

THE ELEVATED NEWS

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LUKE GRANT, Editor

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Why Travel on the "L" Is Safe

THE thousands of passengers who daily use the "L" are so accustomed to being carried to their destination without mishap that they have possibly never given a thought to the organization that is constantly working, day and night, to insure their safety.

The record which the Chicago Elevated Railroads have made for the safety of passengers and employes is the result of painstaking efforts and of co-operation between the employes and the management. Educational work is carried on continuously and systematically through the Safety Department of the roads, under the direction of a Safety Engineer, who devotes his entire time to the work.

The organization for accident prevention work is thorough. Each department, on each of the roads, has a separate "safety committee" of its own, selected from the employes in the particular department for a term of four months. These committees meet at regular intervals during their working hours. Employes are invited to submit suggestions to the safety committee in their department and all such suggestions are considered carefully in the meetings of the safety committees and, when practical, are adopted and put into effect. During the year 1921, 977 safety suggestions were acted upon by the various committees, 709 of them being approved.

In the last year 427 safety committee meetings were held, which will give an idea of the systematic character of the work. In the same period, 240 employes served on these safety committees, thus receiving a valuable education in accident prevention. The result of this educational work is shown in the low accident rate among the employes on the elevated and in the safety of the traveling public.

Railroad work is generally conceded to be hazardous to the men engaged in it. In addition to the ordinary hazards on steam railroads,

the men working on the tracks and structure of the elevated roads, have to guard against the constant danger of the deadly third rail. In spite of this hazard, the records for 1921 show that elevated cars ran 56,134 miles for each employe who was injured. That means that an elevated car ran a distance greater than twice around the earth at the equator, for every employe who sustained an injury. In considering that remarkable record it should be understood that it includes trivial injuries, as well as those of a more serious nature which involved loss of time. The system of reporting all injuries to employes, and the attention given to the most trivial is so thorough on the elevated lines that of the total accidents reported among employes only one in five involved the loss of time.

Putting the record in another way, fifteen employes were injured for each 1,000,000 hours worked, which, on an eight-hour day basis, means one accident to an employe for each 8,333 days. In a hazardous occupation, like railroading, that record stands as a wonderful tribute to the educational work carried on by the Chicago Elevated Railroads to eliminate accidents of all kinds.

The public can be of great assistance in furthering this safety work, by exercising care in entering and leaving cars, by being careful to keep clear of closing doors and gates and by heeding the warning cautions given by trainmen.

Better Late Than Never

THE following letter, received by the superintendent of the Metropolitan, from a small town in New York, indicates that if old Diogenes should return to earth, he might, perhaps, find an honest man in that state.

"About three years ago I was stranded in Oak Park, and not having carfare, I begged a ride on the Elevated. I remember an elderly man who worked as a ticket agent, paid my way and I promised to repay him as soon as I got home. Having so far neglected to keep my promise, I thought the least I could do would be to settle up, hence the enclosed quarter in the middle of the cardboard. It may be that I got on at Austin avenue, if so, I would appreciate your forwarding

my fare to the old man there.

"Yours truly,
"Robert E. Sheridan."

Probably the delinquent was reminded of his obligation when filling out his income tax schedule. Anyway, Agent E. E. Dau at Austin avenue got the quarter.

