

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

T*HE Chicago Elevated Railroads are the safest in the country. In upwards of twelve years there has not been a single fatal accident to a passenger on a train. The number of passengers carried in that period exceeds the total population of the world.*

THE ROAD OF SERVICE

A service that is unequalled for speed, safety, comfort and convenience is given by the

NORTH SHORE LINE

Between Chicago and Milwaukee.

Hourly Limited trains from the Loop to Kenosha, Racine and Milwaukee and half-hourly service Saturdays, Sundays and holidays.

Express trains to Waukegan and intermediate points every thirty minutes.

Chicago Ticket Offices:

Wabash and Adams
Wabash and Randolph
Wilson and Broadway

The fastest, most convenient and cheapest route.

**CHICAGO NORTH SHORE &
MILWAUKEE RAILROAD**

The Elevated News

Issued Monthly by Chicago Elevated Railroads

LUKE GRANT, Editor

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Tickets and Cash Fares

ON another page of this issue of THE ELEVATED NEWS is an interesting letter from a patron, who would prefer paying a straight 10-cent cash fare to tickets at the rate of four for 35 cents. The records show that about one-third of the patrons feel the same way and about two-thirds prefer to take advantage of the lower ticket rate.

The writer of the letter, however, seems to assume that it is a matter over which the Elevated Railroads have entire jurisdiction. That is a mistake. Were the Elevated Railroads free agents, they would much prefer the elimination of the tickets for several reasons. They need the additional revenue and the handling of tickets involves a heavy expense in the way of extra employes, printing and auditing.

When the Elevated Railroads applied for increased rates to meet the greatly increased cost of operation, they asked for a straight 10-cent fare. The Public Utilities Commission in its order allowing higher rates made provision for tickets being sold at the rate of four tickets for 35 cents and that ruling must be complied with until it is changed by the Commission, which is the only authority with power to change it.

The fact that only about two-thirds of the patrons of the elevated buy tickets, would seem to indicate that many prefer the one-coin fare. When tickets were sold at the rate of two tickets for 15 cents, about 80 per cent of the patrons bought tickets. The cash fare at that time was 8 cents, which meant that pennies had

to be given in change. Since the pennies have been eliminated and a dime substituted for a cash fare, about 16 per cent of the patrons have abandoned the use of the ticket and pay cash fares.

The situation of which the writer of the letter complains, however, could be materially improved if patrons in tendering their money would indicate whether they wish tickets. When a sum of money in excess of 35 cents is presented to the ticket agent without comment, she assumes that the patron wishes tickets, because two-thirds of them do. It is the fault of the patron himself for not making his wishes known, although he invariably thinks it is the fault of the ticket agent.

During the rush hours the position of a ticket agent is rather exacting under the most favorable circumstances. A second or two of delay at the ticket window means congestion and inconvenience to a great many. The agent must be alert to keep the line moving without interruption. It would make it much easier for the agent and for passengers if the patron on approaching the ticket window would state plainly if he wishes to pay a single fare only, or if he wishes tickets. The writer of the letter says he heard a ticket agent being abused by two men at the same time, by one because she failed to give him tickets and by the other because she gave him tickets. That is a common occurrence and ticket agents are required to be courteous, even in the face of such abuse.

An observing ticket agent says that the man who lays down a dime usually says "one," but the man who lays down a dollar leaves it to the agent to guess. It doesn't help matters to abuse the agent. Give her a chance and it will expedite matters for yourself and for others. It is to the best interest of passengers that there should be no delay or undue congestion at the ticket window. If the passenger does his part and makes his wishes known, there will be little cause for complaint against the ticket agent.

Please help the agent all you can and in this way save time for yourself and for others who are following you.

Automobiles and "L" Trains

WERE some genius in the transportation world to offer a plan of local transportation that would increase the cost of a ride at least ten times, at no saving in time, what would you say of his plan? You probably wouldn't think that he had a solution of the transportation problem.

