"GOING UP?" There was a rush for the elevator as the operator called "Going up!"

It might have been the last elevator "going up" that day, the voice the operator at the Capitol had turned on. The door closed. The elevator went up one ... to three floors, and no one said anything... Finaly, the operator asked, "Floor, please?"

Then a weak voice from the rear: "Do you know what floor Dr. Smith is on?" Dr. Smith was on the third. By that time, the elevator had almost reached the fourth. Two floors later, a small boy at the back of the car broke the uneasy silence with "Mama, I can't see for that fat lady in front of me!"

Naturally everyone laughed, except the fat lady. Then, belatedly, numbers were heard in a group of voices that ranged from soprano to bass.

Elevators, of course, are not always "going up." They have to come down too. And pity the poor operators who must submit to the daily whims and whimsies of the passengers. One of the most annoying things in any operator's day is for two or more persons, on the same floor waiting to go up or down, to press the button as they reach the elevator door. And then when the door opens, they practically throw an Alphonse and Gaston act. Or perhaps the operator called out, "Going down!" and no one was going down. All in the life of an operator!

BATON ROUGE'S elevator operator who has been in continuous service for the longest length of time is Miss Addie Stafford, originally from Livingston Parish, now supervisor of four operators at the Capitol Annex.

Miss Stafford has been an elevator operator at the Capitol for 25 years, six of those in the main building. Prior to that, she was an operator in the Parker Hospital in Jackson for three years. And Miss Stafford is one operator who thoroughly enjoys her work. The contact with approaching groups, a work in educational, and sometimes amusing," she says. "There are 1,500 employees in the Annex who go up and down" some four times daily, besides the town people, and the number increases during the income tax season. There have been no accidents at the Capital." Miss Stafford adds with pride, "I make a test run each day before carrying passengers and satisfy myself and the other three operators in the Annex that our cars are operating properly."

Miss Stafford started operating elevators, during World War II when so many young men were being drafted. She is the third woman to "run the cars" at the Capitol, and has trained 300 operators to date.

ONE OF the largest single installations of elevators in Baton Rouge is located in the Louisiana National Bank building. This installation was completed in 1947. R. M. Hard, the building manager, says that elevator operators are given a manual to familiarize themselves with their duties. They are cautioned never to forget that they are responsible for the life and safety of every person in a car.

ELISHA GRAVES OTIS is credited with the invention which made modern elevators possible. Early elevators were run by hydraulic power, but the modern car is run by electricity.

By GERTIE ESPENAN

POWER-FAILURE at the Capitol caused the scene depicted above. Though passengers are inconvenienced by such failures, they are not endangered. The elevator is a safe means of transportation.

MISS STAFFORD AT THE CAPITOL IN A LONG-TOUCHED Suit.
of New York and George H. Fox of Boston developed a rather crude type of elevator operating between two floors.

Forerunner of the modern elevator was the machine which Otis exhibited in 1853 in the Crystal Palace at the World's Fair in New York. The first passenger elevator was installed by Otis in 1857 in the store of E. V. Haughwout and Company in New York.

The hydraulic elevator was first introduced in 1871. From then to the present, improvements have been made by several inventors. For instance, double-deck elevators are used in the Cities Service Building in New York City. The bottom deck stops at odd numbered floors and the upper deck stops at even numbered floors. A ramp on the main floor makes it possible to reach either.

Small buildings have elevators which are operated in the same way by passengers. "Dumb waiters," small elevators for sending dishes up and down from one floor to another, are similarly operated.

THE MAN behind the scene in Baton Rouge elevator installation and upkeep, and the man responsible for operation of the Capitol and Annex elevators, is W. F. Scanlan, local representative for Otis Elevator Company. Scanlan is a native Texan and has been in the elevator business for the past 17 years. There are few who have had as many "ups and downs" as he.

To Scanlan, the elevator is as important a means of transportation as the train or the automobile or the airplane—and a safer one, he says. After all, if the average elevator operator traveled the distance out that he travels up and down, he could probably get from Baton Rouge to Boston in hardly any time at all.

"And he would get there too!" Scanlan says, with a certain touch of irony.