

# THE ELEVATED NEWS

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## *Step Up in the Car, Please*

“IT'S a funny thing” said the talkative passenger, “that every one who boards an ‘L’ train, seems to be in a hurry to get home and yet a great number of them thoughtlessly act in a way that causes unnecessary delay. Just look at those two men who got on and planted themselves in the doorway.”

The talkative passenger was right. The condition of which he spoke may be observed any evening, no matter whether the cars are crowded or only half-filled. There are some passengers who seem to think that the proper place to stand is in the doorways. Standing in that position, they not only make it difficult for the trainmen to operate the doors, but they compel other passengers getting on or off, to squeeze through a narrow opening which necessarily causes delay to every person on the train.

The steel cars on the Ravenswood-Kenwood line have wide doors, the idea being that two passengers can pass through at the same time and in this way reduce the length of station stops. Many of the wood coaches have been remodeled and provided with wide doors, but the benefit to all passengers, which would come from such improvements, can be nullified by thoughtless persons who insist on standing around the doors.

There are a good many passengers who prefer standing on the platforms even when there is plenty of room inside. They wish to get the fresh air. The number of fresh air fans will increase with the coming of warm weather. If they must stand on the platforms they should take up a position that will not interfere with the comfort and convenience of others, entering or leaving a car.

## Think a Little of the Other Fellow

OF the many letters of commendation, which come to The Elevated News from passengers who have been shown some special act of courtesy, a large number deal with finding seats. While it is the duty of trainmen to request seated passengers to sit closer, when they are occupying more seat space than they need, such requests would not be necessary, if passengers had a little regard for the other fellow.

The spirit of the Golden Rule isn't nearly as prevalent on the elevated lines as it might be. Many passengers, both men and women, but especially men, seat themselves comfortably, spread out their elbows and knees, open their newspaper to its full width, occupy at least a seat and a half and pay no attention to the passenger who is standing in front. Should the standing passenger have the temerity to ask the seat hogs to sit a little closer, they look as if they considered it an insult and they comply unwillingly.

It is well known that it is a physical impossibility to provide a seat for every passenger in the morning and evening rush hours. At all other hours of the day a sufficient number of seats is provided on the average, to give every one a seat. But in the rush hours the seating capacity of the cars should be utilized to accommodate the greatest number of passengers possible, and that cannot be done if two passengers occupy three seats, as frequently is the case.

It doesn't cost anything to be courteous and show consideration for others and it makes matters more pleasant for everyone.

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### CHEAPER THAN CIGARETTES

"These gas bills are getting terrible," exploded the little fat man as he lighted his cigarette.

"So?" inquired his tall lanky friend.

"Yes, it's an outrage," continued the little fat man blowing a cloud of smoke into the air. "Here's my bill for last month—three dollars and ten cents. Why, man, it's highway robbery."

"How many cigarettes do you smoke a day?"

"What's that got to do with my gas bill? Why change the sub-

ject? I tell you these gas bills almost break a fellow these days."

"I'm not changing the subject. How many cigarettes do you smoke?"

"Oh, a package a day, I guess."

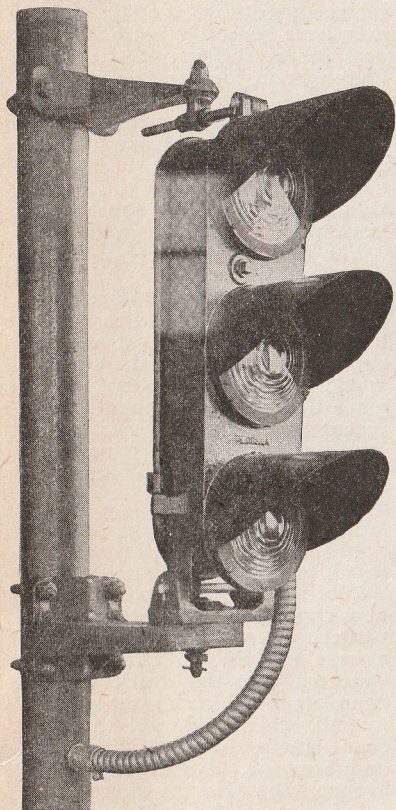
"Well, at twenty cents a package, you are spending six dollars a month just for cigarettes which you burn up for your own personal satisfaction. That is double the amount of your gas bill, which covers the cost of cooking all of the meals for yourself and family at home. I don't see that you have anything to kick about."

