

THE ELEVATED NEWS

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Keep Your Feet on the Floor, Please

A CARD hung from the ceiling of most of the elevated cars depicting a passenger occupying two seats and sticking his feet out in the car aisle, seems to have struck a popular chord with passengers generally. Many letters have come to THE ELEVATED NEWS commending the card and urging that it be put in all cars and kept up constantly.

Patrons of the Ravenswood-Kenwood branch, who have noticed the card in cars on the other lines complain that they were slighted and that there is much need for it on the Ravenswood line. The reason for the discrimination is, that the cars on the Ravenswood line are steel, including the ceilings, and there is no way of attaching cards.

Following are a few specimen letters which have been received:

I have observed cards placed in the ceiling of elevated cars requesting passengers to keep their feet out of the car aisles, and I would suggest that you publish the following in your monthly magazine, or in some other manner place the matter before the public:

**EVERY DAY IN EVERY WAY PASSENGERS SHOULD
KEEP THEIR FEET ON THE CAR FLOOR**

It is hard enough for me to purchase clothes to wear and not have them used for a shoe rag by a certain class who insist upon crossing their legs and extending them into the aisles.

Another thing I dislike very much is to sit on a lump of grease, or dirt, that has been left on the car seat by some passenger who has ured the seat for a foot rest.

A DISGRUNTLED PASSENGER.

We don't know how effective that Coue stuff may prove, but we are going to carry out the suggestion and try it. We might vary the text a little and make it read:

Day by day and every day,

Some one gets his feet in the way.

By using that variation, it might be set to music and sung.

Another passenger writes:

The best thing you have done in car advertising was when you hung up a card showing the seat hog crossing his legs and sticking his feet out in the aisle, to have fellow passengers polish his shoes, and taking up space for three people. It is getting worse every day, even women practice the stunt. It shows low breeding and no consideration for other passengers.



What Is Wrong In This Picture?

Why don't you put at least two of these cards in every car? Perhaps the offenders might tumble to the fact that there are others besides themselves in the car?

M. M.

Still another passenger writes:

If you ever rode on the elevated you must have noticed how many people, men and women, stick their feet out in the

aisles and let their fellow passengers wipe them with their clothes. Shameful but true. I think it would help if you would put the card "What is Wrong in This Picture?" in each car. Investigate for yourself and do something at once.

A SUFFERER.

We have a number of other letters of similar import and wish to say that the cards are now in all the cars in which they can be put. It is to the credit of the artist that his drawing showed more than he intended. The card was prepared with the idea of showing a passenger occupying two seats, (one writer says three seats, but let's be truthful), and the feet sticking out in the aisle was incidental. However, it seems to have attracted a lot of attention, which after all was the purpose.

Say It With Your Fingers

PATRONS of the elevated roads make many suggestions which they think would improve the service. Some of the suggestions are good, while others are impracticable. Following is one that has, at least, the merit of being novel. A patron writes:

I just handed the attractive girl at the ticket window a dollar bill and she, without any malicious intent, asked the usual logical, but perpetually irritating question "One fare?"

"Naw, tickets." She grinned at my peeve, so I ventured, "there ought to be some sign for tickets and one out."

"We've often talked of that," she laughed back, "but just never developed it."

I looked at the change slot and decided that the logical sign would just fit into the opening. It seems to me it would be three fingers extended with the palm down. Three tickets for two bits and the rest in change. Perfectly obvious.

Educating the public would be easy. A card on each platform would give a new bit of reading matter, and the time saved your employees and patrons, to say nothing of the increased pleasure of a silent satisfactory transaction, would net dollars for the elevated and more than justify the expense. I ride the Oak Park line.

E. V. B.

While there is no law, or rule, against speaking in an elevated station, it may be, as our correspondent suggests, that there would be some pleasure derived from a "silent satisfactory transaction." We can easily imagine how pleasant that would be, say, in a barber shop. The need of it at an elevated ticket window is not so obvious.

As to the proposed sign, isn't there a possibility of confusing the agent? Suppose the passenger might extend his three fingers vertically, instead of horizontally. There was a time when a sign of "three fingers" held vertically, was fairly well understood in certain places,

but as the poet remarks, "them days are gone forever." Or suppose the passenger's hands were full of vanity boxes, pocketbooks, handkerchiefs, or any of the other things that many passengers carry, how could the agent be given the three-finger sign?

On the whole it seems much easier to simply say "tickets" when presenting money at the ticket window. We cannot see how that requires a great deal of time or effort and there is no possibility of its being misunderstood. In fact the single word "tickets" requires much less time and effort to say, than some of the things the passengers do say to ticket agents who haven't guessed correctly what they want. So many passengers seem to think that ticket agents can read their minds.

