

JANUARY, 1917

THE ELEVATED NEWS

SAFETY

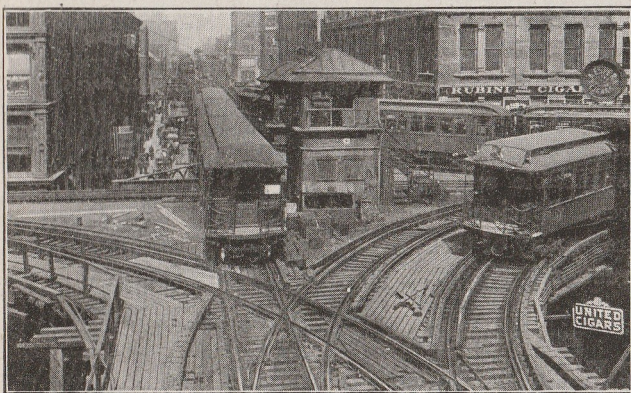
SAFETY

SERVICE

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COURTESY



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

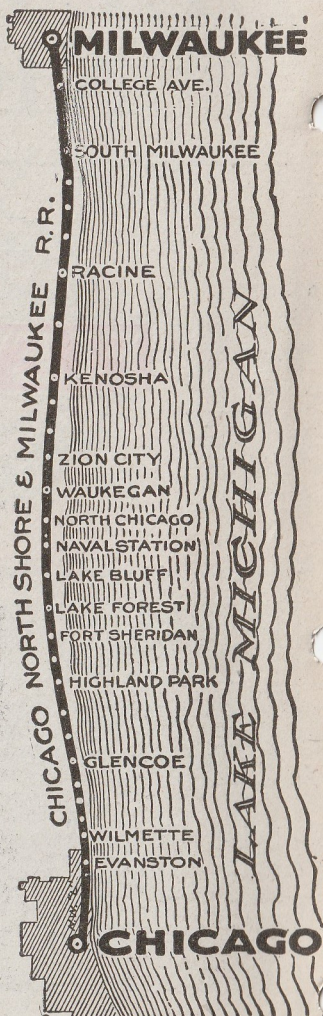
"Evanston Express" on the Elevated

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.

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72 West Adams Street

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Volume III

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Number 4

ENTER OUR TRAVEL RECORD CONTEST

In the December issue of THE ELEVATED NEWS announcement was made that the Chicago Elevated Railroads will pay cash prizes aggregating \$30 to the three patrons who can show the highest travel records on the elevated lines. The first prize will be \$15, the second \$10, and the third prize \$5.

Within a few days of the time THE ELEVATED NEWS appeared in the cars the letters began to reach the Contest Editor, and some of them tell interesting stories of the growth of Chicago since the advent of the elevated lines. A few of those who have entered the contest have been using the elevated lines continuously since they were opened. As the elevated lines have been extended, these patrons have moved their homes farther out from the business center, so that in a way these letters show what an important part the elevated railroads have played in the development of the city.

It would not be fair to publish the mileage by these noted travelers at this stage, because it might discourage others from entering, and we want all the Elevated Family to take an interest in the contest. It will surprise you to sit down with a pencil and make an estimate of the distance you have traveled over the elevated lines in the course of a year, or ten years.

Take the case of P. D. Konold, a commission merchant on South Water street, for example. Mr. Konold began using the Lake Street "L" when it was first opened in 1893. At that time he went as far as the California avenue station. That was pretty well out in 1893. Then he moved out as far as Forty-fourth avenue, where he lived for over ten years.

Meanwhile, the line had been extended to Oak Park, and Mr. Konold followed. He has lived in that suburb for twelve years. Just figure out the distance he has traveled, for he has used the elevated every week-day. He has easily traveled a distance equal to four times around the world, and then some.

Then there is the case of Henry F. Grier, who has been living in Woodlawn since 1894 and using the South Side "L" daily in journeying down to his place of business. Mr. Grier is a Civil War veteran and served on the S. S. Powhatan from 1863 to 1865. He and "Fighting Bob" Evans were boys together on that ship. Mr. Grier says he was surprised when he began to multiply the miles by the days, weeks and years. He never realized that he had traveled well over 100,000 miles, and he is still going.

When the two men mentioned began using the elevated lines the motive power was steam. You remember the little locomotives used on the Lake street and South Side lines for the first year or two of their operation? They were all scrapped when electrical motive power was applied. Many other improvements have been made in the years in which those veteran travelers have been using the elevated lines. Passengers can transfer now from one road to another without payment of an extra fare, besides being able to travel many miles farther on a single line, as a result of extensions. And the fare remains at five cents, as it was in 1893.

