

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

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**CHICAGO NORTH SHORE &
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Wilson Avenue Express Service

A DAILY patron of the Northwestern Elevated writes THE ELEVATED NEWS as follows:

“I ride downtown every morning on the Elevated from Evanston and have often wondered why so many people at Wilson avenue will climb all those steps and then stand all the way downtown, just to ride on an Evanston train. A few days ago I got off at Wilson avenue and took an Englewood Express and found it took just exactly twenty minutes to Randolph street. This time is just as fast as the Evanston trains and one gets a seat and does not have to climb stairs. If the Wilson avenue people knew that there was no difference in the time they would, perhaps, use these trains in preference to the Evanston.”

The writer of the letter is correct in what he says about the time of the Wilson Express trains. Of course, they make the same time downtown as the Evanston trains, for the good and sufficient reason that both trains run on the same track and cannot pass each other. It certainly is a puzzle why passengers getting on at Wilson avenue will climb the stairs to get on a crowded Evanston train, when they could get a seat on an Englewood Express downstairs and make exactly the same time downtown. But they will do it, which is one of the reasons why transportation officials die young.

Until a few months ago all Evanston trains in the morning rush hour ran through from Sheridan Road to Chicago avenue without a stop. The people who get on at Belmont complained

about it, with the result that now every third Evanston train makes a stop at Belmont. No one ever gets off there and few get on because the trains are crowded. If the passenger getting on at Wilson and climbing the stairs to board an Evanston train should happen to get one that does not stop at Belmont, he might possibly get downtown one minute sooner than if he took an Englewood Express, running out of the lower Wilson station. That would be the most time he possibly could save and if he climbs the stairs in less than a minute, he is pretty spry. Besides, if he does climb the stairs, he has no chance of getting a seat at that hour, because the Evanston train is filled up long before it reaches Wilson avenue.

The Englewood Express trains, on the other hand, begin their run at Wilson and there are plenty of seats. The wise ones, those who prefer a comfortable seat to a saving of from thirty seconds to one minute in time, leave the Evanston trains at Wilson, walk downstairs and get a comfortable seat on an Englewood Express. One not familiar with the ways of the average passenger might think the situation described as being absurd. But it is quite true. The number of passengers getting on at Wilson, who climb the stairs to crowd onto an Evanston train, about equals the number who leave the same Evanston train and walk downstairs to get a seat on an Englewood Express.

For some unaccountable reason the Evanston trains appear to be more popular than Wilson Express trains, although they make practically the same time in the rush hour. But as the writer of the letter suggests, it is difficult to understand why a person should climb a long flight of stairs to stand all the way downtown in a crowded train, when he could get a seat and save himself the trouble of climbing the stairs. He may think he makes better time, but the train schedules show that he does not.

Seattle's Transportation Troubles

THEORISTS and enthusiasts who profess to believe that municipal ownership and operation of local transportation lines is the solution of all our troubles, might with profit turn their eyes toward Seattle, where the people are experiencing

a rude awakening from their dreams. The theory looks rosy on paper, but has proved rather thorny in practice, as far as Seattle is concerned.

It is now nearly two years since Seattle decided to engage in the street railway business. The company which owned the lines said that it couldn't continue to operate on a 5-cent fare in view of the rising costs of operation. As usual in such cases, however, there were scores of politicians who were sure the lines could be run on a 5-cent fare basis, if only the city owned the lines. They told the people so and the people believed them, or at least voted to give them a chance to make good on their statements.

The lines were appraised and after lengthy negotiations a price was agreed upon and the city embarked in the transportation business. Somehow the profits didn't pile up as the politicians promised. As a first step the city cut off all free transportation to policemen, firemen and others. The city relieved the street car lines of the burdens of paying taxes, paving streets and other obligations which the private company had to meet, but the deficit kept on growing.

