

JUNE, 1917

# THE ELEVATED NEWS

---

SAFETY

SERVICE

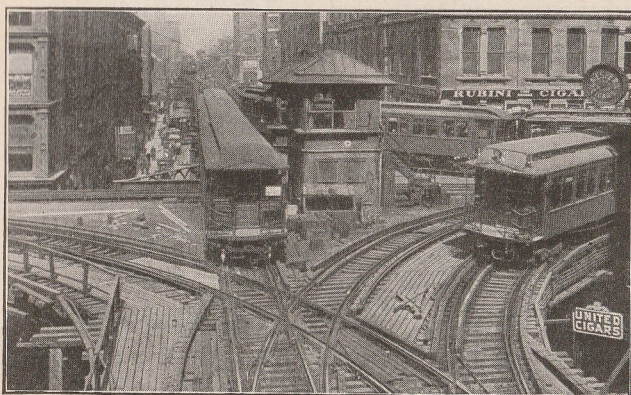
COURTESY



SAFETY

SERVICE

COURTESY



# BUSINESS AND PLEASURE ARE COMBINED

by use of 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 Din-  
ing Car. A Charge of 25 cents for Seat  
in Parlor Car.

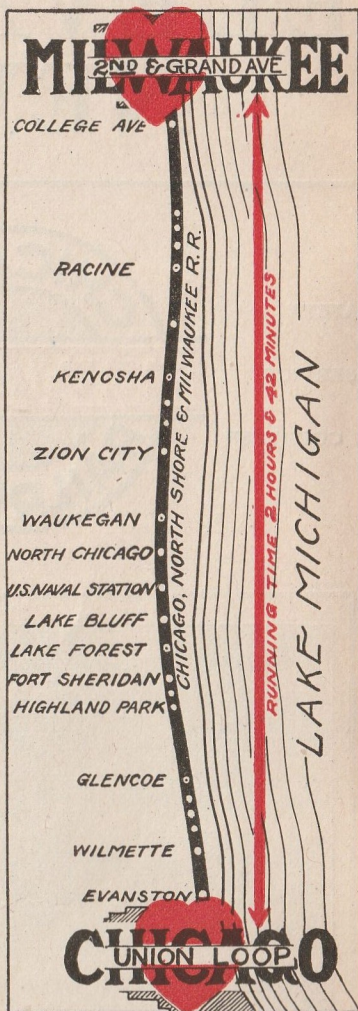
#### *Schedule of Dining Cars*

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.



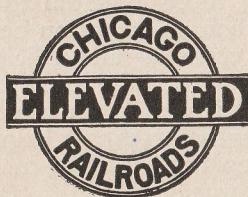


# THE ELEVATED NEWS

SAFETY

SERVICE

COURTESY



SAFETY

SERVICE

COURTESY

Volume III

JUNE, 1917



Number 8

## BEGINNING A NEW YEAR

WITH this issue THE ELEVATED NEWS begins its second year in its present form. The first issue to be distributed in the elevated cars appeared in May, 1916, and contained the following announcement:

"THE ELEVATED NEWS, in its new form, hopes to become a medium through which the co-operation of the public with the company and its employes may be more fully developed and expressed. The Elevated Family now numbers half a million. Help extend the circle."

The many letters received from patrons during the year commending acts of courtesy on the part of employes, prove that the public is co-operating. Occasionally letters of a critical nature come from patrons, sometimes finding fault with employes and while such letters, for obvious reasons, are not printed in THE ELEVATED NEWS; they nevertheless are given prompt attention and wherever possible the matters complained of are remedied. The letters finding fault with employes, however, are much fewer in number than those giving praise, which speaks well for employes and patrons.

That THE ELEVATED NEWS is growing in popularity with patrons, is shown both by the steady increase in the letters received from them and by the comparatively short time that copies are left in the receptacles in the cars. Within a few days after each issue makes its appearance, the entire edition is exhausted.

One observing patron of the elevated lines related an incident which he witnessed recently, which would indicate that there are some who find THE ELEVATED NEWS interesting. This patron was seated in a surface line car when he noticed



an elderly gentleman enter carrying a small package of papers. After seating himself he carefully unfolded the papers and took out a copy of THE ELEVATED NEWS, which he proceeded to read with evident interest.

There is nothing more essential to successful operation and efficient service than co-operation between the public and the employes. The courtesy and efficiency of the elevated employes is a matter of common knowledge and a subject of general comment. Every time a passenger shows appreciation of acts of unusual courtesy, it helps a little. It was to encourage and develop this spirit of mutual helpfulness that THE ELEVATED NEWS was started.

