

THE ELEVATED NEWS

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A Well Equipped Hospital on Wheels

THE Chicago Elevated Railroads have made a record for the safe transportation of passengers, which places them in the foremost position among transportation companies. It was on the Chicago Elevated Railroads that the phrase "Watch Your Step" originated some fifteen years ago. Today it may be heard in every city in the country.

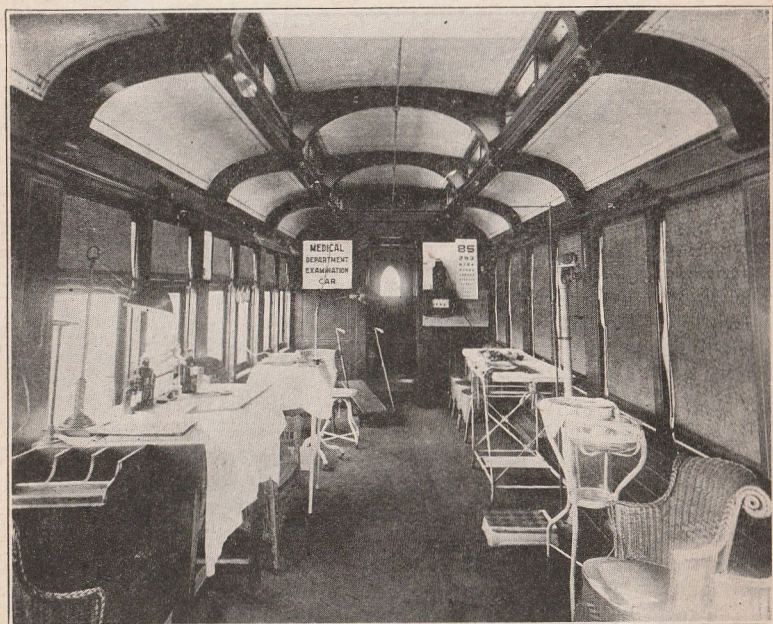
But the "safety first" idea on the Chicago Elevated Railroads is not confined to passengers alone. No transportation company in the country can show a better record in the way of eliminating accidents among employes and in guarding their health and welfare. That phase of the activities of the Elevated Railroads is little known to the hundreds of thousands of passengers who daily use the lines.

Recently the Medical Department of the Elevated Railroads has been making a survey of the physical conditions of the employes. Men in train service, especially motormen, must be examined periodically, for the safety of the public demands that the man who operates a train must be in good physical condition. Failing vision, a weak heart or a general rundown condition might result in a serious accident, so that the Medical Department is required to see that employes are at all times physically fit to perform their duties.

To save employes the inconvenience of going to the Medical Department to be examined at stated intervals, a special car, fitted up as a complete laboratory, is run over the lines, lying up at the various terminals, while a staff of physicians examine the men as they come in at the end of their runs. The medical car serves a double purpose in making such trips. Should any employe meet with an accident in the vicinity in which the car is stationed, he is

given medical attention at once, for the car carries at all times a full line of medical supplies. That is in addition to the First Aid Stations, which are located at designated points on all the lines, there being at the present time 135 such stations on the system and the number is being gradually increased.

A short time ago the medical car was lying at a terminal and its white interior attracted the attention of a man waiting on the platform. It happened that the Chief Surgeon of the Medical Department was locking up the car for the night and the man on the platform asked him what the car was for. Dr. Fisher explained its



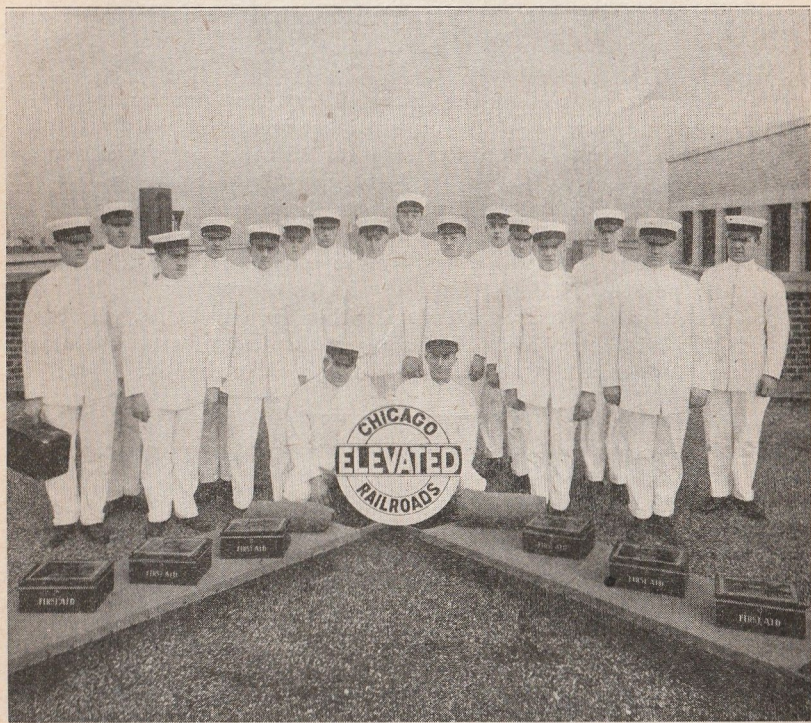
Medical Car, Chicago Elevated Railroads

purpose and asked the man if he would like to go through it and examine the various appliances. He readily accepted the invitation, as did two other men who were on the platform at the time.

