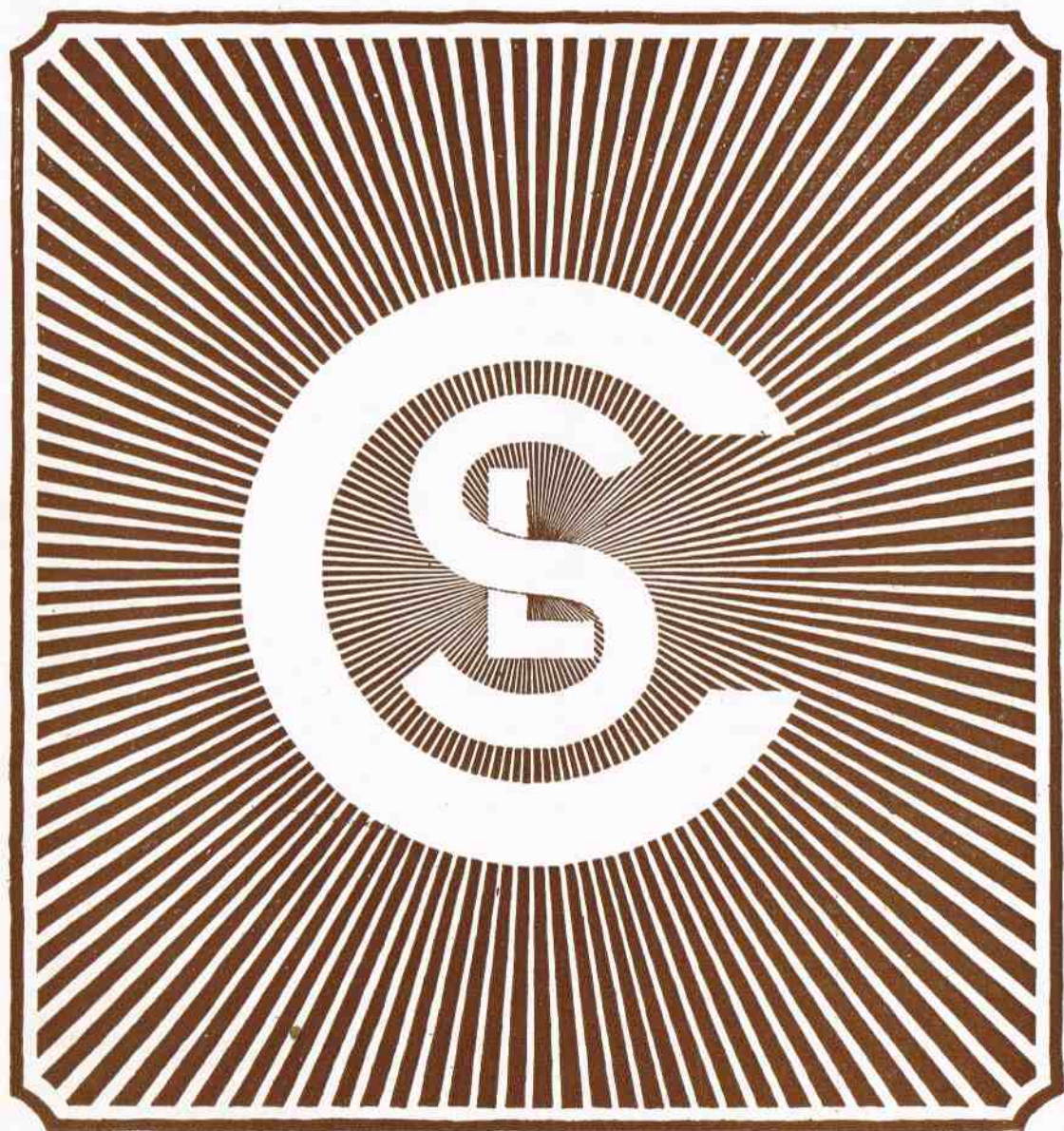


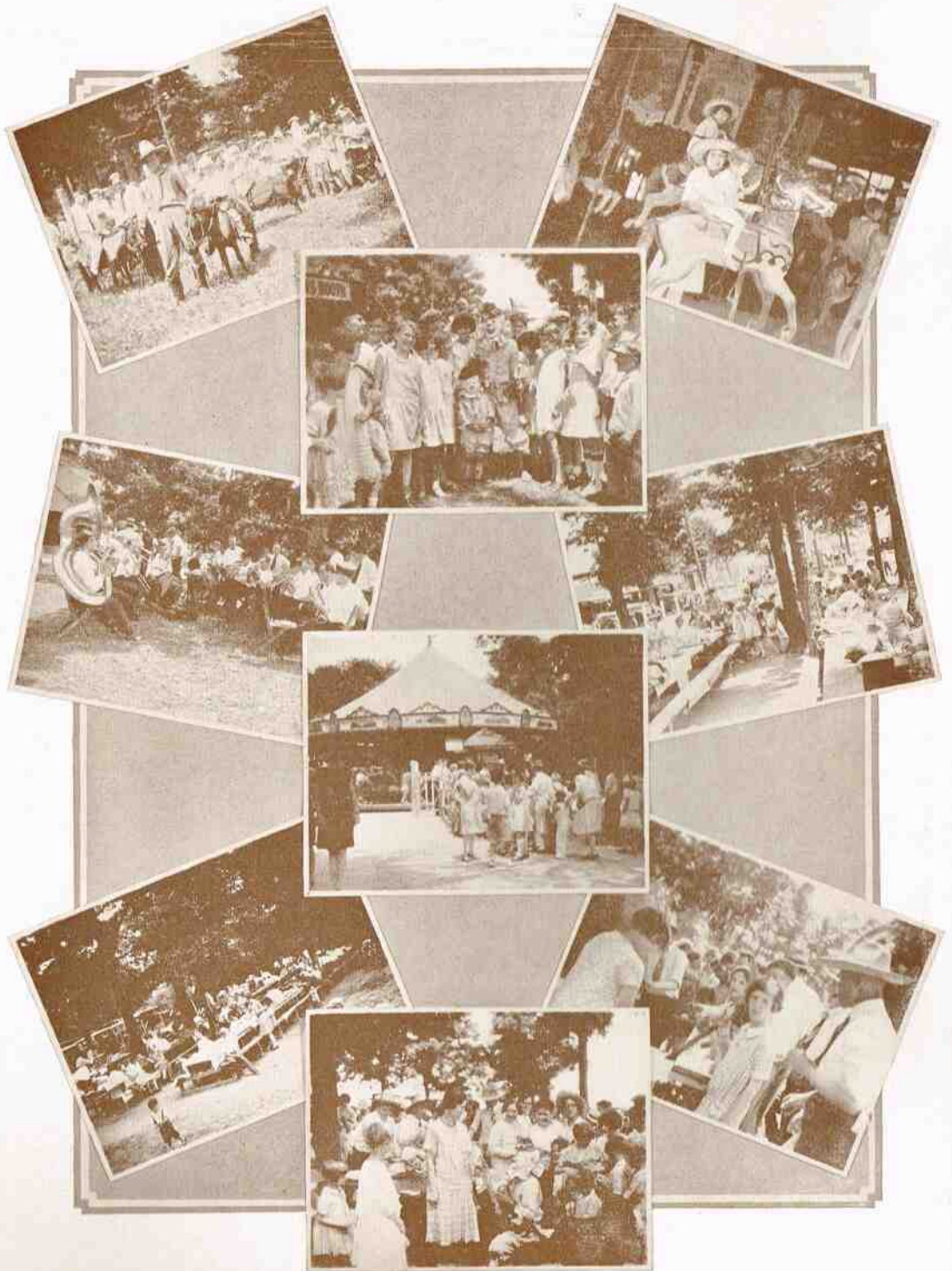
SURFACE SERVICE MAGAZINE

VOLUME 5

AUGUST, 1928

NUMBER 5





MEMENTOES OF A HAPPY DAY

Our Roving Photographers Found Interesting Subjects Here and There in Strolling About Dellwood and the Results Are Grouped as an Interesting Memento of the Glorious Outing of 1928

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 5

AUGUST, 1928

NO. 5

The Picnic a Memory—But Oh, Boy!

Surface Lines Employees Break All Records at Dellwood Park on a Perfect Outing Day

The first special train leaving the city limits on the morning of July 7, was loaded to the guards with a Surface Lines crowd overflowing with holiday spirit and provided with bulging baskets filled with the good things that Surface Lines girls, both young and old, so skillfully prepare.

order of the day. Nobody with music in his soul could fail to keep time to the delightful tempo of Bohlin's brass-bound bandoleers, and later on they danced to their heart's content.

By one o'clock there were more than 4,000 adults and 1,000 children scattered about the beautiful grounds of Dellwood and to those who were only familiar with the park as they had known it two years ago, there was gratified surprise over the wonderful improvements that had been



"Andy" Martin Ballyhooing

The day was warm, but the brilliant sunshine and fleecy, slow-moving clouds dissipated all fear of rain and enabled everyone to enter upon the day's program of pleasure without fear of interruption from the weather man.

Among the first arrivals on the grounds was Bandmaster Lou Bohlin's twelve-piece military organization, that put so much musical pep into the air that from the very start quicksteps were the



made by the Joliet Interurban Railway, under whose management the park is maintained and through whose courtesy we were granted the privilege of holding our picnic in those delightful surroundings.

The perfect highway over the new Ogden avenue route attracted 1,200 or more of our members who preferred to journey by automobile, and much to their satisfaction on arriving, ample parking space was found available for everybody.

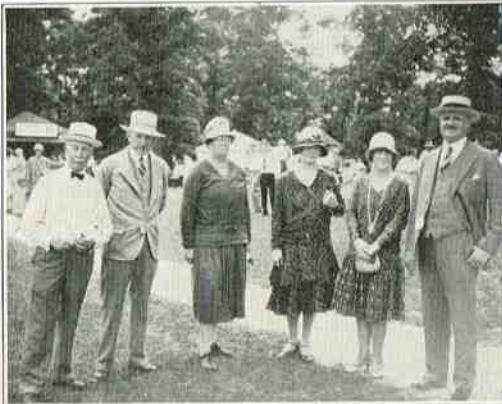
Gus, the famous clown, assisted by his diminutive son, the smallest jester in the world, who it is understood is now an



Miss Georgia Smith in a Decorative Group

added feature with the "Our Gang" comedy group, greeted the children as they poured into the grounds and all day long exerted themselves with great success in providing entertainment for the young people.

The stand from which orangeade was dispensed freely and lavishly, was one of the most popular resorts early and late; and when the "bartenders" packed up the empties and called it a day, they had won the regard and admiration of everybody for sticking on a job that was all work



Messrs. Fleming, Sullivan and Adams and Their Wives

and no play. The only satisfaction they seemed to derive grew out of their proximity to the orangeade supply and they did not even have to walk across the grounds for a cool and long drink.

In spite of the heat, the program features were well attended, but perhaps the most striking contest of the day was the one in which the ladies demonstrated their skill with rolling pins. This contest had nothing whatever to do with rolling out dough. It was a test of the accuracy with which a rolling pin could be sent hurtling through the air to an



A Center Shot by an Expert.

indicated mark. The husbands who formed a ring around the scene of the contest watched with fascinated gaze the uncanny accuracy with which the small army of wives landed the flying rolling pins at the mark. A mind reader would have had an interesting time compiling the thoughts of these somewhat crushed members of the inferior sex, as they moved away, following the close of the contest, shaking their heads and probably making resolutions to take no chances in the future.

The names of the winners of this test were mercifully suppressed by the Athletic Committee, but some of the husband onlookers know.

Broadcaster Andy Martin, with a very completely installed outfit kept everybody well informed of the happenings of the day over microphone amplifiers, located at strategic points.

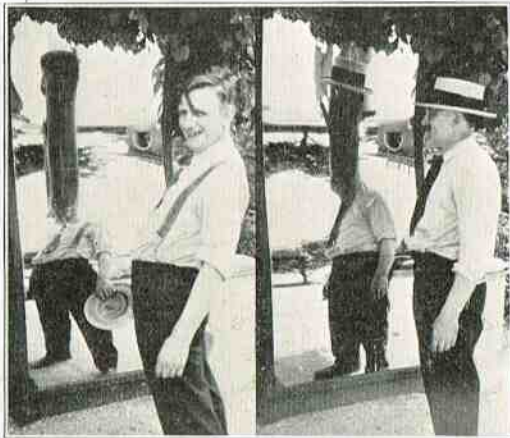
Billy Schenck, who was all over the

place all of the time and without whom, as somebody said, there would have been "no picnic or nothing" confessed after the picnic was over that some one on the Athletic Program Committee had



Sheiks of the Stores Department at the Picnic

lost the record of the prize winners. As it is the desire of President Dietsch to keep a complete record of the winners of these events, it is requested that those who won prizes and who may have failed to sign their names and addresses on the cards at the time of claiming their prizes,



Our Legal Department Camera Men Snapped in Front of the Comic Mirrors

forward their names and addresses to William Schenck, care of the Surface Lines Electrical Department, 231 South LaSalle street.

