

APRIL, 1917

THE ELEVATED NEWS

SAFETY

SERVICE

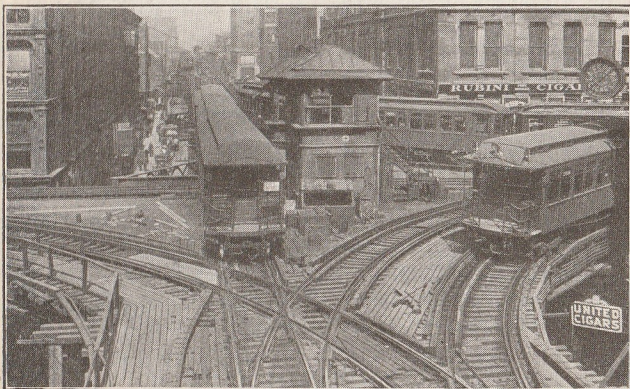
COURTESY



SAFETY

SERVICE

COURTESY



INCREASE COMFORT

AND

REDUCE EXPENSE

BY RIDING TO AND FROM

MILWAUKEE

In the NEW PARLOR
and DINING CARS
of the

CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD

DINE ON THE WAY

Excellent Service and Reasonable
Prices. No Charge for Seat in the Dining
Car. A Charge of 25 cents for Seat
in Parlor Car.

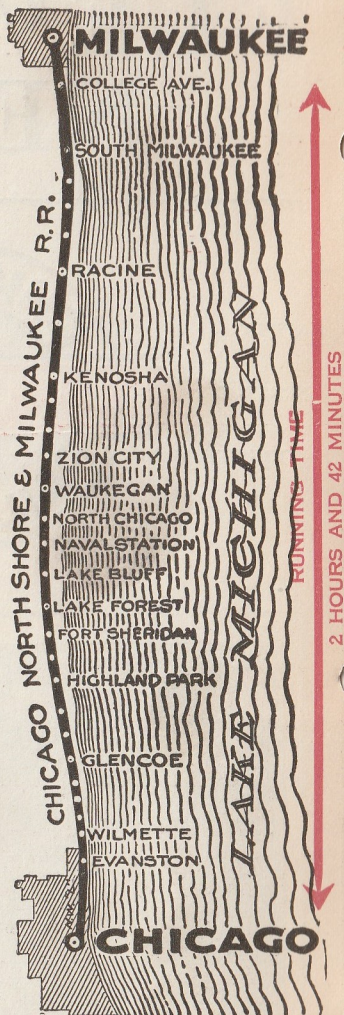
Schedule of Dining Cars

Lv. Evanston	12:15	p.m.
Ar. Milwaukee	2:15	p.m.
Lv. Evanston	6:15	p.m.
Ar. Milwaukee	8:15	p.m.
Lv. Milwaukee	11:45	a.m.
Ar. Evanston	1:45	p.m.
Lv. Milwaukee	5:45	p.m.
Ar. Evanston	7:45	p.m.

Schedule of Parlor Cars

Lv. Evanston	9:15	a.m.
Ar. Milwaukee	11:15	a.m.
Lv. Evanston	2:45	p.m.
Ar. Milwaukee	4:15	p.m.
Lv. Milwaukee	9:45	a.m.
Ar. Evanston	11:45	a.m.
Lv. Milwaukee	2:45	p.m.
Ar. Evanston	4:45	p.m.

Take the Northwestern "L" Evanston
Express to Evanston. Direct connections.

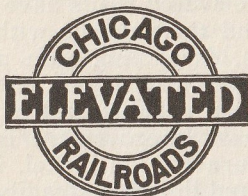


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Volume III

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Number 7

WINNERS IN TRAVEL RECORD CONTEST

When the Elevated Railroads, some four months ago, announced a "Travel Record Contest" and offered cash prizes to the three greatest travelers over their lines, it was expected that some interesting figures would be brought out. The results more than justify the expectations and prove that it is possible for a person to travel hundreds of thousands of miles without going outside the limits of the city of Chicago.

