

OCTOBER NUMBER

# THE ELEVATED NEWS

SAFETY

SERVICE

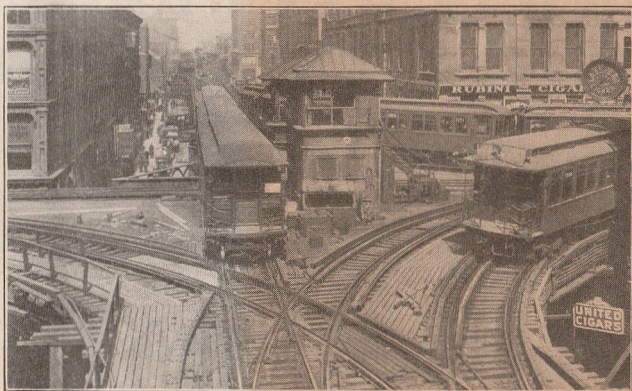
COURTESY



SAFETY

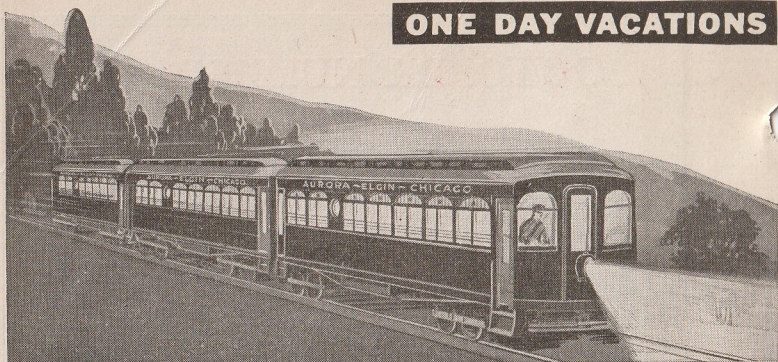
SERVICE

COURTESY





## ONE DAY VACATIONS



You are always taking advantage of bargains in clothing, food, fuel, amusements—don't you know that a holiday away from city smoke and gases and pavements is just as important to your well-being as good food, pretty clothes and amusements?

*Then, why not take advantage of this bargain and have one more holiday before snow flies?*

Take our Panhandle trip—110 miles through the lovely red and gold autumn woods and fields of the Fox River valley—110 miles for \$1.25.

## SUNDAY EXCURSIONS in October 75c Round Trip

Trains leave Fifth Avenue Terminal (near Jackson Boulevard and Quincy Street Station, Union Loop).

**For Aurora and Batavia, 8:35 a. m. For Elgin, 8:50 a. m. For St. Charles and Geneva, 9:20 a. m.**

All trains stop for passengers at Marsfield Avenue and Laramie Avenue.

*Phone Wabash 5048 for information and illustrated folders.*

**Aurora, Elgin & Chicago R. R.**  
*The Fox River Valley Route*



# THE ELEVATED NEWS

SAFETY

SERVICE

COURTESY



SAFETY

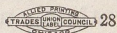
SERVICE

COURTESY

---

Volume III

OCTOBER, 1916



Number 1

---

## WATCH YOUR STEP

**"The Safety of Passengers Must Be the First Consideration  
of Every Employee in the Train Department"**

These words form the introduction to the Standard and Safety Rule Book of the Chicago Elevated Railroads. One of these books is placed in the hands of every new man accepted for the train service.

The applicant is required to familiarize himself with more than 400 important rules which the Standard Book of Rules contains, and is also required to serve an apprenticeship on the trains, under the jurisdiction of a capable conductor, for a period of from seven to ten days before the handling of the public is entrusted to his care.

Experienced employees in the train service before being advanced to the position of motorman are required to serve an apprenticeship covering a period of several months in which trips are made over the line under the jurisdiction of a capable motorman. It is only after this period that the new motorman is allowed to individually operate a train.

