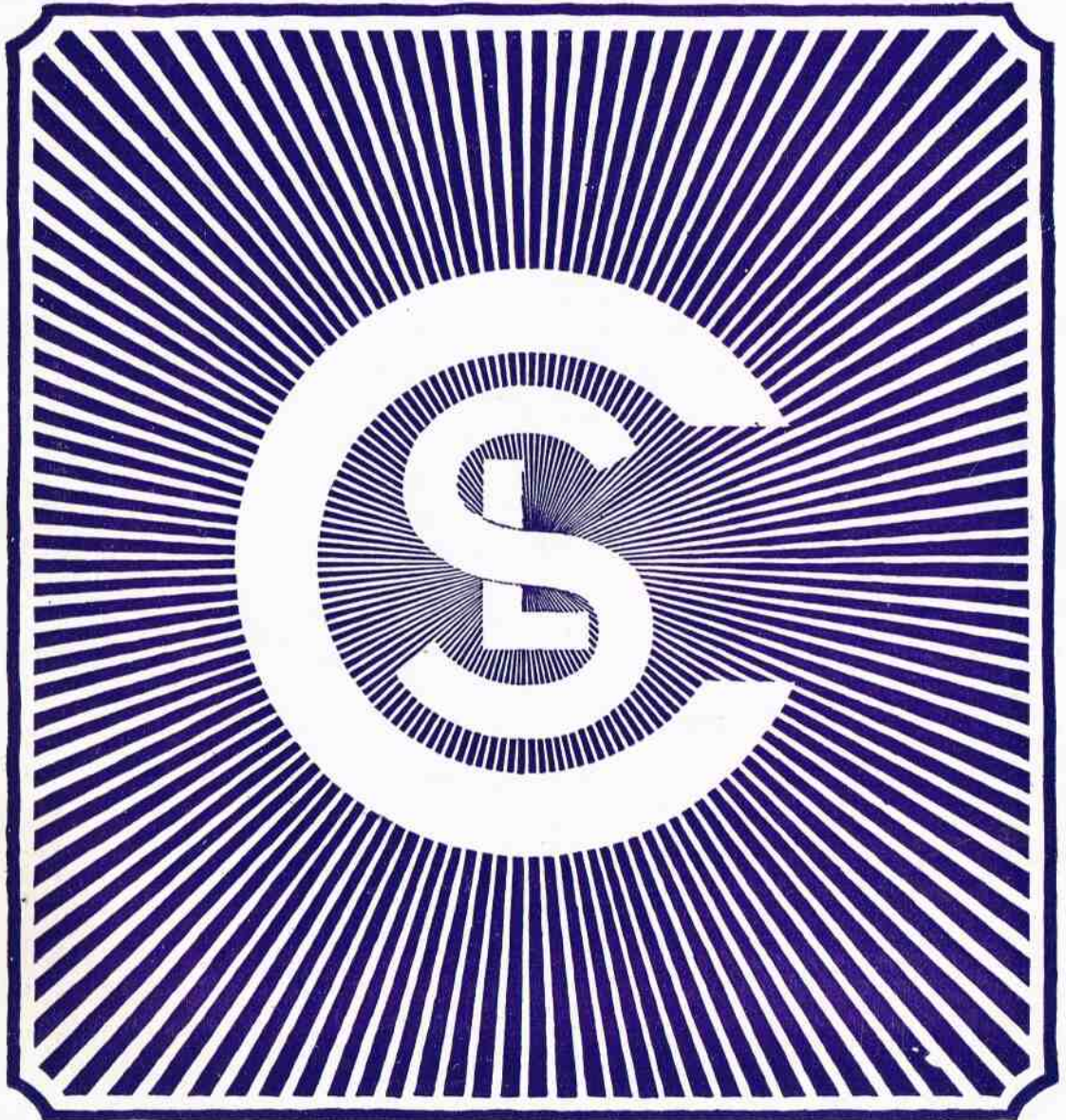


SURFACE SERVICE MAGAZINE

VOLUME 5

OCTOBER, 1928

NUMBER 7





Interior Surface Lines Twin Coach



This Is the Type of Feeder Bus So Popular on the Northwest Side for Which There Is Now So Great a Demand and Which The City Council Has Approved for Fourteen Feeder Routes.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 5

OCTOBER, 1928

NO. 7

Hot Race In Accident Prevention

Anybody Can Win by Special Effort During Remaining Four Months
—Some Suggestions

Standing of Divisions—February to August, Inclusive

		Percent
First Place	Division No. 6, Lawndale & Blue Island.....	85.068
Second Place	Division No. 9, Division & Armitage.....	84.933
Third Place	Division No. 2, Burnside	82.624
Fourth Place	Division No. 11, Lincoln	82.513
Fifth Place	Division No. 7, Kedzie	82.366
Sixth Place	Division No. 4, Sixty-Ninth	81.821
Seventh Place	Division No. 10, Elston & Noble.....	81.550
Eighth Place	Division No. 1, Cottage Grove	80.896
Ninth Place	Division No. 3, Seventy-Seventh	79.88
Tenth Place	Division No. 5, Archer	79.777
Eleventh Place	Division No. 8, North Avenue	78.295
Twelfth Place	Division No. 12, Devon-Limits	72.496

Standing of Divisions—August

First Place	Division No. 9, Division & Armitage.....	84.584
Second Place	Division No. 11, Lincoln Avenue.....	84.16
Third Place	Division No. 6, Lawndale & Blue Island....	83.464
Fourth Place	Division No. 4, Sixty-Ninth	82.40
Fifth Place	Division No. 2, Burnside	81.617
Sixth Place	Division No. 7, Kedzie	80.965
Seventh Place	Division No. 5, Archer	78.23
Eighth Place	Division No. 1, Cottage Grove	77.511
Ninth Place	Division No. 3, Seventy-Seventh	75.913
Tenth Place	Division No. 10, Elston & Noble.....	75.789
Eleventh Place	Division No. 8, North Avenue	73.975
Twelfth Place	Division No. 12, Devon-Limits	69.165

By WILLIAM PASCHE

Supervisor, Accident Prevention

We are now starting on the final four month period of the Accident Prevention Contest with all Divisions closely bunched; in fact so close that, using the vernacular of the racetrack, nine of the entries are running neck and neck, with the three Divisions in 10th, 11th and 12th places so close that a little bearing down can bring any one of them in as the winner of the Contest on the first of February.

With the Fall and Winter months just ahead it is well that we now look back at what was accomplished in the way of

Accident Prevention during October, November, December and January of the last fiscal year. During those months we show a steady decrease in accidents as compared with the same months of 1926. The figures for the four months show that considerable slack was taken out of our accident record, but still much can be done in the way of a reduction this year.

From now on we are likely to have a bad rail at any time. We may start the day with a good rail, yet a short time afterwards conditions may change and we have, on short notice, our old enemy, the slippery rail. This possibility must be thought of when we start the day's

work, for under such conditions it is a very easy matter to lock the wheels—and then it is a case of skidding or sliding, and we are just out of luck as far as having an even chance to prevent a collision.

By being constantly on the alert, and applying the air correctly much locking of wheels and skidding can be avoided. Many short cut-offs can be avoided by constantly keeping your mind on the job. What seem to be short cut-offs sometimes occur while a motorman is conversing with a trainman or others and becomes so interested that he turns his head away from looking straight ahead, and as he again looks up some vehicle has cut him off, then the brakes are applied hard, the wheels are locked and the accident follows.

By looking straight ahead and keeping our thoughts on what we are doing we will be able to prevent many collisions with vehicles.

With snow and ice on the streets we must train ourselves to realize that other vehicles have the same conditions to meet that we have, the only difference being that we operate on a steel rail with no chances to turn out. Sounding the gong will help to reduce accidents. Brakes and gongs are excellent Accident Prevention devices, but best of all is an alert motorman who knows what other vehicle drivers are likely to do and is ready for any emergency.

Parked machines are always a hazard especially when there are piles of snow and ice along the curb, forcing the autos out close to our track. When a machine is thus parked dangerously close do not try to pass it, even though you are sure the front end does clear, as the rear step projects a little further than the body of the car and the step may strike some part of the vehicle. Under such circumstances the motorman should give the signal to his conductor to look out and then proceed only after he has received two bells to go ahead.

We must also remember that a passenger may be standing on the step and in danger of being brushed off. The sure way to prevent "Brush-offs" or striking vehicles standing near the track with the rear step is to follow Rule 38, which reads as follows:

- (a) "Before passing any vehicle or other obstructions close to the track motorman must give four taps on conductor's signal bell as a warning, and must bring his car to a full stop before passing vehicle or obstruction, unless he has received the "go ahead" signal from the conductor, indicating that all is clear.
- (b) "Operator, after bringing car to full stop, must assure himself that there is sufficient clearance before passing vehicle or obstruction. Great care must be exercised by motorman or operator in passing over all excavations. Workmen must be warned of the approach of car by the repeated sounding of the gong, and the car must be kept under full control so as to enable motorman or operator to make immediate stop if necessary.
- (c) "Where excavations, openings or obstructions are near regular stopping places, car must be stopped clear thereof, so as to insure the safety of passengers."

During the Fall and Winter months we also encounter the greatest of all accident causes, namely, fog. When operating in a fog we must first understand that keeping on schedule is not the most important matter.

Paragraph "a" of Rule 92 covers the matter in its entirety and reads as follows:

"When vision ahead is obscured by fog, snow, sleet, rain, smoke or other cause, car should be operated only at such speed as will permit motorman or operator to stop within the limits of his vision, and if rail is slippery he should take that fact into calculation and govern himself accordingly. Under such circumstances safety of operation rather than the maintenance of schedules must be given first consideration."

Inviting Accidents

We are having a number of alighting accidents when passengers are alighting from the motorman's exit, and in each instance we are told by the motorman that the car was standing perfectly still at the time. The writer rides on street cars several hours each day and one of the things he notices is that motormen sometimes open the door at a point some distance away from the stopping place. In one instance the car was coming to an intersection controlled by a "Stop" and "Go" signal with the red light against it, the motorman opened the door and allowed two young boys about fifteen years of age to alight before the car was stopped.

Letters complaining about this practice

are reaching the General Office. One letter stated that a motorman had opened the front door and allowed a young lady to alight while the car was in motion. The lady fell and the motorman closed the door and continued on his way. We are becoming skeptical as to the truth of some of these statements that the car was at a standstill when the passenger alighted, especially when we see motormen taking this chance. The way to prevent passengers from alighting from the front platform while the car is in motion is to keep the door closed until the car has stopped.