The winners in the contest and the distances they have traveled on the Elevated lines are as follows:

Henry F. Grier, 6320 Greenwood avenue.....182,832 miles

George M. Dean, 731 West Sixty-sixth place....175,500 miles

Georgia A. Harvey, 901 Colfax street, Evanston.111,500 miles

Several contestants who did not win prizes were well over the 100,000-mile mark.

The winners of the prizes, as indeed practically all who entered the contest, have used the elevated roads from the time they were opened for traffic and continue using them today. The fare has remained the same since the roads began operation, but the patron today receives a great deal more for his nickel. It is worthy of note in these days, when the cost of living has increased to an extent which causes general complaint, that the cost of local transportation on the elevated lines has been greatly reduced. The passenger today can travel at least four times as far for a single fare as he could when the lines began operation.

Not only have the lines of each company been greatly extended since the early days, but a passenger may now transfer from one line to another without extra charge, so that instead of paying four fares, if he wished to travel on the four lines, he may do so today for a nickel. Assuming that a

passenger wished to do that, it may be said that the cost has been reduced to one-fourth of what it was fifteen years ago.

The letters which have been received in this contest prove that it is no longer necessary for a person to live near his place of employment. The elevated roads have linked the residence sections of the city and the suburbs with the manufacturing and business sections, furnishing safe and rapid means of transportation. They have been one of the most important factors in the growth and development of Chicago.

In view of the vast improvement in service which the patron receives in return for his nickel, it is not to be wondered at that the elevated lines are steadily growing in popular favor. It is this increasing patronage that makes the improved service possible, for the fact should not be lost sight of that while the lines have reduced the cost of transportation, the cost of operation has been steadily advancing. The elevated lines, in common with other companies and individuals, have felt the increased "cost of living," but they have not passed it on to their customers.

If the winners of the prizes and others figure what it has cost them to travel distances of from five to nearly eight times around the world, they will find that travel on the lines of the Chicago Elevated Railroads is the cheapest in the world. Not only is it the cheapest, but the absence of any fatal accident to a passenger in nine years proves that it also is the safest.

For efficiency and economy, for comfort and convenience, for safety and service, the Chicago Elevated Railroads occupy a unique position among the local transportation companies of the country.

ONE WAY TO PRACTICE ECONOMY

Much is heard these war times of the need of economy and different ways in which it may be practiced. We read of some who could afford to eat radium were that a delicacy, eschewing potatoes on certain days of the week. Others have established meatless days in their households, while some have plowed up their beautiful lawns and planted potatoes and vegetables.

Economy always is commendable. Under present world conditions it is essential and there are hundreds of ways in which it may be practiced. Why do we always think first of our stomachs when we begin to economize? We have other habits more expensive than eating which are not nearly as essential to our happiness and comfort.

Potatoes have become a luxury it is true, but what about gasoline? Some men ride from their offices to their homes in expensive cars. They burn up \$4 worth of gasoline and wear out \$1 worth of rubber tires to get home to eat a dinner

without potatoes, thereby saving 13 cents on the dinner. Why not ride home on the "L" and effect a real saving? It is a much safer as well as a much cheaper method of transportation.

Why not save gasoline on certain days of the week by riding on the elevated? Or if you want to practice real economy, discard the car altogether. You would save in other ways than on gasoline. No engine troubles or blowouts on the "L." No repair bills or other cause of profanity. If there is any worrying to be done, let the management of the elevated do it.

You owe it to your country to economize. We want to help you do it. It is your duty, and as Nelson or some one said, "Chicago expects every man to do his duty." Think it over and no doubt you will agree with us. We know we are right about this because there are more than 500,000 men and women who agree with us and ride on the elevated daily. Join the Elevated Family and practice real economy in transportation.

