

THE ELEVATED NEWS

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“'T is Distance Lends Enchantment to the View”

A PATRON of the “L” lines and reader of The Elevated News, visiting Los Angeles, writes enclosing a clipping from the Illustrated Daily News of that city which is interesting, in view of statements which occasionally appear in Chicago newspapers.

The Los Angeles “vox popper” writes:

“To solve the downtown traffic problem, this city should install an elevated railway system. I have just returned from a visit to Chicago where I was astonished at the wonderful service performed by the “L” railway there. The entire downtown district, known as the ‘loop,’ is emptied of its workers in a surprisingly short space of time every evening and the streets are left clear for automobiles.

Geo. Windham Gaylor.

The Los Angeles vox popper is not the first visitor to our fair city to be impressed by the efficiency of the “L.” Visitors from New York and even from London, England, have made favorable comments and admitted that trains on the Chicago “L” moved with greater frequency than in any city they had ever seen, but the Chicago vox popper doesn’t think so.

Recently we read a long letter of a New York vox popper to the effect that conditions in the subways of that city were intolerable, that trains were crowded to the point of indecency and that unless steps are taken soon to improve the situation, the great eastern metropolis will not be a fit place in which to live.

All of which tends to prove that the ideal transportation system always is somewhere else. In New York, or Los Angeles, or Detroit

the Chicago "L" is held up as a paragon of perfection, while in Chicago the New York subway is regarded by some as the ideal for which to strive. Campbell was right when he wrote that "distance lends enchantment to the view."

First of New Cars Now in Service

THE first consignment of new steel cars for the "L" has been received and placed in service. Shipments will arrive at the rate of five cars a week from now on, until the full number of 105 are in service.

The new cars, which were designed by the engineers of the Elevated Railroads, contain many features which are new to Chicago, and some that are new in urban transportation.

One of the most noted improvements is the electro-pneumatic device for operating the air-doors. On the new cars the trainmen by pushing a button can open and close the doors at the farther end of the car. This will remove the objection that has been made to the "closed doors" on the Evanston-Jackson Park branch during the non-rush hours. The new cars will be put in that branch of the service as soon as a sufficient number has been received.

In designing the apparatus for door operation, the engineers kept in mind the record for safety which has been established on the Chicago Elevated roads. The doors are considered accident-proof by the engineers. Inside the rubber cushions on the edges of the doors, highly sensitive electric switches are concealed, which reverse the action of the door the moment the cushions come in contact with an object. Should the door when closing, come in contact with the arm of a passenger, it will immediately reverse and fly open.

Another improvement is an emergency battery in each car that will turn on automatically as the power is shut off, while a train crosses from one track to another. This will eliminate the second or two of darkness that now occurs when the trolley shoe loses contact with the third rail.

The new cars have plush covered seats, which is a new departure in urban cars. Some have criticised this feature as being less sanitary than cane seats. It is, however, a question of cleaning the seats and the company has purchased a number of powerful vacuum cleaners, which will keep the plush seats as clean and sanitary as it is possible to keep cane seats. It means more cleaning, but the company considered all that when the cars were designed and it was believed the greater ease and comfort which the passengers will have, will more than compensate for the extra work in keeping the cars clean.

The heating arrangements in the new cars marks an improvement over the old type. The cars will be heated with electricity and the temperature in the car regulated by thermostatic control. This will insure a more equable temperature than was possible under the old

system of heating. The lighting system also marks a forward step, the lights being shaded to soften the glare in the car.

In the steel cars in service on the Ravenswood-Kenwood branch, a special composition was used on the floors. In extremely cold weather some complaint was heard that the floors were cold, and leather matting is being installed as rapidly as possible. In order to remove this cause of complaint, the floors in the new cars are wood. Each car is provided with two electric fans to make them as cool as possible in warm weather.

In the matter of ventilation the news cars embody the latest improvements known to engineers. Each car is equipped with twelve exhausts which will insure a constant change in air. As a whole, the new cars mark a decided advance in engineering science.

Do You Remember Way Back When—

CHICAGO is celebrating the thirtieth anniversary of the World's Fair. In commemoration of the event, the Chicago Historical Society is holding an interesting exhibition on the third floor of Marshall Field and Company's retail store.

