

AUGUST, 1917

# THE ELEVATED NEWS

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SAFETY

SERVICE

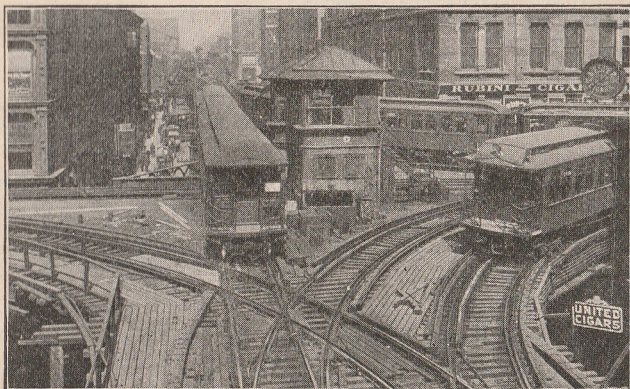
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# ONE DAY EXCURSIONS

**Y**OU cannot plan a better vacation than to take one day trips to visit the many beauty spots along the North shore of Lake Michigan by the

## Chicago North Shore & Milwaukee Railroad

Fast, Frequent  
Service—  
Double  
Track—  
Steel Cars  
Clean  
Cool  
Comfortable

**F**ORT Sheridan now is one of the busiest military training camps in the country. The United States Naval Training Station is a place of particular interest at this time. Ravinia Park appeals to music lovers. Glencoe, Highland Park, Lake Forest and Lake Bluff are ideal spots to spend a quiet, restful day.

Take the Northwestern "L" Evanston Express to Central Street, Evanston. Direct Connections.



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## LETTING GEORGE DO IT

CO-OPERATION is essential to success in every great undertaking in life. Whether it is the waging of a great war, the operation of a public utility, or a private enterprise, each individual must understand that he is only a small unit and that he cannot give efficient service without the assistance and co-operation of his fellowmen. He is only a link, although a necessary one, in the chain of organization.

But as a chain is no stronger than its weakest link, each individual must do his part or the chain will break. He cannot afford to neglect his duty on the supposition that his work is not important and will be done by another. He cannot afford to shirk his individual responsibility and say "Let George do it," as so commonly is the case.

This spirit of "letting George do it" breeds lawlessness and disregard for the rights of others. It violates the established rules of society. It develops a condition of mind in which is lost the sense of individual responsibility. Not alone that, but practiced by some, it sets an example for others that, if followed by all, would result in anarchy and utter chaos.

For the protection of the health of the community, the city council passes an ordinance prohibiting spitting on the floors of public conveyances. If one individual thinks himself above the law, if he has lost the sense of individual responsibility for his acts and ignores the law, he sets an example for others to follow, with the result that the ordinance becomes a joke. He knows there is such a law, but as regards its observance he says, "Let George do it."



In many ways evasion of individual responsibility and "letting George do it" is seen on our elevated railroads. A passenger may be seen putting his muddy shoes on the opposite seat. There is a rule of the company against that, but if there was no such rule, public decency would condemn the practice. Some other passenger, with equal rights in that car, may sit on that muddy seat before there is an opportunity to have it cleaned. The result may be a damage suit for ruined clothes. The thoughtless person who committed the offense thinks the rule does not apply to him. He says of its observance, "Let George do it."

The city council passes a law specifying certain hours each day in which a garden hose may be used for sprinkling lawns. The law is enacted for the purpose of preventing a waste of water and assuring each citizen of a reasonable supply. If some were permitted to use water indiscriminately to sprinkle lawns, others might not be able to obtain a supply sufficient for household needs. So the law is intended to benefit the mass of citizens.

Occasionally we read in the newspapers of arrests being made for violation of this law, yet one observer says that on a recent warm evening he saw three policemen in one block sprinkling their own lawns during the hours when such sprinkling is prohibited. They knew the law; they were sworn to uphold it and had arrested other citizens for violating it yet they evidently felt that it did not apply to themselves. Another instance of forgetting individual responsibility and "letting George do it."

Daily we hear of men arrested for trying to evade the draft law, enacted by the Congress in the interest of the safety of the nation. Such men are as insistent as any in claiming protection under the flag, yet when it comes to defending that flag, they are ready to "Let George do it."

