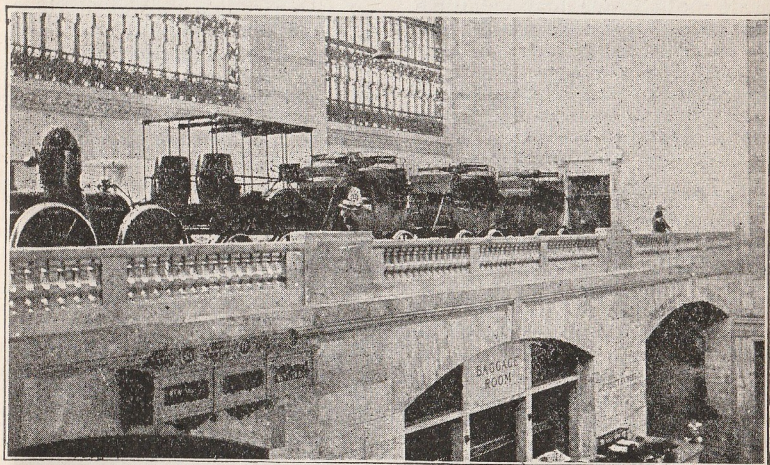
The tender, 10 feet 11 inches long and weighing 5,340 pounds, is equipped with two water barrels, a pail or two, sticks of wood for fuel and a conductor's seat—entirely exposed to the weather—perched precariously upon the back.

The three coaches, each 14 feet long and weighing 3,420 pounds, have bodies of the stage coach

type, set up high upon the huge iron wheels. These little coaches might possibly, with some crowding, accommodate six passengers, three to a seat, on the inside, and four to six upon the seats on top, always providing that there is not a great deal of baggage and that the passengers are not of too great height and weight. It is difficult to picture a man of any size able to fold himself up sufficiently to enter through the funny little doors, while as for a fat lady—well, she might squeeze in—but how would she ever get out?

the "Robert Fulton"—later called the "John Bull," as the locomotive that was to draw the first excursion train—was operated. The "Robert Fulton," however, failed to do its work and the "Dewitt Clinton" was reinstated and functioned perfectly.

This little train pulled into Schenectady to the music of bands and the roar of cannon, as a big celebration was held in honor of the advent. Yellow pine wood was burned on this trip and the sparks from the smoke stack deluged the passengers, burning holes in their



America's First Railroad Train

On August 3, 1831, this train made its first trial trip, running from Albany to Schenectady in one hour and forty-five minutes. The first official trip, on which passengers were carried, was made on August 9th. Coal was used for fuel, but engine defects developed and the journey was finished with horses drawing the cars. Changes were made in the engine and coke for fuel substituted, but unsuccessfully. So on September 24th of the same year,

clothes and in the umbrellas and parasols with which the outside passengers tried to protect themselves.

The return trip, with five cars, was made in thirty-eight minutes, the last six miles being covered in fourteen minutes. At times on the initial trip a speed of thirty miles an hour was attained.

The "Dewitt Clinton," made in the West Point foundry and named after the Governor of New York, who was one of the

first passengers, has been in storage for years at West Albany, in the shops of the New York Central Railroad. Recently this locomotive, its tender, and three coaches, were shipped on two flat cars to New York, where they were hauled through the city streets from the West Side freight yards to the Terminal, on big motor trucks.

This quaint little train of the vintage of 1831, which catches and certainly holds the attention of the throngs that pass and re-pass through the big station, to the sophisticated modern eye appears both crude and primitive. But the "Dewitt Clinton," with its speed of thirty miles an hour, would seem the acme of luxury to some of the Balkan states which are so in need of modern transportation facilities.

There is one instance cited where it took twenty carloads of American Red Cross food supplies two years to go from France to Poland, the difficulties encountered in the shipment of these supplies being so great. The obstacles which the Red Cross has had to overcome in securing transportation for its relief supplies to these countries of the Balkans have been enormous.

Montenegro has only one small line of twenty miles, running from Antivari to Virpazar, while Albania has only a narrow gauge railway line which links Durazzo to Tirana. The Albanian authorities have turned the management of this road over to the American Red Cross. Since all steam engines and fuel with which to run them have been long since stripped from the country by the Austrian invaders, the Red Cross has taken the power plants from certain of its motor trucks, adapted them to the narrow-gauge railway traction and hitched them to its relief supply trains.—Red Cross News Service.

OUR COURTESY COLUMN

ELEVATED employees are noted for honesty as well as for courtesy. At times they find valuable wallets left in their cars and invariably they are turned in promptly and restored to the owner.