The history of the Chicago Elevated Railroads is closely connected with the World's Fair. It was the Intramural Railroad at the exposition which first demonstrated the practicability of operating railroad trains by electricity.

The South Side Elevated, the first of Chicago's "L" system, opened for traffic on a part of the main line in 1892. It was extended south to Sixty-third and Stony Island early in 1893, and carried thousands of visitors to the great exposition.

When first opened and for a number of years after, the road was operated by dinky locomotives. Do you remember how the little engines puffed and wheezed when giving Chicago its first taste of rapid transit? The downtown terminal was the old Congress street stub, now used only in the evening rush hour. No through rapid transit in those days. The little engines didn't make quite as fast time as do trains today, but they were hailed by the people as a wonderful improvement. So they were, for that matter. The locomotives were scrapped and the road electrified in 1898.

The Oak Park "L" opened for traffic in November, 1893, running from Laramie avenue to the Market street stub. Steam locomotives supplied the motive power on that road, too, until it was electrified in September, 1896.

About the time of the World's Fair, the Metropolitan was being projected. It was originally planned to operate it by steam; in fact, a contract for the locomotives was let, but the success of the Intramural caused a change to be made in the plans and the contract for locomotives was cancelled. The Metropolitan began operation in May, 1895,

with electric power. Like the other two lines it terminated in a stub at Franklin street.

With its three elevated roads, Chicago in those days was divided into three separate sections. There was no physical or financial connection between the lines. Each road charged a separate 5-cent fare, and the passenger riding from one side of the city to another by elevated had to walk across the Loop and pay a double fare.

The Union Loop which connected the three lines, was opened in October, 1897, and was leased jointly by the three roads. For a few months after the opening of the loop, or until April, 1898, the steam engines of the South Side operated around the loop. The Northwestern, the last of the main lines to be built, opened its main line as far north as Wilson avenue in May, 1900. It operated around the loop from its inception. The Ravenswood Branch opened in 1907 and the Evanston division in 1908.

Until 1902 the western terminus of the Metropolitan was Cicero avenue. A passenger wishing to travel from the west to the south side by the elevated in the early days, had to pay a 5-cent fare to ride downtown, walk from Franklin and Van Buren to Congress and Wabash and pay another 5-cent fare. He seldom complained of the service and he never complained of the fare. Today he can travel from Desplaines avenue in Forest Park to the south side for a single fare of 8½ cents, he has only to walk over the transfer bridge under cover to make his connection, and he frequently complains about the service and occasionally about the fare. Incidentally in those days trainmen were paid from 16 to 25 cents an hour. Today they are paid from 67 to 74 cents an hour.

In Chicago's wonderful development since World's Fair days, the elevated roads have played an important part. Today they are giving the public an infinitely better service, at less cost proportionately than in the days of the World's Fair. Can you think of anything besides transportation service that you buy cheaper than you did thirty years ago?

New Canal Street Station Has Subway Connection

The new Canal Street station on the Metropolitan, recently opened to the public, has a subway connection with the Union Station which patrons will find a great convenience.

When the new Union Station is completed the subway will lead directly to the "L" from the concourse. At the present time only suburban trains arrive at, and leave from the south end. Passengers using suburban trains on the steam roads can reach their train from the "L" without exposing themselves to the weather.

The convenience of this direct connection is accentuated by the closing of the Jackson boulevard bridge, owing to the construction work

on the new Union Station. It is estimated that the bridge will be closed for a period of two, and perhaps three months. Suburbanites arriving at the Union Station in the morning, will find the "L" the most convenient way to reach their offices in the loop. The same is true when they are hurrying to catch their suburban train in the evening.

UTILITIES RALLY TO AID OF STRICKEN JAP EARTHQUAKE VICTIMS

Chicago's public utilities; elevated, gas, electric, surface lines and telephone companies, donated more than \$80,000 for the relief of the Japanese sufferers of one of the greatest disasters in modern history. Of this amount approximately \$44,000 was donated by employes of the companies and the balance made up by collections by employes from the public and donations of the companies themselves.

Employes of the Chicago Elevated Railroads donated \$6,655 and collected \$3,115 from the public at stations. The company gave \$3,000.

