

NOVEMBER NUMBER

THE ELEVATED NEWS

SAFETY

SERVICE

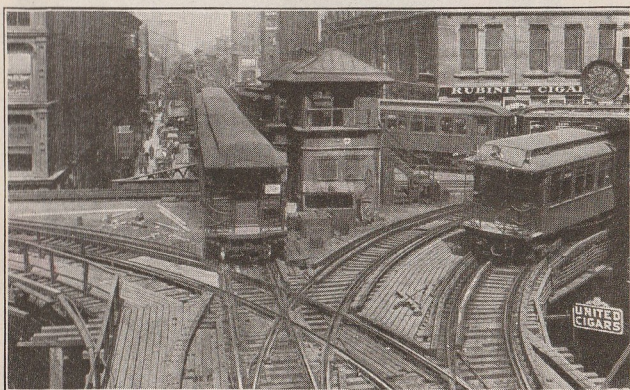
COURTESY



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XMAS

Electrical Gifts

possess every desirable quality—
utility, attractiveness and durability. Be sure to put Gifts Electrical
on your Christmas Shopping list.

Commonwealth Edison Company

ELECTRIC SHOP, 72 West Adams Street
ELECTRIC SHOP, Jackson and Michigan Boulevards

Branch Stores

AUSTIN, 5646 West Lake Street
LOGAN SQUARE, 3127 Logan Boulevard
SOUTH CHICAGO, 9163 South Chicago Avenue
BROADWAY, 4523 Broadway



Electric Flat Iron
FREE
for one book of FEDERAL DIVIDEND COUPONS. Regular cash value of the Flat Iron is \$2.45. Or, if desired, the Flat Iron or other Electrical Appliances may be secured for part cash, part coupons. Ask your merchant for FRED catalog or call at ELECTRIC Shop, 72 West Adams Street.



Premiums of High Quality

are given for

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The retail merchants in YOUR neighborhood know this.

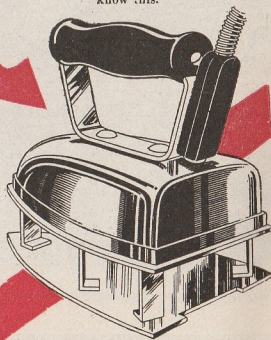
You will be surprised to note how many stores are displaying the FEDERAL DIVIDEND COUPON SIGN and giving FEDERAL DIVIDEND COUPONS.

With each 5 cent purchase, you get one FEDERAL DIVIDEND COUPON. These FEDERAL DIVIDEND COUPONS are as good as cash—exchangeable for valuable Electrical Appliances, taken right out of the regular stocks at the Branch Appliance Stores or ELECTRIC SHOPS of Commonwealth Edison Company.

In your trading, lose no opportunity to get FEDERAL DIVIDEND COUPONS, thus securing greater value and greater satisfaction for your money

Telephone Randolph 919 for particulars

Federal Profit Sharing Company
72 West Adams Street, Chicago



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Volume III

NOVEMBER, 1916



Number 2

REMEMBER THE TERMINAL TRAINS

Do you ever ride on one of the stub terminal trains?

Remember that the four elevated lines that form the Chicago Elevated Railroads originally operated without the loop. All the passengers who used the "L" walked to one or another of the terminals. It was not until afterward that the loop was built to give the lines a better system for the distribution and collection of passengers.

Many passengers today are using loop stations who could to better advantage use the terminal. These passengers have the loop habit. It does not occur to them to use the stub, though this may be closer to their places of business than the loop stations they do use. "I don't know just when the trains go," they explain. "I will find out tomorrow, but I'm too busy to take a chance today."

All the terminal trains are express trains. They are put on every evening for the convenience of passengers who work adjacent to these stations. They also give special service not rendered by other trains. The Howard Street express from North Water Street, to illustrate, runs express to Wilson Avenue, but stops at the express stations at Kinzie, Chicago Avenue, Fullerton, Belmont, Sheridan Road and Wilson. At this time of the evening the Evanston trains do not stop at any of these points except Chicago Avenue, and the Wilson trains are running local north of Belmont.

