

THE ELEVATED NEWS

SAFETY

SERVICE

SPEED



RELIABILITY

COMFORT

COURTESY

TIME SAVING SERVICE

Service, Speed, Safety, are qualities characteristic of the Elevated Railroads. They aim to give the patron a maximum of service at a minimum of cost. You get reliable, rapid transit on the Elevated Lines.

The Road of Service

CHICAGO NORTH SHORE AND MILWAUKEE R.R.

Chicago - Milwaukee Service

Limited Trains Leave Elevated Station Wabash and Adams Every Hour on the Even Hour, Stopping at Randolph and Wabash and Wilson and Broadway.

Chicago - Waukegan Service

Limited Trains for Waukegan and Intermediate Points Every Thirty Minutes on the Even Hour and Even Half-Hour.

Your Watch is Your Time-Table

Chicago North Shore & Milwaukee Railroad

Chicago Ticket Offices:

66 West Adams Street

"L" Station Wabash and Adams

"L" Station Randolph and Wabash

"L" Station Wilson and Broadway

The Elevated News

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Foggy Mornings and Late Trains

THE season is at hand when fogs may be expected with more or less frequency. Fogs cause some delay to elevated trains and patrons should be governed accordingly. They should leave their homes in the morning five or ten minutes earlier when there is a fog to insure their reaching down town at the usual time. The Chicago Elevated Railroads pride themselves on the fact that in more than eleven years of operation not a single fatal accident has occurred to a passenger on a train. That is a wonderful record in railroad operation, for in that period the Elevated Roads have carried about two billions of passengers. This remarkable record was made and can be kept up only by the exercise of the strictest care in the operation of trains. On a foggy morning safety and speed both cannot be maintained, so instructions are given trainmen to disregard time schedules. They are given strict orders not to run at a speed greater than will permit them to bring a train to a stop within their range of vision. In a thick fog that distance may be less than a train length, so that necessarily it means a little slower operation. A delay of a few minutes on a trip, however, is of slight importance in comparison with **SAFETY**. Don't complain, therefore, if your train on a foggy morning seems to move slower than usual. The slower movement is in the interest of your **SAFETY**. The Elevated Railroads do not permit their motormen to **GUESS** that the track is clear. They are required to **KNOW** that it is. When you understand that these precautions are taken for **YOUR SAFETY**, you will be less inclined to grumble if it takes you five minutes longer to reach your destination. **SAFETY FIRST** is the motto of the Elevated Railroads.

Track Elevation on the Northwestern

SOME patrons of the Northwestern Elevated have noticed that they are being subjected to short delays north of the Argyle street station and have wondered why. The delays occur during the day, not in the rush hours. The reason is the track elevation work now being carried on by the Chicago, Milwaukee & St. Paul Railroad, over the tracks of which the Northwestern Elevated trains operate north of Wilson avenue. During the war this track elevation work was temporarily discontinued, but it has been resumed and is being pushed to completion as rapidly as possible. It is a part of the city's track elevation program, which has been going on for a number of years. The work of building retaining walls, bridges across streets and filling in a solid embankment, is a big undertaking which cannot be accomplished in a month, or in a year. The work is being carried on so as to cause the least possible delay to elevated trains. There are certain points, however, varying with the progress of the work, where single track operation on the elevated is made necessary. Work trains engaged in filling in the embankment, occupy part of the tracks, so that elevated trains have to run around them. A northbound train may have to stop a minute or two to allow a southbound train to clear the track and vice versa. These short delays are unavoidable, but when the work is completed the Northwestern Elevated will have additional trackage and will be in a position to give residents of Rogers Park and Evanston better service than they ever have had. By discontinuing the track elevation work and giving elevated trains the right of way during the hours of maximum travel, everything possible is being done to reduce the inconvenience of patrons to a minimum. It isn't the fault of the Northwestern Elevated, or of the steam railroad. It simply is one of those temporary inconveniences which every large public improvement creates.