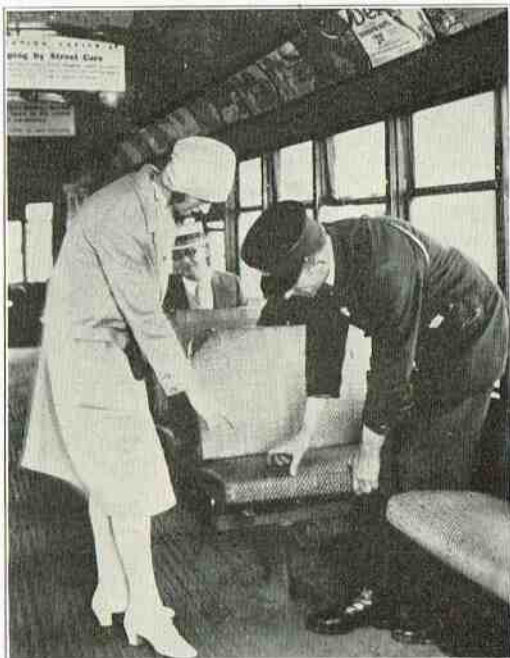


When a Passenger Informs the Conductor That His or Her Clothing Has Been Torn on the Seat of One of Our Cars

Boarding and Alighting accidents from the conductors' end of the car surely can be reduced during the next four months by conductors calling streets and looking out alongside of the car before giving the signal to go. Calling streets will tend to make the passengers feel more at ease while riding in the car. When a passenger on a car that is in charge of a conductor who clearly and distinctly calls the streets, he is always at ease. He knows where he is and is ready for his street without rushing or taking chances.

Looking Out Alongside

Looking out alongside of the car before giving the signal to go is very essential, for then the conductor is in a position to see prospective passengers who at the last second run from the curb and are near the rear step just as the car starts. In such cases whether it be a man or woman, if they are in a hurry, they will attempt to board the car while in motion and there is always danger of falling. *



Have Them Show You Where They Had Been Seated and Then Report It Promptly So That It Can Be Repaired

Another Fortunate Trackman

J. Tomich, No. 10668, in our Track Department was working at Western and Barry avenues on September 26th when a flying piece of concrete of considerable size struck his protective goggles and shattered one of the lenses. There was no injury to the eye, however. This again emphasizes the importance of wearing the protective goggles when at work.

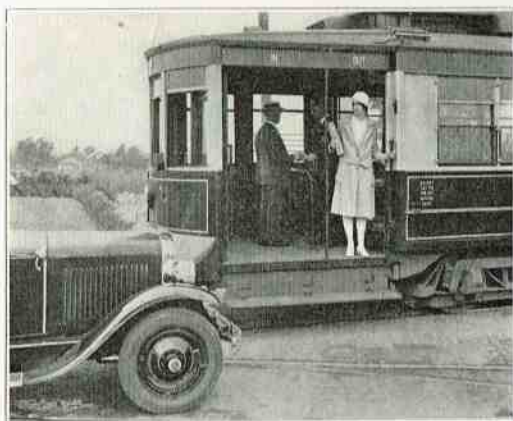
Optimism is the ability to speak of "my car" in the face of a chattel mortgage, six payments still to be made, a bill at the garage, and provincial license-plate time just around the corner.—Sydney Review.

Showing It in Pictures

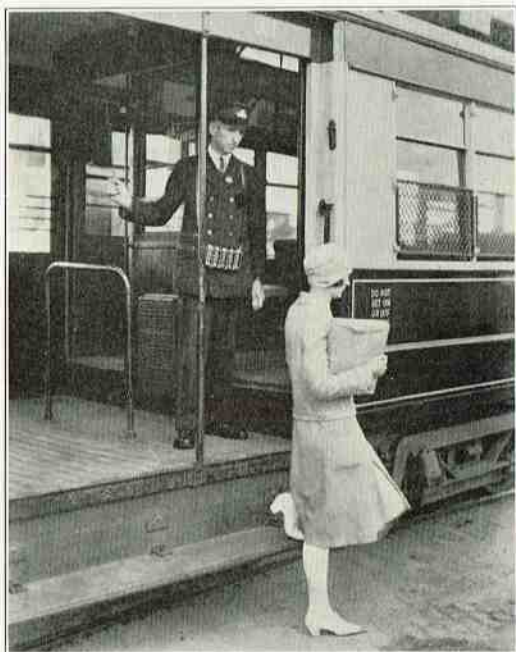
Various Suggestions Relating to Everyday Operation, Especially as to Alighting

Several pictures on Accident Prevention are being published in this number. One picture shows a lady passenger reporting to the conductor that she has torn

her stocking on one of the seats in the car. The next picture shows the passenger showing the conductor the seat she was sitting in. When such incidents



When About to Alight Be on the Lookout for a Reckless Motorist Who May Not Stop



This Is the Correct Way to Alight Steadied by Left Hand and Facing Forward

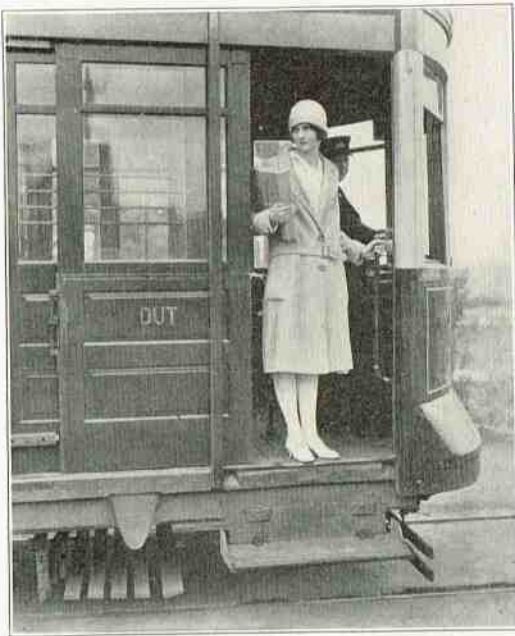


The Right Way to Alight From the Front Platform—Left Hand at Grab Handle Facing Forward

are reported, trainmen should always investigate what caused the mishap; then endeavor to fix it or take such precautions as will eliminate the chance of similar occurrence to someone else. Always be sure to take the name and address of passengers who call your attention to such an incident and write a report.

Another picture shows a passenger about to alight. This picture was taken with the thought that conductors can help to bring about the proper way to alight. You will notice the picture shows the passenger about to alight from the rear platform; that the passenger is looking toward the rear of the car to make sure that traffic has stopped thereby making certain that she will not be run

down by the driver of an automobile that may violate the Ten-Foot Leeway Law. You will also notice that the lady is carrying a package in her right arm and taking hold of the grab handle with her left



The Correct Position When About to Alight From the Front Platform—Be Sure That All Is Clear and Safe Before Alighting

hand. When this is done, the passenger will be sure to face forward when she alights. Wouldn't it help a great deal to bring about the correct way of leaving the car if conductors politely reminded passengers to look before alighting and also remind them that taking hold of the grab handle with the left hand insures facing forward and that that is the most graceful and safe way to alight?

Chestnut, But Still Good

"You must say 'our,' stormed Mrs. McSnorter at him. "I'm tired of hearing you say, 'my house,' and 'my car,' and 'my daughter.' The constant use of that word gets my goat."

The next morning, McSnorter arose in his usual rough frame of mind and spent about five minutes rummaging about the room.

Finally she turned over in bed and yelled at him, "What in the devil are you looking for?"

"For our pants," answered McSnorter sourly.

Gladys: "He's so romantic. Whenever he speaks to me he always says: 'Fair lady.'"

Edward: "Oh, that's a force of habit. He used to be a street car conductor."

C. S. L. GOLFERS COMPETE

Dr. Fanning Takes Low Gross Prize with a 79—Other Creditable Scores

Golf fans of the company came into their own again Sept. 7 when the Surface Lines Club tournament was resumed after an intermission of four years. Perfect weather and the attractive course of Green Valley Country Club greeted the 30 players as the first foursome drove off. There was much comment on the absence of the "big four" who had played in all previous club tournaments—Messrs. Blair, Busby, Dr. Harris and the late John M. Roach. Among other missing stars of former days were John E. Wilkie, John E. Kehoe and A. R. Peterson.

Low gross prizes went to Dr. D. J. Fanning who had tied with H. Isaacson with a 79 and won the playoff. Ed. Healy got low net with 85-15-70, and Ed. Simpson second low net with 92-19-73. The latter had tied with J. R. Williams and won the playoff. No one surpassed Hubert Smith in number of strokes, so he carried off the prize for high gross.

C. H. Evenson was peeved that his 86 was one stroke higher than that of Mr. Williams, but he was consoled when he found that this entitled him to the prize for blind bogey. E. Dineen also won a prize for having the greatest number of sixes, and he was crowded for the honors by Ed Stenning. Ed. let his gross score suffer by using a putter for most of his strokes in an endeavor to get a long run of sixes.

Dinner, which followed the tournament was attended by more than half the players, and all voted that the event was well worth repeating.

—J. V. S.

Don't Play for Keeps

Nice Old Lady—"Don't you know you shouldn't play strip poker?"

Sweet Young Thing—"Oh, its perfectly all right. It's not really gambling.

"What!"

"No; you see we get our clothes back."

Visitor—What is your little brother's name?
Tommy—His name would be Bill if he was my brother, but he isn't so his name's Alice.

Mighty Useful Citizens

Conductor Cullen and Motorman Guzy Capture Bandit—Other Commendable Cases

The following article appeared in the Chicago Herald-Examiner on Saturday, September 1, 1928:

"George Schaecke, 21, captured Friday at Potomac and North Western Aves., by Harry Guzy and Otto Cullen, street car employes, was charged yesterday by police with the hold-ups of a clothing store at 2408 West Division St., a butcher store at 702 North Laflin St., and other stickups of small stores which he had admitted."

About 4:30 p. m., on Friday, August 31st, conductor Otto Cullen, who at that time had badge No. 10060, and his motorman, Harry P. Guzy, badge 12939,



Otto Cullen and Harry Guzy

were standing at the corner of Potomac and Western. Both were in full uniform. Their attention was attracted by a man running towards them pursued by a number of other persons yelling: "Stop thief!" Both Cullen and Guzy joined in the chase. The man who was being pursued and who was later shown to be a veteran at the robbery game, apparently taking them for police officers, fired at them. The first bullet lifted Conductor Cullen's cap from his head. As the robber prepared to fire again, Cullen dropped to the sidewalk and the bullet went over him. Motorman Guzy in the meanwhile had continued the chase. Cullen also got to his feet and pursued the man, who stopped at intervals and fired at them until he had emptied his gun. Then they closed with him and disarmed him.

Police Officer Louis Frank, of the 30th

District, arrived a few minutes after Cullen and Guzy had reached the man and taken his gun away from him. Both prisoner and weapon were turned over to the officer and he was taken to the North Avenue police station where he gave the name of George Schaecke, of Los Angeles, California.