All transportation employees are instructed and examined by competent service inspectors and they are required to have an absolute knowledge of the work they are to perform before being allowed to actually work for themselves. Rule Number 1 in the book of rules reads as follows:

"All employees must exercise constant care and vigilance to prevent injury to passengers or destruction to property, and in all cases of doubt must take the safe side." The Company is sincere in the enforcement of this rule; the employee is sincere in obeying the rule.



To complete the triangle we turn to the public and ask what consideration and assistance passengers are giving? It is the desire of the Chicago Elevated Railroads and its employes to reduce to the minimum all unnecessary accidents and we feel that through the co-operation of the traveling public great results may be obtained. Over 90 per cent of accidents are avoidable.

There are many ways that the traveling public can assist in the safety work, which will be beneficial not only to the management but to themselves alike. No doubt you have noticed trainmen stop passengers from stepping from one car to another while the train is rounding a curve. If you have, you have observed an employe that is following the rules of the Company and the rules of safety. A trainman when standing between the cars handling passengers at a station is instructed not to allow other passengers to pass behind him.

Do not attempt to board a moving train. We have had more fatal accidents from this practice than from all other causes combined. When on a train never attempt to pull the gate open to alight, even though the train has not yet started. Do not stand close to car gates so that the operation of these will be interfered with. Do not place your hand against car doors or take hold of the door jamb for support. Someone may close the door on your fingers. Never enter or ride in the enclosed type of motormen's cab. These cabs are for the use of motormen only.

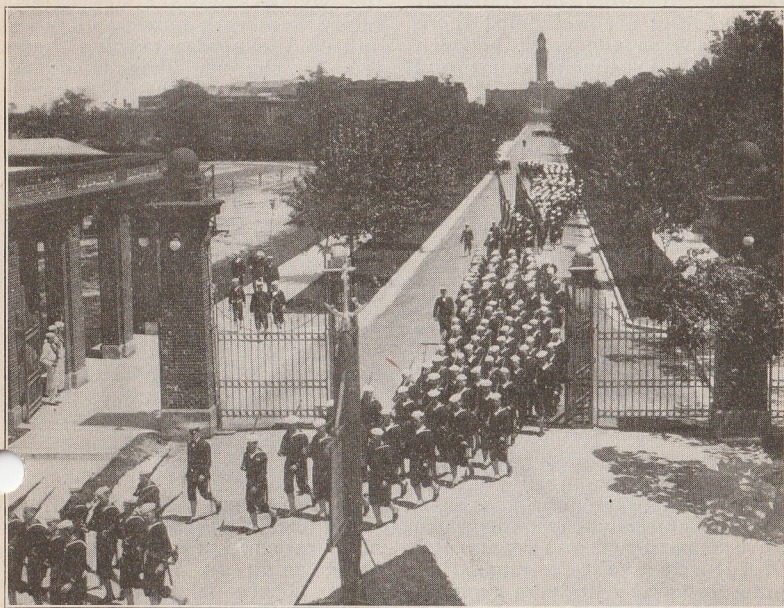
It has been observed that some unthinking persons rush to the rear end of the train and alight, leaving the gate open behind them. In no case should a passenger ride on the rear platform. In going up or down the station stairs, do not run. You may slip and receive a serious injury. The time you may lose in being careful is time well spent. Do not rush or jam when boarding or alighting from trains. Remember that in large crowds there are numerous women and children, and while we are conducting transportation on land and not on sea, we would recommend the sea slogan: "Women and Children First."

It has been found necessary, at the various stub terminals, to keep the windows of all cars closed while trains are entering these stations. Boys and men would deliberately jump through windows while the train was still running at a high rate of speed, these passengers showing no interest in their own safety or the safety of passengers on the station platform. Another dangerous habit is the placing of suit cases and large bundles in the car aisles. This is a violation of rules.



The Chicago Elevated Railroads has been conceded by the American Museum of Safety to be the most safely operated elevated railroad in the United States and the second safest electric line in the United States. Therefore, we feel that the members of the "Elevated Family" should be glad and willing to place their shoulder to the wheel and co-operate in every way to make the Elevated Railroads the SAFEST electric transportation line in the United States. In asking this, we feel that we are not imposing a hardship on anyone.