"Say, I guess you're right. I never thought of it that way before."

## AUTOMATIC BLOCK SIGNALS

**H**AVE you noticed the new automatic block signals that are being installed on curves on the elevated roads? They are the latest thing in railroad signals and the last word in the way of safety.

The new signal system has already been installed on the



Automatic Block Signals

curves at Kinzie street and at Sheridan road on the Northwest Elevated and are being installed on the Division street

curve on the Humboldt Park branch of the Metropolitan. Other installations will be made as fast as circumstances permit.

The new signal takes the place of the usual semaphore arm. The colored lights are the same as the night lights shown on semaphore signals, with the difference that they are visible by day, as well as by night. Three lights, a red, an orange and a green are displayed. On the Kinzie street curve, for example, they are set about 300 feet apart. As the motorman approaches if the red light is displayed, it is notice to him to stop, as there is another train within the 300 feet block, around the curve. If the yellow is displayed the motorman knows that a train is in the second block ahead and that he has a clear 300 feet ahead of him, so he proceeds with caution. If the green light is shown, it means that the track is clear for 600 feet ahead, or around on to the straight track on Franklin street, near Grand avenue.

These signals provide absolute rear end protection and they tend to facilitate the movement of trains, as it is not necessary for the motorman to "feel" his way around a curve. He knows positively the distance the preceding train is ahead of him.

The lights are controlled by alternating track circuits and are not dependent on any human agency to operate them. They are set in operation automatically by the passing train.

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Ikey—"For why you got up them stairs two at once?"

Izzy—"To save my shoes, papa."

Ikey—"Fine, sonny, but be careful and don't split your pants."

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An agricultural school is feeding cows sawdust. Thus producing more plank steak.

## REBUILDING THE "L" ROADS

TO the average citizen, the "L" roads, resting on heavy steel girders, and supported by massive steel columns, give an impression of permanency. To him they appear to have been built for all time. They look today much as they did when first built about thirty years ago.

So far as the main structure is concerned, that impression is largely correct. Here and there a girder which had corroded a little, has been replaced, or a supporting column spliced, but on the whole no great changes have been made on the structure.

That, however, does not apply to the roadbed on the top of the structure, commonly referred to as the "deck." The deck is constantly undergoing changes and repairs, to such an extent that it requires an army of more than 600 employes in the road department, to keep the structure in good operating condition.

Since the roads were brought together for operating purposes in 1911 and placed under a single management, the deck, or upper portion of all the lines has practically been rebuilt. The work of rebuilding goes on steadily, the entire deck having to be renewed once in about fifteen or sixteen years.

At the present time new rails are being laid on the Oak Park "L" from Rockwell to Canal street, a distance of 2.65 miles of double track. The rails which are being replaced were laid in 1910. They were 80-pound rails and the new ones being laid are 90-pound. The work of replacing the rails will take about two months and when it is completed, it will mean that the entire deck on the Oak Park "L" has been rebuilt since 1915, as ties and guardrails have been replaced in the last two or three years.

The old rails on the Oak Park line were not entirely worn out, but the improvement is being made to make smoother riding for the passengers. In line with the economy which is always practiced on the elevated roads, the old rails are utilized for the trolley, or third rail. As rails always wear first at the joints, about a foot at each end is sawed off and the rail is then used to replace a worn out trolley rail. It may have several years of usefulness for a trolley rail after it is no longer fit for use as a running rail.

The South Side main line is now being rebuilt from Indiana avenue to Roosevelt road with new deck and rail on the northbound track. The southbound track was rebuilt last year.

The cost of replacing the deck on a single-track line, including the rails, is about \$6 a lineal foot.

In former days when open-hearth rails were used on the curves, as well as on the straight track, it was necessary to replace them every six months. In recent years rails of manganese steel are used on the curves and they have a life of about eight years.

## LAYING NEW EXPRESS TRACK

Work is now progressing on a new express track on the Northwestern Elevated from Lawrence avenue to Howard street. It is expected that this track will be completed and ready for service by fall, which will give the road four tracks between Lawrence and Howard. North of Wilson avenue, the Northwestern Elevated runs on the right of way of the Chicago, Milwaukee and St. Paul Railroad, which company has been engaged for several years in track elevation work. The concrete retaining walls, running from Lawrence to Howard and

completed, the filling in work is practically finished and three tracks have been laid with 90-pound steel rails. The work already completed amounts to 153,000 lineal feet of rail, 20,000 cubic yards of fill and 7,500 cubic yards of crushed stone. All this work has been carried on with only slight interruption to elevated traffic.

