

# THE ELEVATED NEWS

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## *How Public Is Safeguarded on the "L"*

**S**TEADY patrons of the "L" know from experience that when they board a train they are reasonably sure of getting to their destination on time. There are, of course, occasional short delays due to some unforeseen occurrence, open bridges, fires adjacent to the structure, or some other cause, but these delays are rare when the number of trains is taken into account.

When a passenger boards an "L" train he knows he will reach his destination safely. The record of the Chicago "L" for safety is not equaled by any local transportation system anywhere. Those who daily ride on the "L" take the reliability and safety of the service as a matter of course, and probably never give a thought to the necessary steps taken to insure such service.

It may be interesting to patrons to know something of the care taken to see that the roadbed and structures are always kept in a safe condition. Each of the three larger roads, the Metropolitan, the Northwestern and the South Side is divided into five sections. The Oak Park is divided into three sections. On each section two men are employed constantly to walk the tracks, to inspect rails, ties, guard rails, switches and every part of the roadbed. These men make daily written reports to a foreman, who is constantly riding over each road.

In addition to the daily reports, the track-walkers make a written weekly report to show that they have covered their territory and have reported any defects to the foreman, if such defects were found. Each month the superintendent of maintenance-of-way, track foreman, signal foreman and carpenter foreman make a walking inspection of the entire system. The engineer and the general superintendent of maintenance-



of-way make four detailed inspections a year, in addition to the daily inspections.

In the silent watches of the night there are watchful eyes guarding the safety of passengers on the "L." Two "trouble-shooters" are on duty up to 11 o'clock and one during the remainder of the night. These men are ready at any moment to respond in case of a disabled switch or any other kind of trouble. One man devotes his entire time to inspecting the steel structure.

Not alone do the "L" roads maintain this steady force of inspectors to walk the tracks at all hours of the day, but the utmost care is taken to see that only the best materials are used. Guard rails, for instance, must be yellow pine with 90 per cent, or more, heart. If they do not come up to the specifications they are rejected. The same precautions are taken with respect to ties and rails. Only the highest grade materials are used on any part of the structure.

Under the careful system of inspection used on the "L," it is impossible for even a loose bolt to escape notice for many hours. The track-walkers do not wait for a tie, or for any timber to give way before renewing it. As soon as the slightest sign of wear is noted, the part, whatever it may be, is at once replaced. Nearly two million dollars a year is spent on maintenance of structure, an expenditure that would never occur to the average passenger, but which is considered necessary to assure absolute safety.

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## *What the "L" Means to Chicago*

**H**AVE you ever thought what an important factor the "L" is in the life of Chicago?

This city is known as the greatest railroad center in the world, being the western terminus of most of the large eastern railroad systems, and the eastern terminus of the western railroads. Its importance, therefore, as a railroad center cannot be disputed.

Did it ever occur to you that the "L" runs about four times as many trains a day as all the steam railroads entering and leaving Chicago and carries more than twice the number of passengers?

All the steam railroads entering and leaving Chicago daily operate a total of 1,374 trains. That means all trains both in suburban and through traffic. These trains carry daily approximately 264,000 passengers.

The "L" operates 5,278 trains in and out of the loop every twenty-four hours. These trains are made up of 17,280 cars and they carry nearly 600,000 passengers a day.

Keep the figures in mind when you think of the service given by the "L." Nearly four times as many trains as all the steam roads combined and more than twice the daily number of passengers.



## **“L” Efficiency Surprises London Traction Experts**

SOME weeks ago a party of traction experts from the London Underground System visited Chicago on a tour of investigation of the local transportation systems in the principal American cities. During their stay in this city they gave considerable attention to the operation of trains on the “L,” two of them, Ivan Fraser, publicity manager of the London Underground, and Evelyn Boys, secretary of the same company, spending an hour on an elevated platform watching and counting the trains passing in the rush hours.

“It’s a marvel,” said Mr. Fraser in describing his experience. “I did not believe it possible to send so many trains over a single track. It beats anything we have in London and anything I have seen in New York, either in the subway or on the elevated. We consider forty-five trains an hour the maximum that can be attained, but I saw fifty-eight trains go by in an hour on your Northwestern line. It certainly is a fine example of railroad efficiency.”

The hour chosen by Mr. Fraser to watch “L” trains was in the evening rush. He was informed that had he chosen the morning rush he might have counted as many as sixty-two trains entering the loop over a single track in the hour of maximum travel. That is what is being done every morning on the Northwestern since the elimination of the old Kinzie street station made faster operation possible.

This remarkable feat in railroading is not appreciated by many users of the “L” who have grown accustomed to it. It strikes an outsider, who understands the problem, with a great deal of force, however. Chicago isn’t so slow after all in transportation matters.

