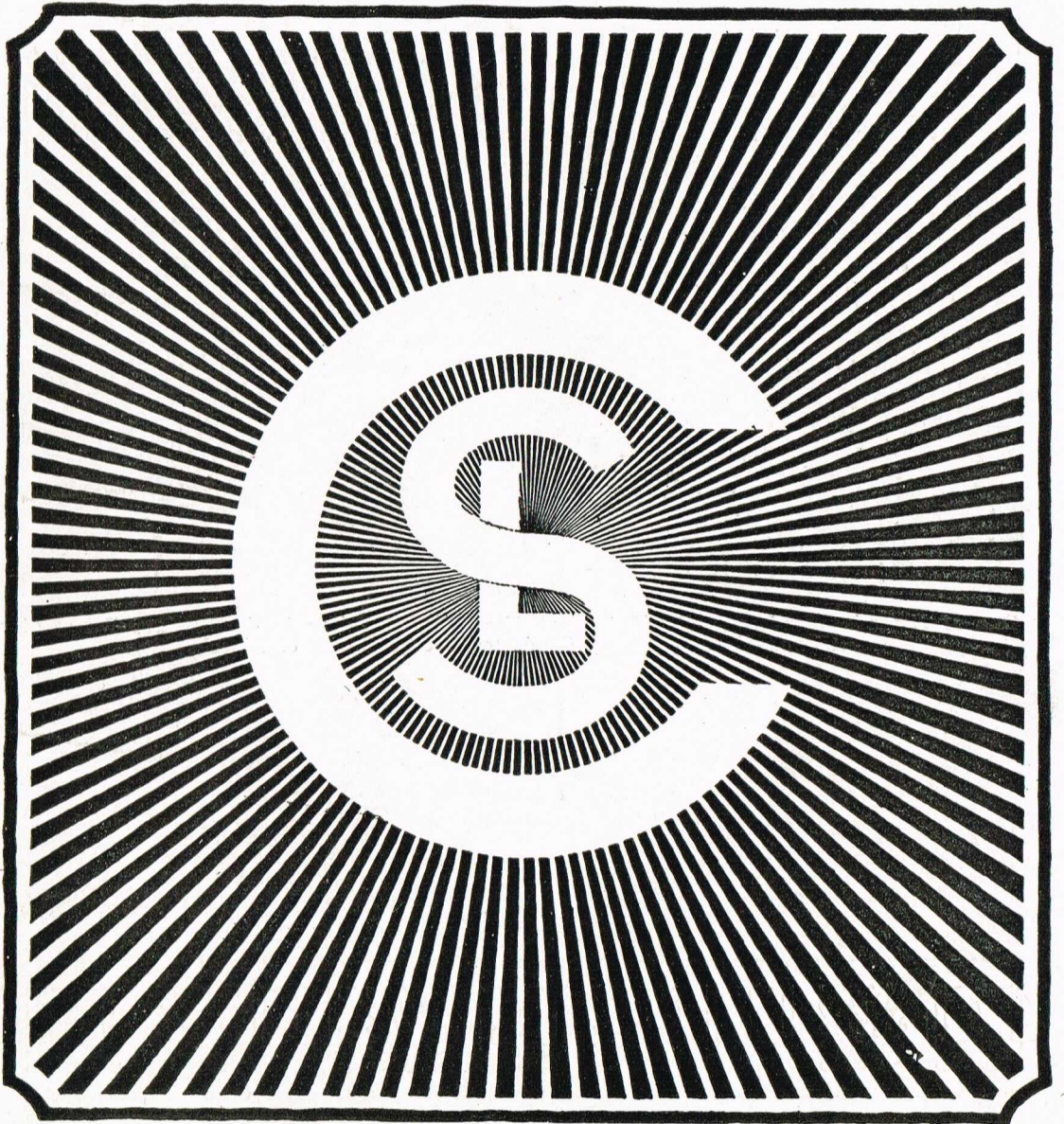


SURFACE SERVICE MAGAZINE

VOLUME 4

SEPTEMBER, 1927

NUMBER 6





One of Nature's Wonders—a Petrified Giant Tree Natural Bridge in the Petrified Forest of Arizona Photograph by Conductor George Crome of Lincoln



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

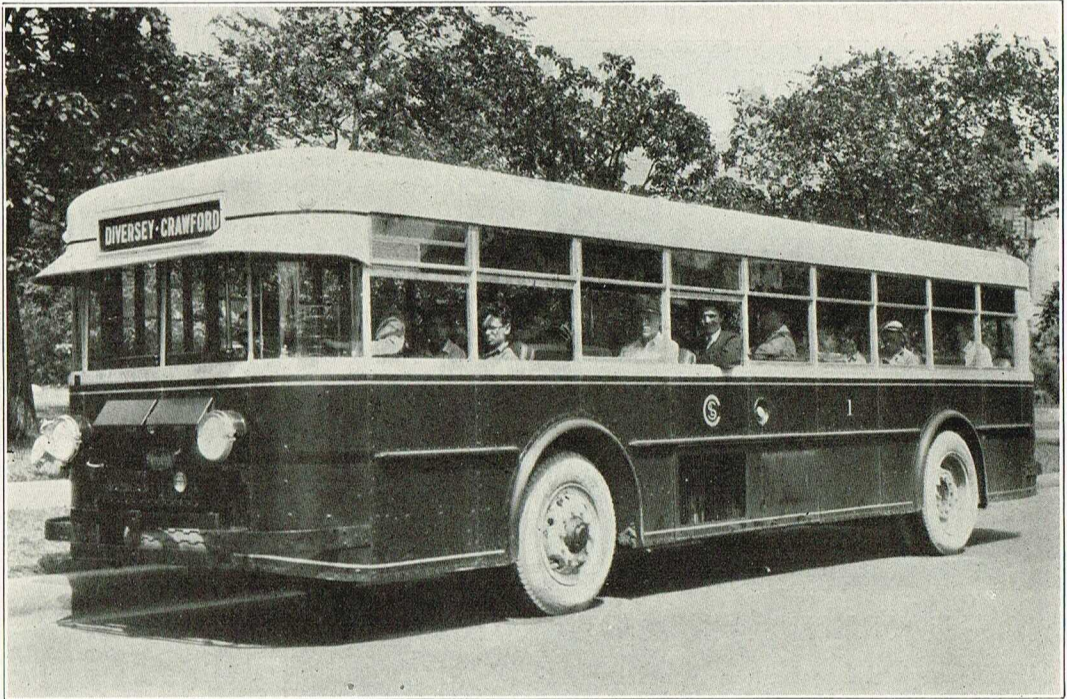
VOL. 4

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NO. 6

Our New Bus Service

*The Novel "Twin Coach" Type Wins Immediate Popularity
on Diversey Avenue*



Setting the Pace in Bus Transportation—Surface Lines Twin Coach That Has Created a Sensation.

The first bus of the Chicago Surface Lines system went into operation on Diversey Avenue from Crawford Avenue to Laramie Avenue on August 11. The service began with three buses and two others have been added since that time. A six minute headway is being maintained on a fare of seven cents with free transfers to surface cars.

The bus, a new type recently developed, the "Twin-Coach," looks like a street car without a trolley. There is no hood in front and the driver occupies the same position as the motorman on a street car. Power is furnished by two 6-cylinder, 55 horse power engines located underneath the bus. Either of

these engines develops sufficient power to run the bus and this minimizes the likelihood of delays resulting from engine trouble. Pneumatic, balloon tires and specially designed springs make riding as easy as in a large automobile. Four wheel Westinghouse air brakes and two propeller shaft brakes insure safety of operation. Entrance is at the front and exit at the rear and the doors are air-controlled.

Owing to its unique construction, the bus utilizes for passenger service 100 per cent of the street space it occupies and has 30 per cent less weight per seat than old style buses. It seats 40 passengers and has aisle space and extra space for

standees equalling the seated load. This is of particular advantage in rush hour service. It has ample head room for standing passengers, the ceiling being 6 feet, 8 inches high.

A separate bus organization has been established under the direction of Walter C. Becker who has been appointed Superintendent of Bus Service, and the buses operate from the Grand and Leavitt Station. The drivers were selected from a large number of volunteers in the train



W. C. Becker, Superintendent Bus Service.

service and they wear a specially designed uniform.

The Chicago Surface Lines management is a firm believer in the use of buses for extension and auxiliary service in localities where the density of population is not sufficient to warrant the cost of track construction. Until now, however, it has been impossible because of legal handicaps to establish a service of this character, although the city petitioned the State Commerce Commission more than a year ago to permit the use of buses by the Surface Lines on Diversey. The Chicago Motor Coach Company opposed favorable action by the Commission and sought the right for itself. But public sentiment favored the Surface Lines with its lower fare and transfer privileges.

The new bus operation is very popular

with the residents and industrial population in the territory served and has attracted the interest of the electric railway industry throughout the country. The many advantages of the type of bus being used here have caused general comment.

GATHERING THE WITNESSES

North Avenue Still Marches at the Head of the Column—Elston-Noble Second

The way the North Avenue boys are pulling together seems to insure their supremacy in the Witness Getting Contest. Their average of 5.09 witnesses per accident in June was increased to 5.34 in July. Burnside, which held second place in June, apparently lost a little enthusiasm, for they dropped to sixth place in July, Elston-Noble moving from fifth to second place, and Lawndale-Blue Island exchanging positions with 77th. Only three of the twelve divisions showed an improvement over June, and the average for the system shows a slight loss as compared with June, though still holding at four.

Of course, four witnesses per accident is not hopelessly bad, but it would be a great relief to our Legal and Accident Investigation Department if the men of those divisions where the average is much below four would make a determined effort to raise their standing.

It requires a little additional trouble and a little persistency coupled with diplomacy to bring in the names, but it can be done.

	July	June	May	April
1. North Avenue.....	5.34	5.09	(1) 4.92	(1) 5.00
2. Elston-Noble	4.62	4.38	(5) 4.61	(3) 4.56
3. Lawndale-Blue Isl. . .	4.52	4.53	(4) 4.76	(2) 4.33
4. 77th Street	4.49	4.56	(3) 4.05	(6) 4.05
5. Kedzie	3.90	3.99	(7) 3.89	(7) 3.97
6. Burnside	3.89	4.65	(2) 4.16	(4) 4.33
7. Archer	3.81	3.78	(8) 3.51	(10) 3.56
8. Lincoln	3.74	3.76	(9) 3.67	(8) 3.31
9. Cottage Grove.....	3.62	4.11	(6) 4.10	(5) 3.48
10. 69th Street.....	3.51	3.49	(11) 3.65	(9) 4.18
11. Armitage-Division . .	3.20	3.70	(10) 3.38	(11) 3.40
12. Devon-Limits	3.10	3.20	(12) 3.07	(12) 3.11

Average for the system... 4.00 4.08 3.95 3.93



J. G. Nattinger (in the Sweater) Wondering How Big His Catch Will Look in the Photo.

Lincoln Still Leading

Some Special Hints on How to Avoid Vehicle Collisions of Various Types

Standing of Division February to July Inclusive

First Place	Division No. 11, Lincoln	71.27
Second Place	Division No. 6, Lawndale & B. I.	67.37
Third Place	Division No. 7, Kedzie	67.32
Fourth Place	Division No. 8, North Ave.	64.53
Fifth Place	Division No. 2, Burnside	63.92
Sixth Place	Division No. 9, Division & Armitage.....	63.34
Seventh Place	Division No. 10, Elston & Noble.....	61.78
Eighth Place	Division No. 5, Archer	60.67
Ninth Place	Division No. 1, Cottage Grove	60.42
Tenth Place	Division No. 4, 69th	58.45
Eleventh Place	Division No. 3, 77th	58.07
Twelfth Place	Division No. 12, Devon-Limits	51.21

Standing of Divisions July, 1927

First Place	Division No. 11, Lincoln	86.20
Second Place	Division No. 7, Kedzie	84.62
Third Place	Division No. 1, Cottage Grove	82.71
Fourth Place	Division No. 6, Lawndale & B. I.	81.45
Fifth Place	Division No. 10, Elston & Noble	79.99
Sixth Place	Division No. 9, Division & Armitage	78.50
Seventh Place	Division No. 4, 69th	78.21
Eighth Place	Division No. 2, Burnside	75.11
Ninth Place	Division No. 5, Archer	74.10
Tenth Place	Division No. 3, 77th	73.98
Eleventh Place	Division No. 8, North Ave.	73.36
Twelfth Place	Division No. 12, Devon-Limits	66.56

By **WILLIAM PASCHE**

Supervisor, Accident Prevention

Lincoln Avenue Depot, Division No. 11, is still holding the lead in the Accident Prevention Contest with Lawndale & Blue Island, Division No. 6, having moved from third place to second place and Kedzie, Division No. 7, having dropped from second to third place. North Avenue, Division No. 8, has moved from sixth place to fourth place and Cottage Grove, Division No. 1, has moved from tenth place to ninth place.