After the inspection of the car one of the men remarked that he had no idea that the Elevated Railroads maintained such facilities for the benefit of their employees. "I see where a part of our fare goes," said the man, "and I consider it money well spent. I shall pay my fare more cheerfully in the future."

Although the medical examinations are thorough, that does not mean that a man who does not come up to the physical require-

ments is discharged from the service. He is transferred to some other kind of work temporarily. Should a subsequent examination show that he is fully recovered, he is reinstated in his former position. If his ailment is of a permanent character, which renders him unfit for the kind of work he is doing, he may be transferred to a different department where the nature of the work is different. The character of the work is always considered in connection with the physical fitness of the man.



First Aid Team, Chicago Elevated Railroads

Another phase of activity on the Elevated Railroads, of which little is known by the public, is the organizing and training of a First Aid Team. This team is composed of 20 men, specially selected from the various departments and given a thorough course in First Aid work. They have been thoroughly schooled on the Schaefer prone method of resuscitation in case of electrical shock; they have been taught how to treat burns, cuts, fractures and other forms of injuries and on several occasions members of the team have been instrumental in saving life.

It is through such systematic work in constantly guarding the health of employes, seeing that they are at all time physically fit to perform their work, giving immediate medical attention to the most trivial injury sustained by an employe, that the Chicago Elevated Railroads have made such a wonderful record in the elimination of accidents.

Advantage in Buying Evanston Coupon Tickets

EVANSTON patrons of the Elevated can save money by purchasing in quantities the coupon ticket in use on the Evanston division. These tickets are sold for 13 cents each, while the cash fare to Evanston is 17 cents. One part of the coupon ticket is good at any station on the system and the other portion is good when presented to the collector at Howard street in either direction.

This coupon ticket was issued by the roads, so that the regular Evanston passengers might have the same convenience in buying tickets that is enjoyed by passengers within the city limits, who buy tickets for $8\frac{3}{4}$ cents each. The coupon tickets may be procured in any quantity desired, at any elevated station ticket booth.

RESTORING DEVASTATED FRANCE

IN THE Good Will Delegation Election, for the purpose of restoring devastated France, the Chicago Elevated Railroads have entered Mrs. Ollie M. Milne, as a candidate capable of representing, not only the elevated roads, but the city of Chicago.

Mrs. Milne is a typical American woman. She is the widow of a former official of the Elevated Railroads and is employed in the capacity of Supervisor of Welfare among the women employes. Mrs. Milne was born in Peoria, Ill., but has lived in Chicago since she was five years old. She is a graduate of Lewis Institute and of the Bush Temple Conservatory of Music and has many times appeared in public as a singer at concerts.

Mrs. Milne is very popular

among the women employes of the Elevated Railroads, as indeed she is with every one with whom she comes in contact, because of the wonderful personality she possesses.

Practically everyone in Chicago will desire to contribute something to such a worthy cause as the restoration of France from the devastations caused by the late war. Every cent contributed in the form of buying votes will be devoted to the restoration of France. The expenses of sending American women to France, to visit personally the devastated regions will be met in other ways, as no part of the funds contributed can be used for that purpose.

Help restore France to its

former beauty and fertility by voting for Mrs. Ollie M. Milne. Votes are only 10 cents each. Any

contribution and give you an official receipt, or you may send your contribution to the office of



Mrs. Ollie M. Milne, Supervisor of Welfare, Elevated Roads

ticket agent of the elevated railroads will be glad to accept your

THE ELEVATED NEWS, Room 1105,
Edison Building.

OUR COURTESY COLUMN

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

Northwestern Trainman William Phelin, badge 979, is commended for his courtesy in pointing out places of interest and for his careful directions to an elderly woman.

South Side Trainman Jerome Mooney, badge 2472, is commended for requesting seat hogs to move over and make room for standing passengers, and also for his clear enunciation of stations.

Northwestern Trainman D. C. Ronan, badge 666, is commended for finding for a passenger a seat in the next car.

South Side Trainman Daniel Cronin, badge 2127, is commended for finding seats for a number of passengers.

Northwestern Conductor W. Hoos, badge 1743, is commended for turning in a pair of glasses left on his train.

South Side Trainman Silas B. Lynch, badge 2663, is commended for his courtesy and for finding a seat for a standing passenger.

Northwestern Trainman George W. Irely, badge 1171, is commended for the efficient manner in which he does his work and for finding seats for passengers.

South Side Trainman Martin J. Melody, badge 2951, is commended and rewarded for returning a purse containing a large sum of money that was lost on his train.

Northwestern Conductor C. S. Larson, badge 572, is commended for distinct calling of stations and for finding seats for women passengers.

