

THE ELEVATED NEWS

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Scrubbing Floors and Washing Windows

SCRUBBING floors isn't the most agreeable occupation in the world. The average housewife, who does her own household work, dreads scrubbing her kitchen floor and tries to palm the job off on her husband. Failing in that she consoles herself with the thought that architects are making kitchens smaller nowadays, so there isn't as much floor space to scrub as there used to be.

If the average housewife scrubbed her kitchen floor once a week, it would take her more than twelve years to cover as much floor space as the "L" has to do every week to keep car floors clean. The floor space in all the "L" cars equals 600,000 square feet, or nearly fourteen acres. It's some work to scrub a floor that size.

Floor scrubbing is a continual job on the "L." About 40 cars are scrubbed every day and it requires about 40 days to get over the job. That is the ordinary program, but it may vary according to circumstances. Two men working together can do about 12 cars a day.

Next to scrubbing the kitchen floor, the average housewife dreads washing windows. The ordinary apartment of five or six rooms has from ten to twelve windows. The housewife thinks it quite a job to wash them, and it is. The "L" roads have 42,000 windows to wash, and they are kept pretty clean, too. The windows are washed at the rate of about 160 cars a day, which means 3,840 windows. It requires about ten or eleven days to get over all the cars and it is a continuous performance. Weather conditions may necessitate speeding the job up a little from the usual program, but ordinarily the schedule provides all windows being washed once in ten days.

Scrubbing floors and washing windows is only part of the work necessary to keep cars clean. The floors are swept out at the end of

each trip and at night, when the car is laid up, it is thoroughly swept and disinfected. At certain seasons when there is an epidemic of colds or other disease, the cars are disinfected at the end of each trip, or at least three times a day.

Those things are merely some of the interesting details of the daily work that is necessary in the operation of the "L" lines, which may never occur to the ordinary passenger.

Artistic Advertising on "L" Roads

ARTISTIC posters displayed by the "L" roads on station platforms and billboards, depicting beauty spots around Chicago which may be reached by the "L," have attracted wide attention throughout the entire country and even in Europe.

Requests for copies of the series of posters have come from the art departments of many universities and public schools, and a number of publications devoted to art subjects have contained articles on the departure of the "L" roads from the usual style of commercial advertising.

From the Swedish Travel Bureau in New York came a letter stating that "the collection of posters issued by your railroad is exceptionally beautiful, and we especially admired the one entitled 'Autumn Woods.'"

From the University of Washington, in Seattle, came a request for copies of the series to be used by students in poster design in the department of painting and sculpture. The High School of Commerce, of Columbus, Ohio, asked for a set for the use of art students, the posters are on display in the University of Chicago and Northwestern University in Evanston and in many of the high schools in Chicago.

Printers' Ink, the leading advertising publication in the country, in a recent issue reproduced a number of the posters and contained an article on how the Elevated Railroads is advertising Chicago to Chicagoans.

The Shoppers' Blue Book of Chicago, in its December issue, devoted a good deal of space to the posters, in which it said: "In placing these stunning and truly artistic posters about the city, the Elevated is rendering a real service to Chicago and its citizens, to say nothing of the stranger within our gates. It is a good thing all around to make us realize how well worth while are the sights the town affords, to invite us to visit them and to advise us of the best means of reaching them in the shortest time. One wonders if the Elevated posters are the beginning of a new day for the billboard, a day when it shall become a thing of beauty, a work of art and a means of aesthetic as well as economic education."

The Poster, a national publication devoted to poster work, contained an article and a reproduction of a number of the posters. The art departments in the various Chicago newspapers have commented on the quality of the Elevated posters.

The entire series so far issued have received praise, but the two entitled "The Wooded Island" in Jackson Park and "Autumn Woods," showing the beauties along the North Shore Line, have been in greatest demand.

Lost Articles on "L" Trains

MANY letters are received by The Elevated News commending employes for helping a passenger recover an article left on an "L" train. Some of the writers express astonishment at the perfection of the system through which they were able to obtain the lost article within a few minutes of the time they reported the loss.