Commonwealth Edison Map

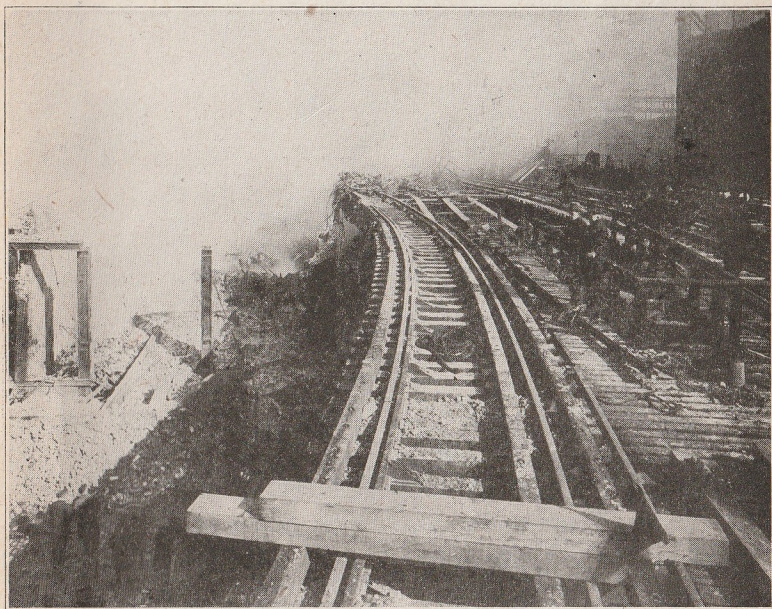
The largest map ever made in Chicago, 26 by 10 feet, hangs in the Dearborn Street window of the Edison Building and it shows, among many other things of which the company is proud, the 26,265 stockholders in the city, a pin indicating the spot where each lives. There is attached an alternating electric apparatus, known as a flasher, which lights up at intervals and in succession scores of various sized and differently colored bulbs, showing the generating plants, service stations, gauges, etc.

WONDERFUL EFFICIENCY SHOWN IN EMERGENCY

**"L" Roads Make Record Time In Restoring
Service Following Big Canal Street Fire.**

EFFICIENCY of the Elevated Railroads Organization was demonstrated in remarkable degree, following the conflagration which destroyed the block bounded by Jackson, Canal, Van Buren and Clinton streets on the morn-

Hours before the heroic efforts of the city firemen had checked the flames, and in the midst of toppling walls, blinded by smoke and scorched by the intense heat, scores of workmen and officials of the Elevated Railroads, risked



How Structure Looked When Repair Work Started

ing of March 15. The speed with which the damage to the elevated structure was repaired, so that the public might be provided with service, has been commented upon favorably by many who witnessed the destruction.

their lives in the service of the public. They had no thought of themselves, their one desire being to get trains running for the accommodation of those who depend on that line for their means of transportation.

It was 1:15 o'clock in the morning when the power on that section of the Metropolitan was turned off by orders of the City Fire Department. Immediately telephone calls were sent to the homes of officials of the company, foremen and others and by 3 o'clock all engineers and foremen were on the job, including Britton I. Budd, president, and B. J. Fallon, general manager.

one span of stringers was gone in the second and third track and all rails and ties destroyed. On the fourth track, on the south side of the structure, while the girders and stringers were not damaged, the ties and rails were gone for a distance of 455 feet. The north platform, canopy and stairways were completely destroyed, including the steel platform girders. On the south platform all the



Canal Street Station, Metropolitan "L"

At that hour the fire was at its height, every available piece of fire-fighting equipment in the city fire department attacking the flames. In spite of the smoke and intense heat, engineers of the Elevated Railroads made a careful inspection of the damage to the structure. The falling walls had bent and twisted the main girders and stringers in the north track, ties and rails were entirely gone for a distance of about 475 feet,

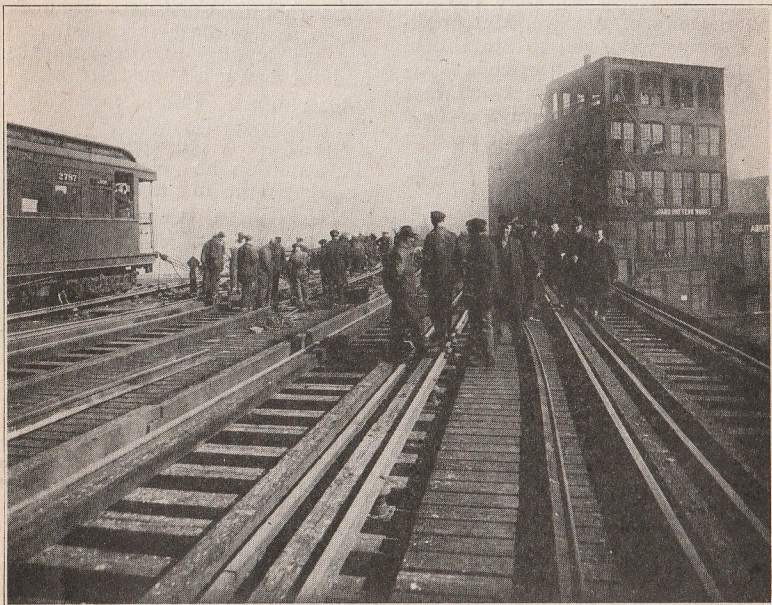
woodwork was burned, one steel platform girder destroyed and the canopy wrecked. The station building on Canal street and the stairways leading to the platform were completely destroyed.

