

THE ELEVATED NEWS

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A \$20 Dollar Bill Makes a Pretty Picture, But—

A \$20 BILL is really a pretty picture. It may not be as rich in tone as, for instance, a \$50, or \$100 bill, but it is pleasing and attractive even to those who make no pretensions of being art connoisseurs.

There are times when the display of one or more such pictures makes quite a favorable impression. At other times the impression created is quite the reverse of favorable. The display of a \$20 bill at a ticket window on the "L", especially during the rush hour, doesn't impress the busy ticket agent a bit favorably. It doesn't please the crowd standing in line, eager to pay their fare and get to their train as quickly as possible.

Some one has said that there is a time and place for everything. We do not know just when, or where, is the proper time and place to display bills of large denomination, but we are quite sure that an "L" ticket window is not the proper place, nor the rush hour the proper time. The proud possessors of these reminders of war-time prosperity should select some other time and place for their exhibit.

Ticket agents on the "L" are extremely obliging. There hardly is anything that they will not do to accommodate the public. One has been known to make change for a \$20 bill, after the person asking the favor admitted that she wished to purchase a postage stamp in the drug store and didn't like to ask the druggist to make change.

Another has been known to change a \$20 bill so that a lady might have the exact fare to ride on a bus. Such things are of almost daily occurrence at some stations. But it isn't fair to the agent, nor to

fellow passengers, to present a bill of large denomination at a ticket window in the rush hour and hold up the line while change is being made.

If you don't care anything about the agent, please think of your fellow passengers and try to have the exact fare ready.

Children's Low Rates on "L" Prove Popular

THE low rates of fare of 3 cents for children under twelve years of age, and of 5 cents for school children under 17, have proved popular and greatly increased the number of such riders on the "L".

Before the recent revision of "L" fares, children under seven years of age were, the same as now, allowed to ride free when accompanied by a person paying full fare, but when over that age, they had to pay the regular rate. As a result of that rule, which had been in effect since the "L" roads first began operation, comparatively few children between the ages of 7 and 12 years rode on the lines.

Although handling of this class of traffic is something new to the "L" employees, many favorable comments have been made on the manner in which they look after the care and comfort of their youthful charges. There are many public schools adjacent to "L" lines, and when the children are dismissed for the day there is often a great rush for the nearest station. Older passengers have commented on the interest which the trainmen show on such occasions. Frequently they will hold a train for a few seconds while the younger children run up the stairs. They step from the train onto the platform and help the children aboard. The parents of the children could not be more attentive to them than are the "L" trainmen, and this kindness and courtesy is appreciated by passengers generally, as well as by the children themselves.

In view of the facts that the rates of fare are low, that the trainmen are kindly and obliging and the service is good, children, and parents as well, should be equally fair with the company. They should not take advantage of the rates by insisting that a child is only 11 when he, or she, is much older. It sets the children a bad example. It is really remarkable, too, how many children there are in Chicago who are only 11 years old, but are "big for their age."

Step Forward in the Car, Please

DID it ever occur to you that when the "L" trainman, or platform guard, said "Step Forward in the Car, Please," he meant it for YOU and that the request was made for your own benefit?

You probably always thought it was intended for "the other

fellow." Well, the other fellow thought the same way about it, with the result that the car entrance is blocked and everyone is delayed.

The trainman, in asking a passenger to step up in the car, is really trying to save that passenger time as well as add to his comfort. In the rush hour you may not be able to find a seat even by going to the center of the car, but you will, at least, find more standing room. Frequently you will find a seat, for it is a common, everyday thing to see the car platforms and entrances jammed with passengers while there are vacant seats in the center of the car.

Probably you think that statement is overdrawn. If you wish to be convinced, stand on a station platform any morning or evening and see it for yourself. Trainmen do the best they can to get passengers to go forward, but it is a case where the passenger must help himself. The trainmen complain of the delays caused by passengers blocking the doors and the difficulty they experience in operating their gates. Some of them suggest to the editor that it might help if he would write something about it in THE ELEVATED NEWS, and he does every other issue. So with all the earnestness that we can express on a typewriter, we beseech and implore and plead and beg that you STEP FORWARD IN THE CAR, PLEASE.

