

# THE ELEVATED NEWS

Issued Monthly by Chicago Elevated Railroads

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Number 5

## *Gone Is the Age of Chivalry*

**P**AGE the shade of Sir Walter Raleigh. When he placed his cloak on the ground for Queen Elizabeth to step on, he didn't say: "Step on it, kid," as would the gallant youth of today. He lived in an age of chivalry.

Gone is that chivalry, according to a patron of the "L," who writes to THE ELEVATED NEWS deploring the loss. We take it that the writer is a "Miss," although the signature might be that of a man. The tone of the letter indicates that it was written by a woman. Here it is:

As a reasonable suggestion and for the benefit of the entire public, why do you not insist that each and every guard make it his business to see that all patrons are sitting as closely as possible. It would take only a good write-up in the daily papers to make the public understand you were going to enforce such a rule, and in just a few weeks you would have civilized the universe.

For instance: This morning (and I stand almost every morning to Randolph, where I get off) two men sprawled out so that when they got off at Chicago avenue, four women truly sat down with comfort, and some of the four were not so dainty at that.

I have tried asking them to sit up, but they are so devoid of any refinement or courtesy that they snicker and, although I know I am right, it is embarrassing. The same applies to school girls, who get off at Sheridan. Even their books occupy a seat, and when I've asked them to remove their books, they just have lots of fun at my expense. The same applies to women with small children. The children "must" look out windows and soil the clothes of the neighbor lady, but guard stands



and sees not a thing. The women should hold the children in their laps.

I trust you will come to the rescue of many working girls, seeing we have no real gentlemen left as in days of yore, and at least crowd them together.

Very truly,

A. E. V.

That's a pretty big job the writer of the letter gives the daily newspapers, that is, to civilize the universe in a few weeks. Besides it is pretty hard to get the newspapers to take notice of such an appeal, they have so many other reforms which they think require their attention. Anyway, we have "come to the rescue," as requested, although somewhat doubtful of results.

Trainmen are expected to find seats for standing passengers and that many of them do is shown by the number of commendations sent each month to THE ELEVATED NEWS. Most of the trouble, however, is during the rush hours, and at such times it is not always easy for the trainman to get through the cars. As has frequently been pointed out, it is a physical impossibility to supply seats for all passengers during rush hours. No local transportation company in the world can do it.

The Chicago Elevated Railroads run more cars for the number of passengers carried than are run by any surface, subway or elevated railway in the country. Even then the cars are crowded in the rush hours and it would make riding on the "L" much pleasanter if the request made in this letter were heeded, so that no passenger would occupy more than one seat while others are standing.

## *Picking Up Newspapers on "L" Trains*

THE following letter comes from an "L" patron:

On reading the "News" I am prompted to write and offer a few suggestions, as I notice others are doing.

First—Can't guards be induced to call the names of stations in an audible and distinct manner so a passenger can hear and understand what station is coming next?

Second—Have noticed on numerous occasions that guards are more interested in picking up papers than they are in watching gates. Often have I seen a guard so busily engaged in folding or collecting newspapers that he would be compelled to rush to the gate to open it at a station so passengers could alight or enter. I have seen men rush to a door with a bundle of papers under an arm and try to open the gate quickly. There must be some inducement in this paper collection.

Thomas Collyer.



In answer to the above letter it can be stated that trainmen are being constantly commended for calling stations distinctly and frequently reprimanded for not doing so. The management realizes that there is plenty of room for improvement in that direction.

With reference to picking up newspapers on trains, it is the duty of trainmen to pick up all papers left in trains and deposit them in receptacles maintained at each terminal for that purpose. Trainmen understand that if a car is reported as being littered up with papers, they are required to answer for their failure to clean it up. That is the only "inducement" of which the management is aware.

