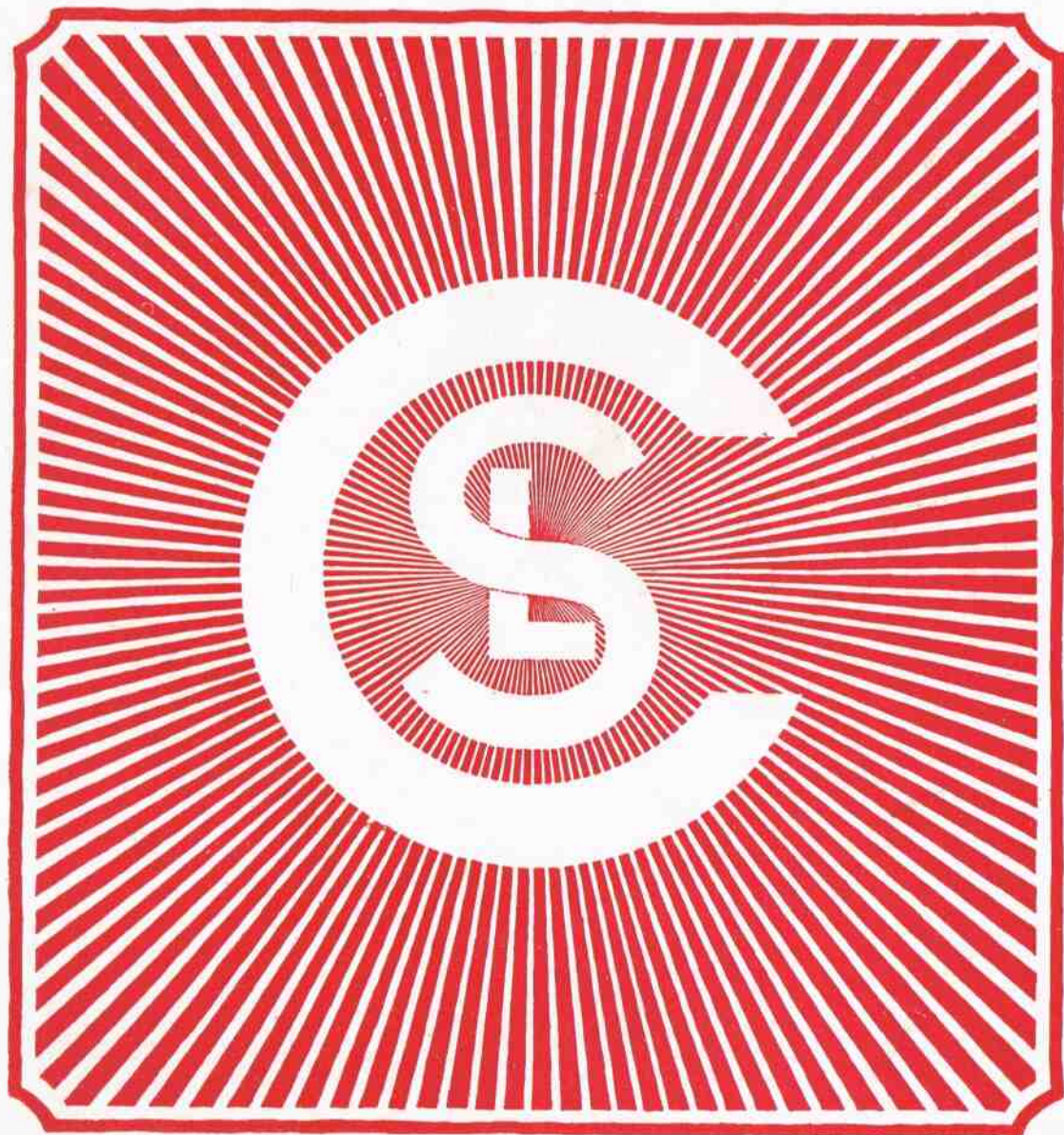


SURFACE SERVICE MAGAZINE

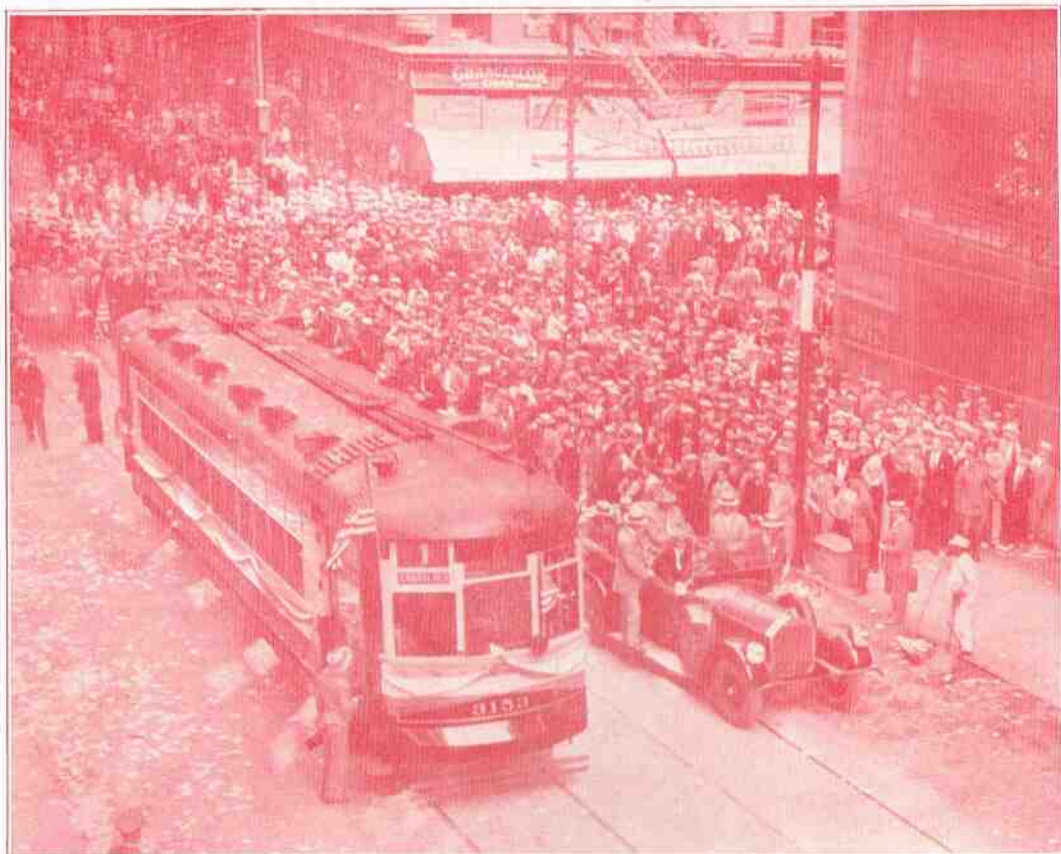
VOLUME 4

OCTOBER, 1927

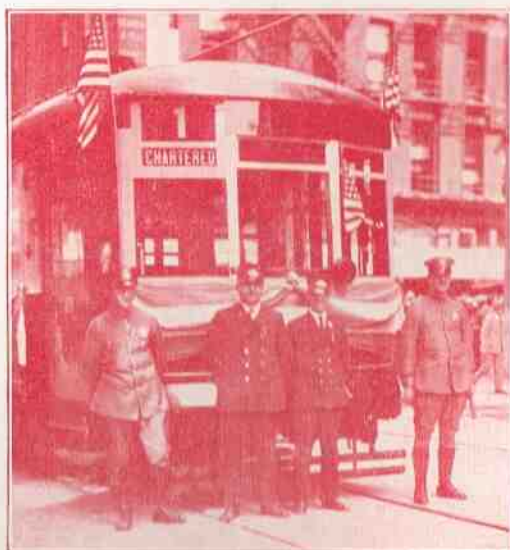
NUMBER 7



OPENING OF ADAMS STREET BRIDGE



Mayor Thompson's Automobile and the Surface Line Car Waiting for the Signal to Make the First Trip Across the New Adams Street Bridge.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

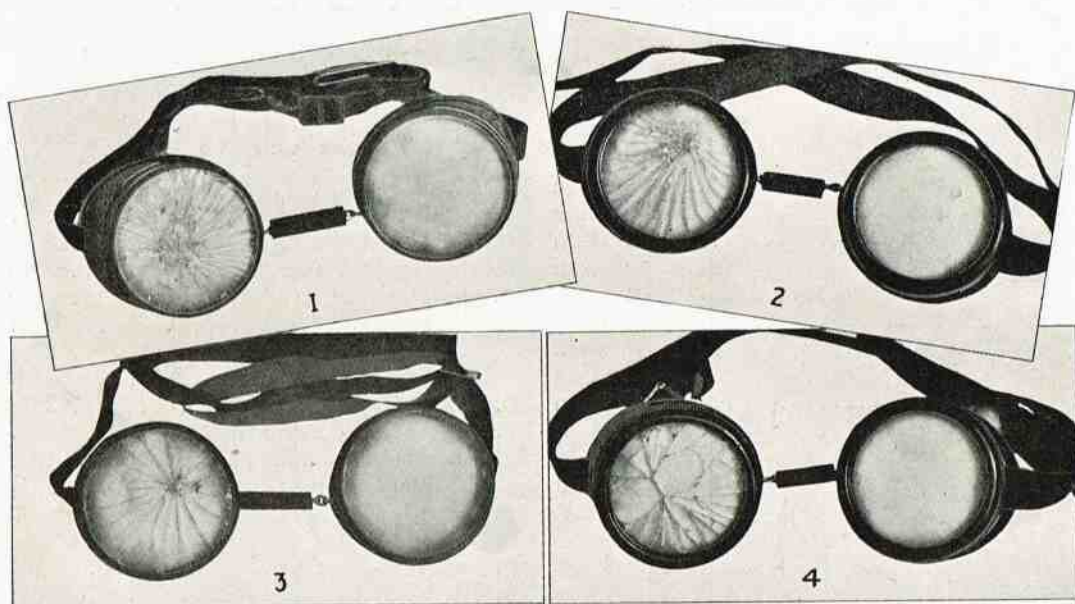
VOL. 4

OCTOBER, 1927

NO. 7

Four Eyes Saved

Four Trackmen Saved from Semi-Blindness by Protective Goggles in One Week



Four impressive demonstrations of the effectiveness of safety goggles during the week of September 13-21 caused four members of the Track Department to bless the day they were supplied with goggles and instructed to wear them. The brief history of these cases should convince every man engaged in the more hazardous construction jobs that the place for his goggles is in front of his eyes and not in his pocket. It will require no argument on this point to insure goggle wearing by the four whose sight was saved in these recent cases. It is a safe bet that after their experience they will never willingly leave them off when on a dangerous job.

The first eye saved belonged to A. Casasa, No. 9585. He was at work with others at Halsted and Reese streets on Sept. 13. A piece of concrete was driven with tremendous force against the lens shown in Number 1 in the cut. It is easy to imagine what the flying missile would

have done to the eye but for the resistance of the special glass with which these goggles are provided. But in spite of the extensive fracturing of the lens there was no damage to the eye behind it.

That case occurred on Tuesday. The following Monday, September 19, J. Deveno, No. 9967, was engaged at Milwaukee and Ashland when one of the lenses in his goggles, shown in No. 3, was struck and cracked in the same manner.

Two days later, September 21, there were two eyes saved, one by the goggles shown in No. 2, belonging to D. Papec, No. 8162, and the other that of T. Balich, No. 5808, who was wearing the pair shown in No. 4. Papec was on a job on Archer west of Crawford and Balich was at Wentworth and 24th. The circumstances were similar in each case, and not one of the eyes that might otherwise have been destroyed was injured in the slightest.

ACCIDENTS ARE PREVENTED BY EFFICIENT OPERATION
 EFFICIENT OPERATION MEANS GOOD SERVICE.
 GOOD SERVICE MEANS MORE BUSINESS.
 MORE BUSINESS MEANS MORE AND BETTER RUNS.