The fewer the accidents the better the employe feels, the fewer the accidents the better the Company feels. Why should not the same apply to the traveling public? Surely the passengers should be as much interested in their own welfare as anyone else.



Great Lakes Naval Training Station

### TORPEDOES AND GUNS AT LAKE BLUFF

The first thing that strikes the eye of the sight-seer as he descends from the Chicago, North Shore & Milwaukee electric at the Great Lakes Naval Training Station, between Lake Bluff and North Chicago, is a big White-

head torpedo standing on its tail in front of the main gates of the reservation. It is no more than a peaceful signpost now, but in its day, if it had had a chance, it could have blown the bottom out of a cruiser. Beyond the torpedo one sees big iron gates, a sentry in white or blue pacing



back and forth, a long driveway and, back of all, a cluster of buildings from which rises a fine tower. It is here that Uncle Sam trains youngsters to become seamen in the navy.

The sentry at the gate, with his rifle and belt pouches stuffed with cartridges, may look rather repellant to any Chicagoans who pick out some fine Indian summer afternoon this autumn to ride out on the Evanston "L" and the Milwaukee electric to visit the training station. But do not be alarmed. No less a person than Commander Moffett, U. S. N., commandant at Great Lakes, is authority for the statement that visitors are welcomed there every day in the week between 8 o'clock in the morning and sundown.

Having plucked up courage to pass the sentry at the gates, and the guard house immediately behind them, one comes upon many interesting things. First away there is an example of the power of the big guns. On either side of the road are plates of armor pierced by six and eight inch shells. The big bullets have gone through the steel as if it were cheese. Yet it is so hard that you could not make a mark on it with a file.

Further on one comes in among the quarters; handsome brick buildings arranged around the parade grounds and drill and athletic fields. Here one sees cannon, old and new; more torpedoes have been turned into ornaments; Nordenfelt volley guns, big smooth-bored Rodman guns—the tools of war are on exhibition everywhere.

Over at the south side of the field rise the Eiffel-like towers of the wireless plant. Who would believe that the operator in the little office at their foot daily hears the Germans talking of the war? Even Japan is audible to the great radio ear. The towers are 400 feet high, stand 600 feet apart and sustain an antenna, consisting of 11,000 feet of spe-

cial phosphor bronze wire. Messages can be sent 4,000 miles.

Across the parade from the wireless stands the big drill hall. Here one may see the 'prentice Jackies at infantry drill, or operating the field pieces for landing work or sighting the big rapid-fire rifles that frown down from the balcony deck at either end of the hall. One may even peer through the sights of one of these guns and help maneuver it until the muzzle bears upon the ship target that hangs midway of the hall, and presents the exact appearance of a man-o'-war two miles distant. Tuesday evenings the young sailormen are entertained here with moving pictures and on Wednesday evening there is roller skating. Friends of the Jackies also skate at certain hours.

Perhaps the best time for invading Great Lakes is of a Wednesday afternoon at about half past three o'clock. Then the weekly dress parade begins and lasts an hour. There is music and the whole ship's company is out in its best. No visitor to the station should miss the boat drills. Lake Michigan lies below the windows of the officers' quarters along the bluff. The boats are out in almost all weathers. The sightseer also usually finds interest in artillery drill, signal drill, company drill on the main parade ground and rifle practice on the automatic self-scoring target range. The hour for the drills changes so that there is something going on almost all the time. There is occasionally a sham battle, which, of course, is most interesting. The 'prentice boys amuse themselves, also, and furnish good sport for the visitor, by boxing matches and baseball and football games.