## AMERICAN RED CROSS ANNUAL ROLL CALL

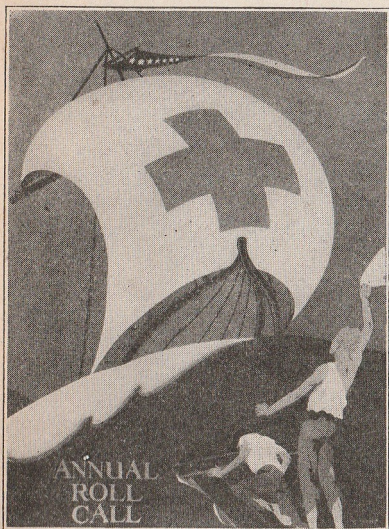
**N**OTHING could demonstrate the great necessity for the American Red Cross in times of stress better than its almost instantaneous action for relief in the recent Japan disaster. Of course, its indispensable work

majority of us, and a few of them are therefore brought to the attention of the public. The seventh annual roll call of this organization is being held from November 11, Armistice Day, until Thanksgiving Day.

During the last fiscal year the Red Cross spent more than \$8,000,000 for the relief and aid of disabled ex-service men and their families. In the public health and home service work being carried on throughout the country by Red Cross chapters the priority of the needs of ex-service men and their families is always recognized.

Recently a committee composed of many of the most eminent physicians, surgeons and health officials urged that the Red Cross extend its membership from ten to twenty per cent of the population of the United States and to follow this growth with a strong program of health education, thus bettering the health of the entire nation. The committee outlined an extensive program by which this work might be done and which includes an extension of many present branches of Red Cross work and the organization of new ones.

The Red Cross asks your help but once a year, an annual membership for \$1, and its plea should be answered as readily as it answers the pleas of starving and homeless victims of disasters.



during the world war is still fresh in the minds of everyone.

Some of the regular peace-time duties of the Red Cross are, however, not so well known to the



## NORTH SHORE LINE WINS GOLD MEDAL

**I**N a competition open to all electric railways in the United States, the North Shore Line was awarded the Charles A. Coffin Medal and Prize award, at the annual convention of the American Electric Railway Association, held at Atlantic City the week of October 8.

to electric railways reads as follows:

"A gold medal to be known as the Charles A. Coffin Medal, will be awarded annually to the Electric Railway Company within the United States which, during the year, has made the greatest contribution towards increasing the advantages of electric transportation for the convenience and well-being of the public and the benefit



### CHARLES A. COFFIN FOUNDATION

ESTABLISHED BY GENERAL ELECTRIC COMPANY

FOR THE ADVANCEMENT OF THE  
ELECTRICAL ART

AWARDS

THE CHARLES A. COFFIN MEDAL

TO

CHICAGO NORTH SHORE & MILWAUKEE RAILROAD COMPANY

IN RECOGNITION OF ITS DISTINGUISHED CONTRIBUTION DURING THE PAST YEAR TO THE DEVELOPMENT OF ELECTRIC TRANSPORTATION FOR THE CONVENIENCE OF THE PUBLIC AND THE BENEFIT OF THE INDUSTRY.

CHARLES A. COFFIN PRIZE COMMITTEE OF THE  
AMERICAN ELECTRIC RAILWAY ASSOCIATION

ATLANTIC CITY, N. J., OCTOBER 11, 1925

*Wm. H. Smith*

SECRETARY

*C. D. G. ...*  
CHAIRMAN

### Coffin Award Certificate

The Charles A. Coffin Foundation was established by the General Electric Company of Schenectady in 1922, for the purpose of awarding prizes to companies or individuals who in the preceding year have done the most meritorious service in furthering the electrical art and benefiting the public.

The specific provision referring

of the industry. The company receiving the medal will also receive \$1,000 for its Employees' Benefit, or similar fund."

It was under that provision that the North Shore Line entered the competition and submitted a brief of its achievements. The American Electric Railway Association appointed a committee to act as judges. All the briefs of compet-



ing companies were carefully examined by the committee and two consulting engineer experts were engaged to assist in weighing the accomplishments according to their merit.

The decision was announced at

leading place, and this was unanimously agreed to by the members of the committee and by the two consulting engineers who had been requested to sit in at the proceedings.