Oak Park Trainman H. A. Franke, badge 6148, is commended for his courtesy, efficiency and distinct enunciation.

Northwestern Trainman J. E. Conlon, badge 1656, is commended for advising a passenger where he could change cars to save time.

South Side Lost Property Department is commended for prompt attention in notifying a bank of the loss of a pocket-book containing a check on the bank, thus locating the owner of the purse.

Northwestern Trainman P. J. Sullivan, badge 1288, is commended for finding and turning in a valuable pair of field glasses left on his train.

South Side Trainman John C. Bennett, badge 2936, is commended for his courtesy and for clear enunciation of station names.

Loop Agent J. H. Gerlach is commended for returning a ticket to a passenger who had given him two tickets.

South Side Conductor J. J. Kelley, badge 2865, is commended for the assistance he rendered an intoxicated passenger.

Northwestern Trainman C. S. Larson, badge 572, is commended for his neat appearance, attention to duty and willingness to answer questions.

South Side Conductor John Heim, badge 2327, is commended for assisting a blind passenger.

Northwestern Trainman Cecil Ten Eyck, badge 1440, is commended for distinct enunciation, for his courtesy and unfailing good nature.

Metropolitan Conductor Paul Scalese, badge 4279, is commended for his politeness and for distinct calling of stations.

South Side Trainman George Beyer, badge 3053, is commended for drawing the shades on the sunny side of the car and for finding a seat for a passenger.

Oak Park Trainman J. Tobin, badge 6054, is commended and rewarded for finding and turning in an umbrella which a passenger had left on his train.

South Side Trainman Charles

B. Curry, badge 2647, is commended for requesting passengers to move over in order to make room on the seats for standing passengers.

Oak Park Trainman L. S. Weber, badge . . . , is commended and rewarded for turning in a purse which he found on his train.

Northwestern Trainman Edward S. Jackson, badge 1691, is commended for his politeness and consideration.

South Side Trainman Charles G. Curry, badge 2647, is commended for finding seats for standing passengers.

Vacations and Week End Trips

ARE you planning your summer vacation or a week end trip where the fishing is good, among the lakes of upper Michigan? If you are the following information may be helpful.

Arrangements have been made between the North Shore Line and the Pere Marquette Line steamers, through which round-trip tickets from Chicago to Ludington and Manistee can be obtained at an exceptionally low rate.

The round trip rate from Adams and Wabash on the North Shore Line is \$9 to Ludington and \$10 to Manistee, Mich. Excellent connections are made between North Shore trains and Pere Marquette steamers at Milwaukee, so that the tourist may leave Chicago late in the afternoon and be in either Ludington or Manistee early the following morning.

The through rate charge includes the transfer from train to boat at Milwaukee so that the excursionist has nothing to worry about from the time he boards a North Shore train on the Loop, until he arrives at his destination early next morning.

As showing the economy and

convenience of this method of travel, let us suppose the excursionist leaves Adams and Wabash on the Interstate Limited at 4:45 o'clock on Friday afternoon. A dining car is attached to the Interstate Limited and the traveler may enjoy an excellent meal while speeding to Milwaukee. He arrives in Milwaukee at 6:55 o'clock. A steamer leaves every evening for Ludington and Manistee, at 8 o'clock standard time. The boat arrives in Ludington at 5 o'clock and at Manistee at 7 o'clock the following morning. A passenger may leave Chicago on the 6 o'clock Milwaukee Limited from Adams and Wabash and be in Milwaukee in time to connect with the steamer, owing to the difference in the time, as all North Shore trains operate on daylight saving time.

At Ludington is located Hamlin Lake, known to fishermen as one of the best of the upper Michigan lakes for black bass and pickerel. Hamlin Lake is well supplied with hotels, among them being the Bugg House, Griswolda Inn, Piney Ridge, Saubelle Inn, Camp Arcadia, Point Comfort, Pleasant Hill, Bluff Beach and Grand View hotel. Rates at these hotels run from \$17.50 to \$25 a week and the daily rates are equally reasonable.

At Manistee the tourist is convenient to Lake Onkama, another fisherman's paradise. This lake also is well supplied with hotels, among them being Portage Point Inn, Onkama Hotel, Glenwood Resort, Camp Delight, Lake View Cottage and Chicago Cottage. The rates are \$2.50 and \$3 a day.

Tourists contemplating this trip can make steamer reservations at the North Shore Station at 209 S. Wabash avenue. Space on the steamer will be reserved daily until 5 o'clock in the afternoon.

Spend Your Vacation

At One of the Many Cool Lake Retreats
in Upper Michigan, Reached Over Night
on the

NORTH SHORE LINE

And PERE MARQUETTE LINE STEAMERS

Very Low Excursion Rates

Round Trip Through Tickets by Rail
and Boat, Good for 15 days, From Chi-
cago to Ludington, Mich., \$9.00; to
Manistee, Mich., \$10.00.

Steamer Reservations Made at North
Shore Station, 209 So. Wabash Avenue.

Chicago
North Shore & Milwaukee
Railroad