Imagine what would happen if the management, or any considerable number of the elevated employes acted on the principle of "Let George do it." Do you think if individual responsibility was shirked the elevated railroads could carry over a half million passengers a day and not have a single fatal accident on a train in nine years? Do you think you would be carried safely to your work and to your home each morning and evening, if each individual did not do his part in the chain of organization?

Think the matter over and ask yourself the question: "Am I doing my full duty as a law-abiding citizen, or have I lost my sense of individual responsibility and am willing to 'Let George do it'?"



## SAVE YOUR OWN TIME

YOU have, no doubt, often thought of the time spent in getting to and from your work on local transportation lines. Even the fastest express service has sometimes appeared to you to be slow. If you are a reasonable sort of being, you probably have set it down as one of the unavoidable consequences of living in a large city, where one frequently must live many miles from the place where he works. If you are not so reasonable, you probably have blamed the transportation companies for not providing you with a mile a minute service to your door. But have you ever blamed yourself, or thought of a way in which you might save a few minutes of the time lost on elevated cars? Of course, you never thought of that.

Well, there is a way in which you can save your own time and you can follow it without costing you a cent and hardly an effort. On the elevated lines, the speed of trains is as high as is consistent with safety, when they are running between stations. The lost time occurs through delays in loading and unloading at stations. How much of this delay are you responsible for? If you step lively into a car in the rush hours and go forward to the farther end, you facilitate the movement of the train. But if you step leisurely onto the platform and remain glued to the floor near the entrance, you hinder the passage of others entering or leaving the car and to that extent you delay the train. How often do you do this?

A delay of thirty seconds at a station may appear a small thing. So it is by itself. But if there are twenty stations between the points where you board and leave the train, and if you cause a delay of thirty seconds at each one by crowding the passageways, it means a waste of ten minutes for that trip. That time is yours and you have wasted it. A little reason applied to the situation will convince you that in helping to keep doorways and passageways clear, you are not helping the company and its employes as much as you are helping yourself. Of course, the company would be glad to see the movement of trains facilitated and so would the employes; but never mind about them. Just think of yourself and what it means to you.

How often have you heard an elevated trainman say "Step forward, please," without paying the slightest attention to him? Yet that request is made principally for your benefit. If you would heed it and step forward, you would not only feel much more comfortable, but you would get to your home or to your work in less time than you do. You would be saving your own time and maybe your temper. Anyway, it is worth trying.



## USE THE STUB TERMINALS

**N**EXT time you feel inclined to grumble about crowded cars during the rush hours, make up your mind then and there to take a train from the stub terminal. Thousands of patrons of the elevated lines seem not to know that there is a stub terminal for each of the elevated roads and that they are within easy access of the loop district. If they do know, they fail to take advantage of their knowledge and prefer to hold a strap when they might as well have a comfortable seat.

It is a curious fact that men and women on quitting work invariably rush to the station nearest them, although it may involve a ride around the entire loop. It takes a much longer time to ride around the loop than it would to walk two or three blocks to one of the stub terminals, where trains are always waiting with plenty of vacant seats. The service from the stub terminals is frequent and the cars never are crowded. Usually they are not even comfortably filled, while those running around the loop are invariably crowded in the hours of maximum travel.

None of the stub terminals is located where it will cause any great inconvenience to reach it. The South Side terminal at Congress street is only a block south of the loop on Van Buren street, still passengers seem to prefer taking a crowded train on the loop to walking that block. The Northwestern terminal on North Water street is only two blocks north of Lake on Clark street, and the same thing applies. The Oak Park terminal on Market street is within easy reach. It is only two blocks west of the station at Madison and Fifth avenue, still passengers for Oak Park will take a train on Fifth avenue and ride around the loop, rather than walk the two blocks and get an express service. The Metropolitan terminal at Fifth avenue and Quincy is on the loop. It is better known than the others and better patronized.

Greater use of the stub terminals would lessen the burden on the loop and insure better service during the rush hours. Get into the habit of walking a block or two to take advantage of the express service from the stub terminals.

### DEFINING A PESSIMIST

"Pa, what is a pessimist?"

"A pessimist, my son, is a man who fletcherizes his bitter pills."

### ONCE IS ENOUGH

She—"Lightning never strikes twice in the same place."

He—"No, the place is never the same after it strikes the first time."

An optimist is a man who makes lemonade at night from the lemons that have been handed him during the day.

