

# SURFACE SERVICE MAGAZINE

VOLUME 4

AUGUST, 1927

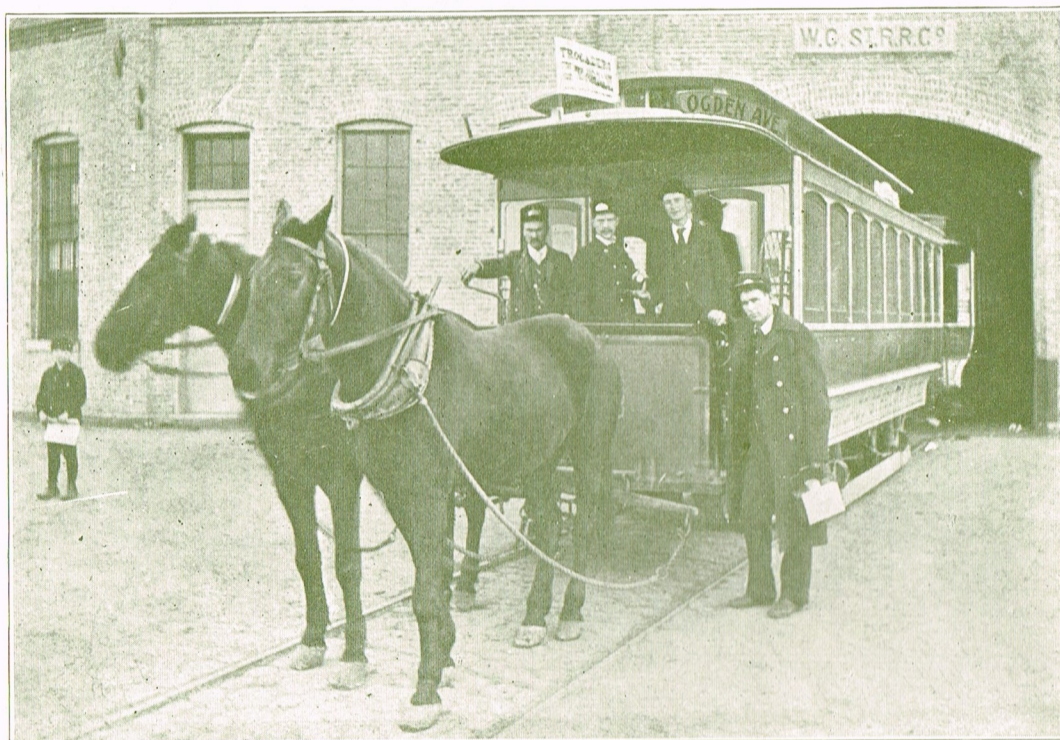
NUMBER 5







## “Way Back When”—



Conductor Isaac Grice of Lawndale (in center on platform) Pulling Out of the Old Lawndale Horse Car Barn, 40th and Ogden, March, 1893





# Surface Service Magazine

*A Monthly Publication by and for Chicago Surface Lines Employees*

VOL. 4

AUGUST, 1927

NO. 5

## Happy Kids from Seven to Seventy

*Surface Lines Outing Full of Joy for Everybody—List of Prize Winners*

The Eleventh Annual Surface Lines Picnic is only a memory now, but such a memory! It was planned, so they tell us, especially for the kiddies and it was quite evident that all the kiddies from the young miss of seven weeks to the grandfather just past seventy felt that the day

while they worked and tried to remember when they had ever before experienced such a hot day, the kiddies, several hundred strong, entirely unaware of the heat, had a wonderful time watching a menagerie of trained circus animals and performers that spoke volumes for the highly



Children's Bowling Game in Charge of Bill Frank.

was well worth while. Thanks to months of planning and preparing, a kindly (although a bit warm) smile from the weather man, the co-operation and hard work of the different steaming committees, President H. B. Cammack of the Surface Lines Club and George Smith of the Women's Auxiliary had the satisfaction of knowing that there wasn't a dull moment in the entire day.

Billy Schenck and his corps started the children's Carnival shortly after noon and

developed art of animal training. The kiddies tossed bean bags, threw balls at bad bandits, bowled, cued the billiard balls and displayed their skill in many different ways, carrying back to proud parents the generous prizes awarded for their efforts. That wasn't all for the youngsters. Free ice cream, merry-go-round, side shows, etc., kept them busy all the time they could spare away from the family lunch basket.

Four teams sought honors in the tug-





of-war contests, two determined to pull the Engineers into the Fox River, and one hopeful of accomplishing the feat, but after Harry Adams' aspirants had shown Evenson's Transportation Troupe how it should be done and the Engineers had taken Klatte's electrical engineers, Fleming's men made it three years straight by defeating the shopmen in a spirited contest. It is rumored about that the Engineers challenged the Volga Boatmen to a telegraphic contest, but so far they have received no answer.

Gus Andresen's widely heralded side-show drew a capacity house and Gus' droll presentation of his sterling collection of freaks was in itself worth the thin dime admission price. Shortly after the performance he was sought out by interests from "The Barker" now playing at the Blackstone and offered a very flattering contract to take over Richard Bennett's role. Gus declared, however, in a voice well nigh choked with emotion, that all the money in the world could not tempt him to surrender his amateur standing and accordingly he disbanded the show and threatened never to venture another—at least not until Surface Lines cars ran through subways on State street.

Among the innovations at the picnic receiving much favorable comment was the system of microphone amplifiers by means of which everyone was kept in-

formed as to all events of interest about to take place. This could well be made a permanent feature of future picnics.

As might be expected in a park owned and operated by a suburban line, parking space did not receive primal consideration and it was concerning this feature that the only derogatory comments of the day were heard. The committee in charge of parking no doubt made the best use of facilities at hand, but they were working under a handicap.

Dancing from 6 to 9 in the evening wound up the day's program, and from the standing load carried in on the last special there were many loath to leave even then. The spot is nearly ideal for a large picnic, the accommodations are good, the surroundings are pleasant, the transportation to and from the place is rapid and comfortable, and the club is deserving of much credit for its selection of this year's picnic site.

Following is a list of prize winners in the various events:

Boys' Race—1st Prize—James Kellar, 7620 Evans Ave.

Boy's Race—2nd Prize—Carl Becker, 6025 Spaulding Ave.

Men's Three Legged Race—1st Prize—Kenneth Dewey, 8235 Champlain Ave.

Men's Three Legged Race—1st Prize—Joe Johnston, 1311 N. LaSalle St.





Spanish Bull Fight by Walter Smith, J. Borovecka, Earl Peterson, Joe Koch, H. Brown, Merrill Watson and F. McCracken.

Men's Three Legged Race—2d Prize—Charles Buza, 8500 Muskegon Ave.

Men's Three Legged Race—2d Prize—Chesterfield Paulson, 8326 Skeegan Ave.

Men's Race—50 Yards—1st Prize—Kenneth Dewey, 8235 Champlain Ave.

Men's Race—50 Yards—2nd Prize—Edwin Meyer, 5641 Aberdeen Ave.

Ladie's Race—50 Yards—1st Prize—Grace Petersen, 6037 S. Marshfield Ave.

Ladies' Race—50 Yards—2nd Prize—Lillian Drewry, 1446 Winnemac Ave.

Girls' Race—1st Prize—June Hallen, 7944 South Shore Drive.

Girls' Race—2nd Prize—Dolly Pembroke, 1518 N. LeClaire Ave.

Novelty Race—Men—1st Prize—Kenneth Dewey, 8235 Champlain Ave.

Novelty Race—Men—2nd Prize—John J. Lynch, 2423 W. 64th St.

Chariot Race—E. Coates, 4933 Gladys Ave.

Chariot Race—Fred McElroy, 8442 Green St.

Chariot Race—M. Rubey, 5242 S. Albany Ave.

### From President Cammack

To the Committee Members, Eleventh Annual Picnic, Surface Lines' Club and Women's Auxiliary: I am taking this means of expressing my appreciation and thanks to all Members of Surface Lines Club and the Women's Auxiliary, who gave so generously of their time and effort in order that the Eleventh Annual Picnic might be a success.

H. B. CAMMACK,  
President Surface Lines Club.

### Consolation

"Well, Mrs. Johnsing," a colored physician announced, after taking her husband's temperature, "Ah has knocked de fever outen him."

"Sho' 'nuff?" was the excited reply. "Am he gwine git well, den?"

"No'm," answered the doctor. "Dey's no hope fo' him, but you has de satisfaction ob knowing dat he died cured."



# Lincoln Holds Its Lead

*Division-Armitage Noses Out North for Fifth Place—Evidences of Keen Interest*

## Standings of Divisions, February to June Inclusive

First Place .....	Division No. 11, Lincoln .....	68.04
Second Place .....	Division No. 7, Kedzie .....	64.20
Third Place .....	Division No. 6, Lawndale & Blue Island....	63.26
Fourth Place .....	Division No. 2, Burnside .....	62.65
Fifth Place .....	Division No. 9, Division & Armitage.....	61.17
Sixth Place .....	Division No. 8, North Avenue .....	60.92
Seventh Place .....	Division No. 10, Elston & Noble.....	57.79
Eighth Place .....	Division No. 5, Archer .....	56.02
Ninth Place .....	Division No. 3, Seventy-Seventh .....	56.01
Tenth Place .....	Division No. 1, Cottage Grove .....	54.90
Eleventh Place .....	Division No. 4, Sixty-Ninth .....	53.11
Twelfth Place .....	Division No. 12, Devon & Limits.....	47.49

## Standings of Divisions June, 1927

First Place .....	Division No. 6, Lawndale & Blue Island....	82.76
Second Place .....	Division No. 11, Lincoln .....	82.03
Third Place .....	Division No. 7, Kedzie .....	78.54
Fourth Place .....	Division No. 2, Burnside .....	75.17
Fifth Place .....	Division No. 9, Division & Armitage.....	74.99
Sixth Place .....	Division No. 5, Archer .....	73.13
Seventh Place .....	Division No. 10, Elston & Noble.....	72.91
Eighth Place .....	Division No. 1, Cottage Grove .....	72.73
Ninth Place .....	Division No. 8, North Avenue.....	71.95
Tenth Place .....	Division No. 4, Sixty-Ninth .....	71.17
Eleventh Place .....	Division No. 3, Seventy-Seventh .....	70.58
Twelfth Place .....	Division No. 12, Limits & Devon.....	66.51

**By WILLIAM PASCHE**

### Supervisor, Accident Prevention

Lincoln Depot, Division No. 11, which has been leading in the Accident Prevention Contest since February, is still in first place, closely followed by Kedzie, Division No. 7, in second place, and Lawndale and Blue Island, Division No. 6, a close third. Blue Island & Lawndale, Division No. 6, was in fourth place with a percentage of 75.56 for the month of May and in the month of June came up to first place with a percentage of 82.56. Burnside, Division No. 2, was in ninth place with a percentage of 67.27 for the month of May and has gone into fourth place with a percentage of 75.17 for the month of June.

It is also interesting to know that eleven Divisions have a percentage of over 50% in the Cumulative standing.

The work of classifying accidents into

three classes, namely, Questionable, Non-Chargeable and Chargeable, is bringing out some interesting facts. In discussing accidents with the Division Superintendents, after they have talked with the men involved, we find in many instances that accidents which have been marked "Questionable" are really "Non-Chargeable" and in this way we are doing justice to the men involved by helping to keep their accident records clear and the Divisions are all making their proper showing in the percentage column in connection with the Accident Prevention Contest.

