

THE ELEVATED NEWS

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The Long-Seated "L" Cars

A PATRON of the "L" writes the editor of THE ELEVATED NEWS in part as follows:

"I read your ELEVATED NEWS quite often because I ride on the elevated lines almost exclusively, and I like the service. I do not, however, like the long-seated cars. . . . Almost every morning when I get on at the end of the Kenwood branch, I notice that all the people rush for the cars with the cross seats; no one seems to wish to ride in the long-seated cars. Why is it? Dozens of cities have learned years ago that long-seated cars are a nuisance and that the public do not like them. You can easily change every long-seated car into a cross-seated one at a little expense. Why don't you do it? I am anxious to read your opinion in your next issue."

It is true, as the writer of the foregoing letter states, that the cars with longitudinal seats do not seem to be as popular with the passengers as the cars with cross seats. For that reason the Elevated Railroads are gradually changing them, although the expense of making the change is not as trifling as the writer of the letter appears to think. It costs about \$1,200 a car to change the longitudinal seats to cross seats. The change can only be made gradually, because the cars are needed in the service.

The writer of the letter is in error, however, when he says that other cities are discarding the long-seated cars. The facts are that the latest cars purchased by the Boston Elevated lines, the New York subway and the new elevated road in Philadelphia, are all the long-seated type. In Philadelphia the city itself is furnishing the cars for the new extension of the elevated lines.

It has been proved conclusively that the long-seated car is the

most efficient for mass transportation. Not because it gives more standing room, as the writer of the letter suggests, but because it makes easier ingress and egress, by reason of the wide aisle. As a matter of fact, the long-seated cars contain exactly the same number of seat spaces as do the cross-seated cars. It is true that the "seat hogs" are apt to occupy more than one seat space on the long seats, which they cannot do when the seats are placed crosswise. But the seating area is the same in both types of cars.

The writer of the letter says that on the Kenwood branch there is frequently only one cross-seated car on a train. If a train should happen to be made up that way, another train would be made up with the proportion reversed, for, of the steel cars in use on that branch, the long-seated and the cross-seated ones are evenly divided.

The long-seated wooden cars are being changed as rapidly as they can be taken out of the service and put through the shops. As soon as the merger of all the elevated roads has been consummated, orders will be placed for 100 new cars, all of which will have cross seats.

Good News for Northwestern "L" Patrons

AFTER many unforeseen delays, during which patrons of the northwestern Elevated have been patient, arrangements have been made for the completion this summer of all the new stations north of Wilson avenue. Work is already under way on some of the stations and will soon be on all.

As most users of the "L" understand, the track elevation work north of Wilson avenue is being done by the Chicago, Milwaukee & St. Paul Railway, which owns the right of way. It is one of the most extensive track elevation projects ever undertaken in the city and involves an enormous expenditure of labor and capital.

The work originally was started in 1913, but hardly had it got well under way when the war broke out in Europe, disturbing labor conditions. Later the United States entered the war and the government took control of the railroads and stopped all improvement work which it was possible to put off. The disturbed conditions in the labor and material markets continued long after the close of the war, so that it was not possible for the company to proceed with the work as rapidly as it would have wished.

Three of the new stations were completed and opened for traffic last year and one of the new express tracks put in operation. The construction program for this year includes the completion of six new stations, a fourth track to Howard street and a new interlocking plant. That program is exclusive of the new station at Lawrence

and Broadway, recently ordered by the Illinois Commerce Commission and now under course of construction.

Completion of the project will give the elevated four tracks from Chicago avenue to Howard street, a distance of more than nine miles, and greatly improve express service.

Other improvements now under way on the elevated includes the rebuilding of several stations on the main line of the South Side and the laying of new rails on the South Side and Douglas Park lines.

"FORE"

EVERY golfer in Chicago who really loves to see the "royal and ancient game" played as it should be, will go up to Skokie at least one day during the Professional Golf Tournament, which opens on July 10 and lasts the entire week.

Leading professional golfers from all the countries where the game is played will be there to contest for the championship. The course is in great shape and the brand of golf that will be played will equal any that could be seen anywhere in the world.

The most convenient way to get to the Skokie Country Club is by way of the North Shore Line to Glencoe Station. All Milwaukee Limited trains stop at Glencoe, as well as the Waukegan Express trains and all locals. The distance from the station to the course is about six blocks and can be walked easily in ten minutes. Taxicabs will be run continuously from the station to the clubhouse.

Trains on the North Shore Line run over the elevated from Dorchester avenue and 63rd street and the service is frequent. There is a Limited train every hour and an Express train every thirty minutes. Local trains on the North Shore run from Central street, Evanston, at short intervals. The trip to Skokie is a short one, the running time of trains from Adams and Wabash to Glencoe being only 57 minutes.

Do not miss this opportunity of seeing real golf.

See Chicago from the "L"

SUMMER months are upon us. With them comes vacation. Coincident with these two will come thousands of visitors to Chicago. Many of these will merely spend a few hours passing through the city while others will stay to explore the many charms and points of interest of the great city, Chicago, the summer resort.