His arrest resulted in the clearing up of over fifteen robberies in Chicago, and on September 7, 1928, he was held to the Grand Jury under bonds totaling \$375,000. Just prior to Schaecke's capture, he had entered the store of George Helfand, 2408 West Division street, and selected some goods. He then ordered the proprietor to lie flat on his face on the floor after which he took what money there was on his person, and made his escape. A man by the name of Nathan Leder, who was standing just outside the store, noted part of the robbery and as Schaecke came out began to shout, "Stop thief."

Mr. Helfand made a statement of the facts which was forwarded to Commissioner Russell, through Captain Fitzgerald with the following report:

In referring to the attached communication I wish to state that about 4:30 P. M., August 31, 1928, a lone man entered the gents' furnishing store of Sam Helfand, 2408 W. Division St., and robbed him of some merchandise.

When the bandit left the premises he ran out into the street and Sam Helfand was running after him calling for the police, etc. Several persons took up the chase. Patrolman Louis Frank of the 30th district ran after the bandit for a distance and then commandeered an auto to continue the pursuit.

At Western and Potomac Aves., two street car men grabbed the bandit and wrested his gun from him and as Patrolman Frank reached them they turned the prisoner and his gun over to the officer.

The men, Harry Guzy, 2028 Homer St., and Otto Gullen, 4206 N. Kildare Ave., displayed great courage in affecting the capture of this bandit who was armed and who had attempted to shoot them in order to make his escape.

The arrest of the defendant, George Schaecke, Los Angeles, Calif., resulted in clearing up 15 robberies. On September 7, 1928, the defendant was held to the grand jury in bonds totaling \$375,000.

I cannot praise the actions of these men too highly and I respectfully recommend that their employers, the Chicago Surface Lines, be made cognizant of their valor.

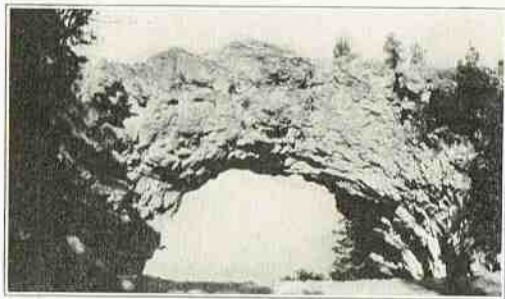
David C. Fitz Gerald,
Captain Commanding, 30th District.

Later on Superintendent Evenson received the following letter from Commissioner Russell:

Chicago, September 13, 1928.—Mr. C. H. Evenson, superintendent of transportation, Chicago Surface Lines. Dear sir: I am enclosing herewith, for your information, report submitted to me by Captain C. Fitzgerald, commanding 30th district, relative to the heroic action of two of your employees in capturing a desperate and armed bandit.

Permit me to congratulate you upon having such men as Harry Guzzy and Otto Cullen in your service.

Sincerely yours,
W. F. Russell,
Commissioner.



The Natural Bridge at Mackinac Snapped by Mrs. O. H. Sturm of the Accounting Department.

Motorman George Modrich, badge No. 3339, of North Avenue, is made the subject of a letter of commendation from Mr. James E. Galligan, 4844 Quincy Street, for his consideration in allowing a lady and gentleman to board his car at the front platform during a heavy downpour of rain. Mr. Galligan thinks this conductor should be commended for his foresight.

Mr. Elmer Johnson, 7341 Stewart Avenue, is the writer of a letter of praise in behalf of Motorman John A. O'Conner, badge No. 2445, of 77th Street, for the smooth operation of his car and also for holding the car long enough to enable Mr. Johnson to board in safety.

Motorman Edward J. Gillard, badge No. 2431, of 77th Street, is made the recipient of a note of thanks from Mr. W. Wallbruch, 157 West 14th Street, for his thoughtfulness in arousing him out of a sleep in order that he would not ride past his destination.

Mr. Robert G. Miller, 3355 Eastwood Avenue, wishes to commend Motorman Joseph F. Lechner, badge No. 2097, of Archer, for his courtesy shown to all passengers.

Motorman William L. Martin, badge No. 2047, of Cottage Grove, is made the subject of a congratulatory letter from Miss B. Tierney, Chief Operator, Illinois Central Railroad, Randolph and Michigan. He is commended for his politeness and kindness to the older passengers and also for the manner in which he operates his car.

Mr. B. Cottrell, 1525 Newberry Avenue, writes a letter of appreciation for the return of his card case which had been thrown on the street by pickpockets and found by Mr. Leo Rusich, Track Foreman, who was at the time working at 40th and Halsted. "I can assure you that you are most fortunate in having men like Mr. Rusich in your employ," states Mr. Cottrell in his communication.

Conductor William Whitney, badge No. 13914, of Division, is the recipient of a commendatory letter from Mr. E. W. Brand, 2419 Hollywood Avenue, for the pleasant manner in which he performs his daily duties as a trainman and also for the consideration he showed an aged woman passenger in alighting. "There is a gentleman," remarked several passengers who observed this courteous conductor.



The Garden in the Pocket at 63rd and State.

Mr. Chester M. Grimme, 5836 Ainslie Street, was the observer of an act of courtesy displayed by Conductor Frank E. Swan, badge No. 13804, of North Avenue, when he assisted a blind man and woman from his car to the sidewalk on a Sunday night.

Conductor John J. Fahey, badge No. 10834, of Division, is highly commended by Mrs. W. H. Bliner, 3218 North Racine Street, for his helpfulness in instructing she and her mother on how to reach St. Mary's Hospital. This little act of courtesy was much appreciated by the writer.

Mr. Harry Sherwood, Room 306 Exchange Building, Union Stock Yards, expresses his appreciation of the courtesy of Conductor John J. Norris, badge No. 10632, of 77th Street, to an old lame gentleman and for his politeness toward every one of his passengers.

Conductor Joseph J. Weyer, badge No. 10438, of Archer, is commended for his unusual effort to be of service to Mr. William Dolphin, Inspector Sleeping and Dining Car Department,

C. M. & St. P. R. R., Union Station, who writes a note to tell us about it.

Mr. R. D. Fletcher, Crucible Steel Company of America, 650 Washington Boulevard, writes a letter in appreciation of the courtesy showed him by Conductor John Behan, badge No. 9704, of North Avenue.

Conductor John Carney, badge No. 9568, of 77th Street, is praised by Mr. V. J. Bullen, 5537 South Wells Street, for the special effort he made to assist his mother when boarding and alighting from his car and also for the clear enunciation of street intersections.

Mr. M. Murray, 4947 Polk Street, thanks Conductor Frank A. Hester, badge No. 9458, of Kedzie, for his kindness toward a blind woman passenger, leading her from his car to the sidewalk.

Conductor Jerry W. Organ, badge No. 7972, of North Avenue, was observed by Miss Lucille Pittman, 635 North Leamington Avenue, who is a daily passenger on his car. Miss Pittman thinks that he deserves credit for his excellent service to the traveling public.



Starter's Booth at 56th and Lake Park Avenue Where C. E. Jackson and S. E. Turley Take Turns in Keeping the Plat and Flowers in Condition. Starter Jackson Has Been at This Location Since 'Way Back in the Old Cable Days.

Dr. I. C. Gary, President, People's Hospital and Training School, 255 22d Street, is the writer of a letter of congratulation involving Conductor Patrick Berry, badge No. 7700, of Lincoln, for the courtesy and consideration he showed a crippled and blind colored passenger in assisting him to a seat in the car and also helping him when he left the car and saw that he was safe on the sidewalk. Dr. Gary also observed that he was very courteous in answering any questions asked by a passenger.

Miss Catherine S. Meyer, 5830 North Campbell Avenue, writes a note of appreciation in behalf of Conductor Thomas G. Cox, badge No. 7086, of Kedzie, for the courtesy rendered her when she boarded his car with only a twenty dollar bill, Conductor Cox ringing up a fare requesting her to mail the money to the depot. She wishes to express her thanks for this act of kindness.

Conductor William Dieier, badge No. 6936, of Lincoln, is commended by Mrs. V. A. Gindra, 1734 Otto Street, for his clear enunciation in calling all street intersections.

Mr. Albert C. Zrna, 5950 Fillmore Street, observed an act of kindness and consideration when Conductor James H. McKenna, badge No. 6332, of Archer, assisted a very old lady passenger carrying a suitcase off his car and on to the sidewalk.

Conductor Charles Seebock, badge No. 5452, of Kedzie, is complimented by Mrs. C. Spaulding, 2841 West 64th Street, for the assistance he rendered toward a blind man and for his extreme courtesy to a feeble old lady passenger.

Mr. R. Tobin, 7036 South Michigan Avenue, telephoned the offices to state that Conductor James E. Brown, badge No. 4376, of Cottage Grove, went out of his way to help a blind woman passenger board and alight from his car, and had the motorman make a second stop in order that she would not have to cross Wentworth Avenue.

Conductor Dariwin F. Schmidt, badge No. 3352, of Devon, is commended by Mrs. Scherer, 2658 North Clark Street, who is somewhat physically handicapped, in rendering her assistance for which she much appreciates.

Mrs. Floyd H. Preston, 182 Belair Place, Milwaukee, Wis., is the writer of a highly congratulatory letter involving Conductor Ernest C. Tocci, badge No. 3334, of 77th Street, when she boarded his car and discovered that she had lost her bag containing transfer, money, and other articles. When she told the conductor of her predicament, he said, "Don't worry, madam, whatever has happened to you, I will take care of you." Conductor Tocci not only paid her fare and issued her a transfer but gave her twenty-five cents. Mrs. Preston wishes to express her gratitude for the very satisfactory service she received at the hands of one of our employees.

Conductor Anthony J. McAndrew, badge No. 2850, of 69th, is the subject of a letter of high praise by Miss Marguerite Gibbons, 105 City Hall, for the excellent service he rendered a middle aged lady passenger in assisting her off his car and across the street. All the other passengers on his car registered a pleased expression on their faces after witnessing this act of kindness.

Mr. L. W. Smith, Room 1915, 175 West Jackson Boulevard, writes a note of thanks in behalf of Conductor B. A. Bordwell, badge No. 2752, of Devon, for his honesty in returning a coin inadvertently handed the conductor when paying his fare.

Conductor Benjamin F. Robinson, badge No. 994, of Kedzie, is commended for his obliging and courteous manner by Mrs. E. L. Fritz, 1627 South Central Park Avenue. "It is truly a pleasure to be a passenger on his car," states Mrs. Fritz in her communication.