PASTE THIS IN YOUR HAT

The ball season has opened. The quickest, safest and best way to reach the ball parks is over the elevated lines. Following is the schedule of elevated trains when the ball teams are in the city:

White Sox Park—Sundays and Holidays

Jackson Park and Englewood trains leaving the loop between 12:55 p. m. and 2:55 p. m., inclusive, will make the station stop at Thirty-fifth street.

Trains from Jackson Park and Englewood, arriving at Thirty-fifth street between 1 p. m. and 3 p. m., inclusive, will make the station stop at Thirty-fifth street.

Cubs Park—Sundays and Holidays

Evanston trains leaving the loop between 12:43 p. m. and 3:12 p. m., inclusive, will make the station stop at Addison street.

Trains from Wilmette arriving at Addison street between 1 p. m. and 3 p. m., inclusive, will make the station stop at Addison street station.

All Wilson avenue trains in both directions will stop at Addison street station.

White Sox Park—Week Days

Jackson Park and Englewood trains leaving the loop between 1:24 p. m. and 2:54 p. m., inclusive, will make the station stop at Thirty-fifth street.

Cubs Park—Week Days

Evanston trains leaving the loop between 1:15 p. m. and 3:15 p. m., inclusive, will make the station stop at Addison street.

Trains from Wilmette, arriving at Addison street between 1:32 p. m. and 3:02 p. m., inclusive, will make the station stop at Addison street.

All Wilson avenue trains in both directions will stop at Addison street station.

When a "double-header" is being played, the above schedule will be installed one hour earlier.

The carrying of baseball signboards on trains is no indication that those particular trains will stop at the baseball park station, as these boards are carried to notify the public that a game is being played on that date.

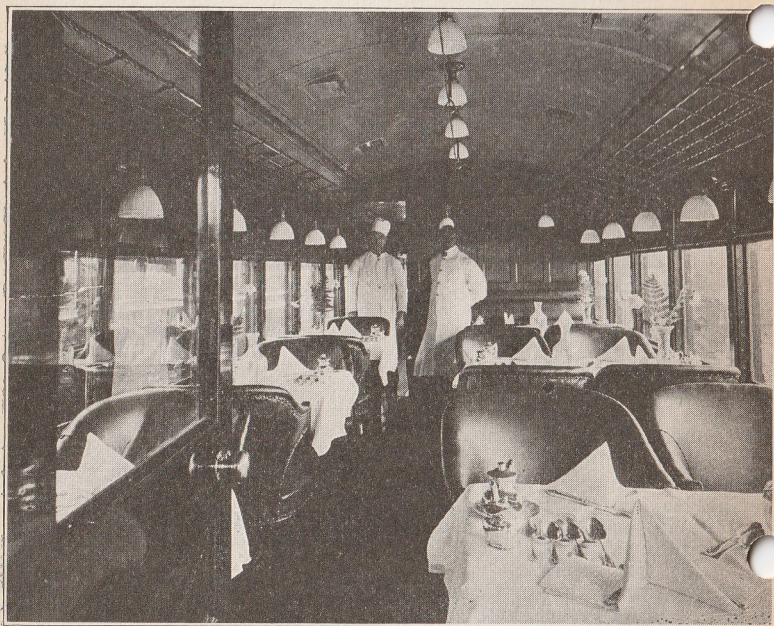
Special service will be furnished to handle our patrons after each baseball game.

DINING CAR SERVICE ON NORTH SHORE

Under the new management, the Chicago North Shore & Milwaukee Railroad has done many things to improve the service, but nothing has proved more popular than the recent introduction of dining car service. Residents of the many thriving cities along the line of the North Shore, from Evanston to Milwaukee, now have

removing the dining tables and storing them in a cabinet provided for the purpose and rearranging the chairs.

The cars, which are fifty-six feet in length, are constructed of steel, except the interior finish, which is mahogany. The chairs are mahogany and richly upholstered. The lighting arrangements con-



View of Interior as Dining Car

a dining and parlor car service on the electric, which equals the best on any steam railroad, and at a much lower rate of fare.

