

THE ELEVATED NEWS

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Has Chicago Less "Pep" Than New York?

HAVE the people of Chicago less "pep" than the people of New York? Many will dispute the claim that the crowds in Chicago move more slowly and deliberately than do similar crowds in the eastern metropolis. But there is considerable evidence that they do, especially when it comes to getting on and off cars.

Expert observers who have watched the loading of cars on the Elevated Loop during the rush hour and also the loading of cars in the New York subway, agree that in the matter of speed Chicago is far behind New York. They also agree that trains in the New York subway are much more crowded in the rush hour than are trains on the Chicago Elevated, although some critics are apt to refer to our local conditions as "intolerable," while lauding the transportation facilities in some distant city.

A transportation engineer, familiar with all the conditions on the Chicago Elevated, recently returned from a trip to New York and said while he was there he paid particular attention to the loading and unloading of trains in the subway during the rush hour. "We don't show the 'pep' in Chicago that they do in New York," he said. Asked to explain in more detail a statement which would likely be disputed by the average Chicagoan, this engineer said he thought the reason probably was that in Chicago the Elevated Railroads take care of the people, while in the New York subway the people have largely to take care of themselves. On a busy Loop platform on the Elevated, like Adams and Wabash, during the rush hour, there is a platform guard at each gate directing passengers. On the train there is a trainman at each gate, or, to be more exact, at each two gates, for the rear door of one car and the front door of the next are close

enough for a trainman to handle both. In the New York subway there are fewer platform men and one trainman takes care of several cars. Of course, the equipment is a little different, the doors are wider on subway cars than they are on the older type of cars on Elevated, but the engineer insists that the difference in the width of the doors does not account for the difference in speed in loading. The New Yorker has no one to direct him and has learned to get on quickly or get pushed on by those behind him.

It is not unusual on the Elevated, even in the busy rush hour, to see a man step onto a train platform, look into the car and step off again, to try the next car. While he is deliberately about it, the crowd following him has to wait. Were he to hesitate that way on a New York subway train something would likely happen to him. He would either be pushed into the car or off the platform, for the crowd would not wait until he had made up his mind what he was going to do.

In spite of the fact that longer trains are run in the New York subway than can be run on the Elevated here, the time required to load and unload them at stations is a little less per station. The people have been trained differently and rely upon themselves, while in Chicago they rely a great deal on the platform man and the trainman.

Keep Suitcases Out of Car Aisles

THIS is the vacation season, consequently, the number of passengers carrying suitcases on the Elevated is much greater than in the winter months. While the Elevated Railroads recognize the necessity, for passengers carrying suitcases, grips and other kinds of hand baggage, they would like patrons to place such baggage where it will inconvenience others as little as possible.

In most of the elevated cars seats are set crosswise in the center of the car, leaving only a narrow aisle for passengers entering and leaving. A suitcase placed in the narrow portion of the aisle obstructs the passage. If two suitcases are laid down opposite each other, they form an almost complete barrier and sometimes cause a passenger to stumble and fall. At the ends of a car, where the seats are set in a longitudinal position, the aisle is wider and a suitcase laid down close to the edge of the seat is not much in the way. If laid on its side it may be pushed under the seat and be entirely out of the way of passengers using the aisle.

In the rush hours when the cars are crowded, it isn't always convenient, nor is it safe, to leave hand baggage on the platform of the car. The trainman has his duties to attend to and cannot watch suitcases, but they can be placed inside the car in a way that will cause little inconvenience if the passenger uses judgment.

Please keep this in mind on entering an elevated car with a suitcase or grip and place it where it will not cause other passengers to fall and perhaps sustain a serious injury. Think of the convenience to others.

Old Timers Appreciate Modern Transportation Service

A READER of The Elevated News, who lives in Oak Park, writes an interesting letter about the transportation facilities afforded that suburb before the days of the Elevated Railroads. In concluding his letter he says: "It used to be a common thing in the early days for Oak Park and Austin people to miss the last train on the 'dummy' or the Northwestern and have to go and rent a room for the night. Do the people of Oak Park realize what the all-night service on the 'L' really means? I don't think they do."

The "dummy" line referred to by our correspondent was the Chicago, Harlem & Batavia railroad, which operated from Crawford avenue west to the cemeteries in Harlem, or what is now known as Forest Park. That it didn't always operate is shown by records that in the winter of 1885 its tracks were snowed under for six weeks, during which time the road was completely tied up.

