

# THE ELEVATED NEWS

Issued Monthly by Chicago Rapid Transit Company

LUKE GRANT, Editor

Room 843 Edison Building

Volume IX

February, 1924



Number 7

## *Chicago "L" Tops List for Frequent Operation*

THE Electric Railway Journal, published in New York, contains an article in its issue of February 9, which shows that more trains are operated per hour over a single track on the Chicago "L" than on any other rapid transit system. Not only does the Chicago "L" operate more trains, but it operates more cars per hour, in spite of the fact that 10-car trains are run in the New York subway, and 8-car trains on the Metropolitan District Railway, the London Underground system.

The figures, according to the Electric Railway Journal are the latest available and are given as follows:

Number of cars run in maximum hour:

Company	Trains	Cars
Chicago Rapid Transit Co. ....	71	387
London Underground .....	41	328
Hudson Tunnel, New York City, ....	40	320
Interborough, N. Y. Subway, .....	33	333

It will be seen from the above figures that all trains in the New York subway are 10-car trains, while in the Hudson Tunnel and the London System they are 8-car trains. On the Chicago Rapid Transit lines the trains average between five and six cars to the train, but the greater number operated provides fifty-four more cars an hour than the Interborough.

Next to the Chicago "L" the greatest number of trains per hour is operated westbound out of Charing Cross station in London. At several points the Euston & Hampstead section of the London Electric Railway operates 35 trains an hour in one direction. The Interborough company show a schedule of 33 trains in the maximum hour at Times Square, but the Journal article says this schedule is rarely attained.

Chicago "L" check was made between Grand Avenue and Chicago Avenue between 5:15 and 6:15 P. M.

## *Breathe Pure Air by Riding on the "L"*

**M**ANY medical authorities, including Dr. Herman N. Bundesen, Chicago's health commissioner, have called attention recently to the deadly carbon monoxide given off from the exhaust of automobiles. This poisonous gas is caused by incomplete combustion and it permeates the air on highways used by automobiles to a height of from five to fifteen feet above the pavements.

Dr. Bundesen, who has made an exhaustive study of the subject, says that ten parts of carbon monoxide in ten thousand parts of normal air are sufficient to kill. Experiments have proved that gases from automobiles contain from 4 to 8 per cent carbon monoxide, and that the air from five to fifteen feet above the pavements, contains from one to two parts in each ten thousand parts on streets where automobile traffic is concentrated.

The Indianapolis Medical Journal in a recent issue points out that normal air shows practically no carbon monoxide, so that air containing two parts in ten thousand is a decided menace to the public health. Carbon monoxide is more dangerous because of the fact that it is colorless and odorless.

In giving the results of some experiments conducted by Yale professors, the Literary Digest some months ago, said: "Traffic police on duty on streets where motor traffic is especially heavy frequently have complained of dizziness, headaches and lassitude at the end of their day's work. They have believed this to be due to physical and mental strain. Motor-bus and taxi drivers in crowded streets also have believed that the worn-out feeling which oppresses them at the end of the day is due to strain. Science now tells us that they are suffering from carbon monoxide poisoning."

Even a slight mixture of carbon monoxide in the air causes headaches according to Dr. Bundesen. All the medical authorities are agreed that this gas is poisonous and they are agreed that it does not rise more than fifteen feet above the pavement.

The way to escape carbon monoxide poisoning is to ride on the "L," which is high enough above the street level to insure a supply of pure air at all times. The deadly carbon monoxide may be breathed in quantities sufficient to cause permanent injury, or even death, before the victim is aware of its presence in the atmosphere. The number of automobiles in use on city streets is steadily increasing. That means that the amount of carbon monoxide in the air is also increasing. Why run chances? Especially those who are working in places drawing their air supply from the street level, should see that their lungs are filled with pure air on the way to and from their places of work. They can get pure, fresh air by riding on the "L."



## ***Elevated Railroads Combined in New Company***

**U**NDER the name of the Chicago Rapid Transit Company, all the elevated roads have been combined in one company. The Chicago and Oak Park line has been taken out of receivership and is now a part of the combined system.

Although the elevated roads were operated as a single system since 1913, when through-routing between the north and south sides of the city was installed, each company retained its separate corporate identity and the accounts of each had to be kept separately.