Miss Elizabeth McCarthy, 1435 East Marquette Road, observed an unusual act of consideration when a young lady boarded his car and was given explicit instructions how to reach her destination. Miss McCarthy also wishes to

commend him for his patience and pleasant smile.

Conductor William Genz, badge No. 224, of North Avenue, is made the subject of a letter of praise from Mr. Fred Thightley, 3476 North Clark Street, for his thoughtfulness in helping a blind man off his car and leading him across the street and placing him on a Racine Avenue car.

Mr. Edward Kehoe, 9126 Exchange Avenue, writes a letter relating to Conductor Arthur E. Crawford, badge No. 4754, and Motorman Lester C. Denby, badge No. 12357, of Burnside, commending them for their alertness and courtesy at all times. Conductor Crawford shows much interest in the safety of his passengers and is very considerate of children.



Motorman Ed Deinert of Archer on an Ocean Liner en route to Hamburg.

Motorman Harvey M. Nissley, badge No. 12017, of North Avenue, is thanked for slowing down his car to enable Mr. Theodore T. Gralnok, 2334 North California Avenue, to board his car for which he was exceptionally grateful owing to the fact that he wished to reach a hospital late one night.

Miss Bess L. Barnes, 558 Deming Place, writes a commendatory letter praising Motorman Clayton S. Moize, badge No. 9125, of Devon, for the perfect operation of his car causing no jerks and little noise. Miss Barnes is very grateful for the manner in which he handles his car.

Motorman Joseph Klicman, badge No. 5955, of Blue Island, is commended in a letter of

appreciation for his honesty in the restoration of a brief case dropped by Miss Lula Ward, 6137 Wabash Avenue.

Miss Louise Hamburger, 4747 Drexel Boulevard, wishes to express her appreciation for the kindness and courtesy of Conductor Albert E. Furgeson, badge No. 10082, of Burnside.

Conductor Joseph Eichendorf, badge No. 9422, of Archer, is made the subject of a letter of praise from Mr. T. Zewaski, 3041 West 60th Street, who observed his good qualities. He is commended for the manner in which he handles his passengers in boarding and alighting and in guarding them against any possible injury and also for his cheerfulness.

Miss Emma Vick, 1737 West Monroe Street, writes to praise Conductor Alfred H. Vaughn, badge No. 7986, of Devon, for his honesty in returning a coin to her which had fallen to the floor. She wishes to express her appreciation for the courteous attention she receives generally on the Madison Street line.

Conductor August E. Backhaus, badge No. 6646, of Devon, is made the subject of a highly congratulatory letter from Mrs. Lillian M. Grounds, WIBO, 134 North LaSalle Street, for the wonderful service he renders to the public. He calls every stop street clearly and is courteous and efficient. She wishes to express her appreciation of this excellent service.

Mr. C. E. Brandenburg, 808 North Lawler Avenue, is the writer of a commendatory letter in behalf of Conductor Edward A. Rogers, badge No. 6290, of North Avenue, as he was impressed with the many acts of kindness on the part of Conductor Rogers.

Conductor James Toale, badge No. 6286, of Lincoln, is the recipient of a letter commending him for the implicit directions he gave to Mrs. Annabelle Howard, 1921 Larchmont Street, which enabled her to reach her destination without the slightest effort. Such an act is worthy of honorable mention.

Mrs. M. Balkan, 4806 North Springfield Avenue, is the writer of a highly complimentary communication involving Conductor Ralph H. Adams, badge No. 5528, of 77th, for his courtesy rendered her when she dropped a package when boarding his car. He very kindly stepped off the car and picked it up. Mrs. Balkan noted the assistance given an elderly lady passenger when alighting. She wishes to let us know of her appreciation of such an employe as Conductor Adams.

Conductor Guy R. Rice, badge No. 5258, of Kedzie Avenue, is commended by Mrs. N. T. Clark, 5665 Washington Boulevard, for his helpfulness when she had a heavily loaded shopping bag and for assistance to a lady alighting from his car with a small child.

Mrs. Marie E. Isler, 1236 North State Parkway, writes to express her gratitude to Conductor John D. Burdick, badge No. 5034, of Devon, for his aid when the car swung around a corner, preventing an accident, and for his courtesy to her and others.

Messrs. M. Uri and R. Uri, Lombard, Illinois, write a note to commend Conductor Fred Sperry, badge No. 5698, of Devon, for his polite and accommodating manner while they were passengers on his car.

Blue Island Still In Front

Lawndale Close Behind—Limits and Archer Showing a Gain in Courtesy Contest

The standing of the sixteen depots in the Courtesy Campaign for the first four months of the second year of competition is as follows:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmnd.
1 Blue Is.	9	1	6	..	16	8
2 Lawnd.	14	6	7	2	29	2
3 69th	33	16	8	5	62	23
4 Elston	15	3	6	4	28	1
5 Noble	11	4	8	..	23	2
6 Armitg.	20	9	8	3	40	12
7 Limits	20	8	7	3	38	2
8 Archer	44	18	17	21	100	11
9 Lincoln	27	10	7	6	50	6
10 North	74	31	22	29	147	23
11 Kedzie	50	20	23	12	105	17
12 77th	68	38	21	11	138	22
13 Division	29	10	14	9	62	7
14 Burnsd.	27	7	9	6	49	9
15 Cot. Gr.	34	17	20	6	77	15
16 Devon	57	31	16	11	115	25

Total 532 229 199 119 1079 187

The record, by months, is as follows:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmnd.
May	133	63	64	35	295	51
June	139	69	36	26	270	54
July	131	44	39	31	245	42
August	129	53	60	27	269	40

Total 532 229 199 119 1079 187

For the same period in 1927 there were received a total of 569 discourtesy complaints. Thirty-seven less complaints of this nature this year.

Passing up complaints in 1927 totaled 235 for May, June, July and August; 6 less this year.

Transfer complaints for the first four months in 1927 amounted to 238; 39 less in 1928.

Quick starting complaints for the corresponding four months in 1927 were 169; 50 less in 1928.

Total complaints received during this period in 1927 amounted to 1,211; 132 less in 1928.

Commendations amounted to a total of 146—41 more this year.

Quick starting, although showing a decrease in the number of complaints received for the first four months as compared with the same four months in 1927, has been accountable for some serious personal injury cases which have been turned over to the Department of Accident Investigation for adjustment.

The position each depot has held on the courtesy ladder at the end of each of the four months in 1928 is shown on the following chart:

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

First and second places, after the first month (May), have been held down steadily by both Depots in the Sixth Division. Lawndale, winner of the 1927 contest, has been shoved down to second place by its team-mate, Blue Island, which ran second last year, and persists in roosting on the very top round of the ladder so far this year. No wonder these fellows are at the very top when we look at their total of sixteen complaints for four months (123 days) operation. Haven't had a quick starting complaint and but one passing up complaint and in looking over the fence into the Accident Prevention contest, we see that the Sixth Division, Lawndale and Blue Island, is the leader there also. If you are really courteous you cannot help being careful and vice versa.

Sixty-Ninth Street has steadily held third place.

Again let us call attention to the fact that the Courtesy Campaign, with its prompt investigation of all complaints by a force of trained investigators, men who know every angle of the game, is proving to be a wall of safety around the courteous, careful trainman, just as surely as it uncovers the fellow who lets ill-nature rule him in his conduct toward his passengers.

Soft words often solve hard problems.

Keeping 'Em Rolling

Limits Back in the Lead Again, With 77th a Close Second, and Elston Third

The first three carhouses this month are the same as last month, with changed positions however. Limits is first with 53,777 miles, 77th second with 53,099, and Elston third with 38,746.

The average mileage operated per pull-in was 26,600, a decrease of 6.4%. Several thunder-showers have had a part in this, the increased number of pull-ins being for electrical trouble.

Burnside leads this month in improvement over the previous month, as they moved from 15th to 9th position, an increase of 37.2%.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-in August	Percent Inc. or Dec.
1	Limits	25	53,777	15.4
2	77th Street	14	53,099	22.3
3	Elston	21	38,746	38.6*
4	Cottage Grove	13	35,154	11.1
5	Archer	8	32,107	1.8
6	Armitage	14	28,125	22.6*
7	Division	16	26,378	1.7*
8	69th Street	6	26,124	17.2*
9	Burnside	13	25,328	37.2
10	Lawndale	15	24,427	11.6*
11	Devon	12	24,108	13.2*
12	North	10	23,685	19.3*
13	Lincoln	7	23,584	27.2*
14	Blue Island	13	19,459	35.9*
15	Kedzie	1	17,913	38.9*
16	Noble	13	14,176	39.9*
		201	26,600	6.4*

*Decrease.

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

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

Rastus (in undertone to Sambo)—"Time was when Ah could whip de old lady in a ruff and tumble fight."

Old Lady (overhearing)—"You's a black liah—time nebbah wus—nebbah ain't—an' ain't nebbah will be."



'Way Back When—the Old Ferris Wheel at Clark and Dole from a Photograph in the Collection of H. P. Neuberger, Accident Investigation.

Can't Be Doners

There's a thousand "Can't-be-doners,"

For one who says "It can:"

But the whole amount of deeds that count,
Is done by the latter clan.

For the "Can't-be-doners" grumble,

And hamper, oppose and doubt,

While the daring man who says "It can,"

Proceeds to work it out.

There isn't a new invention,

Beneath the shining sun,

That was ever wrought by deed or thought

Of the tribe of "Can't-be-dones."

For the "Can't-be-doners" mutter,

While the "Can-bes" cool, sublime,

Make their "notions" work till the others smirk.

"Oh, we knew it all, all the time."

Oh, the "Can-bes" clan is meager,

Its membership is small,

And it's mighty few see their dreams come true,

Or hear fame's trumpet call:

But it's better to be a "Can-be,"

And labor and dream and die,

Than one who runs with the "Can't-be-dones,"

Who haven't the pluck to try.

—National Safety News.

SURFACE SERVICE MAGAZINE

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

A. E. R. A. CONVENTION

The gathering of manufacturers' and operators in the traction industry at Cleveland this year was marked by an intensity of interest that more than compensated for an apparent falling off in attendance; and there were evidences of progress on every hand that must have been most gratifying to the leaders in this great field of public service.

