

JULY NUMBER

THE ELEVATED NEWS

SAFETY

SERVICE

COURTESY



SAFETY

SERVICE

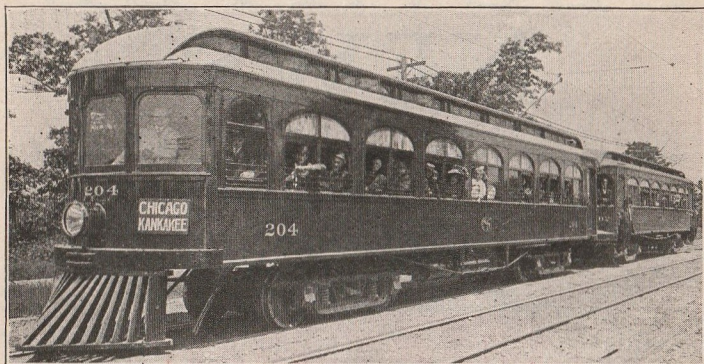
COURTESY



THE ELEVATED NEWS, hopes to become a medium through which the cooperation of the public with the company and its employes may be more fully developed and expressed. The Elevated Family now numbers more than half a million. Help extend the circle.

CHICAGO & INTERURBAN TRACTION COMPANY

THE ELECTRIC WAY



CHICAGO TO KANKAKEE

54 miles through pleasant suburbs, beautiful country, traversing the cities of Blue Island, Harvey, Glenwood, Chicago Heights, Steger, Crete, Monee, Peotone, Manteno and Bradley.

Calumet Grove on the Calumet River. An ideal place for a day's outing. Public picnics every Sunday.

Oakdell Park in the natural woods. Pronounced by competent judges the most beautiful picnic park in Illinois.

Electric Park on the beautiful Kankakee River. You will enjoy camping and fishing on the river at this beautiful park.

Spend July 4 in Kankakee

Where They Celebrate with the Spirit of '76

ATTRACTIONS OF ALL KINDS

USE THE CLEAN, COOL AND COMFORTABLE CARS OF THE INTERURBAN. ALL CARS LEAVE TERMINAL AND TICKET OFFICE, ELEVATED STATION. TAKE ENGLEWOOD "L" TO 63RD AND HALSTED STREETS.

FOR RATES AND INFORMATION ADDRESS

GENERAL OFFICES

88th Street and Vincennes Avenue, Chicago

Phone Stewart 9856

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Volume II

JULY, 1916

28 Number 10

AN UNPARALLELED RECORD

THE efficiency of a transportation company cannot be measured solely by the frequency and regularity with which its trains are operated. Speed is an important factor, but the safety of passengers should be the first consideration.

In the matter of safety, the Chicago Elevated Railroads have established a record that is unequalled by any railroad or steamship company in the country. Every week-day the Elevated Lines carry upward of half a million passengers. This number is greater than the entire population of any city in the United States, with seven exceptions. Think what it means to transport in a day a population greater than that of Detroit and almost equal to that of Cleveland! Think of doing it every day in the week for eight consecutive years without a single fatal accident to a passenger on a train. Such a record spells efficiency in the highest degree.

Chicago can justly feel proud of its elevated railroads. Perfection seldom is attained in anything, but intelligent effort in any direction is bound to bring results. The elimination of fatal accidents on the elevated lines is a source of gratification to the management and to the employes and furnishes an incentive to strive, with the co-operation of the public, to eliminate all minor accidents.

The following editorial from the Chicago Herald of May 25 shows appreciation of the safety first campaign which the elevated roads have been conducting for years:

A Remarkable Achievement

"The managers and employes of the Chicago elevated railroads are certainly entitled not only to feel some pride, but also to advertise the pride they feel, in the results of their efforts to carry safely all who use these transportation facilities. What these results are cannot be told better than in the words used in the advertisement:

Eight years without one fatal accident! One billion two hundred millions of passengers—equivalent nearly to the entire population of the world—have been carried by the Chicago elevated railroads during the past eight years without a single fatal accident while on their trains.

Such an achievement not only justifies pride, and the recognition it has received from safety organizations, but also should strongly impress upon the public mind the accompanying appeal for co-operation in the prevention and elimination of even minor accidents.