It might be interesting to our readers to know how many articles are left in "L" cars by forgetful passengers. In the month of December last, 1,641 articles were turned in to the "Lost Property" department by trainmen, an average of 53 articles a day for the thirty-one days in the month. One might imagine that the month of December would be exceptionally heavy on account of the Christmas shopping season, but it is a curious fact that it was the reverse and considerably below the average. Perhaps Christmas shoppers are more mindful of their purchases than they are at other seasons, but whatever the reason may be the number of articles left on trains in December was lower than for a number of preceding months.

The proportion of lost articles recovered by the persons leaving them is lower than it might be, due to the failure of the losers to report their loss, or claim the articles. Only about 40 per cent of the lost articles are claimed on the average, although those which are not claimed usually are not valuable. They include such things as a single glove, or a single rubber, or something of small value which the loser probably does not think worth while reporting.

Through the system maintained on the different lines, it is an easy matter for a passenger to recover a lost article if a report is made by the person losing it. Occasionally an article left in a car may be picked up and carried away by another passenger, although trainmen are watchful to prevent that. But if it is left on a train, or given to the trainman by a passenger who picks it up, it is surely turned in and held to be claimed by the owner. If there is a name or an address on it, the owner is at once notified by post card to call and claim it. If there is no mark of identification on the article, it is held for 90 days, at the end of which time it is given to the person who turns it in.

The easiest way for a passenger to recover a lost article is to notify the ticket agent at the nearest station as soon as the loss is discovered. The company maintains a private telephone service of its own, and the agent will at once notify the proper person. Frequently a lost article is recovered in that way before the train reaches the terminal. It is important that the person reporting the loss should name the road on which the article was left, as each road maintains its own "Lost Property" department. Unless the road is named it causes delay, because the agent has to make inquiries of all roads. If the time of the train at a certain station is given, it makes the recovery still easier.

Articles sometimes are recovered in peculiar ways. In December a woman lost a wrist watch on an Oak Park train, but was not sure where it had been lost. Another woman found the watch and turned it in at a station on the Loop, without stating on which road it was found. It happened that the two women met at a party in River Forest and one remarked she had lost her wrist watch on a train. The other said she had found a watch and turned it in at a certain Loop station. The loser of the watch called and recovered it the following day. Had the agent at the Loop station known that the watch was found on an Oak Park train, she would have reported it to that road at once.

Patrons of the Northwestern "L" evidently are more forgetful than those of the Oak Park line, for they leave more articles on trains and claim fewer. In fact, the articles recovered on the Oak Park numbered 70 per cent of those turned in during December, while the average for all roads was only 40 per cent.

Wilson and Englewood Loop Trains

SOME months ago through operation of the Wilson-Englewood trains was discontinued during the non-rush hours, the trains running around the loop and returning to their respective terminals. This method of operation proved highly satisfactory to the shoppers who use the trains during the day, but occasionally some inquiry is made relative to the time the first train runs around the loop and the hour at which through operation is resumed in the afternoon.

For the guidance of passengers and trainmen on other roads who may be asked by passengers desirous of transferring, the time of trains running around the loop is as follows:

	Wilson.	Englewood.
First trains around loop.....	9:24 A. M.	9:28 A. M.
All Wilson-Englewood trains until.	4:28 P. M.	4:28 P. M.
Resume loop operation.....	7:36 P. M.	7:41 P. M.

Between the hours of 4:28 and 7:36 P. M. the Wilson-Englewood trains are routed through, so that the evening rush-hour congestion on the loop may be lessened. At all other hours during the day and night these trains operate around the loop.

AMUSEMENTS ON THE "L"

Roller Skating

Madison Gardens, West Madison and Rockwell streets. Take the Oak Park "L" to Campbell avenue station.

White City, South Park avenue and Sixty-third. Take the South Side "L" to the entrance at South Park avenue station.

Dancing

Trianon, Cottage Grove and Sixty-second street. Take South Side "L" to Cottage Grove station.

Guyon's Paradise, Crawford and Washington. Take Oak Park "L" to Crawford avenue station.

Dreamland. Take any Metropolitan "L" train to Marshfield avenue and get off at the door.

Merry Garden. Northwestern "L" to Belmont avenue.

Sheridan-Plaza Hotel, Sheridan and Wilson, Saturday night dances. Northwestern "L" to Wilson avenue.

