

# ELEVATED NEWS

SAFETY

SERVICE

COURTESY



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Chicago, Illinois

May, 1915

A news sheet issued for the purpose of acquainting the people of Chicago with their Elevated Railroad System.

## DO YOU REALLY WANT ADDITIONAL STATIONS?

### Why More Stations Will Reduce the Speed of Travel

This is an age of speed. Business men demand more speed in their business systems, and all classes of people demand the greatest possible speed in traveling about the city.

For some time the elevated railroads have received demands for more stations in various parts of the city. If the people of Chicago will look at this subject from all sides they will quickly realize that more stations mean slower travel. If you are traveling on an elevated train that makes one stop per mile you travel 23 miles in an hour, but if there were four stations per mile you would travel only 13 miles in an hour, almost one-half as far in the same time. Every station added will reduce speed and will not please the largest number of people. Time is spent in stopping the train, in waiting for passengers to get off and on, and in bringing the train to full speed.

#### Rapid Transit Necessary

The City of Chicago must have rapid transit, and the elevated road is the only present means of securing speed in travel. Therefore, the people of Chicago should assist the elevated roads in every way possible to maintain the highest speed consistent with safe operation.

Perhaps you know that the City Council of Chicago has recently passed an ordinance covering the construction of a large number of additional stations. To build one new permanent station will

cost from \$15,000 to \$20,000, and the yearly expense of maintenance and operation is somewhere near \$12,000.

If the new stations would benefit the majority of people, the elevated roads would not object to the expense; the result will be that instead of increasing the speed of travel additional stations will make the elevated roads little more than a surface street car system.

### Other Cities Increase Speed

At the rate Chicago is growing we must try to increase the speed of travel instead of reducing it. In other cities where street cars are being operated at a schedule speed of nine miles an hour, this speed is being increased by the alternate stop system of skipping blocks. This system has been considered by the Local Transportation Committee of this city. It is impractical and unprogressive to attempt to serve the convenience of a few people by additional stations and at the same time destroy the possibility of more rapid transit which is demanded by the majority of people in Chicago.

People who complain of elevated service in Chicago will find this comparative schedule of speeds between the trains in New York and Chicago interesting :

#### Local Service

	Miles per Hour.
New York Elevated . . . . .	15.0
New York Subway . . . . .	15.4
Chicago Elevated . . . . .	15.9

#### Fastest Express Service

	Miles	Minutes
NEW YORK SUBWAY—		
Brooklyn Bridge to 96th St. . . . .	6.4	16
EVANSTON TRAINS—		
Kinzie St. to Wilson Ave. . . . .	6.2	16
NEW YORK SUBWAY—		
Wall St. to 42nd St. . . . .	3.7	10½
CHICAGO ELEVATED—		
Congress St. to Indiana Ave. . . . .	4.0	10

#### Facts About the Elevated

Every Chicagoan should take pride in being well informed regarding the elevated system. Here are some statistics which are printed for that purpose:

Number of miles of single track, 187.51; miles of track on Metropolitan, 57.51; on Northwestern, 56.39; on South Side, 47.06; on Oak Park, 22.51; on Loop, 4.04.

Passenger cars: Metropolitan, 527; Northwestern, 392; South Side, 443; Oak Park, 186. Total, 1,548.

Number of stations: Metropolitan, 65; Northwestern, 52; South Side, 46; Oak Park, 29; Loop, 11. Total, 203.

The number of passengers carried every weekday is 500,810. Of this number 159,794 ride on the Metropolitan, 142,924 on the Northwestern, 147,187 on the South Side and 50,905 on the Oak Park.

It is also interesting to know that the Chicago Elevated is the largest elevated railroad system in the world.

### **Courtesy Necessary for Good Service**

The person who is most welcomed in crowded places is the person who is always courteous. When you travel on the elevated you expect the trainmen to be courteous, you expect the people all around you to be courteous. But are you always courteous? Do you realize that unless you are polite you cannot expect others to be polite to you?

Elevated trainmen come in contact with all kinds of temperaments, and at times their positions are trying, but that is no excuse for them to be discourteous or unobliging at any time.

The elevated railroad officials and employes are studying daily how to be more courteous to the traveling public.

"Courtesy First" has become a popular slogan with the elevated trainmen just as "Safety First" has become a popular movement, and "Courtesy First" is put into practice every day.

Each month the Safety Bulletin, which is distributed to the trainmen, contains articles on "courtesy," and one feature is the printing of letters of commendation received from passengers.

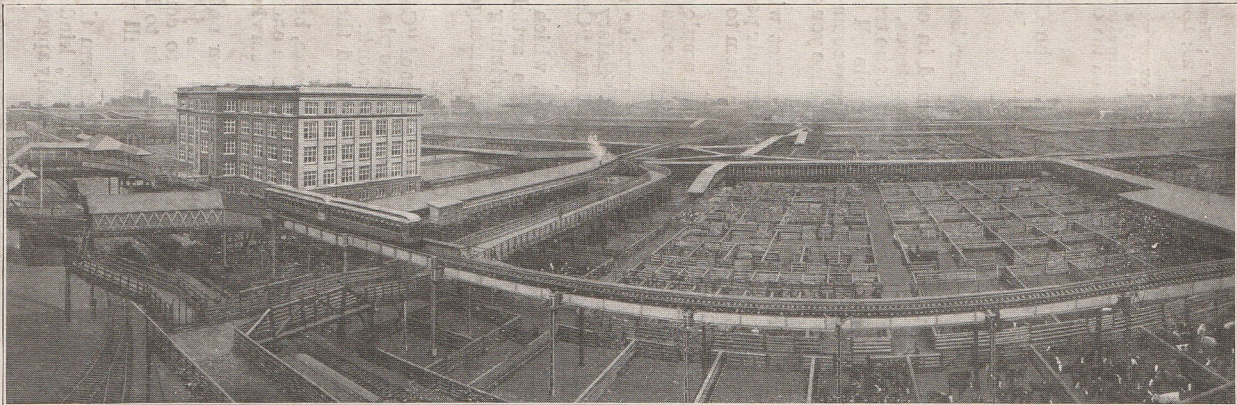
### **How You Can Help**

You can encourage this movement of "Courtesy First" by writing a letter when you are pleased by an elevated employe's courtesy or work. In the next issue of the Bulletin his name and the letter of commendation will be printed.

Naturally, trying situations will arise, but if the public will co-operate with employes in exercising patience and keeping "cool" better service will result.

Remember the trainman is human and he is doing his duty or he could not hold his job. He appreciates a kind word and responds to courtesy. If he deserves reproof the thing to do is to inform the elevated company; the complaint will receive proper attention.

On the other hand, if you will inform the company of any unusual act of efficiency, kindness or courtesy by an employe it will be greatly appreciated.



UNION STOCK YARDS AS SEEN FROM THE ELEVATED