The total contributions of the trade division of Mayor Dever's committee, which was headed by Samuel Insull and which included in addition to the utilities the oil and coal companies, reached \$106,458. This is in excess of the amount originally suggested for the whole city of Chicago.

FREE SERIES OF LECTURES

A series of free public lectures, illustrated by movies and stereoptican slides, on natural history and travel will be given at the Field Museum in the James Simpson theatre, Saturday afternoons during October and November. Most interesting and up-to-date subjects have been chosen for the lectures which will be given on each Saturday afternoon at 3 o'clock.

A second series on subjects of interest to children under sixteen

years of age will be given on the same Saturdays at 10:30 a. m. These will also be illustrated and will be held in the Simpson theatre.

Recent explorations in Africa, including Egyptian discoveries, are numbered among the subjects to be given. Prominent travelers and natural historians will make the talks. The public is invited to attend by D. C. Davies, director of the museum.

THE TELEPHONE EAR

Do you know that your ears aren't mates? They look the same, but you can hear better with your left than with your right. The telephone did it. If you don't believe it, shift into reverse and try to take a telephone message with your right ear. You will find that the sense of hearing in the right ear is not as keenly developed as in the left.

AMERICAN WOMEN BEAUTIFUL

American women are the most beautiful in the world, but they pay a lot for their good looks. Tax records show that American women spent \$750,000,000 for cosmetics and beautifiers in a year. That is about as much as has been spent in all years up to date on household electrical appliances to lighten the drudgery of women's household duties. Recent statistics show that there are in American homes 20,684,600 labor-saving electric appliances and that the retail value of them is \$782,865,000. They are more valuable than cosmetics for preserving good looks.

OUR COURTESY COLUMN

The following employes have been commended in the last month:

Northwestern Trainman Frank Runnowski, badge 1627, is commended for his politeness in giving information.

Metropolitan Trainman Charles Engleman, badge 4962, is commended for his cheerful manner and politeness.

Oak Park Conductor James Tobin, badge 6054, is thanked and commended for turning in a lost package which had been left on his train.

South Side Conductor William O'Donnell, badge 2156, is commended for his courtesy to an elderly lady and for his all round good nature.

Metropolitan Trainman Otto Schultz, badge 4651, is commended for requesting passengers to remove baggage from seats in order that those standing might find room.

Loop Agent Miss Anna B. Hartley is commended for courtesy to several girls and the kindly manner of her relations with patrons in general.

Northwestern Conductor W. C. Conklin, badge 506, is commended for asking a passenger to remove baggage from a seat to make room for standing patrons.

Metropolitan Trainman William Kenny, badge 4329, is commended for holding his train for two young ladies who were late and for his clear enunciation of station names.

South Side Trainman J. B. Silverside, badge 3070, is thanked and commended for turning in a fur piece left on his car by a woman patron.

Oak Park Conductor Mortimer Broderick, badge 6259, is commended for his courtesy in showing passengers to vacant seats.

South Side Trainman Charles

McCarthy, badge 2903, is commended for his general efficiency.

Metropolitan Train Clerk G. Carlson is commended for the aid he gave a woman patron who fainted on a station platform.

Northwestern Conductor L. Brachle, badge 743, is commended for his courtesy and kindness in aiding a crippled patron.

South Side Trainman Joseph Anderer, badge 2806, is commended for finding seats for standing passengers and for clear enunciation of station names.

Metropolitan Trainman B. Nordhame, badge 4950, is commended for securing a seat for a patron.

Northwestern Trainman Thomas F. Kelly, badge 754, is commended for his courtesy.

South Side Trainman Walter Lockwood, badge 2415, is commended for his general courtesy and good manners.

Metropolitan Trainman Clarence Saark, badge 4662 is commended for his courtesy.

Oak Park Motorman E. Meile, badge 6165, is commended for the prompt action he took in reporting a fire in a box factory adjacent to the structure.

South Side Trainman Charles Gross, badge 2172, is commended for pulling down shades in his car to keep sun out of patrons' eyes.

Northwestern Trainman George M. Karth, badge 952, is commended for finding a seat for an elderly woman patron.

Metropolitan Trainman Michael Kenny, badge 4085, is commended for finding seats for standing passengers.

Loop Platform-man B. P. Fabbia, badge 64, is commended for aid he gave a blind patron and for his general efficiency.