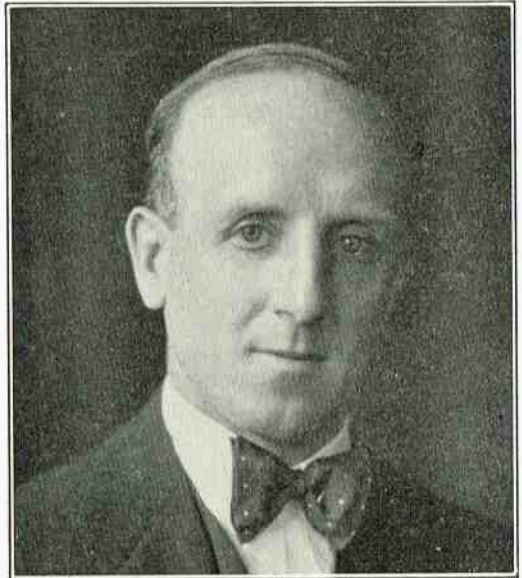
Entirely apart from the spectacular features of the attractive exhibition booths, the record of real advancement was established by the character of the committee reports and the live interest of the members who attended the various meetings and participated in the discussions. In no previous year that we recall were papers so well prepared. They indicated an unusual degree of constructive thought on the part of their sponsors with a full realization of the growing demands and problems of a fast-moving age; and there was a wealth of material presented to be digested by executives whose properties transport the millions daily dependent upon this popular and inexpensive service.

In the manufacturing display there were enough novelties to arouse the keenest interest of the equipment men; and the possibilities of accomplishments suggested by some of the recent developments in metallurgical and electrical scientific research fascinated the technical men who witnessed the demonstrations.

Noise elimination in electric car construction was featured by several prominent manufacturers, and city dwellers everywhere eventually will enjoy the benefits of these ventures in a field where results were achieved by radical departure from conventional design and con-

struction. Automatic acceleration control was another important development.

There was much of interest in the bus section where it was considered significant that there was not one double-decked bus on display. The absence of this hard-tired, bone-shaking, cumbersome, pavement-destroying, house-jarring juggernaut in favor of the pneumatic-tired, single-decker seemed to justify the conclusion by many that the future of the bus lay in supplying a speedy, comfortable feeder service for electric lines; and that the present clumsy, expensive and futile experiments of attempting to get into the mass transportation class in some cities would have to be abandoned.



Frederick C. Payne, Superintendent, Department of Accident Investigation Whose Promotion Was Announced in the September Issue.

"Does this sound like a list of cities in the United States?" writes William Mallahan. "They are all in Pennsylvania."

Athens, Belfast, Berlin, Berne, Buena Vista, Canton, Corsica, Damascus, Delphi, Dover, Edinburgh, Egypt, Florence, Geneva, Halifax, Hamburg, Hyde Park, Lima, Limeuch, Liverpool, Luzerne, Mexico, Moscow, Rome, St. Petersburg, Scotland, Vera Cruz, Versailles and Victoria.—Selected.

Barber—Haven't I shaved you before, sir?
Customer—No. I got those scars in France.

Hard Sense and Humor

"Ed" Wickwire Scores in Characteristic Convention Address Combining Facts and Fun

As usual Vice President Wickwire of the Ohio Brass Company, widely known in transportation and supplies circles as "Old Bill Wise" contributed an interesting paper at the Cleveland Convention in which he drove home his points with anecdotes and amusing "wise cracks". Commenting on the importance of advertising to stimulate sales, he observed: "It is well for us to keep in mind the fact that trying to do business with the public without advertising is like 'winking at a girl in the dark. You know what you are doing but nobody else does.'"

He stressed the point that "the car rider of yesterday is an automobile rider of today," as an additional reason why transportation companies should redouble their efforts to sell their facilities to the public. He admitted there were difficulties growing out of competition and it was necessary to appeal to the public's spending instinct by making the service more attractive. If unfortunately, one is confronted by particularly discouraging conditions, he should simply apply a little more ingenuity to his selling and advertising effort, like the Swede who built a salmon cannery in Alaska. When ready to commence operations, he discovered that white meat salmon were the only available meats for canning in that river. Undismayed he simply pasted labels on his cans which read: "This salmon guaranteed not to turn pink in the can."

Referring to the importance of keeping rolling stock up to date, well painted and well upholstered to appeal to the automobile rider, he dwelt on the fact that the electric railway industry had been criticized because of its slowness in creating and adopting new and improved equipment; and quoting "Old Bill Wise", he said:

"I've driven this car," said the motorman, "by heck!

For twenty years and never had a wreck."

"You mean," said the motorist, as he backed up his "Star,"

"You've driven that wreck and never had a car."

In connection with the trend to luxuries

rather than necessities, he pointed to the manufacture of ladies' wearing apparel as an example of real accomplishment. In olden days, it took three sheep to clothe a woman; nowadays one good ambitious silk worm can do it in an afternoon.

In inducing the motorist to abandon his auto for an electric street car, he thought it out not to be difficult to get the story home by the use of publicity ammunition, as an example again quoting what "Old Bill Wise" might say in starting them thinking along the right line:

"When tires blow out and gas is high
And you feel so low you could almost die,
The faithful old trolley gets you there
For the fractional cost of a tire repair."

He thought something of this kind more appealing than a long argument which he considered as about as impressive as an "Adam's apple on a little neck clam."

In the matter of unjust burdens such as pavement costs, he made "Old Bill Wise" responsible for this:

"They paid their share when the old gray mare
Clattered o'er streets from park to square;
But today should trolleys pay pavement tax,
When they don't use nothin' but two little tracks?"

It was his view that in many instances, self-appointed guardians of the "dear peepul" are merely knocking the industry for political or selfish purposes. In such cases, Mr. Wickwire suggested that we might treat them like a chap he saw the other day who drove up to a gas station and said, "Have you any of that gasoline that stops knocking?" "Yes," said the attendant. "Well," said the motorist, "give my wife a glass full."

He argued that it was part of the duty of manufacturers of supplies to co-operate in the dissemination of publicity material that will be helpful to the transportation industry particularly in view of the fact that the workers in these supplies factories are dependent on the continued success of the electric railways whose purchases make the continuance of the factory and the meeting of the payroll possible. His own company acting along

this line places a sticker on each pay envelope: "Filling the Electric Car Helps Fill Your Pay Envelope."

"He thought it important to find a way to demonstrate to the public the fact that they cannot expect the transportation companies to live on "red ink" and give "green plush" service any more than they can feed a cow on sawdust and expect her to give shaving cream. The interest of the public must be stirred. Ordinarily people are as indifferent to our troubles as the Scotchman who met a stranger stumbling around in the wilderness in Loch Lomond. The stranger said, "I believe I'm lost. Can you help me?" The Scotchman asked, "Is there a reward for finding you?" When the stranger answered, "No," he said, "Well, then, you're still lost so far as I'm concerned."

Referring to communities that have failed to support electric lines and yet protested when the companies were forced to consider abandoning the service, he observed that these people kicked even though they contributed nothing to the support of the trolley line. Like the Scotchman who wrote the editor that if any more Scotch stories appeared he'd quit borrowing the paper. In this connection, he quoted again from "Old Bill Wise" as an appropriate appeal to such communities:

"You never miss the sunshine
Till it begins to rain.
You don't regret Welsh rarebit
Until it starts to pain.
The trolleys and their troubles
Don't worry you, but say!
It would double traffic trouble
Without trolleys here today."

So he concluded "Keep up the fighting spirit—and remember that 'None but the brave deserve the fare'."

INDIVIDUAL GOOD WORK

Is Reflected Throughout the Whole Organization—Cause for Pride

On January 1, 1927, Mr. G. A. Richardson, vice-president, in addressing all employees of the company, made this statement: "You have every reason to be proud of your connection with this great organization."

To the individual connected with this organization, no matter in what kind of

work he may be engaged, these words should instill a desire to perform his duties so that this great organization may progress.

The motormen and conductors in the performance of their duties first meet and start to mould public opinion along the right or wrong lines. By the quality of our work, we are known, judgment by the traveling public is very readily forthcoming and to operate the car so that it is a favorable one, is your part in this great organization.

The motorman by running on time, safely, comfortably and efficiently, is doing his part in making this organization a proud one to be connected with. A good power-saving record tells a big story.

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 operation period of the Depot, the per cent column showing the amount, thus determining the rank of the Depot on this system:

Division	August	Per Cent Saving or Loss
Armitage	1	4.98
Lincoln	2	4.30
Cottage Grove	3	3.72
Burnside	4	2.57
Lawndale	5	1.44
69-Ashland	6	1.37
Devon	7	1.35
Archer	8	0.27
Limits	9	*0.30
77-Vincennes	10	*1.20
Elston	11	*1.28
North	12	*3.96
Blue Island	13	*4.13
Noble	14	*4.32
Division	15	*7.36
Kedzie	16	*10.80
Total points		*13.35
July points		* 7.96
August loss		* 5.39

*Loss.

E. W. A.

"Anyway a man can still take a chew without feeling that he should first offer one to a lady."

"THE MOTORMAN'S SERMON"

An Observant Passenger Makes an Interesting Application of Competent Operation

Rev. R. W. Gammon, Western Editor of "The Congregationalist," contributes an interesting page in his issue of September 20 under the above caption from which the following is quoted:

I rode in the front vestibule of a crowded surface car at the rush hour this morning. It was a little hard to believe in a world of law and order, while in the midst of all the chaos on the street at that time. Overhead the "L" trains thundered, flocks of automobiles thrust themselves into the avenue from both sides, insistent truck drivers tried to monopolize the right of way, swift cabs were speeding, now on this side and now on that side of the pillars of the "L," and folks were entering and leaving the car at every crossing. It was bedlam.



Motorman Pontarelli of Blue Island and His Family. Young Tony is Holding an Aeroplane He Built and Says He Will Fly in One He Builds Himself in 1940.

I watched the motorman for a sign of nerves. He was the embodiment of poise, of self-control, of calmness, and every movement he made seemed to come from forethought; and yet for the most of these movements there was not an instant for forethought. Perhaps most of them were exactly like the movements of the experienced automobilist, but for him as for the automobilist, new situations developed often. Eccentric drivers played several times, in the journey up the street, the same tricks upon him that motorists know so well, and he had to adjust himself to these new demands. It was quite evident that for him sufficient unto the moment

was the evil thereof. Those of us who drive cars know that it is easy to form the habit of looking down the street to a congested crossing and anticipating the trouble we shall have when we arrive there. This motorman didn't anticipate the difficulties farther down the street—he dealt with each difficulty when the time came.

He watched everybody and everything, and got the true perspective of all the seeming chaos, and moved through it all gently, firmly, on time, making his contribution to the on-going of traffic, injuring no person nor any vehicle, and at the same time, showing perfect courtesy to his passengers, to pedestrians, and to the motor traffic. He lived a sermon, but was totally unconscious of the fact. . . . The motorman's sermon would indicate that the experience that we have had during the years in meeting the difficulties of life should teach us that most of the troubles we have feared in advance never materialized. His example urges us never to anticipate trouble, but to save all our resources to meet the trouble that comes upon us.