Probably you have an idea on how it might be improved and made more interesting. Any suggestions on that line will receive careful consideration. If you have any suggestions to offer, send them to the Editor, THE ELEVATED NEWS, Edison Building, Chicago.

---

### KEEP YOUR FEET ON THE FLOOR

**D**O you ever build castles in the air? Most people do at times and there always is some Job's comforter around ready to tell you to "keep your feet on solid ground."

It is pretty good advice, too. We wish everyone who rides on the elevated would keep their feet on the floor. There is not the slightest objection to them carrying their heads in the clouds, if they want to, if only they would keep their feet off the seats. There are some patrons of the elevated roads who seem to think that the seats were placed there to serve as footstools. At least they use them that way, and it causes loss and discomfort to others.

If the thoughtless passenger who puts his muddy shoes on the opposite seat would only realize that some woman's dress is likely to be ruined by his action, he would keep his feet on the floor. He doesn't realize it, because he doesn't think. He may have crossed a street on which tar was oozing out between the paving blocks. You know there are such streets in Chicago. Or he may have crossed a newly oiled street. We have that kind, too.

Neither tar nor oil adds to the beauty of an evening gown. Why should the woman wearing a white dress be subjected to the risk of having it ruined, through the thoughtlessness of some man who ought to know better? It is men, of course, who are the offenders in that respect and they ought to show more consideration for the rights of others.

But the women patrons are not wholly blameless. They do not leave mud or tar on the seats, but they do leave chewing



gum, which is almost as bad. Maybe they do it in a spirit of revenge, hoping some man will sit on it. Anyway, they do it.

The chewing gum industry is an important one and we have no wish to cripple it. This country imports about 7,000,000 pounds of chicle annually at a cost of \$2,500,000, to manufacture chewing gum. The sales in the United States amount to about \$35,000,000 annually. Of course, patrons of the elevated lines do not leave all of the 7,000,000 pounds on the seats, but they do leave a much larger proportion of it than we wish to have. In fact, we don't want any of it left in the cars. We are often reminded that "the flavor lasts," but you don't get the flavor by sitting on it, and the sticking qualities last longer than the flavor. If you must chew gum while riding on an elevated car, just stick to it until you get down on the street, otherwise it will stick to someone else.

We are giving you these useful hints on personal conduct in the hope you will profit by them. It may be necessary to put up signs in the cars reading:

Neither chewing gum nor feet,  
Should be placed upon the seat,

but we would rather not have to resort to such desperate measures.

### SOME STATISTICS

Ever think how long it would take you to earn that little loan of \$7,000,000,000 which the United States has decided to make the allies? Well it's hardly worth while figuring it, but supposing that Adam, when he was turned out of the Garden of Eden and told to hustle for Eve and the little Adamases, had been given a union scale of \$400 an hour, and told to work on an eight-hour basis, he would be working still and wouldn't have earned the amount of the loan.

\* \* \*

Do you know what it means to throw away one good-sized slice of bread a day? If every one of the country's 20,000,000 homes wasted one slice of bread a day, it means 1,500,000 barrels of flour, or enough flour to make 65,000,000 1-pound loaves. That means a waste of 7,000,000 bushels of wheat, or as much as is grown on 470,000 acres.

### Taking Chances

There was a man who fancied that by driving good and fast He'd get his car across the track before the train came past; He'd miss the engine by an inch, and make the train-hands sore.

There was a man who fancied this; there isn't any more.

### A Poser

A bishop recently addressed a large assembly of Sunday school children, and wound up by asking, in a very paternal way, "And now, is there any little boy, or any little girl, who would like to ask me a question?"

A thin, shrill voice at the back of the room called out, "Please, sir, why did the angels walk up and down Jacob's ladder when they had wings?"

"Oh, ah, yes—I see," said the bishop. "And now, is there any little girl who would like to answer this question?"

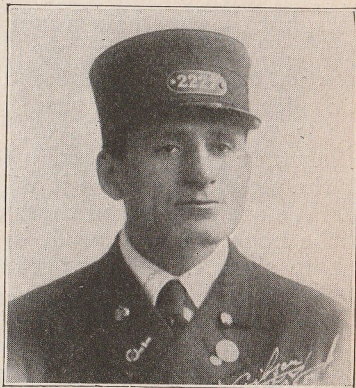


# ROLL OF HONOR

**C**OURTESY is defined by Webster as "politeness; civility; courtliness" and the synonyms given for the word are "urbanity, complaisance, affability, courteousness, refinement." Crabb (who in spite of his name is an authority on English) discriminates between "courteous" and "complaisant" as follows: "Courteousness displays itself in the address and the manners; complaisance in direct good offices; courteousness is most suitable for strangers; complaisance for friends or the nearest relatives; among well-bred men, and men of rank, it is an invariable rule to address each other courteously whenever they meet, whether acquainted or otherwise."