Possibly the most self-sacrificing, hard working and efficient picnic committee

members were those who put in the day at headquarters tent, attending to the registration of the members and their guests and supplying them with the decorative material that added so much color to the moving crowds on the grounds.



The Editor and Mrs. Wilkie, Shot While Shooting

The \$5.00 registration prize for adults was won by J. J. Svoboda, of the Purchasing Department. The children's registration prizes went to Elaine Anderson, 1st; Eleanor Dolan, 2nd, and Anna Kehart, third; Robert Malmquist, 1st; Leslie Kamin, 2nd, and Joe Braun, 3rd.

Perhaps one of the biggest hits of the day was made by the ponies, more than 3,000 rides being given delighted young-



Dr. Leeming and His Aids

sters, who thronged the corral early and late. Every child had the privilege of three pony rides, one ride on the merry-go-round, one on the scenic railway, and all were provided with balloons, puzzles, cracker jack and ice cream to their heart's content. Over-enthusiastic indulgence in good things or over-exertion on the athletic field gave Dr. Leaming and his nurses something to do at the first aid tent. They were also able to take care of two men, who were injured on their way to the grove. Aside from this, the most general complaint related to sunburn, for which short sleeves and low necks were largely responsible.

The following are the winners of the Roulette Dances: First couple, H. La Croix, J. A. La Croix; second couple, Lois Hiteman, Edgar Rothschild; third couple, Betty Sullivan, H. P. Eichin; fourth couple, Mildred Vaulman, Elmer Ratzel; fifth couple, Laurretta Melody, Harry Brown; sixth couple, Mabelle Winholt, Andy Flood. Each of the above received a two-dollar Merchandise Certificate.

The Interdepartmental Indoor Ball Games began with the Engineers beating the Downtown boys 2 to 1. Both Renner and Janet pitched very good ball, and the outcome of the game was in doubt until the last man was out. In the second game, the hard hitting Accident Investigation team slugged out a 10 to 4 victory over the South Shops. Griffin was the mainstay for the victors. The semi-final game ended with the West Shops whipping the Engineers 2 to 0. Harold Ebeling pitched a no-hit no-run game. Only 21 men faced him in seven innings.

The final game for the championship medals was held over, and teams from North Avenue and Cottage Grove staged an interesting baseball game, which Cottage Grove won, 13 to 4.

THANKS FROM "BILLY"

"Billy" Schenck sent in the following: "As General Chairman of the Picnic of 1928, with the consent of the Surface Service Editor, I wish to take this opportunity to express my sincere thanks to all committee chairmen and committee workers. It was indeed a pleasure to work with all of you, for without your willing help the picnic would not have been the success it was. Through these few lines let me extend to you the many words of praise I have received, for I feel that all who helped to make the picnic a success should share the glory with me."

Under Escort

"Were you personally conducted on your tour?"

"Yes, my wife went along."

Some men are born meek and others get married.

MR. DWIGHT MOVES UP

James O. Dwight Appointed Assistant General Attorney in Legal Department

Mr. Dwight is a native of Burlington, Iowa, and is 36 years of age. He obtained his preliminary education in the schools of that city, and then attended the



University of Iowa for three years, taking up a general pre-legal course. He studied law at Columbia University Law School in New York City, graduating with the degree of LL.B. in 1917. He was in service for approximately two years, fourteen months of which were spent overseas.

After the war, in September, 1919, Mr. Dwight came to Chicago, and for three years was associated with a well-known firm of lawyers. He left this position to enter the legal department of a large insurance company. In February, 1925, Mr. Dwight entered the Chicago Surface Lines organization as assistant to Mr. J. R. Williams, our General Counsel. In May, 1927, he was transferred to the Legal Department as assistant to Mr. F. L. Kriete, General Attorney, and on August 1st was made Assistant General Attorney.

Soul of Discretion

Sambo—"Did Brudder Brown gib de bride away?"

Rastus—"No, sah; he gwine let de groom fin' her out hisself."

Lawndale-Blue Island Still First

Hold Lead for Period—Kedzie Tops List for the Month of June

Standing of Divisions—February to June, Inclusive

			Percent
First Place	Division No. 6,	Lawndale & Blue Island....	85.30
Second Place	Division No. 9,	Division & Armitage.....	84.53
Third Place	Division No. 2,	Burnside	82.59
Fourth Place	Division No. 10,	Elston & Noble.....	82.31
Fifth Place	Division No. 4,	Sixty-ninth	81.28
Sixth Place	Division No. 7,	Kedzie	81.25
Seventh Place	Division No. 11,	Lincoln	81.24
Eighth Place	Division No. 1,	Cottage Grove	80.99
Ninth Place	Division No. 5,	Archer	80.14
Tenth Place	Division No. 3,	Seventy-seventh	78.75
Eleventh Place	Division No. 8,	North Avenue	78.25
Twelfth Place	Division No. 12,	Devon-Limits	74.97

Standing of Divisions—June

First Place	Division No. 7,	Kedzie	88.26
Second Place	Division No. 4,	Sixty-ninth	87.15
Third Place	Division No. 6,	Lawndale & Blue Island....	86.81
Fourth Place	Division No. 10,	Elston & Noble.....	86.40
Fifth Place	Division No. 2,	Burnside	85.30
Sixth Place	Division No. 3,	Seventy-seventh	84.38
Seventh Place	Division No. 11,	Lincoln	84.16
Eighth Place	Division No. 9,	Division & Armitage.....	83.10
Ninth Place	Division No. 5,	Archer	82.90
Tenth Place	Division No. 1,	Cottage Grove	81.43
Eleventh Place	Division No. 8,	North Avenue.....	80.77
Twelfth Place	Division No. 12,	Devon-Limits	76.22

By **WILLIAM PASCHE**

Supervisor, Accident Prevention

Lawndale and Blue Island, Division No. 6, retains first place in the cumulative standing in the Accident Prevention Contest, and is less than one point ahead of Armitage and Division, Division No. 9.

The best showing for the month was made by Kedzie, Division No. 7, who did so well that it moved up from ninth to sixth place.

In compiling the results for the first five months of the fiscal year on accidents occurring, we find that Alighting and Boarding accidents still show an increase of 3.58%, while motormen continue to show a decrease in vehicle collisions of 9.45%. However, the showing in all classes of accidents is very good. The figures show a decrease of almost

5%. Alighting and Boarding accidents are cause for very much concern, especially when complaints reach the general offices that there is much premature starting as passengers are boarding or leaving the car.

Through observation we find that conductors are not looking out before giving the go-ahead signal, neither are they giving the second signal to the motormen when stopped at intersections controlled by the Stop and Go lights. There is no good reason why the conductor should give the signal to go without being sure that there is no one near trying to board the car. Looking out before giving the signal to go is sure to reduce the number of Boarding accidents.

When a motorman starts his car without having received the second signal to go when stopped at the traffic lights, it is the same as starting without a signal

at all. Following the simple instructions that have been given in regard to conductors looking out before giving the signal to go and giving the second signal at traffic lights is sure to result in the reduction of Boarding and Alighting accidents.

While riding the cars and observing what the practices are we find that conductors are not calling streets where cars make service stops. Calling streets is selling service and is something every passenger is entitled to. It also tends to make passengers feel more at ease, especially when they are strangers.

We have also noticed that motormen, when about to make a stop, are inclined to open the exit door about twenty-five feet before the car stops. Young people are apt to step down on the step and alight before the car stops. This not only invites an alighting accident, but also creates the danger of a passenger being struck by a passing automobile. Motormen should keep the front exit door closed until the car stops.

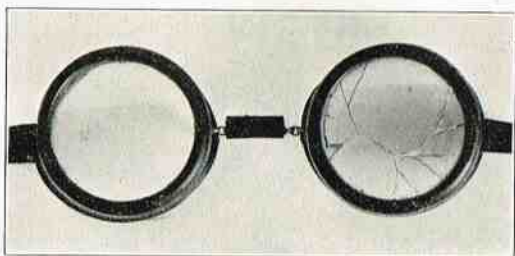
In some cases we find that the motormen start their cars just as a passenger is about to take his left foot from the step. This is a poor practice, especially where women are involved.

Some Boarding accidents are occurring as the car is going over the intersection. In most of these cases passengers are running from one car to another. When motormen see people who may be transferring from one car to another running for their cars, instead of speeding up the car it is much better to slow down a little, thereby reducing the chances of a Boarding accident.

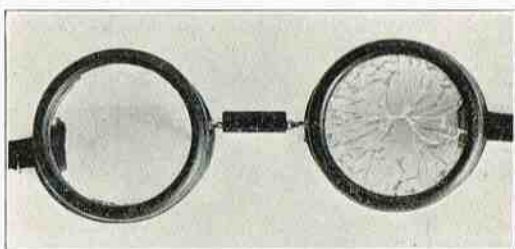
More Eyes Saved

A casual inspection of the track gangs has made it quite clear, generally speaking, that goggles furnished for protective purposes are being worn. This is one of the precautions about which the Department of Accident Prevention has been particularly insistent.

From time to time Surface Service has reproduced engravings of goggles with shattered lenses, the wearer in each case having suffered no injury from either flying bits of concrete or of metal. We are glad to be able to present two additional evidences of the effectiveness



of these protectors, the first being worn by F. Battista, badge 10583, who was working with a group on Clark street, south of North avenue, on July 20. The lens was broken by a good-sized piece of concrete that was being broken up, but thanks to the goggles, Battista's eyes were not injured.



Three days later, V. Ciscich, while working at 61st and Prairie, was struck by a piece of concrete traveling almost with the speed of a bullet, but aside from the shattering effect observed in the lenses, there was no damage.

These additional cases should bring home to every workman the hazard to which his eyes and those of his companions are subjected, in the ordinary course of the day's work on the street, and should make the determination to wear the goggles unanimous.

An Opportunist

She—"And what did papa say when you told him you couldn't sleep for thinking of me?"

Jack—"He offered me a job as night watchman in his factory."

Licensed Gold-digger

Miss Brown—"I suppose you were nervous when you first asked your husband for money."

Miss Bridey—"No, I was calm—and collected."

Boy—"When we reach that bend in the drive, I'm going to kiss you."

Girl—"Isn't that going a bit too far?"

Blue Island Leads Courtesy

Only Eight Complaints in Sixty-One Days Charged to Maguire's Men—Lawndale Second

At the close of the second month in the second year of the Courtesy Contest, the sixteen depots rate as follows:

	Disc.	P.U.	Trns.	Q.S.	Total	Comnd.
1 Bl. Is...	4	1	3	..	8	7
2 Lawnd.	9	3	5	..	17	1
3 69th ...	16	7	5	3	31	15
4 N. Ave.	25	12	10	5	52	11
5 Elston.	7	2	3	2	14	1
6 Noble..	8	3	2	..	13	2
7 Armitg.	9	7	4	1	21	7
8 Archer.	21	10	10	12	53	8
9 Limits.	12	3	5	2	22	2
10 Lincoln	16	4	5	4	29	4
11 Burnsd.	11	4	5	3	23	3
12 Ct. Gv.	15	12	7	4	38	5
13 77th ..	39	22	9	7	77	9
14 Divisn.	19	7	5	6	37	4
15 Kedzie.	36	13	14	8	71	10
16 Devon..	25	22	8	4	59	16
Total ..	272	132	100	61	565	105

The two depots in the Sixth Division, Lawndale and Blue Island, which finished in the first two positions in last year's contest are right back in the same places. Blue Island now, instead of Lawndale, occupies first place, and looking over the figures we find that for 61 consecutive days (May and June) there were but eight complaints charged to this depot. No wonder they head the list.

Devon, starting out in ninth place in May, dropped to the very bottom in June. Kedzie Avenue is just a notch above in 15th place.

The general results in June were encouraging and in comparison with chargeable complaints in June, 1927, show a total decrease of 77. In June, 1927, there were 152 plain discourtesy complaints and this year we received 139.