All Divisions now have a percentage of over 50% in the Cumulative Record.

In the past three issues of *SURFACE SERVICE* we have been telling how accident reports are being classified. We have also said that boarding and alighting accidents and vehicle collisions were the outstanding accidents in so far as numbers were concerned.

In this article we are discussing vehicle accidents in their various classifications.

Straight Track: This type of accident is caused by following other vehicles closely at a speed greater than that in which the car can be stopped in the distance in which our car is following the vehicle ahead. Under this heading also comes the accident in which the vehicle ahead is pulling out of our track and the motorman assumes that the vehicle will be clear of the track by the time the car arrives at that point. This is plainly a case of poor judgment. We know that it is necessary for trainmen to so run their cars to take up as much slack in the street as possible in order to be able to maintain schedules, but when we are operating under these conditions we must be constantly on the alert and ready to stop our car almost instantly because the driver of the vehicle ahead may be cut off by another vehicle, or, for some reason, be forced to stop suddenly or, as sometimes happens, the engine of the machine may stop running.

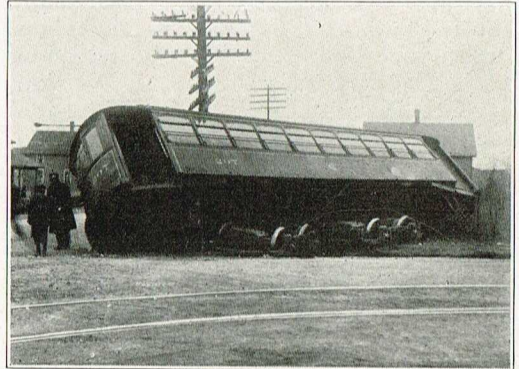
Right Angle Collisions: In this kind

of an accident, usually the drivers of both vehicles think they are right—one has made a mistake and the other has used poor judgment. This type of accident can always be avoided by sounding the gong on approaching a street intersection and checking the speed of car in order to be able to handle any emergency which may arise. In these cases the motorman says, "I sounded my gong when I saw him pulling across the intersection

Cut-offs by vehicles pulling away from the curb: This kind of an accident is usually caused by carelessness on the part of the motorman or the driver of the vehicle. The motorman must expect vehicles that are parked at the curb to pull away from the curb toward the track and he must give notice of his approach by sounding the gong and must continually anticipate such action on the part of the driver of the vehicle.



The Motorman Forgot the Switch.



Too Much Speed at the Curve.

toward the track." If the motorman does not sound his gong until he sees the vehicle pull across in front of him he reduces his chances of avoiding a collision.

Under this head also comes the accident which occurs at an intersection where there are Stop and Go lights and we are often told that the driver of the vehicle started up on the amber or started over the crossing when the red light was against him. At intersections where there are Stop and Go lights the motorman must assume that some drivers of vehicles will start on the amber and others may run through the red light, simply because they forgot or did not know that there were Stop and Go lights at that intersection. In passing over intersections where there are Stop and Go lights and we have the green light in our favor we must remember that the green light does not signify that we have the absolute right of way. It merely means that we may proceed with caution and we must remember at all times to be on the look-out for the drivers of vehicles who might wilfully violate the lights or make a mistake.

HOW TO KEEP FROM GROWING OLD

Always drive fast out of alleys.

Always race with locomotives to crossings. Engineers like it; it breaks the monotony of their jobs.

Always pass the car ahead on curves or turns. Don't use your horn, it may unnerve the other fellow and cause him to turn out too far.

Demand half the road—the middle half. Insist on your rights.

Drive fast on wet pavements; there is always something to stop you.

Never yield the road to a car behind. It may be a "rum-runner" being pursued.

New drivers should practice in the heaviest of traffic; it gives them experience they should have.

Always speed; it shows people you are a man of pep, even though an amateur driver.

Never stop, look, or listen at railroad crossings.

Drive confidently, just as though there weren't eighteen million other cars in service.

Always pass cars on hills. It shows you have more power; and you can turn out if you meet a car at the top.

In sloppy weather drive close to pedestrians. Dry cleaners appreciate it.

Take the shortest route around blind curves; let the other fellow watch out for himself.

Never look around when you back up. There is never anything behind you.

—The Troy Messenger.

Shifts in the Courtesy Race

Archer Gains First Position—Cottage Grove Is Trailing the Field

Standing for May, June and July

	Dis.	P.U.	Trns.	Q.S.	Total	Cmnd.
1 Archer	24	11	6	11	52	7
2 Lincoln	10	6	10	4	30	8
3 Lawndale	20	5	8	2	35	2
4 Blue Island	13	2	7	8	30	6
5 Limits	13	7	7	3	30	3
6 Division	17	4	7	8	36	1
7 North Ave.	46	18	19	21	104	7
8 69th ..	33	19	11	12	75	9
9 Elston	16	4	4	5	29	8
10 Kedzie	41	11	23	10	85	14
11 Armitage	17	10	8	5	40	2
12 Noble..	14	6	5	5	30	1
13 Burnside..	16	10	11	6	43	10
14 77th ..	63	44	15	24	146	16
15 Devon	51	22	14	7	94	16
16 Cottage Grove	35	9	26	11	81	8
Total..	429	188	181	142	940	118

The outstanding feature of the Courtesy Campaign for the months of May, June and July is the steady rise of Archer Avenue Depot from its original position in 10th place for the month of May, 3rd place in June, and its climb to the top of the courtesy ladder in July. Good work. Apparently no mixing of signals in this Division.

On the other hand, Cottage Grove, starting out in 7th place in May, dropped to 14th place in June, and in July we find that Division holding the foot of the ladder for the other fellows. Having hit the cellar floor with a thump we expect them to bounce up on the courtesy ladder in August. Watch this Division. It takes a lot to keep good men down.

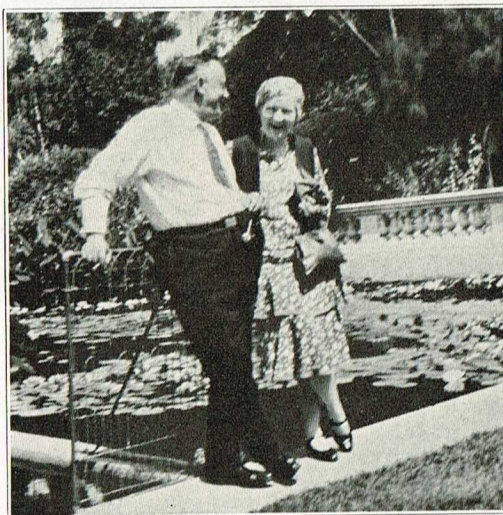
Seven depots—Archer, Limits, North Avenue, Elston, Noble, Kedzie and 77th Street bettered their June standing.

Six depots—Lincoln, Lawndale, 69th Street, Devon, Cottage Grove and Armitage slipped.

Three depots—Blue Island, Division and Burnside held their own.

Remember, the number of passengers carried per complaint is the yardstick by which all, big and little depots, are measured. The little fellow has exactly the

same chance to head the courtesy list as his big brother. Why be discourteous at any time or under any conditions? Down along the "Street of Forgotten Men" discourtesy, growls, and a flow of profanity are the accepted things. Through the ranks of our trainmen runs no "Street of Forgotten Men." We are proud of that fact and should always re-



Miss Lulu McCormick of Schedules Looking Southeast in Balboa Park, San Diego.

member that it takes a **man** to be courteous.

Discourtesy shows 118 complaints in May—152 in June and 159 in July. Once more, not so good. Pull it down, don't shove it up.

Passing Up complaints were 50 in May—77 in June and 61 in July. Coming down a little.

Transfer trouble in May amounted to 49, in June 69 and in July 63. Also coming the right way.

Quick starting shows 47 complaints in May—49 in June and 46 in July. Shows a start in the right direction, but we could hardly call it a "quick" start.

A total of all complaints gives 264 for May, 347 for June and 329 for July.

Keeping 'Em Rolling

Noble, Another First Timer, Is Now Flying the Pull-In Flag—All Records Broken



Nobles Band of Flag Winners

E. Phillips, K. Wasseto, L. Reilly, M. McDonald, H. Pettigrew, S. Martkonis, J. O'Donnell, F. Pucek, J. Gedwell, R. Evans, J. Pratap, M. Dunn, E. Tippmann, F. Schmitt, M. Menteck, F. Kuzek, L. Hoehn, D. Witzowati, J. Cepanis, F. Yeskis, J. Levanderiski, J. Pulinsky, A. Wojnicki, J. Grew, S. Drabant, A. Zelnis, D. Lyons, H. Baker, D. Vercruysse, G. Pratt, J. Stanten, T. Lyons, M. Sucky, F. Cczze, S. Krifos.

Noble leads this month for the first time, with 77,527 miles per pull-in, the highest it has ever been.

There are still six carhouses which have never been in first place, but from the way the positions have been moving around, it looks as if some of these carhouses will soon be leading. Three of the carhouses in the South Division are in third, fourth and fifth places. This looks as if they are coming to the front and are going to take the Flag down to the South Side.

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

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

Nine of the carhouses show an increase, although there is a slight decrease for the sys-

tem of approximately 1,000 miles. Only one carhouse is below 20,000 miles per pull-in.

The individual records were as follows:

Rank	Carhouse	Zero Days	Miles Per	
			Pull-In for July	Percent Inc. or Dec.
1	Noble	27	77,527	77.0
2	Blue Island	22	47,059	43.1
3	69th	10	46,238	11.5
4	Archer	16	41,572	13.5
5	77th	10	36,421	3.3
6	Kedzie	11	31,127	39.8*
7	Lawndale	17	30,090	6.5
8	Limits	20	28,256	27.7*
9	Cottage Grove ...	12	27,639	19.7
10	Devon	12	27,152	19.4*
11	North	7	26,282	13.7*
12	Division	15	25,952	16.9
13	Lincoln	13	24,304	.8*
14	Armitage	16	23,693	28.2*
15	Burnside	10	20,028	18.7*
16	Elston	13	17,829	28.8*
		231	29,992	3.4*

* Decrease.

Suited Her O. K.

Mrs. Smith: "We lunch at one o'clock on Tuesdays, and on that day we always go for a ride in the car at two."

New Maid: "Oh, that's all right, ma'am. I can leave the ironing until we get back again."

DO YOU KNOW YOUR BRAKES?

Safety, Comfort and Efficiency Are the Results of Skillful Braking

To master the art of stopping a car properly under all conditions is the most important part of a motorman's business.

To stop properly means to come to a standstill safely, comfortably and efficiently.

The brake on the car is merely a mechanical device so designed to withstand all the abuse and misuse that it is possible to subject it to. The quality of the service it renders is largely dependent upon the manner in which it is operated; there being no limiting or automatic means to prevent its misuse. And when operated by an experienced, careful motorman it responds to his demands in a safe, comfortable and efficient manner.

During a day's work we know that the majority of the stops are ordinary service stops, taking on and letting off passengers, and it is for this service the motorman must exercise his skill in manipulating the brake for the safety and comfort of the passengers and to do it efficiently is the refinement that the business demands.

The use of three or more applications of air to stop the car is exactly opposite to the theoretically correct practice. With low brake shoe pressure at high speed and high brake shoe pressure at low speed we have a jerky, uncomfortable stop.

The practice of using one application of air with a gradual release for a normal stop results in high brake shoe pressure at high speed and low brake shoe pressure at low speed, and we have a smooth, comfortable stop.