As the work of classifying accidents continues we hope to be able at some time in the near future to give recognition to those who have clean accident records and also to those men who have had accidents which were impossible for them to prevent. Trainmen can help in this work by writing their reports as clearly and





William Schenck, Circus Manager, Center; Geo. Smith, Leading the Elephant Composed of Ray Peterson and W. Bockelmann.

plainly as possible when reporting accidents or any unusual happening which they may see on, near or around cars. Trainmen must remember at all times that failure to write reports of accidents, no matter how slight, does not help their individual records, neither do they help the standing of their Division in the Contest. These incidents will show up as Blind Cases and then are charged to the individual trainman and the Division.

The following are questions and answers in connection with an Accident Prevention examination made by the Boston Elevated Railroad and published in the June issue of their magazine, CO-OPERATION:

Q. 1. Should you endeavor to obtain, as witnesses to an accident, employees of the Railway or persons who are not so employed? Give your reasons.

Answer. I try to get all that were witnesses to an accident so that the Railway can have enough witnesses to pick from. I try to get non-employees first, as they do not understand the system as an employee does and a court likes a non-employee witness better.

Q. 2. What do you understand is meant by Accident Prevention and why is it so necessary in these days?

Answer. Accident Prevention is a study of unsafe practices and conditions in order that men, women and children may be saved from injury, suffering or possible death; also to eliminate as far as possible damage to property. These conditions have been brought on to us by modern inventions, speeding us up to a rushing, dashing way of living.

Q. 3. What ought a motorman to do when his car is between streets where traffic is heavy and he hears the whistle of the fire apparatus and is unable to tell from which direction the apparatus is coming? Explain.

Answer. Stop at once; have conductors see

just where apparatus is headed for and where it is coming from.

Q. 4. As your car is going along the street and you notice children playing in the street near the track, how should you operate your car and what else should you do?

Answer. Drive car very slowly so that in case child made a false move you can stop and put child in a safe place to be sure it will not get hurt. Sound gong steadily.

Q. 5. What does the ringing of your gong mean to the public on the streets or in vehicles?

Answer. A warning to persons that a street car is approaching and to watch out as I am watching out for them. It does not give us any right of way.

Q. 6. What do you understand reasonable speed means?

Answer. A speed at which I have car under perfect control ready to stop at a moment's notice. It depends on the condition of the rail, the weather, traffic on the street and pedestrians.

Q. 7. What are the main reasons for persons falling in the cars and what can you recommend that will tend to reduce such accidents?

Answer. Jerky starting and jerky stopping of cars. Speed around curves. Bundles, bags or suitcases on the floor that people might not see and would trip over. Instruct motormen to prevent, if possible, these occurrences.

Q. 8. State what you do to prevent injuries to your passengers caused by their crowding and pushing.

Answer. Announce "Please do not push," "Watch your step," and, in the case of elderly or lame people or children, "Take your time," and when I think there is danger to such I usually step between them and the crowd and help them.

Q. 10. Many accidents occur on our Railway for which neither you nor any of our employees are at fault. Why is it necessary to make a report on such a case?

Answer. Accidents sometimes considered not worth reporting are often most serious, troublesome and expensive. Every accident; every unusual incident, presents the possibility of claim being made.



# Struggle for Courtesy Supremacy

*Lincoln Still Leading—Rule Book Well Worth Study at This Time*

## The Record for May and June

Standing of depots in courtesy campaign for the months of May and June based on total number of passengers carried per complaint:

	Discourtesy	Passing Up	Transfer	Quick Starting	Total	Commendations
1. Lincoln .....	3	4	5	1	13	5
2. Lawndale .....	12	2	3	1	18	2
3. Archer .....	19	6	6	9	40	3
4. Blue Island .....	6	2	3	7	18	4
5. Armitage .....	8	6	2	4	20	1
6. Division .....	10	4	4	5	23	..
7. 69th Street .....	21	12	7	7	47	8
8. Limits .....	9	4	6	2	21	3
9. North Avenue .....	32	13	14	12	71	5
10. Elston .....	10	2	3	4	19	3
11. Kedzie .....	29	9	20	6	64	9
12. Devon .....	26	13	6	5	50	11
13. Burnside .....	11	5	8	3	27	7
14. Cottage Grove .....	20	7	15	7	49	5
15. 77th Street .....	41	35	12	18	106	14
16. Noble Street .....	13	3	4	5	25	1
Total .....	270	127	118	96	611	81

Sizing up the standing of the sixteen depots at the end of a two months' (May and June) campaign for courtesy, we find that four depots, Lincoln Avenue in 1st place, Kedzie Avenue in 11th place, 77th Street in 15th place, and Noble Street in last place, still retain their original standing.

Seven depots—Lawndale, Archer, Blue Island, 69th Street, Limits, Devon and Burnside have bettered their positions. Archer Avenue moved from 10th place up to 3rd place.

Five depots — Armitage, Division, North Avenue, Elston and Cottage Grove, tumbled in their courtesy rating, Cottage Grove dropping from 7th to 14th place.

A further analysis shows that there were 152 complaints of discourtesy against trainmen for the month of June against 118 for the month of May, or an increase of 34 in June. Not so good. As Uncle Watt Rider says, "If a passenger insists

on quarreling with you, lend him your ear but not your voice."

On the first page of the rule book, paragraph (d) in Rule 1—"The reputation and success of the Company depends greatly on the care and promptness with which its business is conducted *and the manner in which its patrons are treated.*"

No business can be successfully conducted without the constant use of



Viola Ficks, James Norton and Gazella Lachata,  
Side Show Features.

courtesy and diplomacy. When a passenger presents an invalid transfer and is met with a gruff, "That ain't no good," it is the cause for instant resentment on his part, and he is ready for an argument. Very possibly he is entirely innocent of any intentional wrong. If, when presenting a useless transfer, he is met with the courteous inquiry, "Haven't you another transfer, sir?" it paves the way for a quiet inquiry and a following explanation as to why the transfer is not good. In case of



doubt, remember that our rules say, "Give the passenger the benefit of the doubt."

Passing up shows 77 complaints for June against 50 for May, or an increase of 27. Some of these complaints indicate that passengers were passed up on pull-in trips. Nothing is more aggravating to a prospective passenger than to have an empty car whiz by him. In most cases

must keep a careful lookout for passengers at all regular stopping places, and bring cars to a full stop for all persons who are waiting at regular stopping places, except when the car is disabled, or when the car has an unusually long headway, or is crowded and another car of the same line follows within the same block."

There should be no charge of passing up possible against any intelligent trainman who has studied his rule book.

Transfer complaints show a total of 69 for June, compared with 49 for the month of May, an increase of 20 during June.

Too much care can not be exercised in the issuance of transfers. A mistake in punching a transfer is very often the



Mrs. Anna Smith, Transportation and Miss Jane McCarthy, West Shops, Coaxing Bill Frank, Burnside, to Look Pretty for His Picture.

the car would have taken him to his destination. In all cases, it would have taken him to where he could have transferred to an intersecting car line, or to a car on the same line going in an onward direction. Passing up a prospective passenger without just cause for same is an act of rank discourtesy. The ruling is clear on this. Rule 31 says::

"A car is as much in service on its 'pull-out' and 'pull-in' trips as upon any other. When signalled by passengers, the crew will stop and explain the destination of the car, and if the passengers desire to ride, receive them and collect the customary fare."

Rule 44, paragraph (a) relative to cars in regular service also says:

"Conductors, Motormen and Operators



E. Coates and Bill Heit as Roman Charioteers.

cause for an argument later on and the attendant charge of discourtesy.

Quick starting was the cause of 49 complaints in June against 47 for May, or an increase of 2. This act is very often the cause of personal injury and following litigation.

Paragraphs (a), (b) and (c) in Rule 36, if strictly observed, should not permit of any charge of quick starting.

(a) "Motorman must never move car (whether stopped on signal or for any



other reason) without signal from Conductor, and then only when assured that no one is getting on or off front platform."

- (b) "Conductor must never give signal to move when passengers are boarding or alighting or are about to board or alight. Careful observation must be made before giving starting signal or closing doors."
- (c) "The Motorman must answer the signal"



Gus Andresen, Side Show Manager, with His Wild Man, Jacob Kasper.

'go ahead' from Conductor by two taps of the gong. If unable to proceed immediately on receipt of signal, Motorman must obtain another 'go ahead' signal before starting car."

Total complaints for June were 347 against 264 for May, an increase over May of 83.

Commendations came in at the rate of 45 for June against 36 for May, or an increase of 9. No kick in this feature.

She: "I suppose, having been a sailor for so long, you are accustomed to sea legs?"

He: "Lady, I wasn't even looking!"

## ONE OF OUR OLD-TIMERS

### Starter Charles Clausen Has an Enviably Record of Forty-Five Years of Service

Starter Charles Clausen, located at 22nd street and Ogden avenue, in front of Lawndale Depot, is one of the Old-Timers who has a record for service that is equaled by few in the employ of this company.



Charles Clausen

Starting as a changer of horses at State and Randolph streets, during the Christmas holidays, in the year 1882, he has been in service ever since.

After working some time at this location, he was transferred to the Western avenue car barns, where he was stockman for six years. From there he was transferred to Ogden avenue barns, which at that time were located on Ogden avenue near Roosevelt Road, or 12th street, as Roosevelt Road was known at that time. His duty at this place was changing horses. Mr. Clausen was always known to be a lover of horses and handled them with great care, and today nothing pleases him more than to see a fine team of horses.

When the horses were replaced by electric power, in the year of 1895, he was made starter, and was sent to Roosevelt Road and Crawford avenue. He saw this vicinity develop from a cow pasture to property that increased in value many thousands of dollars, and is now a central



neighborhood business section. After working at this location for a number of years he was transferred to 22nd street and Ogden avenue, where he is now. He has had remarkable health, being absent from duty but few days on account of sickness during his employment.

The longest period of time he was absent from duty was two months, in the year 1926, when he was struck by an automobile. It was a rainy, dark evening, and in crossing 22nd street the driver of an auto failed to see him, and in the traffic jam he was unable to get out of the way and was quite seriously injured in the accident, but recovered and came back on the job and is there today as usual.

After his absence, following the accident referred to, the first few days it was difficult for him to perform his duties, owing to the many friends that are regular passengers on the 22nd street and Ogden avenue lines of cars, shaking hands with him and congratulating him on his recovery and wishing him well on his return to his duties.



Robert Sedlack, Schedules, the Beautiful "Bearded Lady."

## ROUNDING UP WITNESSES

### Interesting Comparison with Two Years Ago—Average for System Much Better

The witness-getting race completes its second year with the report appearing in this issue of SURFACE SERVICE. It is interesting to observe the standing and figures for two years ago. Here they are:

1	Elston-Noble	4.31
2	77th Street	3.65
3	Burnside	3.60
4	North Avenue	3.56
5	Archer	3.48
6	Cottage Grove	3.30
7	Armitage-Division	3.20
8	69th Street	3.19
9	Devon Limits	2.99
10	Kedzie	2.93
11	Lincoln	2.69
12	Lawndale-Blue Island	2.07

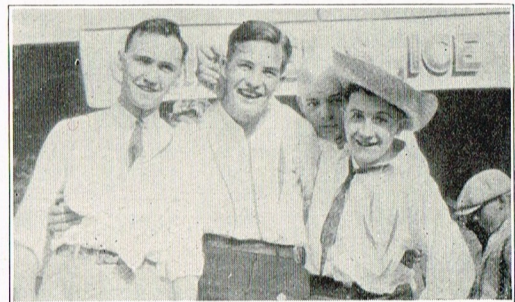
The average for the system at that time was 3.23. At the end of the second year of endeavor the average was raised to 4.08 with North Avenue the only conspicuous division averaging well above 5 witnesses per accident. Since the previous report Burnside has moved up from fourth to second place, and 77th Street from sixth to third place. Again there are six divisions averaging better than 4, Kedzie barely escaping inclusion in that group. Devon Limits will have to do a little hustling to get away from the bottom of the column, and if some of the rumors that have come to us are true, there will be some surprises sprung in the next issue of the magazine.

