

# THE ELEVATED NEWS

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SAFETY

SERVICE

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RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

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**CHICAGO NORTH SHORE &  
MILWAUKEE RAILROAD**



# The Elevated News

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LUKE GRANT, Editor

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## *Rates of Fare in Other Cities*

**M**ORE than 90 per cent of the riding population in cities in the United States are now paying fares for local transportation varying from 5 cents with a 1-cent transfer charge, to a flat fare of 10 cents, as shown in a report of the American Electric Railway Association covering the situation up to January 1. The report includes 548 cities.

According to the report the cities in which a 10-cent fare prevails now number 112, while six cities pay a 9-cent fare; six cities an 8-cent fare; 174 cities 7 cents, and 124 cities 6 cents. In the other cities enumerated the zone system obtains, or additional charges are made for transfers.

Adjustment of rates to meet the higher costs of operation reduced the number of receiverships in the year 1920, only 16 companies, with a total capital stock of \$25,313,655 having gone into the hands of receivers, compared with 48 companies with capital stock of \$221,259,354 in 1919. During the year 450 miles of track were dismantled and 308 miles of track abandoned.

In summing up the situation in the electric railway industry, the report says: "A large majority of the companies in the last four years have strained their financial resources to the limit, or created actual deficits, by merely meeting current expenses and making absolutely unavoidable emergency improvements. Many badly needed improvements have been deferred by virtually every company on account of a lack of



funds. It is necessary, therefore, now that fares are beginning to be commensurate with costs, that the present increased fares be continued until lines are fully rehabilitated. Unless present fares are maintained, indefinite suspension of extensions and betterments will result and this would be almost fatal to many properties."

\* \* \*

### ***State Versus Local Regulation***

**A**T the present time there is more or less discussion on the relative merits of state and local regulation of public utilities. The advantages of state regulation have been generally recognized, until there are today state commissions in forty-two different states. No state having a commission has returned to the old methods of regulation.

The Supreme Court of Wisconsin in a recent decision on the subject said:

"The public utility law was enacted as a remedy for a well-recognized evil. The relations between the respective municipalities and their public utilities were most unsatisfactory. The impotency of the municipalities to deal with them so as to secure adequate and satisfactory service for reasonable charges was abundantly demonstrated. The officers of the municipality lacked the training in the technique of the public utility business which was essential either to protect the interests of the citizens or deal justly with the public utility company. . . . .

"It is believed that fourteen years of experience has vindicated the law as a measure of great public benefit, although recently, when abnormal industrial and commercial conditions have given rise to a general increase in rates of service, mutterings against the law, or its administration may be heard. But it should not be forgotten that successful regulation must be fearless and fair, and accommodated to the exigencies of changing conditions.

"Whenever the administrative agency appointed to arbitrate between the public and the utility is influenced by public



sentiment rather than considerations of justice, the purpose of the law will fail, not because of its infirmities, but because of its weak and servile administration. Critics should appreciate that private capital devoted to public service is entitled to a fair return, and that it requires more courage and character to render just than popular decisions."

The same line of reasoning given in Wisconsin applies equally well to Illinois.

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### *Fighting Sleet on the Elevated*

WHEN you reach an Elevated station in the early morning after a severe sleet storm and find train schedules slightly disarranged, you are inclined perhaps to grumble a little. Delays due to sleet storms on the Elevated are not serious today, owing to the development of sleet-fighting methods, brought about by years of patient work and experiment on the part of the men responsible for keeping trains running.

Old patrons of the Elevated will recall what a sleet storm meant ten or fifteen years ago. Trains would move a few yards and stop. The lights would go off and on every few feet. Flashes of electrical current would light up the firmament, making a brilliant display rivaling a Fourth of July celebration. On a dark night a moving elevated train in the distance looked like a meteor.

If such a storm meant delay and inconvenience to passengers it meant much more to the employes who were fighting to keep the trains going. A sleet storm was a heart-breaking experience. Usually it resulted in the temporary blinding of scores of men. It was not uncommon to have from fifty to a hundred men laid up in hospitals, suffering the most intense agony with burned eyes. They had to be kept in a dark room sometimes for several days while their eyes were being treated. You know how painful a grain of sand is in eye. Imagine then the eyes full of such grains, for that was the sensation that the blinding electrical current produced. The men knew in advance what it meant to them, but like good



soldiers they faced their duty without a murmur, so that trains might be kept moving to accommodate the public.