The Pageant of Progress will alone draw great crowds of people from nearby states with its special days and countless attractions. The second year of the Pageant, which is to be made an annual exhibit of the great central market of Chicago, will no doubt greatly surpass the initial efforts of its founders.

The Chicago Elevated Railroads have taken special precautions to see that these vacationers and tourists meet with the welcome for which Chicago has long been noted. New signs have been posted in all stations advising visitors of the leading points of interest, recreation and amusement and the way in which they can be reached by the elevated.

Agents and trainmen have been instructed to add to their usual courtesy in guiding the stranger to places which he might experience difficulty in finding. Special facilities have been arranged to handle the crowds using the elevated to reach the Municipal Pier, the home of the Pageant of Progress.

For many of those who visit the city for the first time a trip on the elevated as a sight-seeing

tour will be one of the important features of their trip here. From classic Evanston and other beautiful north shore suburbs on the north, through the growing up-town district, the loop and on to the parks of the south side over the high rails of the elevated, will provide a most instructive composite view of the throbbing life of the city.

Lucky the Fire Was Out

A stranger, evidently from rural parts, wandered into the Wells Street Terminal on Saturday morning, June 3. He looked about him in an aimless sort of way and confided in B. Knight, the day porter, that he was looking for a place where he might change his shirt.

Although the terminal isn't a hotel, Mr. Knight wished to be accommodating and showed the stranger to the men's room. A short time later the porter removed a soiled shirt to the basement.

A few hours later the stranger, who said he had been to Lincoln Park, returned in a greatly perturbed state of mind. One might have imagined all the lions and bears from the park were at his heels.

"I left my old shirt here awhile ago," he exclaimed excitedly. "Did you find it?"

"I did," answered Mr. Knight. "I also found \$400 in it."

"Well," said the stranger, "I looked for a good place to change that shirt, and now I know that I found it."

"Lucky for you that it was a warm day and that the fire was out," said the porter.

The stranger handed Mr. Knight \$2 and departed greatly relieved.

A Bridge for Dry Feet

A covered bridge, a couple of hundred feet long, connects the

main office building of Swift and Company with a station of the South Side Elevated.

"We built that bridge," a Swift executive explains, "to keep our stenographers' feet dry."

The bridge looks as if it might have been expensive.

"Yes," the executive says, "it did cost a little money. Altruistic? Yes, but good business, too. The bridge paid for itself in its first year. Our stenographers and other women employees in the offices, coming to work on a rainy day, would get their feet wet while walking from the station to the building. Then they'd catch cold and be absent for a day and a half or a couple of days. You ought to have seen the difference in our attendance record after we built that bridge."

Electricity on Farms

Hundreds of writers have grown eloquent on the slogan, "Back to the Farm." Clubs and societies, and even governments, have tried scores of methods to arrest depopulation of the farms, and to interest city folk in the delights and profits of rural life.

Yet the tide keeps on flowing city-ward. Ask the average young man or young woman who deserts farm life for the city their reasons for the change. In nine cases out of ten they will concentrate on two—monotony and drudgery.

While it is true that farm life is growing far less monotonous than it was—with its telephones, daily papers, rural mail delivery, automobiles, musical instruments, libraries and chautauquas—there is still some justice in the complaint of drudgery.

But, if the signs of the times are not misleading, farm drudgery will meet its final Waterloo in electricity. Many farmhouses and other buildings, in progressive states, are already wired for elec-

tric lighting. But the greatest triumph coming is the substitution of electricity for manual power.

A recent survey of rural sections of the United States showed that while 96 per cent of women did the family washing only 57 per cent had washing machines. Running water was denied to 68 per cent. With electrical power to take drudgery out of the wash-tub, to heat the irons, to do the churning and save labor in other ways, farm life will become more inviting.

Unfortunately the vast bulk of electric power now generated goes to cities and towns. Most of it is absorbed by industries. Even in cities and towns, housework drudgery is still far from elimination by electric power.

Yet it is also true that the distribution of cheap electric power is only in its infancy, and this applies to both rural sections and urban centers.

The harnessing of waterfalls, and the distribution of electrical energy at super-power stations, will in time liberate farm life from drudgery and the human tide may flow again toward the rural sections.—Chicago Daily Journal.

The Only Gentleman

He was seated on a Northwestern "L" car. He held his dinner pail in his hand and his shoes were covered with mortar. A lady entered the car and stood in front of him clinging to a strap. The train proceeded on its way and after a time Pat arose and offered the woman his seat and the following remark:

"Lady, I would have offered you this seat before but I waited to see if there was any other gentleman in the car."

In the Good Old Days

The bathtub was compelled to put up a hard struggle for a permanent place in the home. The history of its development is almost as interesting as the story of other luxuries of yesterday which have become the necessities of today, such as electricity, gas, the telephone and the street car.

The first bathtub in the United States was built in Cincinnati and installed in a home there in 1842. It was made of mahogany, lined with sheet lead, and was proudly exhibited by its owner at a Christmas party. The next day it was denounced in the newspapers as a luxurious, undemocratic vanity.

