

THE ELEVATED NEWS

Issued Monthly by Chicago Elevated Railroads

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Room 1105 Edison Building

Volume VIII

November, 1922



Number 9

Misuse of the Weekly "L" Pass

THE Weekly "L" Pass is being used daily by thousands, who find in it a method of reducing the cost of transportation service. A number of passengers have written letters and returned used passes with the number of trips marked on the back.

In spite of this low and convenient rate of fare for the frequent rider, a few have violated the conditions under which the Weekly Pass is issued, and as a result have had their passes taken up. Compared with the total number of passholders, the number who have tried to abuse the privilege is small. Some of those violated the conditions unwittingly and some deliberately.

For the information of those who misuse the pass unintentionally it may be repeated that when the pass has been presented at the ticket window by the holder, it cannot be transferred until the trip for which it was presented has been completed. A passenger, for instance, boards a train at Loyola to ride downtown. When he has reached his destination there is no objection to his handing the pass to another to make a trip back to Loyola, or to any other station on the line. Used in that way the Weekly Pass is transferable and its use unlimited.

Should the passholder get on at Loyola, however, and get off at Wilson, walk down stairs and hand his pass to a friend to present at the ticket window, with the idea that both could ride downtown on it, he will have that pass taken up and forfeited. That actually has been done, with the result that the pass was taken up.

One youth had an interesting experience, according to the story

he told when he sought to have the forfeited pass returned to him. He made a bet with another youth that both could not get by the ticket agent on one pass. He won the bet, but he lost his pass.

The Weekly Pass can be used in a variety of ways legitimately, that there is no excuse for trying to beat the game. The passholder when he reaches his office in the morning may hand his pass to a messenger or any other employe in the office, to be used as often as desired. When he returns home in the evening he may give the pass to any one in his household, if he has no occasion to use it himself. The pass can be used in so many ways honestly that one might wonder why anyone should think of using it dishonestly.

One patron of the "L" who lives in Austin writes an interesting letter to Britton I. Budd, president of the Elevated Railroads, on the use he has made of the Weekly Pass since it was introduced. Accompanying the letter were four used passes with notations showing the number of times each was used and the roads on which it was used. The writer in his letter said:

"Enclosed please find four Chicago Elevated Railroad Weekly Passes, for which I paid \$1.25 each. You can see by the records on the back of each that I got my money's worth.

"Mr. Budd, I have been a security holder since the World's Fair, and this is the first time I ever received any return from my investment in the Elevated Railroads—the little dividends I received from the old stocks lasted only for a short time—but now I am getting regular returns."

The notations on the backs of the used passes show that the writer of the foregoing letter used the first pass 38 times, the second 31 times, the third 34 times and the fourth 32 times. That made his carfare less than 4 cents a ride for four weeks. He used the pass in a legitimate way, too, and did not try to cheat the company.

Calling Stations on the "L"

ONE of the most important duties of trainmen on the "L" is to call station names distinctly, so that passengers may not be carried beyond the point of their destination. There are thousands using the lines daily who are strangers in the city and many who are residents of Chicago, yet unfamiliar with all the stations on the various lines of the Elevated System.

To such passengers the distinct calling of stations is indispensable. The rules of the company require that each station be called at least twice, once when the train starts from the preceding station and again when the train comes to a stop in the station called. This should be sufficient to let every passenger know his desired destination, provided

names are called clearly and distinctly and loud enough to be heard throughout the car.

Among the letters of commendation which come to THE ELEVATED NEWS from passengers, the calling of stations distinctly is the act most frequently commended. This shows that it is appreciated by passengers. It shows also that there are some trainmen who do not call stations in the way they should, so that the trainman who does, stands out conspicuously and is considered deserving of commendation.