Although it has nothing to do with this contest, it is interesting to figure out how much it costs to be a great traveler in Chicago. Take either of the cases mentioned—one living in Oak Park and one in Woodlawn. The distance downtown is approximately nine miles in either case. That means eighteen miles a day. Leaving out Sundays and holidays and counting 300 days a year, we have a total of 6,000 days in twenty years. The total distance traveled would be about 108,000 miles and the total cost, at 10 cents a day for 6,000 days, would be \$600.

How is that for cheap transportation? More than four times around the world for \$600, or \$150 a trip. Can you think of any other form of transportation where one gets as much for one's money? You see that by using the Chicago Elevated Railroads you get not only safe, comfortable and rapid transportation, but you get the cheapest in the world. You need not take our word for it. Figure it out for yourself and send your answer to the Contest Editor, Chicago Elevated Railroads, Edison Building.

EXERCISE IN THE OPEN AIR

We are not going to poach on the preserves of the medical profession by giving you a lecture on health. But if you read those hints on "How to Keep Well" you will find that they emphasize the benefits of outdoor exercise. Of course, exercise of any kind is good, but if it is taken in the open air it is 100 per cent more effective.

Chicago offers splendid opportunities for outdoor winter exercise. There is skating and tobogganing in all our public parks. You can reach any of them in a few minutes over the elevated lines.



Toboggan Scene, Humboldt Park

There is no finer exercise than skating. You haven't to be on the sunny side of forty, or even fifty, to enjoy it, either. Get out among the younger folks and enjoy yourself. It stimulates body and mind. It stimulates business on the elevated lines. You need the exercise. We need the business. Get the point? This fine crisp, frosty air is like a tonic, and in these days of high cost of living it is about the only thing that is free. Get out and enjoy it and you will feel better for it. Use the elevated lines and we will feel better for it, too. We want to help you beat the undertaker. He will get you soon enough, anyway. All aboard! Step lively, please.

CHICAGO'S BRIGHTEST SPOT

Have you visited White City lately? If you haven't you have missed a whole lot, for there is something doing there all the time. We have been so accustomed to think of White City simply as a summer place of amusement that many do not

thing modern in the way of ice manufacturing machinery is contained in the new plant and the skater can always count on good ice, stirring music and bright lights. You get all the pleasure of ice skating, without any of the discomforts that sometimes accompany the sport.

There are thousands of pairs of bright, well sharpened skates for



“On the Ice at White City”

know that they may enjoy all sorts of winter sports there.

The big ice palace was opened December 23, and it is some skating rink. It will easily accommodate one thousand skaters at a time and they may skate in comfort regardless of what the weather man may do. There is an ice surface of more than twenty-five thousand square feet and it is smooth as glass. Every-

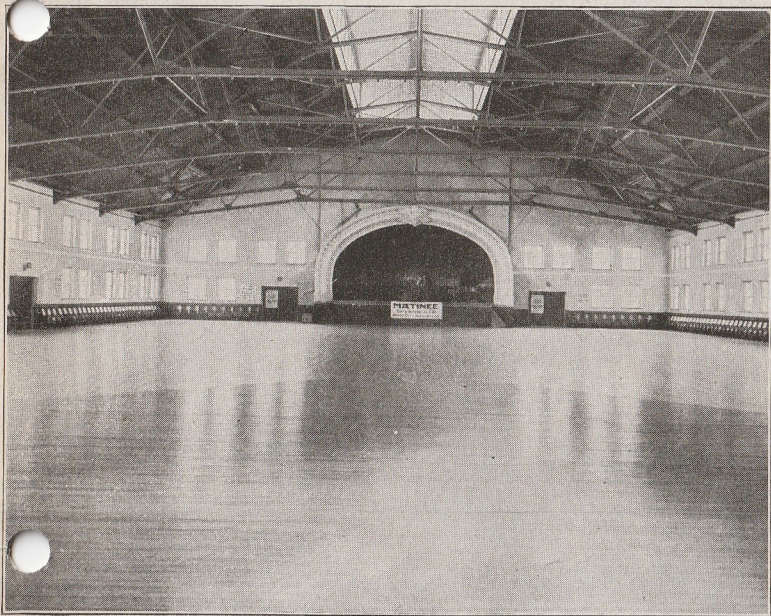
rent. White City furnishes the ice, the skates, the music, and everything in the line of entertainment. The South Side Elevated furnishes the means of transportation to the gates. You can reach this popular place of amusement, known as “Chicago's Brightest Spot,” from any part of the city, by the Elevated Railroads, for a single fare of five cents. Use the Elevated.

VISIT GUYON'S PARADISE

Do you know that a new dance hall has been opened on the West Side that is the finest in the world? At least, that is what Professor Guyon says of it, and he is an authority on such subjects. You are, of course, familiar with the name of Professor Guyon. He is the man who started a fight against immoral dancing some three or four years ago. He was given loyal support by the people of Chicago

dancing all around. It is an architectural triumph worthy of the West Side, and that is saying a whole lot.