Seventy-seven complaints of passing up in June, 1927, and this year 69.

Sixty-nine complaints relating to transfers in June, 1927, and 36 for this year.

Forty-nine complaints charging quick starting in June, 1927, and 26 in June, 1928.

For the months of May and June, 1927, we received a total of 611 complaints, while for May and June, 1928, 565, a total decrease of 46.

We started poorly in May, made a

good recovery in June, and now face the future with a little better than an even break.

Let us all be courteous to all and at all times.

In a recent issue of the "Traffic World," a trade paper, Mr. Robert Bayer comments rather caustically on the unpleasant attitude of some men serving the public in various capacities, such as theatre and railroad ticket sellers, and has a good many sharp things to say about the treatment accorded the public in various lines of activity. For instance, he says:

Have you ever stood behind a little old lady, at the platform of an elevated or subway car, and heard the following conversation?

L. O. L.—Does this car stop at Columbus Circle?

Guard—All express stops.

L. O. L.—But does it stop at Columbus Circle?

Guard—I said "All express stops, didn't I?"

L. O. L.—(timidly)—Is Columbus Circle an express stop?

Guard—No. Move on or get off, you're holding up the line.

That kind of conversation is one that occurs occasionally, on a passenger line in almost any city. A parallel instance is this: "Does this car go as far as X Street?" "It goes as far as Y Street." "Well—does it go as far as X Street?" "Didn't you hear me say it goes as far as Y Street?"

The guard or conductor is well aware that the passenger does not know whether X is beyond Y, or Y is beyond X. The guard or conductor insists on regarding this lack of knowledge as a mental deficiency which merits discourtesy.

In commenting on Mr. Bayer's article, the Chicago Journal of Commerce says, editorially: "But on any well managed system such discourtesy is exceptional. It is exceptional, for instance, in Chicago. The transportation companies in many cities have materially improved their standards of courtesy on their lines."

Husband to Wife—Your check to the grocery man has just come back from the bank—"No funds."

Wife—That's queer; I saw an ad in the paper only yesterday that the bank has a surplus of over \$3,000,000.

Keeping 'Em Rolling

*The Flag Flies at Limits Twice in Succession—Flooded Subways
Lower Average Mileage*



LIMITS LEADERS

G. Chamberlin, C. Holzschuh, E. Gustafson, J. O'Connor, T. Dwyer, L. Buyle, J. Zanlauskis, P. Irwin, H. Hayden, S. Solak, S. Golembowski, J. Kaypust, J. Vrobel, L. Gawlik, W. Jackusak, P. Voss, L. Solak, N. Schneig, L. Matich, J. Picila, E. Verbiest, J. Grant, G. John, J. Warchol, S. Dykinga, M. Gitto, T. Cirrincione.

The unusually heavy rains which occurred during the month of June, flooding subways and naturally causing more pull-ins, decreased the mileage per pull-in to 30,752 miles, or 15.3% less than last month. The total precipitation for the month of June was 6.97 inches, being more than twice the normal rainfall, which is 3.30 inches.

Limits Carhouse still holds first place in both pull-ins and zero days. They operated their cars 46,196 miles per pull-in, and 23 days without a pull-in due to equipment failure.

Five carhouses show increases over the preceding month, the greatest being made by Lawndale, which is 39.4%. This carhouse also moved from 14th place last month to 10th this month. Devon moved from 6th place last month to 3rd this month; 77th Street from 9th to 6th; 69th Street from 10th to 7th, and North Avenue from 12th to 9th.

Elston's record was perfect for the week ending June 9th, operating their cars without a pull-in of any kind for the entire week.

Rank	Carhouse	Zero Days	Miles Per Pull-in for June	Percent Inc. or Dec.
1	Limits	23	46,196	51.1*
2	Armitage	19	45,195	35.0*
3	Devon	16	41,680	12.7*
4	Elston	22	41,669	34.8*
5	Archer	11	41,422	18.9*
6	77th Street	9	41,105	3.8

7	69th Street	10	38,554	1.5
8	Cottage Grove	15	32,742	38.5*
9	North	6	29,604	9.1*
10	Lawndale	17	27,862	39.4
11	Blue Island	16	25,857	26.7*
12	Lincoln	13	24,844	42.3*
13	Division	12	23,341	7.4
14	Burnside	9	22,693	23.7
15	Kedzie	9	21,862	45.8*
16	Noble	13	14,414	25.8*
		220	30,752	15.3*

*Decrease.

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

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

Praise for Work Well Done

Commendation from Officials and from Our Patrons Won by Deserving Employes

Mr. F. Wagner, of 2106 W. Grand Ave., was so well pleased with the Grand Avenue service, particularly between Central Ave. and Halsted St., that he took the trouble to write to Division Supt. O'Connell and comment favorably on what this line is giving its patrons. A special reference was made to the supervisory force, complimenting them on their efforts to keep the line operating on schedule.

Early in the morning of July 2, at Crawford and 19th Sts., a lady passenger was taken suddenly extremely ill on one of the northbound cars. The conductor of the car saw that she was given every care and while he was so engaged the three subsequent arriving crews traded with the standing car in each case and proceeded to the north terminal, thus avoiding any delay in traffic. Conductors W. Lee, badge 12374; J. Granahan, badge 9924; E. Studeman, badge 4934, and Motormen A. Anderson, badge 7931; N. Madsen, badge 8137, and H. Mantwell, badge 151, have been personally commended for the manner in which they met the emergency.

On July 3, at 4:00 a.m., the subway at Kenton and Chicago Aves. was flooded, and the cars could not be operated through it. A night car operated by Conductor T. Fitzgerald, badge 8050, and Motorman J. Clifford, badge 7849, was caught between Kenton and Kedzie, and there was another night car caught in the same place, and Fitzgerald and Clifford suggested to the other crew that each of them operate between Kedzie and Kenton, one on one track and the other on the other, thus giving service under very difficult conditions. Clifford and Fitzgerald have been commended.

There was a tie-up on July 2 at Crawford and Ainslee St. On arriving at that point and seeing that there was a tie-up, the crew of run 528, Conductor R. Strom, badge 1464, and Motorman C. Haerle, badge 767, wyeed themselves around Lawrence Ave. and went south, thereby breaking the delay. They have been commended by their superiors for this work.

Miss Tracey, of 4930 Indiana Ave., called at the General Office to report that while she was on a northbound State Street car an intoxicated passenger attempted to annoy her. Conductor Stephen B. Sommers, badge 10118, and Motorman J. J. Kelly, badge 5613, of 77th Street, interposed, and as the drunken passenger acted in an ugly manner he was neatly and expeditiously evicted. She was very appreciative of the protection extended to her.

On July 19, when run 538 reached Lawrence Ave., on Broadway, it was re-routed on Lawrence Ave. to take care of a large crowd of children from the Uptown Theatre. When this car was returning from its trip to Austin Ave., on arriving at Crawford Motorman C. Davis, badge 7983, who was operating the car, noticed that there were about 80 people waiting for a

Crawford Ave. car. On ascertaining that the service on Crawford had been interrupted by a flooded subway Davis and his conductor, W. Loftus No. 2, badge 7540, started running on Crawford, taking care of these people, and maintained the operation on Crawford until the regular service was restored. This crew goes to work at 10:16 a.m., and is relieved for lunch at 12:20 p.m., going back into service at 2:20 p.m. They sacrificed their lunch period and time off without any question or orders from superiors, and acted merely for the good of the service. For this they were warmly commended by Division Superintendent Smith and by the management.

Supervisor Albert Burke of the 12th Division particularly commends Conductor W. C. Walker, badge 1078, and Motorman R. Stack, badge 4023, for the assistance rendered by both of them on the street re-routing cars during the terrific rainstorm of Sunday, June 24. They co-operated with Supervisor Burke for four straight hours, without rain coats or rubbers, and when he suggested that they pull in and get some dry clothing they replied with a smile that they were as wet and muddy as they could get and that they would stick and help as long as needed. Supervisor Burke wants everybody to know how much the work of these men was appreciated.

Conductor Harry G. Strandberg, badge No. 12944, of North Avenue, is thanked by Mrs. Jeannie Fran, 3052 West North Avenue, for permitting her to ride and presenting her with a transfer when she found herself on his car with only a ten-dollar bill.

Miss Martha Keller, 3140 North Lockwood Avenue, wishes to commend Motorman Alexander Grzelewski, badge No. 11295, of Division, for holding his car long enough to permit her and some out-of-town friends to board in safety.

Conductor J. W. McHugh, badge No. 8810, of Lincoln Avenue, is made the subject of a commendatory letter from Mrs. A. Mai, 1325 Barry Avenue, for turning in her pocketbook so promptly. She wishes to extend her sincere thanks and appreciation for his honesty.

Miss Dochray, 4825 West Quincy Street, writes a note of thanks involving Conductor William Smith, badge No. 8682, of North Avenue, for turning in her purse containing money and other valuables.

Conductor Edward J. Cornell, badge No. 11106, of 69th Street, is the recipient of a letter of commendation from Mrs. J. MacFarlane, 6201 South Whipple Street, describing the kindness and consideration shown by Conductor Cornell when he assisted an old blind lady from his car to the sidewalk.

Mrs. W. C. Schoen, 7023 South Maplewood Avenue, compliments Conductor John E. Owens, badge No. 1898, and Motorman Martin

Eyers, badge No. 6751, of 69th Street, and describes them as "real gentlemen."

Conductor H. J. Koester, badge No. 5320, of Devon, is commended for his courtesy and cheerful assistance to passengers by Mr. L. R. Van Allen, 350 North Clark Street.

Miss Henrietta D. Dick, 1230 West Adams Street, writes to thank Conductor James Knudsen, badge No. 4106, of Cottage Grove, for turning in her Boston bag left on his car. She thinks he deserves special credit for this promptness.

Conductor L. Stumpf, badge No. 7670, of Kedzie, is the subject of a highly commendatory letter from Mr. Joseph A. Sagerstrom, 111 South Central Avenue, for the return of his wife's purse containing money and valuable trinkets.

Mr. J. E. Slaven, 547 West Jackson Boulevard, writes a letter of praise in behalf of Motorman H. Soreghen, badge No. 5229, of Elston, for the consideration shown a woman with a baby in her arms who was alighting from his car, warning her to be careful of approaching vehicles.

Motorman F. Martin, badge No. 11863, of Armitage, is favorably reported by Mr. J. O. Dwight, 231 Church Road, Evanston, for holding his car to enable transferring passengers to board.

Dr. John Wagner writes a letter of appreciation of the consideration due to the impairment of his sight shown him by Conductor F. B. Kearns, badge No. 6346, of North Ave.

Motorman P. Cahill, badge No. 10177, of Devon, is the subject of a letter of commendation from Mr. T. E. Driscoll, 1300 North Branch Street, after he observed a kindly act in leading a blind man across the street. "It was a vivid display of 'Man's Humanity to Men,'" states Mr. Driscoll in his communication.

Mr. Thomas Pettigrew, 2452 West Roosevelt Road, writes to compliment Motorman J. Jagos, badge No. 3701, of Blue Island, for stopping his car in time to save his hat that blew out in the car tracks. Mr. Pettigrew wishes to thank him for this act of kindness.

Motorman Patrick Malloy, badge No. 6311, of 77th, is made the subject of a letter of praise from Mr. C. E. Brandenburg, 808 North Lawler Avenue, for the consideration shown him while a passenger on his car.

Mrs. Ida Pummill, 1718 North Maplewood Avenue, observed two incidents of kindness shown by Conductor Thomas M. Scanlen, badge No. 7512, of Lincoln, in helping a crippled lady off the car and safely onto the sidewalk and in assisting a lady with two children off his car.

Conductor Joseph Ludwig, badge No. 2218, of Cottage Grove, receives a word of praise from Mrs. Helen G. Lambeth, 5473 University Avenue, for his unusual courtesy and efficiency and also for the clear enunciation of all street intersections.

Mr. M. C. Friedman, 1635 Pratt Boulevard, writes to commend Conductor George C. Hamilton, badge No. 3010, on North Avenue, for aiding his mother in locating a package valuable to her left on his car.

Conductor Michael J. Murphy, badge No.

9212, of 77th, is made the subject of a letter of appreciation from Mr. Peter O'Reilly, 5450 South La Salle Street, for his cheerfulness in handing him another transfer after accidentally dropping the first one out of the window.

Miss Anna M. O'Malley, 7908 Ingleside Avenue, commends Conductor Joseph N. Coury, badge No. 6452, of Kedzie, for his courtesy and thoughtfulness when riding alone on his car.