Express Tracks to City Limits

WHEN the Milwaukee & St. Paul railroad completes its track elevation, the Northwestern Elevated will have an express track to Howard street. At the present time the express tracks terminate at Wilson avenue, so that the additional facilities will mean faster and improved service. That, however, is only one of the benefits which patrons of the Elevated will get. They will have modern stations in place of the temporary affairs now in use while the track elevation work is under way. Another improvement which will be welcomed by the thousands who live near the tracks, will be the elimination of the steam locomotives which the St. Paul railroad has used in the movement of freight. Those locomotives, puffing out their smoke and cinders and making a good deal of noise at all hours, have been disagreeable, to say the least, to families living near the right-of-way. Under the new arrangement the freight of the St. Paul railroad on that division will be handled entirely by electric locomotives of the North Shore Line, which are smokeless and noiseless by comparison. That is an improvement which residents of Edgewater and Rogers Park will appreciate. As has been said, the work is being pushed as rapidly as conditions will permit. The Elevated is urging the St. Paul road to make all possible haste and it is hoped to have the additional express track to Howard street in operation in a year from now, or sooner, if possible. The delay has been unfortunate for all concerned, but everyone understands that public improvements of all kinds were suspended during the period of the war, so that the nation's energies might be concentrated on the more important task. That condition held up the work so that it already has dragged over a much longer period than was expected when it was commenced. However, the benefits which patrons of the Elevated and the residents along the line will derive from the improvement, will more than compensate them for the unavoidable and unexpected delays.

Chicago-Wilmette Service Improved

THE operation of trains of the Chicago North Shore & Milwaukee Railroad into the heart of Chicago and around the loop, does not in any way interfere with service on the Elevated lines. That positive statement is made to allay any fears that patrons of the North Shore Line were being given direct through service at the expense of users of the Elevated. The facts are that residents of Wilmette and Evanston, who patronize the Northwestern Elevated, are actually getting more service than they did before the North Shore trains were run downtown. When the North Shore trains terminated their runs in Evanston, passengers for Chicago transferred to the Elevated at Central street. To accommodate those passengers special express trains were put in service, which were an addition to the regular Wilmette service. Those special trains were run every half-hour, to meet North Shore trains. Now that the North Shore trains run to the loop, no transfer is necessary and the special express trains could be taken off without any impairment of service. But as a matter of fact, the special trains have been kept in service during the morning and evening rush hours, solely for the convenience of patrons of the Elevated. At other hours of the day the special trains have been discontinued because there is no need for them. They were put on in the first instance for patrons of the North Shore Line and those patrons have no further use for them because they now have a direct through service. That does not look as if patrons of the Elevated suffered because of running the interurban trains downtown. On the contrary, they have gained to the extent of four special trains in the morning and three in the evening rush hours, which they no longer have to share with passengers of the interurban line.

North Shore Trains on Loop

SOON after North Shore trains began to operate on the loop, some criticisms appeared in the daily press that the interurban trains would add to the congestion and

delay traffic on the Elevated. Regular patrons of the Elevated have learned by this time that they have nothing to fear in that direction, but a statement of the facts may be of interest to them. There is plenty of room on the loop structure for all trains, interurban included, except during rush hours. The worst congestion is during the evening rush. While the evening rush extends from about 4:50 to 6:15 o'clock, there are only two ten-minute periods when congestion is excessive. Those periods are from 5:10 to 5:20 and from 5:35 to 5:45. Schedules of North Shore trains are arranged so that they do not touch the loop at either of those peak intervals. One North Shore train leaving Wabash and Adams at 5:30 o'clock follows the crest of one rush wave and precedes the next wave. It runs only on two sides of the loop and the interference it causes is imperceptible. As there are 55 trains of 306 northbound cars on the loop between the hours of 5 and 6 o'clock, one, two or three-car train makes little difference. The fact also should not be overlooked that the one interurban train going north in the rush hour carries passengers to north shore suburbs, many of whom otherwise would take an Elevated train to Evanston and there transfer to the North Shore Line. It will be seen, therefore, that the operation of North Shore trains on the loop does not inconvenience patrons of the Elevated, while the through service is a great benefit to many who work in the city and live in one of the north shore suburbs. The fact that the patronage of North Shore trains is growing steadily, proves that they are supplying a service that is needed.