White City. South Side "L" to entrance, South Park avenue station.

Chicago-Saugatuck Club reunion and Valentine party and funfest on February 3, at 4616 North Clark street. Take Northwestern "L" to Wilson avenue.

Bowling

Bensinger's, 67 W. Madison, 73 W. Monroe, 235 S. Wabash, 29 W. Randolph. Take any "L" train to the loop.

Kaadlund's, Lincoln avenue and Paulina. Ravenswood "L" to Lincoln avenue and Paulina street.

Leffingwell's, Wilson and Sherman. Take Northwestern "L" to Wilson avenue.

IT HAPPENED ON THE "L"

SHE seated herself comfortably in a cross seat, extracted a book from the bag she carried and settled down to read. Suddenly she looked up from the page, beckoned the conductor, and in a tone of command said: "Would you raise that window?"

"Certainly, ma'am," answered the conductor, as he raised the window. At the next stop a woman entered the car and took a seat. Hardly had she seated herself until she signaled the conductor and said: "Would you please shut that window?"

"Certainly, ma'am," said the conductor and he lowered the window. The first woman noticed it and for the second time beckoned the conductor.

"Didn't I ask you to open that window?" she demanded.

"You did, ma'am, and I opened it."

"Why did you close it again?"

"Because the lady in the other seat asked me to," answered the conductor politely.

"But I want it open," in an imperious tone.

"I tried to please you both," said the conductor, "now you'll have to settle it between yourselves."

As he moved toward the door he shouted "Fullerton avenue. Chicago avenue the next stop."

The women glared at each other and the conductor whistled softly to himself, but remained out on the car platform.

CHICAGO HISTORICAL SOCIETY

Lincoln Exhibit

FEBRUARY being the month of the two great patriotic anniversaries—the birthdays of Washington and Lincoln—the eyes of thousands of people are turning toward the Chicago Historical Society, located at Dearborn and Ontario streets, where the most extensive annual commemorations take place.

and the rapid progress of young Lincoln from railsplitter, school boy, surveyor, storekeeper, postmaster, law student, circuit rider, justice of the peace, member of the state legislature, member Congress, founder of the Republican party, president, martyr and finally to first place in the hearts of his countrymen.

The objects that mark these stages are early school books bearing Lincoln's autograph, a fence rail, split by him; a plat of



From Woodcut, Chicago Historical Society Exhibit.

On Sunday, February 4, the Lincoln Exhibition will be opened to the public. Young and old can wander for hours between aisles of display cases so arranged as to visualize the various stages in the life of Lincoln, including his birthplace in Kentucky, burial of his mother, immigration of Thomas Lincoln and his family first to Indiana, then to Illinois,

his survey of Illinois land, his signature on documents, law books studied by him with the office desk and chair he used, horse hair furniture from his Springfield home, a fur tippet and the old blanket shawl he wore instead of an overcoat, a white kid glove worn through by shaking hands with people at the White House reception, the rubber

shoes he wore in his nightly trips to battlefields and the War Office, autograph letters at all periods of his life, the coat worn on the night of the assassination, the program that was found on the floor of the box at Ford's theatre, the U. S. flag wrapped around him when carried across the street to the Peterson House, all the furniture of the room in which he died including the bed with its blood stained sheet and finally every camera portrait ever made of Lincoln and several paintings.

The exhibition will remain in place through February and March.

On February 9, the Society will be addressed by Frederick F. Shannon, pastor of Central Church, on "Lincoln's Message to America."

On Monday, February 12, the lantern slide lecture on the life of Lincoln will be given at intervals during the day.

School children are invited to bring their parents and grandparents on this day and on Sunday afternoons during the month.

The rooms of the Chicago Historical Society are only a short distance from the "L," either the Grand avenue or Chicago avenue station. Children under 12 years of age ride on the "L" for a 3-cent fare, and school children under 17 years can ride for a 5-cent fare, through the purchase of a 50-ride school children's coupon book.

QUITE SO

"My car certainly gave me satisfaction last year."

"So did mine. What make is your car?"

"An Elcar."

"Mine is an 'L' car, too."

"They're great cars."

"They certainly are."