Following are the scores for June compared with previous months:

	June	May	April	March
1. North Avenue	5.09	4.92 (1)	5.00 (1)	5.32 (1)
2. Burnside	4.65	4.16 (4)	4.33 (3)	3.99 (4)
3. 77th Street	4.56	4.05 (6)	4.05 (5)	3.79 (5)
4. Lawndale-Blue Isl.	4.53	4.76 (2)	4.33 (3)	4.18 (3)
5. Elston-Noble	4.38	4.61 (3)	4.56 (2)	4.65 (2)
6. Cottage Grove	4.11	4.10 (5)	3.48 (8)	3.41 (9)
7. Kedzie	3.99	3.89 (7)	3.97 (6)	3.46 (7)
8. Archer	3.78	3.51 (10)	3.56 (7)	3.44 (8)
9. Lincoln	3.76	3.67 (8)	3.31 (10)	3.30 (11)
10. Armitage-Division	3.70	3.38 (11)	3.40 (9)	3.33 (10)
11. 69th Street	3.49	3.65 (9)	4.18 (4)	3.66 (6)
12. Devon-Limits	3.20	3.07 (12)	3.11 (11)	3.28 (12)

Average for the system 4.08 3.95 3.93 3.80

## THREE GAY LADS



"Judge" Cummings, Raymond Schabow and Edmond Connors, Purchasing.



# Keeping 'Em Rolling

*Kedzie Flying Flag for First Time—Increase in Mileage at 13 Carhouses During June*



Kedzie has taken the lead for the first time, jumping to first place from twelfth last month, with an increase of 132.7%. They operated their cars 51,680 miles per pull-in due to failure of the equipment.

The average mileage for the system was 31,042 per chargeable pull-in, compared with 14,948 for June 1926, an increase of 16,094 miles, or 107.6%.

Noble made a creditable record, moving from 11th place last month to 2nd this month; also Limits from 13th to 4th.

No carhouse made a record of less than 16,000 miles, and only 6 carhouses were below 30,000 miles.

Individual records were as follows:

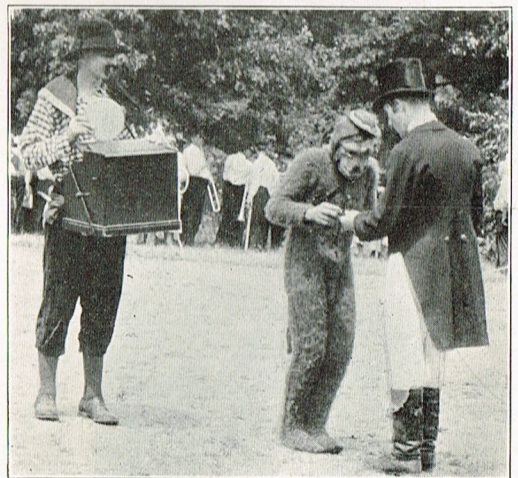
Rank	Carhouse	Days	Miles Per Pull-In		Percent Inc.
			Zero	In for or Dec.	
			June	Ov. May	
1	Kedzie	12	51,680	132.7	
2	Noble	24	43,795	86.5	
3	69th	10	41,472	45.1	
4	Limits	21	39,104	76.2	
5	Archer	11	36,619	16.7	
6	77th	8	35,252	3.5	
7	Devon	13	33,701	7.6	
8	Armitage	18	33,000	12.2	
9	Blue Island	19	32,874	2.2*	
10	North	7	30,444	1.2	
11	Lawndale	14	28,258	9.1	
12	Elston	17	25,052	59.7*	
13	Lincoln	13	24,488	25.0	
14	Cottage Grove	7	23,086	10.3	
15	Division	12	22,191	11.1*	
16	Burnside	11	16,875	12.5	
		217	31,042	17.8	

\*Decrease.

The standing of each carhouse for the past half-year follows:

Carhouse	June	May	April	Mar.	Feb.	Jan.
Kedzie	1	12	15	10	15	15

Carhouse	June	May	April	Mar.	Feb.	Jan.
Noble	2	11	9	11	9	5
69th	3	8	2	3	8	10
Limits	4	13	4	5	10	1
Archer	5	4	6	4	4	4
77th	6	2	8	12	13	13
Devon	7	5	7	1	3	6
Armitage	8	7	5	9	12	3
Blue Island	9	3	10	2	2	7
North	10	6	3	8	11	11
Lawndale	11	9	13	14	7	8
Elston	12	1	11	6	1	2
Lincoln	13	15	1	7	5	14
Cottage Grove	14	14	12	15	14	12
Division	15	10	14	13	6	9
Burnside	16	16	16	16	16	16



E. Potenberg, Robt. Peterson and Jerry Gage  
In An Amusing Act.







# SURFACE SERVICE MAGAZINE

*Published Monthly by*

## Chicago Surface Lines

231 South La Salle St.  
CHICAGO

Volume 4	August, 1927	No. 5
John E. Wilkie	- - - - -	Editor
C. L. Altemus	- - - - -	Assistant Editor

### WITNESS GETTING

The contest for increasing the number of witnesses per accident which was started two years ago has resulted in a marked advance all over the system, very much to the gratification of the legal department. There is still room for improvement and only a little additional effort on the part of the trainmen is necessary to raise the average for the system to 5 witnesses per accident; and when that result is achieved the Surface Lines will command the leading position among the electric transportation organizations of the country.

### VACATION PICTURES

SURFACE SERVICE will be very glad to use interesting snapshots made by Surface Lines employees during their vacations. In order to be available for reproduction pictures should be clear and preferably should be typical of the resort visited. Unusual subjects are always more interesting and it only requires a little ingenuity on the part of the photographer to find something unconventional.

If by any chance there should be some particularly thrilling or exciting experiences, a brief story will be accepted to run with the pictures.

### C. S. L. DIVERSEY BUSES

By the time this issue of SURFACE SERVICE is distributed Walter Becker hopes to have his fleet of palace car twin coach buses serving the west Diversey Avenue territory. The stop signs were installed during the last week of July and the first of the new buses arrived in Chicago

August 1. Other buses followed at short intervals and it was planned to have the new operators broken in and the service in operation not later than August 10.

These new twin coaches are beautiful examples of the automobile builders' craftsmanship, and with their chauffeurs in their snappy new uniforms, ought to create a sensation in the territory they serve.

### A REUNITED FAMILY

Conductor Johnson, of Cottage Grove, Takes Good Care of a Lost Little Girl

Division Superintendent Smith sent to Superintendent Evenson a special report covering an interesting little incident in which Conductor E. Johnson, badge No. 1338, of Cottage Grove, took a prominent part. Affairs of this sort have a very strong human interest appeal and make friends for the management and employees:

On Saturday, July 16, 1927, at 2 p. m., at Center and Clark streets, Northbound, Conductor E. Johnson, badge 1338, run 45 through route No. 1, Cottage Grove Depot, unloaded quite a number of his passengers who wished to get off at Lincoln Park. Some time afterward he found a little girl, six years old, who had accidentally been left on the car at Center street. Conductor Johnson took charge of the little one, keeping her on the car until he reached Devon Depot. There he brought the little one upstairs to the office and left her in my charge. An aunt of the child was already at the Limits Depot looking for the child, frantic with grief, a stranger in Chicago. When informed the little girl was safe at Devon Depot she hurried there, both being very happy at finding each other. The aunt's name is Mrs. C. Healy, of New Orleans; the child, Florence Gleason. This was the first time they had been in Chicago. There were seven in the party. Mrs. Healy was very thankful that Conductor Johnson had taken care of her little one in the manner he did.

### HELP WANTED

To Keep the Crowd in Order  
at the

TRACK AND FIELD MEET  
of the  
SURFACE LINES CLUB

Saturday, August 13, 1927  
Y. M. C. A. Athletic Field  
Corner Arthington and Kedzie



# General News of the Industry

## *Interesting Bits of Information and Comment from Here and There*

### **Mrs. Lindbergh Uses Street Car**

Mrs. Evangeline Lindbergh, mother of the famous New York to Paris flyer, has impressed everyone by her common sense and good judgment. Another evidence of these qualities was found when she stopped in Baltimore on her way to Washington and, upon leaving the railway station, walked to a street car. Three Baltimore newspapers, The Evening Sun, The Post, and The News, commented on Mrs. Lindbergh taking a street car.

### **What a Financial Writer Thinks of Traction**

"The electric railways of the United States are spending one million dollars per day in extension, improvement, betterment, and new equipment," J. C. Royle, a New York financial writer said in a recent news letter. "That," he added, "is the most conclusive answer that can be given as to the future of the street railways of the country."

"The figures give evidence that the corporations themselves are confident of the ability of the roads to make money. It indicates that the financiers of the country agree with them to the extent of being willing to underwrite the new financing necessary and that the investing public sees sufficient safety and profit to buy the stocks and bonds offered. It has not been a task of superlative difficulty to raise the \$1,000,000 a day. Much of the money has come direct from the patrons of the roads, who have become share and bond holders as well as passengers, and who are thoroughly familiar with the problems of the transportation companies."

"These investors are taking full account of the increase in the number of passengers carried. In the last 12 months street railways which represent 80 per cent of all the electric railway traffic of the United States, carried 237,000,000 more passengers than in the previous annual period. This gain has been due to some 20 industrial activities. More passengers are always carried when industrial plants are operated at a high percentage of capacity. For this reason the increase as compared with the 1926 fiscal year has not been uniform throughout the country."

"Another factor which has aided in straightening out the affairs of the traction companies has been the absorption of bus lines. Many bus lines operated by independents have failed, owing to inadequate financing, and have been taken over by the street railways and run in conjunction with the railway systems. The traction companies now operate about 8,000 buses. Some of these are not making big profits, but at least they have eliminated competition."

"Freight and express traffic on interurban routes has grown rapidly this year. This is not a new development. The companies have always offered this service, but are just finding out how to sell it."

"The most important factor in the situation, according to street railway men, is the graduated fares. Executives of the Electric Railway Association believe this will be a feature of electric transportation for some years to come. The plan now generally followed is to provide an advantage to the regular rider as compared with one who uses a street car only when his automobile is out of commission. The 10 cent fare for the railway is regarded as not far off. The regular, however, will be carried for a little more than half that amount. The general fare for the companies as a whole now is  $7\frac{1}{4}$  cents."

### **A Great Newspaper Speaks**

"Figures compiled by the American Electric Railway Association for 1926 show that street cars need not fear the competition of buses," says the Philadelphia Bulletin. "The number of passengers carried was 237,000,000 over the patronage of 1925. And this in face of the large additional number of private and public motor vehicles registered."

"It is probably quicker and more convenient to do many city errands by street car than to crawl in and out through thousands of motor vehicles, and take time to hunt for a place to park."