There are several thousands of persons in Chicago, however, who daily use automobiles in traveling to and from the downtown district at a cost of from 10 to 25 cents a mile, when they could ride the same distance on the elevated for about 1 cent a mile. And in the matter of time saving, the elevated, on the average, has the automobile beaten for speed over the crowded streets.

Suppose the business man lives on the North Side, in Rogers Park or Edgewater and travels daily to the loop by automobile. The distance from Loyola station on the elevated to Kinzie street is 8.67 miles and the fastest running time on the "L" is 24 minutes. In the rush hours it takes a few minutes longer, so we may call the distance to the heart of the loop nine miles and the running time on the elevated thirty minutes.

Does the automobile make better time? It is supposed to travel at a speed of fifteen miles an hour in the streets, but probably if it should go at that rate the traffic cop would tell the driver to get out of the way as he was blocking traffic. Most automobiles travel at a speed of about twenty miles when they are going, but south of Chicago avenue they don't always go. They are held up about half the time at street intersections, so if they actually reach the loop in the same length of time that an elevated train does, the driver will consider himself lucky. That isn't imagination, either, if you think it is, try it any morning or evening.

Now as to comparative costs. The average automobile owner in figuring costs counts only gasoline and oil, which constitute about one-seventh of the actual cost of operating the things. The automobile could probably make the trip from Loyola downtown and back on a gallon of gasoline, which is cutting it close. Without anything else that would amount to 2

cents a mile, but a check on passengers carried shows that an average of two persons travel in every automobile entering and leaving the loop. If they divide the cost of the gas it means about 1 cent a mile each, or about the cost of a ride on the elevated.

But gasoline, even at 30 cents a gallon, is a small part of the cost of running an automobile. Here are some figures prepared by a man who has had experience, which are conservative:

Cost of car.....	\$2,000
Interest on investment at 8 per cent.....	160
Personal property tax at 2 per cent.....	40
State license	12
City wheel tax.....	10
Insurance	200
Depreciation at 20 per cent a year (less tires)...	360
Garage	120

Total.....\$2,902

That is what the automobile costs, whether it is taken out of the garage or not. If you run it, and most people get one with that intent, the cost is materially increased.

On the basis of 5,000 miles a year, the cost of operation is something like this:

Gasoline	\$ 96.57
Oil	6.25
Tires (10,000-mile guarantee).....	100.00
Repairs	50.00

Total.....\$252.82

If the total operating expenses are added to the fixed charges it makes a total cost of \$1,154.82 for 5,000 miles, or an average of 23 cents a mile. Pretty expensive riding. Where the average automobile owner fools himself is that he doesn't count any interest on the original cost of the car and money is easily worth 8 per cent today. The elevated roads have to pay more than that for money borrowed to meet their expenses.

But suppose the automobile owner gets 10,000 miles a year

out of his car. That would double his operating costs, while the other fixed charges would remain the same, so that the cost per mile would be materially reduced. Still on that basis, his costs will be \$1,407.64 cents, or a little more than 14 cents a mile.

You can't get away from it if you figure correctly. For city use the automobile is an expensive conveyance.

Moral—USE THE ELEVATED.

AN INTERESTING LETTER

The following interesting letter was received from a patron of the Elevated roads:

Mr. B. I. Budd, President,
Chicago Elevated Railways,
Chicago, Ill.

My Dear Sir:

While appreciating your offer of four tickets for thirty-five cents, we would like to know if there can be a way devised by which we may be allowed to pay our ten cents straight. I, with several of my neighbors and friends, would prefer this way. No doubt there are many others of the same mind.

Personally, I don't want to be bothered with tickets. I have tried them. I lose them or throw in two instead of one, and find them a nuisance generally. But though I prefer the "L" to the surface, I no longer ride unless I have even fare or a quarter. As sure as I threw in more than that, the agent would take thirty-five cents out and load me up with tickets.