The blinding of the employes resulted from the method used to cut the sleet from the contact rail. An employe had to lie face downward on the platform of a motor car and hold a steel scraper with a long handle firmly on the rail. It was not an easy job, but it had to be done. The contact of the steel scraper with the charged rail, caused a constant blinding flash. It was before the days of goggles, but indeed goggles would have been useless, for the man holding the scraper on the rail had to see clearly what he was doing.

Various mechanical devices were invented, some of them proving impracticable and others only partially successful, until at last the device now in use was developed in the mechanical department of the elevated roads. A sleet storm now has less terror for the employes and it causes little inconvenience to the passengers. Only when a storm comes suddenly, as did one recently, and a part of the equipment is caught out on the lines unprepared for the attack, is any serious delay or inconvenience caused. When there is no warning of a sleet storm, it may happen that a car equipped with the sleet-cutting device is coupled in the middle or at the rear end of a train, where it may be useless, until the train can be run into the yards and the car switched to the front end. The last sleet storm, severe as it was, did not cause any delay on the Oak Park line, because all the motor cars on that road are equipped.

The sleet-cutting device consists of two small wheels made of Manganese steel, which are held firmly down on the contact rail by a spring. They have spiral blades and operate on the principle of a lawn-mower. As the motor moves these wheels revolve at great speed and chop the sleet into fine particles. The cutting device is followed by a steel scraper, attached to the truck in the same manner as the cutter, which scrapes off the cut particles and gives the trolley shoe a good contact with the rail.

When not in use these devices hang about two inches above the charged rail. When a sleet storm comes, all that is



required is to release a spring so that they drop on the rail and the ice is chopped up as the car moves.

The successful fight against sleet is only one of the developments of recent years in local transportation which prove that the companies are always on the job seeking ways and means of improving service and adding to the comfort of patrons.

\* \* \*

### THE PUBLIC UTILITY SITUATION

Paul P. Haynes, a member of the Indiana Public Service Commission, in a recent address on the public utility situation, summed it up in the following seven points:

**"First:** The average increase in utility rates during the past four years was substantially less than the average increase in the prices of the necessities of life.

**"Second:** During the past four years most utilities have earned less than a fair return upon their invested capital, and equity would seem to require that during the next few years of down-grade prices, utility companies should be permitted to recoup reasonable losses suffered in the period of up-grade prices.

**"Third:** Utility rates were not, and are not now, based on the peak of war and post-war operating costs and therefore a considerable reduction in commodity prices can occur before the average of prices generally reaches the point in which utility rates, generally speaking, are now based.

**"Fourth:** There have been millions of dollars of deferred maintenance during the past four years which must now be taken care of.

**"Fifth:** \$100,000,000 should be expended for additions and improvements in the next two years by the utilities of Indiana in order to give the public serv-

ices which are vitally necessary to the industrial welfare, health, comfort and convenience of the people generally. Hundreds of millions are needed in other states. The public should know that these vast sums cannot be obtained unless the financial showings of utilities are such as to attract it in a market in which all the world is bidding for money.

**"Sixth:** The credit of utilities has been impaired, and this vast sum of money cannot be raised and the public cannot be served unless the credit of public utility enterprises generally is improved through the medium of adequate revenues.

**"Seventh:** The welfare of the state and the country calls for a broad and sympathetic understanding of these important facts which should be of basic importance in the formation of regulatory policies."

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An Irishman was sitting in a depot smoking when a woman came and, sitting down beside him, remarked: "Sir, if you were a gentleman you would not smoke here."

"Mum," he said, "if you wuz a lady you'd sit farther away."

Presently the lady burst out again with: "If you were my husband I'd give you poison."

"Well, mum," observed the Irishman, as he puffed away, "if you wuz me wife, I'd take it."

