

FEBRUARY, 1917

THE ELEVATED NEWS

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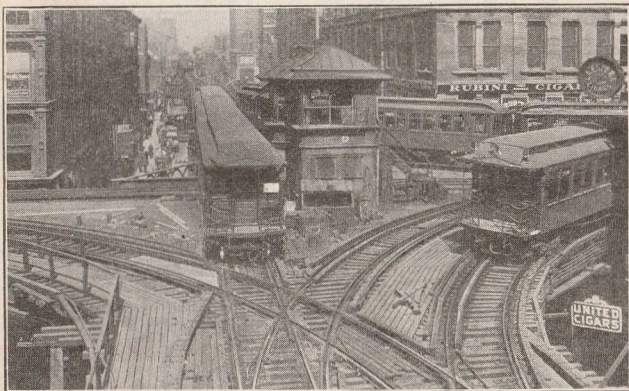
COURTESY



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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.

EXECUTIVE OFFICES:

72 West Adams Street

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Volume III

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Number 5

LAST CHANCE TO WIN A PRIZE.

Have you entered our "Travel Record Contest?" If you haven't you should get busy, for the contest will close March 31. If you don't know about it we will tell you again, that the Chicago Elevated Railroads will give three cash prizes of \$15, \$10 and \$5 to the three patrons who can show the greatest number of miles traveled over the elevated lines.

It is nearly twenty-five years since the first elevated railroads were opened for traffic in Chicago, and there are some patrons who have been using them continuously since. But that should not discourage others who have not used them so many years, because the mileage they travel daily may be much greater than that of the older patrons. Remember, it is the mileage that counts, not the number of years.

One of the most formidable competitors to enter the contest is Georgia A. Harvey, who lives in Evanston. She has used the Northwestern Elevated from the first day it opened for traffic, but that was in 1900. The South Side, the Oak Park and the Metropolitan all were in operation several years before the Northwestern, which would seem to place Miss Harvey at a disadvantage. She got a late start, as it were, but she is making up for that, for she travels a little over 38 miles a day and has been doing so for several years. She rides from Evanston to the loop, around the loop and out to the Kedzie Avenue Station on the Douglas Park Branch of the Metropolitan every day. On that basis Miss Harvey travels half the distance around the world in a year. In fact she is the greatest traveler now in the running, as far as daily distance goes.

Another traveler of note is James Ferguson, who has used the South Side "L" since 1896. He has more than 100,000

miles to his credit. Then there is L. F. Alsworth, who lives on the North Side, rides downtown, around the loop and to the Wisconsin Avenue Station in Oak Park every day. has been making that trip, of about 22 miles a day, for several years.

Henry J. Jackson is another traveler who thinks he may be entitled to at least "honorable mention" in the contest. He has lived in Austin since 1893 and used the Oak Park "L" continuously. He used it when the western terminus was at Cicero avenue, walking from that point to his home, until the line was extended farther west.

In the many interesting letters received in this contest, fact stands out prominently, and that is, that patrons who once use the elevated lines stick to that method of travel. In other words, they are "satisfied customers," because they get rapid and comfortable transportation. The Chicago Elevated Railroads aim to make their patrons satisfied and the steadily increasing business and the many flattering letters received prove that they succeed in that aim.

If you haven't entered the "Travel Record Contest" do so now. You see this contest is different. You don't have to hustle for subscribers, or anything of that kind. You don't even have to buy THE ELEVATED NEWS. You get it free, along with the safest, longest and most comfortable ride that can be procured anywhere in the world for a nickel.

ABOUT NOTHING IN PARTICULAR.

Did it ever occur to you, as you sat in an elevated train that probably was a little crowded, and you felt inclined to grumble against the world in general and transportation companies in particular, what a responsibility rests upon those who direct such corporations? Have you ever tried to realize what it means to transport 100,000 persons in an hour, and it safely?

