

THE ELEVATED NEWS

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New Express Service on the "L"

"SHOPPER'S SPECIALS," recently installed on the "L" during the non-rush hours of the day, provide passengers using those trains with the fastest transportation service given in any city in the country.

The "shopper's specials" were added to the service especially for the benefit of women during the holiday season, but they will be retained and made a permanent feature of "L" service if it is found that they are patronized.

Owing to the few stops made by these trains, it is possible to give an exceptionally fast service. The average speed on these through express trains is twenty-five miles an hour, while trains making the usual express stops average about eighteen miles an hour.

To show the speed at which the new trains travel, the schedule on the Northwestern may be cited. The running time from Loyola to Randolph and Wells, a distance of more than eight miles, is twenty minutes. From Wilson avenue to the Loop the running time is fifteen minutes. Equally fast schedules are maintained on the other lines, for the speed at which "L" trains can travel with safety is governed principally by the number of stops they are required to make in a given distance.

Many who complain that slow time is made by "L" trains do not realize how important a factor is the number of station stops. They want all trains to stop at the particular station most convenient to them, and as that actually means every station on the lines to someone, it can readily be seen that fast service would be impossible under such circumstances.

In spite of the exceptionally fast service between Loyola and the Loop, there are some patrons residing in Rogers Park who

suggest that all trains be run through from Loyola without any stops. They do not think of those who reside in Edgewater, who would in that way be deprived of service of any kind. On the other hand there are residents of Edgewater and farther south who complain that Evanston and Rogers Park are being especially favored and that all trains should be made to stop at the particular station they use.

It is the business of a public service company to give the best service possible to the greatest number of users. Trains on the Elevated are not run at haphazard. Schedules are prepared with the greatest care and a close check of the traffic is made at certain points on the various lines as each train passes. This check is made throughout the entire twenty-four hours of the day and night. With this information in front of him, the man who makes up the schedules has a picture of every train on the entire system. It is his business to keep the number of seats as near to the number of passengers as it is humanly possible. That cannot be done in the rush hours, but it is done at other hours, provided trains are run on schedule time. A delay to a train of two minutes, or even one minute, throws the service out of balance, with the result that one train is over-crowded while the one following is half-filled. Running a system like the "L" isn't nearly as simple as it looks to many, for it is safe to say that one-half the daily patrons think they could run it better than the men who have made it their life work.

Fluctuations in "L" Traffic from Day to Day

WHEN you board an "L" train that is crowded, don't you inwardly, if not audibly, cuss the company for not putting on more cars? Of course you do. It is human nature, and it is much the same in Chicago, New York, London or Hongkong. It doesn't occur to you to reason why that particular train is crowded. You are not interested in that. You are being put to some inconvenience for a few minutes and you feel you have to cuss someone. If you get real peeved about it, you write a letter to the "vox pop" column of your favorite newspaper and complain that you are being ill-treated.

The men who are responsible for the movement of that particular train do not wish to see it crowded any more than you do. But there are circumstances connected with local transportation that cannot be foreseen. As an illustration of that, on December 15 the "L" carried 51,248 more passengers than it did on the preceding day. That fluctuation does not establish a record, either. The difference between two days has run as high as 80,000, although that is unusual. A difference of 35,000 is almost an everyday occurrence.

Where do they come from? No one can tell. They simply

come and expect to be cared for. They are cared for, too, as a matter of fact, but necessarily some trains are crowded. Weather conditions had no bearing on the particular case cited. The weather on Friday, December 14, was the same as it was on Saturday, December 15. But 51,248 more persons asked for "L" service on Saturday than did on Friday.

Think a moment what that means to the company furnishing the service. It would require 1,025 cars to give a seat to every person riding that day that did not ride the previous day. If the company had been given notice in advance that it would have to care for 51,248 additional passengers on that day, some provision could have been made. No such notice could be given, of course, nor could the increase be anticipated by the most careful study of traffic figures. These fluctuations occur, but they cannot be accounted for. It is worthy of note, however, that in all such cases the people are provided with service. No one has to turn away. Trains may be filled beyond the point of comfort, but they do carry the people where they want to go. That is something you might think about next time you are in a crowded car.

Save Your Own and the Agent's Time

PASSENGERS on the "L" would save their own time as well as the time of the ticket agents if they would state what they want when they offer their money at the ticket window.