The following table has been arranged for the benefit of our motormen and shows the standing of each depot on the basis of the greatest gain in power saving when compared with the first operating period of the depot, the per cent column showing the amount, thus determining the rank of the depot on this system:

Division	July	Per Cent Saving or Loss
Cottage Grove	1	12.78
Armitage	2	8.22
Lincoln	3	7.05
77th-Vincennes	4	5.90
Limits	5	3.32
Archer	6	3.31
North	7	3.11
Devon	8	2.98
69th-Ashland	9	2.76
Burnside	10	2.29
Division	11	1.53
Kedzie	12	1.52
Lawndale	13	0.29
Elston	14	*0.97
Noble	15	*1.23
Blue Island	16	*2.93
Total points		50.43
June points		51.76

July loss.....1.33 points or 2.57%

* Loss.

"SKIP STOPS" INDORSED

Maryland Public Service Commission Orders Continuance of Plan

With the recent order of the Public Service Commission of Maryland permitting the use of the limited-stop plan in Baltimore comes a notable victory for this plan of operation. The case was one of the most carefully prepared and hardest fought since Cleveland made its sweeping all-day skip-stop installation and ended only after numerous hearings had been held. The plan which was adopted by many electric railways during the war was intended primarily to save fuel. At the end of the coal scarcity many railways reverted to the old system, while others continued to use the new plan for some time afterward. Its popularity waned, however, and at present it is in effect in only a few of the larger cities.

It has been proved that limiting the number of stops speeds up service. Speed is a vital factor today, when so many people in large cities commute from outlying suburban districts. In Baltimore it was shown that for 6,000 car movements of one day there was a saving of more than 18,000 car minutes, or about thirteen car days due to limitation of stops. This saving is greatly appreciated by the car-riding public. Moreover, movement of general vehicular traffic is facilitated under this plan.

Practically the only argument against the plan is that some persons are inconvenienced by having to walk farther to reach a car stop. Unless the number of stops per mile is reduced too much, the additional walk required by any patron is a very slight inconvenience and is more than offset by the additional speed and safety obtained. The convenience of the street car riders as a whole should be considered and not the so-called "hardships" endured by a few. Elaborate computations submitted to the Maryland commission during the recent Baltimore hearing showed the average distance walked by residents of typical blocks by reason of the limited-stop plan to be 157 ft., which could be covered in 36 seconds!



Here's Conductor Jimmy Slajchert (with the Straw Hat) Fishing at Fox Lake.

Lengthening Human Life

Dr. John Leeming Has Further Interesting Views on This Important Subject

The lengthening of life depends upon health—your own health. I want to know, or rather I would like you to inquire, whether you are enjoying perfect health? Your answer to the inquiry: "Are you in good health?" will probably be in substance that you are all right, you

as that of other organizations, who are rejected on account of physical unfitness. Such experiences as these should suggest to you and to me that we consider carefully the question of our physical condition. We should not be satisfied with the taking of three square meals a day as a sufficient evidence of perfect health.

Our chief concern as company workers should be to learn how to prevent the life shortening ailments which develop gradually and insidiously during middle life. These conditions have to do mainly with diseases of the heart, blood vessels, kidneys, the digestive organs and the nervous system. You are not expected to understand these matters fully, but you should know that they usually develop slowly, gradually and without your knowledge. They result from absorption into your circulation of poisonous material which may be locked up in your tonsils, teeth, throat and other cavities of the body and also from overworked organs of elimination which are overtaxed on account of indiscretions and excesses in eating, drinking, smoking, etc. The control of infection depends in great measure upon the resistant powers of the body, and the prevention of the so-called "degenerative" diseases depends largely upon an early discovery and removal of the active causes and the cultivation of correct and proper methods of living to prevent their progress.

Reading, conferring and giving careful thought to the subject of your own personal health is time well spent. Suppose you consider first the question of diet. Do you know that two-thirds of the adult population eat two-thirds more food than their bodily functions require? Read, if you will, in any of the popular magazines the recommended menus for breakfast, dinner and supper, and you will more readily appreciate the old saying, "Many men dig their graves with their teeth."

Another important matter in which you, of course, are not personally interested, viz., the use and abuse of alcoholic drinks.



Miss Henrietta Fisler and Miss Marie Krausman in the Capitol Grounds at Madison, Wisconsin.

are able to do your work and to take three square meals a day. Thousands of men of military age held this view and made application to enter the country's service in the World War. They, no doubt, were greatly surprised and disappointed to learn that they were unfit and the subjects of physical infirmities, the existence of which they were entirely ignorant. Many men make application to enter our company's service, as well

One should hardly be justified, in these Prohibition times, in alluding to it, but when medical men constantly see cases of impaired vision, damaged kidneys, digestive disturbances and poisoned nervous systems, directly traceable to "moonshine" and other alcoholic beverages, one may be permitted to switch on the danger signal merely for the purpose of calling the matter to your attention.

Eating and drinking may be studied together. The combination of food and drink in excessive quantities is not conducive to good health, especially when indulged in after the theatre, lodge meeting, or dance in the form of midnight suppers. Someone says: "Don't you believe in a little recreation and a good time once in a while?" Certainly; I am a strong advocate of it, and all I am trying to do is to suggest reasonable care and discretion so that your good times will not gradually undermine your health. Keep in mind that if you will dance you must pay the fiddler, but don't make his bill too high.

Speaking of "booze" reminds me of patent medicines. Nearly all of these preparations when sold in liquid form contain alcohol in considerable quantity. In fact, many medical men believe that the effect of such preparations is largely due to the exhilaration produced by the alcoholic content. Let me simply say in this connection, avoid the use of patent medicines and do not resort to quack doctors.

Another thing I might mention: How about the use and possibly the abuse of tobaccos. It is a matter of almost daily surprise to me to run across so many young men who smoke and inhale the smoke of a package or more of cigarettes every day. In many such cases no harmful effects are noticeable to the individuals themselves and no untoward symptoms can be discovered on physical examination, but once in a while I find a young man who has indulged in this habit to excess who has a rapid heart, weak pulse, a slight tremor of the hands, together with other mild symptoms which have escaped his attention. I don't condemn the use of tobacco; all I want to do is to call your attention to it and to advise you to exercise good judgment and make sure that if you indulge in the habit it is doing you no harm.

One thing more: A habit which is very common is the use of headache powders. The drug stores sell enormous quantities of aspirin, pyramidon, antipyrine and a host of similar coal tar products for the relief of headache and various bodily pains. I say to you without hesitation, do not use such preparations—they do not aim at cure but merely to relieve and disguise the symptoms. Try to find out what causes the pain or headache and seek to cure the distress by removing its cause. Our grandmothers learned 50 years ago that a better treatment for most of the pains in a child's abdomen—the ordinary bellyache—was a good dose of castor oil, rather than paregoric and other forms of dope which simply disguise the uneasiness for the time being and which might do harm by locking up the irritation and interfering with nature's method of removing its cause.

It may be that some of my readers are Christian Scientists or believe in some other form of faith healing. I find no fault with this; I believe the mind has a great influence over the body. Implicit confidence in your medical attendant, be he homeopath, allopath or scientist, helps a lot in certain cases in bringing about a cure. The only caution or suggestion I have to make in this connection is that you use your common sense and don't go to extremes. Do not rely upon "absent treatment" to set and cure a broken arm or leg. If you think osteopathy is of value as a curative agent, do not utilize it in the treatment of pneumonia, typhoid fever and other infectious diseases. If the subject appeals to you see next month's issue.

Flaming Curfew!

Young flapper—"Your people are very strict with you, aren't they, Basil?"

Basil—"Oh, frightfully. They expect me to be home by breakfast time every morning."

Smithers (in a rage)—That man is the biggest fool in the world.

His Wife (comfortingly)—Henry, Henry, you are forgetting yourself.

"The street-car service is rotten. Always over-crowded."

"Yes, but father, you got a seat, didn't you?"

"Yes, but your poor mother had to stand all the way."

London Experts Discuss Buses

Messrs. Mason and Mackinnon Comment Entertainingly on the Chicago Situation

Last year the United States local transportation industry was inspected by a distinguished group of men representing the London Underground, Tramways and Omnibus Company. Of these gentlemen, Mr. A. V. Mason, the Deputy General Manager and Engineer of Tramways, and Mr. J. B. Mackinnon, Superintendent of Schedules of the Omnibus Company, were friendly opponents on the question of the proper place of the omnibus in metropolitan transportation. Mr. Mason is an ardent supporter of the theory that the bus cannot supplant the electric railway in the efficient movement of masses of passengers in peak periods. Mr. Mackinnon when he arrived in this country may have had some theories about the future of the bus as a substitute for electric railways, but whatever these views were, they were probably materially modified at the end of his tour.

Recently, the members of the touring party presented to their directors, officers and assistants a resumé of their conclusions based on their observations during their trip. Among other comment on the Chicago situation is the following from Mr. Mason's address:

"The tram Franchise terminates this year, and since we left, I see that the Coach Company says, 'Scrap your trams and we will run your traffic with 4,800 'buses to replace your 3,600 trams, and occupy less space on the roadway.' I do not think the offer can be taken any more seriously than the suggestion of the 'Pirates' to Middlesex to replace the M. E. T. lines. (Laughter.) The offer does not say at what fare; this they say will be a matter for discussion later, but the New York instances show that the omnibus can no longer hold on to the 10-cent flat fare.

"The Chicago position is interesting. The Franchise terminates this year (1927). The street railway people have maintained their undertaking well and up-to-date, just as though there were no purchase clause hanging over their heads like the sword of Damocles; and when I was there I did not hear any suggestion of the 'bus replacing the tram-car, neither do I think that it comes within practical politics; and the present suggestion of the Coach Company is merely to get a place in the sun and get recognition on the main streets as well as on the boulevards.

"The omnibus people say that length multi-

plied by width is the measure of congestion, therefore, the double-deck 68-passenger 'bus wins against the 45-passenger single-deck tram; yet they say they want 50 per cent more 'buses. The difference, of course, is the standing passenger. Now, we all know that the space occupied by a tram is a fixed quantity, but the omnibus runs about 5 feet from the curb in the United States, as in London—5 feet is lost there. It curbs—no space lost there, but as it comes out it is back on its course again, and then it suddenly takes it into its head to pass a stationary 'bus; its very mobility causes congestion."

Mr. Mackinnon, while contending that the capacity of a street with omnibus service would be greater than a street with tram car service, concluded his remarks with the following:

I have spoken to you as a 'busman who may have appeared biased. I may have appeared more so because Mr. Mason has just given you his views from the tramway standpoint, but I want to set aside all feeling of rivalry or competition. Tramways are our seniors in mechanical transport, and to their right of seniority we must also recognize the good work which they are still performing today, and, as a former tramway man, I hope will still perform for many years to come. The motor 'bus should not be called upon to do that which the electric car can already do with full satisfaction. It should do that which the electric car cannot do, or cannot do so well. No doubt other uses for 'buses will and are continually being found, and the pioneering days of 'bus transportation are not over yet. But the future expansion of the industry must be in keeping with a broader understanding of transportation as a whole. What I saw in America has confirmed my conviction that cooperation must be the watchword of the future. Lack of co-ordination is our sole enemy. We must view transportation in the sole light of transportation. If we are able to coordinate all available methods capable of giving this transportation, then shall we enter upon a new era of prosperity and at the same time shoulder our responsibility and do our share in relieving the growing congestion in our busy streets by suitably providing a public service which the demands of the development of Greater London have rendered paramount.

New Definitions

Street: A narrow public space meant for traffic and used for parking automobiles.

Traffic: A procession of automobiles looking for parking space.—New York Times.

THE GREAT OPEN SPACES

Vacation Observations From a Real Observer Visiting a Western Ranch

The following anonymous letter, being widely circulated, contains an ingenious and amusing "slam" at ranch life:

Joe: I have often heard you wish that you could some day quit this great struggle for existence and settle down in the soft, sunny climate of California and swap yarns and talk of olden times.

The dream of your life to settle down in your own little bungalow on your own little ranch and there in the golden sunlight and

pineapples, then your Aunt Jemima's pancakes swimming in New Orleans molasses. You have a piece of Cincinnati ham cooked in Chicago lard on a Detroit stove, burning Wyoming oil.

Then you go out and put your Concord New Hampshire Harness onto your Missouri mule, hitch it onto a Moline Illinois plow and plow a few acres of land covered with Ohio mortgages.