Think of having service tied up for six weeks nowadays. If service on the Elevated should be tied up six minutes, instead of six weeks, there would be complaint and a suggestion that the company should be prosecuted or something. The old timers who had to put up with the lack of transportation facilities of thirty or forty years ago appreciate the service they get today, but the younger generation, as our correspondent suggests, do not.

Service on the Elevated is reliable day and night. Oak Park, although a suburb, gets as good service as any part of the city. The Oak Parker who happens to be in downtown Chicago late at night doesn't need to worry about the "last" train, as in the days of the "dummy" line, because if he should miss one train another comes along in a few minutes. Much better trains than in the old days, too. The phrase that the "rich are getting richer and the poor poorer" is a joke. The ordinary laborer today has conveniences in his little flat, such as electric light, gas, telephone, etc., that the millionaire could not buy fifty years ago. He also has transportation service so that he doesn't need to live within "walking distance" of his job.

Thanks for the Helpful Suggestions

I N last month's issue of The Elevated News, attention was called to the habit of some passengers who leave wads of chewing gum on the seats, to the great annoyance of other passengers, car cleaners

and others. Several patrons have written to explain ways of removing gum. One suggests gasoline, another suggests freezing it with carbon dioxide and applying a high-speed, rotary motion steel brush. This correspondent says that a carbon dioxide tank could be mounted on a small truck and moved easily from one car to another. The power could be obtained by an attachment to a light socket.

We thank our patrons for their helpful suggestions and the interest they take in the matter, but repeat the request made last month that the gum chewers carry their wads with them on leaving the car. If that is done neither carbon dioxide nor gasoline will be necessary. And please, carry the wads down to the street. Many spit the gum out on the platforms, station floors and on the stairways.

At a certain station on the South Side Elevated a few days ago an observer remarked that the floor looked as if it had smallpox. It had been freshly scrubbed by the porter and little black spots appeared all over the surface, giving it something of the appearance of a check-board. The porters really do not care for such decorations. Our informant says there must have been at least one thousand wads of chewed gum on that station floor and on the stairways. Being too busy to count them, we take his word for it, but even if his estimate is divided by ten, or by a hundred, there still would be enough to constitute a nuisance.

C'MON IN, THE WATER'S FINE

Tens of thousands are taking advantage of the public bathing beaches, to seek relief from the hot weather. All the beaches on the north shore are reached over the Northwestern Elevated. The most popular beaches on the North Side are Wilson and Clarendon, which are only a short walk from the Wilson avenue station of the Elevated. The best and quickest way to reach the public bathing beaches in Jackson Park is on the South Side Elevated to Jackson Park station and walk across the park to the lake.

WHERE IT'S COOL

In these sweltering days ride on the Elevated. Always a cool breeze blowing through the cars. Coolest ride in the city, because you are up from the surface of the street.

OVERHEARD ON THE ELEVATED

Young lady to companion, after glancing at cartoon about knees crossed: "I don't cross my knees on an elevated car any more."

Companion: "Neither do I. I'm not wearing silk stockings any more. Can't afford it."

HOW TO TALK

Scientific tests show that every additional inch of distance between the lips of the speaker and the mouthpiece of the telephone is equivalent to adding 120 miles of wire to the line over which one is talking. The proper distance is about one inch; if farther than that, such sounds as "b, p, d, t, f, z" are transmitted poorly. If closer than one-half inch, nasal sounds like "m" and "n" do not enter the transmitter properly.

OUR COURTESY COLUMN

Letters commending employees for special acts of courtesy in the last month are as follows:

Metropolitan Motorman S. Brown, Conductor S. Bataglia and Trainman R. Woods are commended for the efficiency they showed when a car was derailed at Jefferson street.

Oak Park Trainman Fred Buss, badge 6132, is commended for promptly closing the windows in his car during a rainstorm and for clear calling of stations.

South Side Trainman Louis Bernerdo, badge 2528, is commended for courtesy and efficiency.

Oak Park Trainman William Collander, badge 6169, is commended for excellent calling of stations.

The Men's Good Fellowship Club of the Albany Park Presbyterian Church thanks the management and train crew for the excellent manner in which a special picnic train was handled.

The Edgewater Presbyterian Church Bible School thanks the management and crew for the excellent service given on a special train carrying the class from Bryn Mawr to Jackson Park to a picnic.

St. Bernard Commandery Knights Templar thanks the management and crew for the efficient manner in which a special train was handled in carrying the Knights Templar from Chicago avenue to Desplaines avenue.

The Student Department of the Y. M. C. A. expresses appreciation of the courtesies and privileges accorded the men from Lake Geneva Conference on a special excursion on the Northwestern Elevated.