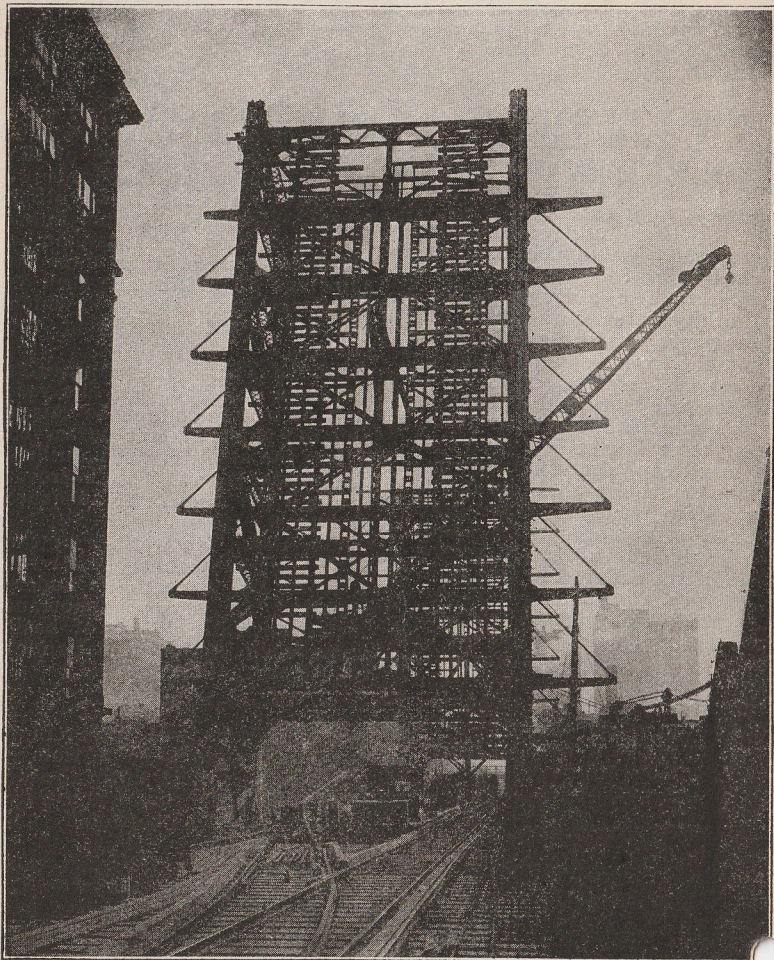


## SHOWING CHICAGO SPIRIT

A GOOD example of the spirit of Chicago—the spirit which accomplishes— may be seen daily by the thousands who use Northwestern-South Side Elevated trains in crossing the river

on the Wells street bridge. Both surface and elevated trains run across the river on the old bridge through the new one which being built to take its place.

The great leaves of the new bridge are being built in a per-



Elevated Trains Running Through New Wells Street Bridge



pendicular position, a gap being left through which the trains operate until the bridge is ready to be lowered to its permanent position.

While it is the second time that an engineering feat of this kind has been accomplished in Chicago—the Lake street bridge having been built on the same plan—it has not been attempted in any other city in the country. It is a novel sight to see an elevated train dash through an arch in the giant structure, which towers a hundred feet in the air on each bank of the river.

Work on the new bridge has been going on steadily for eighteen months. The substructure and the superstructure is now completed, only the bridge houses and the approaches remaining to be finished. It is estimated that the new bridge will be ready for lowering early in April.

The span of the old bridge is 220 feet, but the abutments of the new bridge have been built behind the old ones, making a span of 231 feet between the masonry on both banks. From center to center of the trunnions the span of the new bridge is 268 feet and the total length is 348 feet over all. There will be a clear channel 200 feet in width between abutment protections when the new bridge is in its final position.

When everything is in readiness to lower the new bridge, the old one will be swung on its center pier in the middle of the river, and a gap wide enough to let the new bridge drop will be cut out of its center with acetylene torches. What remains of the old bridge and the center pier on which it swings will be removed after the new bridge is in service. The estimated time which will be required to cut away the old bridge, lower the new one, lay the tracks and adjust the alignment and grades

on the approaches, is seventy-two hours. If traffic is closed down after the rush hours on a Saturday morning, it is expected trains will be operating over the new bridge by Monday evening.

The cost of the new bridge will approximate one and one-quarter million dollars, one-third of which will be paid for by the elevated roads, because of the greater weight necessary to carry the double-deck.

At the present time sixty-four elevated trains in each direction, or a total of 128 trains, is operated in the hour of maximum traffic over the bridge. That is an average of a train each 28 seconds, so the bridge is one of the busiest in the world.