Conductor John F. Conway, badge No. 3140, of Devon, is commended for his helpfulness toward old people travelling on his car and also for assisting a blind lady from his car onto the sidewalk. Mrs. A. Westerlund, 319 South Wabash Avenue, was the observer of these incidents and also thanks Conductor Conway for helping her with her heavy bundles.

Miss Margaret Purvis, 312 West 52nd Street, is the writer of a letter of praise in behalf of Motorman Anthony Wisewski, badge No. 5715, of Archer, for holding his car for her. Miss Purvis appreciated this little act of kindness.

Conductor Joseph P. O'Connor, badge No. 1944, of Division, is complimented by Mr. J. E. Doyle, 5811 Grand Avenue, for his politeness. Mr. Doyle thinks Conductor O'Connor is the most polite conductor he has seen since he left Texas.

Mr. August J. Olover writes to commend Conductor Francis R. Smith, badge No. 4684, of 69th Street, for the courtesy extended toward a blind gentleman passenger.

Conductor J. Hogan, badge No. 3338, of 77th Street, is commended by Mr. R. Rudolph Betts, 8220 12th Street, Tampa, Florida, for the turning in of his suitcase left on his car, containing clothing, checks, etc. Mr. Betts writes to express his gratitude.

Mrs. Mueller, 1512 Orchard Street, is the writer of a complimentary letter with reference to Motorman Harry P. Guzy, badge No. 12939, of Division, for assisting her on and off his car and for his exceptional politeness.

Conductor Michael Kalal, badge No. 6550, of Blue Island, is thanked by Mr. Luke A. Peck, 2530 South Avers Avenue, for the return of a lost package dropped on his car. "Three cheers for good service," states Mr. Peck in his letter.

Mr. A. S. Sydel, 2106 Noyes Street, Evanston, praises Conductor Oscar A. Falk, badge No. 4164, of Armitage, for his efficiency in performing his duties during a heavy rainstorm.

Conductor Albert C. Heinson, badge No. 1768, of Limits, is made the subject of a letter of commendation from Miss Claire Marwedel, 7345 South Green Street, when he assisted her in finding the proper car to enable her to reach her destination.

Miss Caroline F. Arnold, 5336 Cullom Avenue, writes the management of a commendatory act which came under her observation while riding with Conductor Martin Bukawski, badge No. 7958, of North Avenue, when he so considerably assisted a helpless old lady from his car.

Motorman Edgar H. Oglesbey, badge No. 12087, of North Avenue, is commended very highly for his quick thinking and alertness in avoiding what might have been a serious accident when a man stepped in front of the moving car to pick up his hat. This efficient act was

observed and made the subject of a letter from Mr. Louis Riedel, 2207 West Iowa Street.

Mr. H. S. Freeman, The New York Consolidated Card Company, 1928 Straus Building, sends us a note of praise in behalf of Motorman George Modrich, badge No. 3339, of North Avenue, for his consideration to passengers.

Conductor John Coughlin, badge No. 7908, of Armitage, is the recipient of a letter of worthy commendation from Mr. V. D. Zienty, 3543 West Diversey Avenue, for the thoughtfulness and patience and cheerful disposition he displays toward all of his passengers.

Miss C. Elsdon, 6409 Normal Avenue, is the writer of a letter of praise describing the courtesy of Conductor Austin Moore, badge No. 13068, of 77th Street, when she and her sister received explicit information on how to reach their home.

Conductor John J. Leonard, badge No. 4086, of North Avenue, is thanked and reimbursed by Miss Bennetta Booty, 201 North Cicero Avenue, for paying her fare when she found herself on his car without change.

Miss Edith G. Herbst, Newberry Hotel, 817 North Dearborn Street, is the writer of a congratulatory communication in regard to Conductor Joseph T. Kanton, badge No. 3576, of 69th Street, whose car she boarded by mistake. She could not but notice his spirit of helpfulness and consideration in the information he gave her on how to reach her destination.

Conductor Hanley W. Holsted, badge No. 11202, of Devon, is in receipt of a letter commending him for his prompt redemption of a foreign token handed him in payment of fare. "Good luck to him and may he prosper," writes Mr. Edgar Pope, 431 South Wabash Avenue.

Mr. Harry S. Bertell, 1400 Steger Building, is the writer of a letter of appreciation for Motorman William C. Kent, badge No. 219, of Armitage, who stopped his car to permit two young ladies to cross the street in front of his car, one of them being a cripple.

Conductor John E. Hamerton, badge No. 1364, of Kedzie, is observed by Mr. Alan A. Edelson, 1416 South Kolin Avenue, as the most pleasing and alert conductor he has ever come in contact with.

Mr. C. MacGregor Clerk, 6409 Ingleside Avenue, writes an appreciative letter with reference to the honesty of Conductor Edward J. Stevens, badge No. 7486, of 69th Street, in turning in a small brown grip left on the car by his wife. "Such acts of honesty deserve recognition and you are indeed fortunate to have this type of man in your employ," states Mr. Clerk in his communication to the management.

Conductor Stanley B. McElroy, badge No. 12334, of Kedzie, is the recipient of a letter of high praise for his honesty in returning a suitcase to Mrs. B. Bowling, General Delivery, Station E, Kansas City, Missouri. This incident was very much appreciated by the writer.

Miss Marion H. Biel, Room 503, 77 West Washington Street, writes a congratulatory letter, making Conductor Edmund Dykier, badge No. 13076, of Blue Island, the subject. Miss Biel thinks this conductor is the most courteous on the Robey Street line. He instructed her

on how to reach her destination in such a pleasant manner so she writes to tell us about it.

Motorman Frank P. Drearczyk, badge No. 12955, of Noble, is commended by Mr. A. Walters for ably assisting a blind passenger onto his car and finding him a seat. This act of courtesy and pleasant smile was appreciated by the writer.

Mr. Joe Linehan, 3863 Lincoln Avenue, writes a letter commending very highly Conductor Clifford Whalen, badge No. 9564, of Devon, for his exceptional control of his temper when accosted by a passenger who became abusive.

Conductor W. F. Crowley, of 77th Street, is complimented for the courtesy extended to Mr. Ralph F. Pauler, 1431 Melville Place, when he boarded Conductor Crowley's car and found himself with no change, and is made the subject of a letter of praise, also reimbursing him.

GOING AFTER WITNESSES

North Avenue Regains the Lead, Exchanging Places With Elston-Noble

The report of the Accident Investigation Department indicates a slight falling off all along the line, the average for the system dropping from 4.25 in May to 4.06 in June. It will be remembered that in May nine divisions showed an average of four witnesses or better per accident. During June, only five of the divisions succeeded in scoring better than four. Elston-Noble, which was first in May, was nosed out by North Avenue, which took first place, and Lawndale-Blue Island hung onto its third position. Kedzie moved up from sixth to fourth place. All of the other divisions dropped off several points, Devon-Limits for the first time in many months going below three witnesses per accident.

It would look as if a little more energy would be required to give the Legal Department the number of witnesses it needs to make proper investigations of accidents and to give the necessary protection to the Company in the personal injury suits.

Following is the comparative standing for four months:

	June	May	April	March
1. North Avenue	5.19	5.06(2)	5.33(2)	4.73(2)
2. Elston-Noble	5.11	5.57(1)	5.63(1)	5.68(1)
3. Lawndale Blue Isl.	4.77	4.96(3)	4.95(3)	4.45(4)
4. Kedzie	4.40	4.33(6)	4.08(7)	3.76(8)
5. 77th Street	4.51	4.58(4)	4.55(4)	4.45(4)
6. Burnside	3.96	4.38(5)	4.19(6)	4.54(3)
7. Cottage Grove	3.96	4.15(7)	4.20(5)	3.79(7)
8. 69th Street	3.85	4.11(8)	3.77(9)	4.10(5)
9. Archer	3.83	4.00(9)	3.87(8)	3.83(6)
10. Armitage-Division	3.42	3.56(11)	3.21(12)	3.03(11)
11. Lincoln	3.24	3.72(10)	3.43(10)	3.39(9)
12. Devon-Limits	2.93	3.03(12)	3.25(11)	3.20(10)
Average for the system	4.06	4.25	4.16	4.04
Diversey Bus	1.37	3.50	1.30	1.20

All the Same

"How's your car running?"

"Not so good; can't get her throttled down."

"How's your wife?"

"She's the same, thank you."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 5 August, 1928 No. 5

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

WE CAN DO BETTER

Correspondence from our patrons indicates that there are several exceedingly sore points upon which they base criticism, both of employees and of the management. All of them relate to matters to which constant reference is made in the Accident Prevention articles by Mr. Pasche, in reports of the progress of the courtesy campaign, and in Mr. Anger's monthly contributions on Power Saving.

In all of the preliminary educational work candidates for positions in the train service are warned of the hazards of quick starting, and yet letters continue to reach the General Office reporting cases in which the bell is given while the passenger is in the act of boarding or leaving the car and is not yet safely on or off. This is a matter which very deeply concerns our Legal and Accident Investigation Departments, and they naturally look for friendly and effective co-operation by the platform men. We all know that the very large majority of trainmen realize the importance of the slogan, "Passengers should be seen and not hurt," and comply carefully with the protective regulations governing the operation of cars. There is no doubt that a few thoughtless or indifferent men are responsible for quick starting and also for passing up waiting passengers, but unfortunately the public is inclined to criticise the personnel as a whole for the shortcomings of the small group of thoughtless men.

Aside from the dangers arising from quick starting, the next greatest hazard, perhaps, is rough operation. It would only require a little additional care on the part of a few men to give us a clean

record as to this type of complaints, and every man in the service will share in the warm public approval that will be ours when these improper operating methods are eliminated.

OUR GARDEN DISPLAYS

The Surface Lines Garden Committee has just completed its first round of inspection, observing conditions in the various car houses where advantage has been taken of the opportunity to install floral displays. With the exception of two stations, at one of which there was little or no opportunity for either open gardens or window boxes, and at the other where some misunderstanding seemed to be responsible for no action whatever, it was evident that there had been a wholehearted response to the suggestion that the Companies' properties might be beautified by a little gardening.

The flower beds have not yet reached their maximum of floral glory; but when that point is reached, as it probably will be during the present month, our photographer will record the results in photographs for reproduction in the magazine.

The Committee was particularly pleased to observe that the attempts to add to the attractiveness of our properties had not been confined to car stations. At least two of our loops had been relieved of the stark bareness of steel and cinders by the cultivation of carefully tended beds of flowers; and perhaps most surprising of all was to find a remarkable display of gardening activity at 39th and Halsted.

The reaction on the part of the public is indicated by voluntary complimentary comments from various sources. For instance, Mr. S. J. Schulist, an official of Wilson & Company, 41st and Ashland, had this to say:

"I desire to express my opinion regarding the beauty of the flowers, shrubs, parkway and trimmings surrounding the North Avenue and Cicero Car Barn. The neighborhood is brightened considerably and it is also a good example to other institutions to beautify their surroundings. Kindly extend my praise to the Management and Superintendent of the above-mentioned barn."

That ought to make everybody happy.

“Madame X” Tells the World

Devotes Large Part of Her Sunday Tribune Special to Surface Lines Facts

Surface Lines representatives came in for a lot of very pleasant publicity during July. “Madam X,” who contributes an interesting article to the Sunday Tribune each week, made use of a group of illuminating facts which she had obtained from Vice-President Richardson. Madam X was introduced to Mr. Richardson by John Chapman, one of the directors of the Chicago Railways Co., and following her chat with him she devoted nearly two columns in the Sunday Tribune to the presentation of some of the details of her chat. Among other things she said:

Did you know that ours is the largest street car service in the world? It has more cars, running over more miles of track and carrying more passengers than any other similar company on this globe of ours. For so many years we have been used to abusing and finding fault with our street cars that we have failed to observe several radical changes and improvements in the method of running this service in the last few years.

For one thing, have you noticed in your trips on the surface cars a much higher degree of civility from conductors and motormen than that to which the public was accustomed some years ago? A great effort has been made on the part of the company officials to accomplish this. The men have been consulted as to the best way to “sell” the street car service to the public and are becoming as much interested in this question as are the officials in the company, with the result that a marked improvement can be observed in this phase of the service.

To promote this and the even more important matter of safety in running the cars, prizes are offered for the stations having the best records. Lawndale leads in the courtesy campaign, while the Lincoln Avenue station won the big solid silver street car trophy presented it in May for the accident prevention record.