WORDS OF ENCOURAGEMENT FROM A PLEASED PATRON

FOLLOWING are some excerpts from a letter written by a steady patron of the "L":

"Having just finished reading a copy of THE ELEVATED NEWS, and having enjoyed its progressive spirit, it occurs to me that it would not be taken amiss if I should say some of the things I have been thinking for some time.

"1. A great big 'thank you' for letting me ride twelve or fifteen miles to my work each day for 10 cents, or less.

"2. Another 'thank you' for speaking decisively about smoking and spitting on cars and platforms and about putting the feet on the opposite seat. Freedom from these three things make riding on a car without constant irritation possible.

"3. Another 'thank you' for instilling among the greater part of the men a spirit of kindness as if they really cared for

the individual members of the great crowds they carry. Their indomitable cheer permeates the tired crowds, and keeps them at their best.

"4. There are many other things which make us grateful for 'L' service."

The writer concludes the letter with a few suggestions to passengers among them being this: "Don't throw yourself into a seat before your neighbor has had time to make room for you. It is ill-bred. Expect courtesy. Be courteous." All of which is to the point.

Lay up the auto for the winter and save money. Use an "L" Pass.

Service on the "L" is fast and reliable. The use of an "L" Pass makes it the cheapest form of transportation that can be found.

Every 24 hours there are 5,232 trains of 16,812 cars run over the Elevated Lines.

EXHIBIT OF PRICELESS HISTORIC RELICS, FREE TO PUBLIC

AT the intersection of North Dearborn avenue and Ontario street, a short distance from either the Grand avenue or the Chicago avenue stations of the Elevated, there stands a fireproof building, which is a veritable treasure house of inspiration for Americanism and good citizenship. It is the spacious headquarters of the Chicago Historical Society, an institution for the collection and preservation of documents, books and objects of historical interest connected with the growth and development of the City of Chicago, the State of Illinois, the Mississippi Valley and the Nation.

Founded in 1856, the Chicago Historical Society is completing its sixty-sixth year of service to the citizens and school children of Chicago.

The library and collection of historic relics which fill the rooms of the Chicago Historical Society are open for public inspection without charge. The doors of the society are open every week day and every Sunday afternoon during the hours of 1 to 5 o'clock, and the public is invited to attend often. The "open-door Sundays" are new features of the society's service, and were decided upon for the convenience of thousands of workers who were unable to visit during the week. The society has under consideration a schedule of evening visiting hours, which will be announced in the daily newspapers later.

Among the historic objects on display at the Chicago Historical Society are:

Original manuscripts of Joliet, LaSalle and Tonti; first Illinois deed executed at Chicago in 1693; original documents, letters and

other mementos of Lincoln; saddle of General Grant; wampum of Black Hawk, famous Indian Chief; bronze bust of Sitting Bull, conqueror of General Custer; hand fire engine and many relics of the great Chicago fire; early Illinois newspapers; the first Chicago newspaper, directory, and printed book; a pioneer log cabin and thousands of relics of Indian warfare in the Indian museum.

Among the treasures in the famous Gunther collection on display in the Historical Society headquarters are:

George Washington's last will, survey apparatus, spy-glass, seal and army camp utensils and the clock presented to the first president by Frederick the Great; the first book in which the name America appears; Paul Revere's relics; Benedict Arnold's pass to Major Andre; letter of Nathan Hale, American hero; the bed in which President Lincoln died, his household furniture and his carriage; the table on which Gen. Lee signed the surrender of the Confederate army at Appomattox Courthouse, and his farewell address to the Confederate army of Northern Virginia; flags from the Revolutionary and Civil wars, and thousands of priceless manuscripts and early prints.

In addition there is a unique collection of World War relics, including helmets, uniforms and coats of armor worn by the German shock troops; German propaganda pamphlets and every conceivable type of weapon used by the Germans, and also those used by our army and our allies during the late war. There is also a collection of 1,400 portraits of Chicago boys who were killed in action.

Visit the Chicago Historical Society next Sunday. Travel the clean, comfortable way. Use your "L" Pass.