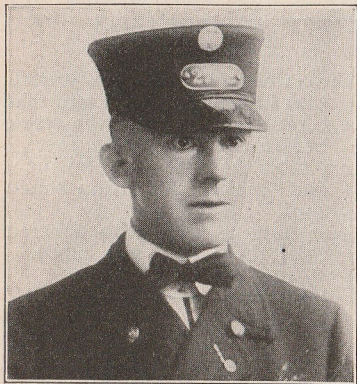
patrons. Courtesy is displayed in their address and manners and also in the many direct good offices they perform.

THE ELEVATED NEWS has com-



HENRY SINGER

pleted its first year, under its present form, which permits of the patrons expressing themselves on the conduct and manners of the employees, and a re-



MICHAEL CONWAY

Neither the employees of the Elevated Railroads, nor the patrons are greatly interested in the definition of courtesy, but they are interested in its practice. From the many letters received, it would appear that the employees of the Elevated Railroads do not draw any fine distinction between courtesy and complaisance, but they combine the words in their conduct toward



H. M. GILLETT

view of its pages indicates that the employees have improved in that respect, while the patrons have improved also, and grown



more appreciative. That spirit of mutual helpfulness, which is so essential, has been greatly developed in the last year, and it

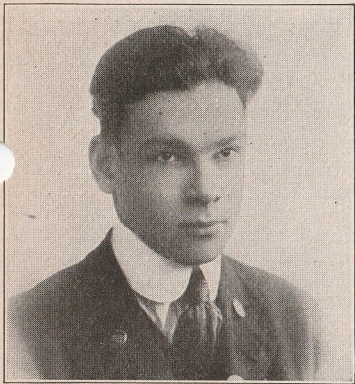
those who have most frequently attracted attention by their general conduct and efficiency. With that object in view, the employes who have been commended four times, or oftener, have been classified in one column. The names in the other column are those who have been commended



C. S. LARSON

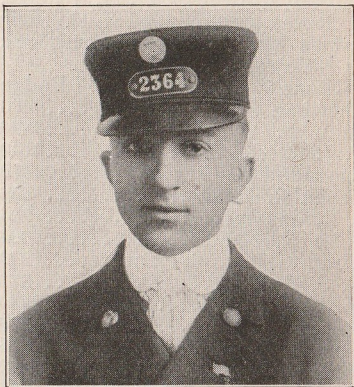
is to be hoped that it will be more highly developed as employes and patrons get to know each other better through the columns of THE ELEVATED NEWS.

The management of the Elevated Railroads has concluded



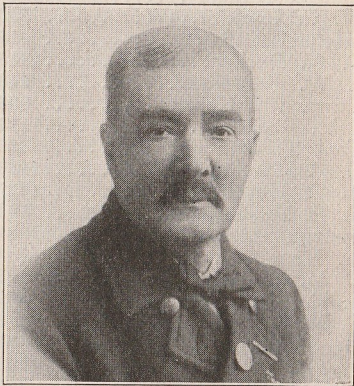
WILLIAM WALLACE

that it would be interesting to both employes and patrons to print a brief review of the courtesy column for the last year and show the employes who have been commended, and especially



GEORGE M. WEIMER

three times, twice or only once. Several in the larger column have been commended three times and a number have been commended twice.



JOHN McCORMACK

South Side Trainman Michael Conway heads the list on the honor roll for consistent good



work. Following are the batting averages:

Michael Conway, 2742, 8 times.

Henry Singer, 2227, 5 times.

H. M. Gillett, 211, 5 times.

C. S. Larson, 572, 4 times.

William Wallace, 6149, 4 times.

George M. Weimer, 2364, 4 times.

John McCormack, 574, 4 times.