Ticket agents on the elevated are, as a rule, good-natured and courteous. They are not too proud to let a passenger speak to them. Tell them what you wish when you present a bill and you will get it without delaying you a second. That seems a safer rule than adopting a sign language.

An "L" Pass Disperses Worries

AN enthusiastic user of the weekly "L" Pass, writes THE ELEVATED NEWS showing some of its many advantages in saving time, money and worry. His letter is as follows:

Speaking of "L" passes, a person who has never had one does not realize what a convenience it is. The mere saving of money is only one item in its favor.

The first week I bought a pass, a great load was lifted from my mind. No more scrambling through my pockets to find change for fare or tickets, no more waiting to get change, no more misunderstanding, no more waiting in line, and, best of all, no more disappointments from losing trains through delay.

Just recently I entered a station, the bell rang for the train to start. There were six or eight people in line. Instead of waiting I passed by, lifting my pass in the air. The ticket agent nodded and I reached the platform just in time to get aboard.

But this is just one instance, for the same thing happens continually. I never realized what a bother and worry it was before to spend so much time in paying "L" fares. Even if I did not use it enough to make it pay fully, I would feel well repaid for the saving in time, convenience and efficiency that it means. I do not own any stock in the elevated, nor have I any personal reason for boosting it other than as a patron, but if any one wants one of the big worries of his life lifted, let him try an "L" pass.

H. H. L.

There can be no doubt about the convenience of the Weekly Pass, especially when one is in a hurry, but there is also a big saving in money. The "L" pass is being used about 24 times a week on the average, so that the rate of fare to the user is only about five cents.

Small Children Occupying Seats on "L"

A PATRON of the Douglas Park line writes a long letter complaining of young children occupying seats in cars during rush hours when some passengers who paid fares are obliged to stand. She says that trainmen should be required to make mothers take young children in their lap, if they must ride during the rush hours.

This is a question that keeps coming up continually, and is one which the company cannot handle to the satisfaction of every one. As the writer of the letter points out, it invariably is the choice seats, next to the windows, that are taken by young children. That is quite natural, as the children like to look out of the windows at the passing panorama. It is a matter which can be dealt with effectively only by mothers of children. Some mothers are quick to take offense should a trainman ask them to take a child on their knee and give a standing passenger the seat that the child occupies. The elevated roads aim to please all their patrons and not give offense to any. It would be gratifying if mothers, and all other passengers, showed more consideration for the rights of others, but a public service company must take its customers as they come.

Oak Park Line Being Practically Rebuilt

Practically without the knowledge of its patrons and without any interruption of service the Oak Park elevated is being reconstructed. New 90-pound rail is being substituted for the old lighter rail as far west as Rockwell street and before the close of the season will extend to Kedzie avenue. More than six hundred tons of rail will have been replaced.

At Rockwell street, where trains cross from express to local tracks, two of the most modern type high-speed crossovers have been installed and another pair are in process of construction at the west end of the express track.

Eight grade crossings are being

rebuilt in Oak Park. When the reconstruction is finished the Oak Park line will represent the most modern type of electric railway construction, insuring increased safety and speed.

OUR COURTESY COLUMN

THE following employes have been commended by passengers during the last month:

Oak Park Trainman Fred A. Hoffman, badge 6238, is thanked and commended for returning a woman's handbag which he found on a station platform.

South Side Conductor John Bennett, badge 2936, is commended for his courtesy and for

finding seats for standing passengers.

Northwestern Trainman Clarence Agnew, badge 1561, is commended for requesting seat hogs to move over and make room for standing passengers.

Metropolitan Conductor Paul Scalse, badge 4279, is commended for his courtesy to passengers, especially elderly persons, and for his distinct enunciation of station names.

South Side Conductor Michael Conway, badge 2585, is commended for his clear and distinct announcing of station names.

Northwestern Conductor C. F. Larson, badge 572, is commended for requesting seat hogs to move over and make room for standing passengers.

Oak Park Trainman G. C. Simpson, badge 6152, is thanked and rewarded for turning in a woman's pocketbook left on his train.

South Side Conductor Fred Goulding, badge 2832, is thanked and commended for holding his train for a fraction of a minute for passengers who were hurrying to catch it.

Loop Platform-man John Pitcher is thanked and commended for assistance he rendered a patron in procuring a cornet which had been left on a train.