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### HE GOT THE BERRIES

It was visiting day at the prison, and an elderly dame was being shown around by the keeper. At one cell she ventured to ask what the man was being punished for.

"For stealing a piano," the keeper told her.

"And did you steal it?" asked the dame, turning to the prisoner, sympathetically.

"Yes, ma'am," replied the man, thinking she might be a person of influence who would interest herself in his behalf. "I'm sorry to say I did, but in a moment of weakness, lady."

"A moment of weakness!" gasped the visitor. "Good gracious! What would you have done in a moment of strength?"

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### VALUABLE

Lawyer—Madam, you lost your thumb in the trolley accident, but how can you prove it worth the \$3,000 you have sued the company for?

Lady Plaintiff—It was the thumb I kept my husband under.



## LEARNING TO SHOOT

**E**MPLOYEES of the Chicago Elevated Railroads who have to do with the collection and handling of money, are becoming expert in the use of firearms.

Classes in target practice with revolvers, rifles and shotguns are being held mornings and afternoons in the First Regiment Armory, under the guidance of Melvin W. Bridges, formerly Captain of the 131st Infantry. Every man who works on the pay cars and collection cars on the lines is an expert, being selected on account of the score he has made at target practice. A few of the men were sharpshooters in the army during the war.

The instructions being given by Captain Bridges not only include accurate aiming, but quickness in firing. The instructor emphasizes the necessity of not only shooting straighter, but also quicker than the other fellow. The men are organized in classes of eight each and at the present time there are ten classes receiving instructions. Special prizes have been offered by the companies for the best average class and for the best individual scores in each class and there is keen rivalry among the teams.

## GETTING BACK

Let us all get back to working, back to earning honest rocks, back to baking, painting, clerking, back to winding eight-day clocks. Long enough we've whooped and clamored, making all the welkins ring; long enough we've knocked and hammered every sane and useful thing. If we'd all get back to toiling like a bunch of earnest men, industries now dead and spoiling would be cutting grass again. There would be a trade revival that would simply beat the band and a boom without a rival in the an-

nals of this land. There would be no idle pulley, smoke would come from every stack, if we'd be less wild and woolly, if we'd hit the old-time track. Let's get back to useful labor, as we labored long ago, peeling onions with a saber, sawing fire-wood with a hoe. Let us all resume our knitting, make the shining needles fly, working blithely, nor admitting any "agitator" guy. Let us darn the socks and mittens, prune the hedge and shear the cow, hunt the eggs and drown the kittens—let us all get busy now.

WALT MASON.

## SAYS CITIES WILL BE FIRELESS

Dr. Charles A. Steinmetz, the electrical wizard, believes that in the not far distant period it will be illegal to build a fire in the limits of cities and that they will be smokeless and dustless.

"Although we are absolutely dependent on our electricity today, we have still only begun to use it," says Dr. Steinmetz. "Its uses in the home is one example of the field which is just beginning to be opened. The time will come, and before very long, when all the labor in the home will be done by electricity.

"In the city, present methods of manufacture will be replaced with electrical methods. The present city, with its dust and smoke, will be unknown. It will be against the law to have a fire in the city limits. Life will then be worth living in cities.

"The great achievement of the Nineteenth Century was the development of transportation facilities. That made man as entirely independent of his immediate surroundings as he has been dependent on them 100 years previous. And yet in transportation we have not nearly utilized electricity to its fullest possibility."



## OUR COURTESY COLUMN

**T**HE rules of the Elevated Railroads require all employes to be courteous and obliging to passengers, but many times an employe goes a great deal farther than the rules require.

Letters sent to the editor of THE ELEVATED NEWS many times disclose acts of kindness on the part of an employe toward a passenger, which show that the employe was prompted by a natural desire to help, rather than the wish to do merely what he is expected to do under the rules.

Lack of space in this column, and sometimes other reasons, require that the letters of commendation be condensed so that they merely give the name and badge number of the employe and the particular act for which he is commended in as few words as possible. Between the lines of many letters, however, one might read a sermon on human kindness.

This month, for instance, an employe is commended for taking a young child out of a woman's arms and holding it on account of the crowded condition of the car, as the woman was obliged to stand on the platform. There is no written rule requiring a trainman to hold babies, but it is just an instance of a sympathetic human being seeing the necessity for doing a kind act and promptly doing it. The commendation did not come from the woman, although she no doubt appreciated the act, but from a man who witnessed the incident.

