

THE ELEVATED NEWS

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Opening of the New Wells Street Bridge

THE new Wells street bridge, which has been under course of construction by the city for several years, is nearing completion and soon will be open to traffic. As trains of the Northwestern Elevated operate across this bridge, some change in operating methods must be made during the time the old bridge is being removed and the new bridge lowered into position. Through operation of trains from the Northwestern to the South Side necessarily will have to be abandoned for two or three days through passengers being required to cross the river, either by way of the Clark street or the Franklin-Orleans bridges.

The present Wells street bridge will be closed by the city to elevated trains at 8 o'clock Friday evening, Nov. 25. It is expected the new bridge will be ready by the Monday following. During the temporary interruption to regular traffic, transfers will be issued to through passengers and everything possible will be done by the Elevated Railroads and the city to minimize the inconvenience to the public.

While the Wells street bridge is closed, all Northwestern Elevated trains will run into the North Water street terminal, at the north end of the Clark street bridge, except in the morning rush hour, when some trains will unload at Kinzie street. The plan of unloading alternate trains at Kinzie street and the North Water street terminal during the morning rush hours will help relieve congestion and facilitate the movement of passengers. Passengers who are unloaded at Kinzie street will have a choice of crossing the river by the Franklin-Orleans to the west, or the Clark street bridge to the east, whichever may be the more convenient.

Transfers will be issued to all Northwestern patrons who wish to go at the stations where they pay their fares on Saturday morning, November 26, and on Monday morning, November 28, unless the new bridge is in service before the latter date. Transfers can be obtained at all hours at the North Water street terminal and also at

Kinzie street during the hours that trains unload at that station. South Side and West Side passengers desiring to transfer to the Northwestern will be given transfers at Clark and Lake streets.

These transfers will be accepted for a continuous journey south or west at Clark and Lake, Randolph and Wells and at Clinton street for those wishing to transfer to the Oak Park line, if that station should prove more convenient for them. That rule will apply at all hours, except from 12 o'clock noon until 6:30 o'clock Saturday afternoon Nov. 26, when the station at Clark and Lake streets will be closed to southbound transfer passengers. Between those hours passengers transferring from Northwestern to South Side trains are requested to go to Randolph and Wells streets.

The reason why transfer passengers going south cannot transfer at Clark and Lake during the evening rush hours is because that station will be congested with through passengers unloading from South Side train and transferring to Northwestern trains at the North Water street terminal. A temporary additional stairway has been erected at Clark and Lake streets to handle the increased traffic, but even with this extra exit every stairway will be congested with passengers going down from incoming South Side trains, so that it would be impossible for southbound passengers to get up the stairs.

Should the bridge be out of service Monday afternoon, Nov. 28, the Northwestern Elevated stations at Adams and Wabash, Madison and Wabash, Randolph and Wabash and at State and Lake streets will be closed from 4:30 until 6:15 o'clock to northbound passengers, who are requested to walk to the terminal at the end of the Clark street bridge. Were northbound passengers permitted to board trains at these stations, they would have to get off at Clark and Lake streets to transfer, and as the capacity of that station is limited, it would be impossible to move the crowds. Besides the distance is so short, much better time will be made by walking all the way to the North Water street terminal. The great majority of passengers who ordinarily take Northwestern trains at Wabash avenue stations walk two or three blocks east to reach their stations. If, instead of following their usual custom, they will, upon leaving the offices where they work, walk direct to the terminal at the north end of the Clark street bridge, they will save themselves time and inconvenience.

Patrons of the South Side, Metropolitan and Oak Park lines will not be inconvenienced by the temporary closing of the Wells street bridge.

The time for lowering the new bridge has been chosen with a view to causing the public the least inconvenience. It is only during the rush hours that the operating problem is a serious one. Saturday evening the rush hour is spread over a longer period on account of the half-holiday and on Sunday there are no rush hours, so that it really means only one day.

As this temporary interruption to regular traffic is unavoidable, and is something for which the Elevated Railroads are not responsible, the management trusts the public will co-operate to make the inconvenience as slight as possible.

Northwestern passengers should allow themselves a little extra time to get downtown on Saturday morning, November 26. It will facilitate the movement of trains in the evening rush hours if passengers provide themselves with tickets in advance. All passengers must have tickets or transfers to enter the North Water street terminal

in the evening rush hours. Patrons who are in the habit of paying cash fares will be given a single ticket at the ticket booth when they pay their fare. This ticket must be dropped in the chopper before the passenger can get up the stairway. Passengers who provide themselves with tickets in advance, or those carrying transfers, should walk direct to the ticket chopper's gate. This will save delay at the ticket booths. Women shopping during the day should leave the stores in time to reach their homes before the rush hour begins.