### Virtues of the Mule

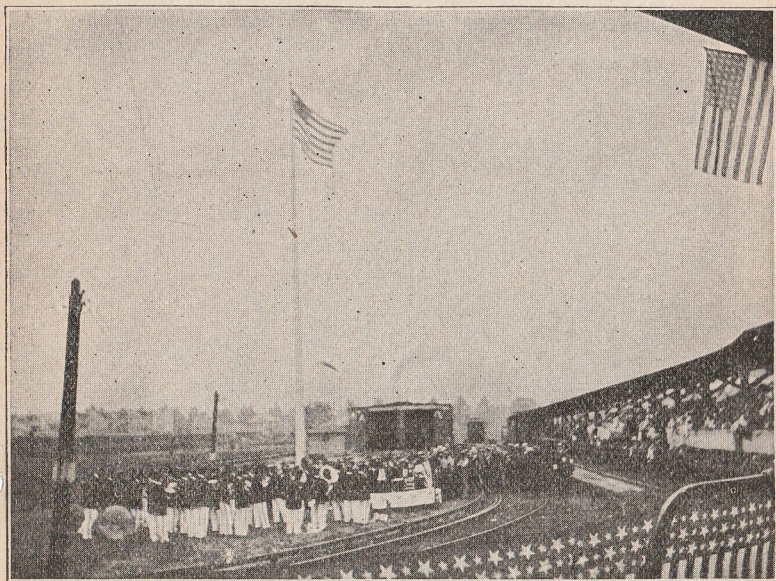
The mule is patient, fond of work. His virtues well bear sifting; Besides, the business end of him Is always so uplifting!



# Patriotism of "L" Employees

In many ways the employees of the Chicago Elevated Railroads have demonstrated their patriotism and loyalty to the flag of our country, but in no way was that loyalty better shown than in the beautiful and impressive ceremonies attending the raising of the flag at the end of the Ravenswood Branch and at the Indiana avenue station of the South Side Elevated within the last month.

on the installment plan. In the work of the Red Cross they are doing their part, but they were anxious to show the world that their devotion to the flag is no empty pretense. They wanted to see Old Glory flying over the elevated structure as a daily and hourly reminder that patriotism is not confined to those who are fortunate enough to join the colors and have the supreme priv-



Flag Raising at Kimball Avenue Station

When President Wilson issued mobilization orders for the National Guard last summer, quite a number of the elevated boys responded and "did their bit" on the Mexican border. When Germany forced our country into war and the government floated the Liberty Loan, the elevated employees again responded and subscribed liberally, and through the co-operation of the company they are paying for Liberty Bonds

illegally of fighting for democracy and the freedom of the world.

Some weeks ago a committee of employees asked the company for permission to solicit funds among their fellow workers for the purchase of the flags. The company gladly assented and soon a fund was raised sufficient to purchase flags which are a credit to the elevated employees. The flag at the Kimball avenue station is 8 by 12 feet in size and



floats from a flagpole which stands fifty-nine feet from the ground to the spread-eagle on

journey to the end of the line to see it.

At the Indiana avenue station



Flag Raising, Indiana Avenue Station

top. The pole is painted white and its base is surrounded by beautiful flowers. It is worth a

the flagpole is iron and attached to the end of the structure. The top of the pole is sixty-four feet



from the ground and the flag flying from it is 9 by 18 feet.

The ceremonies attending the raising of the flags were impressive and all the elevated employes who were able to attend took part. Needless to say that the Elevated Railroad Employees' Band was there under the leadership of E. G. Hall and stirred the crowds to a high pitch of enthusiasm by its rendering of patriotic airs. The flag was raised at the Kimball avenue station on June 27. A detail of forty soldiers from Company L, First Illinois Infantry, went from their camp in Cicero on a special train under the command of Lieutenant Marvel. The flag was pulled to the top of the pole by General Manager E. C. Noe, while the Elevated Band played the national anthem, after which a patriotic address was delivered by Captain L. G. McCann, chaplain of the First Infantry.

The ceremonies in connection with the flag raising at Indiana avenue station were held on July 30 according to United States Army regulations. A squad of soldiers under command of Lieutenant Davidson, U. S. A., raised the flag. Preceding the raising of the flag a short parade was held. The marchers consisted of a company of blue jackets and employes of the elevated roads, led by the Elevated Band. The parade started at Indiana avenue and Fortieth street, south on Indiana to Forty-first, east to Prairie avenue and north to Fortieth, where the ceremonies took place. Assistant General Manager G. T. Seely acted as chairman and the principal speakers were Lieutenant Davidson and Mr. Waite, a representative of the British navy, who saw active service in the Dardanelles, where he was four times wounded. He gave a thrilling talk on what war actually is and spoke of the brutal treatment accorded prisoners of war by the enemy. He urged all British subjects of military age to enlist and help free the world of

the menace of Prussian militarism.