The Gold Coast Limited, as the new train de luxe has been named, was put into service March 31. It immediately became popular with patrons of the road. The new cars were designed to serve both as dining and parlor cars, making one trip to Milwaukee as a diner and returning as a parlor car. The change is made simple by

stituting a leading feature in the new cars. They include ten lamps through the center of the car and lamps on the side posts, one over each table. The lamps are twenty-three watts, so that the cars are brilliantly lighted.

The kitchen is equipped with a coal range, charcoal broiler, large ice-box and a provision cabinet sufficient for sixty persons. Thirty persons can be accommodated at one time. A former chef from the Santa Fe de luxe train has

charge of the culinary arrangements and experienced dining car waiters serve patrons. Thus the road is able to give service that will suit the most fastidious.

One of the features of the new cars is the ventilating system. The intakes are so arranged that it is impossible for a draught to strike the passengers, while there is a constant supply of fresh air going through the cars. The floors of the cars are covered with rattleship linoleum, over which is a heavy green carpet, giving an air of comfort that is particularly inviting.

When operated as a parlor car, a charge of 25 cents a seat is made, without regard to the distance traveled. With this extra charge, the rate of fare from Evanston to Milwaukee is considerably lower than is charged by steam railroads to travel in an ordinary day coach. The electric cars make almost the same time as the fastest steam roads, and as they are free from smoke and cinders, riding on them is preferred by many.

A trip to Milwaukee in a parlor car of the Chicago, North Shore & Milwaukee Railroad at this season of the year makes as delightful an outing as one would wish. Take the Northwestern "L" to Evanston, where direct connection is made with the interurban line. You will not regret taking the trip.

MAKING IT ALL RIGHT

An old lady who had been introduced to a doctor, who was also a professor in a university, felt somewhat puzzled as to how she would address the great man.

"Shall I call you 'doctor' or 'professor'?" she asked.

"Oh! just as you wish," was the reply; "as a matter of fact, some people call me an old idiot."

"Indeed," she said, sweetly, "but, then, they are people that know you."

WHITE CITY OPENS SOON

White City, the South Side's big amusement park, will open its summer season on Saturday, May 19th.

Already a large corps of men is at work putting the big park at Sixty-third street and South Park avenue in shape for the summer season.

The beautiful buildings are taking on a new dress of white and green paint, the concessionaires are arranging their booths, and plans are being made to make this season the biggest and best White City has had for years.

The big summer attraction at "Chicago's Brightest Spot" will be the Terrace Garden, in which the summer sensation, a musical melange or revue of revues, to be known as the Garden Follies, will be staged.

Expert decorators have been engaged to make the Terrace Garden the most beautiful spot in Chicago.

New attractions, new features and new beauty spots will feature the South Side amusement park this summer.

The two ballrooms and the roller rink are still "playing to" large crowds and the past winter season has been one of the most successful White City has ever known.

To reach White City, take the South Side Elevated.

GOT THERE FIRST

Mrs. Hicks (relating burglar scare)—Yes, I heard a noise and got up, and there under the bed I saw a man's legs.

Mrs. Wicks—Mercy! The burglar's?

Mrs. Hicks—No, my husband's—he had heard the noise, too.

COME FROM ALL DIRECTIONS

"Don't you find it hard these times to meet expenses?"

"Hard? Man alive! I meet expenses at every turn."

OVER THE TRENCHES IN AN AIRPLANE

Captain Horace B. Wild, Chicago's first air man, who recently returned from five months of service on European battle fields, gave an interesting and instructive talk before the Chicago Elevated Railroads Company Section of the American Railway Association, on the evening of March 27. This section is made up of the supervisory force of the Elevated Railroads.