Limited Trains Are Not Locals

HAVE you stood on the platform of an Elevated station and seen a North Shore Limited train go by with some empty seats and cursed because you couldn't get aboard? Some few have felt that way because those big steel coaches, clean and brilliantly lighted, with soft plush-covered seats certainly do look inviting. If they would stop to give the matter a moment's consideration they would understand

that a train cannot be both a Limited and a Local at the same time. Were it a steam instead of an electric railroad and they stood at a station waiting for a suburban train, they would not expect the Twentieth Century or the Broadway Limited to stop and carry them to the next station. The same rule applies to an interurban railroad. The service must be classified to meet the requirements of the traveling public. Passengers on the North Shore Limited trains are traveling between the city and points beyond the limits. They are paying for a fast through service and have a right to it. They could not get that if the trains gave a local service in the city. Chicago, Aurora & Elgin trains have operated over the Metropolitan Elevated tracks in the city for years, but they never have given a local service in the city. The case is exactly parallel to that of the North Shore trains running on the Northwestern Elevated tracks. Aside from agreements between separate companies when operating trains over each other's tracks, the thing is entirely impracticable if good service is to be maintained.

"KIDDIES FIRST"

Many rather amusing stories are told concerning the wholesale adoption of French orphans by the American doughboys. It was Company G, — Regiment of the U. S. Army, that sent the following telegram to the Red Cross Children's Bureau in Paris:

"Company G met Easter morning. We want to adopt a little boy of six, with blue eyes, the son of a man who fell at Verdun."

A little boy meeting the requirements was soon found, and his picture and history were sent to the soldiers. The fact that he boasted of two brothers and a sister was mentioned incidentally. Back came a telegram with all possible speed:

"Company G takes the whole bunch."

The tale is also told of how, just after a terrible retreat, a

wounded soldier entered the canteen at Beauvais, his head bandaged, and his cheeks stained with blood. The Red Cross worker turned from the line of children whose bowls she was filling to ask what she could do for him. "Oh, I can wait," was his answer. "The kiddies first please."

One is tempted to think that "kiddies first" is coming more and more to be the motto of the times. The old adage, "Children should respect their parents," is being challenged by the newer one, "Parents should respect their children."

Everyone knows of the splendid work of the Red Cross for the children of France and other war-stricken nations of Europe, but few people realize the extensive plans which are being inaugurated for child welfare and the relief of suffering in the United States. One can hardly believe

THE SPIRIT OF AMERICA



that for every white cross marking a Buddy's grave in France, there are eight little graves of babies who have died during the past year in our own country; and that, at the present time,

seventy-five per cent of the school children of the United States are handicapped by some physical defect.

Is it surprising that the Red Cross, inspired through its ex-

perience overseas, is now eager to help the "whole bunch" of kiddies at home; to educate every mother in household hygiene, home nursing and proper nutrition; to carry Public Health Nurses into every community; to conduct research work in the field of rural nursing and sanitation; in a word, to save American babies? Enlargement of the Junior Red Cross, extension of First Aid instruction, and systematic preparedness for disaster relief are other features of a clearly defined home service program.

These things will, of course, require a great deal of money. Fifteen millions is none too much. It is hoped to raise that amount through the coming Roll Call. Will you not join with thousands of others who are going to help in putting across the best Red Cross Roll Call ever heard?

HE THOUGHT OF OTHERS

HE was in uniform. On his breast he wore three medals and had three service stripes on his sleeve, denoting at least eighteen months of service overseas. One leg was gone. Probably it was left in France. He got on a Northwestern Elevated car that was a little crowded. Another soldier arose and offered his seat. Before taking the seat the first man looked at the other's legs and asked: "Are you all right yourself?" On being assured that he was, he sat down. Each one thought of the other.

If that spirit prevailed generally how much more agreeable would travel be on the Elevated. But it is exceptional. It is not an unusual thing to see a man, who has every outward appearance of being civilized, push a woman aside in order that he may reach a seat before she can do it. The law of the sea is "women and children first." The law of the seat in the rush hour appears to

be "get there first." If it is necessary to push a few women aside violently, the law of the seat says it must be done. Still we claim to be the most advanced people in the world.

ALL ARE WORKING MEN

Matthew Mills, assistant attorney general of Illinois, speaking before the "Our Country First" Conference in Chicago, gave this definition of "working man":

"I think that one of the great mistakes we make is that of constantly referring to the matter of labor and capital. We are constantly referring to the working man and the employer. We ought to get that out of our heads. I cannot run an engine, manufacture a piano, make a clay brick, but I am trying in a small way to throw legal bricks at unscrupulous men who are trying to sell worthless stocks to poor widows, and any man who says I am not a working man insults me. We are all working men, and the sooner we realize that the sooner we will get together as working men—the farmers, the manufacturer, the laborer, the retailer, the professional man and work together for our country and the sooner we are going to solve the problems that are now confronting us."