Here is something which every user of the elevated trains can help to do, for his own and his family's welfare, and for his fellow citizens' welfare, and for humanity, by just using reasonable caution and constant care. With the help of the public Chicago should win this year the Brady medal for electric railroad safety. But the managers and employes cannot do it without that help."

OUTDOOR AMUSEMENTS

RAVINIA PARK has opened its season of opera. Spend your afternoons or evenings in this most delightful of summer parks. Take the Northwestern Elevated to Central avenue, Evanston, and transfer to the Chicago and Milwaukee Electric Railroad to the gates.

WHITE CITY is more popular than ever. Largest outdoor roller skating rink in the west. Women and children admitted free every day except Sundays and holidays. Take the South Side Elevated to the gates.

FOREST PARK is under new management this year, and is fur-

nishing better entertainment than ever before. To reach it take the Metropolitan Elevated to Forest Park. Station right at park entrance.

GOLF is now in full swing in Jackson, Lincoln and Garfield parks. The quickest and safest way to reach the parks is by the Elevated Railroads. To reach the Harlem Golf Club take the Metropolitan to Hannah Avenue and walk south to course, or get off at Desplaines Avenue and transfer to southbound 12th Street surface car.

BASEBALL. The most direct way to the home grounds of the Cubs and the Sox is over the Elevated Lines.

GO JUMP IN THE LAKE

There really is no good reason why an invitation to "jump in the lake" should arouse the ire of any one. Jumping in the lake is one of Chicago's most popular summer sports. The city has expended half a million dollars, more or less, to popularize the pastime. The new Clarendon Beach is a delight. It is the finest in Chicago, which means in the United States. To reach it from any part of the city, take an Elevated Line; transfer to the Northwestern and get off at Wilson avenue. Come on in, the water's fine.

MEETING THE TEST

The ability of THE CHICAGO ELEVATED RAILROADS to meet an extraordinary emergency was demonstrated on the day of the great Preparedness Parade, June 3. Owing to the parade, the surface cars were compelled to switch back before entering the Loop. As a result the ELEVATED RAILROADS were called upon to handle a volume of traffic about 50 per cent in excess of normal. Approximately 800,000 men, women and children were carried by the ELEVATED LINES on June 3.

That the ELEVATED RAILROADS met the test in a satisfactory manner is shown by the following letters:

"The Spirit of 1776"

NATIONAL PREPAREDNESS DAY

Headquarters Grand Marshal
746 Monadnock Block

CHICAGO

June 5, 1916.

Mr. B. I. Budd,
Chicago Elevated Lines,
Chicago.

Dear Sir:

I wish to thank you for your advice and assistance in the arrangements of the Parade, also for the excellent arrangement by

the Elevated Lines for transporting the people on that day.

Very truly yours,
Edward C. Young,
Grand Marshal.

"The Spirit of 1776"

NATIONAL PREPAREDNESS DAY

June Three, Nineteen Sixteen
Preparedness Parade Committee
Headquarters
746 Monadnock Block
CHICAGO

June 7, 1916.

Mr. Britton I. Budd,
Pres. Chicago Elevated Railways,
72 West Adams St.,
Chicago, Ill.

Dear Sir:

On behalf of the Executive and other committees of the Chicago Preparedness Parade, we wish to thank you for the splendid service rendered the public by the Elevated Railways on Saturday, June third. We have heard many expressions of appreciation and have reason to know that a tremendous amount of traffic was handled efficiently and without delay.

Yours very truly,

John T. Stockton,
Chairman Executive Committee.
Angus S. Hibbard,
General Secretary.

The quickest, safest and best local transportation is furnished by THE CHICAGO ELEVATED RAILROADS.

ELEVATED RAILROAD TICKETS.

Tickets good at any Elevated Station may be purchased in quantities at the office of the Treasurer, 1228 Edison Building. Employers who furnish carfare to employees will find it convenient to purchase tickets. Regular rate 5 cents each.

THE ROLL OF HONOR

That patrons of the Elevated Railroads appreciate courtesy on the part of the employes and are co-operating to increase the efficiency of the service is evidenced by the many complimentary letters which recently have been received by the management. It is gratifying to the management and to the employes to know that their efforts in this direction are appreciated. In several instances two or three letters have been received commending the same employe. Many of the letters deserve being printed in full, but space in the ELEVATED NEWS is so limited that only brief mention can be made of individual cases.