Northwestern Conductor George M. Karth, badge 952, is commended for requesting seat hogs to move over and make room for standing passengers.

Metropolitan Conductor John Bellew, badge 2513, is commended for holding his train the fraction of a second for hurrying patrons.

Northwestern Trainman A. F. Campbell, badge 1710, is commended for requesting seat hogs to move over and make room for standing passengers.

South Side Motorman Clark P. Hoffman, Conductor C. Todd, and Trainman C. Harris are com-

mended for quick action in averting an accident when a woman patron wandered from a platform to the structure in the path of Motorman Hoffman's train.

Northwestern Motorman H. A. Krueger, badge 341, is commended for his courtesy and helpfulness to patrons.

South Side Trainman Charles A. Livingston, badge 2426, is commended for finding seats for standing passengers and for his clear enunciation of station names.

Northwestern Conductor A. Wrobel, badge 553, is commended for his general good nature and courtesy.

Metropolitan Trainman Joseph Klinger, badge 4471, is commended for finding seats for standing passengers and for clear enunciation of station names.

South Side Agent Mrs. Mary E. Baker, is commended for courtesy, kindness and personal attention shown a patron.

Northwestern Extra Guard F. J. Brown, badge 795, is commended for his distinct enunciation of station names.

Metropolitan Trainman A. Fay, badge 5052, is thanked and commended for returning a silk umbrella left on his car.

Oak Park Trainman John P. Quilter, badge 6034, is commended for his honesty and courtesy.

South Side Student Platform-man Samuel L. Martin, badge 2772, is commended for his efficient and courteous service of the public.

Northwestern Trainman E. B. Olson, badge 1058, is commended for finding seats for standing passengers.

South Side Trainman Joseph Tighe, badge 2802, is commended for assisting a number of ladies from one car to another so that they might find seats.

South Side Extra Trainman Harry Jacob, badge 2347, is commended for holding his train a short time for hurrying patrons.

Summer Opera

Beautiful Ravinia Park, on the North Shore, will be the gathering place of Chicago opera lovers during the summer season.

Cool lake breezes add to the enjoyment of arias presented by many of the leading stars of both the Chicago and the Metropolitan associations. This season's program at Ravinia promises to be the best ever given.

A special train on the

North Shore Line

gives convenient and pleasant transportation to this summer opera paradise. It operates on the following schedule:

Leave	Dorchester Ave.	5:47 P. M.
"	University Ave.	5:48 "
"	Cottage Grove	5:49 "
"	South Park Ave.	5:50 "
"	43rd Street	6:00 "
"	Roosevelt Road	6:09 "
"	Adams and Wabash	6:12 "
"	Randolph and Wabash	6:13 "
"	Grand Ave.	6:16 "
"	Wilson Ave.	6:30 "
"	Church St.	6:40 "
"	Central St., Evanston	6:43 "
Arrive	Ravinia Park	6:59 "

All regular Waukegan Express trains stop at the gates. Time given is central standard time. Add one hour for Chicago daylight saving time. The train will return to Chicago, making stops at stations noted above, immediately after the close of the performance.

Chicago North Shore
and
Milwaukee Railroad

Where for Vacation?

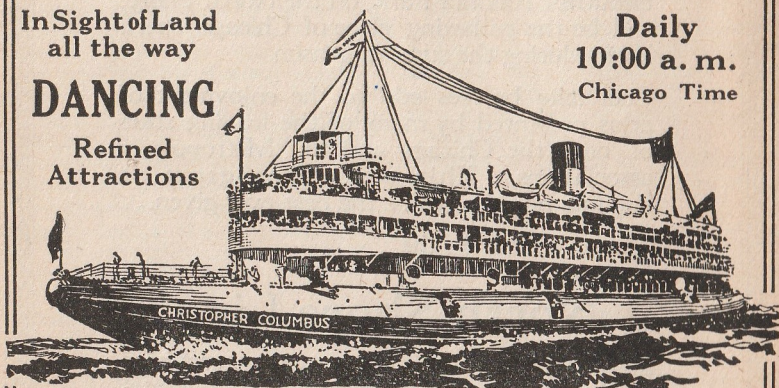
To Milwaukee and Return Week Days **\$1.50**
Sunday and Holidays **\$2.00**

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all the way

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Daily
10:00 a. m.
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White Lake Points

Friday and Saturday, 7:45 p. m. Monday, 8:30 a. m.

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WISCONSIN SUMMER RESORTS

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GOODRICH TRANSIT COMPANY

CITY OFFICE: 104 South Clark Street

DOCKS: Michigan Blvd. & Link Bridge