Accident Prevention Contest

*Lincoln Continues to Hold the Lead—Elston-Noble Makes
 Excellent Showing in August*

Standing of Divisions, February to August Inclusive

First Place	Division No. 11, Lincoln	73.57
Second Place	Division No. 7, Kedzie	70.61
Third Place	Division No. 6, Lawndale & Blue Island	68.35
Fourth Place	Division No. 8, North Avenue	67.40
Fifth Place	Division No. 9, Division & Armitage	67.06
Sixth Place	Division No. 2, Burnside	65.84
Seventh Place	Division No. 10, Elston & Noble	64.04
Eighth Place	Division No. 4, Sixty-ninth	63.25
Ninth Place	Division No. 1, Cottage Grove	62.86
Tenth Place	Division No. 3, Seventy-Seventh	61.84
Eleventh Place	Division No. 5, Archer	61.66
Twelfth Place	Division No. 12, Devon-Limits	53.00

Standing of Divisions August, 1927

First Place	Division No. 11, Lincoln	88.42
Second Place	Division No. 10, Elston & Noble	82.96
Third Place	Division No. 4, Sixty-Ninth	81.82
Fourth Place	Division No. 9, Division & Armitage	80.93
Fifth Place	Division No. 6, Lawndale & Blue Island	80.18
Sixth Place	Division No. 7, Kedzie	79.50
Seventh Place	Division No. 1, Cottage Grove	79.47
Eighth Place	Division No. 8, North Avenue	77.30
Ninth Place	Division No. 3, Seventy-Seventh	76.91
Tenth Place	Division No. 5, Archer	72.56
Eleventh Place	Division No. 2, Burnside	69.17
Twelfth Place	Division No. 12, Devon-Limits	64.77

By WILLIAM PASCHE

Supervisor, Accident Prevention

Division No. 11, Lincoln Depot, continues to lead the procession in the Accident Prevention Contest, closely pressed by Division No. 7, Kedzie, in second place and Division No. 6, Lawndale & Blue Island, a close third. North Avenue continues in fourth place and Division & Armitage have moved from sixth to fifth place, having changed with Division No. 2, Burnside. Division No. 10, Elston & Noble, remain in seventh place. Division

No. 4, 69th, has moved from tenth to eighth place. Division No. 1, Cottage Grove, remains in ninth place. Division No. 5, Archer, has dropped from eighth to eleventh place and Division No. 3, 77th, has moved from eleventh place to tenth place with Division No. 12, Devon & Limits, bringing up the rear.

In the September issue we discussed vehicle accidents in their various classifications. In this issue we are discussing car collisions.

Right Angle Car Collisions! This type

of collision should never occur, because at any intersection where two cars are supposed to stop both motormen should be so alert that their cars should never come together, even though there is a misunderstanding of signals.



A Beautiful Bit of Nature Snapped by Hugo Schmidt—Little Falls on Thunder River, Wisconsin.

Right angle car collisions will not occur if paragraph (c) of rule 99, quoted below, is adhered to:

"Cars will be operated at such slow speed over street railway intersections and connections that no collision between cars may result, even should there be a misunderstanding of signals."

Straight Track! This type of car collision is caused by following your leader too closely or assuming that your leader, who may be standing at an intersection, may pull away before you arrive at that point. An investigation usually shows that the motorman who struck his leader was running ahead of schedule. When you are forced to follow your leader closely because of a blockade or delay, always remember that something may happen which may cause him to stop suddenly and you must also be ready to stop. When your leader has stopped at an intersection always check your car and be ready to stop in case he should not move away. Always assume that he will not have moved away from the stopping point when you arrive.

Split Switch! This kind of a car collision is generally caused by operating over cross-overs or facing point switches at a high rate of speed and is not likely

to happen if a motorman is obeying paragraphs C, D and F of rule No. 50, which read as follows:

- C. Motormen are required to observe the position of all facing switches and must know that such switches are in proper position before passing over them and that no portion of the car is allowed to stand where it will obstruct other car operation.
- D. Car must never pass over a facing switch when meeting a car going in the opposite direction. Car moving in opposite direction must be allowed to pass before proceeding over the switch.
- F. Cars must always be operated at slow speed and under full control over switches and special track work.

A Suggestion From North Avenue

It is asked that the trainmen contribute suggestions on Accident Prevention through the medium of the box placed in the trainroom for that purpose.

Our old-timers out of the years of their experience know of conditions and practices peculiar to the business that are dangerous to our fellow-workers and to the public who entrust their safety to our care. Even some little thing which may not of itself be particularly dangerous may be a contributing factor to set of circumstances or a condition which may later place some one in dire peril.

If you know of or observe such a situation or practice put your thought on paper and drop it in the box. If you think you have a remedy for the condition add that to your statement.

Every conductor knows how at some time he has puzzled over a trip sheet that would not seem to balance and had some other person step up and detect the error at a glance. And in the same way it may be that some of our new men coming with fresh minds into the business may be able to discern a danger point that has been overlooked by their seniors in the business. They, too, may be able to point out the remedy for the erroneous condition. So new men jot down your ideas and put them in the box. Every suggestion is duly considered and carefully analyzed.

C. A. K.

On October 1, Supervisor Harry T. Hooper was promoted to the position of Assistant Supervisor of Accident Prevention and will hereafter co-operate with Supervisor Pasche in reducing Surface Lines accidents to the minimum.

Discourtesy Mars Record

Careless or Indifferent Trainmen Make Hard Going for Their Stations—What's the Matter?

Standing for May to August Inclusive

	Dis.	P.U.	Trns.	Q.S.	Total	Cmd.
1 Archer	33	12	9	13	67	9
2 Lincoln	14	8	14	6	42	10
3 Lawnd.	28	8	11	3	50	3
4 69th	39	21	14	13	87	9
5 North	58	23	27	24	132	13
6 Division	24	5	8	11	48	1
7 Bl. Isl.	22	3	10	9	44	8
8 Elston	17	4	8	5	34	8
9 Limits	18	10	9	4	41	5
10 Armtg.	22	12	9	5	48	2
11 Kedzie	54	15	29	11	109	17
12 Noble	18	8	7	6	39	1
13 Brnsd.	22	14	13	7	56	11
14 77th	79	51	17	30	177	20
15 Devon	70	25	22	9	126	19
16 Cot. Gv.	51	16	31	13	111	10
Total	569	235	238	169	1,211	146

The cumulative standing of the depots for the months of May, June, July and August shows very little change over the rating at the end of July.

Nine depots, Archer, Lincoln, Lawndale, Division, Noble, Burnside, 77th, Devon and Cottage Grove, did not change their standing.

Four depots, 69th, North Avenue, Elston and Armitage climbed up on the ladder. 69th Street moved up from eighth place to fourth place.

Three depots, Blue Island, Limits and Kedzie slipped a round or two.

A glance at the following table shows what we are doing each month:

	Dis.	P.U.	Trns.	Q.S.	Total	Cmd.
May	118	50	49	47	264	36
June	152	77	69	49	347	45
July	159	61	63	46	329	37
August	140	47	57	27	271	28

Total . 569 235 238 169 1,211 146

Why should we have 569 discourtesy complaints sticking out like a sore thumb? Are we losing sight of the fact that this is a "Courtesy Campaign," and piling up a discourtesy rating that resembles one of the major league baseball team's standing?

Take an example of just what discourtesy means to any business. If you, Mister Motorman or Conductor, were the proprietor of a store employing five or six clerks, if one of these clerks was so gruff or discourteous to your customers

that some of them left you for that reason and took their patronage to your competitor in the next block, could you afford to keep that clerk? Absolutely no. No matter how high class goods you might handle, your actual business life would depend on keeping the good will of your customers. We, the Chicago Surface Lines, are daily engaged in putting on the market the very best street railway service in the world. Can we afford to have this nullified by the acts of a discourteous, gruff, cranky employe? Again, absolutely no. We cannot afford to see our customers, disgruntled at such actions, leave us for some other type of service.

Losing customers in our business means losing runs. Losing runs means a revision of time tables, affecting all runs. Do you, Mister Trainman, want to be forced to work a poorer run on account of someone's lack of self control? Any man who handles the public successfully must first learn to handle himself. Be your own boss, but don't underrate the job. Watch your step at all times.



Florence 10, Eleanor 7, the Attractive Daughters of Conductor C. Bauer of Blue Island.

Keeping 'Em Rolling

Lawndale Leads With Highest Record Ever Scored, Over 87,000 Miles Per Pull-in



Lawndale's Expert Repair Crew

Night Men: A. Martikonis, V. Boyle, M. Tamosaitis, D. Redden, A. Lapp, D. Kay, A. Bukauskis. Day Men: T. Donahue, T. Panek, C. Verbiski, J. Guy, E. Lawley, A. Milewski, W. Huth, S. Kluza, F. Gustautus, J. Wonagas, J. Gorwain, J. Aldonis, T. Daly, A. Lebduska, A. Klostairs, C. Norweck, P. Virginis, C. Chapulis, T. Spudas, J. Kubinski, A. Kozlowski, J. Nodus, T. Collins, A. Brazauski, F. Petraitis, F. Carlson, J. Knistaut, S. Vaickowski, J. Lyons, F. Macysauskas, F. Butkus, J. Konik, T. Lehané, D. Riordan, T. Sokalowski, D. Jones, T. O'Connor, G. Thomas, J. Demarcus, S. Moreland, J. Woods, M. Gallagher.

Lawndale not only leads, but breaks all records with 87,074 miles per pull-in.

This month is the first time that all carhouses made 23,500 miles per pull-in or better, and all but five carhouses made better than 30,000 miles.

The average for the system was increased to 33,080 or 10.3% over July. Last August this average was 21,184 miles per pull-in, an increase of 56% for this month over a year ago. There were only three carhouses last August who had a higher mileage per pull-in than the average for this August.

The individual August records were as follows:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Percent Inc. or Dec.
1	Lawndale	28	87,074	189.6
2	Elston	25	47,925	168.8
3	69th St.	11	46,982	1.6
4	North	7	39,388	49.9
5	Division	20	38,943	50.0
6	Limits	22	36,767	30.1
7	Noble	22	35,249	54.5*
8	Archer	13	35,141	15.5*
9	Armitage	18	34,294	44.7
10	Lincoln	15	31,779	30.8
11	Blue Island	17	31,010	34.1*
12	77th St.	7	29,318	19.5*
13	Kedzie	11	27,053	13.1*
14	Cottage Grove	11	27,021	2.2*
15	Burnside	12	24,643	23.0
16	Devon	12	23,555	13.2*
		248	33,089	10.3

*Decrease.

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

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



One of Our Line Wagons Making the Final Adjustment at the Adams Street Bridge.



The Cammack-Dicksen Wedding Party

CAMMACK-DICKSEN WEDDING

**President of Surface Lines' Club Takes
Bride—Honeymoon in Virginia**

At 8:30 o'clock on the evening of September 6th, Miss Pauline Dicksen, of Chicago, was married to H. B. Cammack, president of our Surface Lines' Club. The marriage took place at the Parkside Methodist Episcopal Church and was performed by Bishop Edwin H. Hughes.

The bride wore a pretty ivory satin gown with an orange blossom veil to match. The maid of honor and three bridesmaids all wore buffon taffeta in delicate pastel shades.

Following the ceremony fifty-four relatives and friends of the newly-married couple were present at a reception given in the Southmoor Hotel. Late in the evening while the guests danced H. B. and his bride had little trouble in disappearing, not to reappear until the following morning on a train bound for the heart of the Blue Ridge Mountains of Virginia, where they plan a three-weeks' honeymoon.

The following persons composed the wedding party: Miss Bertha Peterson, maid of honor; Misses Audrey Pomroy,

Helen Hansen and Esther Warner, bridesmaids; D. H. Mills, best man; and H. B. Storm, C. B. Heath, and S. D. Forsythe, ushers.

Mrs. Cammack came to Chicago with her mother ten years ago from Eleanor, Pennsylvania, and has been employed since then with A. Hoenigsberger.

Mr. Cammack, after graduating from Purdue University, came to the Surface Lines in 1923. His parents live in Greencastle, Indiana.

Keep at It

If you have started for a goal

Keep at it!

With your heart and mind and soul

Keep at it!

Make mistakes, as people must,

But get up and shake the dust

From your garments, and then just

Keep at it!

When you have learned where you are weak

Keep at it!

You will win the joy you seek,

Keep at it!

Study, practice, think and plan,

If another can, you can.

Keep at it!

—Cincinnati Office Bulletin.

"Then you think I'll never make an actress?"
"Not unless you shoot somebody."