Among those who have scored in the last month are:

Trainman Frank R. Dean, Humboldt Park Line, for promptly turning into office handbag containing \$50 in currency left by a lady patron, also for polite and courteous manner. The handbag was restored to owner within an hour.

Station Agent L. C. Bells, Randolph and Fifth Avenue, for stopping stranger who had picked up a lady's pocketbook and restoring it to rightful owner.

Conductor J. R. Grosser, Northwestern, Badge 525, for finding seats for lady passengers.

Trainman John E. Kester, South Side, Badge 2608, commended in two letters, for courtesy and for making passengers sit closer together to make room for women and children.

Trainman J. Desantis, Metropolitan, Badge 546, for assisting lady passenger with packages.

Conductor Thomas J. Cannavan, South Side, Badge 2229, for making room for women and children.

Conductor C. F. Larson, Northwestern, Badge 752, for giving directions to strangers relative to Lincoln Park and providing them with map and folder for information.

Trainman M. Olson, South Side, Badge 2480, for courtesy shown lady passengers.

Trainman Henry Paul, Metropolitan, Badge 309, twice commended for courtesy shown strangers in the city.

Trainman Thomas Birch, Northwestern, Badge 814, informing standing passengers of vacant seats in car ahead.

Trainman James Considine, South Side, Badge 2272, for assisting lame gentleman with cane and holding car until the passenger was seated.

Trainman O. Madison, Metropolitan, Badge 627, for gallantry in assuming responsibility for an incident for which a lady passenger was to blame.

Station Agent E. J. Benningson, Metropolitan, for bravery in resisting highwayman who attempted to rob station.

Trainman J. P. Hester, Northwestern, Badge 1081, for calling names of stations distinctly.

Trainman C. Kendall, Northwestern, Badge 1037, for calling names of stations distinctly.

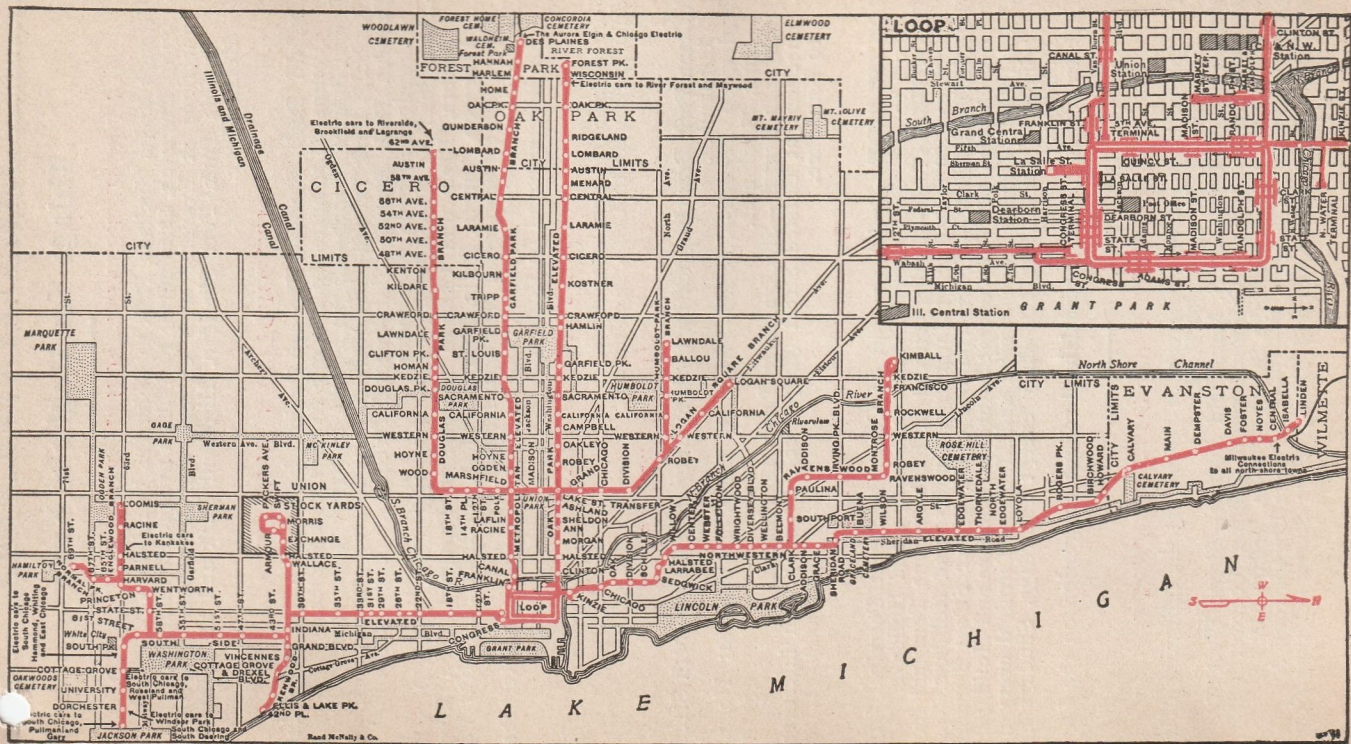
Conductor John McCormick, Northwestern, Badge 574, commended twice for politely reminding "seat hogs" occupying more than one seat that other passengers were standing. Also for attention to women and children and calling stations clearly.