Others commended with their names and badge numbers are as follows:

Name	Badge
Sherman Rank .....	2403
John F. Walsh.....	2490
P. J. Carr.....	2740
Raymond K. Auvil.....	2472
Frank R. Dean .....	556
J. R. Grosser.....	525
John E. Kester.....	2608
Thomas J. Cannavan.....	2229
C. S. Larson.....	572
M. Olson .....	2480
Henry Paul .....	309
Thomas Birch .....	814
James Consideine .....	2272
O. Madison .....	627
J. P. Hester.....	1081
C. Kendall .....	1037
John Hutton .....	6103
Horace Oldham .....	6179
W. S. Levander.....	544
John V. Filia.....	883
Richard R. Hoffman.....	2254
Charles Ankele .....	1228
W. C. Conklin.....	506
Michael Huber .....	915
T. K. Becker.....	1346
J. W. Bowman.....	540
Edward O'Hearn .....	896
John Bochat .....	1113
Carl T. Lundgren.....	2390
G. C. Martin.....	1129
A. T. Meyer.....	1227
C. H. Wiechman.....	544
George Stamp .....	2056
H. Hess .....	852
J. M. McGuire.....	2375
C. E. Bird.....	682
E. M. Lewis.....	2651
H. S. Parke.....	685
W. Johnson .....	1268
J. DeSantis .....	546
Gustav Kroll .....	2275
J. Griebel .....	2717
A. Lehman .....	775
James McArdle .....	2617
E. Siegmund .....	2562

Name	Badge
L. Tobin .....	6065
J. McCarthy .....	6079
A. Risberg .....	6101
J. M. Smith.....	6109
M. Davidson .....	631
Millard Egan .....	2067
J. Reardon .....	374
Fred W. Peters.....	2277
L. H. Gast.....	1311
Charles J. Bath.....	105
John Lewen .....	6118
B. C. Stearns.....	398
Daniel Slater .....	792
Joseph Tighe .....	255
Walter Wolff .....	6184
J. J. Philbin.....	2290
Albert Mayer .....	2048
E. Pergande .....	1031
H. Payne .....	6095
David Hultmark .....	2702
Martin Wynne .....	1306
James Roach .....	155
J. L. O'Connor.....	685
John Hart .....	6098
L. Hannemann .....	6187
H. P. Hillebrand.....	860
P. Gallagher .....	1334
P. J. Moore.....	1407
R. B. Patten.....	2622
Henry Bornkamp .....	2670
R. V. Huntsinger.....	1402
James Given .....	2209
J. C. LeMaire.....	778
C. J. Howard.....	781
W. J. Clark.....	6129
John Geary .....	2579
Fred Goulding .....	2087
G. R. Oliver.....	787
Edward M. Sennes.....	130
Paul King .....	1872
T. Ward .....	2499
Max Fuchsman .....	2441
D. J. Leach.....	713
E. Katelhut .....	2002
John Sparrow .....	2492
William Finch .....	276
John Szudzinski .....	872
M. Hill .....	207
F. P. Grison.....	1320
Clarence Meyer .....	2137
Harry T. Nordstrum.....	2561
Metropolitan Special Officer,	
J. W. Mitchell.	
Loop Station Agent, L.	
Bells.	
Metropolitan Station Agent, E.	
J. Benningson.	



Loop Platform Man, James Connors.

Northwestern Station Agent, Miss Josephine M. Smith.

Oak Park Station Agent, J. Mullen.

South Side Platform Man, C. F. Mallon.

Oak Park Station Agent, E. Laws.

Loop Station Agent, Henry Polite.

Loop Porter, Fred Seng.

Northwestern Station Agent, Louis C. Groth.

Those who have scored in the last month and who are not included in the yearly review above, are as follows:

South Side Trainman, P. J. Breen, badge 2563 is commended for thoughtfulness in holding open the doors of his car to admit two passengers carrying babies and baggage, and "for smiling as a gentleman should when he does a favor."

Loop Station Agent, Mary A. Reynolds, is commended for her efforts in trying to restore to a passenger a \$1 bill, which was part of his change, and which he neglected to pick up on account of the rush. The writer says it wasn't what she did that was so much appreciated, as the manner in which she did it.

Metropolitan Trainman E. White, badge 945, is commended for informing some lady passengers who were standing, that there were seats in the car ahead.

Metropolitan Trainman A. Lavigne, badge 488, is commended for courtesy to elderly persons, for calling stations distinctly and for being all that a trainman ought to be.

Metropolitan Trainman A. H. Swiezig, badge 930, is commended for calling stations distinctly and for doing splendid work. The writer says he "certainly is a dandy."

Northwestern Conductor P. M. Schmidt, badge 835, is commended for unfailing courtesy and pleasantness to patrons, for attending to "seat hogs" and mak-

ing room for women and for calling stations distinctly. The same writer also commends:

South Side Conductor L. Kaminsky, badge 2079, commended twice for calling stations distinctly, and for enforcing rules regarding smoking.

Oak Park Conductor Thomas O'Brien, badge 6080, is commended for taking in charge an intoxicated man who was annoying a lady passenger.

