

THE ELEVATED NEWS

Issued Monthly by Chicago Elevated Railroads

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Room 1105 Edison Building

Volume VIII

March, 1923



Number 12

“L” Roads to Spend Nearly Four Millions In Improvements During 1923

ESTIMATES of the cost of improvements contemplated by the “L” roads this year in addition to ordinary expenditures, total nearly \$4,000,000. The largest single item is for 105 new cars, at a total cost of \$2,400,000, delivery on which is expected to begin early in May and be completed by fall. The cars will be placed in service as fast as they are received.

Some of the more important improvements and the estimated cost of each are:

New cars (105).....	\$2,400,000
Extending platforms for 8-car train operation.....	496,500
New Uptown Chicago Station, Wilson avenue.....	155,000
Roosevelt Road station and alteration of structure due to street widening	161,000
“L” share of alterations on account of new Union Station..	137,500
Extension Douglas Park line to Oak Park avenue.....	60,000
Express tracks Wilson to Lawrence avenue	88,500
Alterations on Oak Park “L” for Ogden avenue widening..	26,000
Total	\$3,524,500

The platform extensions included in the foregoing estimate cover only the express stations on north-south through lines. North of Wilson avenue all the new stations which have been built in connection with the track elevation work, are built to accommodate 8-car trains, but they cannot be fully utilized until the platforms are extended on the South Side Elevated and on the Northwestern south of Wilson.

The estimate includes the Ravenswood-Kenwood line as well as the Evanston-Jackson Park branch.

The new Uptown Station at Wilson avenue has been under way for several months and is expected to be opened early in the summer. It will be the largest and most complete station on the elevated system and will be used jointly with the North Shore Line.

The changes at Roosevelt Road on the South Side and at Sheldon street on the Oak Park are made necessary because of the street widening projects at those points. The Ogden avenue extension runs under the Sheldon street station of the "L."

Building of the new Union Station makes necessary a number of alterations on the Metropolitan "L," including a new station at Canal street. Part of the cost is borne by the Union Station Company, so that the estimate given above is only for that portion of the cost which must be paid by the "L" roads.

The extension on the Douglas Park branch of the Metropolitan will run from the present terminus at Sixty-second avenue, through the City of Berwyn to Oak Park avenue, a distance of three-quarters of a mile. An ordinance authorizing the extension recently was passed by the Berwyn City Council, and it is planned to begin construction of the line as soon as weather conditions will permit. As the tracks are on the surface at that point, and there are only two stations to build, it is estimated that the work can be done in about two months.

One of the most important of the improvements is the express tracks to be laid between Wilson and Lawrence avenue. While there are four tracks on the Northwestern from Chicago avenue to Wilson, and from Lawrence avenue to Howard street, there is a short gap between Wilson and Lawrence avenues with only two tracks. This necessitates fast express trains crossing over to the local tracks at Lawrence and at times causes short delays. With the two additional tracks, express trains can be run from Loyola, and as contemplated later, from Howard street, through to Chicago avenue without having to cross to local tracks.

One Passenger Occupying Two Seats

THE following letter comes from a daily patron on the "L" and tells its own story:

"Herein am referring to a matter the adjustment of which will be to your advantage, as well as the patrons on "L" trains. Why not have your guards get busy with the 'seat hogs' who occupy two seats? When I pay for a seat I would like to sit in it, not leave it for the convenience of some selfish individual who is indifferent to how many are standing. It should be the duty of the guards on 'L' trains

to 'wake up' those absent-minded people, but in this matter guards are quite indifferent.

"Women, too, with children under 5 years, whom they could easily hold in their lap, occupy seats not paid for, but rightfully belonging to someone who has, often some tired individual scarcely able to stand. As a daily patron of the 'L,' I know whereof I speak."

Another letter on the same subject from a patron suggests that a sign be placed above the longitudinal seats stating that the seat is intended for so many passengers, as four passengers many times occupy the space intended for five.

Trainmen are instructed that it is a part of their duties to find seats for standing passengers, when possible, but it is not always easy for them to leave their gates and go through the cars. The company, however, is converting the longitudinal seats into cross seats as rapidly as possible, so it is only a question of time until all the cars will have cross seats. That will remedy the condition.

Memorize the Number on Your "L" Pass

USERS of the Weekly "L" Pass should memorize the number so that it may be recovered should it be lost. Occasionally a Pass user reports that he has lost the pasteboard. Once in a while a Pass is turned in with other articles lost on a train, but that is rare. Even when turned in, there is no way in which the purchaser can claim the Pass unless he knows the number of it.