Lengthening Human Life

Early Attention to Slight Ailments Is Important in Many Cases, Says Dr. Leeming

Heretofore in SURFACE SERVICE I advised a study on the subject of health. I want to repeat and amplify this advice, but in doing so let me call attention to the remote danger of introspection. This is a big word used by medical men, who seem to go on the theory that they can charge higher rates for their services if they use high sounding medical terms which the ordinary person does not fully understand. The word means literally



Sonny Anger, Daddy Anger and a Son of Hugo Schmidt, at Wood Lake, Wisconsin. Hugo Was the Photographic Artist.

"looking inward," and there are certain people of a nervous tendency who have a habit of constantly thinking about and analyzing their own symptoms and physical functions, and as a result they imagine themselves to be suffering from all sorts of ailments. You should avoid this and aim to live a normal and rational life without fear of disease.

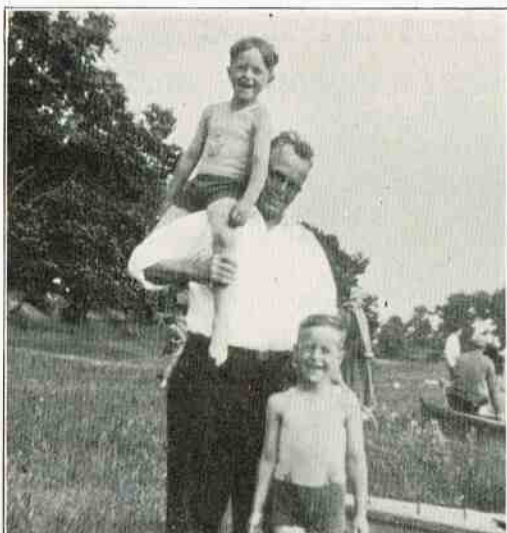
On the other hand, there is an element of danger in waiting until you are really sick before studying the causes of ill health. Don't wait until the cavity in your tooth has eaten its way down to the sensitive nerve ending and cause a violent toothache before you visit a dentist. Don't wait until you have had repeated attacks of sore throat and tonsillitis followed as they often are by acute rheumatic inflammation of a joint before you make any effort to discover and remove the cause of the trouble. Try to profit by the example your Company has given you in having the eyes of ten thou-

sand men examined. Many of these men who did not know of any visual error have been relieved of headache due to eye strain, as well as vision greatly improved by corrective glasses, who have expressed their appreciation of the benefits obtained. The experience gained by what has been termed our "eye campaign" illustrates very clearly the point I want to emphasize, which is that many physical ailments like defective vision come on so gradually that they often develop to a considerable extent before they are discovered.

It should be known also that this does not apply to slight ailments only. It is true of many heart, kidney, liver and other diseases which, if permitted to develop without being recognized lead to disabling and in some cases to incurable illnesses. On the other hand, if these developing deviations from normal health had been known in the early stages the later consequences could very probably have been prevented.

Many so-called slight ailments are often the first warnings of a serious condition. Perhaps the best example of this is the early symptoms of appendicitis where in so many cases the first and often the only complaint for a day or two is of a slight inconvenience or pain in the abdomen without any known cause. If such a pain as I am speaking of should happen to be an early symptom of a developing inflammation of the appendix, you can easily understand how harmful it might be to disguise and cover up this warning sign of Nature by using a dose of paregoric, ten or twenty drops of laudanum, or any other opiate merely for the purpose of relieving the pain. A much better and safer plan until competent medical aid can be obtained is to cut out all forms of food, drinking water only, and lie quietly in bed with an ice pack applied to the right lower corner of the belly wall where the pain in this disease is most frequently located. It is a safe rule to follow that if an individual has in his abdomen any such symptom as persistent and localized pain such as described he should at once consult a good doctor because there are many instances where the neglect of this rule has caused not only untold suffering but many deaths.

In this climate, especially during the fall and winter months, ordinary colds are very common. They most frequently affect the upper air passages and result in bronchitis. This trouble in the great majority of cases quickly subsides if properly cared for. For the first day or two



Assistant General Storekeeper Collins with His Twins Ready for a Swim.

the secretions are lessened. There is a dryness of the nose, throat and bronchial tubes, but on the second and third day the opposite condition comes on, viz., an excessive secretion with a discharge from the nose and throat and the cough which occurs at this time results in free expectoration of this mucous secretion.

This so-called loosening up of the cold is Nature's method of curing it. It is a mistake in such a case to use a form of cough medicine that will "stop the cough"—you should not stop the cough when it is Nature's method of helping you get rid of the accumulated matter which occurs at this time. Any good doctor will explain this to you and give you a stimulating expectorant that will aid Nature's own effort. Be careful about using any of the numerous cough medicines which are made to sell. To be good sellers they must be able to stop a cough, even though it should not be stopped, and there is the added danger of locking up or driving further down into the chest offending material which Nature is trying to get rid of. Even when a cough becomes chronic the different forms of drugstore syrups are very liable to be harmful. It would be much safer for you to use a couple of teaspoonsful of cod liver oil three times a day rather than rely upon any of the ordinary cough syrups, unless the case is bad enough to justify you in consulting your family physician.

Consider for a moment the question of ear trouble. This is an important subject for many reasons which are apparent. Any form of slight ailment which may possibly impair the special sense of hearing is worthy of careful study by everyone but especially by those engaged in street car work. Good hearing is essential to a trainman. In this climate catarrh is very common and catarrhal deafness quite prevalent, especially as we approach middle life. Can anything be done to guard against this danger? If you suffer from catarrh, ringing in the ears,

or a throbbing sensation in the ears, especially following an ordinary cold in the head, don't treat it as "only a cold" but have the trouble investigated by your doctor. Buzzing sensations in the ear, at times accompanied by dizziness, are sometimes due to an accumulation of wax in the ear canal which can easily be removed. If a catarrhal affection in the throat, nose or tonsils extends through the small tubes leading from the back of the throat to the ears it may result in inflammation of the middle ear. This causes acute pain which is often followed in a few days by rupture of the ear drum and a discharge from the ear. This is a dangerous condition and calls for medical attention because if neglected it is apt to be followed by dulness of hearing and also possibly by an extension of the trouble from the middle ear to the coverings of the brain.

The point I am aiming at and the object I have in view in writing on the lengthening of human life is to help you, if I can, to build up and maintain the resisting power of your body to the highest point—as nearly as possible to 100%. I want to encourage my fellow workers to think and study carefully on the questions concerning health and disease, to realize its importance to themselves and their families, and in wishing you good health, and a long life let me remind you in conclusion that if any further advice on this subject is desired the Medical Department is at your service.



Frank Buckholtz, Harry Mavis and Harry Kemp of Kedzie at North Muskegon Proving What Skilful Fishermen They Are.

LINCOLN BASEBALL CHAMPIONS

Defeat Blue Island in Series and Capture the Richardson Trophy

The first of the championship series opened Wednesday, September 7th, when the Lincoln team journeyed over to the Sox Park to meet the Blue Islands. Mr. Evenson threw the first ball and Mr. Pashe caught it. It was a wonderful game, the Blue Islands leading the Lincolns by a score of 3 to 2 until the ninth inning, when with two men out G. May, Lincoln's first baseman, hit into center field and got to second base. Their left fielder, Maes, tripled sending in May, tying the score and stirring up lots of excitement amongst the players and rooters. This brought the game into extra innings but neither side scored in the tenth. In the first half of the eleventh the Lincolns scored 5 runs and kept the Blue Islands from scoring, thereby winning the game by a score of 8 to 3. The score:

LINCOLN							
	AB	R	H	2B	3B	SO	E
Drees, 2b	5	0	0	0	0	1	0
Dellamaria, cf ..	1	1	0	0	0	0	1
Nardi, ss	5	2	4	0	1	0	0
May, 1b	5	1	1	1	0	0	0
Maes, lf	4	1	2	1	0	0	0
Brooks, 3b ...	5	1	1	0	0	1	0
Angel, c	4	1	1	0	0	1	0
Smagack, rf ...	5	0	0	0	0	0	2
Schormack, p ..	5	0	0	0	0	0	0
Schaller, lf ...	1	1	1	0	0	0	0
Total	44	8	11	2	1	3	3

BLUE ISLAND											
Vlach, ss	5	1	2	0	1	1	1				
Lindensmith cf	4	0	0	0	0	1					
Vujtech 3b	4	0	1	1	0	0	0				
Stich, 2b	4	0	0	0	0	0	0				
Dolence, c	4	1	2	0	1	1	0				
Jasowski, p	4	0	1	0	0	1	0				
Barta, lf	3	0	1	0	0	0	0				
Bruel, rf	5	1	1	0	0	1	0				
McCarthy, 1b	4	0	0	0	0	3	0				
Gusick, cf	1	0	0	0	0	1	0				
Piper, lf	2	0	1	0	0	0	0				
Total	40	3	9	1	2	9	1				
	1	2	3	4	5	6	7	8	9	10	11
Lincoln	1	1	0	0	0	0	0	0	1	0	5-8
Blue Isl.	1	0	0	1	0	0	1	0	0	0	0-3

The second and last game of the series was played September 14 at Logan Square ball park where the Lincolns defeated the Blue Islands, and won the championship for 1927, with a score of 5 to 4. The day was exceedingly hot which caused both pitchers and catchers much discomfort, but even with the hot sun beating down on them, all the boys on both teams played very good baseball. The Blue Islands started out with 2 runs in the first inning but the Lincolns came back with a home run by J. C. Drees and two others scored and kept the lead during the rest of the game. The Lincolns deserved the pennant and championship as they have won every game they played during the season. The score:

LINCOLN

	AB	R	H	2B	3B	SO	E
Drees, 2b ...	4	1	3	1	0	0	0
Dellamaria, cf ..	5	1	2	1	0	1	0
Nardi, ss	4	1	0	0	0	0	1
May, 1b	4	1	1	0	1	1	1
Maes, lf	4	0	3	1	0	0	0
Brooks, 3b ...	3	0	0	0	0	1	0
Angel, c	4	0	0	0	0	0	0
Schaller, rf ...	3	1	0	0	0	0	0
Schormack, p ..	3	0	0	0	0	0	0
Total	34	5	9	3	1	3	2

BLUE ISLAND

	AB	R	H	2B	3B	SO	E
Vlach ss	5	1	2	0	0	1	1
Lindensmith cf ..	4	1	1	0	0	1	0
Stich 2b	5	0	3	0	0	0	0
Vujtech, 3b ...	4	1	0	0	0	1	0
Dolence, c ...	4	0	0	0	0	1	0
Bruel lf	4	0	2	0	0	1	0
McCarthy, 1b ...	3	1	0	0	0	0	0
Rose, rf	2	0	1	0	0	1	0
Jasowski, p ...	4	0	1	0	0	1	0
Bartar, rf ...	2	0	0	0	0	0	0
Total	37	4	10	0	0	7	1

1 2 3 4 5 6 7 8 9										
Lincoln	3	0	1	0	0	1	0	0	x-5	
Blue Island	2	0	0	1	1	0	0	0	0-4	

The award of the Richardson Trophy will be made at Lincoln Station on October 27.



Conductor R. S. Matern with His Morning's Catch at Scott Landing, Fox Lake.

General News of the Industry

What Is Doing Here and There in Transportation Circles at Home and Abroad

Government Control of Utilities Undesirable

Americans should never cease to be grateful that they are living in a Country whose government is not operating the railroads, telephone and electric light services, according to Philip H. Gadsden, President of the Philadelphia Chamber of Commerce, who recently returned from Stockholm, where he represented the United States Chamber of Commerce at the meeting of the International Chamber.

As Vice-Chairman of the Joint Committee of National Utility Associations, Mr. Gadsden was naturally interested in studying the service rendered by public utilities on the Continent and in England. When asked how these services compared with the services rendered in the United States, he said that the contrast between the rates and services of government-owned utilities on the Continent and in England with the rates and services rendered by privately-owned and operated companies in America was very striking, and all in favor of the United States.

Pneumatic Tires Ordered in Minnesota

On the theory that pneumatic tires are less wearing on state highways than solid tires the Minnesota Railroad and Warehouse Commission has directed that all motor vehicles, including buses, must employ pneumatic tires. This order is an amendment to General Order No. 1 of June 25, 1925.

Parking of Intercity Buses Forbidden in New York

As a result of an order by Police Commissioner Warren of New York City the suburban and interurban bus companies that have been using the public streets as stations are now discontinuing that practice and establishing stations on private property. The New York papers have called attention to the fact that Times Square and other congested districts have been made unnecessarily hazardous by the parking of the intercity buses. Most of these buses operate in interstate traffic and are free from regulation by state authorities. The city police however, have taken cognizance of the conditions which exist and after giving the bus companies due notice, required them to get private property for their station facilities. More than three hundred of these buses have been parking at the curb to take on and leave off passengers.