BUY CHRISTMAS SEALS

The penny Christmas Seal has become familiar to millions of persons throughout the United States, including hundreds of thousands of persons in Cook County. It has been greatly responsible for the increase in health activities, which in turn have been the means by which the death rate from tuberculosis has been reduced by 50 per cent in the past fifteen years.

Contributions received by THE CHICAGO TUBERCULOSIS INSTITUTE, during the Christmas Seal Campaign of last year, enabled this organization to carry out a program which has played an important part in the health



work of our community. The employment of public health nurses, the maintaining of health centers, conducting of tuberculosis clinics, together with the inspection of school children and education work in the various communities, have been some of this organization's activities.

During the month of December millions of Christmas Seals will make their appearance throughout Chicago and Cook County. They will be sent through the mails to

thousands of prospective buyers and will be on sale in the department stores, drug stores, booths in hotels and public buildings. They will be sold in the industrial plants and factories, as also by the school children in the country towns.

The great work which has been carried on in this way cannot stop. Every penny possible must be collected in order that the contemplated program of THE CHICAGO TUBERCULOSIS INSTITUTE may be carried out for the coming year.

Pay for the seals you receive through the mail, buy more from your corner druggist, and don't fail to help the children in their effort to raise funds for this good cause.

IT'S HARD TO PLEASE EVERYBODY

WE get occasional letters complaining that trainmen do not call stations loud enough to be heard throughout the car. We get other letters commending trainmen for distinct enunciation of station names, but here is a new one:

"Two of your guards, numbers 6152 and 6088 on the Oak Park line, have such penetrating voices and speak so loudly as to be disturbing to passengers. Both men, however, seem unusually careful in handling gates and doors and in their attitude toward the passengers.

"It would be a satisfaction if they could speak less loudly." Next thing some one will be asking that trainmen sing, or yodel the names of stations.

Do you pay fare each trip, or are you a **PASSenger**?

When you buy an "L" Pass you get your money's worth, and then some.

TROUBLES OF AN "L" PASS

"I'm fairly worn to a frazzle," said the "L" Pass to the ticket as he came stumbling into the house in the "wee sma' hours." "Not a minute's rest since the boss took me away early this morning. I am being rushed to death."

"You ought to have a job like mine," answered the ticket. "One trip a day is all I have to work. Tell me what you did today."

"If I made only one trip a day I'd think the world had gone wrong," moaned the pass. "I'm dead tired. The boss and I got to the office at 8 o'clock. As soon as he got there he discovered he had forgotten something and his office boy made a trip back here with me to get the stuff."

"When we got back to the office the boy and I left on a quick ride to the main office, about a half mile away. When we got back the boss grabbed me and we went to a meeting on the other side of the loop. The boss ate lunch and as we were entering the office I thought I was going to have a little rest now. But the steno was just leaving for her lunch and I was pressed into service again."

"When I got back an accountant took me and we went out north to check over an account. There I had my longest rest of the day, as he took about two hours to do the work. When we got back to the office the accountant laid me on his desk and for about fifteen minutes I lay there idle."

"I heard a great commotion in the inner office, the door burst open and one of the clerks seized me, shouting, 'I've found it.' I was turned over to the boy again and delivered some important stuff. We made six stops on the way and I had to carry him to four of them."

"Then when we got back to the office the boss and I came home. When we arrived there arose a lot of talk about who was to have

me for the evening. Mother was going to a club meeting and she wanted me, but Bill, the oldest boy, had a date and he wanted me. Bill gave mother two tickets and took me. He made money by too."

"After leaving the house we rode to his girl's home. Then he and the girl and I rode downtown, where we had a light supper and then went to a show. In the middle of the show Bill's girl decided she didn't like it and up we got and went out on the south side to a dance. The friends she had expected to meet weren't there and we went back to the loop to a cabaret."

"As Bill left his girl's house on his way home he met George Brown, who had a lot of money he collected at lodge meeting and asked Bill to walk home with him and help him protect the money. He did, and it meant another trip for poor me."

"Just as we were going up our own front steps the boss came running out the door. He told us that some one had broken into the office and he was going down to check up the loss. As he went to bed I heard him tell his wife he wanted to get up at 6 o'clock in the morning. I suppose it means another hard day for me tomorrow."