Schedules for the four terminals are given herewith. Cut yours out and paste it on your desk.

South Side:

The Old Congress Street Terminal, located between Wabash Avenue and State Street on Congress Street, is open between the hours of 5:00 P. M. and 6:30 P. M. daily except

Saturdays, Sundays and holidays. All trains out of this terminal are express trains, running from 12th Street to Indiana Avenue without a stop. These trains alternate between Jackson Park and Englewood divisions. Under the present schedule trains leave this terminal as follows:

5:07 p. m.	Englewood Express
5:15 p. m.	Jackson Pk. Express
5:22 p. m.	Englewood Express
5:28 p. m.	Jackson Pk. Express
5:34 p. m.	Englewood Express
5:40 p. m.	Jackson Pk. Express
5:48 p. m.	Englewood Express
5:52 p. m.	Jackson Pk. Express
5:58 p. m.	Englewood Express
6:04 p. m.	Jackson Pk. Express
6:10 p. m.	Englewood Express
6:17 p. m.	Jackson Pk. Express
6:24 p. m.	Englewood Express
6:30 p. m.	Jackson Pk. Express

Northwestern:

North Water Street Terminal is located on Clark Street just north of the Chicago River and is open from 5:00 P. M. to 6:20 P. M. daily except Saturdays, Sundays and holidays. Trains out of this terminal run express, making the regular express stops at Kinzie Street, Chicago Avenue, Fullerton Avenue and Belmont Avenue. Under the present schedule trains leave this terminal as follows:

5:14 p. m.	Howard St. Express
5:28 p. m.	Howard St. Express
5:36 p. m.	Ravenswood Express
5:38 p. m.	Howard St. Express
5:48 p. m.	Howard St. Express
5:52 p. m.	Ravenswood Express
5:58 p. m.	Howard St. Express
6:08 p. m.	Howard St. Express
6:20 p. m.	Howard St. Express

Oak Park:

The Market Street Terminal of the Oak Park Elevated is situated at Market and Madison streets, and is open from 5:00 P. M. to 6:13 P. M. daily except Saturdays, Sundays and holidays. Express trains to Forest Park operate out of this terminal and no stops between Oakley and Crawford are made. At present these trains run on the following schedule:

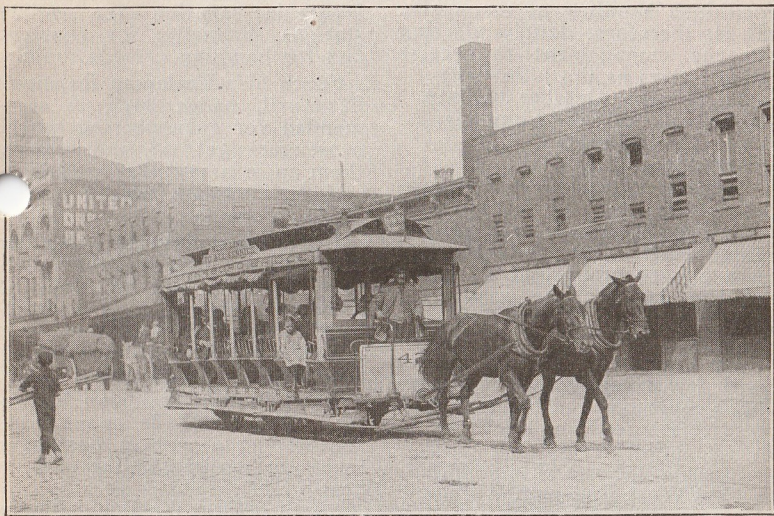
5:17 p. m.	Forest Pk. Express
5:25 p. m.	Forest Pk. Express
5:33 p. m.	Forest Pk. Express
5:41 p. m.	Forest Pk. Express
5:49 p. m.	Forest Pk. Express
5:57 p. m.	Forest Pk. Express
6:05 p. m.	Forest Pk. Express
6:13 p. m.	Forest Pk. Express

Metropolitan:

The Fifth Avenue Terminal, located on Fifth Avenue between Jackson Boulevard and Van Buren Street, is open

from 5:00 P. M. to 6:30 P. M. daily except Saturdays, Sundays and holidays.