He seemed to believe that above all the chaos there was an orderly plan which would assert itself for the safety of all if he did his part. The world often seems to be very disorderly to those of us who are working to bring the reign of ideals. We should remind ourselves again and again that this is God's world, that God still lives and reigns, and that the Eternal can never be defeated. Shall we not undertake the year's work as did the motorman the trip downtown, keeping the seeming confusion in proper perspective, doing our part conscientiously and thoroughly, with a responsive attitude toward God and man, and living daily in the confidence of the Great Father?



The Colles Twins, Children of Conductor Colles, of 77th Street.

Caller—"Won't you walk as far as the street car with me, Tommy?"

Age Seven—"I can't."

Caller—"Why not?"

Age Seven—"Cause we're gonna have dinner as soon as you go."

A RISING YOUNG BOXER

Member of the Track Department Making a Promising Bid for Middleweight Honors

Followers of the boxing game, particularly those who have attended the Mique Malloy Midway Gardens bouts, have observed with considerable interest that Russell Beulick, a youngster from the Track Department, is giving a good account of himself in middleweight contests, a recent victory over Joe Greb having materially raised the hopes of his friends and admirers.



Russell started boxing two years ago when he was a Surface Lines messenger boy, his performances in the amateur ranks attracting a good deal of attention and encouraging him to take up boxing as a profession. At every athletic entertainment where Russell is slated to appear, there will always be found in the crowd a large representation from the various athletic organizations with which Surface Lines employees are affiliated. They have a lot of confidence in his ability to make good and their cheers and applause stimulate him in his determination to win his bouts no matter how tough a proposition he may be up against.

THEY LIKED OUR FLOWERS

Friendly Letters from Outsiders Who Enjoyed Our Floral Displays

There have been many evidences of appreciation on the part of the public of the efforts at our various car stations to improve the appearance of the vacant stations previously neglected and filled with rubbish. Among other communications were the following relating to the Devon Avenue and North Avenue gardens: "Chicago, September 15. Chicago Surface Lines, Gentlemen: I had the pleasure of visiting the Devon Ave. carhouse and it was a wonderful surprise to see the beautiful flower garden the men have there.

"I was taken around by Mr. Radtke and was informed that you also have flower gardens at several of your carhouses.

"Whoever's idea this was surely worked out wonderfully, so thought I would send in a few

words of praise for this remarkable piece of work and the cordial welcome I received.

"Your truly, Edw. A. Johnson, care Gunther Confection & Chocolate Company, 712-720 N. Franklin St., Chicago, Illinois."

"Chicago Surface Lines. Gentlemen: 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.

"Very truly yours, S. J. Schulist, Accountant, Wilson & Co., 41st and Ashland Aves."

APPRECIATION FROM "SHUT-INS"

Patients at the Speedway Hospital Express Their Thanks for Interest Shown by Visitors

Division Superintendent Maguire recently received the following communication from one of the patients which makes it clear that visits by interested and sympathetic friends are much appreciated:

"Maywood, Ill., Speedway Hospital, Sept. 15. Dear Mr. McGuire: During the past week we had the privilege of having among us Mr. Gallagher, Mr. Durkin and Mr. Lawrence, all of them from the Lawndale Depot.

"We, the patients from Speedway, feel greatly honored to have men of that type call and pay us a visit, and we feel obligated to express our appreciation at this time.

"Mr. Durham and Mr. Thompson are patients here and one can readily see the high type of men affiliated with your organization.

"These men while here at the Speedway have shown a spirit of comradeship as well as sportsmanship that marks the truly 100% Americanism, so much spoken of in time of war but about forgotten at this time.

"We wish to say, 'Three Hearty Cheers for the Boys of the Lawndale Depot, from the Buddies at Speedway!'

"Respectfully, O. A. Braun, Ward B. 258."

This letter, it is hoped will inspire others to drop in and help to brighten the days of less fortunate men.

A big burly man called at the rectory and when the door was opened asked to see the rector's wife, a woman well known for her charitable impulses.

"Madam," he addressed her in a broken voice, "I wish to draw your attention to the terrible plight of a poor family in this district. The father is dead, the mother is too ill to work, and the nine children are starving. They are about to be turned into the street unless someone pays their arrears in rent."

"How terrible!" exclaimed the lady. "May I ask who you are?"

The sympathetic visitor applied a handkerchief to his eyes.

"I'm the landlord," he sobbed.

Departments and Divisions

Accounting

Miss Helen Ruberry is now convalescing after an operation at St. Mary's Hospital and we are pleased to hear of the progress she is making.

Greetings to our new members, Misses E. Marco and H. Baird. We are all glad to have you with us.

Miss Alice Warren left the company Saturday, September 15th to attend the University of Minnesota. Miss Warren has our best wishes for her success.



"Jackie" Hill, 2½ Years Old Ready for a Bit of Farm Work. Son of Robert L. Hill, Accounting.

Two of our girls took the fatal step, Misses Anna Atols and Emily Ronick, they promised that they would love, honor and obey. Heartiest congratulations. We wish you many years of happiness.

The best wishes of the department follow Miss Lillian Dempsey in her new position with the Material and Supplies Department at the West Shops.

Mrs. O. H. Sturm and husband on their vacations motored to Milwaukee, through Canada taking in Sault Ste. Marie, Saint Ignace, Mackinaw Island, Mackinaw City, Ludington, Grand Rapids and then to dear old Chi.

T. F. Coan.

Car Meter

Catherine Devins returned from her vacation to be known from now on as Mrs. Greabe. Our congratulations are extended to this happy couple.

We take this opportunity to introduce Miss Bernice Stoevsand, our new stenographer, and Misses Margaret McQuillan and Mary Nance, Card Record Clerks. We welcome you girls, and wish you much success.

Mr. H. H. Jones is back again at his desk

after a two weeks' visit to his home town, Temple, Texas. Our knowledge of you as being a full-fledged cowboy sure explains why it was so hard for you to get down to brass tacks again.

Mary Voss visited Pullman, Michigan, for one week. The remaining week was spent in her preparation for the wedding of Catherine Devins, at which she served as bridesmaid.

A good coat of tan was received by Katherine McGill during her stay at Grays Lake. Good time? Ask Kate.

Miss Elizabeth Norden reports having a wonderful time at Fond Du Lac, Wisconsin. The County Fair, which she attended, being particularly interesting.

Here's a new one for the girls who are for everlastingly wanting to reduce. Dorothy Cronk reports having lost weight while at the summer home of her parents at Paw Paw, Michigan, and through no interference to her pleasure. Inasmuch as Dorothy's point of view was to increase in weight, we would suggest that she visit the resorts that provided some of our girls with more avoirdupois than was welcome.

Can anyone imagine a nice boy like George Cassel going on an automobile tour to Detroit? Did you cross the border, Georgie?

Ella Gehrke.

Engineering

Tom McCarthy has been confined to his home nursing a choice collection of carbuncles on the back of his neck. We all hope Tom gets rid of them very soon.

Thomas Bennett, chauffeur, has recently returned from Jugo-Slavia, where he spent three months visiting with his parents whom he had not seen for some time.

Thomas Lowry is the proud father of an eleven-pound boy, born August 15th, 1928.

Figg says a good memory test is to try and remember the things you worried about yesterday.

Raymond B. Breinig, formerly in the Engineering Department, was married on Thursday, September 6th, to Miss Alice L. Dette at the Sovereign Hotel. The ceremony took place in the Prince of Wales Room and was followed by a dinner-dance in the Green Room. Mr. Louis Renner of the Chief Engineer's office was the best man and Miss Frances Dette, a twin sister of the bride, maid of honor. Mr. and Mrs. Dette are making a tour of California and Mexico.

Andy Flood's luck is still with him. He won first prize in the singles in the Horse Shoe Tournament held recently on the Club House Courts. Rumatz was second and Hewitt, who was really the best pitcher, had to be contented with third place. Hewitt would have won first place, but his shoes were always a little farther away than the others.

Charlie Pacelli has been promoted to Traveling Timekeeper. Except for an occasional trip to Clark & Division, Charlie has not been away from the West Side for a number of years, and the vastness of the Burnside territory was a revelation to him. He hopes to be able to find

93rd and Drexel without a guide after a few more trips.

Joe Birney says we are fortunate in having two great political parties, as each one needs the other for an alibi.

Glass cases with axes in them are placed in all railroad cars, evidently to be used in opening windows. Street cars don't carry them.

We extend our sympathy to the family of Gustave Lanz, chauffeur, who passed away after a short illness on August 14th, 1928.

Transit.

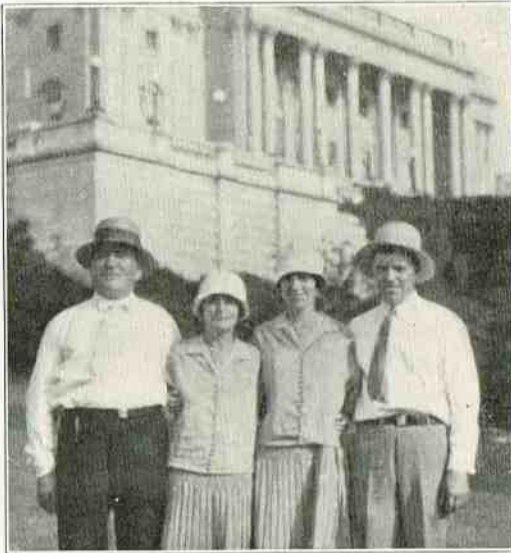
Legal and Accident Investigation

Edward Healy motored to the Dells in Wisconsin and then as far south as Bloomington, Illinois, besides putting in enough time on his golf to enable him to win the Club Tournament held a few weeks ago at Glen Oak.

H. Holger, after tuning up his "Blimp" for a full week, managed to make Long Lake, Illinois, on the second week of his vacation and reports a great number of bites—of various origination, some of them were on a book and some of them felt like a hook being inserted sharply.

P. I. Williams took a Greyhound Bus ride to Mattoon, Illinois—does not say whether this is a 7c bus or not. Says they passed everything on the road, thus living up to their name.

Harry Boness motored to St. Louis, Kansas City and then back to Whitehall, Michigan, and far points north. From the impression the ladies of St. Louis made on Harry, one would imagine he had spent six months there.



Mrs. Florence Manske of the Accident Investigating Department and a Group of Friends at Washington.

Alvin Grage spent his vacation in Muskegon, Michigan, and liked it so well that he left Chicago to reside there permanently, on September 17th. I think the thing that took Alvin's eye was the old fashioned barn dances and the

square dances. Probably when Alvin makes us a visit next time he may be able to demonstrate the Schottische, Redowa, Royal Gavotte and perhaps a Minuet.

Louis Altemus and wife, Carl Bodensadt and wife, Fred Schau, Gus Streeter, Jack May and Thomas Johnson all sojourned at Crivitz, Wisconsin. Some of the fish are still there in Minocqua Bay waiting for the bunch for next year.