This will mean more to you when you know that the Chicago street cars covered more than 136,000,000 miles last year with a twelve and one-half per cent reduction in the number of accidents of the record of the previous year. This is in spite of the fact that it has the world's highest speed average, which is eleven miles per hour, while the average elsewhere is eight miles. It has 1,070 miles of track, over which it runs 3,539 cars, carrying 892,000 revenue passengers a day, which is 500,000 more than all the rest of the railroads in the country carry in the same period of time. For three successive days at Christmas time last winter, every car owned by the surface lines was in continuous use. These cars carry many more pas-

sengers per diem than the elevated and bus lines put together.

There are 18,000 employes, of whom 12,000 are motormen and conductors. It is said to be the largest street railway company in the world, and the best run.

The street railways officials say that their motormen all have to undergo each year a thorough examination for their fitness to drive a street car, and suggest that similar methods in dealing with drivers of the much more deadly and dangerous automobiles would do more to diminish our present appalling accident list than any speed laws and other inefficient regulations.

McILRAITH ON TRAFFIC

Interesting Comment on Existing Conditions and Effect of “No Parking” Rules

Chicago Commerce, the official publication of the Association of Commerce, in its issue of July 21, gives a full page article by Staff Engineer E. J. McIlraith on the subject of “Traffic Management in Chicago.” In commenting on the fact that the traffic in the central business section moves more freely than in most cities of more than one-half million, Mr. McIlraith says:

This is due to several reasons. First, there is a freight subway in Chicago's central district that handles the equivalent of more than 5,000 truck-loads per day, much of which would otherwise be moving on the streets.

Second, traffic control and routing has been reasonably handled to permit greater usefulness of the streets. The signal system in operation on the streets other than Michigan avenue has made most marked improvement in reducing delays, while the elimination of parking has freed the streets of the appearance of congestion. The streets now seem to be carrying much less traffic than before the “no parking” ban, while in reality more vehicles are using each street. The safety, convenience and speed of vehicles and of pedestrians is very much improved. In fact, the streets are handling more vehicles with much less delay and with more freedom and convenience for vehicles and pedestrians than at any time in the last ten years.

A third reason why Chicago has not a much more severe congestion than exists in cities of one-third the size results from the basic facts (a) that congestion today in business centers is caused by excessive use of private automobiles for purely casual reasons, (b) in the larger cities the distances to be traveled are greater, the public transportation systems are more

comprehensive and may be more attractive, consequently fewer people in proportion consider driving to the central district unless a good reason exists for going by automobile, (c) the larger the city the more widely distributed are industry and the secondary business centers, and therefore the smaller the proportion of the city's population that goes to the central district each day.

As to the effect of "no parking" in the Loop district, he states that more vehicles are using the streets now than before the "no parking" restriction became effective in the Loop territory.

The fact that there has been 14.1 per cent increase in the number of vehicles entering and leaving the business district in 1928 as compared with 1926, while the registration in Chicago has increased only 10.6 per cent, indicates that the number of vehicles entering the district has not decreased because of the "no parking" restriction. Several of the large department stores report a substantial increase in the number of persons arriving at the store by private automobiles as compared with the number arriving prior to the "no parking" regulation. The fact that the number of vehicles counted moving along the streets at twenty-eight selected points in the central district does not show as great an increase in two years as the increase in registration, is undoubtedly due to the decreased cruising to find parking space. Now vehicles move promptly to and from the destination points with definite certainty.

GOOD JUDGMENT

Plays Very Important Part in Motorman's Handling of His Car

Possibly in no other line of work connected with the operation of a street railway system is it necessary to display the qualification of good judgment oftener than in the actual operation of the cars through the streets of this busy city.

To the motorman Good Judgment is the faculty that he must use in order successfully to run a car.

Good Judgment—Safety—Efficiency—these go hand in hand and the meter tells the story.

A few of the outstanding points of Good Judgment which, when mastered, make car operation a better business, are as follows:

Starting Smoothly shows Good Judgment.

Running on Time shows Good Judgment.

No Accidents shows Good Judgment.

Coasting shows Good Judgment.

Stopping Smoothly shows Good Judgment.

Good Judgment Pleases the Public.

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—	June	Per Cent Saving or Loss
Cottage Grove	1	5.90
Armitage	2	5.29
Burnside	3	4.82
69-Ashland	4	2.46
Lincoln	5	2.42
77-Vincennes	6	2.10
Limits	7	0.90
Lawndale	8	0.86
Devon	9	0.54
Archer	10	0.00
Elston	11	*0.96
Noble	12	*2.78
North	13	*3.24
Division	14	*4.29
Blue Island	15	*5.73
Kedzie	16	*7.90

Total Points 0.39

May Points 24.78

June Loss—24.39 or 98.3%

*Loss.

ENGINEER KOZA'S "ROCKERY"

The Tribune Describes His Most Attractive Rock Garden

The Tribune, which is conducting a garden contest, discovered the other day that one of the most interesting examples of what could be done in transforming an ordinary back yard into a bower of beauty had been accomplished by Mr. F. J. Koza, of the Engineering Department. Mr. Koza has specialized in the development of a rock garden, with a pool and with a most picturesque and attractive group of ferns, and the two pictures which the Tribune printed of his rockery made it quite evident that Mr. Koza has been well repaid for the time that he has spent on his unusual and most interesting reproduction of mountain scenery in miniature in his Wilmette home.

These are mixed times and we sympathize with the waitress who approached a customer from behind and said, brightly: "Anything more, sir—I mean madam; I beg your pardon, sir."

Departments and Divisions

Accident Investigation and Legal

A wedding which will interest members of this department and other departments took place on Saturday, July 21st, when Miss Edna Hieronymus was united in marriage with Mr. William Horrom. Mrs. Horrom has been club director representing the Department of Accident Investigation and is widely known in the organization. She has the best wishes of all employees of these departments.

Mr. Arthur Ketchum, of the Accident Investigation Department is with us again, after an illness of almost three months.

Our vacation period is getting into full swing now. Mr. Nattinger, Chief Investigator, with several others from the department, went out to show what a real fisherman can do. From what we heard of the equipment taken along,



"Santa Claus" Trying Out a Bicycle. The Modesty of the Original of This Picture Prevents Our Disclosure of His Identity, But as Everybody Knows He Is One of the Kindest, Jolliest Fellows in the World

they must have been expecting to run into a school of whales. However, the promised fish have not materialized to date.

Our golfers, and we have quite a few, are all getting in all the practice possible preliminary to the tournament. We confidently expect to pull down our share of the prizes.

Blackstone.

Electrical

The following have returned from their vacations: Ernst, Peterson, Purcell, Cloonan, Schwertfeger, Essington and Miss Hogan.

Upon the advice of his doctor, Thomas Walsh has taken a two-month furlough.

"Tattler" suggests the following as side lines of some of our substations operators: Joe Greeley, Hair Growing; Paul Baumgart, Louis Boisacq, Race Horse Experts; Paul Sheridan, Automobile Touring; Charlie Cox, Stocks and Bonds; Jim Smith, Humorist; Archie Smith, also Humorist; John Griffin, Domestic Science; Bill Nelms, Physical Culture; Bill Broderick, Character Impersonations; Bill White, Baseball Expert; Leo Davis, Classical Dancing; Jim Elliott, ???????; Bill Zebraska, Tennis; Art Swanson, Art Critic; Frank Nickels, Grand Operas.

H. M. Essington.

Engineering

Peter Chimino, laborer in the Track Department, was electrocuted on July 19, 1928, in a heroic attempt to prevent injury to others by removing a broken electric wire which had fallen to the ground in front of his home. We extend our sincere sympathy to his family.

Congratulations are extended to A. B. Bonhomme on his promotion to Estimating Engineer for the Track Department.

M. A. Cadwallader is touring the East during his vacation, by foot and flivver.

Miss Margaret Klinghofer, the smiling stenographer of the Track Department, is spending her vacation at Pell Lake, Wis., where she is electrifying the natives with her swimming and diving feats.

Patrick Grady, our oldest employee, is confined in the Auburn Park Hospital with a broken leg. We extend our sympathy and hope for a speedy recovery.

John Hatch informs us that the U. S. Department of Agriculture says there are 242 kinds of cheese. Be careful how you vote.

We are glad to report that Mrs. John Hewitt is gradually improving and hope she will have a speedy recovery from her recent illness.

John Dubin, who suffered a severe attack of illness, is back on the job and none the worse for wear.

We welcome John Carlson, a recent addition to the Utility Department. Besides possessing several baseball awards, John is a swimmer of no mean ability.

H. Hoover, E. Birns, E. Schumacher, C. Oechel and C. Kuehl have all returned from their vacation sojourns and report having enjoyed the change of scenery immensely.

Lucky Andy Flood won two dollars at the picnic by being under the winning number in the dance hall. Harold Eichen also made his expenses in the same easy way.

The Engineering team won a game of ball from the Illinois Merchants at the picnic by a

score of 2 to 1. Renner pitched for the Illinois Merchants, and that is probably the reason our boys won.

Sincere sympathy is extended to the Coutre boys, Ed, John and Harry, in the recent loss of their mother.

Transit.

Shops and Equipment—North and West

West Shops: Mr. E. J. Sigwalt and family motored to California, and postal cards received from Los Angeles say that they are having a fine time.

Ed. Wendt spent his vacation in Minneapolis. We know it is true because cards were received by some of the fellows and perhaps one of the girls, but the latter will not admit it if she did receive any.

Harold Ebeling has adopted an "orphan," and its name is Rickenbacker.

Mr. J. D. Newton, our Paint Shop foreman, has returned from a pleasant vacation spent in Canada.

Miss Ella Rall informs us that she is taking a trip to Niagara Falls with her mother. This may be so, but we always heard that this was no place for mothers.

Mr. C. Ringstrom, foreman of our Blacksmith Shop, is on his vacation, but he did not mention where he was going.

John Larsen of the Carpenter Shop is vacationing along the Rock River, and Joe Bolech reports having a fine time in Paw Paw Lake, Michigan.

Mr. J. Johnson of the Armature Room, says that he will spend his two weeks motoring with his family in and about Chicago.

J. M. Canavan, inspector, is on a fishing trip somewhere in Wisconsin.

G. L. Zamow and E. A. Foster of the Drafting Room have each spent a week visiting friends in Wisconsin.

Stanley Kajpust spent part of his vacation in La Porte, Indiana, while Charlie Longley could find plenty of enjoyment in Chicago.

John Hickey, inspector, is back from his vacation. His time was spent in getting the chores done up around the house and also helping take care of the sick. One of his children was ill for several days with a throat infection.

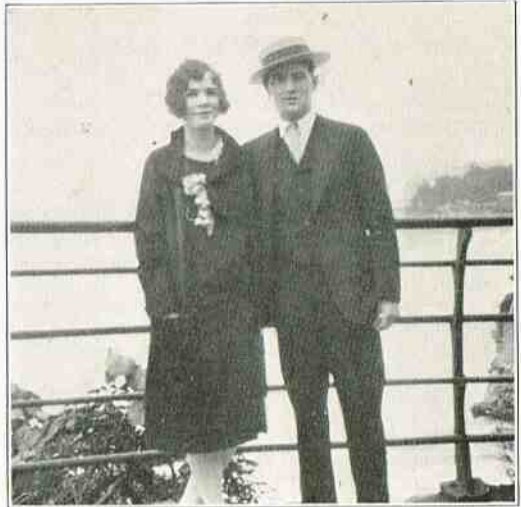
We are glad to see William O'Shea of the Paint Shop back on the job after being on the sick list for three weeks.

Attention Bathers! Parents need not worry any more when they send their children to Clarendon Beach, because Edward J. Pflung, electrician, has accepted the position of life guard. He has received several medals for life saving.

Tony Vihnanek, our Olympic athlete, is back at work following a two weeks' rest, recuperating from his strenuous exercises at the picnic at Dellwood Park.

The stork paid a visit to two of our Armature Winders on July 20th. He left a daughter at the home of Ed. Morris, and a son, weighing 9½ pounds, at Art Johnson's home.

One more championship was added to our list, when our West Shops annexed the Indoor Baseball title. After defeating the strong Engineering team 2 to 0, our boys nosed out the



Eddie Roberts and His Bride on Their Honey-moon at Niagara

Accident Investigation team 13 to 11 in the final game at Union Park, and they deserve credit for the uphill battle they staged in the final game, and all can proudly display their medals.

Elston: The boys at Elston sympathize with Mr. and Mrs. Goddard in the loss of Mrs. Goddard's mother.