The Great Lakes Naval Training Station was officially opened on July 1, 1911. It stands on ground presented to the government by the Commercial Club of Chicago. The cost of the station has been \$4,000,000. It is de-

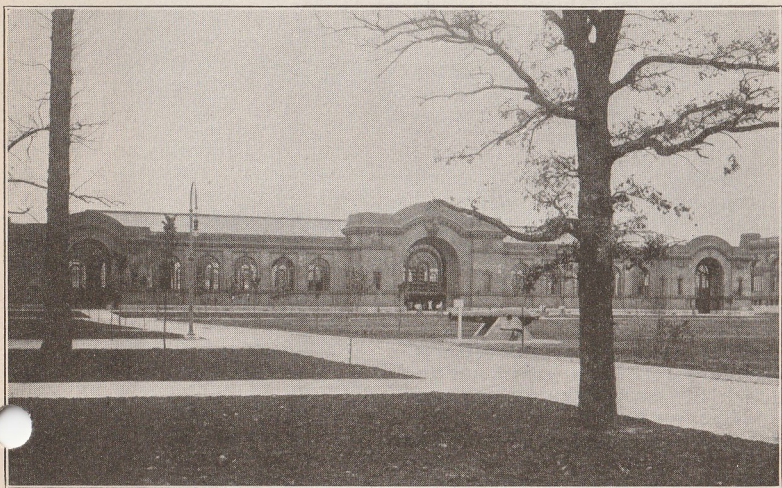


signed for a complement of 1,500 apprentice seamen, with officers and instructors. The number of men can be increased by another thousand with small additional expense.

The men themselves form the most interesting thing at the station. They come into Great Lakes from a wide territory, in fact almost all the states of the Mississippi basin. The complement is composed of youths and young men between the ages of seventeen and twenty-five. Lads are taken as apprentices between seventeen and twenty-one and occasionally, by special arrangement, at a younger age. The

a busy day, but one which is pleasant by reason of its variety. They are up at 5:30 a. m., engage in cleaning themselves, their clothes and the camp or station until breakfast at eight; put in the day until 3:15 p. m. at drills, studies and instruction; give the remainder of the afternoon to swimming, athletics and other amusements; and are piped to their hammocks by 9 p. m.

The Great Lakes station is very easily reached from all parts of Chicago. Evanston express trains on the Northwestern "L" take the visitor to Central street, Evanston. There he boards one of the trains of the Chicago, North



Drill Hall, Great Lakes

older men at the training station are sent there for instruction because they do not know any trade useful aboard ship. All boys and men enlisted must be American born or have full citizenship. The navy now has a higher percentage of citizenship than the public ashore.

The navy maintains four training stations, the others being at Newport, Norfolk and San Francisco. The apprentices put in

Shore & Milwaukee, and is whisked through the pleasant North Shore towns, past Ravinia Park, Fort Sheridan and Lake Forest, to the naval reservation in less than an hour. Trains run every fifteen minutes.

---

The "L" has its root in the Loop, whence its twelve branches spread in every direction.



## THE ROLL OF HONOR

This clearing house of courtesy is having its effect. A trainman is courteous to a passenger. The passenger reports this courtesy and efficiency to the management. The management prints the commendation in the Elevated News. The trainman is gratified to find that the passenger has appreciated his work. He strives to be even more courteous and efficient. The passengers, impressed by his effort, respond in kind. This leads to more courtesies and more favorable mention in the Elevated News. In time we shall arrive at a millennium of good feeling and good service.

The position of the trainman is not altogether easy. In the course of his day's run he has to handle, among the thousands who board his car, a few persons who are difficult. Several days ago, for instance, a man got on to a Wilson avenue express, sat down without making any inquiries, and when the car had reached Sheridan road station, got up and asked: "When do I get off at Logan Square?" Upon the trainman saying that the Wilson train did not go in that direction, the passenger burst into a stream of profanity and insult. It took a very considerable self-restraint on the part of the guard not to knock the man down, or at least to have replied in words to his vile language. But the trainman was big enough to take the position that the passenger must be mentally defective, and even went so far as to turn him over to the platform guard, to be shown how he could get home on a surface car. It requires a good deal of character for this sort of thing, and it is worth the appreciation of passengers in general.

In the month's batch of commendatory letters Northwestern Conductor C. H. Wiechman, badge 544, receives mention this month for special courtesy and efficiency in directing an Australian traveler to his hotel. It is noted that the conductor ap-

peared to have informed himself on the best way of reaching various hotels.