You may never have thought about it, because that isn't your business. But contrast it with your own business. Was there something you "forgot" today? There was, but, oh, well, it will do tomorrow. What if the management of a big transportation company "forgot" something? The safety, comfort and convenience of scores, hundreds or thousands depends on not forgetting. It will not do tomorrow. You want to get home tonight. You want to get home without delay. Yet a little hitch here, or a lapse of memory there, and a whole vast organization is thrown into disorder. It isn't quite as easy as it looks. Just think it over next time you feel inclined to grumble. You may conclude that after all you couldn't do as well yourself. Isn't that so? These little mental comparisons are sometimes illuminating. Why not try them?

UNION STOCK YARDS

Chicago is famous for many things. Its system of boulevards and its parks are known all over the world. Its elevated roads, for instance, are the best in the country, although modesty forbids our admitting it. But its best known institution is its stock yards. The fame of the Chicago stock yards is known even to school children in every civilized nation. Our packing houses supply the world with food, but many of us hardly know just how great an industry we have right in the center of the city.

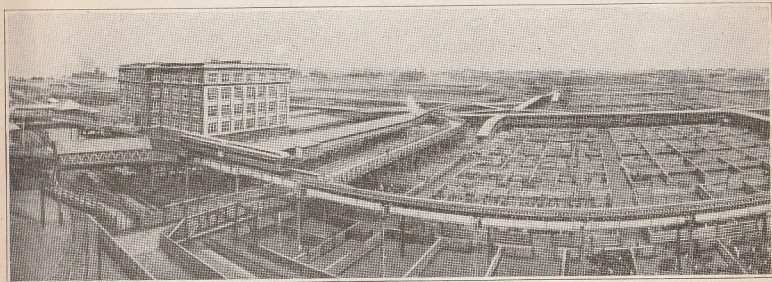
To give some idea of the immensity of this industry, here are

ute, 3,600 an hour, 86,400 each 24 hours, it would take 31 days (of 24 hours each) and 15 hours for the cattle to go by.

The daily capacity of the Union Stock Yards is:

75,000 cattle.
125,000 sheep.
300,000 hogs.
6,000 horses.

A business of over a million dollars every working day, and often aggregating five million dollars in a single day, is done by word of mouth without a stroke of the pen. A buyer rides up to a pen, bargains with the commission merchant to whom the stock are consigned by the farmer for sale, closes the deal,



UNION STOCK YARDS AS SEEN FROM THE ELEVATED

the figures of live stock received during the year 1916 at the stock yards:

Kind—	Head	Valuation
Cattle	2,730,176	\$244,453,854
Calves	519,624	7,716,412
Hogs	9,188,224	186,155,762
Sheep	4,291,024	34,313,175
Horses	205,449	36,980,820
	16,934,497	\$509,620,023
Total,	270,521	carloads.

That the mind may grasp the enormity of these figures, let us use a homely illustration. Take cattle, for instance. The figures above for cattle receipts are 2,730,176. If these cattle were to pass in parade before you and one went by each second, sixty a min-

and rides on to the next with no written evidence of the sale, though many thousand dollars may be involved. And this method of doing business does not result in dispute or complication, because of the integrity and experience of the buyer and seller.

The Union Stock Yard and Transit Company does not buy or sell live stock; this company runs its business just like a large hotel—furnishing accommodation and food for the four-footed "guests."

Exclusive of horses, all of which are again shipped except those sold for use in Chicago, only about one-sixth of the live stock shipped into the yards are again shipped out to other points. Some of these go to packing plants in other cities, and some to farms in near-by states.

The latter are known as feeders and are not ready for market when they come from the prairies but must be first "finished" on grain.

There are 500 acres of land, covering ten-thirteenthths of a square mile. Of this, 450 acres are brick paved. There are 25 miles of streets; 13,000 pens and 25,000 gates; 25 miles of water troughs, and on hot days 7,000,000 gallons of water are consumed.

About 40,000 men are employed in the great Chicago live stock market and the meat packing industry.