Nick Young, who has been on the sick list for some time, has our best wishes for a speedy recovery.

Foreman Walter Goddard is spending his vacation at Bluff Lake, Illinois, practicing for the horseshoe championship of America. Hope you succeed.

Limits: James Geanes, who hurt his back some time ago, came back to work, but is now home again. We hope he will soon be well.

John Grant, all-around man at Limits, is getting interested in window shopping of late. He is looking at baby carriages since he moved to the Stockyards district. What's the idea, John?

Pat Clancy has a new Nash sedan, only six years old. We understand he now takes his lady friends in Evanston out for a ride.

Stanley Solak is feeling happy these days, since he has a new automatic painter. He says he don't have to wash his face any more.

Anyone wishing advice about the Stockyards, see Pete Irwin.

We get our smiling countenances in the Magazine again this month for winning the Pull-In Flag.

Blue Island: Mr. Sickert is in the Grant Hospital. He had an operation, but we are glad to know that he is improving and will soon be back to work.

Our foreman, Mr. H. Hale, reports a good time on his vacation. One week was spent at Fond du Lac, Wisconsin.

H. Beekman has been on the sick list for some time and has had his teeth extracted. We hope he will soon be well.

Our flowers are looking fine.

Division: Mr. F. J. Stoll reports a wonderful time on his vacation. He toured Central Illinois and Indiana.

The sympathy of the boys at Division is extended to L. Demzien in the loss of his father.

M. Rorka is the proud daddy of another baby boy. Congratulations!

North: The biggest barn on the system is located at North and Cicero Avenues. Anyone who thinks this station is not up to "snuff" when it comes to landscape gardening, lawn, flowers, shrubbery, etc., take a ride out and look us over. Use the SURFACE LINES.

Married life seems to agree with James Collins. He is getting as big as a house.

Pete "Sixty-Six" traded in his Lizzie for a One-Man Car, and he says "No brakes, but it goes like ——" How's the sand, Pete?

Assistant Night Foreman Reilly has returned from his vacation, and says he had a wonderful time. Atta boy!

Hot Box Stanley is on the job again after being laid up quite a while.

We hear Jim Rafter was married recently. Cigars, please!

We hope for a speedy recovery to John Carroll, who has had an operation on his nose, and also to H. Shooth, who is on the sick list.

Jane V. McCarthy.

South Shops and Carhouses

Cottage Grove: Leo Keane has just returned from his summer home on the shores of Lake Calumet. Leo reports having caught three cans of fish.

We are told that Ed Timpe spent his vacation in Detroit, but the boys would like to know what prompted him to pass so much time in Windsor, Canada.

Jim Wozlik has returned from a motor trip to Northern Michigan and says he caught many big fish.

G. Kokologinis is undergoing an operation at the Lakeside Hospital. The boys hope for a speedy recovery.

Charles Winzenholler and Edwin Meyers have returned from a two weeks' sojourn through the wilds of Northern Wisconsin and report having had a good time.

77th Street: W. Barrows made an auto trip to Starved Rock with his lady friend.

We are glad to see J. Allen back on the job after a brief illness.

We are told that G. Stavidas had some pictures taken.

Archer: Barney Flynn reports having had an enjoyable time on his vacation.

Peter Steponatis, repairman, is on the sick list. The boys wish for a speedy recovery.

South Shops: Frank Bramik of the Machine Department we are told was married recently. The boys enjoyed an excellent brand of cigars. Congratulations.

Al Schonne of the Curtain Department has been on the sick list for the past four weeks. He is now able to be around. We hope to see him back soon.

Mrs. Moir journeyed to the hills of Old Kentucky on her summer outing.

Walter Jastrombski of the Printing Depart-

ment and Miss Katherine Keita became partners for life on June 30th. The boys all smoked cigars and sweets were supplied to the girls.

J. P. McCauley.

Material and Supplies

We wish to extend our sympathy to A. Lundblad in his bereavement over the death of his wife.

Tom Mitchell has been confined to his home on account of sickness. We wish him a speedy recovery.

H. Hoger has returned from his vacation down south in Virginia. Herb reported that "Highways Are Happy Ways" when there are no flat tires.

Mildred Vaulman certainly enjoyed riding the merry-go-round at the Picnic, and felt no after effects.

The absence of Jimmy Gillispie, Viola Eger and Tessie Berkowsky at the picnic was quite a disappointment.

R. E. Buckley bid the Dodge good-bye after the picnic, and is now in the market for a new Ford. Evidently the motor in the Dodge cools off too quick.

Jane Mitchell.

SURFACE LINES POST

The American Legion

At the last meeting the following delegates and alternates were selected to represent the Post at the annual state convention to be held at Waukegan, Illinois, September 9th and 10th: Delegates—J. P. McCauley, Commander; L. L. Page, Adjutant; R. W. Ambler, Past Commander; T. E. McCarthy, Past Commander. Alternates—J. Gillespie, M. J. Hybl, H. E. Johnson, R. F. Overbay.

The Auxiliary attached to the Post has received the following letter from Mrs. Geneva C. Saunders, Red Cross Recreational Worker, at the U. S. Naval Hospital, Great Lakes, Illinois.

"In behalf of the patients we are writing to thank you for the very nice party which the Surface Lines Auxiliary brought out to our hospital Thursday afternoon, June 28th. Everyone said we had a very enjoyable time and the spirit which you ladies manifested was very much appreciated. After an auxiliary has given a party out here at our hospital they are always glad to come again and we are looking forward to seeing your auxiliary with us again when the fall activities open up.

"Will you express this sentiment to the members of your auxiliary and accept our thanks for your helpfulness?"

The adjutant reports that he is receiving considerable mail from the post office, which is returned, due to members moving and not notifying him of change in address. Please advise Adjutant Page, south shops, when you move so that the mailing list can be kept up to date.

Post meetings are held on the first and third Fridays of each month, at the clubrooms, 40 South Clark Street.

Around the Car Stations

Cottage Grove

Another tournament was concluded on July 1 by the Cottage Grove Social and Athletic Club. The following were awarded prizes for the Checker Tournament: Motorman John Jones, first prize, 64 points; Motorman James Jones, second prize, 62 points; Motorman John Walker, third prize, 61 points; Conductor Con Hickey as runner up, 59 points.

Through the efforts of our Division Superintendent, Mr. Bessette, and Division Superintendent O'Connell of North Avenue depot a baseball game was arranged between Cottage Grove and North Avenue at the Chicago Surface Lines Picnic on Saturday, July 7th at Dellwood Park. The weather was everything that could be desired. The pitchers, Buckler and Sickafoose and Catchers J. Kuhnlein and J. Casey, and the other players were much inspired by the rooters in the grandstand. Amongst those from the South Side were Division Superintendent W. Bessette and Mrs. Bessette, Division Superintendent Alteheier of Burnside, and his assistant, Wm. Watson, Division Superintendent Daniel Bowles and Mrs. Bowles. Cottage Grove scored 16 runs, North Avenue 2 runs. Motorman Zyer was umpire.

Conductor R. H. Saunders took unto himself a wife on June 23. The bride, Miss E. McKeown, we understand was a recent arrival from Ireland. The trainmen wish the happy bride and groom much happiness and prosperity.

The sympathy of the trainmen is extended to Conductor John Murray whose brother, Patrick Murray, passed away June 23; and to Conductor Frank Shea whose sister recently passed away.

Motorman W. J. Moore recently returned from Trenton, Miss., where he was called suddenly. His daughter, 6 years old, had been struck by an automobile, her leg broken and head badly cut. We are glad to hear she is progressing favorably.

A post card was received from Conductor E. Baker saying he arrived safely at Baldwin, Michigan, after a very pleasant trip.

J. H. Pickin.

Burnside

We are very sorry to announce that Motorman H. W. Beiffuss of this depot passed away July 5, 1928, after a brief illness. His many friends at the depot express their sympathy.

At this time we extend due credit to Conductor J. Fish, badge No. 3050, for his exceptional amount of judgment and interest shown when he cleared a delay in five minutes at 100th and Ewing Avenue on July 9, which would have been much longer had it not been for him.

Our good friend Scotty Anderson, the operator, decided to build himself a home. Of course Scotty followed the traits of his countrymen, he tried to save as much money in the construc-

tion work as possible. Scotty called up the Masonic order and asked them to send him some Free Masons.

We have three more trainmen on our proud papa's list, Motormen F. Lange and L. E. Murrell and Conductor W. P. Connors. Up to the time of this writing the babies have not been named. They all say it is hard to find a name good enough for their baby.

Yes, we have a brand new radio. Ask Receiver Gus Ahrendt about his new dynamic speaker. No, he is not a salesman but just got the best radio outfit in town.

Operator F. Heiser just purchased himself a new Chevrolet roadster. Mrs. Heiser says it takes too long to drive to Lowell in the old Ford, and besides—well, she's the boss.

W. D. Frank.

77th Street

Buck Private Conductor W. J. Casey attended the state convention of the Veterans of the Foreign Wars at Decatur, Ill. As an organizer this boy is hard to beat.

Conductor Dan Hefferman on Sunday, July 15, took part in a competitive Irish Bag Pipe contest at Shewbridge field. Dan did not win a prize but came in just outside of the money. A little practice and a good manager will bring home the bacon. For Dan's information we would suggest that he get Starter Donohue to coach him.

Motorman Bill Malone is now convalescing at home after a serious operation. Bill's host of friends will be pleased to hear of his recovery.

Receiver Jim Handy is now enjoying his vacation down in York state. Jim received some fatherly advice before leaving in regard to the Jersey side.

Only two additions in our transportation family this month, namely Conductor J. J. Joyce, a girl, and Motorman E. Gallagher, a boy. To the proud parents we extend our congratulations. Our division expects to make a better showing in this contest next month.

Night Clerk Walter Daly while on his vacation tried to put one over on the boys by being married nice and quietly one afternoon at Visitation Church. Before Walter got well started he had the surprise of his life to see the number of boys there to give him a send off which he most justly deserves. Walter and his bride received a royal salute of 21 pounds of rice and the congratulations of his host of friends.

Motorman Mike O'Connor picked on 79th street and asked how come, Mike replied, "I would like the honor of meeting Melaniphy's 'Banshee.'" I am sorry to relate that Mike to date has met nothing but loads of women and kids going to the beach.

Conductor John Murray is now confined to St. Bernard's Hospital suffering with some kind of throat trouble. These being dog days, drop in and give John a cheery word or perhaps a few shakes of the fan to help pass the weary hours away.

Supervisor Mike Lyons returned from his vacation from New York and Canada, reporting a very good time.

The Horseshoe contest between Motorman

Harry Barry and Motorman Jerry Madigan at Englewood Celtic Field Sunday, July 15th, was postponed on account of Motorman Harry Barry being unable to attend. Jerry, with Mr. Neelan as a team, met Fred Ufferman (of the Supply Department) and Mr. Gibler and won two straight games, the scores being 21-13 and 21-10. A great number of street car men came and witnessed the contest. Hats off to Jerry.

Art Lipphardt is vacationing at Baraboo, Wisconsin. We surmise Art went to Baraboo to give the boys the boo-boo after hearing of Daly's initiation.

Motorman A. W. MacDonald has returned from New York State feeling like a two-year-old. Mac reports a wonderful time on this trip.

Motorman M. Johnston is now considered as having a chance of being champion handball player of this division. Martin works out on the courts of the Englewood Celtic Field every Sunday afternoon and is open to all comers. Thanks to Professor Ed. Willette, who trained Johnston to the minute.

To the following families of trainmen and trainmen this division extends its sincere sympathy in their bereavement, namely Conductor Frank Campaigne in the loss of his father, Motorman Hugh McGuire in the loss of his wife, and Mrs. J. Godfrey in the loss of her husband, Motorman J. Godfrey.

C. A. Gylling.



President Coolidge and a Group of Photographers at Brule, Wis. The Second from the Left Is Tom Howard, Formerly a Conductor at 77th St., Now One of the Most Famous Camera Men in the Country

Sixty-Ninth

It is with deep regret that we learned of the death of the mother of Conductor M. M. Queenan, who passed away suddenly July 18, 1928. We also omitted from our last month's items that one of our fellow trainmen, namely, W. N. Christensen, passed away, and also that the father of Motorman G. H. Hunter passed away. Division 4 extends sympathy to the bereaved.

Have you noticed any change in Motorman M. J. Keane and Clerk R. Wooldridge? They went horseback riding through the foothills of Beverly the other morning and things didn't go so well for Keane until he discovered that the

horse he had was blind in one eye. Get a horse that looks good next time, Keane.