Northwestern Trainman Edward J. Rushkewicz, badge 1547, is commended for aid he gave a crippled patron.

Metropolitan Trainman James Romano, badge 5099, is commended for his distinct enunciation of station names.

South Side Trainman John Fleming, badge 2552, is commended for his courtesy, clear enunciation of station names and for seeing that dozing patrons do not ride past their destination in the early morning hours.

Metropolitan Trainman Patrick J. Gannon, badge 4632, is commended for his general efficiency.

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

Metropolitan Motorman C. J. Heilig, badge 4034, is commended for the smooth manner in which he runs his train.

South Side Trainman Frank Harold, badge 2049, is commended for holding his train while an elderly woman was seated.

Metropolitan Trainman Patrick McKenna, badge 4142, is commended for pains he took to look out for safety of patron who attempted to pass between cars while train was rounding a curve.

Northwestern Trainman J. E. Conlon, badge 1626, is commended for his courteousness and for finding seats for standing women patrons.

Metropolitan Trainman Joseph Jilek, badge 4594, is commended for requesting seat hogs to move over and make room for standing passengers.

South Side Trainman Thomas Stewart, badge 2285, is thanked and rewarded for turning in a handbag containing valuable jewelry which he found on his train.

Motorman J. J. Fitzgerald, badge 4117, is commended for finding and returning a handbag which a lady patron left on his train.

Collector: "You've got to pay this bill."

Mr. Bunk: "My word!"

Collector: "Heavens, no. I want cash."

Illinois Leads Nation In Electric Customers

THERE are more users of electric light and power in Illinois than any state in the union and these users comprise ten per cent of all electricity users in the country, according to the figures of a recent survey.

California ranks second and New York third. Illinois has more residential electricity users than any other state, is second in the number of industrial power users and third in the number of commercial lighting customers, according to the report.

More than six million new customers have been added during the past seven years, a period of record breaking financial depression during which other industries were forced to make great curtailment.

Of the 10,800,000 electric light and power customers in this country, 78 per cent were home users, 18 per cent commercial users and 4 per cent industrial consumers. There are 858,000 residential lighting customers in Illinois.

MORE AND BETTER LIGHT

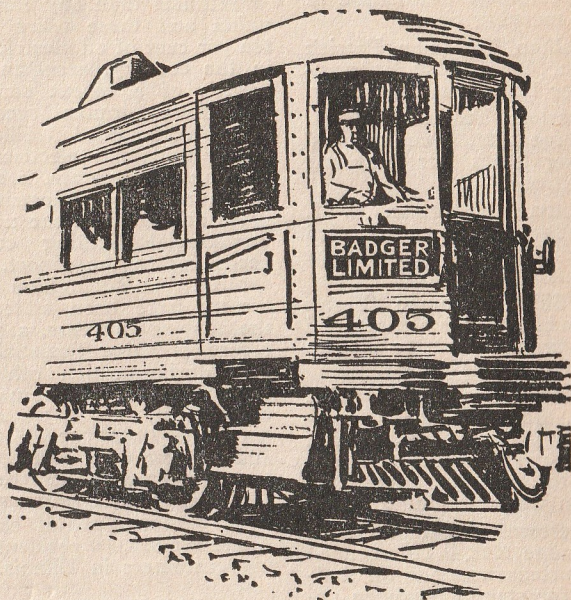
The first commercial electric lamps, made in 1881, consumed nearly 100 watts and gave about 16 candle power, having an efficiency of about 5.8 watts per candle. They lasted about 3,000 hours, but blackened very early in their life, the lamps giving a very small part of their initial candle-power when they finally burnt out.

The present day lamp gives about seven times the amount of light for the same energy consumption.

Observer—"I noticed you got up and gave that lady your seat on the 'L'."

Passenger—"Since childhood I have respected a woman with a strap in her hand."

NORTH SHORE LINE



TWO New DeLuxe Trains known as the "Prairie State Special" and the "Cream City Special", making no Stops between Evanston and North Chicago Junction, have been added to North Shore Line Service.

Parlor Observation Car on Prairie State and Dining Car on Cream City Special.

For fast, convenient service between Chicago and Milwaukee the North Shore Line has no equal.

Chicago North Shore and Milwaukee Railroad Company