Captain Wild is well known to Chicagoans, for he performed many dangerous and difficult feats in the air at a time when aviation was in its infancy. His love of adventure and his natural sympathies with the cause of the allies in the European conflict, led him to France shortly after the outbreak of the war, where he served in the French Aviation Corps. He gave a vivid description of the war on the western front, which he illustrated by slides, many of them made from pictures taken by himself, while flying over the trenches.

In explaining the pictures, Captain Wild said that when he first joined the French fliers he had in his possession a pair of binoculars, in which was concealed a camera capable of taking twelve exposures without reloading. With this camera many wonderful aerial pictures were obtained, which escaped confiscation by the military authorities.

While Captain Wild is interested primarily in aviation and the development of the airplane for use either in peace or war, he showed in his lecture that he is familiar with other branches of science which have been advanced as a result of the war. He said that American, British and French surgeons have performed some wonderful feats in surgery, which before the war would have been considered miraculous. He exhibited many interesting pictures of wounded soldiers before and after hospital treatment and of artificial limbs.

In opening his lecture, Captain Wild first took his audience on a balloon trip around Chicago and its suburbs in one of the earlier types of balloons. With the aid of his pictures he described the progress that has been made in that branch of aviation and contrasted the early balloon with the great Zeppelins which for a time threatened to play such havoc in England.



Capt. Horace B. Wild

In describing the Zeppelin air raids on England, Captain Wild said that the airships travel at a great height and remain hidden in the clouds, making it difficult to locate them with the innumerable searchlights which constantly play across the sky. From this great height, bombs weighing about one hundred pounds and about the size of an ordinary bucket are dropped and when they hit their mark they are very effective. He said he had in his possession an unexploded bomb of this type.

An interesting picture shown the lecturer was a birdseye view of a battlefield on the western front. The whole ground was a series of hollows and mounds torn by high explosive shells. These fields are now being plowed to raise crops, but the soldiers first go over the fields to locate unexploded shells, as it would be unhealthy for the man behind the plow should it strike a detonating cap.

When the horrors of the war been shown, the lecturer took his audience on a trip from Berlin to Hamburg in a Zeppelin dirigible, which he called the "Twentieth Century Limited of the Air," and said that in riding in one of those airships the passenger is not conscious of any perceptible motion. These airships travel at the rate of fifty miles an hour and as there is no dust or noise the lecturer said that they are even more comfortable than an elevated train.

Captain Wild is an ardent advocate of the airplane as an aid in the defense of the United States and said that it has fully proved its value in the European war.

In concluding his lecture, Captain Wild predicted that in the next twenty-five years a machine of the Zeppelin type would be produced, capable of carrying 3,000 passengers and traveling from New York to San Francisco in five hours. In view of the wonderful progress which has been made in the mastery of the air in the last few years, as shown by the pictures exhibited, the audience was inclined to think that the prediction might come true.

The lecture was one of the most interesting and instructive which the supervisory force has listened to, and it was thoroughly appreciated by all who were able to attend. Captain Wild showed that he is a good lecturer as well as a good aviator. He is the recipient of many medals and trophies, awarded him in the United States and abroad.

THE ROLL OF HONOR

The spirit of co-operation between the Elevated Railroads, their employes and patrons, so essential to successful operation, becomes more evident each month, as letters are received from appreciative passengers who have been shown some little courtesy by a conductor or trainman.

There are so many ways in which an employe can show courtesy that it must rest largely with the initiative of the individual and cannot be set down in a book of rules. The employes of the elevated lines have the necessary initiative and more and more patrons are coming to realize it.

The employes, however, are human, and they like to know that good work is appreciated, not only by the company, but by the passengers. They like to have their names appear in this column. It encourages them to continue in trying to please passengers and make them comfortable. In this busy world most of us are, perhaps, more ready to criticize than to praise. We are inclined to think that an employe is not deserving of thanks for doing what he is paid to do.