"I should think you would be tired," said the ticket. "It's too bad you have to do so much work when I get off so easily. Good night 'L' Pass."

SOME RECORD

Daily Rider: "I have been using my car steady for six years, going to my office and back and it hasn't cost me a cent for repairs."

Rough Weather Rider: "Great Scott! What a record! What car was it?"

Daily Rider: "An 'L' car."

OH! FOR MORE OF THIS
KIND

THE following letter was received by the General Manager of the Elevated Railroads, and being rather unusual it is given in full:

Enclosed please find two tickets in payment for two fares that I unintentionally stole. I passed the ticket collector with the ticket in my hand and in my hurry forgot until I was on the car. I offered one to the agent at the other end, explaining my mistake, but she said to pay them at the other end of the road.

I kept forgetting to do so, and as I am trying to lead a true Christian life the Spirit kept reminding me for three weeks every time I went to prayer, until I promised the Lord I would attend to the matter the first thing this morning. So here it is, two tickets. "He that is faithful over the few things, I will make him ruler over many things."

Oh, if we Christians (professed) would be honest before God in the small things, how many more conversions there might be among the sinners that are unsaved.

Respectfully,

E. J. N.

Comparatively few sinners ride on the "L," but there are a few. The Weekly Passes that have been forfeited for misuse prove it. The foregoing letter may help them mend their ways.

SEEN ON THE "L"

The man rushed past the ticket agent and was ascending the stairs, two steps at a time. A quick rat-a-tat on the window caused him to hesitate.

"Ticket, mister," said the lady agent.

"Oyoutogohell," said the man.

"I want your ticket first," replied the agent unperturbed.

Another passenger stood on the stairs watching with an amused smile. The man who had not paid his fare returned to the ticket window, paid his fare and again ran up the stairs.

"Well, are you going now?" asked the man who had been watching.

"I'm too busy," laughed the agent.

OUR COURTESY
COLUMN

Metropolitan Conductor O. Scarsi, badge 4168, is commended for his courtesy and kindness and for his distinct enunciation of station names.

South Side Conductor Clarence Myers, badge 2137, is commended for his exceptional courtesy to lady passengers and for his clear calling of station names.

Northwestern Conductor A. T. Hillebrand, badge 564, is commended for courtesy to passengers and distinct enunciation of station names.

South Side Agents Mrs. E. Baker and Miss M. O'Kelly are commended for courtesy to patrons.

Loop Agent Mrs. Swinbank is commended for aid given a patron to find the correct train to her destination.

Telephone Operator Albert Nole, Despatcher A. N. Mathews and Trainman Leigh Kochenour, all employees of the South Side line, are commended and thanked for aiding a woman passenger in finding a purse she had lost.

Metropolitan Trainman J. T. Miller, badge 4501, is commended for aiding a blind man in boarding his train.

South Side Trainman Ernest W. Hardwidge, badge 2705, is commended for the pains he took in making sure a passenger got to his destination.

Northwestern Trainman S. G. Mullen, badge 1272, is commended for finding seats for standing passengers and for distinct enunciation of station names.

Metropolitan Conductor E. R. McGery, badge 4193, is commended for giving attention to an elderly lady, for giving information to other passengers and for his general strict attention to his work.

South Side Trainman William J. Murphy, badge 2744, is commended for asking seat hogs to move over and give room to several elderly persons who were standing.

Oak Park Trainman J. Kiley, badge 6257, is commended for his distinct and loud enunciation in calling stations.

Metropolitan Conductor H. M. Gillette, badge 4166, is commended for his distinct enunciation of station names.

South Side Trainman Joseph Tighe, badge 2802, is thanked for giving a passenger a Sunday paper to read while riding on his car.

Northwestern Trainman O. L. Brown, badge 1521, is commended for requesting seat hogs to move over and make room for standing passengers.

Oak Park Extra Trainman Carl Thornberg, badge 6186, is commended for assisting an aged lady with a cane in finding a seat and for showing her special attention.

Metropolitan Trainman August Wancho, badge 4879, is thanked and commended for aiding a woman patron in retrieving her handbag which had fallen to the structure.