Without doubt there is room for improvement in this particular direction, and in order to stimulate trainmen it would be well to have passengers make note of those who do not call stations distinctly, as well as those who do. Some voices do not carry as well as others and some men cannot articulate as clearly as some others, no matter how they may try. There is no excuse, however, for any trainman calling stations in a way that they cannot be understood by the passengers. If he does that, he is in need of some special instructions, and if passengers make note of such trainmen and send in their badge numbers, the men will be given the necessary instruction.

Employees on the Chicago Elevated Lines are much above the average in the way they perform their duties. Strangers in the city often comment on the courtesy and attention they are given on the "L" by ticket agents, platform men and trainmen. But the management wishes to see this phase of its service made still better and asks the co-operation of its patrons to bring that improvement about.

A Good Place for the Word "Please"

SOME statistician has estimated that it costs the American people \$8,000,000 a year to use the word "please" in telegrams. As the price of a telegram is determined by the number of words used, it is a common custom to cut the number of words to the limit.

Why does the sender of a telegram close his message with the words "please wire today" when he might as well eliminate the word please and cut down the cost of the message? No doubt he does it because he thinks it good business and if the estimate of the statistician is correct the American people are willing to pay a very large sum yearly to be courteous.

There is no place where the word "please" can be used to better advantage than on the "L" lines. Ticket agents and trainmen are instructed to use the word "please" when addressing passengers, and, as a rule, they do. While passengers are not required to use the word when addressing ticket agents and trainmen, still it is a poor rule that does not work both ways.

Employees of a transportation company are human. They appre-

ciate a pleasant word from a passenger, just as the passenger appreciates a similar courtesy from them. That there is no compulsion about it on the part of the passenger, does not lessen the effect in the least degree.

Let's all be courteous and make the word "please" the word more commonly heard on the "L." It helps everyone over the rough spots.

How to Distinguish Trains at Night

COLD weather is coming when the passenger waiting for an "L" train enjoys the warmth of the station, rather than the platform. The waiting passenger would save himself considerable trouble if he knew the "markers" on the different trains. He could wait in the station until his particular train was approaching, instead of rushing out to the platform every time a train passed.

The destination and character of an approaching train can be distinguished by the colored lights displayed on the front end. An Evanston Express shows a green light on the right and a red light on the left, while the same train southbound for Jackson Park shows two green lights. Trains for Englewood show a red light on the right and a green light on the left, while Wilson avenue trains display two red lights.

On trains bound for Ravenswood, a white light is shown on the right and a red on the left, while Kenwood trains display a white on the left and a green on the right.

Logan Square trains show a red light on the right and a white on the left, and Humboldt Park trains show a red on the right and a green on the left. Garfield Park trains show two red lights and the Douglas Park trains show a white on the right and a red on the left.

Oak Park express trains show a red light on the right and a white on the left, while locals show two white lights. Trains which run to Austin avenue only, display two green lights, while those running to Hamlin only show a green on the right and a red on the left.

Learn the distinguishing lights on your particular train and save yourself trouble.

AMERICANIZING "L" EMPLOYEES

Of the 5,600 men and women employed on the "L" roads, there are only seven who are not either full American citizens or have declared their intentions to become such. A committee of officials has been appointed to assist

the seven non-citizens get their first papers.

A rule of the company now provides that no one can be employed unless he is an American citizen, or has declared his intention.

Buy an "L" Pass

RED CROSS ANNUAL ROLL CALL

WHO answers when a stricken community or country cries aid? When a flood devastates towns or a sweeping fire or a storm destroying hundreds of persons and causing great suffering?

Who was the first to respond when our boys went across the sea, many of them to their death, others to be maimed and crippled for the remainder of their lives? Who looked after them with a mother's care and nursed their wounds?



Any buddy will answer for you right off. "The Red Cross," he'll say, and he'll dig deep when that organization asks for aid. For the worth of that organization has been brought directly home to him.

Even the Congress of the United States appreciates the worth of the "Foster Mother of Mankind" and has chartered the Red Cross to "Relieve and prevent suffering, in peace and in war, at home and abroad."