But what's the use of giving you a minute description of it? You want to see it for yourself and you want to take the Oak Park Elevated to get there, because it is the most comfortable and convenient way. Get off at the Crawford avenue station and walk south less than two blocks. This is a clean dance hall, in a



Guyon's Paradise

who desire clean dancing. The result is the opening of Guyon's Paradise at Crawford avenue and Washington boulevard, dedicated to clean dancing, absolutely free from the contaminating influence of the cafe and cabaret.

This new dance hall is a wonder. Nothing in size to compare with it has ever been devoted to dancing purposes. You never see a dance hall that couldn't be set down in the center of the polished floor in Guyon's Paradise and leave plenty of room for

clean neighborhood, and Professor Guyon can be relied upon to keep it clean. You simply can't afford to miss it. Even if you don't dance, it is worth the price of admission to see the hall. Take the Oak Park "L" to Crawford avenue.

WON'T BE MISSED

There will be five eclipses of the sun during 1917. The Commonwealth Edison Company, however, will make up the deficiency in this city.

GET YOUR SKATES ON

It sounds like poor advice to say "get your skates on" so soon after the New Year, when about one in every thousand is still sticking bravely to the resolutions he made around Jan. 1. But you know the kind of skates we mean. It is the kind you put on ice. The other kind you take off the ice. Anyway, ice skating is the popular sport this season. Hardware merchants say there is a greater demand for ice skates this winter than there has been for

style has been greatly modified. At least, that is what he told the son. "You know," he said, "curves are skated with a step-over-step action and the direction is always from right to left." That seemed plain enough, for the books on skating say so. But this particular skater changed the formula a little. Instead of a step-over-step action he adopted a heels-over-head action. He remembered that the right foot, on entering the curve, should be brought across in front and set



Skating Scene, Humboldt Park

twenty years. We can readily believe it, because if one watches a crowd of skaters in a public park he will notice that some men evidently are trying to revive what to them had become a lost art. We know one man who has not done any skating for about twenty years until this season. He went to the skating pond in Garfield Park one evening, just to show his son how well he could cut fancy figures. The son did not seem to be greatly impressed. The father found that the skater's

down on the inside edge, the left passing behind on the outside edge and being in its turn set down on an outside edge in front. But somehow his feet did not seem to follow directions. They collided midway and went up in the air at the same moment. Of course, he executed a figure, all right, but it was not a particularly graceful one. His feelings were hurt, to say nothing of serious parts of his anatomy. "Better stick to golf, pa," remarked the son; "it doesn't hurt in the

same place when you make a poor shot."

The last we saw of this particular skater he was navigating very cautiously, with his son at the helm, steering, but he declared that he had spent a most enjoyable evening and would get back into his old form before the golfing season opens.

There are skating ponds in all the parks and they can be reached over the elevated lines in a few minutes. Forget that you are growing old. Get out with your boys and girls and enjoy this healthful exercise. Use the Elevated Railroads to get to the parks.

SOME ONE DID

Charged with being drunk and disorderly, a man was brought into the Municipal Court a few days ago.

"What is your name?" asked the Judge.

"Sandy MacPherson."

"Who bought you the liquor?"

DYSPEPTIC MOSES

"Mother, did Moses have the same pains after dinner that Pa's got?"

"Gracious me, Tommy, what do you mean?"

"Well, it says here the Lord gave Moses two tablets."

MATCHING HIM

"The world is getting too blamed hurried," said the thin man. "The other day I had occasion to write on business to the proprietor of this cafe and rubber-stamped my letter, 'Dictated, but not read.'"

"Well," asked the fat man, "go on."

"At dinner last night my soup came in with a card on the side: 'Cooked, but not tasted.'"

SAFETY FIRST

Knicker—Folks are queer.

Bocker—Yes; the ones who stop, look and listen at a keyhole won't do it at a railroad crossing.

—New York Sun.

THE ROLL OF HONOR

Judged by the number of letters received, this column is more extensively read than any other in THE ELEVATED NEWS. It seems a pity that space will not permit printing some of the letters in full, for in every line they breathe that spirit of good will and helpfulness which the management so highly appreciates. Employes as well as patrons are catching this spirit in increasing numbers, with the result that riding on the elevated roads is becoming more pleasant and agreeable for all.