One passenger after another will go to the ticket window, throw down a coin without saying a word. If the agent happens to guess wrong, she is frequently cursed for not being intelligent. Why not give her a fair chance?

Were you to go into a store to buy something, you wouldn't throw your money down on the counter and wait. You would tell the clerk what you wished to purchase. Why not do that when you go up to an "L" ticket window? The agent is selling only transportation service, it is true, but there are several varieties. A passenger throws down a quarter and waits. The agent hands out two tickets. "Aw, I don't want tickets," says the customer. "Well, you didn't say anything," replies the agent, as she hands out fifteen cents change. The next passenger comes along and throws down a quarter. This time the agent guesses that he wishes to pay a cash fare. She rings up a fare and hands out fifteen cents. "I want tickets," grumbles the passenger. All that is a needless waste of time and patience. If it is during the rush hours it causes delay to a great number.

Many Evanston passengers do not seem to appreciate that they can buy tickets at the rate of two for a quarter. They ask for an Evanston ticket and pay thirteen cents for it. They pay the same rate

again on the return trip. If they pay cash fares the rate is seventeen cents. Why not take advantage of the lowest rate and buy tickets two for a quarter?

Pronunciation of "L" Station Names

WILL you please, in your next issue of The Elevated News, advise the public of the correct pronunciation of your station at Congress," writes a patron. "I notice many of your trainmen pronounce it as if it was spelled C-O-N-G-R-E-A-S-E, which is not the way I was taught to pronounce it."

Will trainmen please take notice that it is pronounced Congress, the emphasis being on the first syllable. Incidentally, while on the subject of pronunciation, attention is called to the fact that there is no "g" in Evanston, and that it should be pronounced as it is spelled. Many trainmen call it "Evingston" and it is altogether too classic a suburb to have it called names. We might also suggest that there are two "o's" in Loyola and that neither is supposed to be silent. We have it on the best authority that it is not pronounced "Lyola" except by "L" trainmen and a few thousands of others.

The same writer who objects to the pronunciation, which he says trainmen give Congress station, asks in his letter if "something can't be done to prevent men coming into cars with a dirty, rotten, stinking pipes, let's say from Addison to Belmont."

We didn't know that there were more pipe smokers in that particular section than any other, and now that we have been told about it, we do not see what can be done. Smoking is prohibited on trains, but smokers are not asked to throw their pipes away. It is difficult for the smoker to appreciate the annoyance his indulgence may cause his neighbors who do not use the weed. Were everyone considerate of the feelings of others, it would make travel on the "L" more agreeable in a great many ways.

An Interesting Question Answered

A READER of The Elevated News writes as follows: "Some weeks ago I read of a locomotive engineer who dropped dead at the throttle but no harm came to the train as the fireman was at hand to take his place. I was wondering what would happen to an 'L' train if the motorman were to suddenly die or lose consciousness."

Nothing serious would happen to an "L" train under such circumstances. Every motor on elevated trains is equipped with what is commonly called a "dead man's controller" for just such an emergency. To apply the power the motorman has to press the controller handle down. The instant that pressure is removed a spring throws the handle up and automatically shuts the power off.

Uptown Chicago Celebrates the Opening of Wilson "L" Station

OPENING of the new Uptown Station of the Elevated Railroads and the North Shore Line at Wilson and Broadway on the evening of December 12 was the occasion of one of the biggest celebrations ever staged in that part of the city.

tended the dinner and many words of praise were spoken of the service and enterprise of the railroads in erecting such a magnificent station for the use of the public.

Mayors and public officials of Kenosha, Zion, Highland Park, Kenilworth, Wilmette and other



New Uptown Station, Wilson and Broadway

The celebration was conducted by the Uptown Chamber of Commerce, which gave a dinner at the Sheridan Plaza Hotel to the officials of the railroads as a mark of the appreciation of the business men in the community for the splendid improvement made by the roads.

Upward of three hundred business men and public officials at-

ended the dinner and spoke of the benefits which had been conferred on their municipalities by the good service given by the North Shore Line. Five aldermen from wards situated on the north side were among the guests of the Uptown Chamber of Commerce.

The streets in the vicinity of the new station were brilliantly lighted

and decorated, and although it rained hard that evening, a crowd estimated at upward of five thousand surged around in Wilson avenue and on Broadway awaiting the formal opening.