Lost Property Agent C. A. Griffin, south side, is thanked and commended for aiding a patron in finding a packet of important legal papers.

Northwestern Conductor F. T. Grogendyke, badge 1684, is thanked and commended for finding and returning a black leather hand bag which a patron left on his train.

Metropolitan Trainman J. Bohuslav, badge 4274, is commended and thanked for aiding a patron in finding a package of fish which had been left on his train.

Oak Park Despatcher J. E. Lind is commended for aiding patron in finding a traveling bag which had been left on a train.

Northwestern Conductor W.

Fowler is thanked and commended for the aid he gave a blind man who boarded his train.

South Side Conductor Michael Conway, badge 2585, is twice commended for the efficient manner in which he calls stations, his neatness in appearance and for finding seats for standing passengers.

Northwestern Agent Miss M. Reilly is thanked and commended for her honesty in returning \$4 in change left with her by a patron.

South Side Trainman Maurice Gottloff, badge 2796, is commended for his courtesy and special attention to passengers.

Loop Despatcher Herman Ocenga is commended for aiding in finding a patron's hand bag and another's purse, two separate instances.

Northwestern Agent Miss Maud Williams is thanked and commended for aiding several patrons to find another party when they had become confused through an error in their meeting point.

South Side Conductor John J. Stanek, badge 2799, is commended for aiding a woman patron in finding a hand bag which she left in a station.

Loop Platformman A. J. Beckett, badge 11, is thanked and commended for retrieving a woman's hat which blew to the structure.

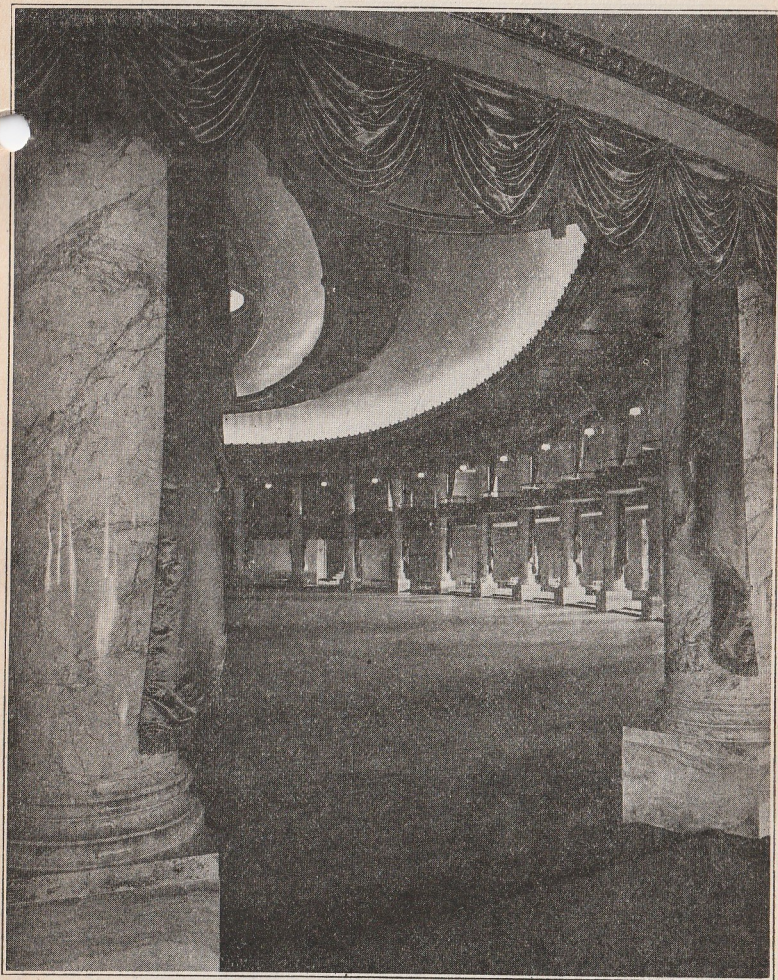
South Side Agent J. E. Kenny is thanked and commended for his aid in finding a traveling bag which was left in his station and for returning it to its owner.