Following the survey of the damages by the Elevated engineers and while the flames were still raging unchecked, plans were hurriedly made for making repairs so that service might be resumed. Complete plans and specifications

for new structural steel were prepared and in the shops of the company before 8 o'clock in the morning. The order for the new steel girders, which could not be fabricated in the company shops, was placed within a few hours and work on them started by an outside firm.

By 5 o'clock a force of 200 men were on the job. Four work-trains loaded with ties, rails,

Thursday afternoon a third track was ready for the rush-hour service and a regular schedule maintained into the Wells street terminal. It took several days to get the fourth track replaced, on account of the new girders, but the inconvenience to the public was not great with three tracks in operation. Both platforms, which were completely wrecked, were rebuilt and ready for service by



Trains Operated Fifteen Hours After Blaze Began

guardrail and other needed material, were hurried to the spot and at 5:30 o'clock the work of clearing the wreckage began. Two tracks were ready for service for the evening rush hour on the same day the fire started, and while the ruins were still smoldering, with fire engines playing streams of water on the wreckage. The work went on continuously day and night, the elevated forces taking no rest or sleep and by

Friday afternoon, within two days of the time they were destroyed.

The record speed is a tribute to the efficiency of the elevated organization, for it was not a small job that had to be done and it was done under the most trying circumstances. The track which had to be replaced amounted to 1,600 lineal feet and 1,200 new ties were used. The guardrail replaced measured 6,000 lineal feet and more than ten tons of new rails

were laid. More than 400 feet of new station platform was completely rebuilt, with both stairways leading to Clinton street.

While the engineering department was busy repairing the damage, the transportation department performed a remarkable service in diverting traffic and getting passengers into the downtown district. In the early hours of the morning, up to 5 o'clock, on the day of the fire, Metropolitan trains were run to Marshfield only. At 5 o'clock service was installed to Halsted street and that plan was followed until 5 o'clock in the afternoon, when the regular loop service was resumed. Meanwhile five 5-car trains of the Northwestern Elevated were put into service on Lake street, running between the loop and the Lake Street Transfer on the Oak Park line, to take care of passengers transferring from the Metropolitan.

Trains of the Aurora, Elgin & Chicago Railroad operated as far as Halsted street, until 8 o'clock on Thursday evening, the second day after the fire occurred, when their regular service was resumed.

The fire has been called the worst that has visited Chicago since the conflagration which destroyed the city in 1871 and the force of the blow stunned the firms which were burned out. Not so with the Elevated Railroads. It was a severe blow to them, also, but the public had to be given transportation service, and the elevated organization set about restoring that service, while the structure was still hot and enveloped in smoke.

June Bride—"I would like to buy an easy chair for my husband."

Salesman—"Morris?"

June Bride—"No, Clarence."

OUR COURTESY COLUMN

LETTERS commending the following employes have been received in the last month:

Northwestern Trainman E. H. Malone, badge 1394, is commended for giving directions to a passenger.

South Side Conductor John M. Feigh, badge 2069, is commended for his loyalty to the company and for being a "booster."

Oak Park Conductor Elijah Ferguson, badge 6094, is commended for his courtesy and for the attention he gives to old and young people in particular.

Metropolitan Conductor Paul Scalese, badge 4279, is commended for his courtesy and for finding seats for passengers.