This means that 200,000 of Chicago's population get their daily living directly from these industries, while another 200,000 get most of their living indirectly from the same source.

In reviewing the annual statistics of this great business, the late Geo. F. Stone, veteran secretary of the Chicago Board of Trade, said:

"A studious contemplation of above figures must bring before the mind a vast, complex and yet systematic volume of business, the ramifications of which extend into every department of mercantile life, affecting lard, lumber and iron, dry goods, groceries and grain, transportation and banking; indeed, nearly every activity in the range of commerce is set and kept in motion by this great industry, from its inception to its distribution and final assimilation."

The United States government has located in the stock yards 440 inspectors, who examine every carcass in those plants which do an interstate business. Those carcasses which are found diseased are condemned. All condemned carcasses are placed in tanks and sealed in the presence of a government inspector, and then a sufficient force of steam (not less than 40 pounds) is turned into the tank and maintained long enough to destroy the contents for food purposes.

It is estimated that one thousand visitors are entertained each day by the large packing houses. All visitors are cordially welcomed, and under congenial conditions, and di-

rected by a well-posted guide, may examine the different phases of packing house activity.

The stock yards may be easily reached by Elevated cars, which make a circuit of the central part of the stock yards with stations at important points.

Take the South Side "L" and change at Indiana avenue.

USE THE ELEVATED.

WHAT'S HIS NUMBER?

The young teacher had been studying the wind all the week until her pupils had grown tired of the subject. To stimulate interest the teacher one morning said in her most enthusiastic manner: "Children, as I came to school today on an Elevated car something came softly in and kissed me on the cheek. What do you think it was?"

And the children joyfully chorused: "The conductor."

ADVICE TO SHOPPERS

When shopping, use the Elevated Railroads. Covered passageways from the elevated station platforms connect with Carson, Pirie, Scott & Co.; Siegel, Cooper & Co.; Rothschild & Co. Entrance to Marshall Field & Co. and Mandel Bros., at foot of elevated stairways. Other department stores within easy reach.

"That sister-in-law of yours is a crab."

"Oh, I wouldn't say that. She is suffering from matrimonial dyspepsia."

"That's a new one on me. What is matrimonial dyspepsia?"

"Her husband doesn't agree with her."

* * *

ELEVATED BAND CONCERT

The Elevated Employes Band will give a concert, vaudeville and dancing party at the Auditorium Hotel, March 10, at 8 o'clock.

BLUE JACKETS BUSY

Blue jackets from the Great Lakes Naval Training Station have been busy recently in Chicago trying to get recruits for the navy. If they can bring the needs of the navy as close to the people as the Chicago, North Shore & Milwaukee Railroad brings the Naval Training Station to the city, the navy will not long be short 25,000 men.

The boys from the Naval Training Station come to Chicago direct without change of cars. The cars

of our nation. Every patriotic citizen should take a trip to the Naval Training Station. It will help arouse the spirit of patriotism at this trying time in the affairs of our country.

The enthusiasm aroused by the boys in the loop was unbounded and proved quite a stimulus to recruiting. That is the only way open to Uncle Sam to get men for the defense of the nation. There is a great deal of agitation going on at the present time for a law to make service to the nation obligatory on



JACKIES ABOARD CHICAGO, NORTH SHORE AND MILWAUKEE RAILROAD CARS

of the Chicago, North Shore & Milwaukee Railroad run right from the gates to the loop, coming into the city over the tracks of the Northwestern Elevated.

On a previous occasion THE ELEVATED NEWS gave its readers a brief description of the interesting things to be seen at the Naval Training Station. There is a special interest in the station now, because of the serious turn in our international relations, and everyone should see what is being done up on our North Shore to train men for the defense

every young man, but in the absence of such a law the country must depend on volunteers, and the boys from the Great Lakes Naval Training Station are getting the volunteers.

