

# THE ELEVATED NEWS

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## *How an Elevated Pass Elevates*

**D**OES the possession of a Weekly "L" Pass raise the possessor to a position of importance in the community? Evidently there are some who believe that it does, and if the assumption is correct anyone may become a "personage" for \$1.25. It's an economical way of getting up in the world.

The following letter comes from an "L" patron and presents a new thought on the importance of the Weekly Pass:

I had the misfortune to lose my Pass last Friday afternoon and I was indeed in a pass. I also lost my prestige and for the remainder of the week had to buy tickets, three for a quarter, like the commonalty. The Pass does more than fill a long felt want. It creates a personage of passing importance, very passing if you lose the Pass. Long live the Pass.

We sympathize with this patron who lost his Pass and his prestige at the same time, but in passing might suggest that both might easily have been restored. Who would suffer a loss of prestige, even for two days, for a trifling \$1.25? We imagine there are many in the city who would gladly pay a much larger sum to have their prestige restored.

The suggestion in the above letter, however, is worthy of consideration. Why not become a "personage," if only to yourself? It evidently is being done for \$1.25 a week and even if it should fail, you get more than your money's worth of transportation, anyway. Buy an "L" Pass.



## *The Daily Trials of "L" Trainmen*

ASK an "L" trainman what is his pet peeve, or the greatest trial in his daily life, and he will answer unhesitatingly that it is to get passengers to step inside a car and move forward to the center. That seems such a trifling matter that one might be inclined to say that if the trainman has nothing more serious with which to contend, his daily work is reasonably pleasant.

Crowding car platforms and blocking doors is not a trifling matter to the trainman, or to the passenger either, although the latter often fails to appreciate the annoyance and inconvenience that he causes



Move forward in the Car,  
Please

himself and others by standing in the way. The delay caused from that source alone is considerable and the worst part of it is that a few passengers delay hundreds by holding up an entire train.

There is another serious side to the practice of crowding car platforms on "L" trains, which never occurs to the average passenger. Trainmen are required by the rules of the company to face the doors when closing them. This rule is intended for the safety of passengers, the trainman being supposed to see that the passageway is clear before he releases the air to close or open the doors. When the platform is crowded it is impossible for the trainman to see the doorway from his position between the cars and occasionally a passenger gets a finger caught between the door and the jamb, as the door is opened or closed.

Accidents of this kind are not numerous, but they occur, and when they do both the injured passenger and the trainman are in trouble.



Such accidents could not occur if passengers kept away from the doors by stepping forward in the car.

When the platform of a car is crowded and the train rounds a curve, unbalancing the standing passenger, he grabs at anything to steady himself. If it happens to be the door jamb and the door happens to be closing at that particular moment, he is out of luck. He gets his fingers bruised and he curses the trainman, who really is not to blame.

With the coming of warm weather the practice of crowding car platforms tends to increase. A delay of a few seconds at a station, means a few minutes by the time a train reaches its destination. The few passengers who persist in planting themselves firmly on the platform the moment they step on to a train, keep hundreds of other passengers from reaching their homes as quickly as they otherwise would if the doorways and platforms were clear.

There are many passengers who understand the necessity for keeping the platforms and doorways clear. As soon as they step on to a car platform they push their way forward to the center. In doing so they show consideration for others and they benefit themselves at the same time, for the cars are seldom crowded in the center as they are at the ends.

Join the crowd of live ones who know how to add to their own safety and convenience by **stepping forward in the car.**

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## *Rates of Fare on the Elevated*

**S**INCE the revision of rates of fare on the "L" lines last September, the introduction of the Weekly Pass, the school children's rate of 5 cents and the 3-cent rate for children under 12 years of age, there is some misunderstanding as to what the actual reduction really means. Because the cash fare remained at 10 cents, statements occasionally are heard that there was no real reduction in rates.