Northwestern Trainman W. J. Attwood, badge 1496, is commended for finding seats for passengers, drawing the shades on the sunny side of the car, his clear enunciation, and for the cheerful manner in which he performs his work.

South Side Trainman Lewis Brown, badge 2054, is commended for his distinct enunciation and for courtesy.

Oak Park Trainman E. J. O'Brien, badge 6176, is commended for his clear enunciation of station names and for his politeness.

South Side Trainman William Buckley, badge 2986, is commended for his obliging manner, his excellent station calling, and the interest he takes in finding seats for standing passengers.

Northwestern Trainman R. T. Richardson, badge 1614, is commended for the assistance he rendered a blind man on his train.

Northwestern Trainman R. W. Latimer, badge 714, is commended for courtesy and neatness.

South Side Trainman William S. Sims, badge 2712, is commended for finding seats for standing passengers.

Metropolitan Trainman L. Steinbrecher, badge 4150, is commended for his care in directing passengers transferring at Lake Street Transfer.

Metropolitan Trainman Oscar Brackin, badge 4171, is commended for his courtesy and good humor.

Metropolitan Trainman H. Bach, badge 4192, is commended and thanked for returning a purse to a passenger who had left it on his train.

Northwestern Trainman D. M. Farrell, badge 1355, is commended for finding a seat for a passenger, and for courtesy and distinct enunciation.

Metropolitan Trainman Walter Corda, badge 4369, and Agent Miss Mae Hogan are commended for the assistance they rendered in recovering a passenger's handbag.

Edwin Steffin, Northwestern Lost Property Clerk, is commended for his courteous assistance in locating a lost bag.

Metropolitan Trainman W. Palke, badge 4360, is commended for restoring to the owner a hat that had been left on his train.

Metropolitan Trainman Edward Fickenworth, badge 4022, is commended for promptly returning to the owner a package of important papers that had been left on his train.

South Side Trainman James Butler, badge 2245, is commended for finding a seat for a woman who was standing.

Northwestern Trainman M. Gara, badge 1764, is commended for finding a seat for a passenger.

Oak Park Trainman J. E. Hutton, badge 6243, is twice commended for giving directions to passengers.

Metropolitan Trainman P. Van Gampelaire, badge 4367, and

Agent Kirby are commended and thanked for their prompt assistance in restoring a bag containing money and valuable papers.

South Side Trainman Albert C. De Witt, badge 2863, is twice commended for finding seats for standing passengers and for distinct calling of station names.

Northwestern Trainman Harry Ericksen, badge 1187, is commended for promptly turning in a cash box that had been left on his train.

Metropolitan Trainman J. Marsalek, badge 4419, is thanked and commended for turning in a watch that had been lost on his train.

Miss Alice Cusic, Information Clerk in the main office, is commended for assisting in restoring a lost package to the passenger who left it on a train.

Northwestern Trainman E. Lambrecht, badge 1157, is twice commended, once for his courtesy and once for finding a seat for a standing passenger.

Oak Park Trainman Joseph Prielozney, badge 6222, is commended for courtesy and distinct enunciation.

The Lost and Found Department of the Northwestern is commended and thanked for promptly forwarding to the bank a check which had been found on a train.

All Mixed Up

Cross-eyed Judge lines all three cross-eyed prisoners before him charged with disturbance.

"What's your name?" he asks the first man.

"Jim Dugan," says the second. "I didn't ask you," says the Judge.

"I didn't say anything," answered the third.

A message from the railroad section foreman to the roadmaster read:

"No. 6 did not whistle. Send me a new hand-car."

SERVICE TO YOUR DOOR

Fast Limited Trains now operate hourly from Dorchester Avenue at 63rd Street to Milwaukee and intermediate cities over the

North Shore Line

Stopping to receive and discharge passengers at University, Cottage Grove, South Park, 43rd Street, Roosevelt Road, Adams and Wabash, Randolph and Wabash and Grand Avenue.

Full information from any Ticket Agent on the Elevated.

Chicago North Shore & Milwaukee Railroad