### PRAISES "L" SERVICE

EVERYONE who uses the "L" and who isn't a confirmed grouch, knows that the service is good. If he has had experience with the local transportation service in other cities, he usually is more appreciative. Occasionally a patron becomes so enthusiastic over "L" service that he actually "sings" its praises. The following letter and rhyme come from one passenger who appreciates good service:

"It has been my privilege to be a daily passenger on Chicago elevated trains for the last three years. After thorough consideration I give it as my opinion that the elevated railroad is the best thing Chicago owns. The bit of rhyme I am inclosing expresses my sentiment very well.

"I know nothing of eastern cities by experience but I have had enough of the street car 'service' in western cities to make me appreciate the reliability of the Chicago 'L'. Indeed I have often ridden upon it merely for pleasure, in the summertime, in preference to riding upon the boulevards with their gasoline fumes—but perhaps I am a bit eccentric. However, I feel that if Chicagoans had to suffer the annoying waits and discomforts of travel in towns like St. Louis, Omaha, the Kansas Citys, and others, they would never complain of their service at home."

### RIDING THE "L"

At the close of day I am on my way

To the house in which I dwell,  
And my greatest need at the time  
is—speed,

So I always ride the "L."  
I have traveled far in the trolley  
car

And I know strap-hangers' lore,  
For I've tried each town that can  
boast renown

Twixt the lakes and Portland,  
Ore.

I have waited long and have sung  
my song

Of disgust at each delay,  
For it roused my spite to get  
home each night

Just in time to "hit the hay."

But 'tis now no bore and I rave  
no more

Of the means at my command,  
For upon the "L" I enjoy it well  
Though I often have to stand.

Oh it's clickety clack o'er the lofty  
track

And a race with the wind at  
heel,

While the buildings fly in the  
dark'ning sky

To the whizzing of each wheel.

Let others grumble at roar and  
rumble

Or exclaim in accents brusque—  
I shall merely smile at each van-  
quished mile

As we scurry through the dusk.  
—Clarence E. Allen.

### BEWARE OF PICKPOCKETS

Pickpockets recently have been active on some of the crowded loop platforms during the rush hours and passengers should be on their guard against them. City detectives are constantly on watch at "L" stations, but in spite of their vigilance, a passenger occasionally is relieved of his roll by some of the light-fingered gentry.

## OUR COURTESY COLUMN

THE following letters commending employes have been received in the past month:

South Side Trainman Dacey Neece, badge 2244, is commended for his courtesy and interest in the comfort of his passengers.

Oak Park Trainman C. W. Finch, badge 6127, is commended and rewarded for finding and turning in a portfolio that had been left on his train.

South Side Trainman Chas. G. Curry, badge 2647, is commended for finding seats for standing passengers and for his general efficiency.

Northwestern Agent Ida J. Mason is commended for her politeness.

Loop Platform Man A. W. Pettis, badge 93, is commended for the assistance he rendered a patron when she was anxiously awaiting the arrival of her small son who was riding alone.

Northwestern Trainman Fern E. Smith, badge 1765, is commended for his courtesy and for finding a seat for a woman passenger.

South Side Trainman James A. Klingerman, badge 2657, is commended for the efficient manner in which he does his work and for the attention he gives passengers.

Metropolitan Trainman H. M. Gillette, badge 4166, is commended for his courtesy and efficiency.

Northwestern Trainman Arthur Gostage, badge 647, is commended for requesting seated passengers to make room for standing passengers.

Metropolitan Trainman Peter Keating, badge 4149, is commended for returning a fur neck-piece that a passenger had left on his train.

Northwestern Flag Foreman Oscar Kitz is commended and thanked for finding and returning a pocketbook which had been lost by a passenger.

South Side Trainman George J. Breden, badge 2907, is commended for turning in a brief case that a passenger left on his train.

Metropolitan Conductor Edward O'Hearn, badge 5012, is commended for advising a passenger that he had reached his destination.

Loop Platform Man J. P. Gattens, badge 91, is commended for the assistance he rendered a passenger in recovering a pocketbook which she had left at Marshfield Avenue Station.