Detroit's Automobile Code Favors Moderate Drivers

It's the moderate driver in Detroit, Mich., who gets there. Speeders and slow pokes are out of the running in the new traffic code which sets 20 miles an hour as the standard for making good time. The system now in vogue in that city is known as the "progressive plan," whereby those who drive at the 20-mile rate will find the "go" light showing as they ap-

proach each intersection. Whenever a driver goes faster or slower he will be confronted by the "stop" light each time he nears an intersection. Public Safety, published by the National Safety Council, states that Detroit drivers and tourists are unanimous in their praise of the innovation.

Speedy Car Washing in Paris

Car washing has been reduced to a science by the Paris Surface Lines, with resulting gain not only in time required for washing but also in labor. The latter is estimated at a saving of four men per day for each 100 cars, and as the company operates 3,000 cars, the introduction of these washing machines has saved about 1,200,000 francs (\$48,000) per year. Since the first washing machine was installed practically every car depot has been equipped with them, and at one depot the machine is long enough to care for a motor car and trailer at the same time.

Briefly, the washing equipment consists of a framework of vertical water pipes with a number of horizontal perforated pipes set at different heights so that the spray from them will flush all the parts of the sides of a car where dust or mud might lodge. As the company has several different types of cars, there are various rows of horizontal pipes fed by different cocks. The cocks are numbered 1, 2 and 3, according to the type of car to be washed. The upper part of the framework on each side is surmounted by a board guard so that spray will not be thrown from one set of pipes over the roof upon workers on the other side of the car.

To care for the front and rear end, which cannot be reached by the spray, special provision had to be made. This is in the form of scrubbing brushes with long low handles, the lower ends of which are connected by hose to the water system. By means of these brushes the ends of the cars can be washed quickly. While the water is being sprayed, different types of brushes are used by men to help remove the dirt, one form being employed on the windows, another on the sides of the car, etc. After the washing is completed squeegees in the hands of the men quickly remove the surplus water which remains on the sides of the car, particularly on the sash.

The time required for washing a car in this way is about 1½ minutes under the spray and 1 minute for drying. When the washing of one car is completed another takes its place. The washing places are illuminated at night by strong lights with reflectors.

A somewhat similar washing machine has been developed for washing the buses of the company.

Definition

An optimist is a man who lights his match before asking his fellow officer for a cigarette.

THREE MEN IN A FLIVVER

Devon Avenue Trio Make a Self-Conducted Trip to Yellowstone

Motorman Nels Thorson, Motorman J. J. Morin and Conductor H. J. Gehman, of Devon Depot, purchased a used six-cylinder car and on the eighth of August started on a journey to Yellowstone Park.

Their first stop was at the Wisconsin Dells, then to La Crosse, where Motorman Thorson's folks live on a farm. After a two-days' rest and necessary tire repairs, they were on their way to Ledgerwood, North Dakota. Here they stopped and visited Motorman Hendricks



Nels Thorson, Motorman Moreen and Conductor Gehman at the Tourist Camp, Old Faithful Inn, Yellowstone Park.

on his farm. He was just cutting his grain. After performing more tire surgery they continued on until they saw the snow-capped mountains of Yellowstone Park. After seeing the large black bears roaming about, they hesitated to camp out. They finally overcame their fear of these pesky prowlers and enjoyed their camp among the pines. The drive in the Park for 126 miles was well worth the trip. Coming back by way of Cody, Casper, Omaha, Kansas City and St. Louis, they reached home after covering 4,419 miles. Some drive!

GOING AFTER WITNESSES

North Avenue Is Still in the Lead and Elston-Noble Second—77th Is Third

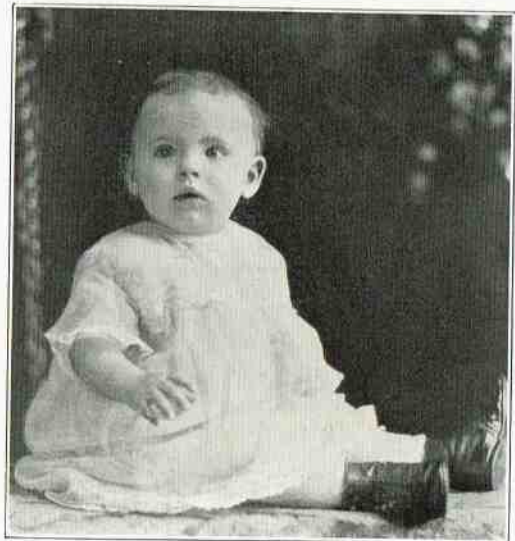
It is a satisfaction again to report that the average number of witnesses per accident for the system is above four. For the first time since this contest was started, two divisions, North and Elston-Noble, scored better than five. While this has been achieved by North Avenue a number of times, it is Elston-Noble's first entry into the five class. Archer and Kedzie tied for seventh place with 3.80.

This contest is one of great importance as the Legal Department is largely dependent on the industry and activity of trainmen following an accident to supply them with names of witnesses from whom can be obtained all of the facts relating to the accident whether it be favorable to us or not. The divisions which have maintained their places in the upper half of the list are an example to those averaging under four witnesses per accident, and the trailers should renew their determination to make a better showing.

Standing for August

	Aug.	July	June	May
1. North Avenue	5.23	5.34 (1)	5.09 (1)	4.92 (1)
2. Elston-Noble	5.05	4.62 (2)	4.38 (5)	4.61 (3)
3. 77th Street	4.61	4.49 (4)	4.56 (3)	4.05 (6)
4. Lawndale-Blue Isl.	4.19	4.52 (3)	4.53 (4)	4.76 (2)
5. Cottage Grove	3.92	3.62 (9)	4.11 (6)	4.10 (5)
6. Burnside	3.87	3.89 (6)	4.65 (2)	4.16 (4)
7. Archer	3.80	3.81 (7)	3.78 (8)	3.51 (10)
7. Kedzie	3.80	3.90 (5)	3.99 (7)	3.89 (7)
8. Lincoln	3.68	3.74 (8)	3.76 (9)	3.67 (8)
9. 69th Street	3.62	3.51 (10)	3.49 (11)	3.65 (9)
10. Devon-Limits	3.30	3.10 (12)	3.20 (12)	3.07 (12)
11. Armitage-Division	3.12	3.20 (11)	3.70 (10)	3.38 (11)

Average for the system.... 4.02 4.00 4.08 3.95



Loreta Kiolbassa, Seventeen Months Old, the Wide-Awake Daughter of Motorman August Kiolbassa of Limits Station

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John E. Wilkie - - - - - Editor
C. L. Altemus - - - - - Assistant Editor

AN IMPRESSIVE LESSON

The story of the sight-saving goggles featured this month in *SURFACE SERVICE* must appeal to everyone who cares for the welfare of his fellow man. Sightless eyeballs, with their attendant suggestion of perpetual darkness, arouse pity in every heart. Four cases of partial or complete blindness prevented by safety goggles in one week should cause rejoicing on the part of those who are devoting themselves to the systematic protection of human life and happiness; and every man in this great organization whose duties subject him to the hazard of flying metal, concrete or stone, should resolve anew never to take a chance. Use of every reasonable protective device is an insurance against suffering. Goggles are but one of these precautions against accident. There are safety rules for shop and trainmen. Compliance with those rules means safety and happiness. To forget them or deliberately disregard them is a direct invitation to suffering and misery. Remember the rules. Take no chances.

MILEY

E. M. Miley, of the Electrical Department, entered the Electric Railway Journal's maintenance contest, submitting a technical description of the method used by the Surface Lines in reclaiming steel trolley poles by electric welding. In the September 17 issue of the Journal, its Annual Convention Number, it is announced that Mr. Miley was awarded the fourth capital prize in this competition. It is always a satisfaction to have meritorious work recognized and rewarded.

THE COFFIN AWARD

The committee to which was entrusted the somewhat delicate task of determining which of a number of contesting companies was deserving of the Coffin medal announced its findings at the Cleveland Convention of the American Electric Railway Association on October 4. The honors went to the Grand Rapids, Michigan company, one of the most spectacular of the smaller organizations, the committee awarding the gold medal for the company's "distinguished contribution to the development of electric railway transportation for the convenience of the public and the benefit of the industry." Hats off to Grand Rapids!



An Interesting View of an Indian Shooting the Rapids, Bear Trap Falls, Wisconsin, Turned in by Anne Simek, Accounting Department.

The Easy Way to Park

Miles

- 0.0—Leave home.
 - 0.5—Turn around for muffler on hall rack.
 - 0.0—Start all over again.
 - 0.8—Vain attempt to pick up girls on corner.
 - 1.3—Slow up for stop street.
 - 1.3—Crank engine.
 - 1.5—Red light—then amber light—then green light.
 - 1.8—Wave at traffic officer.
 - 2.0—Slow down for store. No place to park.
 - 2.1—Alley on right. Turn left.
 - 2.3—Another red light. Then left at bank.
 - 2.5—See parking space.
 - 2.6—It's gone. Drive slow . . . traffic jam.
 - 2.7—Another parking space. Back slow. Too small.
 - 2.8—Safety zone on left. That's where it should be.
 - 3.0—Pass store again. Still no space.
 - 3.2—Swear at truck driver. Full speed ahead.
 - 3.5—Decide parking space is all wet.
 - 3.6—Drive homeward.
 - 4.8—Pull up in front of house. Board street car.
- Ohio Sun Dial.

SERGT. LEWIS HONORED

Member of Engineering Department Wins Distinction at Fort Sheridan Camp

Among the 1,750 young men who were fortunate enough to be chosen to attend the 2nd Infantry Encampment at Fort Sheridan during the month of August, was Harry Lewis, employed in the Progress Division of the Engineering Department at Clark and Division streets.



Vice President Dawes in Front of the Lewis Prize Tent.

Harry was appointed Sergeant in Company "D" on his second day in camp, and evidently performed his duties well, for his final discharge gives him a high rating. He brought back a number of interesting trophies of which he is justly proud, among them a medal for sharpshooting with a machine gun. He also received a letter of commendation and a handsome banner from Col. P. A. Miles, commanding the 2nd Infantry, for having been in charge of the best maintained tent in Company "D." Vice-President

Dawes inspected the camp and was so impressed with the neatness of Harry's tent that he insisted on having his picture taken before it. Harry unfortunately was out on machine gun drill at the time, and did not get in the picture. Another picture shows Harry with his tent



Prize Tent Squad, Sergeant Harry Lewis, Engineering Department, in Charge at Fort Sheridan Training Camp.

mates, with the prize banner in front of their tent. The banner has been turned over to the President of the Surface Lines' Club for display in the club rooms. Harry hopes to take the final course next year, which will fit him for the Officers Reserve Corps, and he recommends the course to all young men who are physically fit to pass the examination.

OBITUARY

Walter Chamberlin

The Department of Accident Investigation sustained a loss when Walter Chamberlin passed away on September 16th, after an illness of several weeks from a complication of heart trouble and kidney diseases. Mr. Chamberlin entered our service in 1918 as an Investigator and was soon transferred to office work in this department and because of his former experience as an architect, his ability to design posters, etc., was taken advantage of for use in our Surface Lines Club affairs. Mr. Chamberlin was born in 1859 at Baltimore, Maryland and resided at various times in Memphis and Knoxville, Tennessee; Birmingham, Alabama, and Cincinnati, Ohio. He designed 68 court houses, several buildings at the World's Fair and at the Tennessee Centennial Exhibit and the Coal Palace at Ottumwa, Iowa and received several gold medals for his architectural work. Ogden Park Lodge No. 897, A. F. & A. M., conducted the funeral services at the West Englewood Masonic Temple and the interment was at Beverly Cemetery.

Bouquets for the Boys

Motorman Alexander Levinsky, badge No. 8641, of Limits, who had been relieved about 12:50 p. m. on August 27, found on arriving at Clark and North Avenue that there had been a collision with a fire truck and that traffic both ways was subsequently blocked. Motorman Levinsky immediately ran back to Wells and Clark and rerouted all southbound cars via Wells and Division. This evidence of interest in maintaining service was made the subject of a commendatory memorandum from Supervisor Mathley of Division No. 12 as an example of quick thinking and action in an emergency.