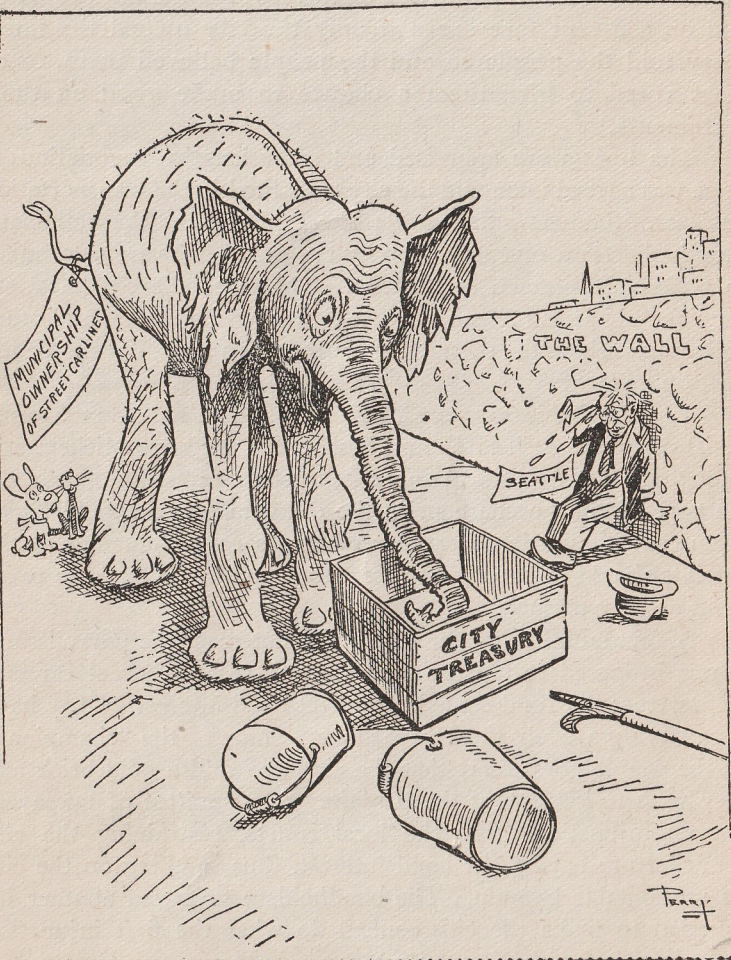
The inevitable happened. Fares were raised from 5 cents to 10 cents for cash rides and first to 6¼ cents for tickets and later to 8 1-3 cents, but the promised profits failed to materialize. As part of the purchase price the old company accepted bonds from the city and it was stipulated that a certain amount of the receipts should be set aside to meet the bond interest and to retire them as they matured.

A few months ago the city could not meet the payrolls and it was proposed to tap the treasury and pay the street car employes from the fund set aside to meet bond interest. They have been having a lively time there since. Some of the "champions" of the people now assert that the city was sold a gold brick and they wish to get out of the bargain. A committee of taxpayers got an injunction from the local courts, restraining the city council from paying the bond interest, thus saddling on the city an unprofitable bargain. The bondholders procured another injunction to make the city council do what the first injunction restrained it from doing, or substantially that.

The whole proceeding has a sort of familiar tone. One

Seattle newspaper is advocating repudiation of the bonds and the contract under which the city bought the lines. Another local newspaper says that the city cannot afford to repudiate its debts or it will forever destroy its credit. If the city should repudiate its traction bonds, there is no assurance, argues one paper, that any other bonds would be good. Those who advocate repudia-

WANTED: TO SELL OR TRADE ONE WHITE ELEPHANT.



—Portland Oregonian, Feb. 2, 1921

tion of the bonds and the bargain made by the city justify themselves on the ground that a grand jury recently declared that the city had made a bad bargain. Chicagoans will remember the time, not so long ago, when a grand jury here sought to create a sensation by declaring that a certain traction ordinance was a bad one. The ordinance was defeated by a popular vote and there are thousands in the city today who are wondering if its defeat wasn't a big mistake from a public point of view.

The moral of the Seattle situation seems to be that political experts are not transportation experts. The service given by the lines in Seattle is worse than it was under private ownership and costs twice as much. But the people are gaining a wonderful lot of experience and should be willing to pay for it. Besides the experience is furnishing a good deal of amusement to other cities on the Pacific coast and giving their newspaper cartoonists material. The people of Seattle do not appreciate the humor in the situation.

HE NEEDS AN ELECTRICIAN

"I've been reading an article on electricity, William," said his wife, as she laid down the technical magazine, "and it appears that before long we shall get pretty near everything we want by just touching a button."

"It will not pay here!" said friend husband. "You will never be able to get anything that way."

"Why not, William?"

"Because nothing would ever make you touch a button. Look at my shirt."

SHAKE BEFORE TAKING

Tommy to Aviator—"What is the most deadly poison known?"

Aviator—"Aviator Poison."

Tommy—"How much does it take to kill a person?"

Aviator—"One drop!"

HIS BRAVERY

Brawn (to dentist)—"I won't pay anything extra for gas. Just yank the tooth out, even if it does hurt a little."