COMMENDATIONS

The following employes have been commended during the last month:

South Side Trainman Charles Curry, badge 2647, is commended for his courteous treatment of passengers and for aiding an aged passenger to find a seat.

Northwestern Conductor J. C. Muhleman, badge 1458, is commended for his consideration in holding a train for passengers.

Oak Park Trainman Henry Soellner, badge 6139, is commended for requesting seat hogs to move over and make room for standing passengers and for his general courteous attitude.

Northwestern Agent Mrs. J. B. Sullivan is thanked and commended for allowing a patron to leave her bundles in the station while making a business call.

South Side Trainman Henry Furlonetto, badge 2969, is commended for his courtesy and neat appearance.

Metropolitan Extra Trainman John Wagner, badge 4624, is commended for his courtesy toward patrons and for his generally neat appearance.

Loop Agent K. Farrell is commended and thanked for aiding a patron in recovering a sum of money left at the ticket window.

Northwestern Trainman Frank R. Hall, badge 559, is commended for his efficiency in handling passengers and for his extreme courtesy.

South Side Conductor M. Cody, badge 2543, is commended for holding a train during the evening hours so that a patron could catch it.

Metropolitan Conductor H. M. Gillette, badge 4166, is commended for two instances in which he was seen to be courte-

ous, his care in the neat appearance of his train and special attention paid to aged passengers.

Northwestern Trainman W. J. Atwood, badge 1496, is commended for his clear enunciation of station names.

Oak Park Conductor R. Grogendyke, badge 6223, for assistance given passengers and for his good attitude of courtesy.

South Side Trainman C. A. Livingston, badge 2426, is commended for asking seat hogs to move over and make room for standing passengers, his clear enunciation of station names and for politeness.

Northwestern Trainman T. F. Goggin, badge 670, is commended for his distinct enunciation of station names.

Oak Park Trainman O. Foreman, badge 6236 is commended for his courtesy.

Northwestern Agent Miss Ida Sheehy is commended for the aid she gave a patron in finding a lost parcel.

South Side Conductor Michael Conway, badge 2585, is commended for his clear calling of stations and for his careful attention toward aged passengers.

Northwestern Trainman Frank Ortner, badge 1494, is commended for his clear enunciation of station names and for asking seat hogs to move over and make room for standing passengers.

South Side Trainman Henry Furlonetto, badge 2969, is commended for the aid he rendered a mother when her baby became ill on a train.

Northwestern Conductor G. Grening, badge 1263, is commended for the aid he gave a near-sighted lady in getting off at the correct station.

South Side Trainman John Crum, badge 2369, is commended for his pleasing personality and for the assistance he rendered a patron.

Northwestern Night Operator J. O'Neil is commended for the aid he rendered a patron in finding a traveling bag which was left in a station.

South Side Platformman Samuel Patnod, badge 2238, is commended for his courteous manner and his gratefulness in exchange for a slight service rendered him.

Northwestern Conductor F. E. Glon, badge 851, is commended for requesting seat hogs to move over and make room for standing passengers and for his general pleasing personality.

South Side Guard Henry Colgan, badge 2311, is commended for his courteous manner, his neat appearance and for his clear calling of station names.

Northwestern Trainman T. Boland, badge 1096, is commended for directing and assisting a woman passenger to her destination.

South Side Trainman J. A. Anderer, badge 2806, is commended for his clear calling of station names and for his general courteous manner and neat appearance.

Loop Agent Helen Pagel is commended and thanked for the aid she gave a patron in recovering a lost parcel.

Oak Park Trainman George Forrest, badge 6218, is commended for clear enunciation of station names.

Oak Park Trainman Cornelius O'Connor, badge 6219, is commended for assistance given a passenger who was carrying a large bundle.

SOUNDS REASONABLE

"What has become of the engine and train of cars I gave you for Christmas?" asked the father.

"All smashed up," replied the small boy. "We were playing public ownership."

FOUND LADY'S POCKET-BOOK

The Elevated News is in receipt of a letter from a passenger who found a lady's pocketbook, containing a bill of large denomination, on the platform at Adams and Wabash (Inner Loop) on January 9 in the evening rush hour. He says he has watched the lost and found ads in the newspapers and reported his find to the general offices of the elevated, but has not found the owner. The name and address of the finder will be supplied by the editor of The Elevated News on request, and the pocketbook will be restored to the owner on proper identification.

