

THE ELEVATED NEWS

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How Elevated Aided Development of Chicago

AMONG the many interesting exhibits at the Pageant of Progress was one which showed the part that the Elevated Railroads have played in the growth and development of Chicago. It is well understood generally that no city can expand and grow without adequate transportation facilities, but few realize the close relationship between transportation lines and density of population.

When the elevated roads first were projected, they extended into territory that was sparsely settled. Soon the population followed the lines, building up thriving communities in localities that previously had been desolate prairies. As the population along the line increased, the roads pushed out still farther, extending on the north and west far beyond the limits of the city and into the suburbs, making these municipalities a part of the city, as far as transportation facilities go.

As shown by the exhibit at the Pageant of Progress, the population living within a half mile on either side of the South Side Elevated was 93,374 in 1893, the year the road opened for traffic. In 1920 the population in the same territory was 420,716. During that period the population of the city more than doubled, although a large part of the increase was due to annexing new territory, while the population within the territory served by the elevated line increased more than four times.

Although the increase is less marked along the other elevated lines, still it is striking enough in comparison with the increase in the population of the city as a whole, to show conclusively that the Elevated Railroads have been one of the biggest factors in the growth of Chicago.

What this development has meant to hundreds of thousands of individual citizens who were fortunate enough to acquire vacant land

near the elevated lines may be seen in the remarkable increase in land values. This is especially noticeable on the Northwestern in the vicinity of Wilson and Broadway and all the way north to the city limits. A remarkable increase in property values is seen also in the vicinity of Sixty-third and Halsted streets and on the Ravenswood Branch of the Northwestern.

In 1899, the year before the Northwestern Elevated opened for traffic, vacant property along Broadway, near Wilson, could be had for about \$60 a front foot. In the same vicinity today it is valued at about \$2,000 a front foot. As late as fifteen years ago vacant property in the neighborhood of Wilson and Kenmore sold at \$175 a foot, while some has recently been leased there on the basis of \$3,400 a foot.

Around Sixty-third and Halsted streets vacant land was worth about \$40 a front foot in 1893, the year the South Side Elevated was built. The Englewood Branch of the Elevated was not built until 1907, but it is since that date that the greatest increase in land values is noted. Vacant land in that locality is held today at about \$1,750 a foot.

The benefits which the city as a whole has gained from the operation of the Elevated Railroads are incalculable. Wage workers, who without good transportation facilities would be forced to live near their places of employment, are enabled to live away from the congested areas, out in the suburbs and reach their places of work in a few minutes. In no other city in the country can the passenger travel as far for a single fare as he can in Chicago. In no other city can he travel at as high an average rate of speed as he can on the Chicago Elevated Railroads.

The ordinary citizen should consider these things when he hears unwarranted attacks made on the transportation companies of the city, upon whose continuous operation his welfare is so dependent.

Accommodating the Baseball Crowds

A PATRON of the South Side line writes THE ELEVATED NEWS as follows:

"I wonder why they run Jackson Park Express trains on the local track going south on certain afternoons, between 4:30 and 5 o'clock?" is a question frequently heard on the "L." Of course, the answer is to pick up the baseball crowd, but why not announce the fact or designate trains accordingly, so that passengers can take other express trains which pass these so-called "express trains"? This would save a considerable amount of time for the passengers who are now unnecessarily delayed.

We are very glad to answer this inquiry and explain why it is impossible to designate the special baseball trains in advance and why the present method of operation is best for the great majority of patrons.

The writer of the letter is correct in saying that it is to pick up the

baseball crowd that certain express trains are run on the local south-bound tracks on certain afternoons during the rush hour, stopping at Forty-fifth street. The reason why such trains are not designated in advance is that the ball game is never over on two afternoons at exactly the same time. The operating officials must be guided by the circumstances each afternoon on which there is a ball game and provide trains at the time they are needed. As trains are run on very short intervals during the rush hour, it will be seen that it would be impossible to designate the baseball trains much in advance, although the train crews do notify passengers on these trains at Roosevelt Road.

As to passengers leaving such trains and transferring to the regular Jackson Park Express at Roosevelt Road, were that done to a considerable extent it will readily be seen that it would cause serious delay and mean undue overcrowding on the train following the one from which passengers transferred. Instead of the passengers who transferred making better time they probably would lose a minute or two in addition to the discomfort they would experience in trying to crowd into a train already filled. Besides, they would inconvenience and delay hundreds of other passengers.