They Come Back With the First Snowfall

DURING the summer months some patrons desert the reliable Elevated Railroads for other methods of transportation, but the first chill north wind that descends on the city sends them back to the "L." The automobile, which they **think** gave them so much pleasure, and which they **know** cost them so much money, is laid away for the winter.

There are several reasons for the annual fall migration from the motor bus and the automobile to the "L." In cold weather, the elevated cars are much more comfortable than the automobile. They are always "on the job" at the beck and call of the patron at any hour of the day or night; they make better time between the outlying sections of the city and the loop than does the automobile in the crowded morning and evening hours, and when the passenger's journey is over he doesn't have to worry about parking space, auto thieves or anything else in connection with transportation.

In the matter of speed, the "L" beats the automobile in the crowded street. From Evanston to the loop is only 45 minutes, or less, even in the rush hours. From Rogers Park and Edgewater it is a matter of half an hour on the "L." How long it takes in an automobile depends on the volume of traffic and the mood of traffic policemen, but under the most favorable circumstances the auto is slower than the "L" and makes a greater number of stops. Still there are some who try to make themselves believe that it is more convenient and they use it in fine weather in preference to the "L."

It is amusing to hear automobile owners gravely discuss how many miles they can get out of a gallon of gas, as if that were the only item of expense in connection with operating the machine. If they get from fifteen to eighteen miles they believe they have a wonder as a money saver. "Less than a cent and a half a mile for gas" they say, and they are highly satisfied. It costs less than a cent and a half a mile to ride on the elevated lines all the time, and there are no additional costs to the passenger.

If the owner of the medium-priced automobile will figure interest on his investment, personal property taxes, state and city license fees, insurance, garage rent and depreciation, he will find that gasoline and oil are small items in the total cost. He will find that instead of a cent and a half a mile it costs from 14 to 23 cents a mile, the lower figure being estimated on the basis of 10,000 miles a year and the higher figure on a 5,000-mile basis.

By way of comparison of the cost of using an automobile daily going to and from business and of using the "L," let us take two men living on the North Side in the vicinity of the Edgewater Beach hotel. One uses his medium-priced automobile to ride downtown

daily to business. On the low estimate of 14 cents a mile it will cost him about \$2 a day. The other man uses the "L." He makes better time, is relieved of all worry and anxiety, can read his morning newspaper on the way to his office and it costs him 20 cents a day, assuming that he pays cash fares. If he uses tickets, it costs him less than that. Less than one-tenth of what it costs the automobile owner and a faster and more comfortable ride.

One of the reasons, perhaps, why the man who has used an automobile all summer returns to the "L" when the first snow flies, is so he can save enough on his transportation to buy gasoline for next summer. Whether or not that is one of the reasons, it is a fact that he does return with the cold weather. Of course, the elevated roads are glad to have him return, but why should he not economize and become a steady patron, summer and winter? The elevated service is always there and it is always reliable.

IT APPLIES GENERALLY

The following is from "Top o' the World" column in the Chicago Journal of Commerce:

5:45 on the Oak Park "L"

Squat, brass men,
Squat securely . . .
Grind your shiny trousers to the
smooth wicker seat.
Jam down thick hats:
Fedoras, derbies—slowly—nod-
ding nondescripts—
Jam down tight over furtive eyes
Riveted to a swarm of newspaper
headlines . . .

A woman—

Without a single redeeming
feature—

Has just clutched a strap.

—B. T. M.

In connection with the above, the editor of THE ELEVATED NEWS is in receipt of two letters, received in the same mail, which show how men differ in their ideas of chivalry toward women. One letter comes from C. W. Taylor, 31 N. State street, in which he suggests starting a campaign to make Chicago men show the courtesy to women which he says is due them. He relates an incident which happened the evening before he wrote the letter. His wife was the only woman seated in one end of an Evanston train

at 5:30 o'clock in the evening, all the other seats being occupied by men. A lady, who appeared to be seventy years of age, boarded the train at Randolph and Wabash, but none of the men offered to give her his seat. As the train left Clark and Lake, Mrs. Taylor arose and gave the older woman a seat, but the men remained seated, absorbed in their newspapers.