Trainman George M. Weimer, South Side, Badge 2364, twice commended for attention to duty and calling names of stations distinctly.

Trainman John Hutton, Oak Park, Badge 6103, for promptly turning in umbrella left on his car.

Trainman Horace Oldham, Oak Park, Badge 6179, for care in handling passengers and calling stations distinctly.

Loop Platform Man James Connors, for politely reproving a passenger, who admits he deserved a "calling down."



Things You Ought to Know

NORTHWESTERN—SOUTH SIDE ELEVATED.

Through trains Jackson Park to Wilmette, 71 minutes.

Loop to Evanston, 38 minutes; to Wilson avenue, 18 minutes.

Connections at Evanston with Chicago and Milwaukee Electric to Ravinia Park, Fort Sheridan, Highland Park and all points on North Shore.

METROPOLITAN ELEVATED.

Garfield Park Branch—Through trains from Loop to Desplaines Avenue, 35 minutes; to Laramie Avenue, 23 minutes.

Logan Square Branch—Logan Square to Loop, 18 minutes.

Humboldt Park Branch—Lawndale Avenue to Loop, 23 minutes.

Douglas Park Branch—Sixty-second Avenue to Loop, 34 minutes; Crawford Avenue, 23 minutes.

Connections at Desplaines Avenue (Garfield Park Branch) with Aurora, Elgin and Chicago Electric to Lombard, Glen Ellyn, Wheaton, Aurora, Elgin, Batavia and all points in Fox River Valley. Finest scenery in Northern Illinois.

Connections at 62nd Avenue (Douglas Park Branch) with interurban for Riverside and La Grange.

OAK PARK ELEVATED.

Forest Park to Loop, 33 minutes.

Hamlin Avenue to Loop, 16 minutes.

SOUTH SIDE ELEVATED.

Jackson Park Branch—Jackson Park to Loop, 27 minutes; 58th Street, 18 minutes.

Englewood Branch—Loomis Street to Loop, 30 minutes; Normal Park, 28 minutes.

Stockyards Branch—Stockyards to Loop, 18 minutes.

Connections at Halsted Street (Englewood Branch) with interurban to Kankakee.

EVENING RUSH HOURS.

SOUTH SIDE—Trains run out of Congress Street Terminal from 5:00 to 6:30 daily except Saturdays, Sundays and Holidays.

METROPOLITAN—Trains run out of Fifth Avenue Terminal from 5:00 to 6:30 daily except Saturdays, Sundays and Holidays.

NORTHWESTERN—Trains run out of N. Water Street Terminal from 5:15 to 6:20 daily except Saturdays, Sundays and Holidays.

OAK PARK—Trains leave Market and Madison Terminal every five minutes from 5:15 to 6:15 daily except Saturdays, Sundays and Holidays.

Take trains from stub terminals and relieve congestion on the Loop.

WHERE TO FIND LOST PROPERTY.

Lost property found on trains can be claimed at the following offices from 8:30 A. M. until 5:00 P. M.:

METROPOLITAN—421 S. Marshfield Avenue—Phone West 879.

SOUTH SIDE—61st and Calumet Avenue—Phone Wentworth 853.

OAK PARK—3860 West Lake Street—Phone Kedzie 956.

NORTHWESTERN—4430 Broadway—Phone Ravenswood 3.

UNION LOOP—Randolph and Fifth Avenue Station—Phone Franklin 4244.