

ELEVATED NEWS

SAFETY

SERVICE

COURTESY



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Chicago, Illinois

April, 1916

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

ACCIDENT REDUCTION

The American Museum of Safety awards "Honorable Mention" to Chicago Elevated Railroads in the "Brady Medal" contest among Electric Railroads.

(Abstracted from an article appearing in the Electric Railway Journal, February 26, 1916.)

Each year the American Museum of Safety awards a prize to the Electric Transportation Company that does the most in conserving life and limb of its employees and passengers. In making this award every phase of the operating conditions is taken into consideration, namely, miles of road operated, number of cars operated, number of car miles run, number of passengers carried, number of employees in service, and everything that has been done to promote safety.

The Metropolitan division began the safety work in 1910 by the appointment of a committee which made inspections of the property and reported on possible improvements to reduce accidents. After the consolidation of the elevated roads in 1911 safety committees were appointed in four divisions, each consisting of the division superintendents, division general foremen of the way and shop departments, the division supervisor of service and a representative of the claim department. These division committees report to a central safety committee. In 1914 the central committee began the publication of the "Safety Bulletin", a four-page

paper which is the official organ of all welfare work. In November, 1914, a safety engineer was appointed to devote his time to this work and he, with the electrical engineer and the medical examiner, assumed the work of the central committee which was then named the "Employees and Safety Committee."

A "Watch Your Step" crusade resulted in firmly establishing this phrase in the public mind and this was followed by effectively advertising "safety first" with catchy explanatory sentences. The staff photographer made photographs to illustrate incorrect and correct procedure from the accident-reduction point of view. These were reproduced on lantern slides and used effectively at employees' meetings.

The causes of all accidents have been carefully investigated and studied, the result being that in the past eight years 1,200,000,000 passengers have been carried by the Elevated Railroads without a single fatal accident while on their trains. The Chicago Elevated Railroads are again a competitor in the contest for the Brady medal for the current year and our patrons can assist us greatly to secure the medal by paying attention to the following warnings:

Do not place bulky packages in the aisles where other people may stumble over them. Keep them in your lap, or put them under a seat.

Do not attempt to pass from one car to another when the trainman is standing between the cars as there is not sufficient room for yourself and the trainman in this space.

Do not attempt to pass from one car to another while the train is rounding a curve.

Watch your step in passing from one car to another and in boarding and alighting from trains. It is necessary to have a small space between the station platform and the car platform.

Do not run up and down station stairs as you may fall.

Do not put heads or arms out of open windows or lean out over car gates.

Do not crawl under or walk around the ends of the street crossing gates when lowered to allow trains to pass. Before crossing tracks stop, look, and listen.

Do not stand too close to edge of station platform.

Do not attempt to board or alight from a train while it is in motion.

Do not attempt to get on or off a car as the gates or doors are being opened or closed.

Mr. Alexander Myers Wins the Prize Contest

The contest advertised in the December issue of the "Elevated News" was a great success and the competition for the prizes was keen. The first prize of \$25.00 was awarded to Mr. Alexander Myers of 659 Roscoe Street; the second prize of \$15.00 to Mr. O. W. Alles of 180 N. Dearborn Street, and the third prize of \$10.00 to Mr. Chas. F. Hardy of 915 Airdire Place.

LETTER WHICH WON FIRST PRIZE

"An experience with Elevated Service—Using the 'L' to locate a home"—*By Alexander Myers.*

I arrived in Chicago over a year ago and the best thing for me to do was to learn as much about my adopted city as I possibly could. I used the Elevated lines for this purpose, which enabled me to obtain a panorama or birds-eye view of the streets adjacent to the "L". While riding and enjoying the scenery I saw several desirable neighborhoods in which I thought I would like to reside. I made notes and marked the stations nearest to the particular places. Several days later I made a tour of inspection of these vicinities. I then advertised in the newspapers, stating the neighborhood in which I wanted to live and other details, including

the proximity to the "L", as I come from a city which boasts of such a convenience and know the comforts and benefits to be derived therefrom. I received several replies and the fact that I made the correct selection is borne out by the fact that I am still residing at the same place.

Second Prize Letter—*By O. W. Alles*

Some time ago I was appointed representative for an eastern firm to introduce a new line of merchandise in Chicago. Not knowing the city very well, I hit upon the idea that the Elevated system traverses all the principal business sections of the city, and with this in mind I would start out every morning from my home on the North Side and ride an "L" until it came to a business section, the first being Wilson Avenue. I worked this district that day and returned home. The next morning, at the guard's suggestion, I got off at Belmont Avenue, after seeing all the stores there from the "L" windows. In this way I worked out each branch through the south, west and north-west sides, always spending the day in the immediate vicinity of the station where I alighted. I covered the entire city in a very short time, my firm wrote me, and stated that they were frankly surprised to see the very low expense accounts I was sending in.

My fare for the first two months was ten cents a day with the exception of two days. In this way I systematically carry on my work, saving my firm much time and money.

COURTESY LETTERS FROM OUR PATRONS

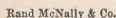
During the last month a number of letters have been received from our patrons commending trainmen for the following acts of courtesy:

- Finding seats for standing passengers.
- Recovery of valuable lost property.
- Assisting women and children to board trains.
- Keeping car aisles clear of bundles.
- Helping women with bundles.
- Efficient calling of stations.

The logo for Chicago Elevated Railroads is a circular emblem. The word "CHICAGO" is arched across the top, and "RAILROADS" is arched across the bottom. A horizontal bar with the word "ELEVATED" in bold, serif capital letters crosses the center of the circle.

—E—L—E—V—A—T—E—

MAP OF THE LOOP DISTRICT



—E—L—E—V—A—T—E—D—