### **Chrysler Would Abolish Trolleys**

Walter Chrysler, who sells automobiles and wishes to sell more, thinks it would be just ideal if all trolley cars were abolished and triple-decked motor roads established in cities. In fact, he foresees just that thing happening.

In an interview with John B. Kennedy, published in a current number of Collier's Weekly, Mr. Chrysler said:

"Our larger cities are completely out of date with their networks of trolley tracks and fleets of cumbersome street cars. In New York, Boston, Philadelphia, St. Louis, Cleveland, Detroit, San Francisco and a dozen other cities, it is simply criminal waste to tolerate them."

"Unsightly, clumsy and dangerous elevated railroads are a thing of the past. The air space could be used more efficiently for express motor routes."

"Our cities will be obliged to build double- or triple-deck motor roads for different classes of traffic."

Not that it has anything to do with the case, but electric railway traffic in the larger cities has been showing a steady increase during the last year while the automobile business has been in a slump in many places.

The editor of the Electric Railway Journal asks this pertinent question: "Mr. Chrysler, don't you think that as a transportation expert you are a good automobile builder and salesman?"



## Bouquets for the Boys

Mr. J. P. Kennedy, 166 North LaPorte Avenue, described an incident on the Crawford Avenue line where Conductor Joseph W. Czarnecki, badge No. 9932, and Motorman Walter D. Bartlett, badge No. 2115, of North Avenue, went to quite a little trouble to see that all the members of a family were permitted to board their car. The husband carrying a baby had



William Pearce, Transportation, "Barking" for Gus Andresen's Sideshow.

been separated from his wife by a stream of automobiles and had successfully boarded the car. The crew noticed that the wife was blocked at the curb and waited long enough to enable her to join her husband. The incident resulted in a satisfied family and an appreciative observer, all friends of the Surface Lines.

Conductor Axel Anderson No. 1, badge No. 5594, of Elston Avenue, noticed one of his passengers attempting to open a window in the middle of the car, and observing that the window stuck, used a switch iron as a lever, opened the window and thereby earned the gratitude of the passenger, Mr. Charles Buche, of whose office is in Room 379 in the Federal Building. Mr. Buche in his letter also refers to the generally pleasant manner of Conductor Anderson.

Conductor Samuel J. Tarrant, badge No. 8494, of Devon, is thanked by Miss Irene M. Deegan, 5441 Wayne Avenue, for promptly turning in her hand bag which she had left on his car.

Conductor Fred Bremer, badge No. 8808, of Archer, and Joseph Schiessl, badge No. 4006, of Archer, have had as a passenger at various times, Miss Lulu Enloe, 909 North Monticello Avenue. Miss Enloe, who was one of the vic-

tims of the Illinois tornado of March, 1925, came to Chicago to secure employment, and as a stranger found it necessary from time to time to ask her way about. She found both of these conductors exceedingly obliging and courteous, and expresses her appreciation of their interest.

Conductor Edward J. Nolan, badge No. 10286, of Lincoln, had as a passenger on one occasion, Mr. K. G. Nilsen, a Field Missionary of the Norwegian Lutheran Church, residing at 3052 North Parkside Avenue. Mr. Nolan upon boarding Conductor Nolan's car found himself without money, having forgotten his purse. The conductor paid his fare, rang it up and made Mr. Nolan feel that it was a pleasure to do this little act of kindness for him.

Conductor Edward Graf, badge No. 2072, of North Avenue, saw one of his lady passengers struck by an automobile after she had left his car and had almost reached the curb. He immediately alighted from the car, took charge of the passenger, Mrs. R. Grossman, 510 North Hamlin Avenue, saw that she received medical attention and turned over to her the license number of the machine that struck her, which he had been careful to note, thereby earning her sincere gratitude.

Miss Deborah B. Hunt, 4245 Kenmore Avenue, who has a hobby of manufacturing elaborate and quite expensive hand bags, left an unfinished bag on a Broadway car in charge of Conductor Karl Immergluck, badge No. 10886.



Miss Esther Sandstrom, Schedules, Helping the Little Tots in a Game.

of Devon. His prompt report of the finding of the article resulted in its early recovery by the owner, who writes a letter of grateful appreciation.

Conductor Herman Ballerstaedt, badge No. 1556, of Elston, paid the fare of one of his passengers, Mr. F. L. Johnson, Jr., 5256 Northwest Highway, who had nothing smaller than a ten dollar bill. Mr. Johnson subsequently remitted ten cents in stamps to the conductor and with a letter of thanks, incidentally adding that in his estimation the majority of the street car employees in the transportation service try to treat the public very squarely.



Conductor Jerry P. Gleason, badge No. 13622, of 77th Street, showed some special attention to a blind passenger who was being escorted by a twelve-year-old girl. The assistance rendered to the old gentleman resulted in a letter from his niece, Miss Selma Goodman, 3425 West 54th Place, expressing her appreciation of the conductor's kindness.

Motorman Leroy J. Schoenfeld, badge No. 10533, of Kedzie, was the subject of a letter of congratulation to the management from Mr. Walter Hendricks, 614 North Robey Street.



Howard Storm, Purchasing, the World Famous Strong Man.

Mr. Hendricks, who was sitting in the front part of the Madison Street car and just west of Elizabeth Street, saw a six-year-old girl about to cross to the north side of the street. She was looking toward the west and was paying no attention to the traffic coming from the east. Just after permitting an eastbound car to pass, she started to run in front of Motorman Schoenfeld's car. He brought his car to a dead stop and thereby averted a serious accident. Mr. Hendricks congratulates both the motorman and the company.

Conductor J. Wilhelm, badge No. 14086, of Devon, promptly turned in an umbrella left on his car by Mrs. Ralph E. Chapin, 3613 Pine Grove Avenue. Upon recovering the article, Mrs. Chapin forwarded a check for two dollars with an expression of her appreciation.

Conductor Fred C. Maines, badge No. 4732, of Kedzie, is complimented by Miss Bertha Voegeli, 1049 North Lincoln Street, for his uniform courtesy to all of his passengers.

Miss E. Huber, 3253 Herndon Street, observed the consideration shown by Conductor Bernard A. Leonard, badge No. 9738, of Division, in patiently explaining to an elderly passenger how to reach her destination. He in-

structed her with a smile and that smile was in evidence to every passenger who boarded his car.

Mr. Harold C. Trauscht, 2481 Archer Avenue, commends Conductor Harry McKeever, badge No. 1108, of Cottage Grove, for the care he took of a blind passenger during a crowded trip. He gave the blind man his stool for a seat and at the passenger's destination guided him carefully to the curb.

Conductor Raymond H. Clarke, badge No. 762, of Kedzie, was so pleasant and considerate in dealing with his passengers that Miss Veva E. Kendall, 4822 Kenmore Avenue, who writes that she has traveled a great deal and has come in contact with all classes and kinds of people, informs the management that Conductor Clarke is a representative who is a credit to his employers.

Motorman L. Colomd, badge No. 9265, of Lincoln, is congratulated by Mr. J. J. Ryan for his prompt and effective handling of his air brakes on July 6th, when he prevented a collision and a possible death or injury of two men whose automobile was on the wrong side of the street.

Mrs. Henrietta Morris, 5120 South Keeler Avenue, who describes herself as a native of Kentucky, eighty-eight years of age, writes to



J. J. Schober and Walter Smith Furnished a Lot of Sport as Clowns.

express her appreciation of the assistance rendered to her by Conductor William C. Daugh, badge No. 2874, of Archer. He assisted Mrs. Morris both in boarding and leaving his car and his attention was appreciated.

Conductor Louis Abel, badge No. 7868, of Kedzie, is thanked and commended by Mrs. M. E. Bowe, 6017 Mozart Street, for assisting a blind lady passenger, helping her from the car and escorting her safely to the safety zone at her transfer point.

Conductor Frank Reynolds, badge No. 12494,



of Burnside, relieved the embarrassment of Mr. Charles Turzak, 1387 Roberts Avenue, Whiting, Indiana, who found himself short of change when boarding Conductor Reynolds' car with a lady companion. The conductor's quick appreciation of the situation and ringing up the two fares as if nothing had happened made a booster out of Mr. Turzak, who subsequently remitted the amount of the fares with a letter of appreciation.

Mrs. M. R. Gill, 4703 Lincoln Avenue, noticing that Conductor Carl W. Larson, badge No. 6128, of Devon, while in charge of a Lawrence Avenue car called every street clearly and distinctly. This part of his duty was performed so efficiently that she considered it worth noticing and reported the incident to the management.

Mr. O. E. Foldvary, 7434 Ellwood Avenue, who was southbound in his own machine on Western Avenue, was immediately alongside a southbound Western Avenue car which was being operated by Motorman J. J. Liska, badge No. 1497, of Archer. Just as Mr. Foldvary and the car started across Touhy Road and were almost in the middle of the cross thoroughfare, a large sedan, westbound, driven at a high rate of speed cut directly in front of them. Mr. Foldvary states that Motorman Liska's application of the emergency brakes was the only thing that saved a crash. Mr. Foldvary avoided collision by a quick turn to the west. He compliments Motorman Liska and furnished the license number of the sedan and other necessary details to the Legal Department of the Chicago Motor Club in order that the reckless driver might be checked up. Mr. Noonan, Director of Accident Prevention for the Chicago Motor Club, transmitted a copy of Mr. Foldvary's letter to Supervisor Pasche of the Accident Prevention Department with a highly complimentary reference to the efficiency of the motorman.

Motorman James A. Watt, badge No. 11825, of 77th, saw Miss Lourena M. Schryver, 2161 East 75th Street, running for his car as she transferred from Halsted Street. The green light was on and the motorman might well have proceeded on his way; but he waited a few seconds, thus giving her an opportunity to board his car to enable Miss Schryver to keep a very important engagement, and she expresses her thanks for the consideration shown her.

Mrs. Amberto Beduschi, 4628 Lake Park Avenue, wrote to commend Conductor Edward J. Mackey, of Lincoln, for his honesty. Mrs. Beduschi's husband handed the conductor what he thought was a dime and a nickel, but after they entered the car the conductor called her attention to the fact that they had handed him a quarter and a penny. Both his courtesy and his honesty are commended by Mrs. Beduschi.

#### True, But Not Correct!

Navy, Jr.: "Pop, I got in trouble at school today and it's your fault."

Navy: "How's that, son?"

Navy, Jr.: "Remember when I asked you how much a million dollars was?"

Navy: "Yes, I remember."

Navy, Jr.: "Well, 'Helluva lot' isn't the right answer."

## Departments and Divisions

### Engineering

For the third successive year the "Big Boys" won the Tug-of-War contest at the Picnic. This gives the Engineering Department permanent possession of the cup, emblematic of the Surface Lines Championship.

A. B. Bonhomme and his family started for the picnic at 8:00 A. M. They dropped most of the machine along the road and arrived at the Park at 8:30 P. M. just as the lights were going out.

Mike Korosy has returned from his vacation, and reports being badly bitten by the Flivver bug.

N. R. Alexander is spending his vacation at his summer home on Bangs Lake. Aleck hopes to catch a fish before he leaves.

John Retzler spent two weeks at Round Lake and says he enjoyed himself just going Round.

F. J. Koza has matriculated to the Willys-Knight class after six years of hard study on a two-door.

Melville Cook, the genial "Trouble Clerk" at Clark and Division was drowned on July 4th. "Mike" as he was called around the office, lost his life aiding a girl who had become exhausted in the water. Mike leaves a host of friends among his fellow employees, who sincerely mourn his untimely death. Transit.