Trains on all branches of the Metropolitan leave this terminal every few minutes during this period.



MANHATTAN, 1916

Rip Van Winkle wouldn't know the old town now for, last month, the horse cars were withdrawn. Tired of delighting visitors from Podunk and other up-to-date communities by its adherence to horse traction, the metropolis has at last decided to catch up with the various towns of queer name that it loves to ridicule. Presumably the cars went to the Hottentots as the only other human beings who can look at a horse car without bursting into laughter.

Brazil imported only 214 automobiles in 1915 as against 744 in 1914, 3,318 in 1913 and 3,785 in 1912.

Evidently giving up the auto and going back to the good reliable old rapid transit.

* * *

Husband—"I wonder why all the misers we read about are old bachelors?"

Wife—"Oh, married misers are so common they are not worth mentioning."

NEW AND OLD

The old idea was to call in a doctor to mend you after you were broken. The new idea is to call in the doctor first and have him look you over with the idea of preventing disease and breakdown. Why not apply the new idea to the prevention of accident? It is more profitable to take heed first and save yourself a broken limb, than to break the limb first and then have to mend it.

ROLL OF HONOR

The intention of the Chicago Elevated Railroads is to give good service. Everything is being done that is possible to promote the safety, comfort and expeditious handling of the public. It is, therefore, doubly pleasing to the management to receive such letters as the following:

Chicago, October 19, 1916.
Elevated Railroads Company,
Chicago.

Gentlemen:

As an expression of appreciation that may be of interest, I may say that I have used the elevated system, especially the Logan Square branch, at all hours of the day for the past eight years, and have only been delayed in the aggregate about forty minutes. The trainmen, with few exceptions, have always been courteous and obliging. The service is speedy and reliable.

Sincerely yours,

George H. Gasahl,
3216 West Fullerton Avenue.

The following train employees have received commendations from passengers for courtesy and efficiency during the month:

South Side Trainman Michael Conway, badge 2742, is commended for calling stations so distinctly that strangers could understand them.

Metropolitan Trainman J. De Santis, badge 546, is commended by a traveler for assistance in directing her to an obscure destination.

Metropolitan Conductor H. M. Gillet, badge 211, is commended for being courteous and attentive to strangers and for calling stations distinctly.

South Side Conductor Gustave Kroll, badge 2275, is favorably mentioned for holding a train for strangers laden with baggage, on their way from the railway station.

Northwestern Conductor John McCormack, badge 574, commended for courtesy and efficiency.

South Side Trainman Greible, badge 2717, is commended for neatness, calling stations distinctly and keeping his car in order.

South Side Trainman Henry Singer, badge 2227, receives favorable mention for calling stations distinctly, for courtesy and for handling crowds rapidly.

South Side Trainman Raymond K. Auvil, badge 2472, is commended for remembering where passengers get off and waking them up in time if they are asleep, and for helping restore a violin to owner.

Northwestern Agent Josephine M. Smith is commended for courtesy, patience and efficiency in answering questions of a trainload of passengers after a minor accident which made it necessary for them to change trains.

Northwestern Trainman A. Lehman, Badge 775, is commended for helping a woman passenger into another car and finding a seat for her.

South Side Trainman James McArdle, Badge 2,617, is mentioned favorably for politeness to passengers.

CHRYSANTHEMUMS

Now is the time to get your annual view of the chrysanthemums at Garfield Park, for the conservatory show, beginning the 12th, will continue until December 3rd. The conservatory will be open from 8 o'clock in the morning until 10 o'clock at night. There is, of course, no admission charge. Last year nearly a hundred thousand persons viewed the chrysanthemums. Five thousand specimens are being shown this year, belonging to 340 varieties. An interesting exhibit will be the plain little chrysanthemum of China and Japan from which the garden scientists, in a hundred years of experimentation, have developed the present gorgeous blooms. Special pains have been taken to label and explain the varieties plainly.