Then when the purple twilight falls you fill your Pride of Michigan with Mexican oil and gasoline, dash out to the beach and while sitting in a Greek restaurant smoking a Boston made cigar you watch a New York girl dance the Memphis "Shimmy" to the music of a Chicago "Jazz" band, and, then you go home, read a Chapter out of a Bible printed in London, England, say a prayer written in Jerusalem, put on your Chica silk pajamas, crawl in between your Fall River, Mass., sheets to fight all night with the fleas, the only native product on your wild damn ranch.

HENRY.

OBITUARY

Albert V. Reisel

Albert V. Reisel, a fireman in the employ of the Building Department, died on July 30th, 1927. He had been on sick leave since last May and died at his sister's home of heart failure. He was not married. Mr. Reisel was born January 16th, 1876, this makes him a little over 51 years of age. He began work for this Company on July 4th, 1896 as a helper in the old power house at Washington and Jefferson streets. He also worked in the old power house at Blue Island and Leavitt street as an oiler, and when this shut down he went to Western Avenue and Washington Blvd. old power house. From there he was transferred to the Claim Department Building. He had been an employee of our Company for more than 30 years and was a man of good habits and was universally well spoken of.

Mrs. E. H. Altmeier's Death

We desire to be numbered among the many friends of Division Superintendent Ed. Altmeier who have shown their sympathy, occasioned by the death of his wife August 12, 1927.

—Paymaster's Office.

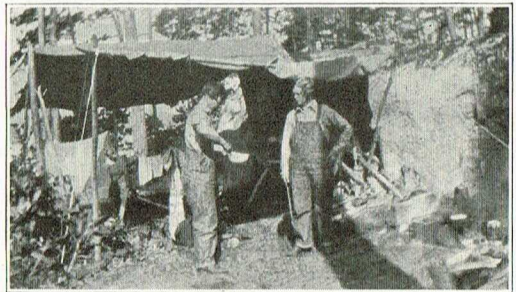


Ora F. Gilbert of the Legal Department with a 15½-Pound Lake Trout to Follow the Flap Jacks.

silvery moonlight of California to dream the hours away; seeing visions of other times and places, and where can you find more to call up such visions than on a California ranch?

You arise in the morning to music of a Connecticut alarm clock. You button your Boston garters onto your Paris socks, your Baltimore suspenders on to your Detroit overalls, put on your Lynn, Mass., shoes and your Danbury hat and you are up.

You sit down to your Grand Rapids table and eat your Quaker Oats and your Hawaiian



Mrs. Ora F. Gilbert Stirring the Batter for the Morning Flap Jacks Up on the Canadian Border.

SURFACE SERVICE MAGAZINE

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Volume 4 September, 1927 No. 6

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

OUR TWIN COACHES

The new and luxurious buses being operated in Diversey Avenue have created a sensation not only among the regular patrons of the Surface Lines but in the industry as a whole. The ease and quietness of operation on the big pneumatic tires are in striking contrast with the rumbling, jolting progress of the solid-tired vehicles that are permitted to operate in a number of the larger cities. As comfort is one of the features for which there is a growing demand from the riding public, the day of pneumatic shod buses cannot be long deferred. With the introduction of such tires, many of the complaints of unpleasant vibration affecting both the bus riders and the residents of buildings on thoroughfares used by the buses will disappear. Numerous communities suffering from the vibration nuisance are looking to municipal legislation in their respective cities to make the use of pneumatic tires obligatory by bus transportation companies.

VACATION PICTURES

There has been a gratifying response to our suggestion that we be supplied with typical photographs taken by members of the Surface Lines family, and a few of them appear in this issue. There are more that are also very interesting that came in too late to appear this month, but the October magazine promises to be a most attractive outdoor number.

The flowers that brighten
Life's rugged way
Are the things that we do
And the things we say.

Sunshine in a Smile

The man who deals in sunshine
Is the man who gets the crowds;
He does a lot more business
Than the one who peddles clouds—

For the trainman who's a frowner
Will be beaten by a mile,
If the man who follows after
Meets the rider with a smile.

—Selected.

Useless Griefs

A hundred years ago and more, men wrung their hands, and walked the floor, and worried over this or that, and thought their cares would squash them flat. Where are those worried beings now? The bearded goat and festive cow eat grass above their mouldered bones, and jay birds call, in strident tones. And where the ills they worried o'er? Forgotten all, for ever more. Gone all the sorrow and the woe, that lived a hundred years ago! The grief that makes you scream today, like other griefs, will pass away; and when you've cashed your little string, and jay birds o'er your bosom sing, the stranger pausing there to view the marble works that cover you, will think upon the uselessness of human worry and distress. So let the worry business slide; live while you live, and when you've died, the folks will say, around your bier: "He made a hit while he was here."—Walt Mason.

'Twas in a restaurant they met,
One Romeo, one Juliet;
'Twas there he first fell into debt,
For Romeo'd what Juliet.

Ole Was Puzzled

Ole Oleson, track-walker, was supposed to be testifying after a bad head-on collision.

"You say," thundered the attorney, "at ten that night you were walking up toward Seven-mile Crossing and saw Number 8 coming down the track at 60 miles an hour?"

"Yah," said Ole.

"And when you looked behind you, you saw Number 5 coming up the track at 60 miles an hour?"

"Yah," said Ole.

"Well, what did you do then?"

"Aye got off the track."

"Well, but, then, what did you do?"

"Vell, aye say to mineself, 'Dis bane h— of a way to run a railroad.'"

—Illinois Central Magazine.

Nature cannot jump from winter to summer without a spring, or from summer to winter without a fall.—Tiger.

I am a great believer in Luck—the
harder I work, the more of it I seem
to have. Coleman Cox.

Bouquets for the Boys

A letter from Max Sharlau, 4917 North Kilbourn Avenue, relating to Starter A. Jordan at Elston and Lawrence is so interesting that it is presented in full:

Chicago Surface Lines, Gentlemen: Inasmuch as your office is always being swamped with complaints and grievances by those who are habitual fault-finders, I believe that when commendation is due, it should be given just as freely. Courtesy is the by-word of every organization but very often its significance is lost. Still there are those faithful employees who are always willing to uphold all standards of common decency. A good example of such loyalty to the surging, unreasonable public mass of humanity, is your representative at the end of the Elston Ave. car line and Lawrence Ave. He is the most polite, considerate and accommodating car employee that I have come in contact with in many a day. I believe a man of his calibre should be distinguished among his fellow employees, and be complimented for the efficient manner in which he performs his duties. Hoping that other employees will follow the meritorious example set by this really courteous gentleman, I am, very truly yours,
Max Sharlau.



Bobby Boden and His "We." His Daddy, Motorman Calvin Boden of Limits Is the Builder.

Motorman J. J. Dorgan, badge No. 9369, of Kedzie, is credited by John W. Kennedy, 4242 West Adams Street, with having prevented the killing of a child at 31st and Kedzie on the afternoon of August 3rd. A little boy unexpectedly broke away from his mother on the sidewalk and ran directly in front of the approaching car. Motorman Dorgan's prompt application of the emergency brakes brought his car to an almost immediate stop and the only damage done was a bump on the little fellow's head and a shaking up that frightened him. Mr. Kennedy praises the motorman for his alertness and efficiency in an emergency.

Miss Rose Beck, 6141 South Artesian Avenue, compliments Conductor William J. Walsh, badge No. 12400, of Cottage Grove, for assistance rendered to a blind passenger who was conducted safely from the car to the walk.

Conductor George Jaeger, badge No. 13708, of Archer, is complimented by E. W. Henderson, 415 North Parkside Avenue, for his consistent courtesy to his passengers and especially to the assistance he renders to our elderly patrons in boarding and leaving his car, answering their inquiries pleasantly and wearing "a smile that won't come off."

Mr. William Marquardt, 2714 North Rockwell Street, celebrated his forty-fifth birthday by writing a letter expressing his appreciation of a high type of service rendered by Conductor George J. VanLoan, badge No. 8922, of Blue Island, and his courtesy to his passengers.

Mr. Arthur E. Zipse, 7780 Dante Avenue, in a letter describing a transfer incident, writes "instead of the familiar 'Hey, this ain't no good,' etc., conductor said in a low voice 'This is the wrong transfer.' The passenger fumbled through his pockets, finally producing the correct transfer for which Conductor Edwin L. Kinney, badge No. 4332, thanked him politely."

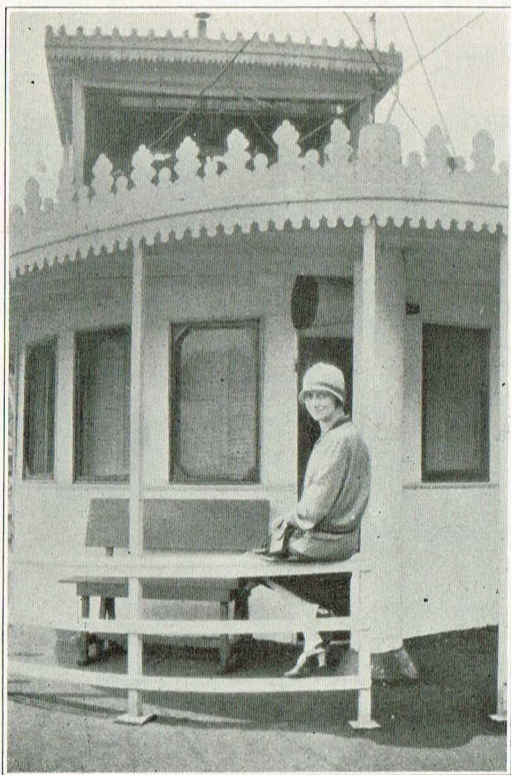


"Lucky" Bobby Anderson, Son of Conductor E. R. Anderson, of Lincoln. Bobby Fell Three Stories, Made a Quick Recovery, and Here He Is on His Machine Two Weeks from the Day of the Accident.

Mr. P. H. Ball, of Hotel Burbank, 1226 North La Salle Street, was very much impressed by the methods of Conductor Ben E.

Hancock, badge No. 11142, of Devon. A particular incident which excited Mr. Ball's admiration was Conductor Hancock's helpful reply to a passenger's question. The conductor's detailed directions to the passenger were so complete and so pleasantly given that Mr. Ball thought the incident worthy of commendation.

Conductor J. H. Pickin, badge No. 1174, had an accident at 43rd and Cottage Grove on one morning in July and Motorman W. E. White, badge No. 541, of Cottage Grove, and Conductor F. F. Peterson, badge No. 686, went to considerable trouble to assist in securing the names of witnesses. Their friendly assistance and co-operation resulted in materially reducing the delay, and Conductor Pickin subsequently sent a letter of thanks to Division Superintendent Bessette informing him of the facts with an expression of the writer's appreciation.



Miss Krausman on Her Private Yacht on the Mississippi.

Mrs. J. B. Matuska, 1328 West 19th Street, with three children, one an infant in arms, arrived at her 18th Street corner just as the conductor had given the signal to start; but when this Conductor, Carl Cheever, badge No. 4486, of Blue Island, saw her, he made an emergency stop and took the entire family

aboard thereby earning Mrs. Matuska's gratitude and a letter of appreciation.

Conductor Carl C. Hoglund, badge No. 12444, of Blue Island, promptly turned in a five dollar bill which he found on the platform of his car. The money belonged to Mrs. Matt Swetish, 2752 South Keeler Avenue, who subsequently recovered it and sent us a letter commending him for his honesty.

During the evening rush hour on July 27th, a passenger on a Grand Avenue car had an epileptic seizure at the Halsted and Milwaukee intersection. Motorman Frank O. Laffick, badge No. 2791, of North Avenue, on discovering what was the trouble proceeded to the middle of the crossing where he requested the officer on duty to get aboard and then moved his car to the west side of the intersection in order not to interrupt traffic. Although the policeman at first indicated that he was not interested and left the car, he was called back and then with the conductor's assistance after working over the man for a few moments, he was carried to the sidewalk and as soon as he showed signs of revival, he was left in charge of the policeman while the crew returned to the car and proceeded on their journey. This incident was observed and favorably commented upon by a number of passengers including Mr. V. E. Thelin, the Surface Lines Purchasing Agent, who was a passenger on the car. The motorman's persistence in seeing that the afflicted passenger had help was considered highly creditable to him as a representative of the management.

