

DECEMBER, 1916

THE ELEVATED NEWS

SAFETY

SERVICE

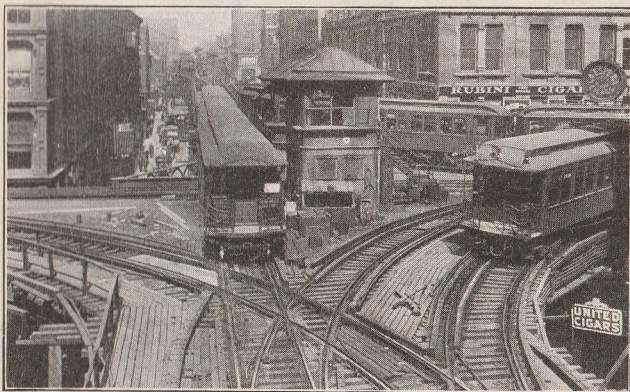
COURTESY



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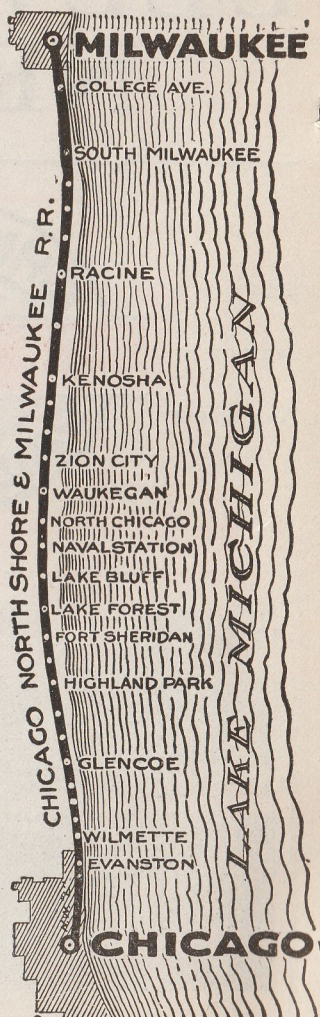
Get Acquainted With Your Own North Shore

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? 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



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Number 3

HERE'S A CHANCE TO WIN A PRIZE

Are you fond of travel? Well, whether you are or not, it is likely, seeing that you live in Chicago, that you do travel a great deal, but you may not have noticed it.

The Chicago Elevated Railroads carry approximately 180,000,000 passengers a year. That is quite a large number, nearly twice the population of the United States. The average ride per passenger is about six miles. That means that the Elevated Family travels about one thousand and eighty millions miles a year.

Now that is some distance. It means about 43,200 trips around the earth, or 327,273 trips between Boston and San Francisco. The Elevated cars travel about fifty-one million miles a year, each car making an average of about 32,000 miles.

How far do you travel in a day, or in a year, over the Elevated lines? How many years have you been doing it? Get out your pencil and figure it out. The Chicago Elevated Railroads will give you a prize for your trouble.

Here is the proposition. The Chicago Elevated Railroads will award three prizes to the patrons showing the greatest number of miles traveled over their lines. The first prize will be \$15.00 for the banner record; the second prize \$10.00 to the next highest and a third prize of \$5 to the third highest. No employee of the company is eligible to engage in the contest.

The prizes will be awarded by a committee after an investigation of the truth of the claims made by contestants. There are many patrons of the Elevated lines who have used them daily for twenty years or more. They know how many trips they have made in a day to and from their work, so

that the total number of miles traveled may be reckoned with reasonable accuracy. The suburbanites may have some advantage because of the distance they travel each trip, but then there are hundreds who make several short trips in a day, which may total more in the aggregate. Anyway it will be interesting to you to figure out just how great a traveler you are and it will be interesting to others to hear about it.

Communications should be written plainly on one side of the paper only and addressed, Contest Editor, Elevated News, Edison Building, Chicago. The contest will not close until every competitor has had ample opportunity to enter. The names of competitors will be printed in The Elevated News.