South Side Guard Henry Singer, badge 2227, is regarded by one patron as the most efficient trainman he has ever observed. Singer is commended for politeness and care. He is also mentioned with appreciation for answering the questions of a stranger with courtesy and effect.

South Side Guard George Stamp is commended for tact and efficiency in getting passengers into cars at Congress street station and for directing them to cars having seats vacant. His neat appearance is also commended.

Northwestern Guard William H. Hess, badge 852, receives favorable comment for showing passengers where they could move up so that several women could be seated.

South Side Trainman Michael Conway, badge 2742, is reported by an old lame soldier as deserving of commendation for finding seats for the veteran and for several women who were standing in another car. Conway also called stations so that strangers could understand them.

South Side Trainman J. M. McGuire, badge 2375, has attracted attention of passengers by finding seats for women.

South Side Conductor C. I. Bird, badge 682, is commended for uniform courtesy and distinct enunciation, by a passenger who has used the line daily for fifteen years.

South Side Guard Raymond Auvil, badge 2472, receives favorable mention for twice taking particular care that an intoxicated passenger got home safely.

Northwestern Guard C. Kendall, badge 1037, is reported by two strangers in the city as having shown especial courtesy and efficiency in helping them to get back to their hotels.

South Side Trainman Edward Dolan is commended for asking



passengers if they would like to have windows opened for them.

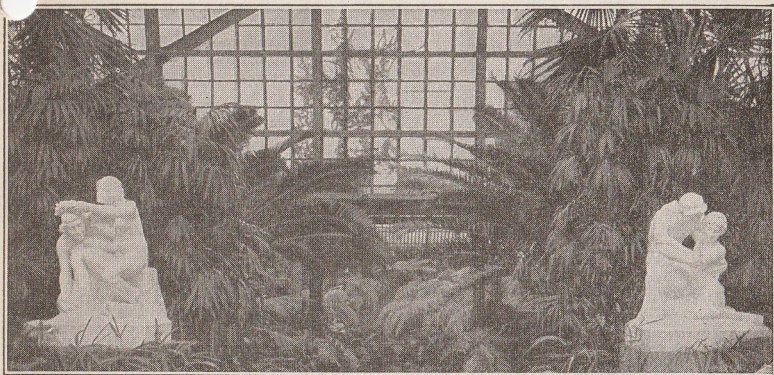
South Side Conductor and Acting Motorman E. M. Lewis is favorably mentioned for opening windows and finding seats.

Northwestern Conductor P. Peterson, badge 537, is reported by passengers as showing marked courtesy in handling crowded cars.

Northwestern Trainman George Benedict, badge 1177, receives commendation for crawling under a car in the rain and dirt to

## INDOORS AND OUT

With the crisping of the autumn air the great conservatory at Garfield Park is assuming fresh interest for the holiday maker. To the lover of flowers this park presents particular attractions at this season of the year. Not only is there the regular splendid display of flowers and plants within the conservatory, but the extensive outdoor garden is just now at its best. Until a heavy frost shall mow them down the park offers a great field of brilliant



Garfield Park Conservatory

save a small lost cur from being run over.

Northwestern Guard A. H. Meyer, badge 1227, is commended for tact, courtesy and persistence in finding seats for nine passengers when all seats had seemed occupied.

Northwestern Trainman H. S. Parke, badge 685, is mentioned for exerting himself to find seats.

South Side Trainman Patrick Quinn, badge 2226, is commended for moving passengers over so that seats were provided for women standing.

South Side Conductor Thomas J. Cannavan, badge 2229, has attracted attention by reason of his neatness and courtesy.

Northwestern Trainman W. Johnson, badge 1268, is commended for finding seats.

blossoms. During the warm hours of mid-afternoon the visitor may enjoy the outdoor garden and then, with the chill that comes at the hour of four, may turn to the conservatory and spend happy moments among the floral marvels of the tropical zone.