An old grip containing more than \$21,000 was left on an Englewood train on May 11 and was promptly turned into the "Lost and Found" office by Northwestern Trainman Frank Mardini, badge 1156. The grip contained sixteen \$1000 Liberty Bonds, besides a number of other checks and negotiable papers. It was left in the car by a bank messenger and restored to him upon the proper identification.

There are thousands of workers who daily use the Elevated lines and appreciate the good service they get, but it is seldom that letters like the following are received:

"The undersigned, two daily users of the Metropolitan 'L,' wish to express their extreme satisfaction derived from the use of the Elevated in going to and from their work each day. Special notice has been taken of the clock-like precision with which large crowds are handled and particular attention has been drawn to Guard 4426. His cheery 'Hurry, please,' and 'Watch Your Step,' his clear calling of stations and attention to patrons assure passengers of as little delay as possible in reaching their work.

"We consider it a privilege to use the 'L.'

"F. Walther,
"Jos. Peters."

The employe referred to in the foregoing letter is Trainman Jerry Prazak. Others who have been commended in the last month are:

Northwestern Trainman Charles Frei, badge 651, is commended for his courtesy in directing a passenger.

South Side Trainman Sam Det-off, badge 2440, is commended for obtaining seats for passengers.

Metropolitan Agent Irene Carroll is commended for the attention she gave to a lady who fell down the stairs at the Cicero avenue station.

Northwestern Trainman B. Leipholz, badge 1248, is commended for calling station names in a distinct manner.

Northwestern Trainman H. G. Johnson, badge 1621, is commended for distinct enunciation of stations.

Metropolitan Trainman E. Haber, badge 4227, is commended for assisting a man who was carrying several heavy grips.

Northwestern Trainman Geo. W. Riey, badge 1171, is commended for "distinct enunciation hogs" and making room for other passengers.

Platform Man C. W. MacRae, badge 35, is commended for his helpfulness and courtesy.

Norwestern Trainman C. D. Lenwood, badge 1575, is commended for getting after "seat book which a passenger had dropped onto the tracks.

Metropolitan Conductor Ambrose Loughlin, badge 4147, is commended for his courtesy and distinct enunciation of stations.

Northwestern Trainman Herman Winzer, badge 1662, is commended for finding seats for passengers and for his careful personal appearance.

Metropolitan Trainman T. Futera, badge 4273, is commended for finding a seat for a blind man.

South Side Trainman Thos. J. Canavan, badge 2229, is commended for restoring to a stranger in the city his pocket-book which contained a railroad ticket and a large sum of money.

Northwestern Conductor J. Prange, badge 1328, is commended for the attention he gave to a lame woman passenger.

Metropolitan Trainman G. Leuthner, badge 4537, is commended for his courtesy in giving information to a passenger.

Metropolitan Trainman Jerry Prazak, badge 4426, is commended for his courtesy.

Northwestern Trainman Jas. T. Ingram, badge 1450, is commended for his unusual courtesy and distinct enunciation of stations.

Northwestern Conductor C. W. Hooker, badge 556, is commended for finding a seat for an elderly lady.

Northwestern Trainman Leslie Eggert is commended for assisting and giving information to two ladies who had small children with them.

Northwestern Conductor A. E. Frillman, badge 629, is commended for the attention he gave to a passenger who became sick on his train.

Oak Park Trainman E. M. Kouri, badge 6249, is commended for his courtesy.

South Side Trainman D. W. Tietz, badge 2614, is commended for his honesty in turning in a brief case which had been lost by a passenger.

Northwestern Trainman John McCormick, badge 574, is commended for distinct enunciation of stations and for finding seats for passengers.

VISIT WHITE CITY

For a real good time visit White City. The crowds this year are bigger than ever and the entertainment offered them better than in any previous season.

Take the South Side Elevated to the entrance.

White City

50 PARK
AVE.
AT
63RD ST.

CHICAGO'S BRIGHTEST SPOT

DANCING AND ROLLER SKATING THE YEAR AROUND

NOW EV'RY EVE. **FREE**
MAT. SUN.

Chicago's Reigning Summer
Musical Success

Emile D. Recat's
1920 EDITION

The Garden Follies

Plus VAUDEVILLE

Star Cast Beauty Chorus
Gorgeous Gowns
Vaudeville Acts Supreme

Rides That Thrill!

The Frolic
Racing Derby
Giant Ferris Wheel
Over the Falls
Racing Coaster
The Pep
Venice
Chutes
Whip

Visit the
Fun House
Noah's Ark
1001 Troubles
Million Smiles