"NOBODY HOME"

Under the above caption a long communication comes to us from an observing patron who thinks the popular phrase applies to some of the men and women who daily use the Elevated Railroads. He is charitable, however, as well as observant, and attributes most of life's little irritations, which he daily encounters in the cars, to "thoughtlessness" on the part of passengers, rather than "boneheadedness."

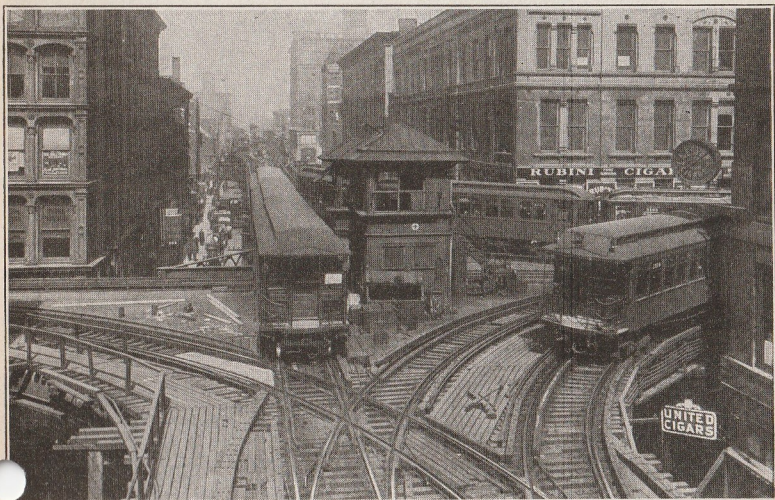
Among the hundreds of thousands who daily use the Elevated cars there naturally must be some rather thoughtless persons. They do not desire to make themselves disagreeable to others. They do it because they do not think of others. When their attention is called to some of the thoughtless things they do, they readily correct their faults, with the result that everyone with whom they come in contact is made happier.

Our observant correspondent cites one instance he noticed recently where a well dressed gentleman expectorated over the railing from an Elevated station platform and ruined the hat of a woman who was crossing the street below. Now that was a thoughtless thing to do, besides being a violation of a city ordinance. Clearly a case, our correspondent thinks, of "nobody home" on the platform.

Another case cited is that of a young woman who allowed the swinging doors of a temporary station on the Evanston line to swing back and hit another woman carrying a young baby. The baby received a blow in the face which nearly stunned it. Now the young woman who did that did not intend to hurt that little baby, but she did it because she had no thought for others. Another case of thoughtlessness, or "nobody home."

The man who carries an umbrella under his arm while ascending the stairs to an Elevated station with the point sticking out at the proper angle to hit the person following him in the eye; the fellow who crosses one leg over the other in a crowded car; the man who persists in holding a certain strap when another is within easy reach and a fellow passenger beside him has no strap; the "seat hog" in all his variations, are all placed by this correspondent in the "nobody home" class.

This good old world could be made better if every one thought less of himself and more of others. Don't be a nobody home."



Busiest Railroad Crossing

WORLD'S BUSIEST RAILROAD CROSSING

The intersection of Fifth Avenue and Lake Street is one of the busiest crossings in the world. All trains of the Chicago Elevated Railroads destined to or through the Loop pass this junction. During the heaviest hour of the day 1100 cars, or an average of three cars per second, pass this point.

If all these cars were coupled together they would make a train ten miles long or a continuous

string of cars reaching from the City Hall to Eighty-seventh Street.

Each of these trains has a scheduled time of arrival at all junction points and these times are so arranged that each train is assigned to its own place on the track and must be allowed to pass in the order set for it. A record is kept on each road at the entrance to the Loop and a notation is made against any train which arrives over one minute late or out of its scheduled

order and the motorman and conductor must explain the cause of such irregularity.

To handle this great number of cars through the junction without delay requires the services of a train director and several assistants.

The towerman who has direct control of the movement of these trains is provided with the most modern apparatus for operating the switches and signals.

These switches and signals are moved by a combination of compressed air under a high pressure and electricity (which is called an electro-pneumatic plant) and are so interlocked in the operating tower that signals cannot be given allowing two trains to collide.