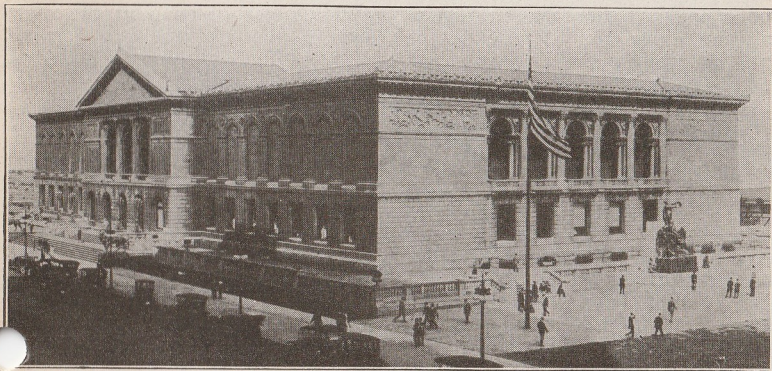
ART INSTITUTE OPENS NEW WING

Chicago art lovers are flocking to the Art Institute to see the new east wing, which gives the institution so great an addition to its space, and to view two exhibitions housed in it—the regular annual exhibition of American oil paintings and sculpture, the twenty-ninth, and an exhibition of sculptuary, assembled by the American Sculpture Society, and unique in the history of Chicago artistic events. The two exhibitions will be on view from the opening day, November 2, to December 7.

The new east wing of the Art Institute is in reality a bridge across the Illinois Central tracks. It was built much like any other

H. Miner of Chicago. It is also an additional bridge into Grant Park beyond the track, as it opens directly from the main floor of the Institute and gives, at its eastern end, upon the park.

The exhibition of sculptuary, which may be reached better than in any other way by taking any one of the trains of the Chicago Elevated Railroads and getting off at the station at Wabash and Adams, one short block from the Institute door, provides an opportunity for the study of American art, as expressed in marble, such as has never before been granted Chicagoans. Works of this kind are so bulky that they are seldom assembled, and this is the first opportunity ever given the people of this city to view a rep-



Art Institute Is Enlarged

bridge, but has been enclosed with smooth stone of the same appearance as that of the original building. There are two floors, each 240 by 50 feet in area. The upper floor, which is being used by the twenty-ninth exhibition of the American artists, is divided into eleven galleries. These have overhead lighting. The main floor now houses the exhibition of sculptuary, but will be used permanently as the home of the institute's extensive collections in the field of applied art. This lower hall is the gift of William

representative collection of the product of contemporary American sculptors.

About 1,133,000 people, or more than a third of Switzerland's population, are engaged in farming.

The "L" carries more than that in two days.

* * *

Nitts—That guy would certainly make a good soldier.

Ignitz—Howssat?

Nitts—Oh, you can treat him, but he won't retreat.

ACQUIRING INFORMATION

The policy of the Chicago Elevated Railroads is to have its agents helpful to the traveling public. Courtesy is not alone enough; it must be efficient courtesy. If, for instance, a passenger wants information as to how he can make connections with some other transportation system, say, one of the interurbans, it is the intention to equip the agents so that they can give intelligent and reliable answers to his questions, and tell him which line he should take to reach a given destination. In furthering this policy the company has recently been sending parties of its women agents on personally conducted excursions to Milwaukee over the Chicago, North Shore & Milwaukee. Special cars have been taken over this interurban system daily and all the details of the train schedule explained. The agents are now in a position to give accurate detailed information as to this line, which connects with the Evanston "L" expresses and furnishes a fifteen minute service along the North Shore to the Wisconsin metropolis. Other excursions with a similar object in view are under consideration.