Conductor Wilson A. Field, of 77th, who was responsible for the prompt return of a bag left on his car by Miss Charlotte Whitcraft, 728 South Seventh Street, Springfield, Illinois, received a letter of thanks from the owner with a postoffice order for five dollars and fifty cents for covering the cost of insuring the bag in transit to Springfield.

Conductor Lewis Larson, badge No. 6250, of Devon, is warmly commended by Francis B. Randall, Secretary of "Wilsonwood Village," 1725 Wilson Avenue, for his consistent courtesy and assistance rendered to his passengers, particularly women and children. Conductor Larson, says the writer, was always "Johnny on the spot" with his kindly offices.

Conductor William H. Sheeder, badge No. 7640, of 77th, was responsible for the prompt recovery of a small bag which had been left on his car by Miss Agnes L. Schwab, 4330 Greenwood Avenue. Miss Schwab paid a high tribute to the honesty and courtesy of Conductor Sheeder, and congratulates the company on having such a representative.

Motorman George E. Minarik, badge No. 11157, of Lawndale, by waiting a few seconds after the green light was on in order to accommodate a passenger hurrying to reach the bedside of a dying friend, earned the gratitude of that passenger, whose name was not disclosed. Two silk shirts formed the substantial expression of the passenger's appreciation.

Conductor Arthur F. Payne, badge No. 9644, of Lawndale, was very solicitous in seeing that a blind woman passenger was helped to board his car and accompanied to a seat. Similar careful attention was given to her when she alighted with safe conduct to the sidewalk. The incident, which was observed by Mr. George O. Marek, 5510 West 26th Street, was made the subject of a highly complimentary letter to the management.

Conductor James J. Burns, badge No. 7132, of Burnside, made a hit with his passengers, particularly one residing at 4911 Lake Park Avenue, by calling every street distinctly and remembering the various points at which passengers had indicated their desire to alight. His general efficiency was highly praised.

Conductor Harold W. Berghaus, badge No.

5208, of Kedzie, seeing that one of the passengers waiting for his car was blind, went to the curb and led the lady to his car, later accompanying her to a seat. This incident, together with his consistent politeness to his passengers and the distinct calling of the streets, inspired Mr. Claude L. Van Aiken, Vice President and Managing Editor of Electric Traction, to write to the company expressing his appreciation of this sort of service.

Conductor Tony S. White, badge No. 754, of Burnside, earned the gratitude of Miss Katherine V. Berlaney, 1553 East 65th Place, when the motorman waited a moment to enable her to catch the car and she was helped aboard and assisted to a seat. Miss Berlaney states that she has observed this same conductor before and admired his helpfulness in dealing with elderly people.

Conductor Charles B. Smith, badge No. 976, of North Avenue, is thanked by Mrs. Anna E. Krueger, 1049 North LaVergne Avenue, for making an unusual stop for her and supplying her with a transfer which in her momentary excitement had failed to request.

Conductor John E. Hamerton, badge No. 1364, of Kedzie, through his smiling courtesy and consideration for his passengers, led A. Ferris, 2822 Washington Boulevard, to comment most favorably and to observe incidentally that Conductor Hamerton's home life must be very pleasant to enable him to maintain so kindly and considerate an attitude toward his passengers while on duty.

Conductor Myron W. Ayers, badge No. 2694, of 77th, called all his intersections with the additional information of the house number at each intersection. This unusual feature of service was much appreciated by Mr. F. A. McMorrow, 561 Surf Street, who suggested that it would be fine if all conductors were to add the number feature to the announcement of each street.

Conductor James L. Donald, badge No. 3876, of 77th, was prompt in assisting a lady passenger who was accompanied by her four-year-old son and was carrying a heavy suitcase when she was boarding his car. He relieved her of the suitcase, carrying it into the car for her and when she left the car, lifted her son to the ground and the suitcase clear of the platform for her. This passenger, Mrs. Hazel Bernas, 4102 Potomac Avenue, expresses her sincere appreciation of this courtesy.

Conductor Louis B. Humer, badge No. 4276, of Armitage, is commended by Mrs. M. Parker, 5655 Patterson Avenue, for his willingness to lend a helping hand to mothers accompanied by their children. Mrs. Parker noted that some of them who were helped forgot to thank him for his assistance but this made no difference in his treatment of them.

Conductor John W. Daley, badge No. 5166, of 77th, was overpaid by Miss Elsie V. Dailey, 2844 Abbott Court. His promptness in calling her attention to the fact that she had given him too much money was referred to in a highly complimentary letter expressing her appreciation.

Conductor John Sheehy, badge No. 5300, of Devon, wore a smile that wouldn't come off

and was helpful to passengers who were burdened with parcels. Miss Harriet Hebert, 6343 Magnolia Avenue, wrote to express her appreciation of this sort of service.

Conductor John Collins, badge No. 6745, of Blue Island, has a habit of greeting his passengers with a pleasant "good morning" and is particularly solicitous about seeing that transferring passengers are accommodated. Mr. Irving M. Sogalow, 2112 Roosevelt Road, who is a frequent passenger with Conductor Collins, pays a tribute to his efficiency as a representative of the company.

Conductor Richard Boehme, badge No. 7756, of Kedzie, is complimented for his honesty by Miss S. Gerzen, 5154 South Kedzie Avenue. Miss Gerzen gave him two one dollar bills thinking she was handing him a single bill. The promptness with which he called her attention to her mistake was made the subject of a letter of thanks and commendation.

Conductor William T. Kent, badge No. 8732, of North Avenue, recovered a purse which had been left on the car by the daughter of A. H. Werfelmann, Pastor of the Immanuel Lutheran Church of Glenview, Illinois. A card in the purse with the name and address of the owner resulted in its prompt restoration and Pastor Werfelmann made the incident the subject of a highly congratulatory and complimentary letter.

Conductor James McGrath, badge No. 2390, of Kedzie, and Conductor Peter Corridon, badge No. 9258, of Archer, are jointly thanked by Mrs. E. Murphy, 5154 Henderson Street, for the recovery of a hand bag which she left on a car.

Conductor Axel W. Peterson, badge No. 10814, of Burnside, calls his streets so clearly and regularly as to win a letter of commendation from W. R. Doolittle, 2614 East 74th Street.

Conductor Michael H. Tierney, badge No. 12092 of 77th, by his exceptional courtesy under trying circumstances is commended by O. M. Becker of the Newell B. Stiles & Company, 117 North Wells Street.

Motorman Harry T. Oakes, badge No. 2061, of 77th, because of his care in seeing that waiting passengers are accommodated is highly commended by Mrs. Fred C. Hachtel, 7524 Hilldale Avenue, who says that because of his courtesy and interest in his passengers, she would go out of her way to ride on his car.

Motorman Thomas M. McCann, badge No. 6507, of 77th, discovered an eleven-year-old boy on his car who gave the name of Joe Hines, but was unable to give his home address. Stopping at the Limits depot, turned the boy over to Supervisor Waldron, who later on with the help of the Hudson Avenue police saw that the boy got home. Division Supt. Smith made this incident the subject of a commendatory report to Supt. Evenson.

Motorman Barney Gillies, badge No. 6585, of North Avenue, has had as an occasional passenger, Mr. C. E. Brandenburg, 808 North Lawler Avenue. Mr. Brandenburg writes us to say that he is badly crippled with rheumatism and that the special consideration that he has received at all times from Motorman Gil-

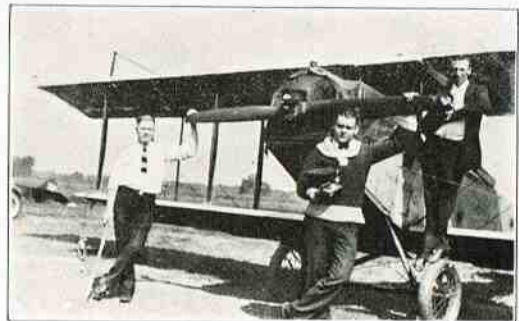
lies was a source of great gratification and comfort to him. He speaks in his letter also of the consistent consideration shown him by crews on the Chicago Avenue and North Avenue lines.

Motorman Niels N. Borek, badge No. 7555, of North Avenue, discovered an elderly lady passenger making her way with difficulty toward the exit just after he had received the starting signal. He immediately made an emergency stop and gave her ample time to alight safely. This was observed by a passenger residing at 1049 North LaVergne Avenue, who described the incident and commended the motorman for his courteous consideration.

Motorman Robert Smith, badge No. 9741, of Devon, had as a passenger, William Brown, 5351 Federal Street, who was exceedingly anxious to reach 18th Street when northbound on Motorman Smith's Wentworth Avenue car by a certain time. The motorman found that by speeding up a trifle, he could make 18th Street by the time indicated and thus accommodate his passenger. Mr. Brown made the matter the subject of a letter of thanks.



Miss Mabel Magnuson and Her Mother and "Little Joe" in a Picturesque Group in the Garden of the Gods.



R. Gerhanz, H. Fischer and J. Cunningham Just After a Flight.

CLUB SPARKS

Enjoyable Beach Party

On August 27th, the Surface Lines Club held their annual beach party at the Jackson Park Beach. Mr. William Schenk, the expert maitre-d'-hot dog, was in charge, ably assisted by Mr. Frank Rochman and his corps of helpers from the club and the Women's Auxiliary. Members of the committee were garbed in appropriate outfits for the occasion, such as chef's caps and jackets and long white aprons.



A Group of Merry Makers on the Beach at Jackson Park.

Sizzling hot dogs, right off the grate, were served with hot coffee and cookies. After every one was amply supplied with hot dog sandwiches, marshmallows were toasted over the fire, and later, watermelon was served.



Chief Cook Bill Schenk and Assistants Preparing Hot Dogs at the Beach Party.

The little tots were given pails and shovels and seemed to be enjoying themselves immensely digging in the sand. Quite a number of the boys and girls had a nice swim in the lake and



Hot Dogs and Coffee

later played hand ball on the beach. The weather being ideal, about 150 attended and all report having had an enjoyable time.

Creditable Showing in "Y" Field Meet

It is very gratifying to know that even though enough entrants could not be mustered to stage a Field and Track Meet of our own this year, we do have some rare talent in this form of athletics in our midst. On September 10, the Chicago Surface Lines took second place in the All-Chicago Y. M. C. A. Industrial Track and Field Meet. Felt and Tarrant Company won first place with 23 points, Surface Lines second with 17 points and Chicago & Northwestern R. R. third with 13 points. Fourteen other companies were represented. The half-mile relay, the feature event of the program, was won by our boys. These four men were our only representatives, though ten men were entered. The four are: Harold Ebeling, Wm. Donaldson, Ted Kuta, Stanley Icen. They were assisted by their old faithful coach, John Landeck. They deserve credit for their successful participation.

Bowling Season Opened

Bowling by the Big League was begun on September 9 on the new alleys at Clark & Division Streets with twelve teams functioning like machinery. The Club House League opened its season on October 3, with 6 teams. It looks like a big year for the bowlers, and we should watch their standing closely from week to week.

Tennis Tournament.

The annual tennis tournament of the Surface Lines Club was held mainly on August 27 and 28 and finished within the ten days following.

There were fourteen entries in the singles and seven entries in the doubles. In the preliminary round of singles Umlandt defeated Kaffenberger 6-0; 6-3. Nattinger defeated Rhau 6-1; 6-2. Pare defeated Titze 6-1; 6-0. Waddell defeated Kossman 6-4; 6-1. Pinard, Barry, Farrow and Coates went into the second round by defaults. Pinard was injured and Umlandt advanced into the third round by default. Nattinger defeated Barry 6-1; 6-2. Farrow defeated Pare 6-3; 0-6; 6-2. Waddell defeated



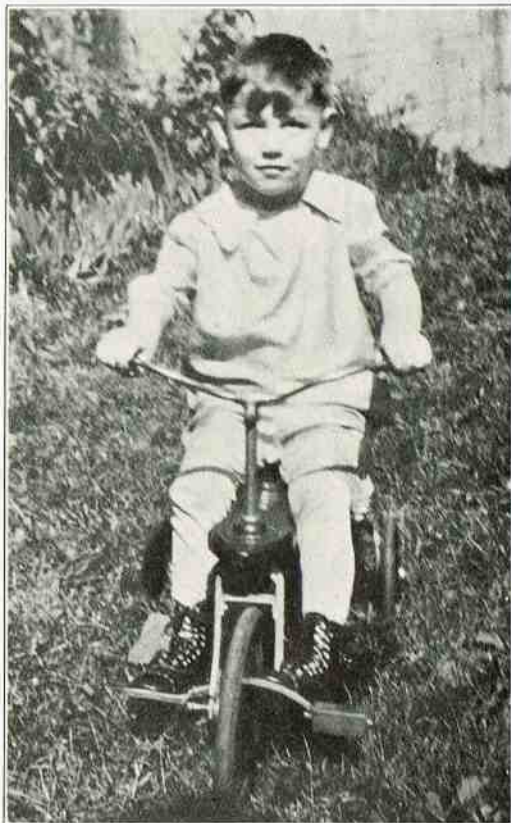
Our Tennis Enthusiasts—Pinard, Nattinger, Rhau, Hoskins, Kossman, Umlandt, Kaffenberger, Coates, Titze, Farrow, Pare and Waddell.