Dentist—"I must say you are very plucky. Just let me see the tooth."

Brawn—"O, I haven't got any toothache; it's Mrs. Brawn. She'll be here in a minute."

A man from the East boarded a street car in the South.

A Southerner got up to give a lady a seat.

The Eastern man beat the lady to it.

The body will be shipped back East for burial.

OUR CAFETERIA ARMY

"You saw service in the Army?"

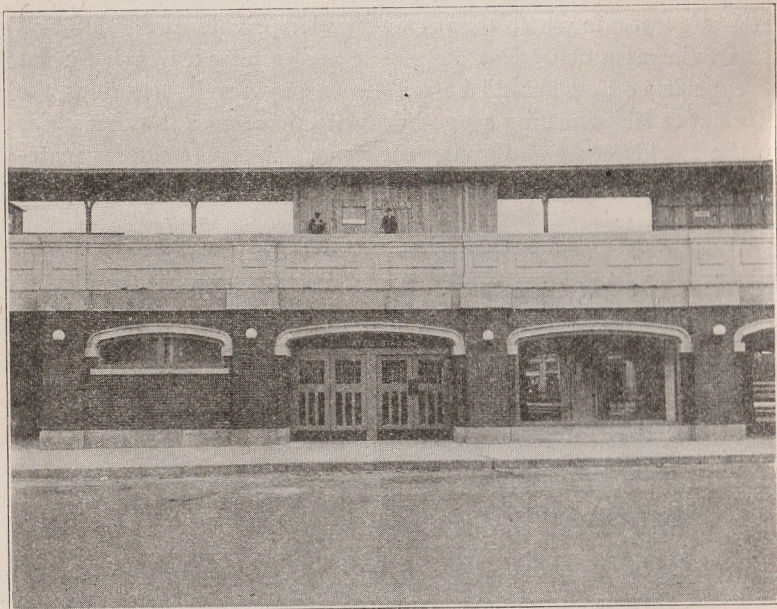
"Naw," replied the ex-buck, "there wasn't no such thing in the Army."

NEW NORTHWESTERN STATIONS

NEW stations on the Northwestern Elevated at Loyola, Rogers Park and Howard Street are now in service and greatly appreciated by the public. The new stations have been built in connection with the track elevation work on the Evanston division and have all improvements for the convenience of pas-

forms are not yet completed, but work will begin on them this month if the weather permits. The wind shelters now in place are temporary and will be replaced as soon as possible with glass partitions.

At the Loyola station, pictures of which are shown here, provision has been made for another station on the east side of Sheridan Road, should traffic ever warrant it. The present station is on



Exterior View New Station at Loyola

trons. The stations, as well as the stairways, are all of concrete construction, each one costing approximately \$50,000. The platforms are of sufficient length to permit of the operation of eight-car trains and for greater convenience have exits at both ends of the platform.

Although the stations have been opened to the public, the plat-

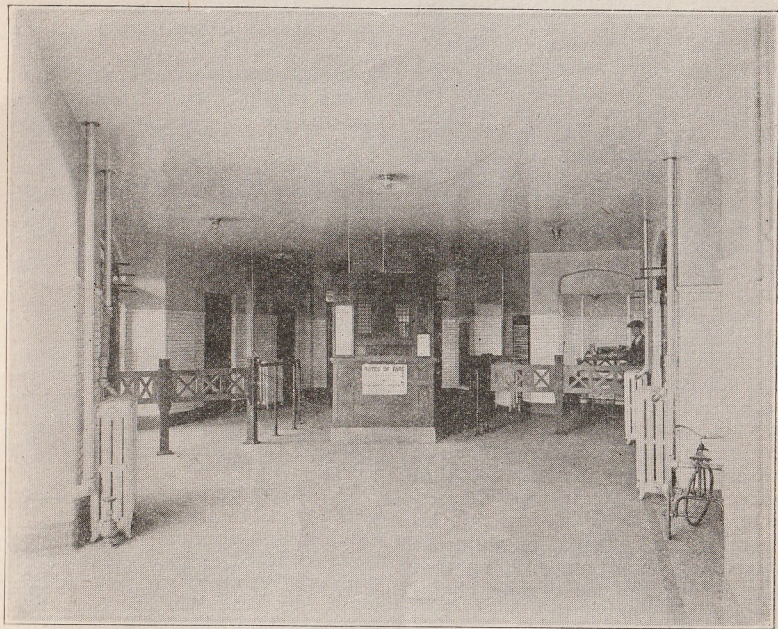
forms are not yet completed, but after the exits are completed passengers may exit on the east end.