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## **“L” Trains Dressed in Orange and Green**

YOU have no doubt noticed the new color scheme for Chicago “L” trains. Only one train of the newly-painted cars is in operation on each line, but all the cars will be painted in the new colors as fast as they can be put through the paint shops.

The first consignment of the new cars, now being built, is expected to arrive within the next week or two, after which they will be delivered at the rate of about twenty a month. There are 105 new cars being built and in addition to the new color scheme, they will have a number of improvements not found in the older cars. One of the improvements is an electric heating system with thermostatic control, which will insure an even temperature in cold weather. An improved system of lighting also is provided, the lights being shaded. The ceilings will be done in a light cream color and the whole interior brightened up. The seats will be set crosswise and upholstered in plush. The new cars will be put into service as fast as they are received.



## *It Surpasseth Human Understanding*

**A** READER of the Elevated News writes a long letter in which he asks a number of questions, a few of which we may be able to answer. His letter in part follows:

**I doubt whether anyone reads the Elevated News and takes more pleasure in it than the writer. As the News is always asking patrons to make suggestions to improve service and make the "L" more convenient for patrons, I am going to send in a few suggestions that I have had in mind for several months.**

**Why is it that the women folks enter what seems a crowded car at one end, stand all the way when there are vacant seats at the other end? Why don't our female companions stroll through the cars and "cop" one of the vacant seats? You answer it; I can't.**

**Another thing I would like to ask is why the large center doors in the steel cars are never used. I remember when these cars were put in operation the company claimed they would improve the service by reducing the time required to load and unload at least one-half.**

Why women stand near the door they enter instead of going forward where there may be empty seats is one of the things that surpasseth human understanding. But why limit criticism to the women? Our own observation is that they are no worse in that respect than men. They nearly all do it. In the rush hour the women get little chance to move forward. Usually they are pushed aside by strong, husky young men, who manage to beat the women to the seats. If not exactly a pleasure, it is at least interesting to watch them pushing women, old and young aside, so the young men may reach the seats first. An elevated car in the rush hour is a good place in

which to study what the late B. L. T. named the "so-called human race."

As to why the center doors in the steel cars are not used, the explanation is easier. When those cars were designed it was anticipated that at some time they might be used in subways, where they would be part of a complete equipment of the same type. At the present time there would be no advantage in using them, because while that particular train, or car, might load and unload its passengers in less time, it would have to wait on other trains made up of cars with no center doors. One train cannot move faster than the one ahead of it, so that unless all elevated cars were equipped with wide center doors there would be no advantage in making use of the center doors in the small number of cars so equipped.

In addition to asking questions the writer of the letter relates a number of instances where he saw an abuse of the Weekly Pass. One boy showed his pass, then dropped in on the floor as he walked past the agent. Another picked it up and walked through. A "well-dressed" man from Oak Park was seen entering a car, placing his Weekly Pass in an envelope and throwing it out of a window, to be picked up by a boy, evidently his son. "What a low-down, dirty trick," says the writer, "when the company has been good enough to place these passes on the market at \$1.25, when they are worth \$5 of anybody's money."

The company does the best it can to prevent such dishonest practices, but there are probably a few who get away with cheating. There are some persons who just naturally wish to be dishonest, but they are in the minority.



## Saved His Panama

A STEADY patron of the Garfield Park branch writes a letter thanking a conductor who showed him a special act of courtesy, but he failed to get the badge number and the information he gives is of too general a character to identify the particular employe. He says the conductor was young and good looking, but we have a lot of men on the "L" who answer that description. However, when the particular conductor reads this he may recall the incident and have the satisfaction of knowing that his courtesy is appreciated.

The patron writes: "I always get off at Clark and Lake streets. On this particular morning it was raining hard and I was wearing my new \$12 Panama for the first time. I had no umbrella. I told the conductor my troubles and he looked through the car for a newspaper. Not finding one he went to another passenger and asked him to give him a part of his newspaper, which he handed me, saying he was sorry he couldn't do any better. I wish to thank him for his courtesy and hope I may read this in the Elevated News."

### OUR COURTESY COLUMN

THE following employes have been commended during the past month:

Northwestern Trainman M. H. Brady, badge 1327, is commended for finding seats for standing passengers.

Metropolitan Conductor H. M. Gillette, badge 4166, is twice commended for his courtesy and clear enunciation.

Oak Park Trainman James Beeley, badge 6307, is commended for

his courtesy in supplying information to passengers.

South Side Conductor Walter Lockwood, badge 2415, is commended for his courteous treatment and willingness to answer questions.

Northwestern Trainman W. Topp, badge 697, is commended for finding and turning in a purse which was lost on his train.

Loop Agents Miss Mae Anderson and Mrs. Annie B. Hartley are commended for their exceptional courtesy and kindness to a passenger.