Should the purchaser of a Weekly Pass happen to lose it and another patron of the "L" lines pick it up, it may be assumed that the finder will try to make use of it until its time limit has expired. In such a case the original purchaser might recover the pass by reporting the number of it, so that the agent might take it up when presented at the ticket window. The company desires the purchaser of a Weekly Pass to have the full use of it and will assist in its recovery if it should be lost, but obviously little can be done in that direction unless the rightful owner knows the number of his Pass.

NO COAL TO SHOVEL

IN one of the city's public schools recently, a class in English was given as a subject to write: "What I Would Like to Make of Myself, and Why." One boy wrote as follows:

"I would like to go to work for a railroad. I would try anything once. If it did not suit me, I'd

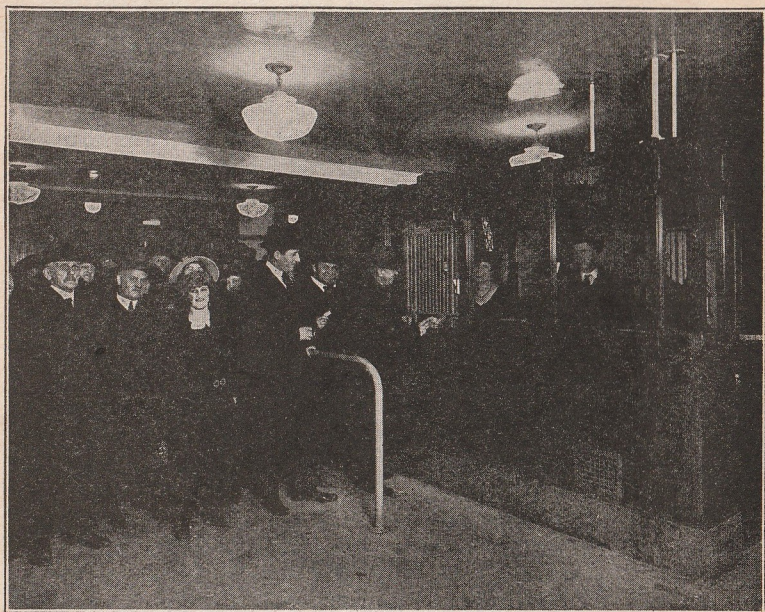
try another railroad job. I like to work for a railroad because you have a pass to ride any place you want to. Another thing is you are always going some place while at work. If they put me to work where they have to shovel coal, I'd work for an electric railroad where there was no coal to shovel."

NEW STATION AT LAWRENCE AVENUE

THE new "L" station at Lawrence avenue and Broadway, which was built by order of the Illinois Commerce Commission, was opened to the public on the evening of February 27.

The Uptown Association, under

which he is going to have framed and kept as a souvenir of the occasion. Vice-President Nylan of the Fidelity Trust and Savings Bank was the second purchaser of a ticket. The accompanying picture was snapped as Mr. Klingenberg and Mr. Nylan were purchasing tickets. B. J. Fallon,



Buying the first ticket at the new Lawrence avenue station.

the direction of Captain Clyde L. Backus, celebrated the opening with a parade on Broadway, from Wilson to Lawrence, which was led by the Elevated Employees Band, under the leadership of Edward G. Hall. It was the first public appearance of the Elevated Band since its recent organization, and the snappy uniforms of the men, as well as the quality of the music, received much favorable comment.

W. J. Klingenberg, president of the Sheridan Trust and Savings Bank, purchased the first ticket,

general manager of the "L" lines, is shown at the left grasping the handrail.

The celebration was an indication of the co-operation which the business men comprising the Uptown Association are giving the "L" in its efforts to give adequate service.

GOOD RESISTANCE

Electrician—"Watt' reaction do you get from your 'ohm' brew?"

Enquired—"Well, it has a 'load factor' of about seven per cent, but it doesn't 'phase' me."

GOT HIS MONEY'S WORTH AT LEAST

Little Donald Hill, 10 years of age, thought he was about old enough to become a motorman. Ever since he was able to stand on his tip toes and watch the "L" trains through his nursery window he had wanted to be one. So one morning he "borrowed" 3 cents from a kind old lady and instead of going to school, as he had started out from home to do, he got on an "L" train and stood right up in front by the motorman.

About 1:30 a. m. the next morning, 18 hours later, Donald's eyelids began to get rather heavy and he wondered if motormen ever went to bed. He finally confessed to Northwestern Trainman T. Hayes that he was lost and the trainman turned him over to J. P. Mannion, assistant trainmaster.