The other letter is from Earle Smith, 4155 Prairie avenue, which he "dares" the editor to print. He berates women passengers roundly and says that only one in fifteen thank a man for giving up his seat. On the other hand, he says, when a half dozen women get together they sprawl all over the seats and never think of making room for a man who may be standing. No flappers or chickens are going to get his seat in future, he asserts.

It would seem that some men give up their seats to women in a crowded car because they think it the proper thing to do, while there are others who expect a rising vote of thanks for gallantry. It all depends on the point of view.

The cost of a motor car on the Elevated Lines is \$23,500. They weigh 70,000 pounds and have 380 horse-power motors.

OUR COURTESY COLUMN

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

Mrs. A. Malone, Northwestern ticket agent, is thanked and commended for assisting a patron to recover a parcel he had left in her station.

South Side Trainman L. M. Hammonds, badge 2439, is commended for his unusual politeness and for finding seats for elderly people.

Northwestern Conductor John McCormick, badge 574, is commended for his general efficiency and courtesy.

South Side Trainman Albert C. DeWitt, badge 2863, is commended for finding a seat for a standing passenger.

Northwestern Conductor Chas. A. Miller, badge 1617, is commended for operating the rear gates of a Ravenswood train, much to the comfort of the passengers, while he was off duty. This was on the night of the fire at Roosevelt Road when trains were delayed and heavily loaded.

Metropolitan Trainman William Piccioni, badge 4302, is commended for clear enunciation of stations and courtesy to passengers.

South Side Trainman Joseph Tighe, badge 2802, is commended for his courtesy and efficiency.

Oak Park Trainman Edward Leach, badge 6066, is commended for the courtesy and consideration he shows passengers.

South Side Trainman Chas. G. Curry, badge 2647, is commended for requesting "seat hogs" to make room for two ladies who were standing.

Northwestern Trainman A. L. Scheller, badge 724, is com-

mended for his good appearance and for distinct enunciation of station names.

South Side Trainman Carry G. Todd, badge 2883, is commended for an act of courtesy to a sick child and also for calling station names in a distinct manner.

Northwestern platform man at Wilson avenue, George Nichols, badge 786, is commended for finding and turning in a package which had been left on a train.

South Side Trainman Martin J. Mellody, badge 2951, is commended for the courteous manner in which he handles passengers.

Metropolitan Conductor Thos. Messit, badge 4265, is commended for holding his train while a passenger recovered a glove she had dropped.

Northwestern Trainman C. J. Howard, badge 781, is commended for his courtesy in answering questions and for distinct enunciation of stations.

South Side Ticket Agent C. J. Dice is commended for lending carfare to a passenger who had lost his money.

Oak Park Trainman J. O'Rourke, badge 6215, is commended and rewarded for finding and returning an umbrella to its owner.

Northwestern Trainman O. M. Provencal, badge 1597, is commended for finding and returning a passenger's purse which had been left on a station platform. The purse contained the passenger's salary and she was very thankful to recover it.

South Side Ticket Agent Daniel Donnelly is thanked for lending carfare to a passenger who was without funds.

The ticket agents employed at the Congress street stub terminal during the evening rush hours are commended for the efficient way they handle passengers and for their smiling, good-natured manners.

Oak Park Conductor A. Dahl,

badge 6104, is commended for calling attention of standing passengers to vacant seats in the next car.

South Side Motorman Olaf J. Eckberg is thanked and commended for turning in a camera left by a passenger on his train.

IT HAPPENED ON THE "L"

SHE was seated in a Northwestern "connector," which, as the initiated know, runs from Howard street in the morning rush, circles the loop and returns to the terminal. She was young and she was good-looking. On her lap was spread an open book, which she appeared to be studying intently, while she made mysterious motions with a music baton, held in her right hand. So occupied was she with her book that she appeared entirely oblivious to her surroundings.

As the train rounded the loop and discharged its passengers, she was still intent on her book. At Clark and Lake the trainman approached and politely asked if she was going to Wilson.

"Wilson? Why certainly not. I am going to University—University of Chicago."

"I'm sorry madam, but you will have to change cars. This train is going back to Howard."

"Why will I have to change? This train took me there yesterday."

"Not this train, madam. This is not a through train. It runs around the loop and goes north again."

"I must be at the University at 9 o'clock. I've got an examination."