"We should now be able to answer intelligently any inquiries made by those desiring to go anywhere on this line," writes Mrs. K. F. Thomas, one of the Metropolitan agents, in regard to her trip. "When the heat again smites us we should be able to suggest many delightful trips to those in doubt as to the best means of escaping the unbearable temperature of the city."

"I hope you are not one of those men who go home on the 'L' and find fault with the dinner."

"No," answered Mr. Crowcher, "my wife and I eat at a restaurant where we can both find fault."

IN A CLEAN TOWN

As a Garfield Park train was crossing Washington street on Fifth avenue a few days ago several of the passengers were edified by the sight of two men washing their hands. The washing of hands is no such novelty in Chicago as to cause astonishment. It was, therefore, the method employed. The two men, street sweepers making their noonday toilet, were using the bubbling fountain that stands in front of the Teutonic building. Again it was the method rather than the fact that aroused interest, for hands are not infrequently washed in bubbling fountains. The two men would stoop over and fill their mouths with water; then turn from the fountain, spray the water over their hands and a piece of soap in the manner of the Chinese laundryman. Everything, as you see, neat and sanitary.

ALSO WHEN SOBER

(From the Chicago Tribune)

WHEN DRUNK USE THE "L"

(From the Elevated News)

South Side Guard Raymond Auvil, badge 2472, receives favorable mention for twice taking particular care that an intoxicated passenger got home safely.

* * *

According to London's police the women street car conductors "are exceedingly civil and pleasant, and assist people as far as they can."

The Public Service News of Richmond wonders if they assist them to get off facing backwards—a natural supposition.

* * *

Sings the Key System News:
 "Safety First" on cars and trains,
 Saves many travellers aches and pains,
 And no matter how great the hurry,
 "Safety First" saves time and worry.

LAKE STREET OPEN

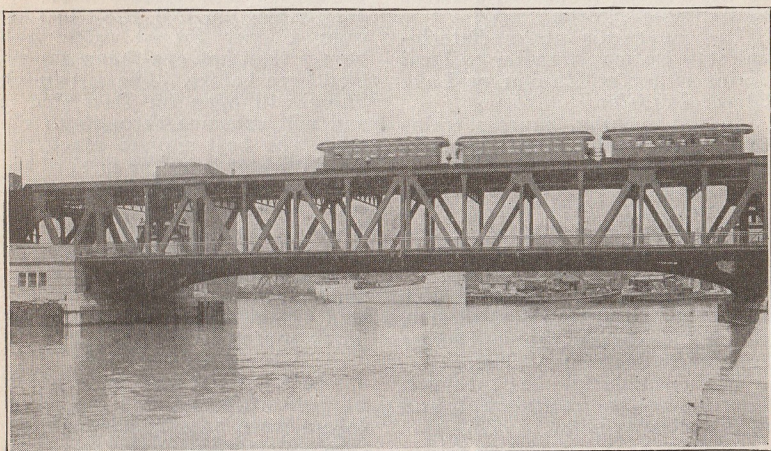
The new Lake street bridge, which has just been opened to street traffic this week, is the biggest bridge of its kind in the world. The Oak Park "L" has been using the upper deck of the bridge since last May, but the lower deck was then incomplete and all vehicular traffic had to be sent across the river on Randolph street. The new structure has cost more than \$600,000. A part of this outlay, which is more than any other bridge in the city

ture is the only double-deck, trunnion bascule bridge in the world.

Little Marion, 7 years old, was saying her prayers. "And God," she petitioned at the close, "please make New York the capital of Boston."

"Why, Marion, what made you say that?" asked her mother.

"'Cause that's the way I wrote it in my 'zamination at school today and I want it to be right."



New Lake Street Bridge

cost, was incurred in the efforts of the Elevated management to make the bridge safe; not safe in the ordinary meaning of the word, but double-absolutely fool-and-mishap proof. The Oak Park line paid one-third of the cost of construction. The great jaws of the new bridge open to a width of 209 feet. They are so heavy that two 100 horse-power motors are required to move each one. The two jaws weigh 1,340 tons and there are 2,025 tons of steel in the whole bridge. In order to secure a foundation for this ponderous highway it was necessary to sink the sub-piers to a depth of 110 feet. The struc-

"I caught the 'L' trainman who owes me money on a Logan Square local the other day."