Oak Park Trainman Donald Garrigan, badge 6143, is commended for his gentlemanly conduct and for distinct calling of station names.

Northwestern Trainman Thomas F. Goggin, badge 670, is commended for his all around efficiency and neat appearance.

Do your Christmas shopping early and use your "L" Pass.

Use your "L" Pass when going to the movies. It costs you nothing extra for carfare.



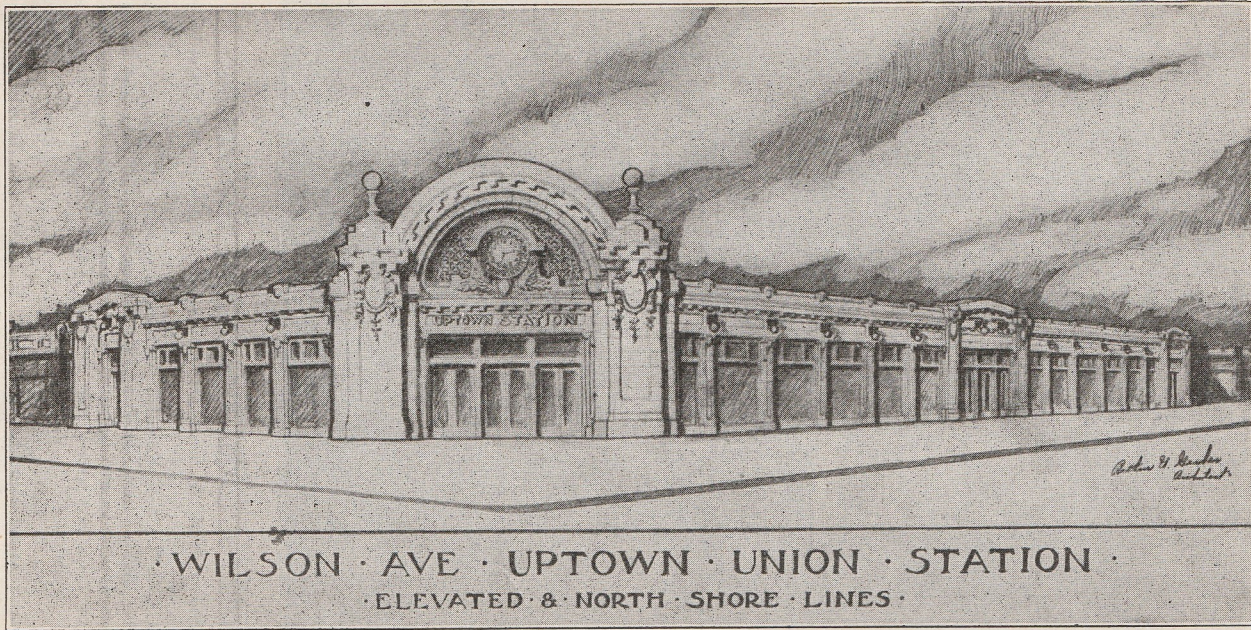
World's Most Beautiful Ballroom

The new Trianon, recently opened at Sixty-second street and Cottage Grove avenue, is said to be the most beautiful ballroom in the world. In color and furnishings it is as rich as the famous Trianon built by Louis XIV, known as past master in elegance.

This newest temple to Terpsichore is open every evening except Monday, and also on Sunday afternoons. On Tuesday,

Wednesday, Thursday and Friday evenings and Sunday afternoon, the price of admission is \$1.10 for men and 60 cents for women. On Saturday and Sunday evenings and holidays, the price of admission is \$1.25 for men and 75 cents for women.

Take the "L" to Cottage Grove station. If you use your Weekly "L" Pass, it will cost you nothing extra for carfare.



Work is progressing steadily on the new Uptown Union Station of the Northwestern Elevated and North Shore Line, at Wilson avenue and Broadway. It is expected to be ready for service by next April. The building has a frontage of 274 feet on Broadway and 112 feet on Wilson avenue. The plans provide for the building of a foot subway under Wilson avenue to connect the new station with the present one on the south side of the street.