Employes of the elevated lines are expected to be courteous and obliging. The companies do not want employes who are not and would not keep any such in the service very long. But, after all, the employes sometimes have a good deal to contend with. A little praise and encouragement helps them to smile under circumstances which would make the average man swear. When you see an employe perform some service in a creditable manner, when he does something that adds a little to your comfort, don't be afraid to show that you appreciate it. The management is as pleased to receive letters of commendation from its patrons as the employes are. Be generous in your praise in cases where you believe it is deserved. Spread a little sunshine around you, because there al-

ways are enough "Gloomy Guses" to spread gloom.

One man, whose mother was shown an unusual courtesy by a conductor, writes an interesting letter of commendation. The employee commended is Metropolitan Conductor M. Hill. It appears that the woman lost her pocket-book, containing some change, at the Western avenue station of the Garfield Park branch, and found herself without carfare to reach her home. She told Conductor Hill of her plight and he at once gave her the necessary carfare. One readily can imagine how grateful a woman would feel under such circumstances.

Station Agent Louis C. Groth, at the Birchwood station of the Northwestern, is commended for the interest he displayed in a passenger who had left a small traveling bag in a train. When the passenger got off and discovered his loss he spoke to the station agent, who at once telephoned to the Howard street station and the bag was restored to its owner.

South Side Trainman Michael Conway, badge 2742, is commended for calling stations distinctly and for finding seats for passengers. On the occasion referred to, all the seats in his own car were taken and he announced "plenty of seats in the car ahead."

Northwestern Conductor F. P. Grison, badge 1320, is commended for courtesy and businesslike methods.

Northwestern Conductor C. S. Larson, badge 572, is commended for finding seats for women passengers on two different occasions.

Metropolitan Trainman George Oliver, badge 781, is commended by a woman passenger for considerably inquiring whether a draft was too much for her.

Metropolitan Conductor H. M. Gillett, badge 211, is commended for calling station names distinctly and for exercising especial care when passengers are getting on or off, so as to avoid minor accidents.

Northwestern Trainman C. E. Bird, badge 1446, is commended for general efficiency. He calls the names of stations distinctly, finds seat for passengers, and shows general attention to duty.

South Side Conductor Clarence Meyers, badge 2137, is commended for his courteous and forbearing manner in directing three passengers who had been carried beyond their station. One of them was particularly insulting, although the conductor announced the station names clearly and plenty of time for passengers to get off.

South Side Trainman Harry T. Nordstrom, badge 2561, is commended for general efficiency and care of passengers.

The crew on a Wilson avenue express train is commended for the care and attention shown a woman passenger who fainted on a train on her way to a hospital in Evanston.

GOLF

The golf bugs are again on the wing. The links in all the public parks are open and, although winter greens still are in use, you can get as much enjoyment out of the game.

The Harlem Golf Club has installed a lot of additional lockers and made other improvements for the convenience of players. To reach the Harlem golf links, take a Metropolitan Elevated to Hannah avenue and walk south to the entrance.

To reach the links in Jackson Park, take the South Side Elevated to the end of the line and walk east through the park to the links.

You can reach the links in Garfield Park either by the Metropolitan to Garfield station or the Oak Park Elevated to Hamlin avenue.

When you want to see the city,
And on its beauties dwell,
Don't throw away your money—
Just see it from the "L."

ENJOY A SPRING OUTING



T this season of the year when trees and flowers are bursting into life, a trip into the country is most enjoyable. Get away from the noise of the city, if only for a day.

Many beautiful spots around Chicago can be reached on the lines of the

Elevated Railroads

Direct connections with the Aurora, Elgin and Chicago R. R. at Marshfield, Laramie and Desplaines stations. Take a trip to the beautiful Fox River Valley.

Visit the many places of interest along the North Shore. Take the Northwestern Elevated to Evanston and the Chicago North Shore and Milwaukee R. R. from that point. Direct connections.

For special trains for outing parties, apply

CHICAGO ELEVATED RAILROADS

72 West Adams Street