One Saturday morning in mid-July,

We boarded the "L," my friend and I.

Sitting directly across from us,

A paralyzed beggar, disconsolate cuss,

Was chiding the guard and with cheery grin

He held forth a tin cup to drop money in.

In his other hand were pencils and gum.

But his ragged clothes gave proof that the sum

Gained by his begging failed to pay

For life's necessities, by a long, long way.

At every stop on our downtown trek

His wares were displayed by this human wreck

But never a penny reached his tin,

From the growing throng, and his cheery grin,

Slowly grew forced with every mile,

Fading at last to the ghost of a smile.

At last he arose, with a look of pain,

And made himself ready to leave the train,

As he passed the door the gate-man spoke:

"Wait a minute, here, you poor old bloke;

"Business seems rather bad to day?

"Well here's a quarter, be on your way.

"It's hell on a guy who's humanity's goat."

And I stumbled off with a lump in my throat.

L'Envoi.

Somewhere some thoughtless someone has said

That kindness and chivalry long are dead

In our great Chicago, "Humanity Pool."

I'm kicking myself for believing the fool.

— An "L" Passenger.

PIGS IS PIGS

A woman in a crowded car had a small kitten in a box upon her lap. "You can't carry a dog upon the car," explained the conductor politely. "But this isn't a dog," protested the woman; "This is a cat." "It doesn't make any difference," returned the conductor. "The rules of the company must be obeyed." "But," again protested the lady, "that man over there has a large mud turtle." "That's different," explained the conductor. "Mud turtles are insects, while cats are dogs."

"Where do I transfer?"

"Where are you going?" asked the trainman.

"It's none of your business where I am going."

CHILDREN OCCUPYING SEATS

THE following letter offers a suggestion from a visitor in the city as follows:

"Spending this week in Chicago to make arrangements for locating here, I have used the "L" transportation every day and noted with pleasure the perfect service given the public, so far as your attention extends. I am voicing the sentiments of a host of patrons (judging by remarks heard among passengers) in making a plea that you would post alongside the notice, 'Please keep your feet off the seat,' the request that babies be not allowed to occupy seats while adults stand. Your trainmen, it seems to me, could add the trifling duty of passing through the crowded cars and help eliminate this selfish practice."

"A Visitor."

The question of children occupying seats while adults are standing is one that can better be regulated by those in charge of the children, than by the company. The "L" invites the patronage of children and offers them exceptionally low rates of fare. As a rule the number of children riding during the rush hours is not great and at other hours of the day, a sufficient number of seats, are provided to give one to each passenger. A short delay may cause an uneven distribution of the load, so that one train may have standing passengers while the following one is half empty, but as a rule there is no standing, except in the rush hours.

No doubt the standing passenger would greatly appreciate it if those in charge of small children would take them in the lap, or make them sit close together, but that is a matter which must be left to their sense of propriety rather than made a rule by the company.

A \$10 IDEA

Cohen, walking over the Williamsburg Bridge to Manhattan, met his friend Isaacs, bound in the opposite direction.

"Ah, ha!" he said. "I know what you're going to Brooklyn for."

"You don't," returned Isaacs.

"Bet you ten dollars I do."

The wager was accepted, and Cohen went on:

"You're going over there and look around till you find a cheap-looking building for rent that has a store. You'll take the place, stock it with goods, insure the whole thing, and then, some day, there'll be a fire."

Isaacs looked at his friend a moment and then said:

"You win."

"Well, I was right, wasn't I?" asked Cohen, as he pocketed the money.

"No," replied Isaacs; "you weren't right. But the idea is worth it."

He met her on the meadow
As the sun was sinking low.
They walked along together
In that twilight afterglow
She waited patiently until
He had lowered all the bars.
Her soft eyes bent upon him
As radiant as the stars,
She didn't smile or thank him
In fact, she knew not how
For he was but a farmer lad
And she—a Jersey cow.

CAN YOU BLAME HIM?

Foreman: "Why can't you fix that gas leak up at Jones's? This is the third complaint from there this week. Are you losing your pep?"

Fitter: "Say, if you saw that new hired girl of theirs you wouldn't think I was losing anything."