Coates 6-3; 6-3, and in the semi-finals Umlandt defeated Nattinger 6-8; 6-2; 6-3. Waddell defeated Farrow 6-4; 6-3, and then in the finals after a hard match Waddell defeated Umlandt 7-5; 3-6; 9-7, and took the beautiful cup.

In the doubles Farrow and Waddell advanced into the second round by default after Pinard was injured. Pare and Barry advanced through the default of Wirtel and Lynn. Kaffenberger and Kossman drew a bye. Nattinger and Umlandt defeated Titze and Coates 7-5; 6-2, and in the semi-finals Farrow and Waddell defeated Barry and Pare 6-4; 6-8; 6-4. Nattinger and Umlandt defeated Kaffenberger and Kossman 6-0; 6-2 and in the finals Waddell and Farrow defeated Nattinger and Umlandt, 2-6; 8-6; 6-1. The tournament brought to a close a season in which a good grade of tennis was played by our club members. The members who participated in the league games during the early summer played against fast players and improved their games considerably. However, the tennis players admit that they need more speed players and hope that next year will bring out some undiscovered stars to strengthen the team.

J. G. Nattinger.

The bride was telling her friends that Uncle George promised to furnish her kitchen with all necessary equipment—a surprise because Uncle George was notoriously “close.” Just as she had finished dilating on his unexpected generosity, a small box arrived. Upon opening it she found a can opener to which was attached a card reading: “I am sure this will be all the equipment you will find necessary in your kitchen. Uncle George.”



William Kortman, Son of Conductor August Kortman Waiting for the Green Light.

Departments and Divisions

Engineering

The Bowling season opened last month with a twelve team league at the Gold Coast aleys, and a six team league at the Club House. The Engineering Department has two teams in each league, and hopes to be among the leaders at the end of the season.

Hugo Schmidt returned from his vacation full of pep. He says the country air wore the paint off his car and he will have to have it painted to improve the pick-up.

Summer good and summer not, but the summer squash that Agriculturist Korosy has passed around could not be beat. Many thanks Mike.

Dick Battles gave a housewarming at his flat on the night of September 16th. A number of notables from the Track Department attended and spent a very pleasant evening, singing and playing games. Dick served a dainty lunch which was greatly enjoyed by all present.

Douglas Dartt spent his vacation in the woods of Northern Minnesota. Doug employed a famous Indian guide and made a canoe trip down some river, across some lake and over some rapids. He says that at times they would go for several minutes without meeting a human being, so dense was the wilderness. The scent of the pine cones was very invigorating and sleeping in the open air with bugs and wild animals all around was quite restful. He expects to return to the same camp in 1957 or later.

Harry Lewis spent a month at the Citizens' Training Camp at Fort Sheridan. An account of Harry's activities appears in another column of this issue.

Mr. Lamont is spending his vacation in Colorado proving that a Scotchman will spend something. Have a good time Dougal.

Walter Ambler is our prize optimist. He still carries a knife with a corkscrew on it.

H. W. Busch, our genial engineer, estimates that the hand shaking in one election would milk every cow in the U. S. twice.

Transit.

Legal and Accident Investigation

Dr. Leeming reports that the members of the Medical Department are back after enjoying vacations and full of "pep." We presume there is a classical name for this drug but the Doctor sometimes relaxes for the benefit of the layman. Dr. Leeming reports he enjoyed the "ups and downs of life" on the ocean wave during his annual trip to Europe and mentions some interesting experiences with the officials of the Municipal Tramways System of Glasgow, Scotland. Dr. Small has some very "good" stories of boating and fishing at his camp on Lake of Bays in Canada.

John P. Jarvis and wife and daughter visited Niagara Falls, via Canada and then drove along

the Hudson to New York, taking in Baltimore Philadelphia, Washington and Mt. Vernon, passing through 10 states, and they claim 2061 miles with "no flat tires."

Margaret Harte was one of a party of 12 who motored to Saugatuck, Michigan, where they enjoyed the Michigan sands and sunsets but were not so strong on the sunrises. A look at Margaret's hair will give you a tip that she took a dare. Ha ha! don't dare.

Jacob Casper visited the State Fair at Springfield, Illinois, and also visited at Lincoln, Illinois, taking in all points of interest which are connected with the memory of Abraham Lincoln.

Frank J. Schaf took a vacation outing at Park Ridge, Illinois, picking tomatoes off the cucumber trees and plowing up the cement walks to plant his winter wheat.

O. M. Ross out-Lindied Lindy in his Studebaker, making San Diego, California in 8 days, also taking in Los Angeles, Pasadena and Hollywood. As Tom Mix was slipping, O. M. had a hard time getting away from the latter place as his magnificent physique impressed all the directors and the lady stars.

Joe Marshall, while sojourning in Tiskilwa, Illinois, overheard one of the natives remark that the street cars at State and Madison Streets reminded him of bananas, "because they are red and yellow and come in bunches." In Tiskilwa the street car runs every Tuesday, says Joe. Joe.

John F. Golden furnished us with a very poetic letter about Ottawa, Illinois, where he was admitted to practice many, many years ago. He took in all the surrounding points of interest such as Starved Rock, Streator (now well known) and the city of Minonk which has ceased to advance since John left there—and probably for that very reason.

Patrick Hayes read the signs in Wisconsin which state 40 miles is the limit and he just barely complied with the law, taking in Cedar Lake, Devils Lake, Baraboo and the Dells and says he did not have one puncture.

Mr. Thomas H. Hoy attended the National Fraternal Congress at Boston and thence to New York via Cape Cod Canal, and Long Island Sound. He spent part of his time at Fort Slocum, an island of Long Island Sound, with his son, Capt. Hoy of the U. S. Army, and then spent a couple of days with his "plebe" son at West Point Military Academy.

John M. Long is again pushing Breezy Hill Farm at Pullman, Michigan as a wonderful out-of-door, general good time vacation point.

Blackstone.

Electrical

Dan Caldwell, of the line department, went to Paris with the American Legion.

Mr. P. E. Murray has returned from a motor trip to his old home in Pennsylvania.

Albert Moore is a new member of the department. Welcome.

Eugene Nelms has left the company to again take up his school work.

A baby daughter arrived at the home of H. H. Geymer on August 28, 1927.

H. Essington.

Accounting

Our department greets the following new employees: Misses Bernice Zwack, Carine Davis, Helen Judd, Blanche Kickler, Mrs. G. Gunther, Mr. H. Peterson and H. Lockhart.

The best wishes of the department follow Mr. Holger in his new position with the Department of Accident Investigation.

After a lingering illness we welcome the return of the following employees: Misses L. Cramblett, H. Barr, and O. Wagner.



Indians in Northern Wisconsin Doing a Pow-wow Dance for Anne Simek, Accounting.

The secret of the Sphinx is out. We have just learned that our Miss Rostrum has been married three years. We also learned that she is the happy bride of a former employee of this department, Mr. Arthur Beger. Miss Glidden has announced her marriage to Mr. J. Wagner and the department extends its best wishes to both couples.

We learned Wm. Folta has aspirations to challenge the winner of the recent Dempsey and Tunney fight. We trust that this will materialize for the benefit of Mr. Folta. Mr. Rohde has offered his services as a sparring partner.

Miss Winholt has been promoted to assistant chief analysis clerk and we all hope that she will enjoy her new work in which we wish her success.

According to the report of the following clerks who have returned from their vacations, everyone had a very pleasant time: Miss C. Bielenberg, Miss C. Schlauf, Miss M. Magnuson, Miss O. Nagel, Miss S. Novotny, Miss M. Scholl, Miss F. Turek, Miss A. Helein, Mrs. L. Hagberg, Mrs. L. Melody, Mr. J. J. Ruberty, Mr. J. J. Beatty, Mr. J. R. Maus, Mr. W. F. Lange, Mr. A. E. Johnson.

We certainly are proud of Mr. Herbert Rohde, our twenty-year-old member of the American Red Cross Life Saving Corps. He proved his ability as a life saver in rescuing a twelve-year-old girl from drowning at the Diversey Beach after the close of the season. Herbie was swimming near by and noticed the young girl sink, realizing that she was in danger, he swam to her assistance and brought her to shore, thus preventing the loss of a precious life.

Thomas F. Coan.

Savickey-Paige

A very pretty wedding took place on Sunday, August 21, at St. George's Church, located at 33rd st., and Auburn ave., when Miss Elsie Paige, employed in the accounting department, became the wife of Mr. John Savickey. The bridal party consisted of bride and groom, maid of honor, best man, two bridesmaids and two ushers.



Mr. and Mrs. John Savickey, Accounting Department.

Material and Supplies

We wish to extend our most heartfelt sympathy to Fred Getz in his bereavement over the death of his mother.

Have you noticed the smile on Mr. Wuster's face lately? Mrs. Wuster presented him with a brand new daughter recently. Congratulations.

Esther Kellerman was married on September 17th, to Mr. Otto Sturm. The wedding was a brilliant affair and most of the North Side office were on hand to give her a good send off.

E. Bruckner has also forsaken the ranks of the bachelors. Congratulations.

For inside dope on the big fight, you might apply to C. Wallbridge and R. Hunt. Owing to their official capacity as ushers, they are able to tell you why the winner won and the loser lost.

Ethel Johnson surprised everyone by announcing that she had been married June 30th.

Jess Williams has acquired a dog and seven puppies in Storeroom "A". He has applied for payroll numbers for them.

Bill McLean bought a load of wood last week and has worked for more than a week putting it in his basement and is only half through. It was either a very big load of wood or else Bill is lazy. We don't think the load was so very large.

We wonder who the unknown admirer is who sent Miss Mitchell the bouquet of flowers.

R. E. Buckley.

Shops and Equipment

West Shops: Ed. Felski, our Car Wiring Foreman is now a proud grandfather.

Joe Nemeck has taken a furlough and left with the Legion for Paris. He will visit his mother at the same time. Several post cards have been received from Paris.

Miss Jane McCarthy and Miss Caroline Johnson are now on their vacations. This will end the vacation season here.

Mr. W. Farrar has transferred from this Department to the Student Training Corps of this Company.

Blue Island: The sympathy of the Department is extended to the family of Nels Eoss who died at the age of 72 years, September 19th. He was an old employe being in the service 38 years.

Kedzie: We are glad to see Martin Waldron has returned after being away for six weeks due to illness.

We extend our sympathy to C. Roganski, who lost his brother on September 17th.

Kedzie now has a swell lawn with shrubs on Van Buren Street. Look us over!

Mr. Krueger while taking out a friend and demonstrating the speed of his car was given a ticket by a policeman in Nile Centre.

Lincoln: Mr. A. Nelson, who is confined at Alexian Brothers hospital with a broken hip due to a fall, wishes to thank Noble Carhouse for the beautiful bouquet.

Elston: L. Nystrand, Night Foreman is back from his vacation in Wisconsin. He had a good time with plenty of fishing, but no fish.

South Shops: We are glad to hear that Mr. Colson's wife is convalescing.



How Andy Zielgelmier of the South Shops Looked at Three Years of Age.

Joe Seaman vacationed in the Black Hills of South Dakota.

John French of the Machine Department is the proud daddy of another baby boy.

The Armature Department now has a bowling league consisting of four 4-man teams. They bowl at the Auburn Park Alleys. The credit for the organization is due to the efforts of John Green.

Our sympathy is extended to John Sake in the loss of his father.

Miss Bresin returned from her vacation with a diamond on the proper finger. It won't be long now.

