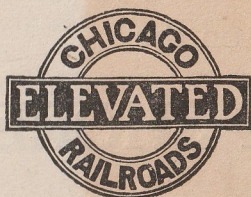


THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

CONTENTS

- Why Higher Fares are Necessary.
- Every Elevated Car in Service.
- Comparisons Unfair, But Interesting.
- Step Up In The Car, Please.
- Abandon Noisy Steam Locomotives.
- The Chariots That Run Through The Streets.
- Public Ownership a Failure.
- The New National Guard.
- The Second Post.
- Our Courtesy Column.

THE ROAD OF SERVICE

When going to Milwaukee, Racine, Kenosha, Waukegan or intermediate points you will save money and add to your comfort and convenience by traveling on the

NORTH SHORE LINE

All-Steel Limited trains leave the Chicago terminal station, Wabash and Adams, every hour on the even hour for Milwaukee.

Express trains for Waukegan and intermediate points every thirty minutes.

For full information apply Traffic Department, 72 West Adams Street.

**CHICAGO NORTH SHORE &
MILWAUKEE RAILROAD**

The Elevated News

Issued Monthly by Chicago Elevated Railroads

LUKE GRANT, Editor

Room 1105, Edison Building

Volume VII

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Number 1

Why Higher Fares Are Necessary

THE present rate of fare on the Chicago Elevated Railroads is 10 cents for a cash fare or $8\frac{3}{4}$ cents when tickets are purchased. Approximately two-thirds of the passengers ride on the ticket rate.

Although the roads are carrying more passengers daily than they did five years ago when the fare was 5 cents, they are financially worse off today than they were five years ago. The roads are carrying more passengers than they did one year ago, which shows that a slightly increased fare does not divert traffic from a rapid transit line to a slower line to the extent that is commonly supposed.

A comparison of the traffic on the Elevated Railroads for September, 1915, with that of September, 1920, and the distribution of the fare, may prove of interest. In September, 1915 the fare was 5 cents.

September, 1915	September, 1920	
Passengers carried	13,131,984	14,698,167
Operating wages	\$273,225.31	\$ 785,571.59
Operating expenses	438,956.94	1,130,805.23
Available for taxes, interest, rentals, etc.	247,087.68	231,461.27

In September, 1915, 39.8 per cent of the total passenger earnings went for operating wages, or 2.08 cents per passenger carried. In 1920 operating wages required 57.7 per cent of the passenger earnings, or 5.35 cents per passenger.

The figures show that the rate of fare has not kept pace with the operating expenses and that the amount available for interest, taxes and rentals is less in 1920 than it was in 1915 under a 5-cent fare. In September, 1915, the amount available for interest, taxes, etc., was 36 per cent of the passenger earnings, or 1.88 cents per passenger carried, while in September, 1920, it was only 17 per cent, or 1.57 cents per passenger.

* * *

Every Elevated Car in Service

OCCASIONALLY a dissatisfied passenger may be heard to remark that while the fare is higher the Elevated Railroads are not running as many cars as they did when the fare was 5 cents. Such statements do not square with the facts.

The Elevated Railroads at the present time are running more cars during the hours of heaviest travel than they ever did in their history. That is due to the fact that the number of cars in the shops undergoing repairs is at this time below the average. Every car owned by the companies that is fit for service is in use during the rush hours. While the companies are forced by circumstances to practice every economy possible, they have not attempted to do so at the expense of the service. On the contrary everything possible has been done to improve the service within the physical and financial limitations which exist. The Elevated Railroads cannot run more cars than they are doing because they do not have them. They are not now, nor have they been for years, in a position to purchase additional equipment, because their earnings have not been sufficient to provide a surplus, or to establish their credit. In fact their net earnings in the last year have not been sufficient to pay their fixed interest charges. These facts should be understood, and when they are, it will be found that the roads are doing their utmost to give the public service.

Comparisons Unfair, But Interesting

IT IS characteristic of citizens in any community to criticize and find fault with the service rendered by a transportation company, or in fact by any public utility, and to think that the service in some other city is better. Those who travel a great deal and who have an opportunity to put the local transportation service of many cities to the test, are much less apt to criticize their home service, than are those who have not had such experience.