Foreman: "If that's the case I take the call myself."

Convenience

Forty-four trains run daily between the South Side of Chicago and Milwaukee and intermediate cities on the

North Shore Line

giving you the ultimate in convenience and nearness to your home.

These trains stop at Dorchester, University, Cottage Grove and South Park Avenues on Sixty-Third Street, and at Forty-third Street elevated stations.

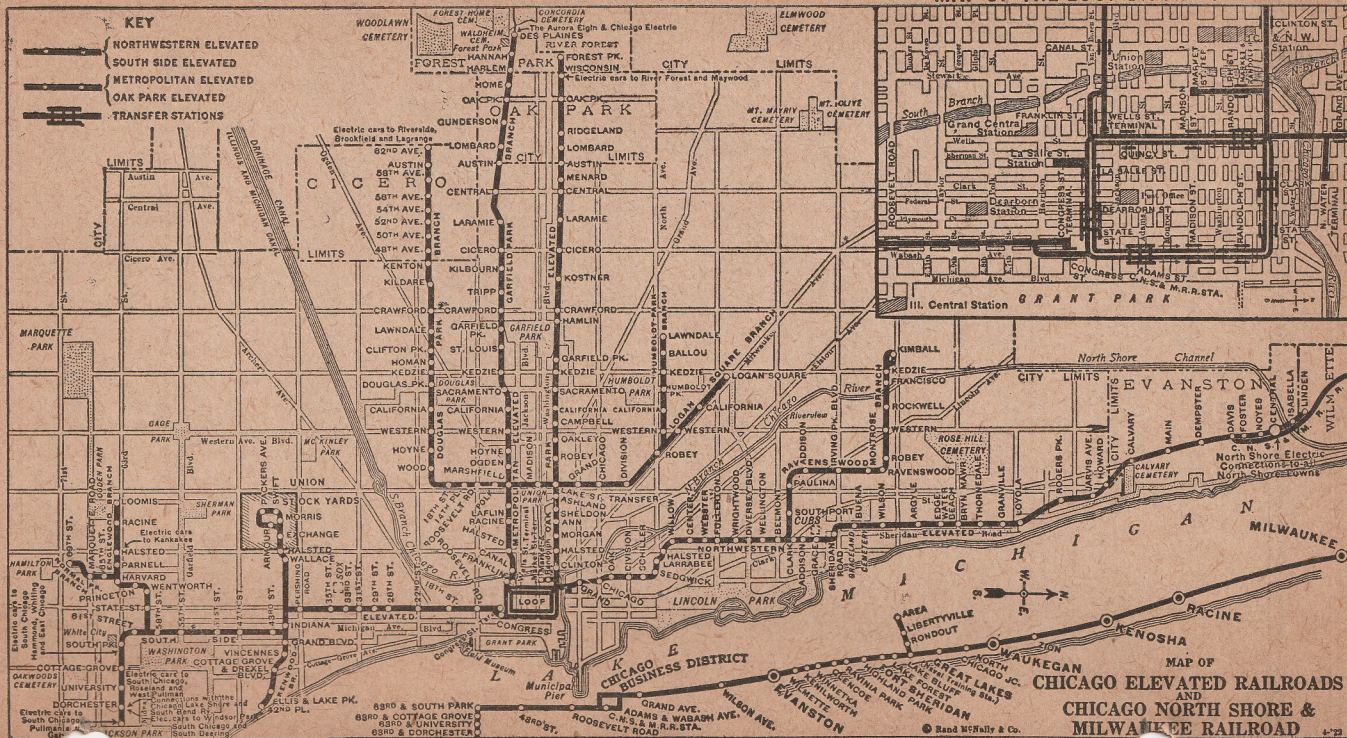
Take a train in the morning or at noon, and soon after you have finished your breakfast or your lunch, you are in Milwaukee.

Excellent dining car service.

*Full information from Traffic Department
72 West Adams St. Telephone: Central 8280*

Chicago North Shore & Milwaukee Railroad

MAP OF THE LOOP DISTRICT



MAP OF
CHICAGO ELEVATED RAILROADS
AND
CHICAGO NORTH SHORE &
MILWAUKEE RAILROAD