Mr. F. B. Martin, a switchman of the C. B. & Q. employed at Lincoln, Nebraska, while passing through Chicago lost an envelope including his railroad transportation and baggage check. He secured additional information from his general office in order to continue his journey; but later learned that the following morning Supervisor D. J. O'Brien, of Kedzie, had called at the Burlington general office and turned in the envelope and its contents. Mr. Martin compliments the supervisor who made the special trip to the Q offices in his automobile in the hope that he might return the lost property before the owner left for his destination. He asks that all responsible for the interest shown in his loss be advised of his appreciation.

Mr. F. B. Crossley of the Northwestern University Law School, 357 East Chicago Avenue, writes a highly complimentary letter in connection with the work of Supervisor Hill of North Avenue who has directed the movement of cars at the eastern terminus of the Chicago Avenue service. The regularity of operation and Mr. Hill's courtesy and willingness to meet any special requirements of the students at the University is warmly commended by our correspondent.

The promptness of the Surface Lines management in acting on complaints drew a complimentary letter from Mr. S. W. Younker, 7347 Cottage Grove Avenue. Mr. Younker observed some rails lying at the side of the street at 74th and Cottage Grove which interfered with parking of cars and the transaction of business at that point and telephoned to Mr. C. J. Collins of the Stores Department. Mr. Younker was

surprised to find that the next time he left his office, the rails had been removed. In his letter he comments on the general superiority of the Surface Lines service as compared with that of other cities with which he was quite familiar.

Conductor C. Liljehorn, badge No. 1494, of Devon, assisted a blind man from his car at Argyle and Broadway and conducted him safely to the sidewalk. Mr. P. R. Leatherman of the Central Asbestos & Magnesia Company, 214 West Grand Avenue, who had stopped at the intersection, witnessed the incident and writes a complimentary letter referring to the competency and considerate action of Conductor Liljehorn, stating that it was evident from the conductor's manner that this incident was typical of his habit in discharging his duties.

Motorman T. Bromberg, badge No. 13083, of Elston, was thanked and presented with a check for two dollars by Mr. George Dasch, 218 South Wabash Avenue, for the prompt return of a brief case which he had left on the car.

Conductor J. J. Halloran, badge No. 2356, of 77th, received a letter containing a dollar and the sincere thanks of Mr. A. Dauber, 7529 Essex Avenue, for the prompt return of a bunch of keys.



Bernard, Dorothy and Henry, Children of Conductor A. Sytsma of Burnside.

Conductor G. Toman, badge No. 11356, received a pleasant letter of appreciation and a reward of a dollar and a half for promptly turning in a parcel left on the car by Miss Lillian Doyle, 4551 Dover Street.

Mrs. J. J. Dvorak, 3649 Waveland Avenue, discovered on returning home on August 10th that she had lost somewhere a diamond solitaire and a platinum wedding band set with ten diamonds. She had been a passenger on the Cicero Avenue line and, in the forlorn hope that the rings might have fallen into the hands of an employe and been returned, visited the North Avenue station. To her delight it was learned that these rings had been found by Conductor Henry Ehlers, badge No. 4796, and immediately turned in to the lost property clerk. Mrs. Dvorak wrote a very interesting letter of congratulations to the management and, inasmuch as a request was made for Conductor Ehler's home address, there is more than a suspicion that there was a substantial recognition of his honesty.

Mrs. B. Haskin, 2072 Stave Street, was enthusiastic over the manner in which Conductor Joseph Hyde, badge No. 11050, of Kedzie, looked after the interests of his passengers. As sometimes happens, a number of mothers were permitting their children under the fare paying age to occupy seats without the reference to the fact that there were lady passengers, including Mrs. Haskin, standing. Conductor Hyde very tactfully induced some of the mothers to take their children on their laps and thus provide seats for the older passengers. Mrs. Haskin wishes that this practice were universal.

Our familiar correspondent, Mrs. L. McD. Garrard, 1428 Olive Avenue, who has been abroad, writes to express the belief, after having seen the transportation systems in England, France, Belgium, Holland and Germany, that the service rendered by Chicago Surface Lines employes and the mileage of travel permitted for a single fare places our Chicago system at the top of the list.

Mr. Charles E. Hayes, of the Fowns Auto Service Corporation, 2326 Indiana Avenue, overpaid Conductor Ignatz J. Lagen, badge No. 12592, of Blue Island, without realizing what he had done. The fact that Conductor Lagen later followed him into the car and restored the amount of the overpayment drew from Mr. Hayes a letter of appreciation.

Motorman John Dahl, badge No. 9271, of North Avenue, held his car at Cicero and North Avenue when the lights were with him in order to give a hurrying group of Western Electric employes an opportunity to transfer to his car. Mr. Carl V. Hagberg, 1528 North Leclaire Avenue, in a letter referring to this courtesy to the traveling public, says that Motorman Dahl, who was the subject of many complimentary remarks, was giving real service to the public.

Dr. Joseph D. Testa, 3211 West Madison Street, when boarding a car in charge of Conductor Peter A. Piefer, badge No. 12670, of North Avenue, handed him a dollar bill and thoughtlessly went on into the car without waiting for change. A moment later, Conductor Piefer, following him into the car, called his attention to the oversight and gave him his change. Dr. Testa congratulates the company and thanks the conductor.

Motorman John P. Cullen, badge No. 12903,

of Armitage, aroused the admiration of H. A. Praiter of the Surface Lines Auditing Department by his alertness and skill in preventing a disastrous collision at Milwaukee Avenue and Richmond Street. A Ford light delivery car had turned directly in the path of the Milwaukee Avenue car at high speed, but Motorman Cullen was equal to the emergency.

Starter W. Barclay, stationed at 39th and Indiana, provided the necessary funds to enable Miss Mary Wilson, an employe of Stringer Brothers Company, 1100 West 38th Street, to continue on her journey. She expresses her gratitude in a letter commending his courtesy.

CLUB SPARKS

The Track and Field Meet which was scheduled for August 13 was of necessity cancelled a few days before that date. The reason for the cancellation was an insufficient number of entrants, due probably to Lindbergh's visit and the fact that many club members were out of the city on vacations. It is to be regretted that this affair, which might have been a very successful venture into the field of athletics could not take place. We hope that should the same thing be attempted next year it will meet with more enthusiasm.

The bowling season is on and some 10 or 12 teams of the Big League are working prodigiously to gain an initial lead in the winter's race. The handicap system is essentially the same as that used last year, which gives every team an even chance for the prizes. If you don't bowl, come out and pull for your team, that helps wonderfully. The place is the Gold Coast Bowling Alleys on Clark Street at Division. The Club House League is also getting up steam for a non-stop run. Watch them go!

The next social event of the club will, in all probability, be a dance about September 24 and a record crowd is desired to usher in the Fall social season.

Just A "Flat"

Professor: "Your pneumatic contrivance has ceased to function."

Motorist: "Er—What?"

Professor: "I say, your tubular air container has lost its rotundity."

Motorist: "I don't quite—"

Professor: "The cylindrical apparatus which supports your vehicle is no longer inflated."

Motorist: "But—"

Professor: "The elastic fabric surrounding the circular frame whose successive revolutions bear you onward in space has not retained its pristine roundness."

Small boy: "Hey, mister, you got a flat tire!"—Tennessee Utility News.

A detour is now described as the roughest distance between two points.

LEGION TOPICS

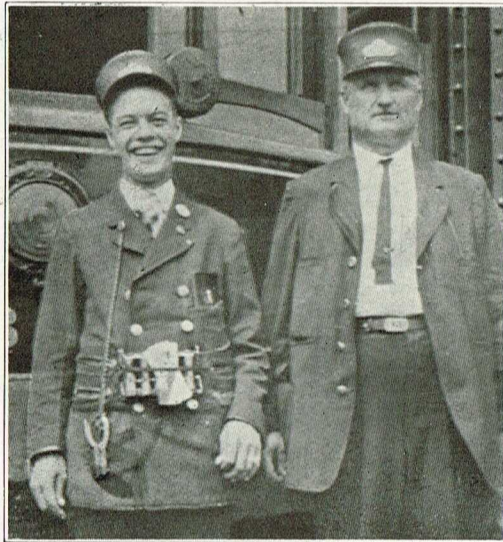
One of the most successful and well attended state conventions on record was held in Joliet on Monday and Tuesday, August 29th and 30th. Surface Lines Post had a delegation of nineteen men representing it. All report a good time and much renewed enthusiasm is being shown by all those attending.

The Rifle Club is meeting regularly each Monday evening at the Club Rooms at 40 South Clark Street and expects to get into action about the first of September. Real new Springfield rifles fresh from the Arsenal! Don't your trigger finger just itch? Come out, we're going on the range soon.

R. W. Ambler, our commander, was recently elected as a delegate to the 40 and 8 convention to be held in Paris.

All men who have not yet applied for their Federal Bonus are urged to do so immediately as no more applications will be taken after Jan. 1, 1928.

H. B. C.



Conductor L. Schultz and Motorman A. Meiczynski, Blue Island Buddies.

The Dear Old Silver Dollar

How dear to my heart is the old silver dollar, when some kind member presents it to view; the Liberty head without necktie or collar, and all the strange things which to us seem so new. The wide-spreading eagle, the arrow below it, the star and the words with the strange things they tell; the coin of our father's, we are glad that we know it, for some time or other 'twill come in right well; the spread-eagle dollar, the star-spangled dollar; the old silver dollar we all love so well.—The Enthusiast.

LEW ALTEMUS, FISHERMAN

Where He Went, What He Ate, and a Legend of the Wilderness

On July 30th, Lew Altemus and wife, accompanied by a party of friends, motored 315 miles up into the northern woods of Wisconsin to Wm. Kuehl's resort, situated on Noquebay Lake, five miles from Crivitz, in Marinette County, where he found plenty of good fishing as usual—black bass, northern pike, wall eyes and pickerel. Trout fishing was also plentiful



Lew Altemus and the Climbing Cub

—rainbows and speckled that weighed from one pound to one and a half pounds. He says: "You get a real thrill when you get one of these fellows hooked, and then you have your hands full until you have him in your creel."

He found the black bass had just finished spawning and had started to strike. They are in water from twelve to sixteen feet deep, and minnows and chubs proved to be the best bait. Still-fishing proved to be the best method in getting results.

He fished Noquebay Lake, the Menominee, Peshtigo and Pike rivers and found the waters were very low compared to what they were

last year at the same time. The old Peshtigo flows through a wilderness where they saw evidence of plenty of game, deer and bear predominating; and Wilbert Kuehl, their guide, pointed out to them various tracks leading down into the streams. Farther down this river are many falls and cataracts where the scenery is wild and picturesque, the rocks and high shores being studded with virgin pine interspersed with hemlock and white birch trees.

There is a strange old legend of this region, which has been handed down since the days of the Winnebago and Menominee Indians, that at Thunder Mountain, which is situated at the foot of Thunder River, low rumblings may be heard any day just prior to a storm, which all the old settlers claim is a true barometer of a storm. For this reason it is nicknamed "Old Faithful."

The snapshot shows Lew with a six-week-old cub bear which was captured near the High Falls Reservoir on the Peshtigo and which has since been presented to the Chicago National League baseball team by State Senator Jas. Leonardo, who had been staying at Kuehl's resort.

Departments and Divisions

Accounting

Mrs. Melvin Charpier, formerly Miss Josephine Dooley, left service Saturday, August 20th, 1927.

We are glad to see Miss Janet Coles back after a long siege of illness.

The Accounting Department wishes to extend to Mrs. Arthur Gunther, formerly Miss Grace Jacobsen, of the stenographic department, its deepest sympathy in her bereavement of the loss of her daughter.

Two of our girls took the fatal step. On August 6th, Gizella Lachata became the wife of Jacque DeLorme and on August 21st, Elsie Paige promised that she would love, honor and obey John Savickey. Our best wishes and congratulations for the two blushing brides.

The stork visited Leon Salisbury's home, August 1th, and left a baby girl.

Bob Fleming has left the employ of this company and we wish him success in his new position.

Lovell Powers was off for a few days on account of illness, but he is with us again feeling just as spry as ever.