W. O. Holton re-explored the country around Lexington, Kentucky, the old home town. The Kentucky Colonel he was after was Col. Bogey.

Blackstone.

Material and Supplies

Edith Newton, possessor of the voice with the smile, is convalescing at her home from an appendicitis operation. We trust that she will soon be able to return.

Jane Mitchell has been transferred to the Executive Department. Our congratulations and good wishes go with her.

Mrs. Alice Swanson has left the employ of the company.



The Children of Otto and Herbert Hoyer of the Material and Supplies Department Trying Their Luck at Fishing.

Lillian Dempsey has been transferred back to the M&S Department. We are glad to have her back with us.

Frank Justin has resigned to become a student at Central College, Mo.

Gus Van Horn left on a fishing trip Saturday, September 15th, at noon. Fishing was so good that he reported back late Monday morning.

Mildred Vaulman is vacationing in Iowa, where the tall corn grows.

R. Gavert just returned from Michigan, greatly disappointed to find that King Ben's job has been taken.

R. E. Buckley.

Shops and Equipment—North and West
West Shops: Mr. Francill is sure some radio wizard. Two of our engineers went downtown

to see the demonstration and lost the car completely. Whether this car disappeared in thin air or dropped inside the ground can only be explained by radio.

Mr. G. Smith, foreman of the Machine Shop, has gone to visit his brother in Oklahoma, in order to recuperate from his recent illness.

Walter Krull has returned, after spending his vacation in and around Chicago.

North: August, our night watchman, is back after a few days' vacation, and is sporting a new headgear. Guess he changed the old black derby at the end of the straw hat season. How's your old derby, Gus?

Our night foreman, Mr. E. Kuchfuss, has returned from his vacation, and reports having had a wonderful time, but he caught no fish. The mosquitoes bit first, and how!

Bill Filson is getting ready for the soccer season.

Blue Island: We are glad to see Mr. Sickert, our night foreman, back on the job.

Mr. T. Hoey, Assistant Day Foreman, spent his vacation with his family at Momence, Illinois, and with the Kankakee river right there, they all had a wonderful time.

Our Assistant Night Foreman, G. Edmonds, reported a great time sight-seeing in Chicago.

T. McCrea had the thrill of his life the other day, seeing Chicago from the air.

Our artistic fireman, Steve Moreland, is showing his skill in decorating the Boiler Room. A little paint, a brush, and Steve will do the rest.

J. Verderber is taking a trip to Lincoln, Illinois, to bring back his library.

Elston: A. Katowski is with us again after being on the sick list for five weeks.

W. Hall, Assistant Night Foreman, is spending his vacation in Portage Park, and trying his hand at being an artist.

Jane V. McCarthy.

Shops and Equipment—South

South Shops: We were sorry to hear that one of W. Schildhouse's twins died recently.

Andy Unicof, Armature Winder, appeared at work one Monday morning recently carrying a box of cigars. We do not know the name of the bride, but wish them the best of success.

J. Hopkins, Tin Shop Foreman, suffered the loss of his mother, who passed away August 29th.

We are glad to hear that R. McCormick of the Machine Shop, who has been off sick for the past two months, is improving.

Jules Graiser, Pattern Clerk, attended the Convention of the American Legion at Waukegan on September 10-11. About all he brought back to Chicago with him was a card from a member of the Police Department in Zion.

Joe Seaman journeyed to White Pigeon, Michigan, on his vacation.

Burnside: John Petika, Repairman, has been confined in the hospital with appendicitis since August 23rd. The boys wish him a speedy recovery.

69th Street: Louis Little and Bill Coombs can be seen every evening in Ogden Park playing tennis. They are thinking about taking on Bill Tilden.

Our popular young bachelor, Martin Hogan, jumped off the high bridge into the sea of matrimony. Best wishes, Martin, but don't forget the cigars.

Matt Baldwin and Bud Lawler are on the sick list. Best wishes for a speedy recovery.

Archer: R. W. Short motored 3,750 miles while on his vacation, visiting Canada, Wisconsin and Rockford.

J. P. McCauley.



A Fine Pair to Draw to—Daughters of Con Callahan, Driver of the Archer Wreck Wagon.

Around the Car Stations

Cottage Grove

Superintendent W. Bessette spent his vacation on the farm. With Mrs. Bessette they motored to Kankakee, Ill., to visit some relatives of Mrs. Bessette. He did not have any fish stories to tell, but he did say he had seen one of the finest lots of Rhode Island chickens in the State of Illinois. There were so many chickens they had to be driven on one side before their automobile could enter the farm yard. A feature of their visit was a picnic given in their honor at Avon Park on the beautiful Kankakee River, which was attended by a large circle of friends who sat down to an old-fashioned country chicken dinner. Mr. and Mrs. Bessette returned home much benefited by their vacation and enjoyable visits.

Conductor E. Baker and his wife have returned from their country residence, E. Z. Rest, at Big Star Lake, Baldwin, Michigan, where he has been for several weeks. He reports an exceptionally fine lot of apples in his orchard. He did not send any to the boys at the depot, but filled his automobile with them to bring home for the coming winter.

Motorman A. Grohn, with his wife and daughter, motored to Cleveland and Youngstown, Ohio, in their master Buick. They all returned much improved and enjoyed visiting their relatives.

Supervisor J. Todd with his family motored to the Dells in Wisconsin. After arriving there they spent all their time hiking and seeing the beautiful scenery in that vicinity.

Conductor E. Mooney is much improved since his operation at Augustana Hospital, where he spent two weeks, and the operation was a decided success.



Miss Nellie Todd, Daughter of Supervisor Jack Todd of the Cottage Grove Station. Miss Todd Is the World's Champion Woman Broad-jumper. At the Western Electric Field Meet on September 15, She Jumped 18 feet 2 inches Beating Her Own Previous Mark of 17 feet, 11 inches. Besides Jumping, Nellie Holds Several Records in Hurdle Racing and Sprints and Is An All-round Athlete.

Starter John Kehoe, who has been sick for several weeks, we are pleased to report is improving.

Motorman A. Huftile is spending his vacation at his old home town, Swanton, Ohio, attending the corn festival and visiting relatives.

There are only a few members left of the Gilmour's Batchelor Club. The latest deserter being Conductor J. Schickle, who took unto himself a wife. The wedding took place at Crown Point, Indiana. Motorman E. Kellar acted as best man. Much happiness and prosperity is the wish of the trainmen.

Another quiet wedding took place recently at Maston, Wisconsin. Motorman A. F. Kunde and fiancée journeyed in his automobile and were secretly married. Conductor E. F. McMahon and wife were sponsors for them. The

trainmen wish the bride and groom much happiness.

Starter H. H. Eichhorn is receiving congratulations from the boys on the arrival of another grandchild recently, at the home of his eldest daughter, Mrs. Hill. Mother and baby doing well.

The sympathy of the trainmen is extended to Conductor D. Sliter on the death of his brother, who recently passed away at Kalamazoo, Mich., and was buried at Alamo, Michigan. This brother was a conductor for a number of years for the South Chicago City Railway Company before it was consolidated with the Calumet Street Railway Company.

J. H. Pickin.

Burnside

It is very essential that your Division Superintendent know where you live. If you have moved, be sure and give the depot your new address.

It has been a long time since we have heard from our old friend Sass. What's the matter with Bill? I'll bet he forgot the ukelele. Five feet three in his stocking feet. He's a darn good conductor and hard to beat. Midget and Shorty and nicknames galore. Whatever you call him he never gets sore. He's Robert H. Lundy, the muscular man. At checkers he's a wonder. Try to beat him if you can.

What is the matter with the Witness Contest? Why has Burnside dropped from fourth to seventh place? There is but one reason: We are not trying hard enough. For every report made witnesses should be obtained. Do your stuff and go after them. We need more witnesses.

Our good friend Andy Jacobson has been telling the boys of his real fishing trip in northern Wisconsin. One of his friends called at his home on his first day back. It happened to be about the dinner hour and he was invited to the table. Lo and behold, Mrs. Jacobson was serving canned sardines. Some fishing trip, Jake.

It is with deep regret that we announce the untimely death of Conductor C. J. Weiland. To those left behind, the second division extends their sincere sympathy.

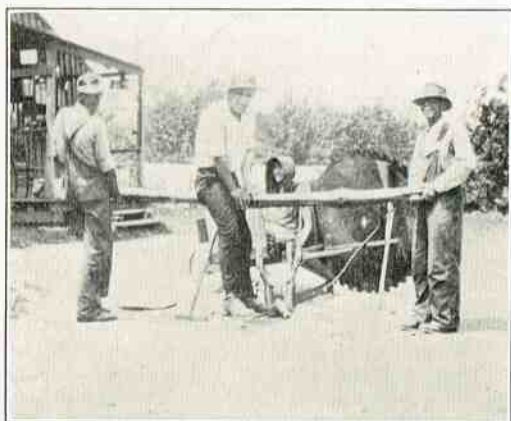
We are pleased to extend congratulations to One Man Operator S. Hibma and Mrs. Hibma on the arrival of twins; also to Conductor C. Termeulen and Mrs. Termeulen on the arrival of a baby girl, and to Conductor C. Westling and Mrs. Westling on the arrival of a baby girl. W. D. F.

Seventy-Seventh

On Wednesday evening, August 22nd, the Club held its annual boxing and wrestling show at the Englewood Celtic Field located at 74th and Bishop Streets. The show consisted of one wrestling and seven boxing matches. The weather was ideal and an overflowing crowd of 4,500 enthusiastic fans turned out for the fun. Conductor Dan Heffernan with his Irish bag pipes opened up the program. Tough guy Phillips, aged 7, vs. Kid McCann, age 6, sure brought the crowd to its feet. Committee states you can expect a greater show next year.

Motorman and Mrs. Joseph Warren make formal announcement of the arrival of Joseph Gurney, their seven and one-half pound son, on September 29th, and add that the mother and young Joseph are getting on finely.

Conductor Joseph Marousek, Jr., of 77th, took a vacation at Dalton, Georgia, where he was married to Miss Bessie A. Davis. Following the wedding, the young couple were congratulated and entertained with the old time customs of that part of the country. The accompanying picture explains.



Southern Hospitality Was Extended to Mr. and Mrs. Joseph Marousek, Jr., on their Honey-moon. They Rode Joe on a Fence Rail, and His Wife in a Wheelbarrow and Numerous Noise Making Devices Were Substituted for a Brass Band.

Motorman Joe Mirabella has been confined at the Lakeside Hospital and would appreciate a visit from the boys.

Conductor Dan Urquhart, H. F. Barry and Motorman B. W. Behrendt decided to become benedicts last month. The boys of this division extend their congratulations.