The annual roll call, the only appeal that the Red Cross will make this year, will begin November 11, Armistice Day, and will end on Thanksgiving Day. You give all you feel you can afford to insure to posterity the continuation of the work of this organization. If ever you are forced to call for help you will realize the amount of your investment one hundred fold.

ARMISTICE DAY

Where were you on November 11, 1918?

Several hundred "L" employees were in France on that date, or in other parts of the world, doing their bit for their country.

Today, when so many ex-service men are looking for jobs, it might not be amiss to mention what the "L" roads did when their fighting men returned. An order was issued that every man formerly employed by the company should be put on the payroll from the hour he applied for work, on his return from government service. If he wished to take a few days off to attend to his personal affairs, he was allowed to do so, but his pay went on from the hour he applied for work. That rule was carried out by the "L" roads in the case of every one of the more than 600 employees who left for war service.

SURPRISE PARTY AND DANCE

The Chicago-Saugatuck Club will give a surprise party and dance in the Drill Hall of the Capitol Building (formerly Masonic Temple) on Saturday evening, December 2. Benson's Orchestra will furnish the music. Parties attending this dance may ride free on their Weekly "L" Pass.

Ride as often as you please on your Weekly "L" Pass.

OUR COURTESY COLUMN

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

Metropolitan Trainman Joseph T. Miller, badge 4501, is commended for his strict attention to duty and his distinct enunciation of stations.

South Side Trainman William J. Grannum, badge 2974, is commended and thanked for returning a purse which he found on a train.

Northwestern Trainman Mark Chapman, badge 1577, is commended for requesting seat hogs to move over and make room for standing passengers.

South Side Trainman I. Janushauskas, badge 2319, is thanked and commended for promptly returning a brief case which he found on his train.

Metropolitan Agent Miss Catharine Smith is thanked and commended for paying a patron's fare when he tendered a \$20 bill which she was unable to change.

Northwestern Trainman C. E. Linwood, badge 1575, is commended for the loud and distinct manner in which he calls stations.

South Side Trainman Lucius Hammonds, badge 2439, is commended for his extreme courtesy in aiding a woman passenger to learn her way to her destination.

Metropolitan Trainman J. T. Miller, badge 4501, is thanked and commended for waking a sleeping passenger in order to be sure that the man did not ride past his destination.

South Side Trainman G. A. Gardner, badge 2727, is thanked and commended for aiding a woman passenger in finding her beads when the string broke and they fell to the platform and the ground beneath.

Northwestern Trainman John J. Riordan, badge 3051, is commended for helping a blind man on to his train and when the man was ready to get off, for making sure there was some one to help him off the platform.

South Side Platformman Edward T. Bolewicki is thanked and commended for passing a patron from one platform to another after he had boarded a wrong train and passed a transfer point.

Northwestern Trainman P. M. Schmitt, badge 835, is thanked and commended for going to considerable trouble to return an umbrella which a patron had left on his train.

South Side Trainman B. Wilkinson, badge 2102, is commended for efficiency in performing his work and for prohibiting passengers from spitting on the car floors.

South Side Conductor Charles Harris, badge 2082, is commended for giving information to passengers in a cheerful and courteous manner.

Northwestern Trainman D. Fidatis, badge 1687, is commended for helping an old lady safely to the platform and for neatness.

Metropolitan Agent Delia Barrie is thanked and commended for finding a coin and returning it to a patron who had lost it in the station.

South Side Conductor Thomas Hogan is commended for aiding a passenger to raise a window which was stuck.

Speed and Comfort

The fastest, cleanest and most convenient route between Chicago and Milwaukee is over the

NORTH SHORE LINE

Fast Limited trains operate hourly from Dorchester Avenue and 63rd. Street on the "L," stopping at University Avenue, Cottage Grove Avenue, South Park Avenue, 43rd. Street, Roosevelt Road, Adams and Wabash, Randolph and Wabash, Franklin and Grand, and Wilson Avenue.

Trains leave Adams and Wabash every hour on the hour.