At first I blamed the agent, but I have spoken to two or three of them on my return trip when they were not busy and find such actions are due to the fact that the passengers wanting tickets will not ask for them, but expect the agent to hand them out. In fact, I heard an agent abused one morning by two men at the same time—by one because she gave him tickets, and by the other because she failed to give them. I

hope no woman of my family will ever have to submit to such insults.

Could you not make a ruling that agents **must** not give tickets unless requested? Seems to me that it would not take long for the public to learn. Or perhaps you would consider posting notices to that effect.

Very truly yours,
Walter J. Clark.

CONSISTENCY

"Oh, George," reproached the young wife. "It was after twelve when you got home last night."

"Well, well," exclaimed the young husband, "you women are certainly inconsistent. Before we were married you didn't used to worry a bit about how late I got home!"

"I'm quite a near neighbor of yours now," said Mr. Bore.

"I'm living right across the river."

"Indeed," replied Miss Smart, "I hope you'll drop in some day."

JUST SO

Minister: "Do you take this man for better or for worse——"

Bride: "No, sah. Jes' as he is. If he gits any better he'll die, an' if he gits any wuss I'll kill him myself."

ESSENTIAL

Miss Young—"What would be your first requirement from a man you considered marrying?"

Miss Elderleigh—"A proposal."

FOURTH RED CROSS ROLL CALL

The fourth Red Cross Roll Call will open November 11, Armistice Day, and continue until November 25, Thanksgiving Day. In that period the 10,000,000 members of the organization are ex-

communication between the American people and their Army and Navy.

"To continue and carry on a system of national and international relief in time of peace and to apply the same in mitigating sufferings caused by pestilence, famine, fire, floods and other

THE RED CROSS OF PEACE

I AM the Red Cross of Peace; the outgrowth of war's travail; a re-awakening to the interests of a nation. Consecrated to the needs of humanity and inspired by the love of man for his fellow, I go forth to help the unfortunate, to make strong the weak, to teach the gospel of clean living and well being.

I GIVE aid to the needy and help them lift themselves up out of adversity. I welcome into my house those who are heavy laden, and give them rest. I lave the wounds to men's souls.

I AM a refuge from fire, and flood, and pestilence; a sheet anchor against the tempest of calamity. The love of little children is mine, that they may grow to the full fruit of manhood and womanhood. My interest is in the welfare of the community. I ease the way of the cripple. I am compassionate of the aged. My exultation is in the strength of mankind. I teach. I lead. I serve.

I AM the Greatest Mother, brooding over the sons and daughters of men, that they may go forward, strong and well and happy, to the upbuilding of the Nation.

I AM the Red Cross of Peace.

pected to renew their subscriptions and pay their annual dues of \$1 for the year 1921.

The purposes of the Red Cross as outlined in its Congressional Charter under an Act of Congress, Jan. 5, 1905, are as follows:

"To furnish volunteer aid to the sick and wounded in time of war, in accordance with the treaty of Geneva.

"To act in matters of volunteer relief and as a medium of

great national calamities, and to devise and carry on measures for preventing the same."

Answer the roll call.

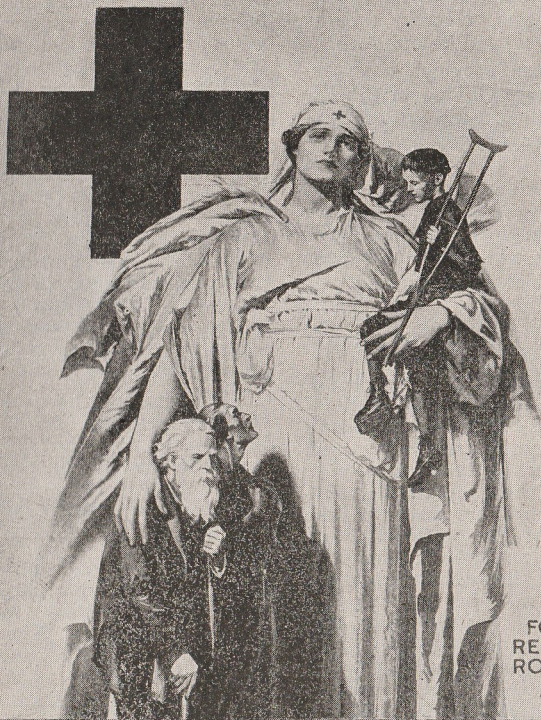
The longest continuous ride on the Elevated for a single fare is from Howard street, on the north, to Desplaines avenue, on the west. The distance is 20 miles.