Local conditions which enter into transportation service, make fair comparisons impossible. Especially is that true with regard to rates of fare, because a rate that may be profitable in one city may be confiscatory in another city. The natural topography of a city, the density of population, the routes of the transportation lines, the length of the ride, are only a few of the factors which enter into the problem and make each city a law unto itself in the matter of reasonable and fair rates.

Recently the editor of THE ELEVATED NEWS met an acquaintance who had returned from a trip to Europe. This man lives in Austin and he recounted his experience with the local transportation lines in London, England. "I was accompanied by a friend," he said, "who knew London very well. We took the shortest route to the place I wished to go. It cost me 10½ pence going one way and 10 pence returning. The distance wasn't as far as from Austin out to Thirty-ninth street on the South Side and I believe we had to change cars four times. It gave me a new idea of what we get in Chicago for a single fare."

Such an experience helps to make one appreciate the service he gets in Chicago. Under normal rates of exchange 10½ pence is equal to 21 cents in our currency. The distance traveled is little more than the average length of ride on the elevated and the service was much inferior. That man is now a booster for Chicago local transportation service.

Step Up in the Car, Please

THE Christmas shopping season is in full swing, which means that more than the usual number of bundles and packages are being carried daily by passengers on the Elevated. The Christmas crowds generally are good natured and understand that each package, in all probability, carries something that will gladden the heart of some one. For that reason the average passenger is inclined to overlook little annoyances that in ordinary times would make him feel irritated.

A great deal of the inconvenience on the Elevated might be avoided by the exercise of judgment on the part of the passengers themselves. Any morning or evening, during the rush hour, an observer may notice that every car in a train is partially empty in the center of the car, while both ends are crowded beyond the point of comfort. The Christmas packages being carried home in the evening rush hour help to aggravate the situation.

Crowding at the doors of the cars delays the movement of trains and inconveniences passengers. Trainmen request passengers to "step forward," but usually the request goes unheeded. Men are worse offenders than women in that respect. On entering a car a man frequently plants himself firmly on the platform and refuses to budge. Others entering or leaving have to brush and squeeze past him, or, as frequently happens, they follow the easier course and plant themselves by his side, making ingress or egress extremely difficult.

It would be much easier for the trainmen and better for every one in a car if passengers would, on entering, step forward to the center of the car. The time lost at stations would be materially reduced and everyone would get to their homes a little bit sooner and in greater comfort.

Try it next time you board a car. Step forward to the center of the car. You will have more room and it will leave the doors free for others to enter or leave. In following that practice you will benefit yourself and others.

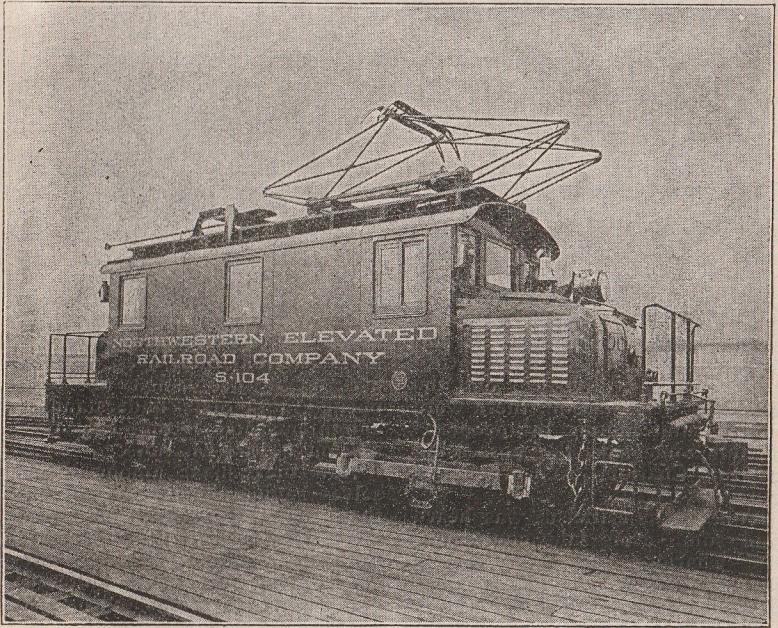
PLEASE STEP FORWARD IN THE CAR.