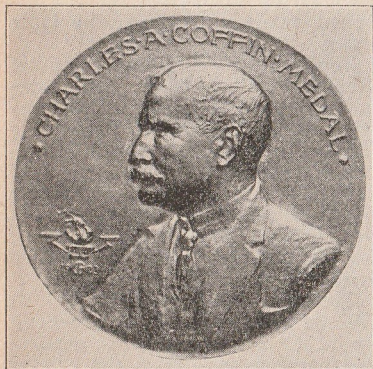
"From the representations of the

<b>General Electric Company</b>		No. 3745
SCHENECTADY, N. Y.		24 Sept 1923
PAY TO THE ORDER OF	Chicago North Shore & Milwaukee Railroad Company	\$1000
One thousand		DOLLARS
TO	FIRST NATIONAL BANK 2-1 CHICAGO, ILL.	GENERAL ELECTRIC COMPANY By <i>Henry W. Hartung</i> TREASURER AUDITOR OF DISBURSEMENTS

### \$1,000 Check Awarded to the Employees' Mutual Benefit Association

the convention October 11. The report of the committee on awards read in part: "In the final consideration, taking into account the relative standing of the several contestants on the basis of the

winning company, the committee finds that on this property there has been carried to fruition most of the things that have been talked about for years as the remedies for various troubles. On this property the



weighted percentages given on the individual factors, the manner of presentation and the general importance of the subject matter of the report as a whole, there was no question as to the winner. There were two or three very close contestants for first honor, but it was perfectly clear which one held

remedies have not only been talked about; they have been executed. Thus the winner stands out as a railway that has largely accomplished the tasks of gaining public good will, of merchandising transportation, modernizing service and equipment, improving the financial



*structure, and so on. There is no one great achievement on which the committee has based its award, but rather upon the accumulated results of a great many smaller accomplishments, although the committee was greatly impressed by the particular success of the company along the lines of gaining goodwill and selling its service."*

The report of the committee then recited the various accomplishments of the North Shore Line, as set forth in its presentation, which were held to stamp it as the road entitled to this national honor in the electric railway field. The cash prize of \$1,000 is now in the treasury of the Employees' Mutual Benefit Association of the North Shore Line, an association to which both the employees and the company contribute for the payment of sick and death benefits.

## OUR COURTESY COLUMN

**T**HE following employes have been commended during the past month:

South Side Conductor John Feigh, badge 2919, is commended by Charles W. D. Parsons for his clear enunciation of station names.

Metropolitan Trainman William Murbach, badge 4732, is commended by W. R. McAfee for his efficiency in calling trains while on duty at the Wells street terminal.

Northwestern Conductor Walter Freak, badge 500, is commended by Mrs. E. D. Miller for his "voice with a smile" and for his diligence in seeing that every passenger is seated, if possible.

Loop Agent Miss Lillian Huziker is commended for her courtesy.

South Side Trainman A. Hollst, badge 2568, is commended and thanked by Mrs. K. O. McKoy for

paying her fare when her purse was stolen.

Metropolitan Conductor H. Morin, badge 4650, is commended by G. G. Schoneberger for his pleasant attitude toward patrons while on duty and for his distinct calling of station names.

Oak Park Conductor L. Weber, badge 6377, is commended by Elizabeth Peterson for asking seat hogs to move over and make room for standing passengers.

Northwestern Trainman F. Mardini, badge 1156, is commended by Edwin A. Wagner, Jr., for his courtesy.

South Side Trainman L. Hammonds, badge 2439, is commended by "A Passenger" for his courtesy in directing passengers.

Metropolitan Motorman J. J. Fitzgerald, badge 2117, is commended by Miss Margaret Schneider for finding and returning a purse to her which she had lost on a train.

Loop Platform-man Harrison Parker, badge 43, is commended by Charles L. Jordan for the efficient manner in which he calls trains.

South Side Trainman Samuel Henich, badge 2830, is commended by O. E. Pardee, for requesting seat hogs to keep their feet on the floor and for his courteous service to patrons.

Northwestern Conductor Walter Freak, badge 500, is commended by Mrs. E. D. Kraus for aiding her in finding a seat in another coach.

Metropolitan Conductor H. M. Gilette, badge 4166, is commended by L. C. Lawton for his general efficiency, especially in the calling of station names, and a second time by J. D. G. for clear enunciation of station names and aid he gives passengers at transfer stations.

South Side Conductor Benjamin Doughty badge 2320, is commended by Dr. P. M. Miller for courtesy.



South Side Trainman William Wingerniny, badge 2994, is commended by Gilbert Loveland for asking a patron to arise and give his seat to an aged woman who was standing.

Metropolitan Trainman H. M. Gillette, badge 4166, is commended by Clara O. Huisken for his obliging manner and efficient service and for his clean enunciation of station names.