The Elevated roads maintain 125 fully equipped first-aid stations at points along their lines.

On Armistice Day, Nov. 11, 1918, the Elevated Railroads carried 869,653 passengers.

vated stations and it costs \$16,352 a year to maintain them.

There are 270 miles of copper



FOURTH
RED CROSS
ROLL CALL

STILL *the* GREATEST
MOTHER *in the* WORLD

There are 35,210 lights in elevated cars and they cost \$10,998 a year to maintain them. There are 16,225 lights in the 206 ele-

cable on the elevated lines and 23 miles of trolley wire. The copper required in power transmission weighs 5,201,000 pounds.

FIRST ILLINOIS CITIES TO HAVE PUBLIC UTIL- ITY SERVICE

Which cities and towns of Illinois were the first to have electric lights, gas, electric railway transportation and telephones?

While these services have become so commonplace in the life of every citizen, they are of comparatively recent origin; have developed during the lifetime of every middle-aged man or woman. In spite of this, few men or women could name the communities which first had these services. Yet in the last 40 years, a billion and a quarter of dollars have been spent in the state in giving it existing facilities; 125,000 men and women have become engaged in earning a livelihood for themselves and families in the industry, and 275,000 other citizens, who with members of their immediate families represent one-sixth of the population of the state, have invested their savings in securities representing this vast investment.

Investigation by the Illinois Committee on Public Utility Information has brought out some interesting facts concerning the inception of the industry, whose proper development has become such a factor in the orderly and rapid growth of cities as well as country life.

Gas, it is shown, is the oldest utility service in the state. Water and sewage existed to a limited extent even before the introduction of gas, but of the great utilities gas is about the oldest. Chicago was introduced to gas in 1849, but it was several years before it became commonplace and of general use.

The first telephone was shown in Illinois in 1878—only 42 years ago. It was exhibited in Chicago. It was not until 1881 that the first

company—the Chicago Telephone Company—was organized.

Down state had the first electric lights, and they were of even later date than the telephone. The first public street lighting in Illinois is believed to have been in Belleville, in the southern part of the state, although Springfield is a rival for the honor. This was about 1880. It was not until 1885, however, that electricity was distributed in the state from a central station, and Elgin is believed to have been the seat of the first plant. It was only in 1888 that the old Chicago Edison Co. started the distribution of electricity in Chicago.

The first exhibition of an electrically-driven street car was about 1883. That was on the lake front at Chicago.

As indicating the rapid growth of these services, statistics show that up to 1902 but \$375,000,000 had been invested in the industry in the state. Since that time it has been quadrupled.

The longest ride on the Elevated without changing cars is from Jackson Park to Linden avenue, Wilmette. The distance is 24 miles and the running time 77 minutes.

The average length of ride on the Chicago Elevated is 6.48 miles, compared with 4.16 miles on the New York Elevated and 5.57 miles in the New York subway.

A good old Quaker was milking a cow whose lively disposition often tried his patience severely. On this occasion she managed to overturn the pail which was nearly full. The old man arose in righteous indignation and said: "I will not kick thee, but I will twist thy durn tail."

OUR COURTESY COLUMN

THE following employes have been commended during the last month by pleased patrons who appreciate courtesy and who are willing to give a little praise where they think it is due:

South Side Trainman John A. Murtaugh, badge 2097, is commended for his courtesy, neat appearance, and proper enunciation of stations.

Metropolitan Conductor Fred Prehn, badge 4297, is commended for turning in a package which had been left on his train and advising the owner that he had found it.