With the opening of the stations patrons of the line have been given the benefit of a third express track in the morning rush hour. Freight traffic is kept off the track until 9 o'clock and four trains have been worked in during the morning rush, running from

Loyola to Argyle without a stop. This has made a decided improvement in the Evanston morning service and it will be continued as long as possible, although it may be necessary to give up the extra track to work trains when the filling-in work resumes in the spring.

GROSS IGNORANCE

A Pittsburg lawyer was conducting a case in court not long ago and one of the witnesses, a burly negro, confessed that at the time of his arrest he was engaged in a crap game. Imme-



Interior View New Station at Loyola

THEY ADMITTED IT

"Of course," said a suffragette lecturer, "I admit that women are vain and men are not. There are a thousand proofs that this is so. Why, the necktie of the handsomest man in this room is even now up the back of his collar."

There were six men in the room and each of them put his hand gently behind his neck.

We editors may dig and toil
Till our finger tips are sore,
But some poor fish is sure to say,
"I've heard that joke before."

diately the lawyer said: "Now, sir, I want you to tell the jury just how you deal craps."

"Wass dat?" asked the witness, rolling his eyes.

"Address the jury, sir," thundered the lawyer, "and tell them just how you deal craps."

"Lemme outen heah!" cried the witness uneasily. "Fust thing I know this gemman gwine to ask me how to drink a sandwich."

For fast, reliable service use the Elevated.

FAVORS STATE REGULATION OF UTILITIES

BY a practically unanimous vote the 75 Chambers of Commerce in Illinois have gone on record in favor of retention of a state public utilities commission. The Illinois Chamber of Commerce, with which the various local chambers are affiliated, submitted to a referendum vote the question of state or local regulation of public utilities. Out of 22,864 votes cast on the question, 21,825 were in favor of state control and regulation.

The Illinois vote is, perhaps, the most complete expression of sentiment among business men of the state ever recorded on any subject. The matter first was discussed at the annual meeting of the State Chamber of Commerce, held in Chicago November 18, 1920. A second open meeting was held at Springfield on January 26 last, which was attended by representatives from 50 cities throughout the state. At that meeting advocates of the old system of local regulation of utilities were given every opportunity to present their arguments, so that the members of the various chambers might hear both sides before casting their votes.

The referendum submitted to the business men contained the following affirmative argument for state regulation:

"1. Public utilities, because of the close relationship existing between their services and the every-day life of every person in the state, should be regulated in an equitable manner, fair and just alike to the companies and their customers.

"2. Electric, gas, transportation and telephone companies, having largely outgrown local boundaries, should be regulated by a commission maintained by

the state and equipped with expert technical advisers, rather than by local bodies of non-experts giving only a part of their time to this work, with a necessary duplication of expense to the public for expert advice and assistance.

"3. Utilities located entirely within one local jurisdiction should nevertheless be regulated by a state commission rather than by a local body, in order that regulation throughout the state may be uniform in principle, purpose and application; that discrimination between communities may be prevented and that there may be no danger of local controversies such as destroy the confidence of investors, and at once halt extensions because of the inability of utilities to negotiate such sales of investment securities as are necessary to the continued development of utility services, both within the local jurisdiction and eventually outside of its confines.

"4. Appointments to the State Utilities Commission should be strictly non-political; should not be considered as in the nature of political rewards, and should be made by the Governor under some system that will insure a non-political, unbiased and strictly business-like administration of the affairs of the Commission."

SOUNDS LIKE EINSTEIN'S THEORY

Two gentlemen riding on a train were both very much intoxicated.

First Gent—"What time is it?"

Second Gent (after extracting a matchbox from his pocket with much exertion and gazing at intently)—"Thursday."

First Gent—"Heavens! I've got to get off here."

OUR COURTESY COLUMN

MANY letters commending individual employes are received by THE ELEVATED NEWS each month. Owing to the limited space it is impossible to make any extended reference to them, but this month there comes one which deserves to be printed in full. It shows a sincere appreciation of daily acts of kindness shown by the employes toward one who was in need of such courtesies. The writer says:

"I wish to express to you and your employes my sincere appreciation of their courteous kindness to me in the last three years.

"Three years ago at Christmas I fell in a downtown store from the top to the bottom of the marble stairs and I have been in plaster casts, steel braces and on crutches until a few weeks ago. I am a Southern woman of an old family in Virginia and good manners are our birthright. I have traveled all over our beloved United States, but nowhere have I ever met with more courteous kindness than I have coming downtown to Madison Street from Clark Street (as I live on Buckingham Place) from one and all of your employes.