### Electrical

P. C. Caldwell of the 62nd and Wabash Ave. Line Wagon, suffered a fractured arm when a ladder broke as he was painting his house. Mr. Caldwell is out of the hospital and doing nicely.

Paul Schwab is spending his vacation at Ft. Sheridan as the guest of Uncle Sam.

E. E. Johnson, wife and baby have returned from their vacation which was spent in Northern Michigan. H. Essington.

### Legal and Accident Investigation

Mr. Thomas H. Hoy is walking around these days with a firm stride, chest thrown out, shoulders drawn well back, head erect, eyes straight to the front and chin drawn in. His son, Charles E. Hoy, entered West Point July 1st, 1927, and we all agree that Mr. Hoy, Sr., may well be proud that a second son has been able to qualify for entrance to the World's greatest training school for real men. Captain T. A. Hoy, an older son, is now at Ft. Slocum. He was in the Tank Corps and Air Service during the World War. Charles Hoy was center on the St. Mel's basket ball team which won the National Catholic High School basket ball title and he has already been picked for the basket ball team at West Point and we trust he will soon have some more national honors. He writes that his time is well taken up but that he has thirty minutes each day to himself. No doubt he will use those thirty minutes in improving himself for the position he expects to take in life. We heartily congratulate the Hoyes.



Mr. Ora F. Gilbert of this department received a fish by mail the other day and elaborate care was taken to see that it was delivered to him in an unspoiled condition. One of the men took it home and placed it in his icebox and when Mr. Gilbert arrived at the scene Mrs. Gilbert was invited in while the fish was produced from the icebox. It was all of 4½ inches long and had a well tanned leather cover and looked real life-like. The next morning a dozen of the boys received R. S. V. P. invitations to Mr. Gilbert's fish dinner the same evening. Mr. Gilbert threatened to go through with the affair and produce a can of sardines but as the writer (for various reasons) did not receive one of the R. S. V. P's. he can not report as to whether there were any sardines unveiled. Mr. Gilbert has the very nice habit of shipping trout, bass, pickerel etc. to his friends from the far north woods and felt very sure that for once one of his friends had reciprocated.

This department was well represented numerically at the Picnic and our girls attracted a lion's share of the attention. Our baseball team was chosen three minutes before game time and was defeated 2 to 1 so we do not feel so downhearted. Our chariot race team developed so much speed that it threw the driver head over heels which permitted the winning team to get a safe lead. We all had a great time and are waiting for the next. Our girls are well decorated with cold cream as old Sol was sure busy.

#### Schedule and Timetable

The new arrivals to proud daddys in this department are a baby girl at the home of S. D. Forsythe, that is one for S. D., also a baby girl at the home of G. R. Bryan Jr., that is two girls for George—congratulations!

L. M. Gordon took that awful leap over the broom stick on June 26, when he entered the ranks of benedicts.

Smokers in the department enjoyed the smokes, come again.

C. J. Pfaus went up to Michigan during his vacation, visiting at his old home.

Miss Lulu McCormick left on Saturday, July 16, on an extended vacation for a trip to Los Angeles, where she will visit relatives, making the trip via the northern route, she expects to return via the southern route.

Art Langohr also left on July 16 for a vacation trip by auto through Canada, via Detroit and Windsor: vacationists returning from up that way are usually very popular when they return.

L. A. Gilbert will make an auto trip through Indiana visiting relatives while on his vacation.

Others away on vacation during the past month are G. R. Bryan, Jr. and J. S. Franzen.

Chuck.

#### Car Meter

Catherine Miller is spending one week of her vacation at Long Lake where she is attending the Lutheran Bible Conference.

Grace Dean and Mrs. Emily Mensinger are on their vacation, the latter for only a week. In two weeks, Mrs. Mensinger will leave for Butternut, Wisconsin, where she will spend three weeks with her mother.

Marie Kmetz spent her vacation at Streator,

Illinois, returning this week looking much rested and as fresh as a daisy.

Our department was quite well represented at the picnic at Glenwood Park on July 16. Among those who attended was the writer, who, with the rest, wants to know why they hold a picnic forty miles from Chicago.

Florence Rahn reports having had a delightful vacation just staying at home. The first week was spent waiting for their new radio, and the second was spent listening to it. Not a bad vacation, was it?

We, of the Car Meter Division, certainly feel honored to be able to share with Mr. Anger, the accredited prominence in the railway field that this department of the Chicago Surface Lines has risen to, when our attention is drawn so clearly to it by the very fact that representatives of other progressive railway companies from all over the country come to learn our methods and system.

This week for three days, we had with us the distinguished Superintendent of Transportation, Mr. D. L. Fennell of the Kansas City Public Service Company, and his two very bright young engineers, Mr. Reynolds and Mr. Gailley, who actually worked with us all day through the routine under the guidance of Miss Ella Gehrke, Chief Clerk of this department. Mr. Fennell covered the high and low points with Mr. Anger, Mr. Jones, and Mr. Cassell, while at the Meter Testing Laboratory, they spent a full half day going through the seemingly mysterious electrical details. We all know that it is the best equipped and economically operated testing laboratory of its kind. They were unanimous in voicing their sentiments of approval with the hope that they could have one on this order that would fit into the requirements of their Power Saving System now being organized.

Mr. W. A. Keller, Superintendent of Power Saving for the Pittsburgh Railways Company, Pittsburgh, Pennsylvania, spent some time with us last week going through our records, methods and system by which we keep our meter up to the high standard of perfection. The Pittsburgh Railways Company is now busily engaged in organizing a Power Saving System.

Not so long ago, we had the pleasure of having Mr. Ralph Emerson, then General Manager and now President of the Cleveland Railways Company of Cleveland, Ohio, pay us a visit with the result that he sent Mr. Turnbull and Mr. Snell, two engineers, to gather all the details pertaining to our methods, and also his Superintendent of Equipment, Mr. Terry Scullen, in order that he might also obtain first hand information to enable him to construct a laboratory along our lines for their Power Saving System.

Rose Snider.

#### Material and Supplies

George Mikota and Lucy Spencer were seen with the largest fish caught in Batavia, Illinois.

Elmer Ratzel tried to start a new fad, but it didn't take very well.

Jim Sefcik's powers of hearing are so finely balanced that he even has to close the screen door when he uses the telephone.

Dempsey is looking for sparring partners. We suggest August Schultz.



The M. & S. Department, north and west, wishes to extend to Fred Gulitz its deepest sympathy in his bereavement at the loss of his daughter.  
R. E. Buckley.

#### **Shops and Equipment—North and West**

**West Shops:** A beautiful oil painting was presented to Mr. and Mrs. T. H. Shaughnessy as a wedding gift from the Carhouse Supervisory Force, North and West Division. This was not mentioned with the series of happenings in the last magazine, as we have only seen the painting upon their return from their honeymoon.

A quiet wedding was solemnized the evening of June 16th, when Miss Thelma A. Knapp of St. Joseph, Mo., became the bride of Walter B. Farrar, Engineer of Tests at the West Shops. Congratulations are in order!

The West Shops are very proud of their Indoor Team. They won the indoor game at the picnic with a score of 2 to 1 over the Accident Investigation Department, and 5 to 0 over the South Shops. Each man on the winning team was presented with an Eversharp pencil.

The following vacationists report having had a good time: Mr. B. Phillips, who motored to his old home in Scranton, Pa. Mr. G. F. Smith, our Machine Shop Foreman, who visited relatives in Oklahoma.

Mr. Bert Pauli of the Paint Shop resigned July 13th to become a mail carrier.

We are glad to see William Fehrman back to work after an illness of two weeks.

We hope for the speedy recovery of William O'Shea of the Paint Shop, who is ill at his home.

Mr. John Landeck is spending his vacation in Appleton, Wisconsin. They do say this town is noted for its widows.

Ed. Wendt motored around the lake in his Dodge Sedan, and reports having had a fine vacation. We are wondering who the other passenger was.

M. Pare of the Drafting Room, spent his vacation in Eagle River, Wisconsin. Reports nothing exceptional, other than lots of rain and storms.

July 4th will be history in Bill Stegeman's life. On that day some friend took him in an auto out to Channel Lake, Ill. This was the only time Bill was outside the city limits, except when he was dragged into the army and taken for a sightseeing tour of Europe.

Ed. Pflug of the car wiring gang, is the most popular man in his neighborhood, being the only possessor of a radio with loud speaker. The night of the Dempsey-Sharkey fight, he entertained the neighbors for blocks around and the police had a hard time handling the crowd.

**North:** J. Durkin, Car Placer, is the proud daddy of a baby boy. Congratulations!

**Limits:** Mrs. H. Butcher has returned from Hot Springs, Ark., greatly improved after fourteen weeks' vacation.

The daughter of Mr. L. Gawlik was married on July 9th. Our best wishes are extended to the couple.

A. Andrewpolis is the daddy of a ten-pound baby boy, born July 22nd. We heard that a new baby also arrived at the home of Sam Tsarpalos. Congratulations!

**Kedzie:** Don't overlook the picture on another page of the Kedzie workers who reached the top in the Pull-in contest this month.

**Devon:** Looks like the wedding bells were going to ring soon again. How about it McQuinn? Don't forget the cigars.

**Lincoln:** The boys extend their sympathy to Peter Van Boven, whose wife died July 13th.

Jane V. McCarthy.

#### **South Shops and Carhouses**

**South Shops:** "Scotty" McIlroy of the Machine Department is visiting relatives in Canada.

We are told that J. Gutterschuck of the Truck Department is planning on getting married in the near future.

Mr. Brower of the Printing Department advises that "Bill" Gurgel, the east-bound transfer printer, committed the crime of matrimony. He got the usual sentence, "Life," no time off for good behavior. The Printing Department indulged in cigars and candy. Good luck, Bill.

Ever since Mike Rubey won the chariot race at the picnic, he is feeling like one of the four horsemen.

J. Przybylski of the Painting Department is at Sulphur Springs taking the baths. We hope that he will receive the expected results and that he will come back spick and span.

We are advised that "Doc" Mohrman is spending his vacation this season by the hour to make it last longer. It takes Doc to figure it out.

We are sorry to hear of the death of Frank Marthaler's father.

J. Nelson and J. Workman of the Machine Department have returned after their summer outings.

L. La Barge, Power House Engineer, reports having spent two weeks fishing in northern Wisconsin.

Sidney Marshall, Clerk in the Car Repair and Paint Department for the past ten years, died on July 13th while he was on his vacation. We understand his death was due to heart disease. Marshall was very well liked and his loss will be keenly felt by all who knew him.

**Cottage Grove:** G. Tiegs has returned from his vacation and states that it was too hot to make his regular fishing trip.

Anyone wishing any instructions on house decorating see N. Meyers.

T. Daly was seen downtown in a furniture store with a young lady. Who was she, Tom?

**Burnside:** When "Mike" Gorman returned from his vacation, he had a big smile on his face. We know all about it Mike, and the boys all congratulate you, but we're still waiting for the cigars.

The boys at Burnside were all glad to see W. Flaherty, The Irish Rose, back on the job. He has been laid up for more than a year with a broken leg. He's still wearing the same smile that he had when he left.

Pete Eckert is figuring on buying a new Essex Four Door Sedan. He thinks they look a lot better than the old ones.