Northwestern Trainman J. W. Keliher, badge 1342, is commended for his kind and courteous treatment of a lady who was a stranger in the city and lost her way. She writes that the treatment accorded her was so pleasant that she would be inclined to get lost purposely to learn if all employees are as considerate of old ladies.

Northwestern Trainman R. Bartels, badge 715, is commended for his pleasant and helpful manner and his careful pronunciation of the names of stations.

Metropolitan Trainman E. W. Bartels, badge 888, is commended for efficiency and courteous treatment of patrons and extraordinary patience in answering questions.

South Side Trainman Ray K. Doughty, badge 2187, is commended for giving information and directing a stranger in the city, as to the nearest and quickest route to his destination.

South Side Trainman Charles S. Anderson, badge 2312, is commended for his neat appearance and for the careful manner in which he handles passengers, especially women, during the morning rush hours.

Northwestern Trainman J. McMorro, badge 721, is commended for directing a patron to a downtown hotel, not only giving the name of the station nearest, but the exact street number of the hotel.

Northwestern Trainman E. B. Olson, badge 1058, is commended for thoughtfulness of the needs of his passengers. He is always



courteous and obliging and tries to find seats for women and children.

South Side Trainman F. W. Ward, badge 2195, is commended for courtesy and furnishing information to a stranger as to how he could best reach his destination.

Northwestern Station Agent J. Lawless, is commended for the prompt assistance given a passenger in recovering a parcel left on a train.

South Side Acting Motorman James McArdle, badge 2617, is commended for providing a passenger standing in the smoking car, with a stool. The car is of the type in which the motorman's seat is fixed and the stool sometimes used by motormen, was in this case standing on the front platform. On the first stop Mr. McArdle brought in the stool and handed it to the standing smoker, an act which was appreciated.

Metropolitan Trainman F. Kaminski, badge 926, is commended for courtesy and efficiency.

South Side Motorman Howard Brown is commended for restoring a hat to its owner. The passenger was on an Englewood train and his hat blew off shortly after leaving the Twelfth street station. When he left the train at Fifty-fifth street to take a Jackson Park train, Motorman Brown noticed that he was bare-headed and returned the hat explaining that he had noticed it on the tracks in front of his train and had stopped to pick it up.

South Side Trainman Joseph Tighe, badge 2558, is commended for attention to women and children. In one instance, the writer says he amused a baby between stations and in another instance, found seats in another car for women who were standing.

South Side Trainman George M. Weimer, badge 2364, is twice commended this month, for care and attention to duty. He is careful about giving directions to strangers and in pulling down window shades and trying to make his passengers comfortable.

South Side Trainman Thomas Snyder, badge 2440, is thanked for giving correct information to a lady passenger, who was standing on the platform at Thirty-first street, waiting for an Englewood local. Several trains had passed and this trainman informed the shivering woman that all Englewood trains at that time of the evening were express. He asked her to step aboard his train and change to an Englewood at Indiana avenue.

Metropolitan Conductor A. E. Hegberg, badge 548, is commended for calling stations distinctly, finding seats for passengers and for all-around efficiency.

Northwestern Conductor John McCormack, badge 574, is commended for exceptional courtesy and the interest he displayed in one woman passenger who had taken a wrong train.

South Side Trainman Walter Quinn, badge 2144, is commended for calling names of stations so they can be distinctly heard at the extreme end of the car.

South Side Trainman Richard B. Erwin, badge 2764, is commended for courtesy in answering question and calling stations and transfer points distinctly.

South Side Conductor R. J. Hayes, badge 2547, is commended for making room for standing passengers by ordering "seat hogs" to sit closer.

South Side Trainman Frank Capek, badge 2516, is commended for the manner in which he dealt with two negroes, who were using vulgar and profane language.

South Side Trainman John Flynn, badge 2245, is commended for the assistance he rendered an elderly and paralyzed woman, who fainted in his car.

Northwestern Trainman A. Kingsbury, badge 878, is thanked by a woman passenger who was taken seriously ill on his car. She was unconscious for half an hour during which time, and afterward he gave her every attention which he could.



# YOU CAN GET A SEAT

by taking a Northwestern  
Elevated Train from the

## NORTH WATER STREET TERMINAL

It is just across the Clark Street Bridge. The station is open daily except Saturdays, Sundays and holidays from 4:45 P.M. to 6:20 P.M. All trains run express, making stops at Kinzie, Chicago Avenue and all express stations.

A smoke protection device has been installed. It will pay you to walk across the bridge to this terminal. Trains leave on the following schedule:

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