The flags floating over the elevated structure stand as a monument to the patriotism of the elevated employes. A number now are in active training, ready and eager to uphold all that the flag stands for, while a large number more are of eligible age and awaiting the call. Those who must remain at home and perform their ordinary duties in civil life are showing that their hearts are right and that they are patriotic to the core.

### SPEAKING OF VACATIONS

It is not necessary to leave Chicago to have an enjoyable vacation. This city is an ideal summer resort and there are hundreds of places of interest in it, which most likely you never have visited. Thousands of visitors from other parts of the country come to Chicago to spend their vacations, which shows that they have good judgment.

No city in the country can boast of bathing beaches equal to those we have in Chicago. Few cities have as many beautiful shady parks, golf links, tennis courts, ball grounds and places for healthful outdoor sports.

The suburbs of Chicago are delightful these hot days and many one-day trips can be taken with comfort and pleasure. After you have visited the parks within the city limits, spend the last week of your vacation in visiting the suburbs. An hour's ride over the Aurora, Elgin and Chicago Railroad lands you in the heart of the Fox River Valley, where the scenery is the finest in northern Illinois. This is an ideal place to take the family for an outing in the woods. There is no difficulty or confusion about trains, as frequently is the case when you are going on a journey.

The Chicago Elevated Railroads have direct connections with the third rail system. Take the elevated in any part of the city and connect with an Aurora, Elgin and Chicago train at Marshfield, Laramie



or Desplaines stations on the Metropolitan.

To the north of the city, along the shore of Lake Michigan, there are many places which are of exceptional interest at this time. You cannot afford to miss them, if you are on your vacation, and if you are not you can visit them on Saturday afternoons and Sundays. There is Fort Sheridan with its thousands of boys in khaki, training to trim the Kaiser and thousands of sea fighters are in training for the same purpose at the Great Lakes Naval Training Station. Glencoe, Highland Park, Lake Forest and Lake Bluff are some of the other places on the north shore which appeal to the pleasure seeker and all are within easy reach of the city. Grand opera by some of the world's most famous artists may be heard every afternoon and evening at Ravinia Park.

To reach all the places of interest along the north shore, take an Evanston express on the Northwestern Elevated to Central street, Evanston. There is direct connection at that point with the Chicago North Shore & Milwaukee Railroad, which offers the fastest and cheapest transportation facilities.

## A COURTESY APPRECIATED

Courtesy of employes of the Chicago Elevated Railroads is not confined to the motormen, trainmen and conductors engaged in train operation. It extends to the men in the mechanical departments, who are ever ready to perform service to a patron when an opportunity presents itself.

The following letter from a former Chicago alderman deals with the courtesy of an employe not engaged in train service. The letter addressed to B. J. Fallon, Engineer, Maintenance of Way, speaks for itself:

Dear Sir:

While on a recent trip over your Northwestern branch, accompanied by my young son, his hat was blown out of a

window at one of the stations on your line, and when I took the matter up with the guard, a gentleman who I afterwards learned was a Mr. Metz, got up and volunteered to get the hat, which he did and restored it to my son at Howard avenue station.

The promptness with which Mr. Metz volunteered and the courtesy so impressed me, I thought you would be glad to know that you had such an excellent employe in your service, and I wish to take the opportunity of writing you in extending to Mr. Metz my sincere appreciation relative to the occasion in question.

Yours very truly,

J. E. Dempsey.

The employe referred to is Fred Metz, a lineman on the Evanston division who happened to be riding in the car at the time. It was not strictly in his line of duty to recover a passenger's hat, but the act shows that ALL the elevated employes are ready and willing to assist patrons in every possible way.

## OBEYING MOTHER.

Mother — Children, children! Didn't I tell you to give little brother his choice in whatever game you played?

Her oldest—We did, mother—honest we did! We're playing war and we gave him his choice of being the slackers or the alien enemies.

## ACTION

How far that little candle throws his beams!

So shines a good deed in a naughty world.