NEW RULES FOR EXPRESS-ING PACKAGES

New express packing rules, similar to those required for freight movement on the railroads, will go into effect on December 10, and express shippers are requested to prepare themselves for the new standards. The new packing requirements, which were recently approved by the United States Railroad Administration, were formulated to provide additional safeguards for merchandise sent by express. Heretofore, shippers have been

using all sorts of containers for express packages, but the new rules are expected to make the regulations uniform and thus provide business concerns with an even more reliable and speedy service.

Preparations are being made at local offices of the American Railway Express Company, which is the agent of the Government in handling the express business of the entire country, to put the new rules into effect on December 10, and to require a strict adherence to them thereafter. The express officials expect that in this way shippers will be induced to pay greater attention to their packing methods and to turn their business over to the carrier substantially packed and clearly marked, so that, with reasonable care on the part of expressmen, all traffic can be handled rapidly and with fewer chances of loss or damage in transit.

The rules, recently promulgated, will not permit the use of paper wrapping for packages over 25 pounds, nor of ordinary paper boxes, wrapped or unwrapped, when the weight of the package is over that limit. For shipments over 25 pounds, wooden containers, or containers of fibreboard, pulpboard or corrugated strawboard material are required. The cartons must be made of materials of specified "test strengths," similar to those required for the freight service, and the containers must bear the stamp of the manufacturers certifying that the material used is of strength required for the weight of the shipment carried in it, as called for in the rules.

OUR COURTESY COLUMN

NORTHWESTERN Conductor J. M. Phillips, badge 518, stands at the head of the column this month for courtesy and all around efficiency.

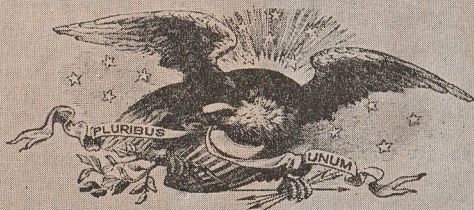
Two letters of commendation have been received on the efficient work of this employe. Both letters are more than usually significant. One patron writes that on entering Mr. Phillips' car it was well filled and two or three passengers were standing. Shortly after some left and the conductor called the attention of this particular patron to a vacant seat. The action caused the passenger to watch the work of the employe more intently than he otherwise would have done. He noticed an elderly gentleman enter the car carrying a suitcase, which he placed in the aisle. The conductor approached him and very politely offered to take care of the suitcase, carrying it out on the platform, thereby eliminating the danger of an accident.

The other letter shows a little of what a trainman sometimes has to contend with. A blind man entered the car and he evidently was a little sensitive about his affliction. When the conductor, Mr. Phillips, offered to assist him, he resented it, saying he was able to take care of himself. The conductor in a good natured way asked the blind man the station where he wished to get off. Again he was told by the blind man that he knew his station. He took the rebuff in a perfectly good natured way and went out on the platform. Then it seemed to occur to him that he had not told the blind passenger that he was the conductor. He went back in the car and quietly said he was the conductor and would be glad to assist the man off the train. His assurance seemed to satisfy the sensitive patron who gladly accepted his assistance.

South Side Trainman Fred Ward, badge 2195, is commended for attention given an elderly lady and assisting her to find a seat.

12995

War and Navy Departments United States of America



This Certifies that

Chicago Elevated Railroads

have assured the War and Navy Departments that they will gladly reemploy everybody who formerly worked with them, and left to serve in the Army or Navy during the Great War.



Lawrence B. Budd

Secretary of War

Josephus Daniels

Secretary of the Navy

Andrew Wood

Representing the War and Navy Departments

8-6821

DURING the war 651 employes of the Elevated Railroads entered military service. On their discharge every one who applied for work was immediately placed on the payroll. Britton J. Budd, president of the Elevated Railroads, issued an order to all department heads that when a returned soldier or sailor applied for his former position, he had to be placed on the payroll at once and under no circumstances was he to be told to "call again." The order was adhered to strictly in all departments. In cases where men had some personal affairs requiring attention they were allowed a reasonable time to attend to them before having to report for work.