Then came the medical men and declared it a menace to health. In 1843, Philadelphia tried to prohibit bathing between November 1 and March 15, by ordinance. In 1845, Boston made bathing unlawful except when prescribed by a physician. Virginia taxed bathtubs \$30 a year.

There was a day when electricity, gas, the telephone and the street car were scoffed at as "luxuries." Business and society couldn't get along without them today any more than they could get along without the bathtub.

The busiest railroad crossing in the world is at the intersection of Lake and Wells streets. In the hours of maximum travel on the Elevated, 218 trains of 1,100 cars pass this corner, or a rate of 18 cars a minute. Were the cars coupled they would make a solid train of more than ten miles in length.

The Elevated Railroads maintain 125 fully equipped first aid stations along their lines.

The average length of ride on the Elevated Lines is 6.75 miles

OUR COURTESY COLUMN

LETTERS commending the following employes have been received in the last month:

South Side Trainman Robert Givin, badge 2189, is commended for giving information and answering questions for a party of strangers.

Northwestern Agent Miss B. Hefferman is thanked for allowing a passenger to return to station he had ridden past.

South Side Trainman Ed Sheridan, badge 3022, is commended and rewarded for returning book and negatives left on train.

South Side Agent Miss H. Weren is commended and thanked for returning a package of valuable papers and currency left at her window by a passenger and for the prompt manner in which it was sent to the lost and found department.

Oak Park Motorman H. J. Timme, badge 6082, is thanked and commended for returning several annual railroad passes found on his train.

South Side Trainman J. W. Taylor, badge 2511, is commended for taking care of a passenger who had a fainting spell on a train. He was off duty at the time.

Metropolitan Conductor John Debaerd, badge 4204, is commended for clearness and politeness in giving a passenger information which she requested.

Douglas Park Conductor E. Tancy, badge 4838, is commended and thanked for returning a purse, the contents of which were invaluable and highly prized by its owner.

Chief Loop Dispatcher H. Ockenga is thanked and commended for making inquiries concerning a cross, lost by a patron

of the roads. Dispatcher ultimately found the jewelry on a North Shore Electric train and it was returned to the owner in Kemper Hall, Kenosha, Wis.

Northwestern Motorman W. C. Orlich, badge 348, and Conductor C. H. Weichmann are commended and thanked by a lady whom they assisted in finding lost property.

Northwestern Conductor S. Hanegson, badge 1705, is commended for aiding passengers to find seats.

Metropolitan Gateman Frank Marchess is commended for his courtesy and consideration to patrons.

The number of car miles run daily on the Elevated average 150,000, or equal to a distance of six times around the world at the equator.

The record for the number of cars entering the Loop in one hour on the Elevated Lines was made on April 29, 1920, when 953 cars ran on to the Loop in sixty minutes.

There are 35,210 lights in elevated cars and it costs \$11,000 a year to maintain them.

The average cost for heating elevated cars is \$166,800 a year, which is 10.65 per cent of the total power used on the lines.

There are 270 miles of copper cable in use on the Elevated Lines and 23 miles of trolley wire. The copper required in power transmission weighs 5,201,000 pounds.

The Elevated Lines have 1,664 cars and in 1920 the average cost per car for maintenance was \$1,202. In 1914 the average cost for maintenance per car was \$497.

A Delightful Vacation

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The Grand Old Woods and Cool Lake Retreats in Upper Michigan are Calling City Folks to Leave Dusty Streets and Hot Pavements Behind and Enjoy a Vacation Close to Nature.

Low Excursion Rates Now Obtainable on the

North Shore Line

and

Pere Marquette Line Steamers Daily from Chicago to Ludington and Manistee, Mich. Round Trip Tickets, Good for 15 days from Chicago to Ludington, \$9.00; to Manistee, \$10.00.

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*For Full Information Apply Traffic
Department*

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Chicago North Shore & Milwaukee Railroad

Room 843—72 West Adams St.; Telephones—Cent. 8280, Cent. 4055

Where for Vacation?

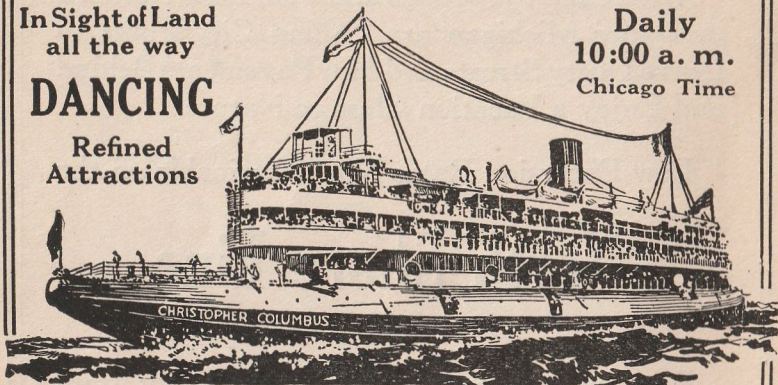
To Milwaukee and Return **Week Days \$1.50**
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