ABANDON NOISY STEAM LOCOMOTIVES

NOISY steam locomotives which were wont to disturb the sleep of residents of Edgewater and Rogers Park adjacent to the Northwestern Elevated Railroad, have been discarded on that division of the Chicago, Milwaukee & St. Paul Railroad. All freight cars on that division are now being handled by the Northwestern Elevated

along the line which have switch tracks have been electrified and the new method of handling freight is meeting with general approval. It is the first electrification of a steam railroad line in Chicago.

The greatest improvement, however, will be in the passenger service, as soon as the additional express tracks to Howard street are ready. The new stations at Howard, Rogers Park and Loyola



Electric Locomotive, Northwestern Elevated R. R.

with electric locomotives. The change was made on November 1 and the smoke and soot, common to the steam locomotive, have been eliminated.

Two electric locomotives have been put in service by the Northwestern Elevated to handle the freight traffic. These locomotives are equipped with four 165-horsepower motors each. They weigh fifty tons. All the industries

are nearing completion and it is expected they will be opened in January. Work on the express track also is progressing and it probably will be put in service before the winter is over, although the entire improvement will not be completed for some months. The express track from Howard will permit of trains to the loop making faster time and will give that section of the city

the best service on any branch of the elevated. It will also greatly improve the service from Evanston.

THE CHARIOTS THAT RUN THROUGH THE STREETS

FOR behold the City of Seattle flourished and the number of its inhabitants was very great.

And the inhabitants of the City were wont to go about the City in Chariots, called street cars, which were possessed by the Puget Sound Transportation, Light & Power Company.

Moreover the people paid a fare to the company for riding in its Chariots.

And it came to pass that the people sought to purchase for their own possession the Chariots which ran through the streets, for they were displeased with the Company. And a certain agreement was made between the City and the Company whereby the City did purchase the Chariots, agreeing to pay therefor so much, and bonded itself to make certain payments. And when the City had possessed itself of the Chariots for a season, there were murmurings among the people.

And some said the possession of the Chariots was proving a curse.

And much criticism was heard and some even said concerning the Chariots that the People's last state was worse than their first.

Now there was a certain man named Mayor Caldwell, a ruler of the Seattleites, and when he had reigned two hundred and five days he divined that the Chariots which the City had bartered for and purchased, even the Chariots which ran through the streets of the City, were profiting the city nothing, but were a great burden upon the whole people.

And behold in the tenth month on the fifth of the month of the

first year of his reign, being the year nineteen hundred and twenty, Caldwell rose before the multitude gathered together at the Municipal League and cried with a loud voice, saying:

"Wot ye not, my people, that it is a human impossibility for the City to successfully navigate the fatuous course we are now embarked upon * * * and I have no hesitation in saying to you it cannot be done."

And he brought forth figures to show the children of Seattle that the Chariots were profiting them nothing and there were none to say where-with-all the payments for the Chariots which were promised could be made, nor yet could it be discerned how the City could with honor escape the payments according to the agreement into which it had entered with those who beforehand had owned the Chariots.

And when the news was spread abroad among the people, many there were who heard and believed the words of the Ruler and marveled that their eyes, and the eyes of the people had not been opened and their understanding enlightened before they took possession of the Chariots.

And they spake among themselves saying, "Is it not so that they that beforehand possessed the Chariots, even the Traction Company, suffered greater burdens than we have suffered: verily were they not taxed, also required to pay a tribute of 2 per cent of gross earnings which we have escaped, and yet we being relieved of the taxes and tribute and having increased fares are yet unable to make profit."

And the people remembered that the Traction Company in times past had complained bitterly and were sore distressed, but none was there to offer them succor.

Moreover they remembered that

The councilors of the Seattleites and those in authority showed no policy, refusing to grant its petition for increased fares or to offer other relief.

And the people began to be awakened and many false doctrines were preached.

Also men in authority sought to fasten each upon the other, blame for the troubles that beset the City by reason of their desire to secure unto themselves the Chariots.

For they were loath to confess that their undertaking had come to nought, notwithstanding that the record of other Cities showed that Cities profit not by the possession of the Chariots that run through the streets.—From pamphlet issued by the Seattle National Bank.