Pageant of Progress

Boost for the Pageant of Progress which will be held on the Municipal Pier from July 30 to August 14. It is going to be the greatest exposition that has been held in the city since the world's fair, and the Municipal Pier is the finest exposition site of its kind in the world.

"Home Rule" a Gamble

"Under 'home rule,'" says Arthur W. Park in Public Service Magazine, "the city or town 'bets' that conditions will continue for a long period of years which will permit the utility to continue operation at a certain fixed rate. The company makes a similar 'bet,' but wants the rate as high as possible for the protection of the company in the case unusual conditions should arise which would increase the cost of operation. This sort of 'dickering' brings no benefit to the company or the public, as it is not business-like. Rates should be based upon conditions as they exist."

Over a Million Lost

Admission that the municipal street car lines of Seattle lost \$1,236,283 in 1920 was contained in a report to the mayor and city council, made by Supt. D. W. Henderson. This big deficit was incurred in spite of an increase of \$567,249 in revenue, incident to increases in fares.

An old farmer from Ala.,
Hit his wife on the head with a ha,
When they questioned him why
He replied with a sigh—
"She drank all my lickier up! Da!"

"Your eyes are like a certain star."

"Which one?"

"Ben Turpin."

"Where are you going?"

"To my doctor's."

"Sick or thirsty?"

THE ROAD OF SERVICE

Delightful Summer Outings Among the
Woods and Wild Flowers in the Forest
Preserve and Other Shady Retreats
Along the

North Shore Line

Grand Opera at Ravinia Every Evening
Except Monday. Orchestra Concerts
Every Monday Evening and Thursday,
Saturday and Sunday Afternoons.

Take any Elevated Train to Adams and
Wabash and Transfer to North Shore
Trains.

Cool—Clean—Comfortable

Chicago North Shore & Milwaukee Railroad

This Year's 1-Day Lake Trips

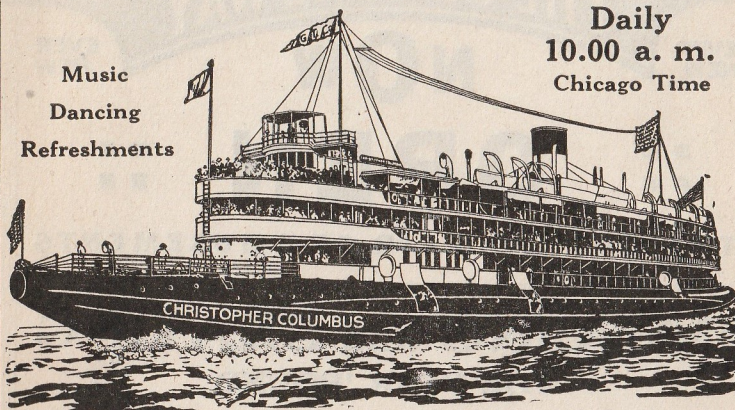
To Milwaukee and **Week** **\$1.50**
Return **Days**

Sunday and Holidays \$2.00

War Tax Extra

Daily
10.00 a. m.
Chicago Time

Music
 Dancing
 Refreshments



Always in Sight of Land—The Trip Along the Shore

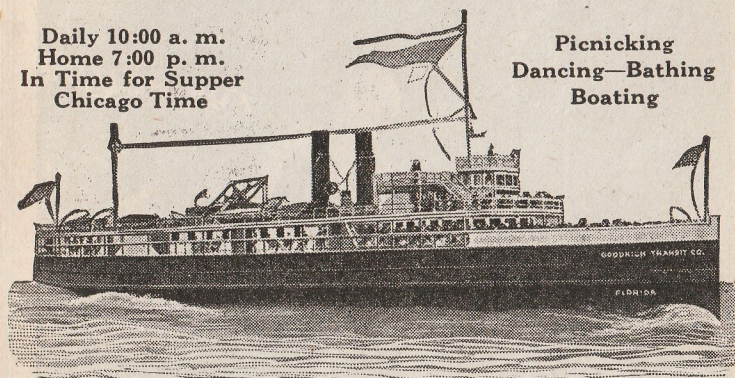
To Michigan City and **Week** **\$1.00**
Return **Days**

Sundays and Holidays \$1.50

War Tax Extra

Daily 10:00 a. m.
 Home 7:00 p. m.
 In Time for Supper
 Chicago Time

Picnicking
 Dancing—Bathing
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MOONLIGHT EXCURSIONS 75c **NO DULL MOMENTS!**
 LEAVE MUNICIPAL PIER 8:45 P. M., Local Time—RETURN 11:15 P. M.
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