The new rates have been in force long enough now to show with reasonable accuracy the effect on the revenue of the company. The rate of fare has been reduced a little more than 1 cent for every passenger carried, which means a loss in revenue to the company of \$1,800,000 a year, based on last year's traffic.

Before the revision of rates of fare last September, the average fare paid on the "L" was 9.31 cents. At the present time the average fare is 8.30 cents per passenger. That includes, of course, the Evanston division, on which an additional fare is paid north of the city limits.

Although reference frequently is made to the "10-cent fare" on the Elevated, from a revenue standpoint there really is no such fare.



Fewer than one passenger in every six pays a 10-cent cash fare, so that the revenue from that source is more than offset by those who ride on the Weekly Pass, or the children's tickets at less than the regular ticket rate of  $8\frac{1}{3}$  cents. The average fare is slightly less than the regular ticket rate.

When the ticket fare was set at the convenient three-for-a-quarter rate more than five-sixths of the passengers took advantage of it, the number of cash fares falling off in a corresponding degree. Every facility is afforded passengers to take advantage of the ticket rate. The tickets are always on sale in all stations, so that the passenger who pays a 10-cent cash fare does so from choice.

### BASEBALL

Following is the schedule of games of the Chicago teams on their home grounds for the 1923 season:

#### NATIONAL LEAGUE

##### Home Games

May 25, 26 vs. Cincinnati.  
 May \*27, 28 vs. Pittsburgh.  
 June 5, 6, 7 vs. New York.  
 June 8, 9, \*10, 11, 12 vs. Boston.  
 June 13, 14, 15, 16 vs. Brooklyn.  
 June \*17, 18, 19, 20 vs. Philadelphia.  
 June \*24, 25, 26 vs. Cincinnati.  
 June 28, 29, 30, July \*1 vs. St. Louis.  
 July 2, 3, \*4, \*4, vs. Cincinnati.  
 July 26, 27, 28, \*29 vs. New York.  
 July 30, 31, Aug. 1, 2 vs. Boston.  
 Aug. 3, 4, \*5, 6, 7 vs. Brooklyn.  
 Aug. 8, 9, 10, 11, \*12 vs. Phila.  
 Sept. \*2 vs. Pittsburgh.  
 Sept. \*3, \*3, 4 vs. St. Louis.  
 Sept. 12, 13 vs. Cincinnati.  
 Sept. 14, 15, \*16, 17 vs. New York.  
 Sept. 19, 20 vs. Brooklyn.  
 Sept. 22, \*23 vs. Philadelphia.  
 Sept. 24, 25 vs. Boston.  
 Sept. 27, 28, 29, \*30 vs. Pittsburgh.

\*Sunday. †Holiday.

#### AMERICAN LEAGUE

##### Home Games

May 4, 5 \*6, 7 vs. Detroit.  
 May 8, 9, 10, 11 vs. Boston.  
 May 12, \*13, 14, 15 vs. Philadelphia.  
 May 16, 17, 18, 19 vs. Washington.  
 May \*20, 21, 22 vs. New York.  
 May 29, †30, †30, 31 vs. Cleveland.  
 June 1, 2, \*3 vs. St. Louis.  
 July 6, 7, \*8, 9 vs. Washington.  
 July 10, 11, 12, 13 vs. New York.  
 July 14, \*15, 16, 17 vs. Philadelphia.  
 July 18, 19, 21, \*22 vs. Boston.  
 July 23, 24, 25 vs. Detroit.  
 Aug. 15, 16, 17 vs. Washington.  
 Aug. 18, \*19, 20, 21 vs. New York.  
 Aug. 22, 23, 24 vs. Philadelphia.  
 Aug. 25, \*26, 27 vs. Boston.  
 Aug. 30, Sept. 1, \*2 vs. Cleveland.  
 Sept. 6, 7, 8, \*9 vs. St. Louis.  
 Oct. 1, 2, 3, 4 vs. Detroit.