### GIVE THE BOY A CHANCE

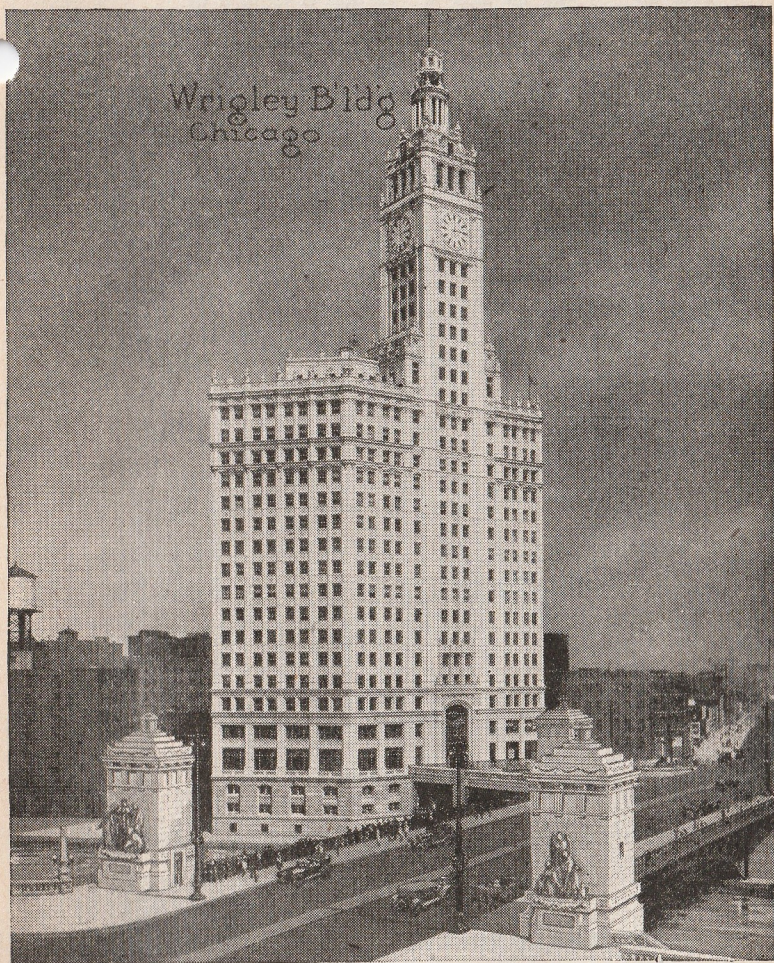
FROM May 19 to May 25, Chicago will celebrate Boys' Week. The celebration will open with a great parade of 50,000 Chicago boys on Michigan avenue. On the following days the subjects to be featured are athletics, church, school, health and safety, industry and thrift. The week will close with special free entertainments by the boys' clubs, indoor and outdoor meets, talks and lectures and special school programs.

The Rotary Club of Chicago is directing the demonstration, with the co-operation of the boys' clubs, social settlements and schools. Headquarters have been established in Hotel Sherman. This is a movement in which everyone who wishes to see a higher grade of citizenship should be interested.

### PRACTICE MAKES PERFECT

Doctor—You cough easier this morning.

Patient—I ought to. I've been practicing all night.



### THE WRIGLEY BUILDING

The Wrigley Building, on the plaza at the north end of the new Michigan Boulevard Bridge, is Chicago's tallest and most conspicuous building. The main part of the building is 210 feet in height and is surmounted by a tower 188 feet high, making the total height of the structure 398 feet from the street level. The top of the tower is 466 feet above the level of the river. The tower is brilliantly illuminated at night. The clock in the tower is two and one-half stories high, being 20 feet in diameter. Above the clock is an observation platform from which the visitor can look all over the city. The building cost approximately \$3,000,000.

# The Convenient Way

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From Dorchester Avenue and 63rd Street, Fast Limited trains operate hourly to Milwaukee and intermediate points over the

## North Shore Line

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These through trains stop to receive and discharge passengers at University Avenue, Cottage Grove Avenue, South Park Avenue, 43rd Street and Roosevelt Road on the South Side Elevated.

*Fast, Comfortable, Convenient Service*

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Full information from any Ticket Agent on the Elevated.

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# Chicago North Shore & Milwaukee Railroad