Say, Ole, when is the big event coming off? The gang would like to know.

The following vacationists have returned and report having had a wonderful time: A. W. Malmquist, A. C. Jann, R. W. Wilson, Miss Carlson, Miss Swanson, H. J. Sprenger, Miss Olson, Mrs. Gizella DeLorme.

Thomas F. Coan.

Electrical

F. Roper, our genial Supt. of Transmission has also returned from his vacation. Look forward to some good fish stories.

H. Lauer has returned from his vacation.

Eugene Nelms, son of W. Nelms, Chief of Van Buren Substation, is a new member of our department. He is taking the place of Dick Dorgan, who was transferred to Lill Ave. Substation as helper.

Leo Purcell, who fell and broke his knee-cap is to be confined in Washington Blvd. Hospital for quite a while and would appreciate a call from any of his friends.

"Some things are bitter, some things are sweet,

But Bittersweet that is sweet."—Gene Miley.

P. E. Murray, who was spending his off time tuning his super-power Chevrolet in preparation for a race with Gene Miley in his Auburn 8-80 has finally decided to jack his radiator cap up and move a new machine under it.

The able Leo McKeever is sojourning at the Lake and is being replaced by Engineer Smith, who in turn is being replaced by Engineer Steve Jusko.

Mr. Bauer's daughter, who has been ill with an abscess in her ear is getting along nicely.

H. M. Essington.

Schedule and Timetable

While everybody was glad to welcome Lindbergh to Chicago he should have picked another date than the one set for the track meet; anyway every one seemed to enjoy seeing Lindy. In the meantime our eight entries will keep in trim for next year's meet.

Frank Forty returned from a trip to Pittsburgh, New York and Atlantic City. Why not Coney Island too Frank?

Miss Lulu McCormick returned from an extended trip to Los Angeles and other points in California.

W. C. Brandes returned from a visit at his home at Fort Madison, Iowa.

Gus Lohse who did not take a long trip on his vacation says he ought to have another week to rest up. Why so, Gus?

Mr. Boal, Frank Irvine, Robert Sedlack and R. R. Drysale did not tell us where they are going during their vacation time, but here is hoping all will enjoy themselves just the same.

Geo. Fisher is visiting relatives in Pennsylvania and New York.

Lawrence Welsh is making the trip to New York by auto.

L. A. Gilbert is on the sick list, the best wishes of the department are with you for a speedy recovery.

Advice to young men; if you do not own a Buick, don't buy one, just get a girl whose father owns a Buick; Eh John? But how about the gas?

P. J. McCabe has gone to the Land-O-Lakes up in Wisconsin for his vacation.

K. E. Bell is spending his vacation at his home in Detroit and may go across to Windsor while he is there. Wonder why Keith?

Geo. Weidenfeller.

Car Meter

Our deepest sympathy is extended to Catherine Devins in the recent bereavement of her father, who died July 23rd.

Mrs. Emily Mensinger left service July 23rd.

Mary Voss is spending her vacation at Montague, Mich., which she reports is a keen place.

Due to sickness, Catherine Devins has been unable to return to work since her vacation. We hope she will soon be well and with us again.

Rachel Van Vaerenberg in company with five of her girl friends, went to Saugatuck, Mich., where they will spend a two weeks' vacation.

Mrs. Florence Krieter is resigning Sept. 1st and will then settle down to the duties of housekeeping.

Catherine McGill, with her folks, will spend her vacation at Fourth Lake, Ill.

Our new employee is Miss Willie May Lindley.

George Cassell did not leave the city during his vacation, but is just taking a much needed rest.

Grace Cassell had a leave of absence for one week, which she spent at Lake Mills, Wis., with friends.

Evelyn Petersen is having a two weeks' leave of absence.

Correction.—In our last issue we should have referred to R. W. Emerson now being Vice-President and General Manager of the Cleveland Railway Co., instead of the President.

—Rose Snider.

Shops & Equipment—North & West

West Shops: On August 15th we had the pleasure of a visit from Mr. Joseph Fedler, formerly Machine Shop Foreman.

Miss E. Rall reports having had a fine time on her vacation. She visited Elgin, Rockford and The Dells.

Mr. Walter Krull, our expect clock repairman, is spending his vacation minding Krull, Jr.

Mr. E. Olson, Foreman Truck Shop, has returned from a vacation spent in Ephraim, Wis.

Mrs. W. C. Wheeler and daughter, Elizabeth Lou, have been visiting Mrs. Wheeler's parents in Schenectady, N. Y., since July 10th. They were expected to return about September 15th, at the close of Mr. Wheeler's vacation, but it became necessary for Mrs. Wheeler to undergo an operation on August 6th, and although she is recovering as well as can be expected, it is probable they will not be able to return until about October 15th. This is Mrs. Wheeler's third hospital experience in about eighteen months.

Jimmie Maher and Carl Gerlach both thought Wisconsin an ideal place to spend their vacations, but E. Litz spent his in Chicago working on his car.

See S. Icen for lessons in "How not to ride a motorcycle."

Mr. C. A. Larson of the Drafting Room, enjoyed a couple of week-end trips close to the city during his vacation.

M. Pare is busily engaged in handling tennis tournament entries for the Shops & Equipment Division.

We are indeed sorry to hear that Emil Schmarje, brother of John Schmarje, one of our Machinists, was drowned August 14th.

Mr. L. Conrad spent his vacation on a farm in Cadillac, Michigan.

Mr. C. Ringstrom and Mr. J. Johnson have returned from their vacations, which were spent in the Windy City.

Mr. R. Miller has reported that Mr. O. H. Jorgensen, who was Chief Draftsman for the Company for some time and who resigned in February, 1926, to accept a position with the Pullman Company, became associated with the Cummings Car & Coach Company at their Paris, Ill., plant on August 22nd.

The girls at the West Shops appreciated very much the beautiful flowers sent them from Noble Carhouse.

Mr. I. Poellauer, Specialist, celebrated his 25th anniversary with the Company on August 17th, by passing around cigars.

Ed. Morris, Armature Winder, was married to Lena Jantzen on August 6th. Congratulations!

Charles Kamin and William Fehrman, of the Paint Shop, are on the sick list; the latter having suffered a relapse. We hope for their speedy recovery.

Kedzie: Vacation time is over. Mr. Wm. Krueger had a good time in the northern part of Wisconsin, while L. Keag and F. Stoll spent their vacations in the wilds of Chicago.

J. Solas, Repairman, is touring Canada, having taken a short furlough.

K. Sikora has bought a new home in Belmont Park.

J. Jarmont is back to work again after an extended trip through Europe.

The sympathy of the boys at Kedzie is extended to B. Strokes, whose daughter passed away recently.

J. Arloff has been repairing cars for about 35 years and last Sunday he wandered out to the flying field and took a ride in an airship. He claims it is perfectly safe, as the plane cannot burn, it being made of aluminum. He intends to buy a few and go into the flying business, if he can persuade S. Sutherland to go into partnership with him. He said that Sutherland could do the Carpenter work—repairing the floors.

Blue Island: M. O'Brien, Repairman, has had an operation on his arm. He is getting along nicely, but is still unable to work.

Vacation season is nearly over and some of the fish stories we hear make us smile.

Elston: Our Assistant Day Foreman, Mr. E. McGill, is on his vacation, and says he is going to overhaul his car, ready to make a long trip to Gage's lake.

F. Jensen, Night Watchman, is on the sick list. We hope for his speedy recovery.

J. Ryan spent his vacation in Boston. Says no Wedding Bells yet.

Noble: You will see on another page the smiling faces of the winners in the Pull-In contest this month. After the picture was taken, each man was presented with a bouquet of flowers, grown in the "park" at Noble Carhouse.

Our Clerk, M. McDonald, has been seen quite often at the West Shops with flowers, to decorate, we are told, a young lady's office on the first floor.

Division: Mr. J. Schwartz, Day Foreman, reports having had a wonderful time on his vacation.

Our Assistant Night Foreman, Mr. J. Tynes,

is breaking in a brand new Chevrolet to take with him on his vacation.

Limits: Mr. George Chamberlin, our Day Foreman, is now on his vacation, and we all hope he has a good time.

Mr. J. L. Connors, Assistant Night Foreman, who just returned from his vacation, reports that his Ford passed up everything on the road, except a Star.

Jane V. McCarthy.

South Shops and Carhouses

South Shops: We are sorry to report the death of Frank Jacoby, who was employed as Upholsterer in the Car Repair Department for the past 7 years.

Charley Westcott has returned from his vacation and reports that the "1924" Ford got along very nicely on the trip. He has assured us that he did not get married.

Joe Hecht and family spent their vacation at Lake Shawano, Wisconsin, fishing and bathing. Joe caught 27 black bass, one weighing five pounds and about a dozen northern pike. He reports having a wonderful time and an enjoyable trip.

Herman Weilert, Car Repair Department, claims that in two weeks he will have strawberries from his farm. Good Luck Herman.

77th Street: Fred Wolfe and family took a trip to Paw Paw Lake and report making the 12 miles in 3 hours and 35 minutes.

The stock made visits leaving a boy at each of the following homes during the month: P. Murphy, W. Chipola, A. Arndt, J. Reaves, E. Thompson. Ain't that something?

69th Street: We are sorry to hear of the death of H. Dentzman's daughter.

Everyone was wondering why J. Sperokos was wearing a smile. The mystery has been solved. He has become "Grandpa." He is certainly proud of the name and the boys at 69th Street will call him "Grandpa" hereafter.

Talk about fishing—we have the men. Paul, Leo and Matt. They tried fishing with poles but that failed. They then used rocks, but that didn't work. Now they are using their hats and are sure bringing home the bacon.

Leo Keane is certainly a good judge of dogs. After he gets through picking them, he walks home.

Fitzgerald and Ormond started for Frisco in their Reo. They got as far as Western Avenue, then turned back and went by train. We hope they have a good time.

Archer: R. W. Short has returned from his vacation and reports having a good time. B. Flynn also reports an enjoyable outing.

Victor Jarva was in the parade to welcome Lindbergh.

F. Reimer must be attracted by someone at Niagara Falls. He spent two week ends there recently.

R. Troughton has motored to Niagara Falls with his family.

The boys at Archer mourn the loss of P. Burns, who passed away on August 15, 1927, after 25 years service with the Company.

J. P. McCauley.

Legal and Accident Investigation

Mr. Frank L. Kriete and family spent their vacation in Northern Michigan. They enjoyed fine weather and were out of doors nearly all of the time. They motored up through Michigan, ferrying over to St. Ignace, and returned through upper Michigan and Wisconsin. They visited Canada via motor and ferry as a side trip and report that the fishing was excellent while at their headquarters near Cedarville, Mich.

William J. Eger, Otto Geiger and Joe Johnston spent two busy weeks at Clark's Lake, which is on the peninsula in Wisconsin. William Eger and his brother and Otto Geiger's brother and sister collaborated in erecting a cottage there, with the assistance of two more men, and did a very good job, between times getting some fish and bathing. J. G. Nattinger and family and relatives then occupied the cottage for two weeks and caught a few more of the fish. In fact, every day was "fish day."

George Erickson spent his vacation with his family at Long Lake, Ill., and rested continually.

Olga Giesler and Grace McCann returned from their vacation at Eleanor Camp at Lake Geneva covered with decorations acquired through their prowess swimming and paddling. They probably had a few other decorations, such as stone bruises, mosquito bites, etc.

R. F. McDuffee and W. J. Henderson took a bachelor trip to Ontario via Detroit, Windsor, Ingersoll, Hamilton, Toronto and Niagara Falls, returning via Simcoe, Delhi, Otterville, Norwich and Mt. Elgin, all points mentioned being in Canada, visiting old friends and relatives of Mr. Henderson, who was born in Simcoe, Ont. We hope they tell their wives about everything they did while they were gone.

Mr. and Mrs. G. A. Curwen motored to Hingham, Wis., and spent a quiet vacation with relatives of Mrs. Curwen.

Ora F. Gilbert, with wife and party, motored to the Canadian border, camping on American Trout Lake, Whitefish Lake and other contiguous locations. This is a wonderful country for fish, as may be noted by a glance at the photographs printed in this magazine.