Trains De Luxe

Between

CHICAGO and MILWAUKEE

on

The North Shore Line

THE BADGER LIMITED

Leaves Chicago (Adams and Wabash) 7:15 A. M.

Arrives Milwaukee 9:30 A. M.

Dining Car Attached.

THE EASTERN LIMITED

Leaves Chicago (Adams and Wabash) 9:55 A. M.

Arrives Milwaukee 12:10 P. M.

Parlor Buffet Car Attached.

THE INTERSTATE LIMITED

Leaves Chicago (Adams and Wabash) 4:45 P. M.

Arrives Milwaukee 7:00 P. M.

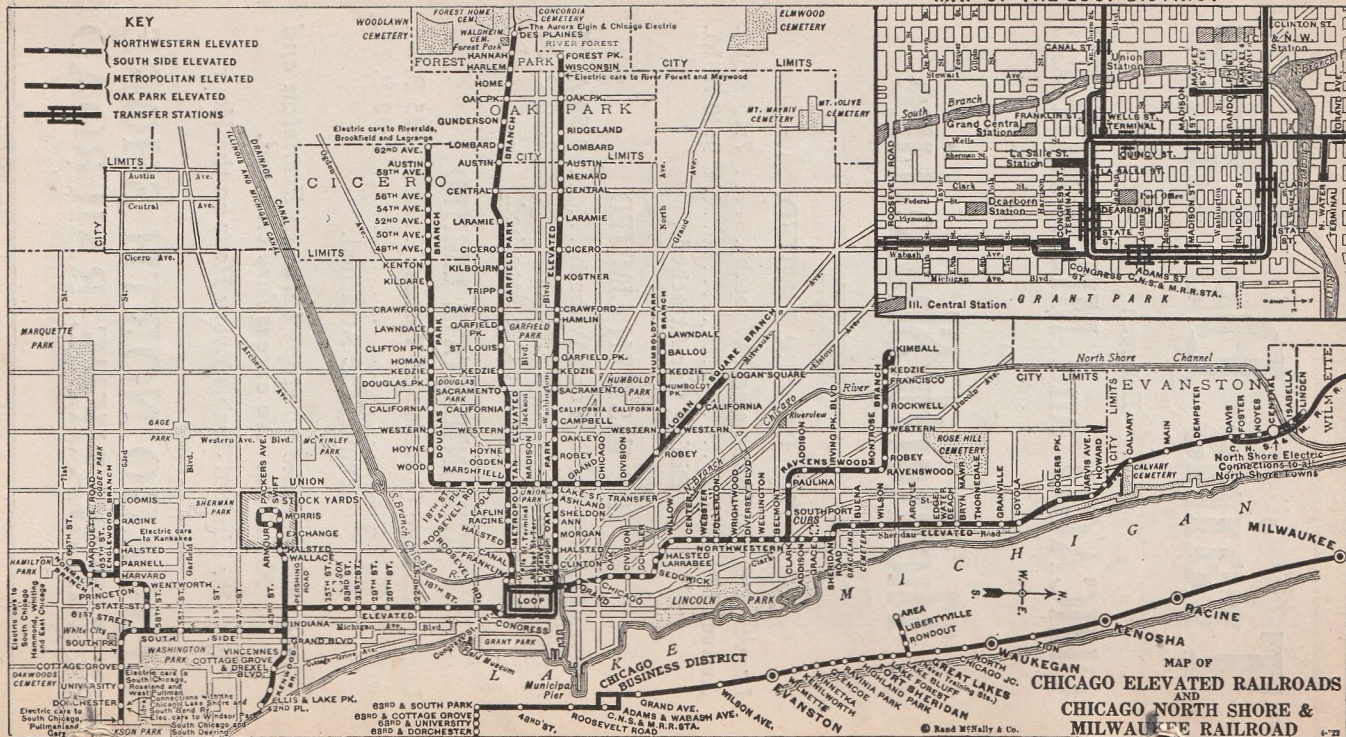
Dining Car Attached.

These trains make no stops between Evanston and Kenosha. No excess fare charged.

Regular Limited Trains Every Hour on the Hour.

**CHICAGO NORTH SHORE
& MILWAUKEE RAILROAD**

MAP OF THE LOOP DISTRICT



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