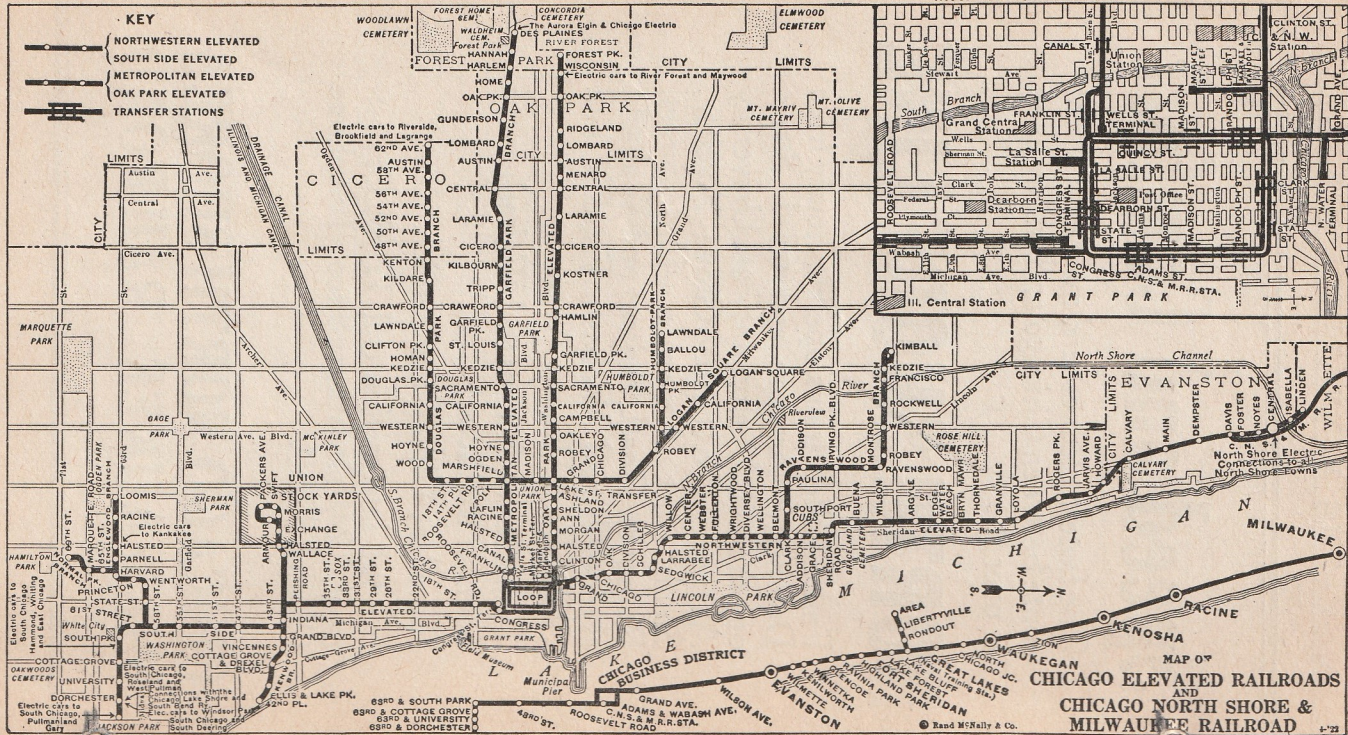
Excellent Dining Car service.

For full information call Traffic Department, 72 West Adams Street, Telephone Central 8280.

CHICAGO NORTH SHORE & MILWAUKEE RAILROAD

MAP OF THE LOOP DISTRICT

- KEY**
- NORTHWESTERN ELEVATED
 - SOUTH SIDE ELEVATED
 - METROPOLITAN ELEVATED
 - OAK PARK ELEVATED
 - TRANSFER STATIONS



CHICAGO ELEVATED RAILROADS
AND
CHICAGO NORTH SHORE &
MILWAUKEE RAILROAD

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