In addition to the interlocking in the tower, each switch is protected by an automatic track trip and if the motorman attempts to pass a signal, the air brakes on the train are automatically applied, and the train is stopped in a few feet.

Patrons can greatly assist their fellow passengers by being alert to board or leave trains at all stations. A delay of 30 seconds at one station during the rush hour means a longer delay at the next station and the delay grows with each stop thereafter, not only delaying one train, but causing delay to those immediately following.

**STEP LIVELY, PLEASE—
WATCH YOUR STEP.**

THOUGHTLESS

A man put his feet on a seat in a Logan Square car one evening last week. After he had gone out a party of young women boarded the train on their way home from a reception. One of them sat in the seat where the man had had his feet. The white silk dress which she had worked many weeks to buy was ruined. The man had been walking on a newly oiled street.

HERE IS THE PROOF

Absolutely the safest place you can be is on a train of the Chicago Elevated Railroads. Here is the proof:

Casualty company statistics show that more accidents, fatal and otherwise, occur in the home than in all other places put together. That eliminates the home. Statistics for 1913 show that in Great Britain 2,099 persons were killed in street accidents and 42,544 were injured. On the steam railroads of the United States, the same year, 403 passengers were killed and 16,539 injured. In New York in 1913—the same ratio obtained in Chicago—ten individuals choked to death on food, forty-three were burned to death, sixty-one were accidentally poisoned, 125 were asphyxiated by gas, 194 were murdered, 215 were drowned, 399 were killed by vehicles in the streets, and 867 were killed by falls on sidewalks and from windows, scaffolds and elevator shafts, or were struck by falling objects..

On the trains of the Chicago Elevated Railroads you are safe from choking to death on your dinner, from being burned to death in your bed or smothered with gas, from being murdered or drowned or struck by falling objects or killed by an automobile. You are under the combined care of the management and the trainmen, working with the watchword, "Safety First!"

As a result, more than half a million persons have been carried on each and every week day of eight years without a single fatal accident to a passenger on a train. That means 1,200,000,000 rides without a death. You cannot equal this in your office, your home or on the street.

Use the "L."

About the only thing that hasn't gone up in price is a ride on the Elevated. You go up, but the price stays down.

GARFIELD PARK CONSERVATORY

If you have not recently visited the Garfield Park Conservatory you have missed one of the greatest treats open to residents and visitors to the city.

At this season of the year, when flowers and shrubbery outdoors are dead or dormant, it is refreshing to get a breath of summer air and see the beautiful

other plantation, produce the desired tropical effect. Several groups of bananas are found here, some bearing edible fruit, and others used for effect only. At any time in this house some fruiting bananas will be found. At present the "Lady Finger" banana and the common banana are bearing. The large group of bamboo growing at the north end of this house represents many



In Garfield Park Conservatory

tropical palms and rare flowers contained in this conservatory.

One of the most interesting parts of the conservatory is the palm house. It contains a collection of tropical plants, of which the palms are most numerous. Some of them are of particular economic value, such as the Rattan Cane palm, the Panama Hat palm and the Sugar palm; and, in connection with the

members of this genera, and some of them have attained a height of about 40 feet. Other noteworthy plants are the screw pine, the traveler's tree, the castor oil tree and the Christmas Rose tree.

To visit the Garfield Park Conservatory take the Oak Park Elevated to Hamlin Avenue. It is only a few steps from this station to the entrance.

STOP GOLF; START SKATING

The season for the ancient and honorable game of golf is over. But there is another game far more ancient and just as honorable that is about to open. That is the game of skating. Not being in the confidence of the weather man we cannot say just when there will be skating in the public parks, but it ought to be soon. Anyway we know that the best and quickest way to reach the parks when skating does begin is over the Elevated Lines.

Then in addition to the public parks there is the new ice skating rink at White City. It will not have to depend on the weather man and it is the biggest indoor ice skating rink in the country. You know, of course, that the South Side Elevated takes you to the gate and that you can get there from any part of the city for a single fare.

Still another large ice skating rink is being built near the Thorn-dale Station of the Northwestern Elevated, which will be ready for opening in a short time. The city has given orders to flood a number of the small parks, so that the Chicagoans who love this splendid winter sport will have ample opportunity to indulge in their favorite pastime.