It is remarkable how a little kind service, performed in the right spirit, appeals to every one. The employes of the Elevated Railroads keep their minds on their work and this attention to duty enables them to do little services for the comfort of patrons which could not be specified in any book of rules. For instance, one writer tells of an incident he witnessed when a little girl was taken sick and vomited in a corner of a car. The trainman, B. C. Stearns of the Metropolitan, badge 398, noticed the embarrassment of the child, went and spoke to her in a kindly manner, telling her not to feel bad about it, and covered up the unsightly emission with a newspaper. Now, that kindly act made the little girl feel more comfortable and pleased the other patrons who witnessed it.

Metropolitan Trainman Daniel Slater, badge 792, is commended by a writer for his strict enforcement of the smoking rule. The writer, who is a non-smoker, says he avoids the smoking car and finds it annoying when some patron stands in the vestibule with a lighted cigar, taking an occasional puff to keep it lit. Lovers of the weed sometimes fail to realize that there are others who detest the smell of tobacco. If some one who does not like the smell of tobacco enters the smoking car, he must expect to be annoyed. But when he avoids that car he should not have to suffer such annoyance by having some

patron puffing at a cigar on a platform, with the wind blowing the smoke into a car in which non-smokers are seated.

South Side Trainman Joseph Tighe, badge 2558, is commended for the courteous and helpful manner in which he handles passengers.

Oak Park Trainman Walter Wolff, badge 6184, is commended for finding a seat for a lady who was standing, while some other passengers were taking up more space than was really necessary. The writer wishes the Elevated Railroads success because of the courtesy shown by ALL their employes.

South Side Conductor John J. Philbin, badge 2290, is commended for his unflinching courtesy and pleasant manner. The same writer commends also

South Side Trainman Albert Mayer, badge 2048, for cheerfulness and courtesy.

Northwestern Conductor E. Perganda, badge 1031, is commended for the gentlemanly way he handles "seat hogs" in making room for standing passengers.

Oak Park Conductor H. Payne is commended for his bright morning smile, by a night worker, who says it is worth while to walk several blocks out of the way to ride with such a cheerful conductor. The same writer also has words of praise for Station Agent J. Mullen, at the Laramie avenue station of the Oak Park line, who is always cheerful and accommodating.

South Side Trainman M. Conway, badge 2742, is commended for politeness and distinct calling of stations.

Metropolitan Conductor H. Gillet, badge 211, is commended for all around efficiency in handling his passengers, especially women and children. He also scores for calling the names of stations distinctly.

Northwestern Conductor C. F. Larson, badge 572, is commended for finding seats for women passengers.

South Side Trainman David Hultmark, badge 2702, is commended for subduing a crowd of rowdies on his car on the night of December 25.

Metropolitan Trainman Martin Wynne, badge 1306, and D. C. Cole, who has since left the service, are commended for having restored to a lady passenger a pocketbook which she had dropped. The purse, containing a week's salary, was dropped on the platform and its loss was not discovered until some time after boarding the train. Trainman Wynne noticed the passenger excitedly looking for her pocketbook and said he had heard Cole mention the fact that a man had picked it up. Cole was sent for and he escorted the passenger into the next coach, where he pointed out a man who had picked up a pocketbook. The man denied having seen it, but Cole insisted and called a policeman, whereupon the man handed it over. This lady says that only for the interest taken by the two trainmen she would have lost her purse and she feels very grateful.

Platform Man James Roach, badge 155, and Station Agent Miss May Posey are commended for their courteous attention to a passenger who failed to take up his change in paying his fare and who later was reimbursed the amount.

Oak Park Station Agent M. E. Yore is commended for courtesy and for furnishing a transfer to a passenger who had been carried past his station.

Northwestern Trainman J. L. O'Connor, badge 685, is commended for courteous treatment of passengers and the calling of stations distinctly.

Oak Park Conductor John Hart, badge 6098, is commended for holding his train for three passengers at the Clark street station, after he had signaled the motorman to start. It was late at night, and the passengers appreciated the act. He is also commended for keeping his car ventilated.

Increased Service from North Water Terminal, on Clark Street, Just North of the Chicago River

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THIS station is open from 4:45 P. M. to 6:20 P. M. daily except Saturday, Sundays and Holidays. Trains out of this Terminal run express, making stops at Kinzie, Chicago Avenue and all express stations.

Under the present schedule, trains leave this Terminal as follows :

4:54 P. M.	Howard St. Express	
5:06	“	“	“
5:15	“	Ravenswood	“
5:18	“	Howard St.	“
5:25	“	Ravenswood	“
5:28	“	Howard St.	“
5:35	“	Ravenswood	“
5:38	“	Howard St.	“
5:45	“	Ravenswood	“
5:48	“	Howard St.	“
5:55	“	Ravenswood	“
5:58	“	Howard St.	“
6:05	“	Ravenswood	“
6:08	“	Howard St.	“
6:15	“	Ravenswood	“
6:20	“	Howard St.	“

USE THE STUB TERMINALS