Cottage Grove: Louis Manus completed his course in the Art School conducted by Nels Meyers, and has also completed the decorating of his own mansion.

We understand that Charley Margetic is patronizing the uncalled for laundry store, in the neighborhood, which specializes in shirts.

77th Street: Jim Hopkins took a trip to St. Louis in his Ford and reports a wonderful time.

Mike Mahoney has been on the sick list for the past few weeks. We hope he will soon be back on the job.

Archer: The vacations are now over. Henry Stuewe came back and reported a good time at Lincoln Park.

F. Wittowski is the proud owner of a new Studebaker sedan.

J. P. McCauley.

Around the Car Stations

Cottage Grove

How about the Courtesy Campaign? Courtesy and Civility are the cheapest commodities on the market. They do not cost anything but when used, either together or singly, they will often bring large returns. So why not get on top of the list. Our Division Superintendent would much appreciate it.

Conductor Ed. Baker has returned from his summer home at Big Star Lake, Baldwin, Michigan. Ed reports having caught some large fish. We did not see any of them but Mrs. Baker verifies the report.

Motorman Thos. Doherty and his wife motored around Lake Michigan. When passing through Baldwin, Mich., they saw a sign, "Apple pickers wanted, Apply Ed Baker, Big Star Lake. Tom, suspecting it might be Conductor Baker, drove there and got the position. Apples were all picked in two days and sent to market. Mr. and Mrs. Doherty returned to Chicago much improved in health and experience.

Conductor P. W. Fitzell spent a pleasant two weeks fishing at Bass lake, Pentwater, Michigan, and returned much improved in health.

Motorman Jas. Calder spent a few weeks vacation at his daughter's cottage, Paw Paw Lake,

Michigan. He paid several visits to Midway Camp between Watervliet and Coloma, owned by Ex-Conductor Harry Stocks. Jim had an enjoyable time.

Conductor Jno. Miskell, Sr., who has been laid up for more than a year with an infection which required the amputation of his foot, expects to have an artificial foot in a few days. He would appreciate a visit from some of the trainmen. His address is 5404 Maryland ave.

"See America first" is the advice of Conductor J. Demarais and wife who left Chicago June 20th for a visit to Los Angeles, California. While there they visited Long Beach, Santa Monica, Balboa, Santa Barbara, Eagle Rock, Saint Gabriel, Mount Low, Pasadena and other places of interest, including Hollywood and saw some of the homes of the well known movie actors and actresses. On their return journey they stopped at Cedar Rapids, Iowa, and visited relatives. Mr. Demarais travelled more than 1,400 miles by auto around Los Angeles and is much improved in health by his trip.

We extend our heartfelt sympathy to conductor Dan Mahoney on the death of his brother.

John Pickin.

Seventy-seventh

The club held its annual election of officers and directors on the evening of September 2nd and the following officers and directors were elected: C. A. Gylling, Pres.; Harry Gleason, Vice Pres.; W. J. McConnell, Treasurer and O. T. Duncan, Sec'y; J. F. Matern, F. Wilhelm, W. J. Daly, E. G. Bedore, J. Natelborg, J. J. Scabill, E. J. Willette, J. E. Burke, T. J. Beggan as directors. The evening and the election was enjoyed by all. Refreshments were served by the club.

Conductor Frank Deming is having a great time on his vacation, from all accounts. Buffalo, Tonawanda and Canada are some of Frank's stopping places.

Conductor Charlie Custer spent an enjoyable vacation on Lake Hamlin, Mich. Charlie is one of the pioneers in this region.

It was indeed a pleasure to see our old friend Motorman O. McVerry, at the depot the other day. Although he is far from being well he is on his feet again.

Receiver George Miller visited some foreign countries on his vacation. George reports visiting Blue Island, Chicago Heights and Cedar Lake.

Motorman Dick O'Connor paid us a visit a short time ago. Dick has been off sick about six months and reports he is showing some improvement.

Conductor E. L. Johns spent his vacation in Minnesota. Ed. says the best place to spend a vacation is down on the farm. There is an old song named Down on the Farm, we wonder if Eddie ever heard it?

Motorman Pat McHugh was hurt while alighting from his car in the pocket at Division and Wells. An auto ran over his foot. We are pleased to say he has returned to work.

Motorman Al Johnson went up to the lakes and woods of northern Wisconsin on his vacation. Al says this is the fisherman's paradise.



Conductor Frank J. Konczal of 69th and His Bride, June 25, 1927.

Motorman Mat Donnelly has returned home after a well earned vacation still wearing the same old smile. Now Mat's smile is natural and not one of those Quaker Oat outfits.

To the following we extend our sympathy in their bereavement, namely A. E. Moss, in the loss of his father; A. H. Sunderling, in the loss of his father; E. R. Dillard in the loss of his mother, and Mrs. A. Purtell, in the loss of her husband, Conductor A. Purtell of this depot; also Asst. Supt. Mr. O. F. Langohr in the loss of his brother.

C. A. Gylling.

Archer

Conductor J. E. Leary is making a three-week visit to Prairie du Chien, Wis., visiting relatives. John is one of our old timers and is well deserving of a vacation; says he is taking his days off when all others have returned home, giving him the country to himself.

Conductor Joseph Healy has gone via the matrimonial route as many a good man has done, getting married on Wednesday, July 27th, at Nativity Church. The wedding was well celebrated by his many friends, who left nothing untended. The trip from church home was well enjoyed. Mr. and Mrs. Healy spent their honeymoon touring South Chicago and nearby country. We all wish them the best of luck and may their troubles be few.

Myles P. Callahan and Patrick Crinnion, our Executive Board members, are attending the convention of Amalgamated Association of Street and Electric Railway Employees of America at Birmingham, Ala. From all reports, the executive party are again enjoying a most wonderful time. Conductor J. M. Powers and Frank Conway, who accompanied the party, have been walking the straight and narrow path while away from home.



Myrtie Zimmerman, Daughter of Motorman Zimmerman of Archer Taking Her Dolly Out for a Walk.

Motorman J. Forgie has returned from a three months' visit to Ireland, where he had a most enjoyable time and a much needed rest.

Conductor R. A. Johnson reports the addition of a baby boy to his family. This means that conductor Johnson must work "ringers" from now on. This being the first male addition to the home, it is expected to have the name of his daddy, Rudolph A., Jr.

Our sympathy is extended to Conductor Joe Blake on the death of his mother, who died at the age of 76 years.

Supervisor Christ Zeiher spent his vacation touring in and around Niagara Falls, spending his time mostly on the Canadian side.

Motorman Thos. Doherty announces the marriage of his daughter on Wednesday, August 24th.

Conductor F. H. Gerber slipped away quietly Saturday, September 3rd, and joined the ranks of the benedicts. Best wishes, Fred, for a speedy recovery.

Conductor A. H. Wunderlick spent his vacation visiting his father in Lincoln, Neb., who accompanied him on a trip via auto to Colorado, making stops at Denver and Pike's Peak.

Conductor W. J. Trendell is wearing the smile that won't come off, as William Jr. arrived at his home on Sunday, August 28th. Cigars are still in order.

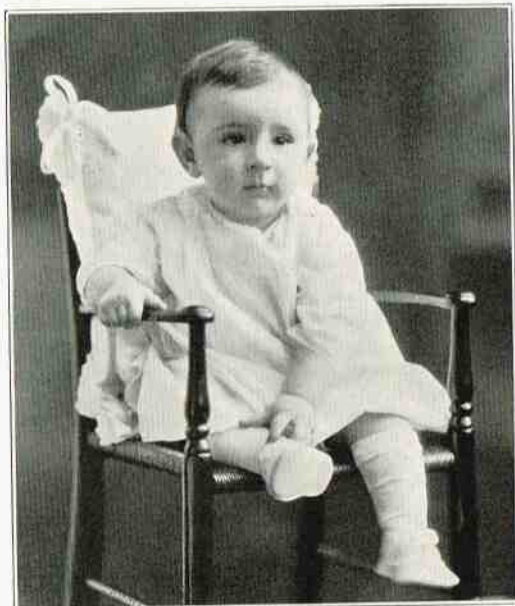
Conductor Ed. Walker spent three weeks visiting his wife and relatives in Mosinee, Wis. Dusty.

Blue Island

The following were presented with new arrivals: C. Mikrut was presented with a 9-pound boy on Sept. 1; R. Krenek with an 8-pound boy on Sept. 9th; M. Haller with an 8-pound girl on Sept. 12 and an 8-pound girl to N. Calabrese No. 2 on Sept. 16th. We congratulate you all.

We all extend our sympathy to Motormen Struwe and Arbeigo in the loss of their mothers and J. Maloney in the loss of his mother.

The Championship Series of the C. S. L. Baseball Teams—Blue Island and Lincoln Depots, was opened on Sept. 7th by Supt. Even-son, who threw the first ball and W. Pasche, who caught it. (A perfect strike). Also clanging of bells, blowing of horns and plenty of hand clapping.



Harold, the One-Year-Old Son of Conductor P. Gunther of Blue Island, Seems Mightily Interested in Something.

Prior to the start of the game our manager, "Sparkey" Vujtech, was called to the home plate with his players and was presented with the South Division Champions Cup donated by and presented by John E. Conroy of the Sanitary District of Chicago (another round of applause).

The second game of the series, played at Logan Square Park was full of thrills with Lincoln winning with a score of 5 to 4. A heartbreaking finish that Blue Island will never forget with two outs and a man on second and first. Stich got hold of a curve ball and drove it to right center labeled for a home run, and centerfielder Delamare of Lincoln raced at top speed and pulled it down. Great credit must be given to both pitchers and catchers who certainly gave a fine exhibition and were backed at times by their playing mates with some plays of the highest order.

C. P. Starr.

Lawndale

Conductor Martin Finn, reported sick Sept. 10, 1927 and died Sept. 17, 1927. He entered the service July 18th, 1907. Our sympathy is extended to his relatives in their bereavement.

Lawndale Depot has obtained the Flag for the month of August for the first time. This made the boys feel good and they are on their toes to hold this flag. Once more do not forget to get those witnesses when having an accident, also keep up the good work in the courtesy contest.

Motorman P. Schutt has bought a new Pierce-Arrow. The new present style and has been touring up into the mountains. Some of the boys were wondering where Pete was keeping himself as he did not take his conductor along. When Pete is working his conductor is off and when Pete is off his conductor is working.

Wm. H. Hackbarth.

Kedzie

Mr. Fahey, our assistant division superintendent, spent his vacation touring through the eastern states, visiting various places of interest. He sure must have had a wonderful trip. He now says over yonder.

Motorman Wm. Mahoney is back from his furlough, which he spent in Ireland. He kissed the Blarney Stone and says the taste has not changed.



This Typical Irish Structure Sent in from Kedzie Avenue is Labeled "Home of Receiver H. Connolly and His Brother."

Conductor Rollo and Motorman E. Senecal have returned from their tour via auto through Colorado to California and returning by way of Texas. They have many experiences to relate.

The boys at Kedzie mourn the loss of their old comrade, Jerry Horan, who died August 3, 1927. Jerry was one of the old timers, having worked for the company since 1880. Our sympathy is extended to the bereaved family.

We might suggest that Conductors J. J. Brennan and J. F. McGrath go in the piano tuning business and in this way they might be able to find a good sounding second hand piano, which they have been wanting to buy for some time.

Congratulations to Mr. and Mrs. A. Murray, who are the proud parents of an 8-pound boy, born August 5th, and also to Mr. and Mrs. J. Dolan, who are the proud parents of a boy, born August 14th.

C. Sonders.

North

Motorman "Beau" Michael Loftus was married August 13. Congratulations!

Motorman H. Schwabacker is papa to a fine baby girl, who arrived July 14.

Motorman J. Manay announces the arrival of an 8-pound boy, July 19.