When you observe a trainman doing an act like that, give him a little praise for it. That encourages him as well as others and helps to better the service.

Following are the employes commended in the last month:

Metropolitan Trainman Geo. Hageman, badge 4888, is commended for assisting a blind man.

Northwestern Trainman C. S. Loomis, badge 1397, is commended for his honesty in turning in a cashier's check which had been lost by a passenger.

Metropolitan Trainman Charles Kouri, badge 4277, is commended for calling station names in a distinct manner.

Northwestern Trainman H. G. Cottrill, badge 1699, is commended for his general efficiency.

South Side Trainman Joseph Roubie, badge 2949, is commended for his kindness in finding a seat for a lady.

Metropolitan Motorman J. J. Barth, badge 4328, is commended for assisting a passenger to catch a train.

Northwestern Trainman D. R. Long, badge 1194, is commended for recovering and returning a lost parcel.

Metropolitan Trainman John O'Leary, badge 4787, is commended for distinct enunciation of stations and for obtaining seats for ladies.

Northwestern Trainman H. B. Jedding, badge 1223, is commended for his cheerfulness and courtesy to passengers.

Metropolitan Trainman D. Slater, badge 4249, is commended for securing seats for passengers.

Oak Park Trainman Glen Boyd, badge 6287, is commended for finding seats for women passengers.

Metropolitan Trainman Paul Scalese, badge 4279, is commended for clear enunciation of station names and for finding seats for passengers.

Northwestern Trainman E. M. Doremus, badge 1088, is commended for obtaining a seat for a passenger.

South Side Trainman Chas. A. Livingston, badge 2426, is com-



mended for finding seats for women passengers.

Northwestern Trainman George Koehler, badge 1507, is commended for his courtesy in directing a passenger.

Metropolitan Trainman Chas. Schroeder, badge 4801, is commended for the explicit manner in which he directed a passenger.

Northwestern Trainman Cecil Ten Eyck, badge 1440, is commended for the efficient manner in which he announces station names.

Metropolitan Conductor Robert Green, badge 4222, is commended for assisting the Universal Orchestra with their musical instruments.

South Side Agent George Roberts is thanked for recovering a hand bag that was left on a train by a passenger.

Metropolitan Trainman E. Heller, badge 4902, is commended for returning a lost package to the owner.

Oak Park Trainman Frank Doyle, badge 6115, is commended for his distinct calling of stations and politeness to passengers.

Northwestern Trainman A. F. Guetzloff, badge 1356, is commended for his courtesy in holding a lady's baby in a crowded car.

Northwestern Trainman W. Campe, badge 1683, is commended for his courtesy to passengers and the efficient manner in which he handles his gates.

South Side Trainman Michael Conway, badge 2585, is commended for efficient and courteous service.

Metropolitan Conductor H. M. Gillette, badge 4166, is commended for very efficient service.

South Side Trainman S. G. Cleaver, badge 2699, is commended for finding and turning in lost property.

Metropolitan Trainman Charles

Kouri, badge 4277, is commended for distinct calling of stations.

Metropolitan Trainman George Hageman, badge 4888, is commended for his courtesy in directing off his train.

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### "MOVE TO THE FRONT, PLEASE!"

"Move up ahead, step lively, please!"

The trolley conductor yells with stress;

And never he thinks that words like these

Are part of the creed that wins success.

"Plenty of room up front," he cries,

"Move up, you people, don't block the aisle,"

And never knows that his chant applies

To life itself in a vivid style.

For life is sort of a trolley car,

With Fate, conductor, and Time, the grip;

Where all must travel, or near or far,

And take their chance of a pleasant trip.

And some folks stay in the sweaty crowd

That grunts and grumbles and fights for straps,

And roasts the service and swears aloud

And steps on corns; but the keener chaps

Hearken wisely to Fate's clear shout,

"Move up ahead, step lively, please!"

Out of the crowd that packs about  
The trolley entrance they likely squeeze.

"Plenty of room up front" is right,  
They look around and they pick their seat,

While the crowd at the rear, still wedged in tight

Stands and curses its aching feet.

So take your choice, for it's up to you

Whether you ride in pain or ease,

While Fate shouts plainly  
thing to do,

"Move up ahead, step lively, please!"

—Berton Braley, in Leslie's.