With the arrival of the officials of the Uptown Chamber of Commerce and their guests following the dinner, the station doors were thrown open at 9 o'clock and the crowds rushed in and took possession. A platform had been erected in the center of the floor and it was the intention to have some of the railroad officials and business men in the community make short addresses, but the throng upset the plans. Although the station building has a frontage of 112 feet on Wilson and 274 feet on Broadway, the interior was so packed with humanity five minutes after the doors opened that neither speaking nor dancing was possible for a time.

It was estimated that more than ten thousand persons visited the new station during the course of the evening. Free refreshments were dispensed in the restaurant connected with the station and inside the station the Universal Vending Company distributed fruit and candies. A beautiful calendar was given each woman visitor by the North Shore Line and 4,000 of these calendars were handed out in two hours.

The Chicago Elevated Band and the Jackie Band from Great Lakes, one in Wilson avenue and the other on Broadway, supplied music, supplemented by two orchestras inside the station. After the crowd thinned out a little dancing was started in the station and was kept up until nearly midnight.

The station is one of the handsomest buildings in the city devoted to the public use and is equipped with every convenience.

An excellent restaurant and cafeteria are connected with the station, with entrances into the station and also from Wilson avenue. A modern barber shop with nine chairs is located in the basement and on the main floor is a large, comfortably furnished rest room for women and a smoking room for men. Telephone and telegraph service are provided for the public use. The station is intended to be a community meeting place and in its appointments and appearance it is in keeping with the importance of its location.

The exterior is finished in granite-colored terra cotta and presents a handsome and ornate appearance. The interior is finished with marble wainscoting, cement composition floor, cream-colored beamed ceiling and oak woodwork.

NATURE EXHIBIT AT ART INSTITUTE

Wild flowers, fish and birds of this section of the country and many other parts of the world will be on exhibit in the sixth annual nature study exhibit of the Illinois Chapter of the Wild Flower Preservation Society of America at the Art Institute from December 20 to January 20.

Each afternoon at 3 o'clock during the exhibit informal talks will be given by members of the committee which has the exhibit in charge. There will be lectures by noted speakers each Saturday and Sunday afternoon.

The Izaak Walton League, Audubon societies, boy and girl scouts and high schools are among the organizations cooperating to make the exhibit a success. Lovers of nature will find the exhibits most interesting and instructive. Take elevated trains to Adams and Wabash station and walk one block east.

Historical Society Has Interesting Exhibits

Many interesting and instructive exhibits are now on display at the quarters of the Chicago Historical Society, among them being an exhibit commemorative of the 250th anniversary of the passage of Marquette and Joliet up the Chicago river. These were the first white men to visit the present site of Chicago.

Historic mementoes of these intrepid Frenchmen are also among the exhibits which will be placed on view by the society the middle of January, as part of a display visualizing the history of Chicago from the time of the Indians up to the present day. This exhibit will be one of the most extensive ever attempted by the society and will include priceless mementoes of Lincoln, the world's fair, the great fire and others.

The Chicago Historical Society is situated at 632 N. Dearborn street, within easy walking distance of the Grand avenue and Chicago avenue elevated stations. During the winter months the exhibits are open to the public on Saturday afternoons and Sundays as well as week days without charge.

North—"Knee length skirts have reduced street car accidents 50 per cent."

West—"Wouldn't it be fine if accidents could be prevented entirely?"

"What makes the leaves so red?"
She asked him with a stare.

"They only blush," he softly said,
"To see the limbs so bare."

TRAFFIC CASE

"These men were blocking the ffic, your honor, while they had an argument."

"Were they in an altercation?"

"No, Your Honor, they were in a Ford."

OUR COURTESY COLUMN

The following employes have been commended during the past month:

South Side Conductor John P. Fahey, badge 3055, is commended by Ben Schneider for aid given when the latter's wife became ill on a train.

Northwestern Trainman Alex J. Clark, badge 1639, is commended and rewarded by Edward Price Bell for recovering a sum of money which slipped from Mrs. Bell's purse and fell between the cars.

Metropolitan Conductor W. Kellerman, badge 4157 is commended by G. E. Kohn for courtesy shown a woman passenger with heavy luggage.

Oak Park Conductor John Costello, badge 4170, is commended for holding his train for a passenger for a few seconds.

Northwestern Trainman P. M. Schmitt, badge 835, is commended by Francis Wilson and Eugene Foster for his gentlemanly manner of handling passengers and his clear enunciation of station names.