## FOOTBALL FANS, ATTENTION

As the Chicago elevated lines deliver thousands upon thousands of football fans at both the Maroon and the Northwestern fields during each season, notice is hereby given that some of the greatest games in history are scheduled for this city this year. Training began twenty days later than formerly, because of the new conference rule, so that the



teams will not show the same form in the opening days of October that they did last year. But both The University of Chicago and Northwestern University are promising their friends, as soon as things round into shape, to have the best teams in a number of seasons. At the Midway it is said that there has been nothing as good on hand since Nelson Norgren led the team to the conference championship. In Evanston it is said that not since Coach Wallie McCornack has there been as good material from which to choose. The only weak spots admitted for Chicago are the finding of an end and of a quarter to take the place of Russell. Northwestern is depending for its strength, in large extent, on the men from last year's freshmen team, which was the best for many years.

With the two big elevens of the city, both entering the season in such an optimistic frame of mind, there seems assurance that the elevated railway football fans have a treat ahead of them. It is not unlikely that some attendance records may be broken. The schedule of games to be played at the Midway and in Evanston follows:

#### CHICAGO

Oct. 7—Carleton at Chicago.

Oct. 14—Indiana at Chicago.

Oct. 21—Northwestern at Chicago.

Nov. 4—Purdue at Chicago.

Nov. 25—Minnesota at Chicago.

#### NORTHWESTERN

Oct. 7—Lake Forest at Evanston.

Oct. 21—Chicago at Stagg field.

Oct. 28—Drake at Evanston.

Nov. 11—Iowa at Evanston.

Nov. 18—Purdue at Evanston.

In winter electric trains are always on time—steam suburban trains are not. Zero weather smashes their schedule but does not affect trolley or third rail. The Chicago Elevated Railroads—always dependable.

#### CHICAGO MAPS

Would you like one of those big Chicago Elevated Railway maps of the city that hang in frames on the station platforms?

A limited number of them are to be had at the offices of the company in the Edison Building, northeast corner Clark and Adams streets, for 25 cents each. Of the first edition the company gave away a number free. But the small charge of a quarter of a dollar has been made on the second edition to cover the cost of printing. The company makes no profit. The paper used in the maps has now gone to an unheard of figure. The maps are in colors and measure 28x42 inches in size. They are not to be confused with the smaller maps issued. The company has had the plates for this edition brought up to date, so that these are the only maps to be had in Chicago that are 1916 in all details.

#### ONLY A DIME

Here at last is something for nothing—or as near to it as one can ever come in this world. The Edison Symphony Orchestra began its annual season of concerts October 5th, and will continue them on the first Thursday of each month in Orchestra Hall. This is probably the only chance on earth to get a reserved seat to hear a symphonic orchestra for ten cents. The organization is maintained by the Commonwealth Edison Company. It is the largest orchestra in Chicago and the largest private corporation orchestra in the world. The dime charged does not even pay the rent of the hall. Morgan L. Eastman conducts the orchestra and selects for these concerts the more easily understood selections among the better class of music. Many of the best Chicago soloists will assist. Tickets are available at the Edison Building, 72 West Adams street. The Wabash and Adams station of the Elevated is just around the corner from Orchestra Hall.



# Autumn

**N**ATURE is beginning to turn the summer foliage into the beautiful brown, gold, and red of autumn.

A tramp thru the woods at this time of the year is most delightful. To see the beauties of nature, at their best, take a trolley ride into the North Shore district, and spend an hour, or a day in the woods. You will find the service convenient, the cars comfortable, and the trip one of continuous delight if you take the Evanston Elevated express to Central Street, Evanston, and the North Shore line to Milwaukee, Racine, Kenosha, Waukegan, or some intermediate point.

You should visit the Great Lakes Naval Training Station and see our boys in training for service as sailors and gunners. This finest and best equipped Naval Station in the country is located on the bluff overlooking Lake Michigan, 33 miles out of Chicago.

## Chicago, North Shore and Milwaukee Railroad

72 W. Adams Street

Chicago, Illinois

Telephone Central 8280