Upon learning the name of the boy Mannion called his home and notified his parents who had been searching for the boy all day. Needless to say, they were glad to get word of Donald's whereabouts and wanted to reward the employes who were instrumental in bringing about his return. They were told that the incident was just another instance of the service to the public which the elevated roads give.

COUEISM ON THE "L"

Every day, in every way, I am saving my own time and the time of others by stepping forward to the center of the car. Try it for a week.

STEP ASIDE, MADAM

Careful Mother—"Johnny, if you eat any more cake, you'll bust."

Johnny—"Well, pass the cake and get outa the way."

"Hello, old top, new car?"

"No! Old car, new top."

"AN HONEST MAN'S THE NOBLEST WORK OF GOD"

BOY, page Diogenes! Tell him to blow out his lamp. Here's an honest man. He lives in Chicago, at that.

"Chicago Elevated Railroads.

"Gentlemen:

"While a boy living at 19 E. Thirty-seventh street I found it quite handy, once in a while, to climb a pole that would take me direct to the elevated platform, of course without paying my fare. As this debt is still open against me I am sending a check which will balance our account.

"Yours truly,"

The superintendent of transportation, to whom this letter was forwarded, says it's mighty refreshing to get one like the above for a change.

NEW STREET NUMBER SIGNS

HAVE you noticed the new street number signs that have been put up on all "L" stations? They should prove a great convenience to the traveler, especially to a stranger in the city.

The signs are enameled metal and are placed above the signs which give the name of the station. They show the street numbers north or south, east or west, so that a passenger alighting from a train can tell exactly his location. These signs have been placed by the "L" roads for the convenience of patrons.

EMBARRASSING

"How kind of you," said the girl, "to bring me these lovely flowers. They are so beautiful and fresh. I think there is some dew on them yet."

"Yes," said the young man in great embarrassment, "but I'm going to pay it off tomorrow."

COMMENDATIONS

The following employes have been commended during the last month:

South Side Trainman Albert DeWitt, badge 2863, is commended for his noticeable courtesy.

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

Metropolitan Trainman A. Wancho, badge 4879, is commended for finding and turning in a package which was left on his train by a patron; to the lost and found department.

South Side Trainman A. Haagbery, badge 2860, is commended for the kind and courteous manner in which he gave information to a woman passenger.

Metropolitan Trainman A. Morgan, badge 4523, is commended and rewarded for returning a lunch box which a patron left on his train.

Northwestern Conductor C. O'Rourke, badge 1158, is commended for his jovial manner in requesting seat hogs to move over and make room for standing passengers.

South Side Trainman Charles A. Livingston, badge 2426, is commended for efficient and courteous manner in the handling of passengers and for his efforts in finding seats for standing passengers.

Metropolitan Conductor L. A. Kiery, badge 4475, is commended for his strict attention to business and his distinct enunciation of station names.

South Side Towerman Emil Tischer is commended and thanked for loaning a school girl enough money to pay her fare home.

Northwestern Trainman William Beisswanger, badge 1624, is commended for his extreme courtesy and kindness to a patron.

South Side Trainman John Brady is commended for his appearance and his courtesy.

Northwestern Trainman Fred A. Lampe, badge 1683, is commended for his good service, attention to duty and courtesy.

South Side Trainman John M. Sweeney, badge 2524, is commended for his courtesy.

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

Agent Mrs. J. F. O'Donnell is commended and thanked for calling the attention of a patron to change he had left on the cashier's counter.

Northwestern Motorman J. W. Guilfoyle, badge 209, is thanked and commended for returning a book which a patron left in his train.

South Side Conductor William Dale, badge 2583, is commended for his distinct calling of station names.

South Side Conductor Michael Conway, badge 2585, is commended for his courtesy toward passengers and general good nature.

South Side Conductor Joseph Tighe, badge 2802, is thanked and commended for aid he gave a woman passenger with a sick child on his train.

STEP FORWARD, PLEASE

When you stand in the door of a car the trainman cannot see when to release the air and close the door. Accidents sometimes occur in that way. Please step forward.

Jones—"I would like to do something big and clean before I die."

Smith—"Wash an elephant."

“At Your Service”

Limited All-Steel trains to Milwaukee and intermediate points are at your service every hour throughout the day and evening on the

North Shore Line

All Limited trains make convenient stops on the South Side, at Dorchester, University, Cottage Grove, and South Park, on Sixty-third street, and at Forty-third street “L” stations.

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

KEY

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