Chester Farrow, with a party of friends, motored to Chattanooga, Tenn., taking in Look-out Mountain and Atlanta, Ga.

Mrs. Florence Manske, with her husband and her mother, spent part of her vacation at Cincinnati, Ohio, visiting friends.

Mr. Thomas G. Johnson of this department pulled a vacation stunt that will keep him plenty busy. He picked out a vacation companion for every summer from now on. She was Miss Harriet Kasper, but now she is Mrs. Johnson, and we trust that all their vacations will be as happy as this one—but very likely they will remember this one as THE vacation. They visited many points in Wisconsin.

Harry Boness motored to Whitehall, Mich., and had an elegant time motoring around that vicinity.

John Muir motored into Iowa and from there into Michigan, stopping at whatever points it seemed would fill the bill.

Mrs. Julia Lellinger and sister visited their mother in Los Angeles, and as Julius Lellinger could not get away at the same time, he fished at Three Lakes, Wis.

Miss Helen Rowley spent one week at Lake Geneva, Wis., and one week at Lake Goquac, near Battle Creek, Mich. —Blackstone.



Otto Geiger and Joe Johnston of the Accident Investigation Department Wringing the Wet Wash in Clark's Lake, Wisconsin.

Around the Car Stations

Cottage Grove

Mr. C. C. Cricks, our Assistant Superintendent, has returned all sun burned from his vacation touring through Canada, around Niagara Falls and visited his old home town in Pennsylvania.

Mr. Bessette is about to start on his vacation. We don't know where he intends to go but hope he enjoys himself and returns with that matrimonial smile that won't come off.

Another good man has joined the ranks of the Benedicts in Mr. J. J. McDonald, popular motorman at this depot, who was married on June 29th, 1927, at Holy Cross Church. Mr. and Mrs. McDonald spent their honeymoon touring through Canada. We all wish them happy days.

Jeremiah J. O'Connor, that notorious Janitor, still gets peeved at the extra men who get anywhere near the window in the A. M. while he is mopping the floor. Look out fellows, he's a desperate character.

We wish to extend our sincere sympathy to motorman J. R. O'Connor in the loss of his wife, who passed away on Aug. 13, 1927. Also to motorman W. Lambert, whose mother passed away on Aug. 14, 1927.

It is with pleasure we inform the boys of the return to work of conductor J. R. Smotherman, who has been on the sick list since March 2, 1927.

Motorman E. Just and E. Keller are enjoying their vacation touring through Wisconsin. I hope the Ford stays together.

Come on boys, we are gradually getting nearer the top in securing witnesses, but there is still a chance for improvement. Let's get together and put Cottage Grove depot out in front.

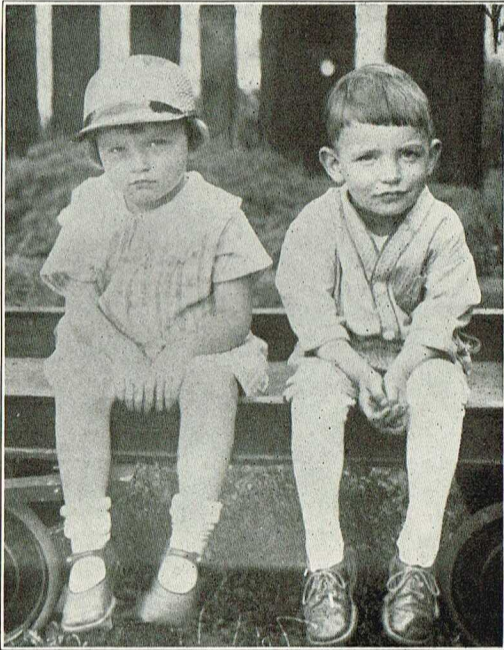
J. Foley.

Burnside

We offer congratulations to Mr. and Mrs. F. W. Ross, who became the proud parents of little Ferdinand, Jr., on July 31, 1927; also Mr. and Mrs. A. A. Wamming, who became the proud parents of John Burton Wamming on the same date.

A short time ago Conductor Eaton reported the loss of his Chevrolet. It was insured. Now "Uncle Willie" drives a Jordan. He knows his onions.

Chief Receiver "Gus" Ahrendt is whiling away his vacation days about the lakes of Wisconsin, forgetting about "One more token, please," or "Where's your tickets."



Violet and John Kokos Ready for a Ride. Motorman Kokos of Burnside Is Proud of Them.

The boys at Burnside Depot extend their deepest sympathy to Mr. Altemeier and daughter, Miss Mildred Altemeier, on the death of their beloved wife and mother, who passed away August 12, 1927.

Conductor A. W. Peterson, badge No. 10814, found a pocketbook on his car containing \$73.21, and Motorman G. Rosenkilde found some new dresses on his car. These gentlemen were rewarded with handsome sums of money for recovering these lost articles.

In the last month, since Mother Nature has worked her wonders about Burnside Depot, the Track and Transportation Departments have also been cooperating, and now the name has been changed to Burnside Park. On all four sides of the depot we have beautiful green lawns, shade trees, shrubs and flowers.

In the struggle for courtesy supremacy, we note that Burnside is near the tail end. This must not be. The question arises, What shall we do to better ourselves? The remedy is simple. Just remember the old adage, "It takes two to make an argument." Now, boys, let's start for the top. Keep away from arguments with the public and you will automatically lessen your trips into the bosses' office.

—Southland.



Thelma Shilling, Daughter of Conductor W. H. Shilling of Burnside and Her Family of Dollies.

77th

It is indeed a pleasure to inform the boys that Dick Bond, who is confined at Elgin Hospital, has greatly improved. Boys driving out this way pay Dick a visit. Dick is one of our World War veterans.

Supervisor John Natelborg is now having a great time on his vacation at Fort Wayne, Indiana. Leave it to Jack with a disposition like his to have anything else but a good time.

Conductor Paddy O'Keefe is now convalescing at Speedway Hospital, Maywood, Ill., which is a nice afternoon drive with your machine. Paddy would appreciate a little letter or better still a visit which helps pass the time away.

Motorman Jim Scahill, our champion horse shoe pitcher, issued a challenge to any member. Let's hear from some of you world beaters. Jim said it would please him if he re-

ceived a challenge from motorman Harry Barry who happens to have a genuine reputation.

Bill Sommers while touring the boulevard system and explaining the sights called his friend's attention to a cathedral situated at Chicago and Michigan Aves. Will some person forward literature explaining this historic structure to Bill?

The Club has installed two sets of horse shoes for the benefit of its members and they can be had by calling upon the clerk.

Somebody said if they turn the courtesy contest upside down we would be near the top. Did you do your bit? Did you play square with your depot? Did you play square with yourself and your own record? Let us extend ourselves to get to the top of this list and eliminate these complaints while the contest is young.

Here's to the ball players, one and all who played and lost and not the least disheartened. More success next year.

Mr. Meyers (Car House Foreman) again extends his hand of friendship to the trainmen of this depot, especially the new men. He states it will be a pleasure to instruct them in the mechanism of the cars and the correct way to eliminate trouble that might occur while on the street. Don't be bashful, step right up and ask Mr. Meyers. You will find him a regular fellow and a painstaking instructor.

Thanks to Mr. Meyers for the installation of the horse shoe courts which he had built for us along side of the depot. Cinders, seats and everything. How about a little tournament? Let's go.

To Conductor T. J. Dacey No. 2 and his son, T. M. Dacey, we extend our profound

sympathy in their bereavement in the loss of Mrs. Dacey, wife of T. J. No. 2 and mother of T. M. Dacey.

C. A. Gylling.

Sixty-Ninth

Our sympathy is extended to W. Ehrhardt upon the death of his 21 year old son, and to Motorman C. Haynes upon the death of his wife.

George Ambrose called recently at the depot. He appeared well on the road of recovery from his goitre operation.

Mr. Frank J. Konczal was married to Miss Anna Wawrzyniak on June 25 and Mr. E. T. Boylan was married August 13th to Miss Emily Murray. Congratulations boys.

An 8-lb-9-oz baby girl arrived at the home of Mr. and Mrs. J. H. McAllister on July 5th, 1927.

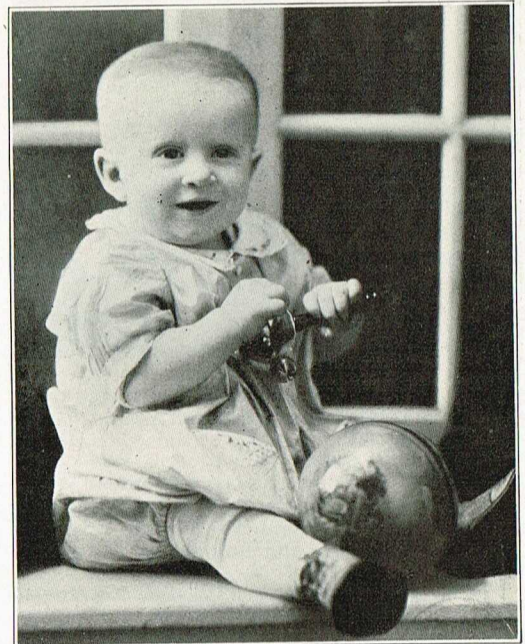
Mr. Sam McKillop looks fine since his return from his vacation in Ireland, having visited Belfast, Larne, Ballycastle, the famous Giants causeway and many other places. Claims he drank lots of buttermilk at 6 cents a half a gallon and plenty of spring water. Says the street cars are double deckers but very junky and mechanically they are 100 years behind the times. On the return journey he saw 3 iceburgs that were very beautiful and 3 whales shooting up steam at about a 45 degree angle.

John Warner and his young son miraculously escaped injury when their automobile was smashed up Sunday evening August 21st. The auto, a Hudson coupe, was sold to a junk dealer for \$7.00.

W. L. Pence.



Virginia and John Shaw Snapped on Their Vacation at South Haven by Their Father, Conductor J. O. Shaw, of 77th.



Frank Jr., the 9 Months' Pride of Chief Night Clerk F. G. Simpson of 69th.

Archer

Conductor John H. Loftus made a trip by auto to visit his home folks at Concord, Mass.

Conductor E. C. Freitage died August 6th after a mastoid operation and was buried August 9th. Ed. had a seniority dating September 9, 1922, and was well known and liked by his fellow workers, who will miss his absence. Our sympathy is extended to his widow and family.

Our chief clerk, Barney Malloy, spent his two weeks' vacation at Bordin's resort, Twin Lakes, Wis. Barney brought home a coat of tan and several sun blisters.



Marion Anna Stehno Claimed as "My Baby Girl" by Conductor Stehno of Archer.

Boys, at this writing we head the list in the Courtesy Contest. Now we are at the top, let each one of us hold our tongues and do our bit to remain in first place.

We regret to announce the death of Motorman Jim Maher, another one of our veterans, he having been employed in the train service since December 29, 1902. Jim had been on the sick list for some time, and on Friday, August 19, he passed on to the Great Beyond and was laid at rest Monday, August 22, 1927. Jim was well liked by his fellow employees and his memory will live long with us. Our sympathy is extended to his family in their bereavement.

Blue Island

Conductor F. Gielow was presented with an 8-lb. boy on August 7th, 1927. Congratulations.

Mr. Jones our receiver is back from his vacation which he spent travelling through



This Is Little Raymond Doomis, Son of Motorman Doomis of Blue Island.

Michigan and he reports that he is feeling better now.

The writer enjoyed his vacation visiting several parts of Illinois and Wisconsin.

Conductor J. Kviatkoski visited Tolstoi Manitoba, Canada, where he used to teach school and was warmly welcomed by his old time pupils.



Conductor and Mrs. Slajchert, of Blue Island, with Their Family Enjoying all the Comforts of Home in Camp at Lemont.

Motormen J. Nelson and P. Raypholtz were transferred to Bus Operators, operating on the new Diversey Line. We all wish them good luck and success in their new jobs.

Conductor E. Eggersdorf who had his leg broken recently is at home and would appreciate a visit from some of the boys.

Boys keep up the good work and get into first place in the Accident Prevention Contest. You can do it, so get busy.

The manager of the base ball team would appreciate a little more effort on the part of the ball players as he knows you can win the pennant. Show him you can.

C. P. Starr.

Lawndale

Division Superintendent Maguire has returned from his vacation, which he spent up in Michigan at his summer home.