PUBLIC OWNERSHIP A FAILURE

AT the recent annual convention of the National Association of Railway and Utilities Commissions, which is composed of representatives of the utility commissions of forty-five states, a report submitted by the committee on public ownership and operation had this to say:

"The question of private ownership with regulation as against public ownership without regulation should no longer be considered by intelligent investigators an open question.

"We think it may be admitted as a general proposition that public ownership and operation has failed wherever it has been properly tested. We recognize the fact that in some special locations public ownership and operation may appear to be successful but we hold that if the real facts might be ascertained and the same test applied to the publicly owned and operated utility as is applied by regulatory bodies to the privately owned and operated

utility, the general result will apply in all instances.

"We need no better illustration of the result of the attempt of the public to operate utilities than the recent operation of the railroads by the United States government. The result is common knowledge. They came back to their owners in a broken and disorganized condition.

"Destroy private ownership with public regulation and the next step is government ownership and operation. When that time comes, if it does, our system of government will have to be changed to meet it. We will not be living under the system of constitutional government which we now enjoy because these properties cannot be taken over and honestly paid for through any series of bond issues or otherwise, and operated as efficiently and economically as they are now operated in the hands of their owners. In order to take them over and operate them at a less cost than their owners can operate them, it would be necessary to confiscate all or a large portion of the actual value of these properties and if that could be accomplished it will be notice to the world that our constitution has changed, and that our courts are no longer able or capable of protecting private property from public confiscation."

THE NEW NATIONAL GUARD—ITS MANY FEATURES

Military drill and activities, always appealing to athletic and patriotic young Americans, form only a part of the interesting program offered by the National Guard to the young men of Chicago. All the diversified pleasures of an athletic club are open to guardsmen; and the five armories have been fitted up into comfortable, home-like clubs with billiards, pool, bowling, libraries,

writing rooms and many other attractions.

Social events at which members are urged to bring their mothers, sisters, wives and sweethearts are held frequently, together with athletic "smokers" at which boxing, wrestling, vaudeville and programs of snappy talks by prominent speakers comprise the entertainment. Drill nights with the instruction of veteran overseas officers in Stokes mortars, light and heavy machine guns, bombing and the one-pounder prove entertaining and instructive. In the new federalized national guard there is an incentive to work. Guardsmen receive pay from the government for drilling and also for the fifteen days summer training period in camp.

Athletics are an important part of the guard plan. Coming under the new regulations in October, it was too late to enter the football lists, but next fall should see each of the five regiments represented by several teams. Next spring, baseball, soccer, track and field teams will be formed, but in the meanwhile, basketball, indoor baseball, volley ball, tank sports and indoor track meets are popular. Basketball and indoor baseball inter-company and inter-battalion contests are frequent. The high school athletes are encouraged to participate in indoor track meets and basketball tournaments held for their special benefit. The First Field Artillery intends to go in for polo with teams for both officers and enlisted men. Negotiations for a polo field are in progress.

Further features of National Guard life are the educational courses under the regular army plan directed by George W. Hoke and with instructors detailed from Chicago high schools in charge. Every facility is offered the guardsman who desires to continue his studies, either technical or cultural.—National Guard Publicity Bureau.

THE SECOND POST

To the Station Master of
Evanston Station of the
Elevated R. R.

Dear Sir:

The writer did pass your station this morning in a North Shore train. He was complacently engaged to read the newspaper, having his grip and his gloves beside him on the seat. A few ladies left the train at your station. Another lady, one of the bespectackled, rattle-brained kind, remained in the car. But seeing my gloves she suddenly, for God knows what reason, was struck with the idea that my gloves did belong to one of the ladies who had just left the train. So this over-kindhearted lady seized my gloves and threw them after the ladies just having left the car. I saw my property land on the platform, but only for a minute, because the train made a jump for Chicago before I could in any way say at least "Au Revoir" to my poor green gloves.

The kindhearted lady, on my telling her that she just threw my gloves out of the window after some of the ladies, was very-very-very-very sorry, of course. But you will understand that all this does not bring my gloves back, and when a man owns just one pair, and fears to look even at the prices on a bargain counter, you will readily understand why I make this effort to recover, if possible, my property.