The consolidation of the companies will have little effect on the methods of operation, the former roads being now referred to as "divisions" of the new system. The public has enjoyed the benefit of unified operation and free transfer privileges since 1913. The bookkeeping will be much simplified, however, as a result of the consolidation and the credit of the companies will be strengthened, making possible the financing of improvements.

One of the first improvements which the new company has on its schedule is the extending of station platforms to permit the operation of longer trains. That will be done first on the north and south lines and is expected to increase the capacity from 15 to 20 per cent. There are a number of other improvements to follow as soon as possible, such as extending the present express tracks and providing an express service on all roads.

The financial re-organization of the old companies and their consolidation is important in one respect, that the capitalization of the new company is now well within the actual value of the properties as appraised by the Illinois Commerce Commission. The value of the elevated property used in the service of the public was placed at \$86,250,000 by the Public Utilities Commission, as of June 30, 1920. Some additions have been made to the capital account since that date. The total capitalization of the new company in stock and bonds is \$85,492,000 or less than the appraised value of the property.

---

## ***Show Ticket Agent Your Weekly Pass***

**T**HE Unlimited Ride Weekly "L" Pass has proved of great advantage to the frequent user of the service. It saves time and money.

Ticket agents, however, complain that needless delays are sometimes caused by Pass users not showing them at the ticket windows in a way that the number can be readily recognized. If the pass is shown with the number turned upside down, as frequently is the case,



it is hard for the agent to tell at a glance whether it is for the current week or not.

The attention of the ticket agent naturally is directed to the wicket where fares are paid. If the Pass holder would show his pass at that wicket so that the number on it could be read at a glance, he would save his own time, the time of the ticket agent and of the other passengers in line.

## *Begging on Trains Not Allowed*

SEVERAL complaints have come from passengers recently about being annoyed by beggars on "L" trains. The rules of the company forbid begging or peddling on trains and trainmen have orders to prevent it.

Beggars, however, sometimes manage to elude the watchfulness of guards and "pass the hat" among the passengers. The trainman is out on the platform and the doors being closed, he does not always see what is going on inside the cars.

Passengers could help in stopping this abuse by calling the attention of trainmen to beggars. Instead of "digging" when a beggar passes the hat, call the trainman. The rule of the company is imposed for the protection of passengers from this annoyance. Have the rule enforced next time you are annoyed in this manner.

## THREE EMPLOYEES GET LIFE SAVING MEDALS

Gold life-saving medals were presented to Benjamin Ciboch, George Piklor and G. G. Hyde, employes of the Chicago Rapid Transit Company, at a banquet in Hotel LaSalle, January 30. The medals were awarded the men for saving the life of Peter Saliteny, a fellow employe, who was rendered unconscious when his foot came in contact with a third rail.

At the banquet 36 diplomas were awarded as many men for finishing their work as members of first aid teams. Diplomas were awarded by the Chicago chapter of the American Red Cross as well as the Rapid Transit Company.

The saving of the life of Saliteny was a direct result of the first aid training on a team under the instruction of the company surgeon. It includes prone pressure resuscitation, splints and bandages and other first aid methods.

## "WEDDED BLISS"

A YOUNG lady boarded a car at Madison and Wells very late one night recently and as she seated herself asked the conductor to arouse her when she reached Sixty-third and Dorchester should she happen to fall asleep.

On reaching this point sure enough the conductor found her sleeping soundly, almost completely hidden in the folds of her heavy fur coat. The conductor touched her gently on the shoulder but she slept on unaware. He tugged a little more vigorously at her arm and she awakened sufficiently to say: "Go on John, get your own breakfast and let me sleep."

She seemed to be thoroughly awakened by this time, and with a leap she was off the car and down the stairs.

## OUR COURTESY COLUMN

The following employes have been commended during the past month:

Northwestern Collector R. H. Wheeler, badge 1759, is commended and rewarded by George W. Campbell for paying the latter's fare when unable to change a large bill.

South Side Trainman Lloyd Bryan, badge 2762, is commended by N. D. Reardon for his patience and courtesy toward passengers.

Loop Agent Miss M. Rooney is commended by Mrs. W. E. Somers for calling her back to the window when she forgot her change.