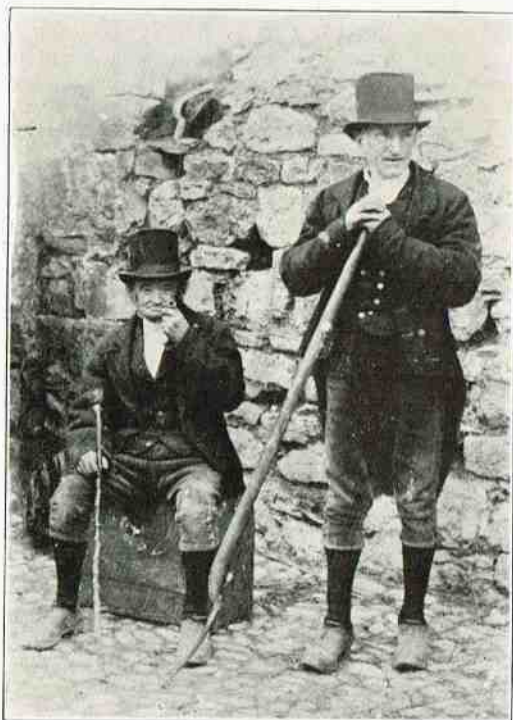
Motorman Joseph Henen was married early in July and spent his honeymoon traveling through the South. Congratulations from all the boys, Joe.

The mother of Conductor E. Peterson passed away July 20. Conductor H. Pass lost his father, August 19. The father of Conductors Henry and Albert Peterson passed away July 19, at the age of 71. Burial was at Oakwood Cemetery. Conductor Chas. Munsig lost his mother July 27. Sympathy is extended to all these men in their bereavement.

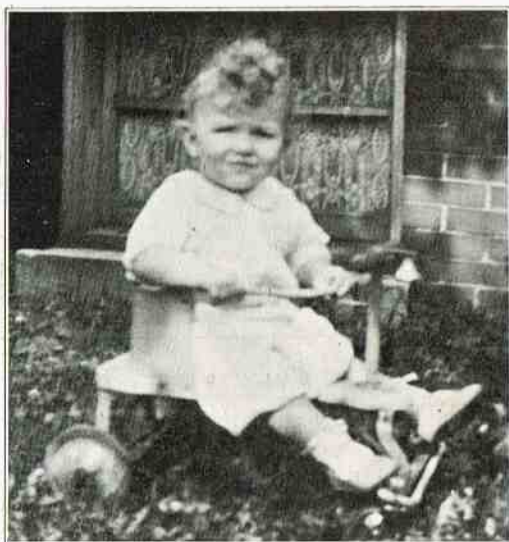
If you will refer back to page 8 of Surface Service for August, you will see that Conductor Paul Dibbern was at the picnic. He was shot right between the wild man and his keeper.

Conductor Arnim Hanson reports the arrival of a 7-pound boy, August 30.

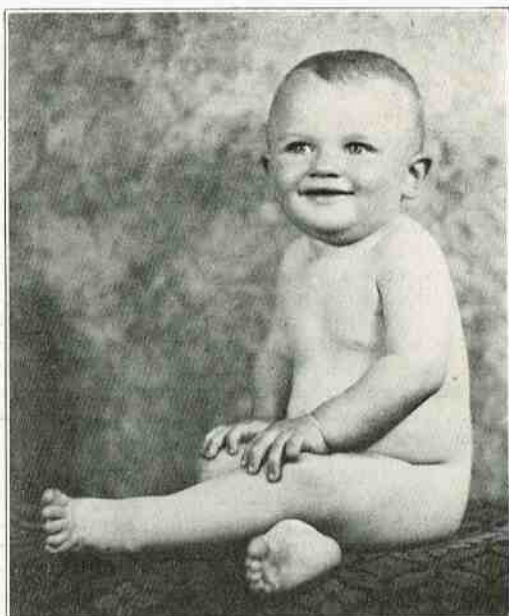
Conductor M. Kingsland says "Watch the fellow that is driving the car just in back of the fellow in front of you."



A Kedzie Street Joker Submits the Above Labeled "Conductors Paddy Reidy and Mike Phelan Enjoying a Sojourn on the Old Sod."



This Young Motorist is Joseph Schober, Jr., Son of Conductor Schober of North Avenue.



Joseph, the Son of Motorman Dennis O'Keefe of North Avenue Comfortably Attired During the September Hot Spell.



Jacky Haerle, the Husky Son of Motorman Charles Haerle, North Avenue.

The reason our chief clerk, "Izzy," applies himself so diligently to the bicycle machine in the gym is that he is getting in trim for night floor duty at home. He says that the big boy that arrived at his home in July is liable to require his services any night now and he believes in being prepared.

Received a card from Conductor George Zilberman from Niagara Falls. "Going on to New York City," he writes.

Conductor T. Mahoney received a letter from a lady passenger. "I wish to thank you sincerely for recovering my umbrella and please have a smoke on me with the enclosed.—Mrs. F. Bailey, 1805 N. Lotus Ave."

Conductor Dave Russell received a package through the mail containing fifteen cents and two cigars. Several days previous a lady boarded his car who had lost her purse, so Dave gave her the fare. The box also contained a note of thanks.

Conductor Lawheed received a nice note of thanks from a mother whose small daughter he had loaned carfare to when the child had lost her fare.

During the vacation months our extra receiver got "bumped" for \$10.00 one night. The next night, Conductor Patrick Walsh brought the ten in. He had left ten dollars in quarters in his pocket when turning in and Johnny had failed to catch the mistake in the rush. Such honesty is to be commended.

C. A. Knautz.

Armitage

Motorman Leroy Felton is a firm believer that practical experience is the greatest of

teachers. So with the knowledge he attained as best man the other day, we believe it won't be long now.

Unable to attend the American Legion Convention in Paris, our own doughboy, John Adamczyk extends his best wishes to President Doumergue of France.

Former Starter Lowery, that jovial youth of the Division Depot, keeps his motormen on the hump by constantly pulling the watch at time points. He says more men would appreciate the meaning of time points if they served as starters.

Ed. Brown has given up fishing for the season and gone in for devising ways and means to best reach Chicago during the coming winter.

A proud papa is Carl Brunn.

Billy Boyd is now sounding his "Klaxon" for Felix Paturalski every a. m. It's a great convenience for Felix.

Armitage Depot was represented in three different countries of the world this season: John Miller, in Germany; John Balder, in Norway, and Pat McCarthy, in—well, where do you think?

Let's have this: Less accidents, more witnessess.

Less complaints, more commendations.

M. O. C.

Elston

Our superintendent, W. M. Kroll, has returned from his vacation, which he spent in southern Illinois.

Conductor Berggren is in training—can be seen daily at west end of Irving Park boulevard pushing the perambulator.

L. Schultz and J. Southwell were the leading witness getters of Division 10, securing 24 on one case. Boys of Noble please note.

Gerharz, Fischer and Cunningham have taken up aviation. Looks as though they are out to rival Lindbergh.

Another good man has joined the ranks of the benedicts. Conductor A. Peterson, No. 2, was married September 10, 1927. Congratulations.

Motorman F. Johnson, after a long siege of sickness, has returned to work. Welcome back, Frank.

Motorman K. LaPointe is spending his vacation with his folks at Lake Namekagon, Wis. We understand that Ken is quite a fisherman.

Krueger, Hartung and Meyer went out for fish and got them as they returned with the evidence. "Spit on the hook," says Hartung; "that is the way to hook them."

We extend our deep and heartfelt sympathy to Conductor Potempa, who lost his mother on September 17, 1927.

Boys, our standing in the Courtesy Campaign is very low. Let us co-operate and improve our standing with the public.

E.

Noble

Supt. Kroll spent an enjoyable vacation motoring through central Illinois.

Have you noticed Art. Wenzel and his "smile that won't come off?" It's a boy. Congratulations.

Motorman John Gorski and Miss Viola

Schranberg were married on August 24th. We extend our best wishes.

If you would like a demonstration in a new kind of cold cream see Conductor Chas. Danielson, headquarters, Humboldt Park.

Sturgeon Bay, Wis., was honored by the presence of Asst. Supt. Victorson during his vacation. He was accompanied by "Doctor" Hanneman and Mr. Inerson. Nobody has heard any fish stories.

Our trainmen's room has been much improved by the judicious use of paint. The work on the doors deserves special mention.

How many days in September? Ask Goodall.

How do we stand in the witness contest? Keep forging ahead, boys.

C. De Moure.

Lincoln

One of our motormen, Elmer Graff, No. 10-303, pulled off a surprise on Aug. 8 by going to Crown Point and getting married.

Mr. and Mrs. Dominick Giovinco announce the marriage of their daughter, Rose, to Thomas Stipate on Sunday, Sept. 11, 1927, at St. Philip Benizi church, after which a reception was held at Mozart Hall, where a wonderful time was had. The newly married couple will live at 2742 Wellington St.

Mr. Robert Christie, our receiver, has returned from a vacation trip to Canada and Niagara Falls. The Falls is where many happy honeymoons are spent, but he tells us he went with his mother.

Some people think Friday an unlucky day, but the Lincoln Station has proven otherwise, as Friday, Aug. 5, was a banner day of good luck, no accident being reported that day.

The boys are sorry to hear that D. Monahan, motorman run 312, was taken to the Tuberculosis Hospital. We all hope to hear of his improvement soon.

Conductor A. R. Boelke is back from the hospital after an operation. We hope he continues feeling better and won't be on the sick list again.

Edward R. FitzPatrick, motorman, passed away August 1, and was buried at Woodlawn Cemetery.

J. Pasezkrewcz, flagman at George St. and Lincoln Ave., died very suddenly Aug. 17. He worked in the morning and was feeling in the best of health, but soon after returning from work dropped over suddenly with heart disease. The boys will all miss him very much as he was well liked by all. Our sympathy to the family.

Conductor C. D. Anderson is another happy daddy, a baby boy weighing 9½ pounds being born September 9th. Best wishes to the mothers and good luck to the little ones.

The Lincoln ball team, which won the championship this season, wants to thank all the rooters and lady fans who came out and encouraged the boys each game. Conductor Henning, who entertained us pleasantly with selections on his concertina, put lots of pep and harmony into the players and rooters, and with the music, the hot weather was entirely forgotten.

H. Spethman.

Limits

Conductor Jos. H. Michalak lost his father, Michael Michalak, 69 years old, of 3319 West 38th Place, who passed away July 19 at 1:30 p. m. July 23 high mass was celebrated at St. Pancratius Church and he was laid to rest in Resurrection Cemetery. Mr. Michalak left a widow and seven children, eldest 33 and youngest 16. To you, Joe, we extend our hearty sympathy as you have endeared yourself to us in a great many ways.

Supervisor Joe Mathle motored to Galesburg in his Ford, visiting friends, thence to Burlington, Ia., also visiting, and back to Chicago—a very enjoyable vacation.

Motorman Elberson and his son together with another motorman, of North Avenue, and his son, motored to Eagle River, Wis., and other adjacent places of interest, camping en route, covering about 900 miles. Elberson says there's nothing like the open trail to give you pep.

Conductor Pete Conti and wife have just returned from a trip to Yellowstone Park over the Yellowstone Trail via the Black Hills, through the Cody entrance, touring through the geyser region and back the southern route via Cheyenne, through Nebraska and Iowa.

Your correspondent and wife managed to push old Lizzie over the road from Chicago to Erlanger, Ky., to Cleveland, Detroit, Chicago, Milwaukee, Waukesha, Wis., and back home—about 1,500 miles with a 1923 flivver—not so bad.

E. G. Rodgers.

Devon

L. Nelson and Miss May Larson were married Sept. 15 at Omaha, Neb.

C. H. Davis and Miss Elinor Kirchwein were married Aug. 25, and Mr. and Mrs. Tully wished them a pleasant journey.

John Finnegan was married recently and has invested in a farm near Pentwater, Michigan. Here's good luck to our newlyweds.

T. E. O'Neil reports Norma Jean arrived Sept. 2, while J. Cobb reports an 8-pound boy named James at the Ravenswood Hospital. Leona Brush is now at Leo Brush's home and weighed 13½ pounds when she arrived Aug. 21. Mothers and babies are doing fine.

Mr. Colman is confined at the Columbus Hospital and was operated on for appendicitis and is reported doing well.

Supervisor J. Hubbards wishes to remind the trainmen in regard to the sounding of their gongs at crossings and observe the "Stop and Go" lights, stating the "Chance taker, is the accident maker."

T. Pruitt, our cartoonist, has showed us some very good ideas by the sketch route on popular subjects.

The boys wish to congratulate Joe Cook on regaining his position as chief clerk.

C. E. Roy.

"The short skirts women are wearing are beyond me," sadly murmured the near-sighted man, as he fidgeted with his glasses.—College Humor.



Cartoonist Torgerson Records the History of a Day and Night in Camp at Sturgeon Bay, Wisconsin with Victorson, Hannemann and Ennerson