Metropolitan Conductor G. F. Lewes, badge 4153, is commended by N. P. Eby for his clear enunciation, uniform courtesy and general cheerfulness.

South Side Conductor Lawrence J. Kerwick, badge 3036, is commended by J. Bensdorf for his courtesy.

Northwestern Trainman George Kouovich, badge 3144, is commended for his courtesy and gentlemanly attitude and for finding seats for standing passengers.

Metropolitan Trainman Thomas J. Connelly, badge 4217, is commended for his courtesy.

South Side Trainman Tom Greney, badge 2514, is commended

by E. H. Michel for finding seats for standing passengers.

Northwestern Agent Miss Maud Williams is commended by a lady patron for returning a sum of money which had been lost in the station.

Metropolitan Conductor W. Leverenz, badge 4170, is commended for his kindness to a crippled patron and for his general courtesy.

South Side Conductor Michael Conway, badge 2585, is commended by Ernest D. Dewey for his clear enunciation of station names and for courtesy to passengers.

Northwestern Conductor George Karth, badge 952, is commended by Louise W. Kary for the attention he gave an elderly woman patron.

Metropolitan Conductor H. Gillette, badge 4166, is commended by J. H. Kasley for his efficient handling of patrons and for his clear enunciation of station names.

South Side Motorman Arthur Berg, badge 2110, is commended for his efficient manner in operating a train and for his courtesy in answering patron's questions.

Metropolitan Conductor G. Kouba, badge 4386, is commended by Edward Amundsen for calling his attention to a package he had left on a platform seat.

South Side Trainman D. McCarthy, badge 2903, is commended by P. J. Wiersbe for his all round efficiency.

Loop Agent Miss Rose Fricot is commended by Ulysses D. Everts and Elston F. Johnson for her courtesy and helpful aid in answering questions as to their destination.

Metropolitan Trainman Walter Corda, badge 4369, is commended by a young lady whose pocket book he found and returned.

South Side Conductor E. Seigmund is commended for his pleasant manner and for finding seats for standing patrons.

Oak Park Trainman Theodore Surges, badge 6060, is commended by Elizabeth C. Petersen for holding an early morning train a few seconds for two women patrons who were running to catch it.

Metropolitan Student Platformman P. Schwartz is commended by Miss Sabina E. Cohen for aid he gave in finding her 12-year-old sister.

South Side Conductor W. Lockwood, badge 2415, is commended for keeping the car door closed in cold weather and for finding seats for standing passengers.

Northwestern Conductor William Groth, badge 619, is commended by Dr. J. F. Ketrich for his courtesy and good service.

South Side Conductor William Davis, badge 2817, is commended by Alfred Gordon for courtesy shown to patrons.

Oak Park Conductor William Dressler, badge 6072, is commended by Henry M. Scambler for his courtesy to a girl who was confused.

Metropolitan Conductor Harold Morin, badge 4650, is commended by G. G. Schoneberger for his all round efficiency in carrying out his various duties.

South Side Conductor Fred J. Raddatz, badge 2294, is commended by Walter D. North for holding a train for him.

Metropolitan Conductor Daniel Slater, badge 4249, is commended for his courtesy.

Oak Park Yard Foreman J. E. Nelson is commended by Vincent P. French for recovering a package which Mr. French had left on a train.

Northwestern Conductor A. P. Zurowski, badge 1460, is commended by George L. Clason for assisting an elderly lady patron from the first to the rear car of his train in an attempt to find seat for her.

Oak Park Conductor William P. Lennox, Jr., badge 6319, is commended and rewarded by E.

M. Johnson for returning a package left in a train.

Northwestern Conductor E. Padden, badge 1322, is commended by Robert L. Green for his courtesy.

Oak Park Conductor Fred C. Buss, badge 6432, is commended and rewarded for returning a purse to S. Eckstrom which had been lost on his train.

MUCH LIGHT IS LOST BY USING UNWASHED GLOBES

A pan of soap-suds is one of the most effective means yet discovered for increasing electric illumination. Electric lamps often get dirty, especially in the kitchen, where there is grease and steam.

Tests made recently disclosed that four classes of dirt often collect on electric light globes. They are dust and dry dirt, oily and greasy dirt, acid fumes deposits and spots of paint, tar and varnish.