\*Sunday. †Holiday.

Both ball parks are adjacent to the "L," which is the fastest and most convenient method of transportation.

### GOLF

The golf season is now open in Chicago public parks and the "L" is the quickest and most convenient way to reach the links.

Jackson Park, two golf courses—Take South Side "L" to Jackson Park. Only a short walk from the end of the line.

Garfield Park—Take Metropolitan "L" to Garfield station.

Columbus Park—Take Metropolitan "L" to Central avenue.

Harlem Golf Club—Take Metropolitan "L" to Hannah avenue and walk south to park entrance. This is a daily fee course and no waiting.

Use your Weekly Pass and it costs you nothing extra for transportation.

### SORRY SHE SPOKE

The man from New England just arrived in a western city went into a small office and asked if he could wire direct from there, and how long it would take.

The girl assistant cut him short with: "I am not here to answer silly questions." She looked foolish, however, when she found herself compelled to wire the following:

"Arrived safe. Girls here ugly and bad-tempered."



## COMMENDATIONS

The following employes have been commended during the last month:

Metropolitan Conductor Paul Scalese, badge 4279, is commended for his courtesy and for finding seats for standing passengers.

South Side Agent Miss Nora Burns is commended for the kindly aid she gave a woman patron who fell and injured her knee in Miss Burns' station.

Northwestern Conductor E. J. Ryan, badge 875, is commended for his cheery manner and for requesting seat hogs to move over and make room for standing passengers.

Oak Park Trainman August Mayer, badge 6259, is commended and thanked for returning a purse left on his train by a woman patron.

South Side Conductor John Murtaugh, badge 2097, is thanked and commended for holding his train a fraction of a minute to allow a patron to recover a purse which had been left in the car.

Northwestern Trainman G. E. Weiland, badge 1588, is commended for the courteous manner in which he performs his duties.

Loop Platformman R. Sterns, badge 20, is commended for his politeness and efficiency in handling the public.

Metropolitan Conductor Barney Keegan, badge 4186, is commended for his courtesy to a blind man.

South Side Trainman William Knupper, badge 2018, is commended for the courteous manner in which he performs his duty.

Metropolitan Trainman A. Loughlin, badge 4147, is commended for the courteous manner in which he performs his duty.

Northwestern Trainman John A. Crowley, badge 1633, is commended for his kindly manner in assisting an intoxicated man to the street from the platform.

South Side Guard William J. Grennan, badge 2974, is commended for his politeness toward patrons.

Metropolitan Motorman Alex Czaba, badge 4305, is commended for the smooth manner in which he operates his train.

Northwestern Supervisor H. Dahm and Conductor William Zuerenz, badge 1569, are commended by a woman patron for the aid they gave her in finding her purse which she had dropped in a car.

Northwestern Trainman F. A. Cornell, badge 683, is commended for requesting seat hogs to move over and make room for standing passengers.

South Side Trainman George Gardner, badge 2727, is commended for finding seats for standing passengers.

Metropolitan Trainman Patrick J. O'Brien, badge 4315, is commended for his unusual courtesy and general efficiency.

Northwestern Conductor O. L. Brown, badge 1521, is commended for his neat appearance, distinct calling of station names and for requesting seat hogs to move over and make room for standing passengers.

South Side Guard R. Belcher, badge 2108, is commended for efficiency in the performance of his duties and for his distinct enunciation of station names.

Northwestern Trainman Frank E. Haag, badge 705, is commended for his distinct enunciation of station names and efficient operation of car gates.

South Side Trainman L. J. Kerwick, badge 3036, is commended for strict attention to his duties and distinct enunciation of station names.

Metropolitan Conductor Harold Morin, badge 4650, is commended for his distinct calling of station names and for his neat appearance.

South Side Trainman Lucius Hammonds, badge 2439, is commended for distinct enunciation of stations and attention to duty.