The matter to which this correspondent calls attention has been the subject of careful thought on the part of the operating officials many times and as in all such cases, the method adopted is believed to be the best for the interests of all concerned. Such matters are always weighed with the thought in mind of giving the best service possible to the greatest number of patrons, and while it is true that a few patrons may suffer the loss of a minute or two in time by being on those particular trains, there is no way in which the situation could be handled with less inconvenience.

Help Keep the City Clean

QUITE a large sum of money is spent annually by the Elevated Railroads in keeping their right of way clear of rubbish and making it presentable. The various ward superintendents co-operate with the road department in this work, but in spite of all their efforts there are places under the elevated structure that are not always as neat and clean as could be desired.

Much of the trouble is due to the thoughtless passenger who throws his newspaper out of a window before leaving a train. The practice is quite a common one. Sometimes the newspaper lodges on the structure and catches fire from sparks from the trolley shoe. In dry weather fires on the structure are common and many of them are due to this cause. Frequently motormen have to stop their train to put out a blaze with the fire extinguisher with which every car is equipped. This means a little delay for all the passengers on that train.

Aside from the danger of starting fires on the structure, waste papers lying along the tracks are not pleasing to the eye, to say the

least. If they fall to the ground they litter up the property, causing the road department and the ward superintendents a great deal of trouble and unnecessary work.

It is all quite unnecessary, too. If the passenger does not wish to carry his newspaper with him on leaving a train, he should leave it on a seat, where it will be picked up by the trainman and put away. That is really less trouble for the passenger and it would eliminate the danger of fire from this particular source and would help in keeping the city clean.

Please think about this next time you are about to throw a newspaper out of a car window. If you think about it a moment, of course you will not do it, as you do not wish to destroy property or litter up the street with unsightly rubbish. Help keep the city clean.

MALE PATRONS OF "L" BELIEVE IN STANDING ARMY—OF LADIES

Editor ELEVATED NEWS:

Will you kindly tell me through your columns if there is anything more simple and effective than smelling salts for resuscitating ladies?

The reason I ask is because I ride to and from work in an Elevated coach and oftentimes there are more ladies in the car than seats, after all the men are comfortably seated. Having been raised in the country among good kindly people, I have not been able thus far entirely to forget those early teachings and therefore have slipped a number of times of late from the masculine form of conduct by offering a lady the seat which I had occupied, having in mind only the thought of gallantry and not suspecting the physical shock I was perpetrating upon the innocent lady, nor the looks of disgust and pity from the male occupants of the coach.

Arising as gracefully as within my power to do and addressing a lady a few mornings ago, "Please have this seat, lady," must have been so unusual and unexpected to her as to cause a very slight coma, for she half-closed her eyes and swayed slightly, but through heroic effort and great will power

retained her equilibrium and with a little assistance reached the seat in safety.

From the expressions of the male occupants for this tender-hearted act, I seemed to read, "Poor fellow, he's probably a stranger in Chicago, or perhaps the excessive heat has got him." But this rambling suggestion was lost in the fact that the lady had been accorded a courtesy she deserved and was seemingly happy over the thought. Probably she felt as kindly toward me as I would feel toward some man who had accorded my wife, mother or sister the same courtesy.

It occurred to me that if giving seats to lady passengers becomes such a rarity, the spirit of gallantry so near extinct, the teachings of our good parents so shamefully relegated to the rear, as to cause a real surprise to the ladies when offered a seat, then I think it would be well to add to my regular equipment of pencil, fountain pen and eyeglasses a bottle of smelling salts for use as frequently as occasion may require, but if you know of anything preferable to salts, or something that will revive the spirit of gallantry and restore to our male patrons the pleasure that formerly was theirs in according the ladies the courteous consideration they deserve and eliminating the shock danger now prevalent when offering a lady a seat, then I will joy-

fully receive your helpful suggestions.

A READER.

We have consulted our esteemed Health Commissioner, Doc Robertson, on the subject and he says if the object is to revive fainting ladies the smelling salts are all right. If the object, however, is to revive the spirit of gallantry in male passengers, his observations leads him to believe that some stronger medicine will be necessary.—Ed.

OUR COURTESY COLUMN

LETTERS from patrons commending the following employees for special acts of courtesy have been received during the month:

Metropolitan Conductor H. Hoff, badge 4656, is commended and thanked for turning in promptly a package left on his train, so that it was restored to its owner. The owner of the package says he did not lose any sleep over his temporary loss, as he knew the package would be restored to him.