Northwestern Trainman A. H. Meyer, badge 1362, is commended for his promptness in turning in a parcel which a passenger had left on his train.

South Side Trainman John W. Taylor, badge 2511, is commended for his courtesy.

Northwestern Conductor Walter Freak, badge 500, is commended for finding seats for women passengers.

South Side Platform man Sam Patnod, badge 2238, is commended and thanked for restoring a woman's pocketbook which she had lost, containing her two weeks' wages.

Metropolitan Trainman H. Schoennemann, badge 4763, is commended for returning a lady's purse, left on his car.

South Side Trainman Thos. B. Hennelly, badge 2899, is commended for picking up an intoxicated man and assisting him onto the proper train.

Northwestern Conductor John McCormack, badge 574, is commended for the efficient manner in which he does his work.

South Side Platform man Walter

McDermott, badge 2557, is commended for his courtesy and efficiency.

Northwestern Trainman William Wier, badge 1523, is commended and rewarded for his prompt action in recovering a football that had been left on his train.

Mrs. J. B. Sullivan, ticket agent at Fullerton avenue, is thanked for lending carfare to a woman passenger who had left her purse on the train.

Metropolitan Trainman Gus Honomichl, badge 4329, is commended for turning in a package left on his train.

Northwestern Trainman A. H. Meyer, badge 1362, is commended for drawing the shades in his car when the sun was shining.

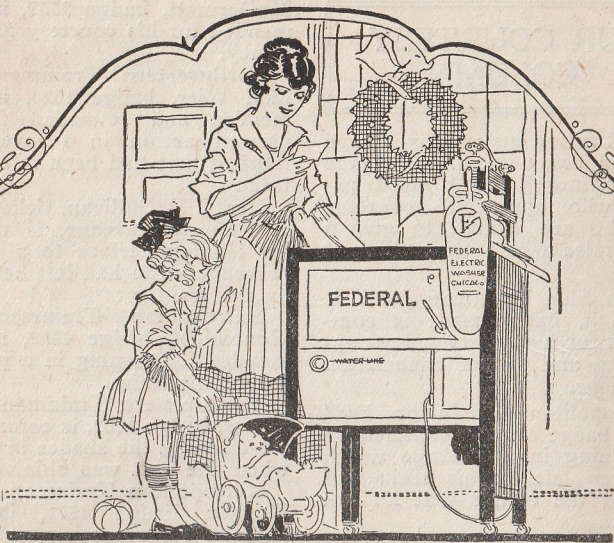
Metropolitan Trainman Joseph Klinger, badge 4571, is commended for escorting an intoxicated man to his home after he had completed his day's work.

Northwestern Trainman O. Bang, badge 1235, is commended and thanked for returning a lost pocketbook to the owner.

South Side Trainman John Riordan, badge 3015, is commended for his kindness to an old gentleman.

Last month we printed a letter of appreciation from a patron commending several employes for finding his little boy who had been lost. Credit was given to Conductor C. Caspar, Ravenswood Division. This was an error, as it was Conductor C. H. Wiechmann, badge 544, who took care of the child.

The busiest railroad crossing in the world is at Lake and Wells streets. At that intersection, 218 trains of 1,100 cars pass in one hour, an average of 18 cars a minute. Were the cars coupled together in a solid train, they would reach from the city hall to Eighty-seventh street, a distance of over ten miles.



Electrical Gifts

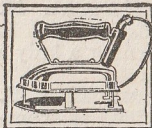
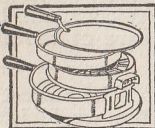
appeal to people of discriminating taste. You will make no mistake by selecting something electrical for relative or friend this Christmas and now is a good time to select it.

FEDERAL Washers Irons FEDERAL Cleaners
 Percolators Electric Phonographs Curling Irons
 Samovars Grills Toasters
 Electric Lamps Electric Sewing Machines Heating Pads

COMMONWEALTH EDISON ELECTRIC SHOPS

Chicago, Illinois

4486



**FEDERAL
Coupons**

**Given
FREE**