Do me the favor, therefore, and inquire whether these ladies, seeing that a pair of men's gloves were thrown after them, left them at the office subject to call of its unfortunate owner. Kindly mail the gloves if found to the undersigned address, and I promise you that I will not fail to thank you, and also will remit any incurred expenses.

OUR COURTESY COLUMN

THE visitor from another city coming to Chicago usually finds less to criticise in the local transportation service than does the man who lives here. The following letter, received by the editor of THE ELEVATED NEWS, from a resident of New Orleans, shows how he regards the service on the Elevated:

Dear Sir:—While in Chicago recently I had the pleasure of riding to different parts of the city on your lines and I consider the rate of fare remarkably low for the high class service rendered. It is a truly wonderful system and I think that if the operating expenses of transportation companies were put before the public as you put them in your Elevated News for November, a great reaction would take place in public sentiment toward transportation companies in general.

Respectfully yours,
D. J. DEE.

It is true, as the writer of the letter suggests, that when the public knows the facts it usually wishes to be fair. The trouble with most users of transportation lines is that they do not try to get the facts.

Following are some of the commendations of trainmen received in the last month:

Northwestern Trainman S. Olds, badge 965, is commended for the courtesy he displayed in apologizing when he bumped into a passenger and knocked his hat off.

South Side Trainman Michael Conway, badge 2585, is commended for assisting a passenger to find her purse.

Metropolitan Conductor F. Sullivan, badge 4341, is commended for waiting for a passenger at Randolph and Wells station at 3:30 a. m., so that he could make connections between a north side train and a Garfield Park train.

South Side Trainman Jos. E. Mott, badge, 2567, is commended for his kindness and courtesy to a passenger who was ill on his train.

Northwestern Trainman Fred Campe, badge 1683, is commended for his distinct station announcements.

Metropolitan Trainman George Hageman, badge 4888, is commended for the courteous manner in which he performs his work and for assisting a blind man who was a passenger on his train.

Northwestern Trainmen L. J. Curtin, badge 551, and A. Wagner, badge 625, are commended for giving correct information to a passenger.

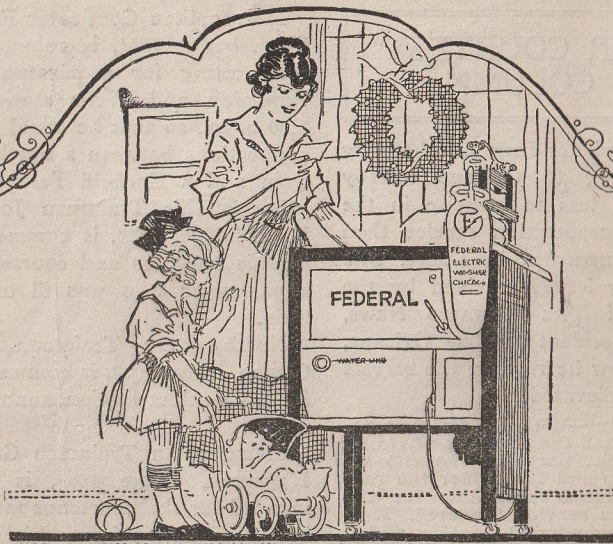
Northwestern Trainman R. E. Moore, badge 1185, is commended for his politeness, carefulness and distinct calling of stations.

Northwestern Conductor Geo. M. Karth, badge 952, is commended for finding seats for standing passengers.

Oak Park Trainman A. J. Pitcher, badge 6185, is commended for his courtesy.

Northwestern Trainman A. H. Meyer, badge 1362, is commended for properly announcing Roosevelt Road Station.

Northwestern Conductor A. E. Frillman, badge 629, is commended very highly for his cheerfulness and courtesy and for assisting aged and infirm passengers.



Electrical Gifts

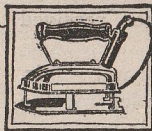
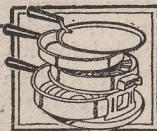
appeal to people of discriminating taste. You will make no mistake by selecting something electrical for relative or friend this Christmas and now is a good time to select it.

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

COMMONWEALTH EDISON ELECTRIC SHOPS

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