Miss Helen Lindley, Agent at Clark and Lake streets, is commended and thanked for restoring two notebooks to a gentleman who had an experience with pickpockets. It appears the pickpockets had been working on a surface car and had thrown the notebooks away in front of Miss Lindley's office. She picked them up and finding an identification card in them, she telephoned the owner, who wishes to thank her.

Northwestern Conductor A. W. Hagstrom, badge 1650, is commended for courtesy and giving proper directions to passengers.

South Side Conductor Michael Conway, badge 2585, is commended for clear enunciation of stations and the interest he shows in his work.

Chief Clerk John T. Hayes of the Northwestern is thanked and the "Lost and Found" department

commended for its efficiency in restoring a brief case left by a passenger on a train.

Oak Park Trainman James H. Ford, badge 6022, is commended for courtesy and kindness toward a passenger.

Northwestern Trainman G. Adelizzi, badge 1562, is commended for clear enunciation of stations and uniform courtesy to passengers.

The "Lost and Found" department of the Northwestern is thanked for returning a package of statements lost by a salesman on a train.

Metropolitan Conductor Ed Lewis, badge 4526, is commended for honesty and courtesy in returning to passenger a \$10 bill which he had lost in a car, and for refusing any reward.

South Side Trainman Charles Doherty, badge 3020, is commended for politeness and courtesy to passengers.

South Side Trainman Thomas J. Wallen, badge 2854, is commended for finding vacant seats and for calling stations distinctly.

Superintendent R. N. Griffin and Trainmaster H. A. Ockenga of the Loop are thanked and commended for restoring a wallet containing \$2,000 in notes, lost by a passenger. When the passenger called at the Loop Office at Randolph and Wells streets Mr. Ockenga greeted him with: "Good morning, Dr. Brown." The stranger asked how Mr. Ockenga knew he was Dr. Brown. "I knew you by your picture which is among the papers in your wallet here," replied Mr. Ockenga. Dr. Brown says the treatment accorded him was such that it always will be remembered with pleasure.

Northwestern Collector Ed. Lambrecht, badge 1157, is thanked for finding and returning a lady's purse.

Metropolitan Trainman James Hopkins, badge 5003, is thanked and rewarded for returning a package left in his car.

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That is what visitors say of the Grand Opera given every evening except Monday at beautiful Ravinia on the

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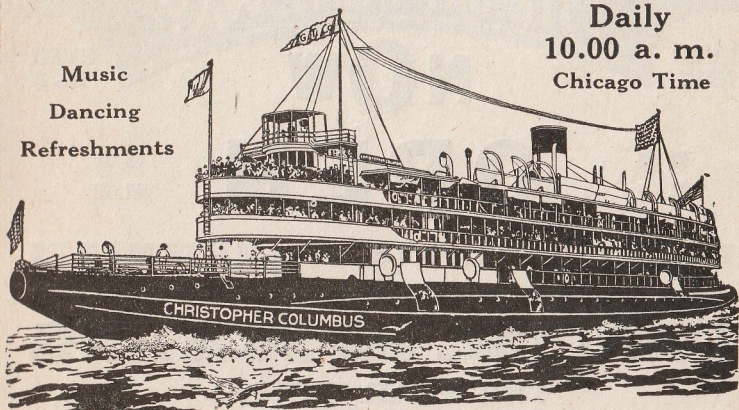
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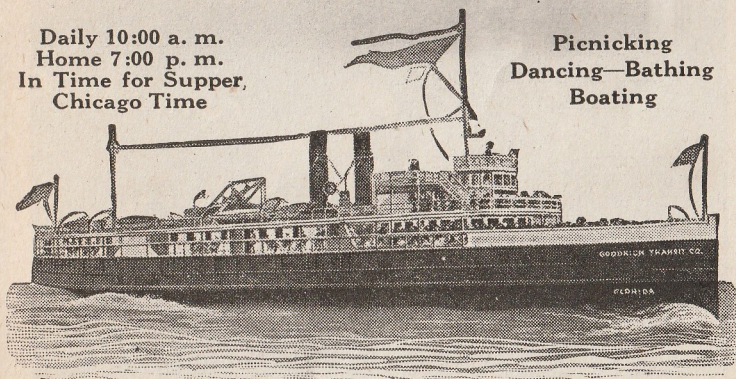
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