After the globes have been washed in soap and water their average light increase was shown to be as follows:

Dust and dry dirt globes, 78.4 per cent.

Oily dirt, grease and acid fumes globes, 147 per cent.

Paint, varnish and tar spotted globes, 67.2 per cent.

Owner: "What will it cost me to have my car fixed?"

Garageman: "What's the matter with it?"

"I don't know."

"Forty-eight dollars and fifty cents."

WOW!

She—"Why do you suppose they have knots on the ocean instead of miles?"

He—"I guess it is to keep the ocean tide."

The Franklin Medal

THE recent award to Dr. A. A. Michelson of the University of Chicago of the Franklin Medal, by the Franklin Institute of Philadelphia, directs attention again to the list of distinguished scientists who have been honored in this way. At the same time that the award was made to Professor Michelson the medal was also awarded to General G. Ferrie, Inspector of the Signal Corps, of the French Army.

Founded by Samuel Insull on January 1, 1914, the medal is awarded from time to time by the Franklin Institute "to those workers in physical science or technology, without regard to country, whose efforts have, in the judgment of the Institute, done most to advance a knowledge of physical science or its applications." The medal is of gold and, besides suitable inscriptions, bears a medallion of Benjamin Franklin made from a portrait by Thomas Sully.

In former years the medal has been awarded to Thomas A. Edison; H. Kamerlingh Onnes, Leyden, Holland; T. W. Richards, Cambridge, Massachusetts; John J. Carty, New York City; H. A. Lorentz, Amsterdam, Holland; David W. Taylor, Washington, D. C.; William Marconi, Rome, Italy; T. C. Mendenhall, Ravenna, Ohio; Sir James Dewar, London; General George O. Squier, United States Army; Sir Charles A. Parsons, Newcastle-on-Tyne, England; S. A. Arrhenius, Stockholm, Sweden; Frank J. Sprague, New York City; Charles Fabry, Paris, France; Sir Joseph J. Thomson, Cambridge England; Ralph Modjeski, New York City.

Get acquainted with Chicago. You can ride all over the city on your "L" Pass, and it costs you nothing extra for carfare.

LONG DISTANCE MILE POSTS

The world's telephone progress has been marked by periodical advances in the Bell Telephone system's long distance transmission.

Forty years ago the first long distance line between Boston and Providence, 45 miles long, was built.

Two years later the New York-Boston line, 235 miles long, was completed.

In 1892 the New York-Chicago line was opened and in 1911 the New York-Denver line, 2,100 miles, was finished.

In 1915 another 1,300 miles was added and San Francisco was brought into telephonic communication with the East.

In 1920 the Key West-Havana cable extended the long distance facilities of the Bell System to the Island of Cuba.

No other nation has the long range of telephone speech and the quality of service that we in America enjoy.

MODERN MOTHER GOOSE

Old King Coal

Was a dirty old soul
And a dirty old soul was he;
Along came a gas man
And baked him a while
And instead of one King
There were three.

The first was King Gas

Who cooked all the meals,
He was clean and quiet and fine.

The next was King Coke
Who warmed the house

He was cleaner than coal
From the mine.

The last was King Tar

Who made perfume and dyes,
Beautiful things and sweet;

The three young kings
Are all the rage

Since old King Coal's Defeat.

Illinois Leads Nation

In Electric Customers

THERE are more users of electric light and power in Illinois than any state in the union and those 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 had 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 10,000,000 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.

COURTESY

Courtesy is the one medium of exchange that is always accepted at par by the people of every country on the globe. Courtesy radiates a spirit of good feeling and suggests that we are not working entirely for the material returns of work but for the pleasure of friendly human association as well. Life is not too short and we are *never* too busy to be courteous.

Courtesy is the outward expression of an inward consideration for others, and is always an effective lubricant that smooths business and social relationships, eliminating friction.—The Outlook.

NORTH SHORE LINE

Start the New Year Right

Begin saving now by subscribing for 7 Per Cent Cumulative Prior Lien Stock of the North Shore Line.

This desirable stock may be bought for cash or on a monthly payment plan of \$10 a share with subscription and \$10 a share a month. The price is \$100 a share and interest at the rate of 7 Per Cent is allowed on all payments as they are made.

Dividends on this issue of stock are being earned more than five times.

For further information apply Room 843, 72 West Adams Street.

**Chicago North Shore and
Milwaukee Railroad Company**