"Did you get your money?"

"No, he did like all my other creditors—just put me off."

* * *

"Can you tell me what a smile is?" asked a gentleman of a little girl.

"Yes, sir, it's the whisper of a laugh."

* * *

Teacher—"Johnny, can you tell me what a hypocrite is?"

Johnny—"Yes, ma'am. It's a boy what comes to school with a smile on his face."

OAK PARK EXPRESS SERVICE

The new through express service on the Chicago & Oak Park Elevated is meeting with general commendation among rush-hour passengers. For the benefit of those who have not yet availed themselves of the new service, or strangers to the Oak Park line, it may be explained that trains leave Forest Park between 7:47 and 9:18 a. m., making only three stops between Hamlin Avenue and the Loop. These stops are at Lake Street Transfer, Halsted and Clinton streets.

Passengers for intermediate local stations may transfer to local trains either at Hamlin or Lake Street Transfer.

In the evening, express trains making the above stops leave the Loop between 4:31 and 5:12.

In addition to the above service, express trains leave Forest Park between 6:45 and 7:42 a. m. and run express from Hamlin to Oakley Avenue.

In the evening express trains leave the Loop from 5:18 to 6:10, running express from Oakley Avenue to Hamlin Avenue.

The new schedule has cut down the running time considerably and is therefore popular.

A young man riding comfortably in a seat on a Jackson Park express glanced up from his paper after twenty minutes or so to make a careful survey of the good-looking woman he had vaguely been aware of as standing in front of him and holding to a strap. The good-looking woman proved to be the mother of the girl he intended that evening to ask to be his wife. Again the wisdom of the company in establishing first aid stations along the line was demonstrated.

"Why does the ocean rage?" of him

She sought the information. "The ocean rages," he replied, "Purely for wreck-creation."

LIVESTOCK AND HORSE SHOW

After an interval of three years Chicago lovers of blooded horses and cattle are again privileged to attend the great Livestock Show at the International Amphitheater, Union Stock Yards. This greatest of all events had to be discontinued because of fear that prize animals might be endangered through the cattle plague. But this danger passed by some twelve months ago and all authorities agreed to a renewal of show. It is predicted that the 1916 exhibition will bring to Chicago a finer lot of cattle and horses than has ever been assembled here before. The Livestock Show will open on December 2 and will continue through to the 9th. The best way to reach the amphitheater is by the lines of the Chicago Elevated Railways. Special service will be maintained. Transfer from any part of the city to the South Side "L" and change to the Stock Yards branch at Indiana Avenue. Get off at the Halsted Street station and walk one block south.

The Evanston train had stopped at Howard street and the ticket takers were passing through the cars collecting the extra fare. One passenger, a fat old man, was poking into his pockets with nervous haste.

"Ticket, ticket!" said the conductor.

The fat passenger made another frantic effort.

"Where's your ticket," repeated the conductor. "You can't have lost it."

"Couldn't lose it?" snorted the passenger. "Why, young fellow, I lost a perambulator once."

Albert Stroud believes that considerable feeling must have grown up between the Germans and the English in the last few years. Mr. Stroud bases his opinion on the fact that Germany has changed the English name of "golf" to "locherballspiel."

Get Acquainted With Your Own North Shore

LOOK closely at the map alongside. How many of these attractive places have you ever really seen? How often have you said, "Some day I'm going to take that trip to Milwaukee on the North Shore Electric?" But why wait? There's no more delightful time to go than right now. Just take the

"Evanston Express" on the Elevated

Direct connections with North Shore Electric trains at Central Street, Evanston. Dependable schedules — low fares. Spacious, comfortable cars—many of them steel construction. Frequent service.

EXECUTIVE OFFICES:

72 West Adams Street

Phone Central 8280