Northwestern Conductor Walter Freak, badge 500, is commended by Mabel O. Milner for requesting seat hogs to move over and make room for standing passengers.

South Side Trainman Henry Richards, badge 2649, is commended by Dr. J. C. Warbrick for his distinct enunciation of announcements and for asking patrons to remove their feet from car seats.

Metropolitan Trainman Paul Srnc, badge 4723, is commended by M. A. Aldrich for his efficient handling of patrons when boarding his train.

Loop Platform-man Harrison Parker, badge 43, is commended by H. T. Flynn for his courtesy.

Oak Park Extra Guard N. Shannon, badge 6005, is commended and rewarded for his prompt recovery and return of a saxophone and case to Thomas J. McManus, whose son had left it on a train.

Northwestern Trainman Robert Kelly, badge 1689, is commended by Maud K. Flanders for finding seats for standing patrons and for his special attention to an elderly woman in finding her a seat.

South Side Conductor James Warshaw, badge 2560, is commended for his clear enunciation of station names.

Metropolitan Trainman J. F. Wernes, badge 4903, is commended for his efficient manner and his clear enunciation of station names by A. M. Semrod.

Northwestern Trainman John

C. Muhleman, badge 1458, is commended by Mrs. T. L. Hanson for his courtesy and for finding seats for standing passengers.

South Side Trainman Steven E. Clever, badge 2699, is commended for special consideration of passengers and for finding seats for standing passengers by Esther Marie Dix.

Metropolitan Trainman Frank P. Carroll, badge 5009, is commended for courtesy and good service by Mrs. R. Braddock.

Northwestern Conductor W. C. Conklin, badge 506, is commended by Frances Green for requesting a patron to move parcels to make room for standing passengers.

South Side Trainman Warren Hill, badge 2948, is commended for his neat appearance and for clear enunciation of station names.

Northwestern Agent L. C. Groth is commended by James U. Lybarger for calling his attention to change which had been left at the agent's window.

Northwestern Platform-man W. A. Steiner, badge 1530, is commended by E. Oberg for his courtesy and for his cheery manner.

## LARGE KITCHENS PASSING

Large kitchens, along with kerosene lamps and wood fired cookstoves, are almost extinct. A small, compact kitchen, well ventilated and lighted, where electricity and gas are ready servants, is not only less fatiguing through saving the housewife countless steps in a day's work, but goes far towards promoting health and happiness.

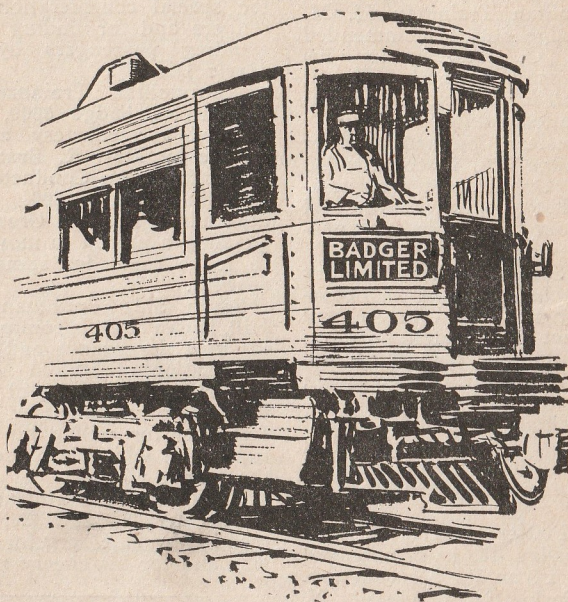
## SWAT THE TAXPAYER

The Fremont (Neb.) Tribune remarks:

"Public-owned enterprises have one great advantage over private business. They can always levy a stockholders' assessment on the patriotic taxpayers."



# NORTH SHORE LINE



**T**HE Badger Limited, one of the DeLuxe trains on the North Shore Line, running between Chicago and Milwaukee, is now being operated in two sections each Monday morning.

The first section leaves the terminal at Adams and Wabash at 7:15 A. M. and the second section at 7:30 A. M. Dining cars are carried on both sections.

These trains make no stops between Evanston and Kenosha. For fast convenient service between Chicago and Milwaukee the North Shore Line is without equal.

## Chicago North Shore and Milwaukee Railroad Company