Maybe you would like to know something about the history of skating. The ancient Norsemen indulged in this sport on bone "runners" bound to the feet with thongs. The Norse sagas speak with pride of the great accomplishments.

Skating was a popular sport in England in the twelfth century. In a "Description of London," published in 1180 occurs the following:

"When the great fenne or moore (which watereth the walls of the citie on the North Side) is frozen, many young men play on the yce, asome tye bones to their feete and under their heeles and shoving themselves with a

little picked staffe, do slide as swiftlie as a bird flyeth in the aire, or any arrow out of a cross bow."

It is not known at what period metal runners were introduced, but it is supposed to have been shortly after the art of working in iron became known in northern Europe in the third century. In America skating was not known until after the country was colonized by Europeans, although bone slides were used by certain Eskimo tribes.

The Edinburgh Skating Club founded in 1642, is the oldest skating organization in the world. The sport is indulged in to a greater extent in North America than anywhere else, although the development of the art is due to the Norsemen, Swedes, Finns, Danes and Dutch. Men and women of all those nationalities can follow the game in Chicago's public parks and all of them can reach the parks over the Elevated Railroads.

POPULAR SUNDAY CONCERTS

If you wish to enjoy high-class music at popular prices attend a Sunday afternoon concert in Arcadia Hall, 4450 Broadway. These concerts are being given by Pallma's Orchestra, Frank Pallma, director. The orchestra contains fifty soloists and the concerts will be given every Sunday afternoon until April 3. There are 2,000 seats at 25 cents, and 500 seats at 50 cents. Take a Northwestern Elevated to Wilson Avenue and walk two short blocks to the hall. Don't miss this, as it is worth while.

THE DIFFERENCE

"God loves the Irish," said Mike to Pat as they were repairing the paving on Michigan avenue.

"He does that," said Pat, as he looked up and saw Andrew Carnegie whizzing by in a big limousine, "but he seems to help the Scotch."

THE ROLL OF HONOR

The courtesy of the employes of the Chicago Elevated Railroads to patrons of the lines is attracting more than ordinary attention. Not only do appreciative patrons write letters on the subject to the management, but in conversation between passengers the deportment of the employes frequently is contrasted with that of employes of other utility companies here and in other cities, and always to the advantage of our employes.

It is particularly gratifying to the management to receive a letter like the following:

Dear Sir: Last Wednesday morning my wife was traveling from Wilmette to the loop in company with her five-year-old daughter. She became suddenly ill and was forced to leave the train at Chicago Avenue. One of your men stepped up, introducing himself by saying: "I am with the Company," and offered to get a glass of water, or assist her to a doctor's office. He waited patiently until she recovered from her faint and then assisted her on to the train so that she was able to complete her journey downtown.

My wife says that the quiet confidence with which the man said, "I am with the Company" relieved the mental embarrassment due to the sensation of being on the verge of a collapse in a strange place, with the responsibility of a small child to look after, to such an extent that she thinks her rapid recovery can be partly attributed to it. It meant a great deal more to her than if he had said, "I am a medical man" or a "minister of the gospel," and the courtesy, patience and good judgment he displayed could not have been excelled.

We both feel grateful to this man and congratulate you on establishing a relationship with your employes which is so sat-

isfactorily reflected in their treatment of the public.

Yours very truly,

J. F. W.

Now there is a great deal of meaning in that letter. This lady, in her temporary embarrassment, felt confident that she was in safe hands because the man was "with the company." It is that feeling of confidence that the management of the Chicago Elevated Railroads is so successfully cultivating with the aid and co-operation of its employes.

Another letter similar in tone was received from a grateful passenger on a South Side train, who was overcome by a fainting spell. Trainman E. Siegmund, in charge of the car, rendered all the assistance possible and took care of the valuables of the passenger during his temporary unconsciousness.

The Oak Park line scores heavily this month in the courtesy column. Conductor L. Tobin, badge 6065, is commended for recovering the hat of a passenger which was blown off the structure and taking it to the Lost and Found Department, where it was restored to its owner.