The Seventh Regiment, Illinois National Guard, on its return from the Mexican border, was transported to Fort Sheridan to be mustered out by the Chicago, North Shore & Milwaukee Railroad. That the service was satisfactory is attested by the following letter:

"My Dear Mr. Budd:—I thank

you very much for your kindness in the matter of transporting the Seventh Regiment and I want to say to you that you have a most efficient and gentlemanly corps of assistants in Mr. Fallon, Mr. Shaffer and Mr. Santry. The work of transporting the regiment could not be handled better or more expeditiously by any railroad."

This is another proof of the efficiency of the elevated system and its connecting interurban line on the North Shore.

ELEVATED BAND DINNER

The first annual banquet and dance, given by the Elevated Band



ELEVATED RAILROAD EMPLOYEES' BAND

on January 10, was a great success. The banquet was held at the Grand Pacific Hotel and was attended by nearly two hundred persons. John H. Mallon acted as toastmaster and it was the consensus of opinion that he is as good a toastmaster as he is a trainmaster. Other officers of the company made encouraging speeches and a number of good musical selections were given by the band. Bandmaster Hall says that the band is steadily improving in musical ability, which is saying a whole lot, for it has acquitted itself creditably since its first appearance in public.

THE ROLL OF HONOR

On several occasions attention has been called to the fact that it is little acts of courtesy on the part of employes which seem to most please patrons of the elevated lines. Every month additional proof of this fact is given in the letters received commending some of the employes.

Ordinary courtesy and general efficiency are expected, and as they are the rule on the elevated line they do not attract the attention of passengers. But when an employe shows that he has initiative, that he can perform some little service not required of him by the rules and regulations, and do it as a matter

of course, when the occasion arises, he deserves and usually wins commendation.

Service on the elevated lines is like service in any walk of life. The man who is afraid that he will do too much; that he will do a little more than he is required strictly to do to hold his job, never gets far in any service. The man who sees something which ought to be done and who does it without waiting to think whether he is required to do it or not, is the man who merits commendation and who is a valuable asset to the company.

There are many such in the employ of the Chicago Elevated Railroads and the management is gratified to know that the number is steadily increasing. Most of the men who are holding salaried positions on the lines today are men who have risen from the ranks by strict attention to duty.

As an illustration of how the little acts of courtesy count, we have a letter commending Oak Park Trainman L. Hannemann, badge 6187, who one morning recently found in his car a button which had been lost from some passenger's overcoat. Mr. Hannemann went through his car, calling attention to the fact that someone had lost a button until he found the owner.

Now that little incident shows that Mr. Hannemann is the right kind of an employe. Obviously no set of rules could be drawn up that would cover a case of that kind. But the employe referred to had initiative. He did not require rules to tell him what he ought to do in a case of that kind. The value of that button was trifling, but it was of some value to the man who had lost it. A careless employe might have left it on the floor of the car, to be swept out at the end of the trip, and the man who lost it might have had difficulty in finding another just like it. Probably he would have had to have a new set sewed on his coat.

The passenger who writes the letter of commendation was not the one who lost the button, which shows that the thoughtfulness of that employe was noticeable to others than the one directly interested.

Oak Park Trainman William Wallace, badge 6149, is commended by a passenger, who admits that he is "a noted crab," for gentlemanly conduct and the careful way in which he handles his gates and calls stations. Clearly a case of "Somebody Home" says our correspondent.

Northwestern Conductor A. P. Hillebrand, badge 860, is commended in two separate letters this

month for general efficiency. The writer of one letter says that both he and a friend who accompanied him were impressed with the ability of this employe to do the right thing when an emergency arose. He does not go into detail, but says the service given by this employe was very helpful. The other writer says that such men are a credit to the company.

South Side Trainman Michael Conway, badge 2742, is commended twice for the distinct way in which he calls stations and for the general interest he takes in the comfort of his passengers.

Northwestern Trainman P. Gallagher, badge 1334, is commended for promptly delivering a cornet left in his car. The owner of the cornet felt very grateful to have it restored and thanks the employe for his courtesy.