"You'll never get there going in this direction," said the trainman meekly.

"This train took me there yesterday and it will take me there today," she snapped, in a manner indicating that the argument was

at an end so far as she was concerned.

The trainman was plainly concerted, but he could do no more. He did pass the word along to the motorman, however, and the train slowed down at Chicago avenue in the hope that the young lady might relent. She didn't. She kept her seat and the music baton resumed its rhythmic motions. The train sped northward and the trainman wondered what the music professor at the University would say.

At Wilson the young lady had to get off under protest. It was then 8:45 o'clock and the blue eyes filled with tears. A little foot stamped the platform. The train rolled on and the trainman mused.

"I tried to help her, but she wouldn't let me," he said.

Street Car Fares in U. S.

Ten street car companies in the U. S. were granted increases in fares during the period between July 15 and September 1, according to a summary issued by the Wisconsin Electrical Association. Records for the nation compiled up to September 1 for cities of over 25,000 population are: 129 companies charging 10-cent cash fares; 7 9-cent fare; 89 8-cent fare; 25 7-cent fare and 2-cent transfer charge; 166 7-cent fare; 108 6-cent fare, and only 25 companies charging a straight 5-cent fare.

Great Power

"Now, children," said the teacher, "can anyone tell me of a greater power than a king?"

"Yes, ma'am," cried little Arthur.

"Very well, you may tell the class."

"An ace."

TRAVEL ELECTRIC WAY

The fastest and most convenient route between Chicago and Milwaukee and intermediate points is over the high-speed

North Shore Line

All-Steel Limited trains leave Chicago Terminal, 209 S. Wabash Ave., every hour, on the hour, for Milwaukee, Racine, Kenosha, Waukegan and points between.

Express trains for Waukegan, North Chicago, Lake Forest, Highland Park and all north shore cities every thirty minutes.

Full Particulars, Information Bureau, 209 S. Wabash Ave. Telephone Harrison 6478.

Chicago North Shore & Milwaukee Railroad

LIVE STOCK EXPOSITION

THE International Live Stock Exposition will be held at the Stock Yards from November 26 to December 3, combining the greatest exhibition of live stock in the world, the biggest and most spectacular horse show and the international grain and hay show, for which the Chicago Board of Trade has contributed \$10,000 in prizes.

Although this great annual exposition is known throughout the world, it attracts comparatively little attention in Chicago. The very life of the city depends upon successful agriculture, which this exposition is organized to foster and stimulate, yet there are hundreds of thousands of our citizens who have never visited the Live Stock Exposition.

No exposition building in the city is more easy of access than the one at the Stock Yards in which this annual show is held. The main entrance is at Halsted and Forty-second street and the Stock Yards Branch of the Chicago Elevated Railroads runs to the doors.

During the exposition there will be thousands of out-of-town visitors, for the show attracts people from all parts of the United States and Canada, and every loyal Chicagoan should show by his presence his pride in the city that makes such an exposition possible.

Everything that the successful farmer should know about preserving soil fertility and about breeding live stock of every kind will be seen at the exposition. The city housewife will see how she may reduce the family household expenses through the application of efficiency in the kitchen, for there will be skilled demonstrators in domestic science, willing and eager to impart their knowledge to those who desire to learn. The educational features of the exposition have been highly

praised by Secretary of Agriculture Wallace, who has said that it points the most direct way to prosperity.

This is a real Chicago show which should be of interest to every citizen. The evening horse shows will eclipse anything ever attempted before in that line for the highest jumpers and the highest stepping horses in the country will be there competing for blue ribbons.

The United States Department of Agriculture will have an interesting exhibit showing what is being done in the way of treating plant diseases and eradicating pests which destroy crops.

So many educational features are connected with this exposition that no person can afford to miss it. The exposition has attractions which draw visitors thousands of miles distant, so it surely must be worth a visit of those who live next door.

The most convenient way to go to the International Live Stock Exposition is on the elevated lines. Take any South Side train to Indiana avenue and transfer onto a Stock Yards train, which will carry you to the door of the Exposition Building.

The Elevated Railroads have 197 miles of track, including yards and sidings, 154 miles of which are elevated and 43 miles on the surface.

The longest ride on the elevated without a change of cars is from Linden Avenue, Wilmette, to Jackson Park. The distance is 24 miles.

The Elevated Railroads carry on the average 190,000,000 passengers a year.

They employ approximately 5,400 employes, about 600 of whom are women.