The following are on vacation: Assistant Division Superintendent Eigelsbach is touring with his family to Niagara Falls, and the last we heard from him was when he arrived at Windsor, Canada. We all are wishing him and family a pleasant trip. Clerk Karschnik is spending his time Down South (Hawthorne, Ill.), helping his father remodel his home. Supervisor Madsen has gone up North, but have not heard from him. And Starter Franek has gone West (Berwyn, Ill.), under the pines. We are hoping they are enjoying themselves.

The following were presented with new arrivals: To J. Gallagher, boy on Aug. 14th; to T. Cunningham, girl, on Aug. 16th; to J. Devereaux, boy, Aug. 20th.

Conductor C. Polanek took a vacation and when he came back he was all smiles. One of the boys asked him what brightened him up and then the secret came out—just married. Congratulations and good luck with best wishes from all.

Supervisor Roeser is just getting ready to take his vacation. He will not tell the boys where he is going as Lewerenz and Ford are trying to find out as they were going to take a run up there and see what kind of a fisherman he is. Boys get ready for that big fish supper and Roeser says he won't buy them either.

Supervisor Ford is now the owner of a Chevrolet in which his family is now touring the Northern Woods of Wisconsin, and by the latest reports are having a good time.

Well boys Division Six is gaining on Lincoln Depot for 1st place in the accident prevention contest. We now are in 2nd place and 2nd place in the courtesy contest, but having lost ground and fallen back to 4th place in getting witnesses. Bring in those witnesses and help climb back where we were or on top. This can be done with just a little more effort on your part, "Let's Go."

Wm. H. Hackbarth.

Noble

Conductor G. Parbst is spending his vacation in Yellowstone National Park seeing Old Faithful.

Conductor M. Loeser and his family are vacationing in Wisconsin.

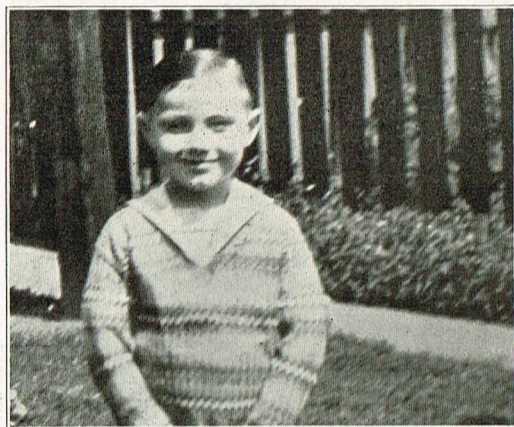
Motorman W. Silke and family are exploring the beautiful Dells aboard his trusty auto.

Supervisor Al. Neurauter was seen spending his vacation at the Cubs' Park. He says that "this old home town will get the pennant."

Conductor A. Reiners has taken his daughter to Michigan for treatment of her eyes. We wish her a speedy recovery, also our heartfelt sympathies.

Dame Rumor has it that Conductor P. Banual is to get married, as he is off for a few days and we are told he was seen looking over some very nice furniture.

We wish again to remind all flower lovers of the floral park and gardens at our depot. Justly we are proud of them and believe them



Albert, Son of Motorman A. Harazmus, of Blue Island, Wearing the Smile that Won't Come Off.

the best of all depots. Those doubtful should view the garden and be convinced.

Boys of Division 10, let's get more witnesses when we are so unfortunate as to have an accident and we can regain the lead.

J. J. Walsh and S. Eriksen were the leading witness getters. They got 22 witnesses for their one accident. Boys of Elston, please take note.

Conductor J. Whelton is visiting relatives in South Dakota.

Noble Depot now has the pull-in-flag. That is only one of the contests. We can lead in the Accident Prevention Contest and all others if we will only try hard enough.

Noble Depot remembers C. Inerson, chief clerk of Elston, who honored us with his presence here during the vacation reliefs. Many of us miss his ever smiling, genial countenance.

After you have read his magazine, think of the folks at home. They may wish to read it and know what we are trying to do, so take it home to your friends.

Conductor S. Guido went fishing and got burnt up because he did not catch any fish. He says who ever named the lake Fox was right, as the fish sure live up to the name. Burnt up was correct, as he fell asleep in the boat and the sun did the rest. C. F. D.

Elston

W. Miela, extra motorman, was granted a furlough. Rumors are that he is to be married, as he was seen looking into Peterson's Furniture Store window—a sure sign.

Conductor Chas. Norcott has found a new fishing spot. Evidently it is a good one, for Charley caught ten pickerel. All Izaak Waltons desiring information as to its whereabouts, see Charley.

Wm. Barcal, one of our old-timers, passed away August 16, 1927. We extend our deep and heartfelt sympathy to his family.

How about it, boys, are we going to let Noble St. beat us in the witness standing?

They are getting them; why can't we? Get together and hustle and boost our standing.
Chas. Enerson.

Limits

Our superintendent, Phil Smith, has returned from his vacation, during which he toured the Mississippi River through that section made famous by Mark Twain's "Huckleberry Finn," spending considerable time fishing, and seems much refreshed physically and otherwise.

Our chief clerk, Mr. Hill, took his new Essex and hit the trail for Detroit, crossed to Windsor, through to London, Ont, thence to Sarnia, Ont., Port Huron, Mich., and Muskegon, Mich., coming back to Chicago. Mr. Hill reports that the proposed three-million-dollar bridge has given Windsor a tremendous real estate boom. He was impressed with the good roads and substantial construction of farm buildings throughout Ontario, and reports that, aside from the textile industry and the manufacturing of agricultural implements and kindred industries, Dodge Bros. and General Motor plants, there is very little industrial activity, Ontario being principally a raw material producing territory. Mr. Hill was very much interested in the salt wells at Port Huron.

Conductor Pete Dumphy has forsaken the state of single blessedness and is now a married man. George Paroshus was his best man.

Conductor Frank Norren was sick for three weeks with sciatica. He took the mud baths at Benton Harbor and is now back on the job with renewed vim, vigor and vitality.

Motorman Wm. Potstock drove the old "Liz-zie" to Coloma, and saw that old timer, Fred Glody, formerly of the Limits, now on the farm. Fred sends his regards to the boys.

Motorman Wm. F. Thomas with his two children left Chicago August 1st in his Ford for two weeks' vacation at Shawano Lake, Wis.—260 miles, enjoying fishing, boating and bathing; also practicing how to be a cowboy, although the saddle horses are rather tame. They visited the Indian reservation, Keshence Falls, Smoky Falls, the Dells Canyon, covering in all about 900 miles.

The school car arrived per schedule, with our old friend, Instructor Johnson ably assisted by Supervisor Joe Hubbards. In his lecture Mr. Johnson laid special stress upon courtesy as a lubricant for the social machine. He also urged upon the men the elimination of boarding and alighting accidents, especially in the loop. After an interesting lecture by Mr. Johnson, the motormen retired to the school car proper and Joe Hubbards went over the situation very thoroughly. He called attention to the fact that some motormen open the door prematurely, as much as 50 feet before coming to a stop, and pointed out that once a passenger steps in the doorway that makes it impossible to close the door, and other passengers follow suit as the passenger gets off. He also pointed out the possibility of stepping in front of a speeding automobile attempting to beat the crossing before the car stops. Joe suggested that the door be opened just as the car comes to a stop so that the opening of the door and the stopping of the car occur

simultaneously. In regard to coasting, Joe advocated the fast operation coast whereby the motorman attempts to save 25 to 50 feet or more between each stop after acquiring maximum speed.

Those who attended the two car train operation had the opportunity to overcome the difficulties as they arise on the street, Joe disconnecting and otherwise causing defects in the car and permitting the various car crews to locate the same, thus giving them practical experience in solving the problems as they would arise on the street.

E. G. Rodgers.

Devon

A. C. Burgstron reports a ten-pound boy. A Smith, a boy eight and one-half pounds. H. Lewis Wiley, Jr., arrived on July 16 and weighed eight pounds. John Margarette weighed seven and one-half pounds. C. W. Prentiss is the proud father and R. C. Prentiss the grandfather. And on August 15th at St. Joseph's Hospital a boy weighing seven pounds and a girl weighing six pounds three ounces arrived to be taken care of by Wm. Stewart. First twins reported this year. Mothers and babies doing fine.

W. Anders has been laid up with poison ivy, but has returned. It was thought a severe case of measles at first.

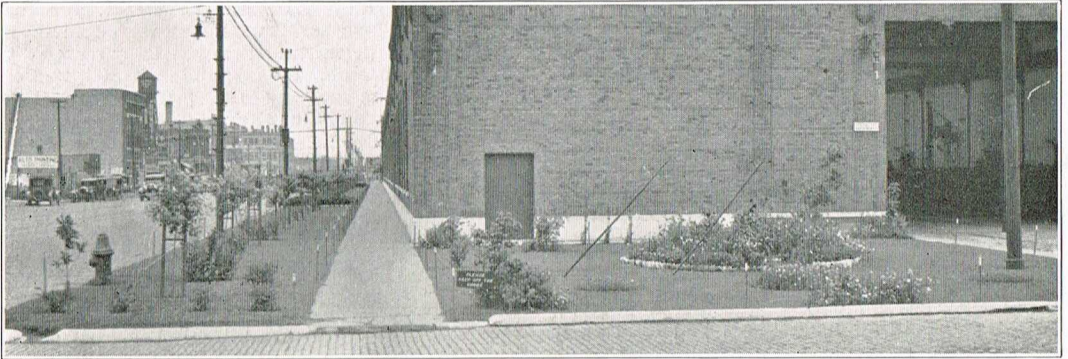
L. Lowery is reported very seriously ill. We are hoping for a speedy recovery.

Car 3185 has drawn considerable comment since returning from the West Side Shops, where the seats have been covered with leather.

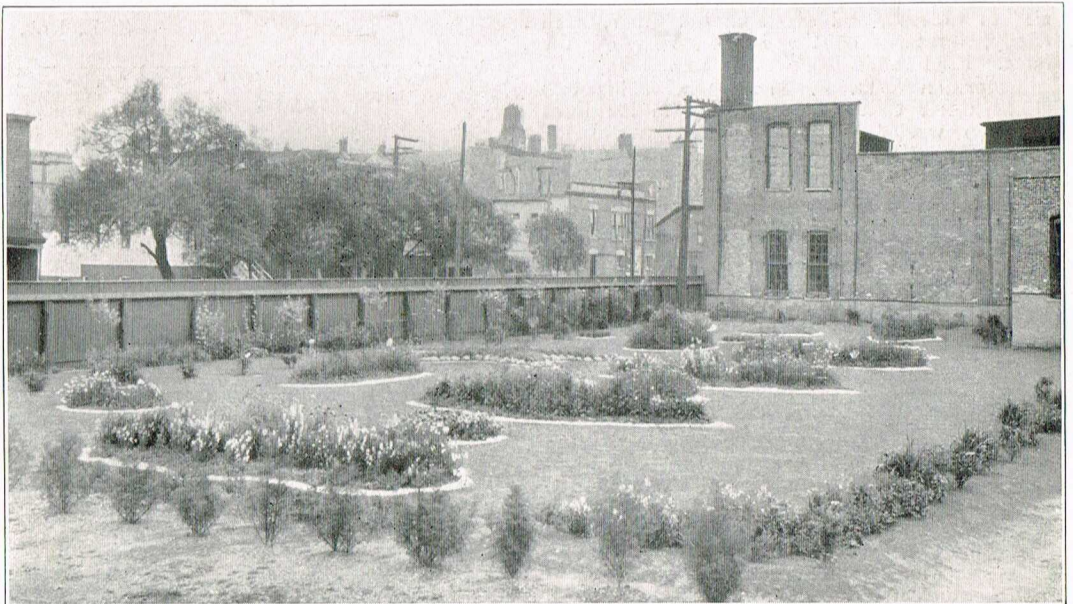
—C. E. Roy.



Gloria Louise Willis and Her Dog. Conductor Willis of Devon Depot Is Her Proud Daddy.



The Parkway and Flower Plot at the West End of the North Avenue Car Station.



This Is the Garden Spot North of Noble Car Station Which Is the Pride and Delight of Its Men. Foreman Phillips and Steve Krifos Are Largely Responsible for Its Cultivation.