Heaven doth with us what we with torches do;

Not light them for themselves; for if our virtues

Did not go forth of us, 'twere all alike

As if we had them not.

—Shakespeare.



### THE SWIMMIN' S FINE

One hundred thousand men, women and children patronized Chicago's bathing beaches on a recent Sunday. That is quite a crowd. It is more than the entire population of any city in Illinois, outside of Chicago. Lake Michigan is big enough, however, to take care of a much larger crowd. The elevated railroads are able to haul many more, too.

Not many more Sundays left

the North Shore are only a matter of two blocks from the Wilson avenue station of the Northwestern Elevated. An express train on the elevated will bring you there in a few minutes from any part of the city.

Take advantage of the opportunity while the warm weather lasts, and don't forget that the best and quickest way to reach the bathing beaches is over the elevated lines.



A Busy Day at Clarendon Beach

for swimming this season. Take advantage of the opportunity while it lasts. It is great sport these sizzling days. Not necessary to confine your swimming to Sunday, either. The beaches are there all the time, and, of course, the elevated lines are there, too, and always in operation. If you have time during the week, the beaches are less crowded than on Sunday. If you think you haven't the time, well, make the time. You will be a long time dead, so why not enjoy life while it lasts.

Most of the bathing beaches are within easy reach of the elevated lines. The principal beaches on

### SHOP DURING THE DAY

In these war times, when everyone is urged to economize in everything, including man power, women shoppers can help materially by shopping during the day. Don't wait until late in the afternoon, so that you must ride home on the elevated at a time when cars are crowded with men and women who cannot regulate their time. Use the elevated for shopping during the day, when there are plenty of vacant seats. You will then be helping yourself as well as others.



## THE ROLL OF HONOR

Being honest, courteous and polite is a habit among the employes of the Chicago Elevated Railroads. Appreciation on the part of patrons gradually is becoming a habit, too, so that in spite of the hot weather with its little irritations, the excitement over the war draft, the vacation season, and other things, patrons find time to write letters commending meritorious conduct when they see it.

The number of letters is smaller this month than sometimes has been the case, but that is to be expected at this season. It is not because the employes have been less attentive to duty, but simply because in these stirring times patrons have many other things to think about. The employes of the elevated lines will continue to perform their duties in their usual efficient manner whether they are commended or not, but they are human and like to know that their efforts to please patrons are appreciated. They like to see their names in this column, so when you see some act that calls for special commendation, just send a line about it, giving the badge number of the employee.

Employes about whose conduct letters of commendation have been received in the last month are:

South Side Trainman Bert Bolland, badge 2350, is commended for calling stations distinctly and for assisting a little girl who became sick on his car on a recent Sunday.

South Side Trainman N. Canzona, badge 2352, is commended for honesty in promptly turning in a box of cigars left by a passenger on his car.

Oak Park Motorman Dennis Crowley, badge 6026, is commended for giving his stool and cushion to a young lady passenger, who was standing in the front end of a crowded car during the evening rush hour.

Oak Park Conductor J. Schlack,

badge 6055, is commended for his politeness and for finding seats for women passengers.

Metropolitan Conductor Peter Keating, badge 4149, is commended for his uniform courtesy to passengers.

Northwestern Trainman Frank Watson, badge 1452, is commended for finding seats for women passengers, calling stations, and all-around efficiency.

Metropolitan Conductor F. Blaska, badge 4150, is commended for his watchfulness in preventing smokers from using cars other than smoking cars.

Northwestern Trainman Charles R. Ankele, badge 1228, is commended for making "seat hogs" sit closer to make room for women passengers.

Oak Park Trainman Elmer Theorell, badge 6192, is commended for his care in handling gates and finding seats for passengers.

## WHITE CITY

All attendance records have been broken at White City during the present season. The big South Side amusement park is crowded every afternoon and evening and as the program is changed every Monday morning, a crowd of Garden Follies fans always is on hand on that night.

Plans are being made for the coming winter season. Iceland, the big artificial ice skating rink, will be opened early in the fall and it will be connected with the roller skating rink, ballroom and Casino, so that all will practically be under one roof.

The best and quickest way to reach White City is by the South Side Elevated. One fare from any part of the city.

## MAKE YOURSELF AT HOME

If you are in the habit of spitting on the floor in your home, or in putting your feet on chairs, do it when you are riding in an elevated car. We want you to feel perfectly at home.