Northwestern Trainman P. J. Moore, badge 1407, is commended for attention shown a mother and a child, also for services rendered a feeble old man on his car.

South Side Trainman Ruben B. Patten, badge 2626, is commended for courtesy and politeness. The writer, Dr. E. J. Doering, says he has noticed many unusual acts of courtesy performed by this employe and that he has heard other passengers comment upon it.

South Side Trainman Henry Bornkamp and Platform Man C. F. Mallon are commended for the care they took of a passenger who was taken ill on a car. The passenger was unconscious for a few minutes and when the train reached the 58th street station the conductor called the platform man and told him to take care of the passenger. He was grateful for the attention given him and wishes to thank both employes.

Northwestern Trainman R. V. Huntsinger, badge 1402, is commended for finding seats for passengers and for calling stations distinctly.

South Side Trainman James Given, badge 2209, is commended for courtesy extended an old lady and her daughter and giving them

directions as to the warmest place to change cars on a very cold day.

Northwestern Conductor C. S. Larson, badge 572, is commended for courtesy shown to all passengers and for finding seats for ladies.

Oak Park Conductor H. Payne and Station Agent E. Laws, at the Kedzie avenue station, are commended for the efficient manner in which they handled a crowd of toughs on the evening of January 27.

Station Agent Henry Polite and Porter Fred Seng at the Madison and Fifth Avenue station are commended for courtesy and the pains they took to restore to its owner a hat which had blown on the tracks. The passenger says he was shown safety, service and courtesy and wishes to thank the employes in question for their kindness.

Metropolitan Extra Trainman J. G. LeMaire, badge 778, is commended for his exceptionally clear voice and his kind and courteous treatment of passengers when called upon to furnish information.

HIGH AND LOW

The highest point in the United States is Mount Whitney, in California, which is 14,501 feet above sea level. The lowest point is Death Valley, 276 feet below sea level. They are less than eighty miles apart.

SOME LUCK

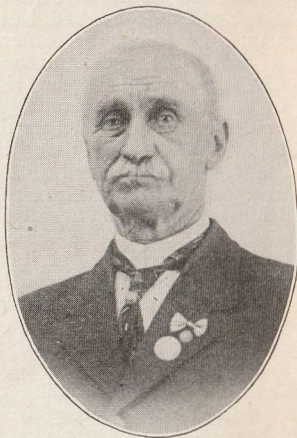
A Scotsman was relating his experience in a poker game with a Yankee. "Mon," he said, "I never saw such luck in all my life. That fellow would draw four cairds and have a straight flush. It took me twa hours tae win sax dollars frae him."

LIGHT ON THE SUBJECT

Light travels at the rate of 186,300 miles per second. It requires 8 minutes 8 seconds for light to come from the sun to the earth. It requires a much longer time to make some people see the light.

CELEBRATES GOLDEN WEDDING

You remember, of course, W. C. Adams, the veteran conductor on the Garfield Park branch of the Metropolitan, whose cheery voice and infectious good humor are known to hundreds. Well, Mr. and Mrs. Adams celebrated their golden wedding anniversary last month at Napolis Hall, 3956 Colorado avenue. It was quite a gathering of relatives from the Atlantic to the Pacific. The direct



W. C. ADAMS

progeny of the Adamses down to the fourth generation were in attendance.

Mr. Adams is a Civil War veteran, serving in the 33rd Ohio Volunteer Infantry, and marched with Sherman from Atlanta to the sea. After receiving an honorable discharge at the close of the war he settled in Putnam county, Missouri, where he was married January 20, 1867. The couple spent the first twenty-five years of their married life in Wayne county, Iowa. Mr. Adams came to Chicago in 1892 and has been connected with the Metropolitan Elevated since 1896.

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, North Shore and Milwaukee Railroad to Highland Park, Fort Sheridan, Lake Forest, Lake Bluff, Naval Training Station, Waukegan, Zion City, Kenosha, Racine and all points on the North Shore. Everyone should visit the Great Lakes Naval Training Station.

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.