We wish to extend congratulations to The Central Division for having acquired a new and distinguished man at Superior, namely Mr. G. Johnson from 69th street depot. We wish Mr. Johnson continued success in his new line of work.

Mr. Irvine, our Division Superintendent, found a man's small wallet lying upon the floor in his office with no identification card and \$55.00 in cash. After some hard thinking he remembered who the trainman might be that had been in the office previously and immediately sent word that he wished to see him. Mr. Lee Aubrey was mighty glad to have the money returned to him on the eve of his vacation.

Conductors A. C. Soiberg and T. McHugh and Motormen E. J. Ryan and J. Knotts were using their heads in a blockade at 61st and Dorchester Avenue July 20, 1928. Going west in the East bound track to Cottage Grove, they switched and came west on their time, thereby forestalling what might have been a long delay.

A clever idea and the cooperation of his fellow trainmen on 63rd street, namely, J. A. Schmidt, J. C. Becker, F. Wizeck, F. Tollar, C. T. Brennan, W. Lynn, M. J. Fogarty, P. J. Carey, M. W. Walsh, and J. Shortell, enabled Motorman Martin Geary to prevent a long delay on the street following an accident. On July 11, at 63rd and Eberhardt, an intoxicated man walked into the street car at 5:10 p. m. What might have been a long delay was quickly averted when Motorman Geary instigated the idea of asking each crew to move up and take the car ahead, and after taking care of the accident, getting witnesses and so on, the last car was then ready for Geary and his conductor.

W. L. Pence.



Frank Havel, Repairman at 77th, and His Bride

Archer

Motorman Patrick Donoghue says he believes in June weddings, for this reason: On June 23rd he ushered his June bride to the altar and walked out of St. Phillip Marie's church as man and wife. Congratulations, OLD TOP, and may all your troubles be little ones. It is very little we see of Pat since the wedding bells. He can hardly find time to bring in his run tag these days.

Motorman Le Roy E. Hassig entered the fat man's race at the annual picnic to Dellwood Park and came home with second prize. Le Roy is a real athlete when it comes to running or using the gloves.

Charles Lozasky took off two days. The result was wedding bells July 7th. Charles says his only regret is he waited too long. Here's wishing you a speedy recovery.

Motorman Byrle C. Mogk, who has been on the sick list for several months, has again resumed work. The boys are all glad to see him back on the job.

Conductor George A. Oakes and Motorman R. Wilkinson should be commended for the good work in obtaining seventeen witnesses to accident on June 17th. Witnesses of this number is what we need, boys, to bring ARCHER up on the list. Keep this in mind and do your bit.

The truth, it is said, will always leak out. Conductor Thomas E. Reidy, another of our young laddie bucks, took a funny notion in his head and on the Q. T. he slipped away to Valparaiso, Ind., unbeknown to any one on June 27th and took upon himself a wife. He says she's the best in the land. We know she is and we congratulate him on his choice.

Motorman Ed Deinert, on furlough to his fatherland, visiting his parents in Hamburg, Germany, sent greetings from across the pond.

Motorman Tom Doherty, after eight years of service, resigned on July 11th to go into the wholesale market business. The boys all wish him success in his new line of business.

Conductor Charles L. Cervenka lost his identity on July 21st, when he fell, joining the matrimonial ranks, leaving the single ranks of blessedness. Wedding took place on Saturday afternoon at St. Rita Church. Honeymoon to the Dells of Wisconsin.

Congratulations are now in order: Conductor William Barber, our smiling beauty, left the ranks of single cussedness and entered into the life of blissful happiness on Wednesday, June 27th. Wedding ceremony took place at St. John's Church. Honeymoon to Starved Rock. Here's wishing you and yours every success in matrimonial life.

Dusty.

Lawndale

Division Superintendent E. L. Maguire spent his vacation at his summer home at St. Joe, Mich., with his family and enjoyed a very good time while up there. Chief Clerk Hackbarth took his family up to Koskanong Lake at Edgerton, Wis., spending a week with Motorman Charles Pickac at his brother-in-law's cottage. All enjoyed the outing very much and show a very nice tan which the sun put on their skin.

Hackbarth and Pickac had one close call on Monday, July 2, at 6:30 a. m., when they were out on the lake fishing. After being out about a half hour and busy fishing, Hackbarth happened to look up at the sky and saw a long, yellowish streak across the sky line like a rainbow. He called Pickac's attention to it, grabbed the oars and started pulling for shore, which they made just ahead of a terrific windstorm. Two other fishermen were caught in their boat and carried across the lake and were saved on the other side by other fishermen. This all happened in about 10 to 15 minutes. Heed this warning and don't get too interested in fishing when out on any lake, as you might get caught in one of these storms. Watch your sky for freakish streaks when colored with yellow, which is always a sign of a heavy windstorm.
W. H. H.

Blue Island

Conductor C. Ruane was presented with an eight-pound girl on July 1st and J. Spulak was presented with an eight-pound boy on July 16th. Congratulations.

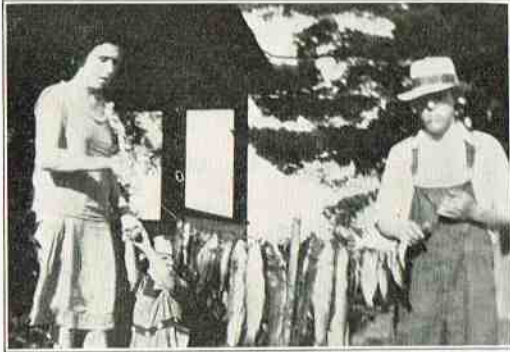


Motorman J. O'Connor, of Blue Island, and His Bride Just After Their Wedding, on June 30

We wish to extend our sympathy to the following and their families in their recent bereavements: R. Brinkman, in the loss of his daughter; T. Daniels, in the loss of his nephew; C. Mikrut, in the loss of his sister; W. Sanow, in the loss of his mother; the Clajchert Brothers in the loss of their sister, and N. Monzel in the loss of his mother.

We also extend our sympathy to the wife and family of Conductor J. Finegan, who was killed by a holdup man while playing cards with friends when they were held up.

We wish to thank the trainmen for the effort given in the Accident Prevention and Courtesy contests and hope the good work will be kept up.



Motorman Pearson of Blue Island, with His Family and an Early Morning Catch at New Auburn, Wis.

Motorman J. O'Connor and Conductor T. Cusack took unto themselves life partners very recently. We all wish them the best of luck and a bright and happy future.

Herb Beyer, our handsome Chief Night Clerk, received an alarm clock for his birthday and would like to know what the idea was. The idea was that he would arrive out in Crawford on time and would have no excuse for having tire trouble as heretofore.

C. P. Starr.



"Spotty" and His Master, Joseph Kearns, Jr., Son of Motorman Kearns, of Blue Island

Kedzie

Clerk Edwin Volland is back to work after spending his vacation traveling through the east. Said he had a wonderful trip, stopped over at Niagara Falls, New York City and Washington, D. C. Some vacation.

We are glad to see Clerk George Singer back

after his accident. George came out of the accident better than the automobile he was riding in.

The trainmen as follows report new arrivals at their homes: Conductor C. Hinkle, a boy; Conductor T. P. O'Donnell, a girl; Motorman F. Ouimette, a girl; Conductor E. Holt, a boy; Conductor L. Hilliard, a boy; Motorman R. Leahy, a girl; Conductor E. Thul, a boy; and Motorman D. Slattery, a girl. Mothers and babies reported as doing nicely. Congratulations.

Conductor E. McGuire took upon himself a life partner. Their honeymoon was spent at Devils Lake, Wis. We wish them lots of success.



Carl Buehring, Jr., Son of Conductor Buehring, of Blue Island

Motorman F. Langridge strolled in on the boys the other day with a smile all over his face and informed them that he was a newly married man. Here is wishing him luck.

In the witness contest as you will notice we have made a remarkable gain; although we are not in first place our standing shows earnest efforts and cooperation. Let's do even better next time.

Unfortunately we made a bad start in the courtesy contest. This contest can not be won



LaVerne Jaencek, 2 Year Old Daughter of Motorman Jaencek, of Blue Island

by frowning, but politeness and courtesy will gain points for us.

Like every good Scotchman, Andy Ure did not waste his vacation for he found an oil well in the northern woods of Michigan.



Leonard Charles Devine, Son of Conductor Devine, of Blue Island

Motorman R. Deditz left for Eagle River, Wis., July 20, to get married to a childhood sweetheart of his. We wish them a happy journey through life.

Conductor E. Gibbons, who was married June 20, bought a little bungalow for their love nest. Congratulations.

C. Sonders.



Richard Doruff, 4-Year-Old Son of Motorman Doruff of Blue Island

North

A prince of men has shouldered his pack and taken the long trail into the sunset. One of our old timers, Conductor Wm. Marreo, passed away July 14. The sympathy of North Avenue men is extended to his family and friends in their loss.

An expression of sympathy is made to Conductor J. B. Johnson No. 1 who lost his wife July 6; to Motorman Carl Elling in the loss of his father; to Conductor F. Hooper, who lost

his mother July 6, and to Motorman F. Zurek, whose sister passed away July 12.

Motorman Henry Carr, one of our popular old-timers, took his second venture into matrimony July 11. Congratulations, Henry.

Here is another old-timer getting into the news by virtue of the arrival of Virginia Olive Paulson April 20. Weight on arrival, nine pounds. Attaboy, Hagan!

A bunch of our roving fishermen took John Hamilton up to Fox Lake fishing. John was pushing the skiff out from the pier when he lost his balance and fell into the lake. John went down and John came up with his cornob pipe still in his mouth. Was John perturbed? He was not. Standing on the pier with the water running out of his clothes he said: "Give me a match, somebody, my pipe is out." Nothing ever did ruffle John much.

Supervisor Frank Eggert sent all the office force cards from Washington, D. C., where he spent his vacation.

A lady passing the depot one evening was heard to remark to her husband: "It certainly looks nice around here." Simple words but evidence of the fact that the neighborhood certainly appreciates the wonderful results Foreman Gillen and his men have achieved in transforming barren walls and rubbish heaps into things of beauty. Those men have worked.

Lillian Conrad, daughter of Mr. and Mrs. Henry Conrad, was joined in matrimony to Marvin Splinter of Detroit July 21. After the wedding the young couple left for Mississippi for a two weeks honeymoon. Henry is one of our young old-timers and we wish his daughter and son-in-law all the luck in the world.

Assistant Receiver Knautz, of North Avenue, is receiving the condolences of his friends because of the loss of one of his sons, Robert Vernon. The funeral of the little chap, who was ten years of age, was held on Tuesday, July 31, at the family home, 4900 Rice Street, and interment was at Ridgewood.

C. A. Knautz.

Elston

Sergeant Harry Schroeder, who is spending his vacation on his estate in northern Minnesota, is not having a very pleasant time according to reports. He claims the fish are on a strike and refuse to bite. Tough luck, Sergeant.

Motorman Wm. Harrison is on a vacation touring the country in his auto. Bill is quite a trail blazer, so they say. Best luck and wishes.

Assistant Superintendent Wm. B. Whitney has returned from his vacation sporting a handsome tan acquired in Florida. Bill also returned with a dislocated neck caused by looking for the air mail. Welcome back, Bill.

Reported that Motorman Oscar Gunderson is about to join the Order of Benedicts. Good luck and best wishes, Oscar.

Night Clerk Frank Arnier is on his vacation touring in his big Paige car. Rumors are that Frank will try and swim across Lake Geneva with a passenger on his back.

Receiver Ernest Johnson and family are spending their vacation at Fox Lake.

Chas. Norcott, the popular member of the Elston Avenue Gun Club, spent a few days in Wisconsin looking for fish. The result of his

trip is not known for upon inquiries Charley raises his right hand, evidently meaning never again. Better luck next time, Charley.

Do not forget, boys, that we are still holding the same positions in the Accident Prevention and Courtesy Campaign. Get busy and boost our standing. First place in all events is our goal, boys, so go to it.

Noble

We extend our sympathy to Motorman J. Muth on the death of his wife.

A. Remac, our handsome night clerk, spent his vacation motoring to Niagara Falls and other places of interest.

Our Assistant Superintendent, Mr. Whitney, returned from his vacation in Florida somewhat tanned, but with some of the tan washed away as a result of his fall in the lake.