"I wish it was in my power to do something substantial to show my appreciation, but I can only send my blessings to one and all of them and know that their kindness to me will all come home to them.

"Miss A. L. Blackmer has been especially kind and patient and I appreciate it very much. There was a J. Alban Berry that was especially kind and I will never forget it. With all my heart I thank you all."

Such a letter shows how much

little acts of kindness are appreciated and it should prove an inspiration to all employes and teach them to be particularly attentive to the infirm, who are obliged to use the lines.

Other employes commended this month include:

Miss Mary A. Dunkelberger, Oak Park ticket agent, is commended for calling a taxi and assisting a passenger who became ill.

South Side Conductor Dan Cronin, badge 2127, is commended for obtaining seats for standing passengers.

Northwestern Trainman H. J. Bruckhauser, badge 1520, is commended for the efficient manner in which he makes station announcements.

Metropolitan Conductor M. C. Ratigan, badge 4292, is commended for his good work in directing passengers and announcing stations, and for finding seats for women passengers.

South Side Trainman Patrick Carroll, badge 2621, is commended for his efficiency.

Northwestern Trainman John A. Crowley, badge 1633, is commended for finding and returning a valuable portfolio which a passenger had left on his train.

South Side Trainman Edward McHugh, badge 2092, is commended for finding seats for passengers.

Oak Park Trainman Charles Walsh, badge 6151, is commended for the courteous manner in which he answered questions.

Northwestern Conductor C. E. Bird, badge 1446, is commended for his distinct enunciation of stations and his general ability in handling his train.

South Side Conductor M. Conway, badge 2585, is commended for his clear and distinct enunciation of stations.

Northwestern Trainman R. A. Schmidt, badge 678, is commended for turning in a package which had been left on his train.

South Side Conductor Louis Hess, badge 2091, is commended for assisting passengers to board his train.

Northwestern Trainman J. Bingley, badge 1680, is commended for his courtesy and for distinct enunciation of stations.

Members of the Englewood Women's Club wish to express their appreciation of the excellent service rendered them when 450 members were transported from the Normal Park Branch to the Edgewater Beach Station on the North Side.

The Stilled Small Voice

Judge Gray, down in Mississippi, was about to adjourn court when an old colored man of his acquaintance moseyed in, his countenance showing worryment.

"Jedge," he mumbled, "mah conscience done trouble me. Is yo' got a charge against me?"

"Why, no, uncle. I haven't any charge."

"Jedge, mah conscience sut-tinly am disturbin'. Yo' ain't missed a couple of yo' chickens, has yo'?"

"No, uncle, I haven't, but even if there were a couple gone I wouldn't know it. I never count them."

"Don' nebber count 'em? Mah-h-h goodness! Mah conscience am appeased. Good day, suh, good day."

NO INTERRUPTION

"But suppose," said one of the spectators at the airdome, "that the parachute should fail to open after you had jumped—what then?"

"That wouldn't stop me," answered the parachutist. "I'd come right down."

SANDY'S LUCK

Solicitor to Client—"Well, Sandy, seeing that I knew your father, I'll make it six pounds."

Sandy—"Guid sake, mon! I'm glad ye did na ken my grandfather."

Lyle—"I heard about a man that lives on onions alone."

Brain—"Well, any guy that lives on onions ought to live alone."

BETWIXT GLASS AND CUP

An old Scotch woman, very fond of gossip and a dram, was induced to begin the New Year by signing the temperance pledge. Calling upon a friend one day, the bottle was produced, and a glass handed to her. "Na, na, Mrs. Mitchell," said the gossip. "I have signed the pledge ne'er to touch nor handle a glass again; but if ye'll put a wee drap in a cup I'll tak' it."

THERE'S A DIFFERENCE

A colored Baptist was exhorting.

"Now, breddern and sistern, come up to the altar and have yo' sins washed away."

All came up but one man.

"Why, Brudder Jones, don't yo' want yo' sins washed away?"

"I done had my sins washed away."

"Yo' has. Whar yo' had yo' sins washed away?"

"Ober at the Methodist Church."

"Ah, Brudder Jones, yo' ain't been washed; yo' jes been dry cleaned."

Safety First

Mrs. Figgers (with newspaper)—"Do you know, Henry, that every time you draw your breath someone dies?"

Mr. Figgers—"Well, I'm sorry; but I can't help it. If I quit drawing my breath I'll die, too."