Trainmen J. McCarthy (badge 6078), A. Risberg (badge 6107) and J. M. Smith (badge 6109), all on the Oak Park line, are commended for their courtesy and the manner in which they call stations.

Trainman Henry Singer, badge 2227, South Side line, scores twice this month for all-around general efficiency.

Northwestern Trainman M. Davidson, badge 631, rings the bell for unfailing courtesy and tact in handling passengers and for the clear and distinct manner he calls stations.

South Side Trainman Millard Egan, badge 2067, is commended for stopping the train and opening the gates to receive passengers running along the platform, after he had given the signal to go ahead.

South Side Trainman Michael Conway, badge 2742, is commended for care of passengers and calling stations clearly.

Metropolitan Trainman J. Reardon, badge 374, is commended for honesty and efficiency. A passenger dropped a notebook containing a considerable sum of money in the car. It was promptly turned into the Lost and Found office and restored to its owner intact.

South Side Trainman Fred W. Peters, badge 2277, is commended for extreme care and courtesy.

Northwestern Trainman L. H. Gast, badge 1311, is commended for his courteous and civil manners.

Platform Man Charles J. Bath, Badge 105, is thanked for recovering a lady passenger's hat, which had blown off as she was about to board a train at the Randolph and Wabash station.

Oak Park Trainman John Lewin, Badge 6118, is praised for his kind and courteous treatment of an old lady passenger and in directing her in a foreign language as to how she could reach South Chicago.

Northwestern Conductor Michael Huber, Badge 915, is commended for care and consideration in handling a case of sickness on his car.

Oak Park Trainman William Wallace, Badge 6149, is commended for his general demeanor toward passengers and his painstaking efforts to help those who ask his assistance. The writer who commends him suggests that he might be used as an instructor for other trainmen.

South Side Trainman George M. Weimer, Badge 2364, is commended for his treatment of passengers and his care in finding seats for ladies.

Read the Elevated News.

For information of any kind regarding the Elevated Railroads call Central 8280.

UP AHEAD, PLEASE

Kipling says that one elephant blocked a whole British army because the elephant insisted on stopping in the gateway of a mountain pass to do something with his trunk. There is not a passenger now carried by the Chicago Elevated Railroads who has half the bulk of an elephant. But, on the other hand, none of the cars are half as big as a mountain. Let even the most willowy of passengers stop in a car door and trouble results. If she had stepped forward to the middle of the car other passengers, following her, would have done the same thing. But finding one person partly blocking the door, the others have stopped beside her. Result: Trains are delayed and passengers have to push and wriggle in and out while there is still plenty of room in the cars—except at the doors.

IT ALL DEPENDED

"I see they are now manufacturing asbestos shingles which will not burn," said the teacher.

"Well, I don't know about their burning," said the boy reflectively. "I guess it depends on how they are used."

This is a good time to join the S. P. U. G. If you want to give her something useful, make it a hundred Elevated Railroad tickets. Regular price 5 cents each.

Do your Christmas shopping early and use the Elevated Railroads.

When shopping use the Elevated. Covered connections with the big department stores.

Said a suburbanite who comes into the Loop on the Oak Park "L" every morning: "If you want to keep your neighbors' hens from scratching up your garden seeds when you plant 'em next spring, plant the seeds in concrete."

CHANGES IN SERVICE

EVANSTON BRANCH

On and after Monday, December 11th, commencing with train due off the Loop at 4:48 p. m. up to and including train due off the Loop at 6:19 p. m., all Evanston trains will run through from Chicago Avenue to Argyle without stops.

During this period there will be a local service run out of North Water Street making all express stops between North Water Street and Wilson Avenue for the accommodation of local passengers desiring to go north of Wilson Avenue.

RAVENSWOOD BRANCH

On and after Monday, December 11th, commencing with train due off the Loop at 5:04 p. m. up to and including train due off the Loop at 6:16 p. m., all Ravenswood trains will run through from Chicago Avenue to Southport Avenue without stops.

During this period there will be a local service run out of North Water Street making all express stops between North Water Street and Belmont Avenue for the accommodation of local passengers desiring to go to the Ravenswood branch.