**77th Street:** Jim Hopkins had his Ford smashed up, but it is all right now.

The boys at 77th Street are all glad to see Sundquist back on the job.



Gus Stavides, we are told, is planning on taking a trip to Ireland.

Well, Mike Skahill, we ain't saying a word.

Fred Wolfe had a little fan-belt trouble on his Nash when returning from Paw-Paw Lake.

**69th Street:** W. Vincent returned from his vacation a married man. Congratulations. La Palinas preferred.

Leo Keane spent his week vacation on a fishing trip at the 147th Street Quarry.

R. Fenton is on his feet again after a long siege of illness.

See Matt Baldwin for an application on next year's tug-of-war team.

H. J. Dentzman has taken up golf and can be seen several evenings a week at Jackson Park.

**Archer:** B. Flynn, Night Foreman, is enjoying his vacation in Michigan.

The boys from Archer who went to the Picnic had a real good time.

For a good auto-painter, call R. W. Short.

J. P. McCauley.

### STREET CAR MEN'S LEAGUE

Baseball Averages, Including the Games of July 27

#### NORTH DIVISION

Team	Played	W.	L.	Pct.
Lincoln	11	11	0	1.000
Kedzie	11	8	3	.728
Lawndale	11	7	4	.637
Division Nine	11	6	5	.546
Division Ten	11	4	7	.364
Devon	9	3	6	.333
North Ave.	9	2	7	.222
Limits	9	0	9	.000

#### SOUTH DIVISION

Team	Played	W.	L.	Pct.
Burnside	9	8	1	.888
77th Street	10	7	3	.700
Blue Island	10	7	3	.700
Archer	9	4	5	.444
69th Street	8	3	5	.375
Cottage Grove	9	2	7	.222
Hammond	9	1	8	.111

### MILES, TRIALS, SMILES

As we work from day to day, we travel many miles.

And as we go back and forth, we have many trials.

But do you know, we can shorten, each and every mile,

If we only, now and then, show a cheery smile?

For a smile will brighten each and every mile.

And will take away the care, of the many trials.

Just try it now, from day to day,

You'll surely find, that it does pay.

And all those miles, and many trials, will disappear amid our smiles.

Louis J. Thomas.

Conductor No. 4628, Lincoln.

### Can't Be Done

"Im going to marry a pretty girl and a good cook."

"You can't. That's bigamy."

## Around the Car Stations

### Sixty-Ninth

The new Gardner purchased recently by Superintendent Irvine has been one of the chief centers of interest about 69th street depot.

Our sympathy is extended to Conductors J. Sheridan and J. Wach on the death of their dearest and best friend, their mother.

Our starter, "Mr. Coyne" (pronounced "Meester Coin"), appears to have a large acquaintance among street car patrons, as whole carloads have been observed shouting greetings to him.

Conductor A. G. Eccarius reported a 7¼-lb. boy born June 17th, and Motorman J. J. Sullivan, No. 4, reports the arrival of a 10-lb. baby girl born July 9, 1927. Conductor H. C. Bode is glad he is papa of a 7-lb. boy born June 25, 1927.

Motorman T. D. Sullivan is undergoing rest and treatment at the Edw. Hines, Jr., hospital in Maywood, and invites the boys out on Tuesdays and Thursdays between the hours of 2:00 and 4:00 p. m. to see him.

Sympathies are extended to Conductor A. R. Popelka on the death of his wife, June 28th, and to Conductor J. J. Moloney upon the death of his brother.

Two of our comrades and old-timers have passed away, Motorman M. Hefferman on July 11th, and Motorman A. J. Kuntzman on July 25th. Division No. 4 will mourn their loss.

W. L. Pence.

### Seventy-Seventh

Conductor Bill Lake is back in the harness again after being confined to St. Luke's Hospital for a number of weeks. Glad to see you back again, Bill.

Conductor Bob Mercer has returned to work after a prolonged sickness. Bob is one of our real oldtimers and it is indeed a treat to come in contact with so pleasant a gentleman.

Supervisor Harry Hubbell spent an enjoyable vacation in and about Holland, Michigan. Judging from Harry's coat of tan he sure must have caught a lot of fish.

Did you notice in the last issue the standing of 77th Street for the month of May as to the mileage per pull-in? Well, Mr. Meyers, Carhouse Foreman, is not a bit selfish as he states a great deal of the credit is coming to our trainmen as well as his shopmen. Mr. Meyers wishes to thank the boys for their cooperation and said he would like to have the flag brought out here. Let's go after the flag for Mr. Meyers and his crew of good fellows.

Motorman P. J. Conway, No. 2, was married this past month and to Mr. and Mrs. Conway the boys extend their congratulations.

Motorman John Haugh and John Durkin are enjoying a furlough in the old country and you may be sure both will have some great stories to tell upon their return.

The Club and Trainrooms have been newly decorated and it certainly makes a great im-



provement in their appearance. The color scheme is the best we have had to date and it is up to us as a whole to try and keep them looking neat.

An old friend of the boys and ex-employee Paddy Skerrett (our uniform salesman) is visiting Europe. Paddy is some story teller and it will be great to listen to him on his return.

The Richardson cup has been on display at our depot and it sure is a whale of a cup. Manager Ed. Gillooley of the baseball team said it is going to remain here permanently in the near future.

Motorman Mike Hanley has become a benedict and is spending his honeymoon in the Alleghanies and a few east coast cities. We wish him a world of prosperity.

The boys sure made a grand showing in the witness contest this month and I believe you will find us in third place which is very gratifying. Our motto is "onward and upward." One rung of the ladder at a time is good climbing. Six witnesses per accident will do the trick.

Motorman Bill Leske and F. L. Kazda report the arrival of girls at their homes; also, Receiver George, a boy. We are pleased to say in these cases the mothers and little ones are doing nicely.

Motorman Peter Melaniphy, while obtaining the necessary information in a blockade caused by a digging machine, could not obtain the owner's name of said machine. This did not worry Pete even a little, he up and took the manufacturer's name, model number and cubic capacity of said machine.

Asst. Supt. Oscar Langohr journeyed up to Hamlin Lake on his vacation. Mr. Langohr states he witnessed a motor launch regatta at which a speed of 40 miles an hour was reached. This race must have been worth watching.

Clerk Walter Daly, while on his vacation, claims to have found a new species of a cow. A buttermilk cow. Try and convince Walter if you can. Try!

In the baseball game of July 20th, 1927, at Grand Crossing Park, when our team hooked up with the league leaders they sent said Burnside team home on the small end of the deal by the score of 17 to 5. The following players made home runs: Frank Gillooley, Ed. Porthouse and Ed. Conrad who made two. One feature of the game was when Ed. Conrad ascended the mound when our old standby was faulting, namely Ed. (Lefty) Holford, with the bags loaded and no one out pitched 12 balls and struck out the heavy artillery of the Burnside team. Three down in a row.

To the following families of this division we extend our sympathy in their bereavement, namely, Conductor G. A. Linderborg in the loss of his father, Conductor T. W. Hanely in the loss of his brother and Mrs. G. J. Weinmann in the loss of her husband, Starter Gus. Weinmann. C. A. Gylling.

#### Archer

Motorman Frank B. Pavel took a trip by auto to Antigo, Wis., where he is visiting relatives. Frank makes this his yearly outing and spends most of his time fishing.

Conductor Glenn Walker underwent a serious operation on June 21st at the County hos-

pital for duodenal ulcers. Our last report is he is much improved. The boys wish you a speedy recovery.

Motorman Fred Foldorf died July 10th at the Elgin State hospital. Funeral services from his late residence, 5232 Washtenaw Ave., July 13th. Our sympathy is extended to the bereaved family.

Edward Jr. arrived at the home of Motorman E. J. Chamberlin at 7:30 P. M., July 15th. Daddy and baby doing nicely.

Conductor Ed. Plikuhn went to the German Decon hospital June 24th, with an attack of sciatic rheumatism. Here's wishing you a speedy recovery.

Motorman A. J. Krause is enroute via auto to Niagara Falls where he and his family are planning to spend a two weeks' vacation.

Motorman William J. Anderson bought a box of Dutch Master cigars and treated the boys on the arrival of a bouncing baby girl, Evelyn Alice by name, born as the clock struck 10:00 P. M., Thursday, June 30th, at St. Anthony's hospital.

Conductor Joseph Finn joined the matrimonial ranks June 30th. Joe said he always wanted a June bride. Wedding ceremonial celebrated at St. Gabriel's church.

Conductor Frank Mackain, one of our oldest conductors in service having a seniority dating November 13th, 1890, takes his first furlough in forty years. He was granted 30 days, July 1st, and has planned on a western trip to the Rocky mountains.

Motorman P. K. Vassel reports the death of his mother-in-law, who died July 12th, at 2:00 P. M. Funeral, July 15th. The boys extend their sympathy in your bereavement.

Motorman H. D. Metke and family took a trip through Canada, returning via Niagara Falls. Says the old Chandler never run better.

The boys of Archer depot mourns the loss of Conductor John J. Pacanowski, who was injured and passed on to that celestial home Friday, July 1st. John, with his ever pleasant smile, always had a good word for everyone and was well liked by his fellow workers. He will be missed by many. Funeral services from the Five Brothers church, Tuesday, July 5th. Our sympathy is extended to his wife in her sad bereavement.

Motorman John Forgie sailed for County Down, Ireland, June 25th, where he will visit his people and renew his boyhood days.

Conductor Edward J. Carney, when in the act of alighting from an auto, was run over by a passing truck seriously injuring both of his feet, June 24th. While he is still in the hospital, he is getting along nicely. The boys are all looking to see you back in the harness soon.

Conductor A. A. Striegel underwent a serious operation June 28th at the Mercy hospital for bleeding ulcers of the stomach.

Motorman Thos. Flaherty, one of our old pensioner's having a seniority dating July 23rd, 1887, called at the Archer depot July 11th.

Conductor William A. Lion quietly slipped away, June 25th, unbeknown to his many friends and stepped into the matrimonial harness. Here's wishing you lots of luck and happiness.



Conductor Harry Fick and wife are spending their vacation by auto to Canada, returning via New York City and Niagara Falls.

Motorman John J. Vogel was hurriedly called home to Peoria, Ill., July 9th, to his father's bedside who later died, July 12th. The boys extend their sympathy in your loss.

The boys on the 51st Street Line together with the traveling public rejoice in the celebration of the opening of the new subway at Leavitt Street. We now have through service from Central Park Ave. to South Park Avenue, also night car service to the west terminal, in effect Sunday, July 17th, 1927.

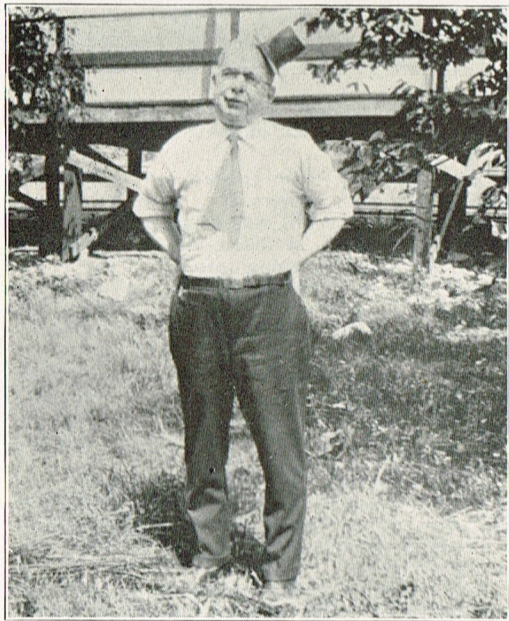
Congratulations are now in order. Conductor A. C. Potraz left the ranks of single cussidness and entered into the life of blissful matrimony, Saturday, June 25th. Albert took his bride to Birds Nest Inn, Dowagiac, Mich., to feather their nest. Albert wired back for an extension of time as the time allotted was not enough to do justice to the celebration. Here's wishing you and yours the success of matrimonial life and may all your troubles be little ones.