Metropolitan Conductor H. M. Gillette, badge 4166, is commended in three instances by F. L. Dusenberry, Walter E. Parker and M. Slama for his courtesy, general efficiency and distinct calling of station names.

Oak Park Trainman George Forrest, badge 6218, is commended by Mrs. M. T. McElroy for his clear enunciation of station names and general efficiency.

Northwestern Trainman Robert Kelly, badge 1689, is commended by Rodney J. Ludlow for courtesy in assisting patrons in passing from one car to another.

Metropolitan Agent Miss A. Stone is commended by Robert I. Black for aid the agent gave an elderly lady while waiting in a station.

South Side Trainman Matt Gallagher, badge 2455, is commended by Sidney Leyser for returning a pair of gloves left in a car.

Northwestern Conductor A. Wrobel, badge 533, is commended by C. R. Hunn for protecting a woman passenger from the insults of a drunken man and for his alertness.

Oak Park Conductor Ed Kel-

mer, badge 6024, is commended by M. W. Magnusen for assisting women with bundles.

Metropolitan Trainman C. Stark, badge 4133, is commended for his courtesy and distinct enunciation of station names.

Northwestern Trainman P. J. Treacy, badge 1668, is commended by Robert J. James, Jr., for his distinct enunciation of station names and for special aid he gave a number of patrons who were not familiar with the elevated.

South Side Conductor Arthur Hollst, badge 2568, is commended for his clear enunciation of station names and courtesy to patrons by Moses Kaplanx and by Francis Smith for finding seats for standing patrons.

Metropolitan Conductor Daniel Slater, badge 4249, is commended by G. D. Gordon for his general strict attention to duty and his courtesy toward passengers.

Northwestern Conductor W. Watt, badge 511, is commended by Archie L. Weaver for preventing an aged gentleman from passing between coaches when it was unsafe.

Oak Park Trainman A. Frentz, badge 6119, is commended for the assistance he rendered a patron with an armload of packages.

Metropolitan Trainman George Danforth, badge 4772, is commended by Miss E. Treichel for his pleasant attitude towards patrons and for finding seats for standing passengers.

Northwestern Trainman Charles Hecht, badge 1140, is commended for the excellent attention he gave a young lady who fainted on his train.

South Side Agent D. Donnelly is commended by O. Lind for his accommodating and cheerful disposition.

Metropolitan Trainman John O'Leary, badge 5041, is commended by Edward H. Debus for his courtesy and for requesting seated patrons to move over and



make room for standing passengers.

Northwestern Agent Miss Maud Williams is commended by Mrs. Hernreich for returning a bracelet left in her station.

South Side Agents Miss Dora V. Dahl and Mrs. Anna Wilson are commended for their kind care of a woman who became gravely ill in their station.

Northwestern Trainman E. N. Treskett, badge 1417, is commended for his neat appearance and courtesy by Mrs. John Hopkins.

South Side Trainman Walter McNamara, badge 2413, is commended for his efficiency.

Loop Platform-man J. J. Lee, badge 973, is commended by Mrs. A. W. Mohs for retrieving her hat which fell to the structure.

South Side Conductor Michael Conway, badge 2585, is commended by James R. Burge for distinct enunciation of station names.

Northwestern Conductor Walter Groth, badge 619, is commended by Dr. J. F. Kotrich for his general efficiency.

South Side Conductor Henry Singer, badge 2698, is commended by J. P. Ryan for being wide awake and solicitous of his patrons' welfare.

South Side Conductor Richard Mossman, badge 2493, is commended by Mrs. Effie J. Lyon for his courteous and cheerful manner and for finding seats for standing passengers.

South Side Trainman William Caldwell, badge 2128, is commended and thanked by Mrs. Olive K. Maxwell for returning her handbag which had been left on a train.

South Side Trainman William J. Roberts, badge 2032, is commended by J. Frederick Meagher for the correct performance of his duties.

Loop Agent James Coleman is commended for his genial disposition.

Trainman M. Walker, badge 6245, is commended, thanked and rewarded by Miss M. L. Lawrence for returning her handbag which was left on a train.

South Side Trainman John Fahey, badge 3055, is thanked and rewarded by Mrs. Frances Wallace for returning her handbag which was left on a train.