E. Divine intends to spend his vacation sitting on a flag pole. He has been practicing for some time.

Conductor F. Storm, the skipper on Noble Street, is hoping the next heavy rain will flood the subways and give him the long desired opportunity to make a trip on North Avenue.

DeMoure.

Lincoln

Nick Williams, motorman of the Riverview line who was sick for two months suffering with ulcers on the leg, is back on the job again. The boys are all glad to see him back as he's a jolly good fellow to have around.

Extra Conductor George J. Kalb of 1814 Cuyler Avenue was drowned in Voeltz Lake near Kenosha July 17 on the fourth day of his honeymoon. He was an expert swimmer but while swimming to shore from a row boat he became entangled in the weeds and sank before help could reach him. Our sincere sympathy is extended to the family.

Receiver R. Christie has gone on his annual vacation up to Canada. Of course we are not real curious, but we would like to know what the attraction is that draws him there every year.

Joe Taylor, conductor, who with his family and auto spent his vacation up in northern Wisconsin, has returned. Joe reports very good fishing up there and he himself caught some big ones. Well, seeing is believing with us, but will take Joe's word for it anyway. He always tells some rather good fish stories and this year he tells us he could have brought home beavers.

The Lincoln boys are making good headway in the Accident Prevention Contest, having climbed three points and are now in third place. But we must keep up the good work and get into first place. Nothing ventured, nothing gained, so says the old proverb, so let's get busy.

Devon

Death has again left two homes in our midst in sorrow and heartaches. Gus Wendt answered the call of the Supreme Master and was laid away at Acacia Park. The wife of Frank Breedy passed away June 28, 1928, and was taken to Trenton, N. J., for interment. Sympathy is extended to the bereaved families.

H. Spethman.

We wish to congratulate Mr. and Mrs. Carr Casey and hope that the sea of matrimony will be very smooth for them.

On July 11, 1928, little Miss Rosie O'Grady, who weighed 8 pounds, came to stay at C. O'Grady's home. Mother and baby reported as doing nicely.

S. Tarrant and Geo. Orlick have returned to work after being confined in the hospital.

Ed Hughes has taken his end once more after being off about 15 months on account of an accident.

W. Marquette is back from Preston, Ontario, where he was called to attend a funeral.

N. D. Aitken's father is visiting Chicago. He is a retired officer of the British Army and has seen service in India, Egypt, and at home was an instructor during the World War. His home is in Glasgow, Scotland.

A. M. Anderson, No. 1, expects to spend a few days at Detroit.

Paul Radtke again has made a number of improvements and is giving us a more beautiful garden than last year. Paul has just returned from his vacation and says he had a good time. During his absence Ed Anderson acted in his place.

C. E. Roy.



Lillian and Rosie Larson, Daughters of Conductor Larson, of Devon

Limits

Motorman Bill Thomas took his boy and girl in his Ford and went up to Wisconsin via Lake Geneva, stopping three days at The Dells, and spent considerable time with Fred Glody, a former Limits trainman, at Pleasant Lake.

Motorman Bill Pottstock with his wife and boy also drove to Pleasant Lake and had a very enjoyable time visiting Fred Glody, who sends his regards to the boys. Fishing is very good.

An 8-lb. baby boy was born to the wife of Conductor Al. Wies on July 3rd. Mother and child doing fine.

Art Richter and Jack Tummonds took the old Dodge and traveled up into Saskatchewan, Canada, getting within twenty miles of the final terminal of the railroad in that country. They covered in all 4,000 miles in the thirty days of their vacation. Both the boys commented upon the wonderful, courteous treatment received from the Canadian people and they were very much impressed with the cordial hospitality extended to them.

Our Committeeman, Paddy O'Connor, had the pleasure of entertaining relatives from Dubuque, Ia. He drove his guests out to Mundelein. Its beautiful lake, winding roads, natural forest and stately buildings make this seat of learning a very picturesque and beautiful place to have a day's outing.

E. G. Rodgers.

CLUB SPARKS

GOLF TOURNAMENT IN SEPTEMBER

The Surface Lines Club will hold a golf Tournament on Friday, September 8th, at Green Valley Country Club, Wheaton, Illinois. It is to be a handicap affair, so that those entering will start off as nearly equal as a committee composed of mere mortals can accomplish that result. Handicaps will be based on scores turned in by those entering, unless a player has a handicap given by his own club, in which case the latter will be used.

Play will start at 1:00 P. M., and 18 holes will be played. Dinner at the club following play can be arranged through the committee.

To get to Green Valley Country Club, take the Chicago, Aurora & Elgin to Wheaton, thence by bus to the Club. By auto, take Roosevelt Road to Wheaton, where there are signs to guide you.

Attention, Bowlers

The Fourteenth Annual Tournament of the Surface Lines Club Bowling League will start about Friday, September 7, 1928, at 7:00 p. m., at the Gold Coast Bowling Alleys, Clark Street near Division Street.

If you desire to bowl, kindly get in touch with your Club Director or Bowling Captain.

D. O'BRIEN, Chairman,
H. SPRENGER, Secretary.

Beach Party at Jackson Park Beach on Aug. 11

Again one of those delightful Saturday afternoons and evenings will be spent on the beautiful shores of Lake Michigan in Jackson Park, just north of the bath house. A real beach lunch will be served about 6:00 P. M., Coney Island Red Hots, real buns, mustard, pickles, and plenty of coffee and cookies.

Later in the evening we will gather around the fire and enjoy a marshmallow roast and a water melon treat.

Come on, bring your bathing suit, be sure you register, get your badge and have your



"Billy" Schenck and His Assistants Preparing "Hot Dogs" for the Beach Party

swim. Then lounge around on the sand. This little outing will give you pep and your health record will take a big jump toward the 100% mark.

According to advance reports we are expecting a record breaking crowd. Don't fear, we will be prepared to meet you all.

The Committee.

A BIRTHDAY ANNIVERSARY

Division Superintendent Altemeier Greet His Friends—An Enjoyable Affair

July 8th, 1928 was the birthday anniversary of Division Superintendent E. H. Altemeier of the Burnside Depot. It was celebrated by a fish dinner, given by Mrs. Altemeier, at Phil Schmidt's, located at Wolff Lake, Indiana. Those present were: Mr. and Mrs. E. H. Altemeier, Mrs. M. Van Camp, Mr. and Mrs. M. McElroy, Mr. and Mrs. D. F. Bowles, Mr. and Mrs. W. Watson, Supervisors R. Duffy, R. Miller, C. Kane, B. Ott, and J. Theis, Starter G. F. Atwell, Receiver G. Ahrendt, Clerks F. W. Ross, F. F. Peters, and W. D. Frank.

After the dinner Mr. Altemeier was requested by his guests to give a short talk on his street car life which was very interesting to all. Immediately following his speech Mr. Bowles gave a short talk on how Mr. Altemeier started at the bottom and rose to a division superintendent and on behalf of those present congratulated him on his fifty-second birthday.

Mr. Altemeier was presented with a complete set of excellent smoking accessories by his operating force and a beautiful umbrella by Mr. and Mrs. Bowles. Mr. Bowles requested Mr. Altemeier to use it when it rains but not for throwing switches. The party was a huge success and will long be remembered.

"What's on the menu?"

"I have frog's legs, chicken liver, pig's feet, and—"

"Never mind your deformities, what have you to eat?"

OBITUARY

George Dodson, Old Timer

George Dodson, Stable Foreman in the Utility Department passed away on July 29, 1928, at the age of 85 years.

Mr. Dodson had his first employment with the North Chicago Street Railway Company in April, 1885, as Superintendent of Horses. For a number of years he was Chief Veterinary and a great lover of horses at a time when thou-



sands of these animals were used in the company's service. With the disposal of the last horses in the Utility Department a few years ago Mr. Dodson felt that a last contact with the old days was gone.

He was a valuable employe of the company and will be greatly missed by his many friends.

CHARLES CLAUSEN

"Charlie" Clausen, one of the oldest employees in the Sixth Division, passed away suddenly on Saturday morning, July 14.

Charles Clausen entered the service in 1882, changing horses at State and Randolph street, serving in the same capacity at Western and Washington and later at 13th and Ogden. After the electric cars were put in service, he was made a starter at Roosevelt Road and Crawford Avenue, but for the past twenty years was stationed at Ogden and 22nd. He had a wonderful record. He was never absent a day on account of sickness, but as the victim of an automobile accident, when he was struck by a careless chauffeur while on duty in 1926, he was laid up for two months. Always on duty, through rain, sleet or snow, regulating the movement of cars in his territory, he rendered the best service humanly possible to the riding public. He had hosts of friends among the passengers, thousands of whom knew him by name and greeted him with a cheerful "Good morning, Charlie."

All the employees of the Sixth Division extend to his bereaved sons and their families their heartfelt sympathy.



Mary Valentino of the Financial Department, Snapped This Picturesque Bit of Dellwood Park



No Wonder A. Zimont of the 69th Car Repair Force Is Proud of These Three

"Has he a profession?"

"No, I understand he works."

A Smile or Two from Everywhere

Yes, You May Go Out

She was still rather new at driving a car and a little bit confused in traffic. Down Broadway she forgot to stop soon enough at the signal and shot out into the middle of the street.

Pompously the traffic officer bore down upon her.

"Didn't you see me hold up my hand?" he shouted fiercely.

The culprit gasped a breathless "Yes."

"Didn't you know that when I held up my hand it meant Stop?"

"No, sir; I am just a schoolteacher," she said, in a timid, mouselike voice, "and when you raised your hand like that I thought you wanted to ask a question."

Wife (ferociously): "What means this powder on your coat?"

Husband (helplessly): "Trouble, my dear, trouble."

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

Grammatically!

"Matrimony is a serious word," says a domestic science lecturer. Wrong matrimony is a sentence.—New York American.

With breathless interest the class listened to the teacher's story about her encounter with a tramp.

With dramatic gesture she reached the climax of her story, and then concluded by saying, "And then I fainted."

Little Bobbie gazed with awe and admiration at his teacher, and was the first to break the silence.

"With yer left or yer right?" he asked.

Forecast

A small schoolboy came home one evening and said to his father: "The world is round, isn't it?"

"Yes, son," the father agreed.

"Then if I want to go east I could get there by going west, couldn't I?"

"Yes, son, and you'll be a taxicab driver when you grow up."—Exchange.

Father had company for dinner that night and everything was going along fine until his daughter, Virginia, said: "Isn't this meat roast beef, Dad?"

Dad—"Yes, why?"

Virginia—"I thought you said you were going to bring home an old mutton-head for dinner."

Tina—Tess, I'm the happiest girl alive! I'm marrying the man I want!

Tess—Pooh, you goose! That's nothing to the joy of marrying the man some one else wants!

Infant Sherlock Holmes

"Be observing, my son," counseled Willie's father. "Cultivate the habit of seeing and you will become a successful man."

"Yes," added Willie's uncle. "Don't go through life like a blind man. Learn to use your eyes."

"Little boys who are observing get on much faster than those who are not," Aunt Jane put in.

The youngster took their advice to heart. A day passed and once more he stood before the family council.

"Well, my son," said his father, "have you been using your eyes?" Willie nodded.

"Tell us what you've learned."

"Uncle Jim's got a bottle of whiskey hid behind his trunk," said Willie. "Aunt Jane's got an extra set of false teeth in her dresser, and pa's got a deck of cards and a box of chips hid behind Emerson's Essays in the bookcase."

"The little sneak!" exclaimed the family with one voice.—Boston Transcript.

Some Song

Sailor—"P-p-p-p"

Captain—"Well, sing if you can't say it."

Sailor—"Should ole acquaintance be forgot and never brought to mind—the bloomin' cook's fell overboard and is twenty miles behind."

The class composition was on "Kings," and this is what one boy wrote:

"The most powerful king on earth is Wor-king; the laziest, Shir-king; one of the worst kings is Smo-king; the wittiest, Jo-king; the quietest, Thin-king; the thirstiest, Drin-king; the slyest, Win-king, and the noisiest, Tal-king."

Tommy, who had no great love for soap and water, was observed by his mother washing the forefinger of his right hand. "What's the idea of washing only one finger?" she inquired.

"The boy next door has asked me to come over and feel his baby sister's new tooth," explained Tommy.

Bly—"Give me a sentence with the word 'fascinate' in it."

Guy—"My wife has ten hooks on her dress, but she is getting so stout that she can only fasten eight."

No

Billy—"Pa, don't they call a man's wife his better half?"

Pa—"Yes, son."

Billy—"Then if a man marries twice there ain't nothing left of him, is there, Pa?"