South Side Trainman John Crump, badge 2884, is commended for courtesy and for finding seats for passengers.

Northwestern Trainman C. Henes, badge 1091, is commended for his good nature and efficiency.

South Side Conductor John Tobin, badge 2713, is commended for giving directions to a small boy and for distinct enunciation.

Northwestern Conductor E. O'Loughlin, badge 1586, is commended for his courteous attitude toward passengers and for efficiency.

Metropolitan Trainman Arthur Kunes, badge 5061, is commended for requesting "seat hogs" to move over and make room for standing passengers.

Oak Park Trainman L. Kruger, badge 6113, is thanked and rewarded for taking care of a bag that was left on his train.

Metropolitan Conductor Emil Ottow, badge 5010, is commended for holding his train to allow passengers transferring from the Oak Park Elevated to get aboard his train.

Northwestern Trainman John L. Guswiler, badge 1189, is commended for the care he gave a lost child and for his general efficiency.

South Side Trainman Joseph Tighe, badge 2802, is commended



for his courtesy, tact and good nature.

Northwestern Conductor D. G. Ronan, badge 666, is commended for recovering a handbag which a passenger had left on a bench on a station platform.

Loop Despatcher Charles Sasso is commended for his diligence in finding a watch which a passenger had lost.

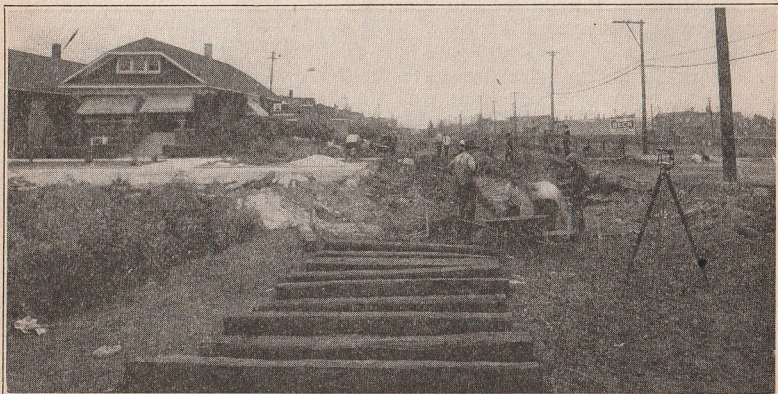
Metropolitan Conductor Harold Morin, badge 4650, is commended for his clear enunciation of stations.

Northwestern Trainman H. L. Metzge, badge 592, is commended for finding a seat for a crippled passenger.

Metropolitan Trainman James Trainor, badge 4229, is commended for his attention to a blind passenger.

Oak Park Conductor William Dressler, badge 6072, is commended for holding his train to admit two tardy passengers.

Northwestern Trainman E. J. Donahue, badge 602, is commended for his clear enunciation of station names.



### Work Progressing on Douglas Park Extension

#### DOUGLAS PARK EXTENSION

**W**ORK on the extension of the Douglas Park branch of the elevated, which was delayed pending the result of hearings before the Illinois Commerce Commission, has been resumed and is being pushed to completion.

If no further unforeseen delays occur, it is expected that the line will be ready for operation in about two months. There are eleven grade crossings to build. These are being built with concrete slab foundations and asphalt covering. Workmen are now building the new stations at Ridgeland and at Oak Park avenues.

#### LUXURY OR COMFORT

Which do you prize more, luxury or comfort? Would you rather have sodas and soft drinks or electric light in your house?

Statistics show that people of the United States spent more at the soda fountains last year than they did for all the light, heat and power furnished electrically. And, moreover, the women of the land put more into purchases of jewelry, perfumes, silk hose and the like than the cost of light, heat and power.

The lipstick versus the vacuum cleaner—which do you prefer?



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# Where for Vacation?

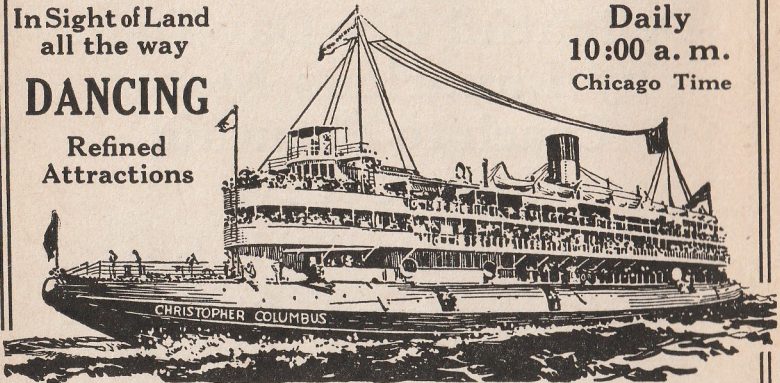
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