The first step towards the track elevation on 47th Street at Leavitt Street was started by the Track Department, Thursday, July 7th. It is expected that our 47th Street cars will be running on temporary track over crossing on Monday, July 25th, during track elevation.

Jim O'Kane, our assistant day clerk, tested out his new Buick while on his vacation by traveling over two thousand miles.

Dusty.

Blue Island



Division Superintendent Maguire, Sixth Division, in a Striking Pose at the Picnic

Conductor J. Mullins, who had 42 years of service, passed away on June 14th, 1927, after

a short illness. Mullins was a steady worker and was liked by all.

Our sympathy is extended to Conductors Thos. and Jas. Kelly in the loss of their mother.

The following were presented with new arrivals: To F. Walter a 9½ pound boy on May 26th; to T. Kennedy a 7¾ pound boy on June 3rd; to W. Baruch a 7½ pound boy on June 11th; to J. Hoffman a 9 pound girl on June 17th; to H. Winkleman a 7 pound grandson on June 28th; to M. Webster a 6 pound boy on June 29th; to T. Murawski twins, 10 and 8 pounds. Supervisor Winter is the proud granddaddy to an 8 pound grandson who was born on July 5th. (That's the reason for the new car, isn't it, Bill?)



Richard Bohel, son of Conductor Bohel of Blue Island.

The following trainmen at Blue Island took unto themselves life partners: J. Barta, S. Barton, C. Carlson, J. Daugirda, Y. Staggs and C. Vlach. Congratulations and good luck and best wishes from all.

To the baseball players: We are in the thickest of the battle so get busy and get out for practice as we must try to win those wonderful cups which were exhibited at the depot recently. We have only 3 more games to play so do not be a quitter but come out at each game and it will be appreciated by your manager and captain.

We are in second place in the Accident Contest for the month of June. Get busy and let's get into first place. You showed us that you



could get to second, now show us you can get to first.

John Quaid is back from his vacation which he spent in Hot Springs, Ark. He reports having a wonderful time. C. P. Starr.

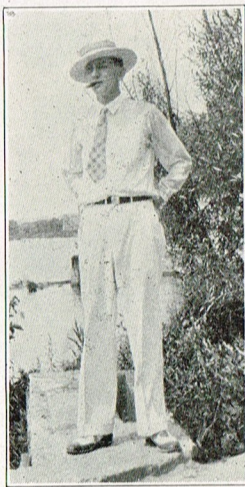
#### Lawndale

We offer our congratulations to Conductor Deets, who became a father of an 8 pound boy, born July 5th. We understand Mrs. Deets and baby are doing nicely, and say, boys, ask Supervisor Winters how it feels to be a grandfather.

Supervisor Ford, who lately returned from his vacation, enjoyed his trip to Paris (no, not France, but Illinois). Supervisor Lewerenz is next on the program and will be on his vacation by the time this issue is printed, so we all wish him a good time.

Our chief clerk, Mr. Hackbarth, who is on his vacation, has been seen at Long Lake.

All the boys who attended the Surface Lines picnic have reported a good time except the young men, who had to take a back seat when Motorman Harry Krygsman, the old sheik, came around with his white pants and took a leading part with the young girls. There was one exception, Charlie Karschnik, our night



Clerk Karschnik Lawndale, a Sartorial Treat.

clerk, who came out dressed fit to kill and was Krygsman's rival with the girls.

Do you know that we have a second Bobby Jones among us? Clerk Red Norman can be seen playing golf regularly up at Columbus Park.

We are still holding 3rd place in the Accident Prevention contest, so let's try to do a little better and put ourselves in first place.

Ralph Torgersen.

#### Kedzie

Many of the boys have taken leave of absence to visit Ireland.

The boys at Kedzie send their deepest sympathy to the families of the following brothers who passed away recently: Bro. J. J. Sullivan, C. McCormick, R. J. Trotter.



Caroline and George Kouba Jr., Children of George Kouba of Blue Island.

Kedzie baseball team is stepping some these days defeating all comers.

Our friend T. Wohl was seen looking at vacant stores along Madison St. It looks as though he is finally going into business.

New arrivals at the homes of Motorman A. Dods and Conductor E. Langel. Mothers and babies doing fine. Congratulations. Don't forget the cigars.

Supervisor Leuttick was seen at the depot with his two handsome daughters before they departed for their vacation at La Porte, Indiana. Here is hoping they all have a good time.

Kedzie depot was well represented at our picnic at Glenwood Park and all report they had a wonderful time. Our assistant superintendent was seen on the grounds together with his wife and family.

Our chief clerk who is now away on his vacation together with his wife was also seen motoring home in Supervisor O'Brien's Cadillac.

Motorman V. Ford sure looks fine all dressed up in his new summer uniform.

N. G.

#### North

Robert Dunn, senior conductor of North Avenue Depot, passed away July 12. He was sick but a short time before the end. His was



a long and faithful service. A gentleman of the old school, admired and respected by his passengers and fellow workers alike for his un-failing courtesy and genial nature, we mourn his passing. The sympathy of all North Avenue men is expressed to his family in their bereavement.

Conductor Vic Colson and wife have just returned from a motor trip to the Black Hills. On July 4 they heard President Coolidge speak from the veranda of the summer White House.

Supervisor Al Solberg and Conductor Fred "Unser Fritz" Bartz send in a card from Niagara Falls. They and their families are making a circle tour of the east.

Motorman Harry Whitney (he never owned a horse in his life) and wife are in Yellowstone Park and will tour to points further west. "Who says bears are wild animals," queries Harry.



William Stluka, son of W. H. Stluka, Blue Island.

Chief Night Clerk Mahoney was relieved at 8 A. M. He immediately hopped into his Ford and said he would have to be in Springfield by 8 P. M. if he was going to get in on the fried chicken the folks were fixing for his home-coming feast. Some of the boys that gathered around to see him off allowed as how he might get to Springfield by Labor Day if he stepped on the gas. Myles was there in time for the chicken. He writes he had little time to waste but that one arm is badly sun-burned.

Conductor Art Hauk announces the arrival of a six pound girl, July 3.

Conductor W. Gaede, one of our newer extra men, became one of our newer married men, July 16. Congratulations!

Conductor James Dwyer is the proud papa of an eight pound boy, born July 10.

"The car will not be in shape for us to continue our trip, so, of course, we will have to come home again. No one injured except for small cuts and bruises. In this we were very fortunate and consider ourselves lucky and thus ends our long dreamed of trip to California." The foregoing is the last paragraph from a letter Dick Ferwerda sends Harvey Johnston. Their machine was forced off the road by another machine and overturned in the ditch near Hiawatha, Kansas. Better luck next time, Dick. In all fairness we must say that Dick, who has broken many a broncho in his time, was not in the saddle at the time of the spill.

Motorman H. Neubecker took the step June 25. Conductor J. P. Ryan, No. 2, was best man at the wedding.

Conductor A. O'Shaughnessey became daddy to a fine baby boy July 15, weight 9 lbs.

Conductor E. Dieckman became daddy to a fine baby boy July 15, weight 10 lbs.

We have taken quite a few steps up in power saving. We'll get to the top yet if we hang on.

Little Joe York announces the arrival of a nine pound daughter on June 27. That's pretty good for Joe.

Motorman Wion reports the birth of a six pound girl, June 25.

Conductor Alec Graham, one of our oldtimers, is on a visit to his boyhood home in Scotland.

No, Jerry Campo will not sit on the flag pole at North Avenue, but he says it is nearly time that one or more of the contest flags is flying from the pole. So let's get busy and earn an award flag to put up there.

C. A. Knautz.

### Armitage

Our deepest sympathy is extended to our Superintendent, B. W. Bolger, on the death of his beloved mother who passed away July 6th, 1927.

Conductor E. Papenfus passed away after a long illness July 7th, 1927.

Rudy Greener is past master of many arts. He has now laid aside the concertina and gone in for aviation. We believe Rudy is the first of our train service to have distinguished himself in the air.

Yes, Jack Dempsey laid the other Jack cold, and nobody knows better whose jack got the worst trimming than Ole Olson.

Our assistant superintendent, L. Milz, has recovered from his injuries and is now enjoying a vacation.

Earl Nelson, our clerk, and George Fischer, our chief night janitor, spent their vacation together away up in the Maine woods. George and Earl are back and on the job.

Two Bells.

### Elston

We are glad to see Bob Miloyevitch, J. Schwass and L. Cosman back to work after their illness, and all the boys wish the other sick members a speedy recovery.

Have you seen Supervisor Whitney's Packard? Note the swell paint job. The chief clerk reports that there has been a decided increase in the use of shoe polish and ink lately. Maybe that is where it is being used.

Congratulations to Mr. and Mrs. R. Kuempe, who are the proud parents of a baby boy, born June 17th, weighing 5 pounds, 9 ounces. Also Mr. and Mrs. E. F. Krefft, who are the proud parents of a baby girl, born May 16th.

E. Johnson, our receiver, is spending his vacation with Engelfeldt, his famous guide, up in the wilds of Fox Lake. Engelfeldt made a statement to Johnson that there are some real flying fish up there, but owing to reports the only thing they could catch was a few smoked fish.

I saw in last month's magazine a few depots mentioning about flower boxes around the depots, but they don't have a show with Elston Avenue, for we sure have some pretty flower boxes and also some pretty flowers.

Well, boys, we are in seventh place in the



Accident Prevention Contest, so let's try and have fewer accidents and climb up into first place, where we belong. Also don't forget the witnesses. The more the merrier.

I see Paeglow has climbed up into first place for Irving Park on the Kilo-Watt list again. Keep up the good work, John.

R. Kroening.

### Noble

Our chief clerk, Roy Wells, is planning a real vacation at the Black Hills, So. Dak. Roy is taking the family and they are boarding the new Essex to sail for a real time. Roy says he is going to fish and rest and do nothing in general.

Don't forget to let the news scribe of Noble Depot know about the new arrivals in your family and any other news for the magazine. Don't hold anything out on the old boy. He needs the news.

Now, boys of Noble Depot, we are somewhat below par in the courtesy and accident prevention campaign, but let's not get downhearted but let's pep up and strive to be top liners.

As a reminder to Herman Suhr, our receiver, there is thirty-one days in August. Hope you enjoy your vacation.

We are sure that you have noticed the flower boxes in the windows of our depot but be sure and see our park and garden which is the biggest and best of any depot, thanks to our popular repair foreman, Ernest Philips.

Conductor A. Petterson's auto is hitting on all 10 points since he quit using water in his gas tank. He says, "Never again."

Motorman H. Klick can be seen these days, but he still says the last trip is the hardest. How come?

We are still low on witnesses. Get together and let's go. If we are not first, don't let it be our fault but Elston Depot's.

At the 11th annual picnic at Glenwood Park, Division No. 10 was well represented and everybody had a good time. Our popular chief clerk of Elston Depot was seen attempting to get in on the chariot races. Our assistant superintendent was there also and tried hard to win one of the silver tug of war medals, but, alas, it was of no avail.