South Side Conductor Richard Mossman, badge 2493, is commended for his courtesy, his patience and his pleasant voice by Lillian Maritz.

Oak Park Conductor John Hutton, badge 6195, is commended for his clear enunciation of station names by M. G. French.

Northwestern Conductor Samuel Stewart, badge 1643, is commended for aid given a patron who became ill.

Oak Park Trainman A. Henningsen, badge 6090, is commended for clear enunciation of station names.

Oak Park Conductor A. Risberg, badge 6107, is commended for courtesy and general efficiency.

Northwestern Trainman William Jirsa, badge 1341, is commended by R. S. Waterbury for aid given Mrs. Waterbury when she became ill on a train.

Oak Park Trainman H. R. Davis, badge 6338, is commended by Sam Neiler for finding seats for standing passengers.

Loop Agent Daniel L. Kennedy is commended by Harry Curtis for returning a parcel left in a station.

---

As a cheap substitute for gasoline there is always the Unlimited Ride "L" Pass.

---

More revenue passengers were carried on the electric railroad of American during 1923 than in any previous year. There were a total of 16 billion passengers carried, an increase of 5 per cent over 1922, the previous record year.



## Praises "L" Employees

THE following letter from a patron of the "L" shows what she thinks of the employees:

"Am just through reading The Elevated News. I enjoy reading it and am interested in seeing how many nice, courteous conductors are commended. I have found only a few grouchy ones, but then we don't always feel friendly either and they are only human beings like the rest of us.

"I see many polite motormen and conductors, as I live near Ellis avenue right where the "L" stops. I often see a conductor wait before giving the starting bell, when he sees people hurrying to catch that train.

"I don't see why there should be any kicking about not getting a seat in the rush hour. If the shoppers would go home before the working people, the cars would not be so crowded, and I cannot blame men for not giving up their seats to women with packages. The women have no business to wait until the last minute, so they should have to stand.

"Now don't think that I have someone working on the "L," because I have not. I am a working woman and have children who work and I should think people should have some freedom. That party who kicked about passengers carrying their pipes on to the trains makes me tired. Maybe the men who carry pipes can't afford expensive cigars. Why doesn't the party who objects hire a taxi?

"If people would think how those before us had to walk for miles to their work and never kicked, they would feel different. I weigh over two hundred pounds, but when I go visiting in the country, I often walk ten miles. It's healthy.

Mrs. M. R. L."

America uses nearly twice as much electric light as the people of the next seven most important countries combined.

## It Happened on the "L"

The patience of the trainmen on the "L" is sorely tried at times. Recently a young "sheik" boarded a train with his "sheba" and seated themselves. The boy persisted in putting his head out of the window. Realizing the danger the conductor approached him and said:

"It is against the rules of the company to put your head out of the window and extremely dangerous as well."

"Well I paid my fare and I guess I'll do what I want to on your train?" said the boy with an air of contempt.

"All right," said the conductor, "I just want to warn you that if you do any damage to the iron work on the stations you will have to pay for it, that's all."

The laugh which followed this salvo was so disconcerting to the youth that he got off at the next station.

An average of 160 rides on an electric railway for every man, woman and child in the nation during 1923 is indicated in reports to the American Electric Railway association.

Wages, constituting almost one-half of the operating expense of electric railways, advanced from an average of 52.84 cents to 54.74 cents in 1923. Taxes went up 2.43 per cent.

Electric railways seem to be gaining in popularity despite the alleged inroads of the "gasoline-buggy." Less than half the number of roads went into receivership last year as compared with 1919.

Electrical energy provides 70 per cent of all the power used in manufacturing in the United States. In 1919 the percentage of manufacturing done with electricity was 55 and in 1914 slightly under 40 percent.

# NORTH SHORE LINE

**The 7 Per Cent Cumulative Prior  
Lien Stock of the NORTH SHORE  
LINE is a good, safe investment.**

More than 3,000 employes and customers of the company have subscribed for this stock in the last three months. Only a few shares left of this issue.

The stock may be bought for cash—\$100 a share or on monthly payments of \$10 a share with subscription and \$10 a share a month. Dividends payable quarterly and 7 per cent interest allowed on all payments as they are made.

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

**Chicago North Shore and  
Milwaukee Railroad Company**