Northwestern Agent Miss Mae Reilly is commended and thanked for returning a large sum of money which a patron had left at her window by mistake when purchasing a weekly pass.

South Side Conductor Bertram Vaughan, badge 2073, is commended for his quick action in allowing a woman patron to alight at a station in time to catch a North Shore train without affecting the schedule of his train.

Metropolitan Trainman Walter Olson, badge 4870, is thanked and commended for politely returning the purse of a woman patron and for his distinct enunciation of station names.

South Side Trainman Joseph Silverside, badge 3070, is commended for his courtesy and for aid in finding seats for standing passengers.

Metropolitan Flagman Herman Heinrich is commended for the timely rescue he effected when an epileptic fell to the tracks.

Oak Park Trainman E. P. Kellmer, badge 6024, is commended by a patron returning home from a doctor, for the quiet and efficient manner in which he closed the car doors and gates.

South Side Trainman Joseph Tighe, badge 2802, is commended for his courtesy in finding seats for standing passengers.

Metropolitan Trainman Charles Lucht, badge 4290, is commended for holding his train the fraction of a minute while three passengers were running up the stairs to catch it.

Oak Park Student Trainman Clarence Yohn, badge 6206, is commended for his exceptional courtesy to passengers.

South Side Conductor Joseph Schumaker, badge 2585, is commended for his clear enunciation of station names and for finding seats for standing passengers.

Northwestern Trainman Arthur H. Johnson, badge 1668, is commended for his courtesy in finding seats for standing passengers.

South Side Trainman George

Lowe, badge 2904, is commended and thanked for his courtesy and kindness in returning a lost purse to a woman patron.

Metropolitan Motorman J. M. Reagon, badge 4018, is commended for holding his train for several seconds to enable a patron who was running across a bridge to catch it.

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### CAN'T BLAME HIM

Little Miss Nell, rode on the "L,"  
And used the next seat for her wraps.

Along came a rider, and sat down  
beside 'er,

When she thought he should  
hang by the straps.

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### 15,000,000,000

Figures recently compiled show that more than fifteen billion rides were taken on electric railways in this country in 1922.

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### CORRECT

"Where is the capital of the United States?" asks a writer in the Wall Street Journal.

It sounds like a question in geography, but it isn't.

For the answer is:

"Largely in tax-exempt bonds!"

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### GOOD-NIGHT!

There was a man in our town,  
And he was a wondrous guy;  
He made the corners on two wheels,

And the crossing on the fly.  
But just too late, I grieve to tell,  
This wise one saw the light;  
His engine stalled on the railroad track.

Toot, toot! Ding, ding! Good-night!

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### AT LAST!

"Now I've had my revenge," said the shoe-shop proprietor to his friend, as a customer left.

"Revenge? How so?"

"Well, the young lass who just went out is a telephone operator. I gave her the wrong number."



# DELIGHTFUL OUTINGS

Many delightful spots for outings are to be found along the north shore of Lake Michigan, which can be reached in an hour or less on the

## NORTH SHORE LINE

Limited trains to Milwaukee and Intermediate points every hour. Express trains to Waukegan and all points south of that city every thirty minutes. ¶ All Limited trains operate from Sixty-third and Dorchester, making convenient stops at University, Cottage Grove, South Park and 43rd Street. ¶ Full information from Traffic Department, 72 West Adams Street. Telephone Central 8280.

CHICAGO  
NORTH SHORE  
*and* MILWAUKEE  
RAILROAD



A wise **E**levated rider  
Uses an **L** pass,  
And buys it **E**arly  
To a **V**oid the rush  
On **A** Monday morning.  
Many **T**housands  
Are benefited by the **E**levated pass.  
They use it to **D**ances,

They use it to **S**hop.  
Every day, going **E**very way,  
They use it, ove**R** and over.  
Its a **V**alue  
To the fam**I**ly  
Ride all week, a pass is **C**heap  
And be safe on the **E**levated.