C. F. DeMoure.

### Lincoln

Richard W. Kettell, conductor, died Tuesday, July 12, after a long illness.

William Akerberg, supervisor, has gone on a trip to Michigan. He promised us lots of fish, so here's hoping he has luck.

George Crome has returned from his trip to Los Angeles and tells us the scenery was wonderful. Van Dee also returned from his trip to the Falls saying he had a fine time.

Congratulations to Motorman J. F. Newell, the proud papa of a baby girl, 9½ pounds, born Monday, July 18.

The boys all hope to see Conductor Brewer back on the job soon. He certainly had some hard luck having been sick since May 9th.

Conductor L. P. Peterson, while out driving with his mother in his auto, was struck and had his machine smashed by another machine. His mother had three ribs broken and he himself had his arm bruised.

H. Spethman.

### Limits

Motorman McDernay slipped off to Wisconsin and was married June 21st, 1927. He informed some of the boys he was going on a fishing trip, consequently the lack of detail.

Extra Conductor Linas Davenport received the sad news of his mother's death at 2:30 A. M., June 28th, at Fruitland, Mo. Death was due to injuries sustained in an accident. Mr. Davenport left immediately for the funeral and we extend to him our heartfelt sympathy.

Our old friend, Conductor Wm. Mitchell, died suddenly on June 25th at his home, 1432 Irving Park Blvd., and was buried from Bowen's undertaking establishment, 5454 W. Chicago Ave., thence to Acacia Park Cemetery, with funeral services by Integrity Lodge No. 997 A. F. & A. M. Billy Mitchell, a native of the North of Ireland, was about 19 years in the service. He was a born comedian and had the happy faculty of recounting the ordinary events of the day with quaint, picturesque Irish humor, much to the delight and entertainment of his many friends. He was a member of Integrity Lodge, A. F. & A. M., Lincoln Park Chapter, Chicago Commandery and Medinah Temple. He is survived by his widow, a daughter, a brother, and one sister in Canada. We extend our deep and heartfelt sympathy to his family.

Walter, the receiver, Ed. Regolski and Conductor Trout have returned from their annual Wisconsin fishing trip where they report more than their usual success.

On July 8th, north bound on State St., after an altercation with a passenger relative to a transfer, Conductor Frank Young was, without warning, viciously assaulted. He was removed to Alexian Bros. Hospital where, under the able direction of the company's physician and the kindly treatment of the good brothers, he is gradually recuperating and is now able to walk around a little. Frank wishes to thank his many friends who have visited him during his present confinement in the hospital. He says you either got to be sick or go to a wake to find out how many friends a man has. Well, here's hoping Frank comes back soon.

Conductor Jack Walsh is great for week-end vacations. Exposition Park, Aurora, and Lake Geneva are his favorite rendezvous. It is a wonderful week end, but boating, fishing, swimming, etc., gives you a weak pocketbook and sometimes a weak back, and you are mighty glad to get back. As Jack says, he guesses the "customers" on State St. are trying to make him feel at home as they often get on the car and call him brother. That's getting along with the customers.

Conductor H. H. Miller is spending a 30-day vacation with his wife and family on his farm near South Haven, Mich., and from all reports things are going along nicely.

E. G. Rodgers.

### Devon

A girl arrived at the home of B. Kickeilk.

Geo. Fisher reports a boy. Louis Engleith reports a girl at the Ravenswood Hospital. Mr. Egan reports a boy at his home. Mothers and babies doing fine.

Wm. F. Loftus and Miss Mary Walsh were married June 22. John Borgstrom's daughter,





Conductor George Cox Is Proud of This Fine Group of Children.

Francis, and Wm. O'Connell were quietly married. Wm. Barry lost his daughter the same way. V. Peterson was married and broke the news by passing out the cigars. Here's wishing them good luck.

On July 4th the mother of Harry Rudolf and wife of J. Reuhl were laid away at Eden Cemetery. The father of A. Frey passed on to the Great Beyond on July 4th, and was laid away at Acacia Park, July 7th.

Otto Carlson has returned to work after being at the West Suburban Hospital, Oak Park.

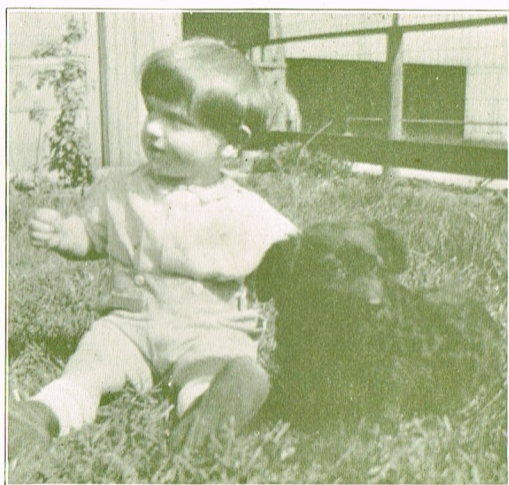
W. Cryder, while on his way home, was hit by an auto, but was able to proceed.

F. Mitchell, our chief clerk, has been absent several days on account of his wife's illness.

Among our vacationists, W. Kennelly has returned from Detroit, and G. Donovan spent his time up at St. Paul.

Mr. Herman Bartsch tells us the Great Chicago Pedigreed Roller Canary Club is going to hold a reception and prize winning birds are to be given as tokens at a bunco game. He is an executive of this organization.

C. E. Roy.



Rodley R. Cartright, Son of H. W. Cartright, Devon.

## CLUB SPARKS

### First Annual Track and Field Meet

On Saturday afternoon, August 13th, the young men, with an athletic trend in their make-ups, will match their ability in events of spirited competition. The Surface Lines Club is devoting this day to their First Annual Track and Field Meet, to be held at the Athletic Field of the Sears Roebuck Dept. of the Y. M. C. A. at Kedzie Avenue and Arthington Street.

In the past two years, several track and field events have been held at our picnics, but owing to the fact that such interest has been aroused, and so much enthusiasm is being shown in this branch of athletics, the Surface Lines Club feels able to promote a meet on a larger scale.

Inter-Department feeling is running high and the beautiful shield being awarded to the winning team has excited more than one department. Gold, Silver and Bronze medals will be awarded in each event and the individual high point winner will receive a Special Gold Medal. The medals have been selected with great care and no one need fear to have them on display.

Two novice events have been arranged for members who have never won a prize and this will encourage beginners and inexperienced runners. Among the regular events will be found a Half Mile Run for those who have endurance and not speed. The sprints and the jumps should bring out some high class talent, and the departmental relay will be a feature. Another feature (a novelty in itself) will be the 100 Yd. Match Race between our Club President, Mr. H. B. Cammack and our Club Secretary, Mr. A. D. Martin. To see these boys training, would guarantee you plenty of excitement.

A few words about the facilities of Sears Roebuck Y. M. C. A. The track is eight laps to the mile, one lap being 220 yds., 100 yd. straight way. The jumping pits and runways are in good condition and no doubt a few Club records will be broken. We will have free use of the lockers, showers and swimming pool. The physical directors have consented to officiate and direct the meet and you can rest assured that everything will be done as it should be.

Contestants must compete in regular Track suits and spike shoes may be worn. Entrants are requested to report to the Field Clerk as early as possible, as the first event will be started at two o'clock.

Horse Racing may be the sport of Kings, Dog Racing may be the sport of Queens, but this Track Meet will be every ones sport, so come out and shout your encouragement.

### Long May We Wave!

Kaydet (waving to motorist): Hey, I'm going your way.

Motorist (waving back): So I see; but I'll get there before you do.



## LEGION TOPICS

### Important News for All Members

The final date for making application for Federal Adjusted Compensation is January 1, 1928, and each Post should concentrate on this service between now and Convention time for the benefit of the Department membership.

The Bureau is now ready to review cases of less than ten per cent that might come under Regulation 165. The claimant in each case should write direct to the Bureau, asking for a review of his case.

Illinois Senate Bill No. 578 provides:

**Section 1:** Any person who might have been entitled to benefits under the Illinois Bonus Act approved May 3, 1921, who has either filed and failed to receive his Bonus, or through no fault of his own, was prevented from applying for same, shall be paid the same compensation as that provided by the original Act. Application, however, must be filed within one year from the date of this Bill, which means June 9, 1928. Application for delayed compensation under the provisions of this Bill shall be made to the Adjutant General, State of Illinois, Springfield.

**Section 2:** It is the duty of the Adjutant General of this State to receive and pass upon the merits of all such applications. The amount and validity of any such claim shall be determined under the provisions of the Act of May 3, 1921, except as herein provided.

**Section 3:** The sum of \$10,000 is appropriated to the Adjutant General of Illinois for the payment of such claims.

**Section 4:** This Act is subject to the provisions of "An Act in relation to State Finance," approved June 10, 1919, as amended.

Application forms can be secured from the Adjutant General, State of Illinois, Springfield. I would suggest that you use this in publicity for your own Post membership between now and Convention time.

The majority of the Post Service Officers

have been working in connection with the Department and many disputed cases of long standing have been adjusted. This is a part of the Legion's program which should have first attention and all Posts are urged to keep constantly in touch with matters of service and to render assistance in every way possible. Address the Department Service Officer at Room 308, 160 N. LaSalle St., Chicago; The Department Headquarters, Bloomington, Illinois; or Southern Illinois to Paul B. Phillips, Box 2, East St. Louis.

It is suggested that the Post Service Officer contact the dependents of veterans who died while in the Service, to ascertain whether these dependents have collected the \$60 discharge bonus and the National Adjusted Compensation. Your Service Department will assist in these cases.

Our first duty is always—Service.

Floyd J. Heckel,  
Department Adjutant.  
L. R. Benston,  
Dept. Service Office.

### Surface Lines Post

The following delegates and alternates were selected to represent the Post at the Annual State Convention to be held at Joliet, Illinois, August 29-30. Delegates: R. W. Ambler, J. P. McCauley, J. Gillespie, R. F. Overbay. Alternates: J. L. Page, L. Simpson, J. Vanderhaeghen, C. E. Brown.

It is the intention of the Post to establish a headquarters at Joliet during the convention. Anyone who desires to attend the Convention can obtain complete information by getting in touch with the Commander or Adjutant.

Senior Vice-Commander Walter C. Krull is the proud daddy of a baby boy. Congratulations.

Brig. Gen. Frank T. Hines, Director of the U. S. Veteran's Bureau announced that the exact amount of War Risk Insurance reinstated and converted by veterans prior to midnight of July 2 cannot be given at this time due to the fact that all applications have not yet been received from the Bureau's Regional Offices and Hospitals.

General Hines also calls attention to the fact that the enormous volume of applications received has passed all expectations and makes the task of recording and issuing the new converted policies an unprecedented one. Applications are being acted upon in the order in which they are received at the Bureau. Therefore, the ex-service man, who applied for his insurance at the last minute, cannot expect to receive his converted policy for some time to come. For this reason, all applicants are urged to continue payments of their premiums even though they have not received their policies, and to further assist in expediting the work, the veterans are also urged to refrain from writing the Bureau concerning their insurance as receipt of additional correspondence will simply place an added burden upon the Bureau's already over-worked personnel.

The Post is planning on holding a Dance during the month of October. We hope to have complete information for publication in next months magazine.



Photographer Duggan and His Staff at the Picnic