Motorman Pete Stump while on his way to work was struck by an auto, sustaining a fractured collar bone. Pete was removed to the Auburn Park Hospital and then to his home.

Conductor Joe Irvine, one of our oldest conductors, has decided to take an extended vacation. We sincerely hope he will enjoy himself on his well earned vacation.

Motorman Pat Darcy has had the misfortune to fall and fracture one of his limbs. Pat's host of friends will sure be sorry to hear of his misfortune.

Motorman Jimmie Westergard states he had a very fine vacation touring the state of Wisconsin, finally settling down at Delevan Lake for some good fishing.

Conductor Bill Carroll has been operated on at the Washington Park Hospital, and from latest reports is progressing very nicely.

Motorman Tony Klarick is now confined at home after being confined in Auburn Park Hospital. Tony would like very much to receive a visit from the boys.

Conductor P. J. O'Keefe, Motorman P. Looney and Conductor J. M. Pierson state the arrival of youngsters at their homes. Kindly accept our congratulations.

Conductor and Mrs. L. E. Tillman have returned from a honeymoon trip from the west. Yellowstone Park was one of their stopping places.

On Friday evening, September 7th, the Club held its annual election and the following officers and directors were elected: C. A. Gylling, President; Bill Burke, Vice-President; O. T. Duncan, Secretary, and Billy McConnell, Treasurer. The directors were as follows: Harry Gleason, Tommy Beggan, Bud Watson, John Natelborg, Ed Willette, Earl Bedore, Walter Daly, John Burke and Fred Wilhelm. A fine entertainment had been arranged and was greatly enjoyed by the boys. Dan Hefferman with his bag-pipes, Ed Willette furnished a little fun with some of his gymnasium class, Conductor Bill Sullivan with a fine selection of Irish songs and a quintette by Tommy Beggan, Lou Miller, John Burke, Earl Bedore and John Cassidy. They sang everything but "Sweet Adeline." At the close of the meeting everybody was well pleased and hope to see more of these evenings this coming winter.

C. A. Gylling.

Sixty-Ninth

Motormen J. N. Karlovich, S. E. Neve, and Conductors V. Belskis and A. F. Havel used very good judgment during an accident which their leader had September 12th, at 63rd and Wentworth, as they immediately moved up a car and the 10 minutes consumed with the accident left no delay to the service.

It is with regret that we learned of the death of Conductor D. J. Cosgrove's sister, September 24, 1928.

Conductor F. J. Bailey's son had the misfortune of crawling under a freight car to get on the other side, but got his leg crushed so badly it may have to be amputated.

Conductor T. J. Kenny is to be married at 9:00 a. m. September 30th, 1928, to Miss Rihaček, having known this young lady for six years. Conductor J. Beranek announces that he is to marry Miss Hula on Saturday, October 6th, 1928. Congratulations from the boys.

A 7½-pound baby girl was born to Mrs. Joseph Hyncik, September 11th, 1928. Mother and baby doing well. Conductor C. J. Miller reports a first arrival, a 9¼-pound boy born September 11th, 1928. Motorman L. F. Thomas reports a 7-pound baby girl arrived at his house September 10th, 1928, and they named her Shirlev Marie.

The younger set of boys seem to be getting a great kick by going to 123rd and Vincennes and paying to ride the horses for an hour or so. The other morning the following went there: L. Lyons, D. G. Kenny, J. E. Conwell, P. A. Wagner, E. Suma, E. Day, E. Ongman, E. Wooldridge, F. R. Smith, T. J. Hincks, H. Quirk, W. M. Handlon, W. H. Berzek and V. Bowen. E. Suma really got quite a kick out of the ride. P. Wagner got off to fasten up his sock and the horse ran away from him. V. Bowen left his ignition turned on in his car and it wouldn't run back for him. Wooldridge



**Albert Buhring, Son of Conductor Buhring,
of 69th.**

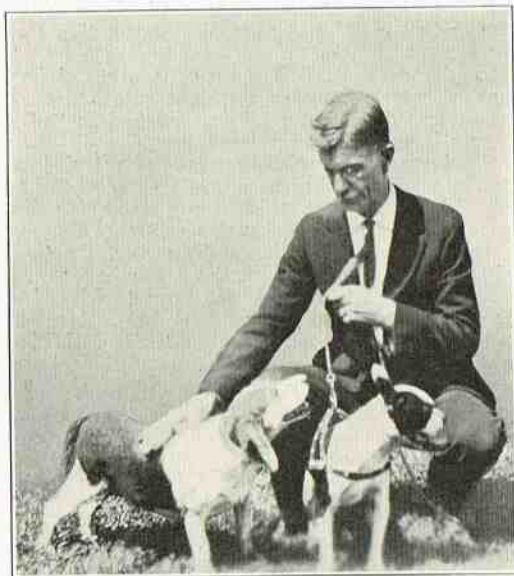
wears a hat like the Prince of Wales and all in all these would-be cow punchers are getting (now and then) a real kick from the horses.

Motorman J. Ryan, No. 5, is in the habit of hailing the first machine going south from 63rd street, and invites the boys with him for a ride. Ask him about the swell Lincoln he rode in the other day.

W. L. Pence.

Archer

Deep sympathy is extended to Conductor Raymond P. Smith by his fellow employers in the recent death of his father, who passed out August 26th, 1928.



**Conductor E. M. Humphrey of Archer and His
Pedigreed Pets.**

Motorman Joseph Patrick Lawlor is the proud father of son, born Labor Day, Monday,

September 3rd. He was given the name of John. John and DADDY doing nicely.

Supervisor A. E. Wessel has just returned from a trip by auto to Lake Superior. Traveled some sixteen hundred miles and no bad luck.

The many friends among the trainmen of Archer depot extend their sympathy to Conductor L. J. Kapcia in his recent bereavement, the loss of his dear mother, who passed away on September 5th, 1928.

A baby girl arrived at the home of Conductor Lawrence L. Fremgen on Monday, September 17th. Congratulations, Lawrence; you're doing good work.

And the wedding bells did ring for Conductor Fred Schmitt, and he took upon himself a wife to honor and obey for his remaining days. He is happy nevertheless for all that. Says it beats the life of a bachelor, wishing it had happened many years ago. Wedding took place Saturday, September 1st, at the Ecclesia Immaculate Conception Church. Honeymoon: Niagara Falls.

Motorman F. B. Pavel sent us a postal from Wolf River below Sullivan's Falls, Wis., where he is enjoying a fishing trip.

Motorman Joe Klima, for many years a bachelor, decided to show the boys that there is a better way of living. He is now married, signed a life contract on Saturday, September 1st, 1928, and took upon himself a "frau" to guide him through life's journey. A very elaborate dinner was served at the bride's home. Honeymoon to Windsor, Ont., Canada.

Conductor Joseph Melka has left the ranks of single blessedness and entered into the scream and blissful life of matrimony. Wedding ceremonial took place September 10th, 1928.

Dusty.

Lawndale

We have several of our boys on the sick list and would like very much to have some of the boys visit them at the following hospitals: Speedway Hospital, Arthur Gillespie, Floyd Durham, Norman Thomason and Gene McKenna. At St. Anthony's Hospital, John Stuart. Also, Martin Kramer underwent an operation at the Mayo Brothers Hospital at Rochester, Minn., and the last report is he is getting along fine and will be home soon.

Motorman J. Cielenski came to the depot with his new Ford, and all dressed up with a low cut vest and a Prince Albert coat. All the boys thought that there was going to be a parade, but someone asked him why he was all dolled up and what it was all about. He said: "Well, you should be there, as I am going to be the big cheese tonight. I have been appointed to give the bride to the bridegroom, and that is going to be some wedding."

Division Six is still on top in the accident prevention and courtesy contest, and with just a little more effort in getting those witnesses we will be on top in that contest. Mr. Maguire is thanking the boys for their wonderful cooperation in preventing accidents and being polite and courteous to the passengers.

Several of our boys should be complimented for the large number of witnesses to accidents



Joan Shirley Vernon, Daughter of Conductor J. Vernon, of Lawndale.

during the month of September. Here are some who obtained ten or more witnesses: Conductors J. Coolahan, W. Jakoubek, A. Kozak, C. Vacha, C. McGinley, J. Nyhan, F. Sennebogen, J. Stepanek and W. Washow; Motormen I. Andrysaik, C. Hansen, Thos. Maroney, A. Stuker and D. Westerlund.

Wm. H. Hackbarth.

Blue Island

We wish to extend our sympathy to the following and their families in their recent bereavement: J. Brouse, the loss of his mother-in-law; P. Holly, the loss of his brother-in-law; C. Nails, the loss of his brother-in-law, and J. Oliver in the loss of his father.

The following were presented with new arrivals: C. Paszternak was presented with a 7½-pound girl on Sept. 2nd, and J. Novak was presented with a 9½-pound boy on Sept. 19th. Congratulations.



Motorman A. E. Pearson of Blue Island with his Morning's Catch at New Auburn, Wisconsin.

Again we ask you to keep up the good work and keep at the top in the contests.

One Sunday Motorman Chas. Kuhlo of this depot and Motorman Wm. Schurwanz of Archer were defeated in a horse shoe game by Kuhlo's son, J. G. Kuhlo, manager of the

O'Connor and Goldberg Shoe Store, and John Miller, champion player of Buffalo, New York. These boys are willing to challenge anyone of the Surface Lines. At present J. Kuhlo is at the lead.

The flower garden at this depot is in full bloom and many passersby stop and admire it.

C. P. Starr.

North Avenue

Conductor Harold Vangen and Miss Grace Mildred DuBois were united in marriage on July 7. The honeymoon was spent in Duluth, the home town of the groom. Congratulations, Harold, old top.

August 6 saw only 19 names on the correction list. With more than 650 turn-ins this is a very good showing.

The stork left a 9-pound boy at the home of Motorman Art Helm, Tuesday, August 14. Mother and baby doing well.

Mrs. Catherine Hemen, mother of Motorman Joseph Hemen of this depot, died at her home in Freeport, Illinois, August 19, at the age of 102 years. President Coolidge, on her 100th birthday, sent her a message of congratulation. She was the mother of ten children, four of whom survive.



Motorman Charlie Wagner of North Avenue and His Son Did All the Carpenter Work on Their Attractive Residence in Elmwood Park.

Received a letter from Receiver Charlie Henderson from Denver, Colo. He and his wife are driving to Los Angeles, where they expect to spend a few months with Charlie's brother. He said everything went fine as far as Denver and the roads were very good.

Ex-Motorman Geo. T. Sheaffer sends a letter from Ft. Wayne, Ind., saying his health is improving and that he is getting along nicely.



Joan, Daughter of Motorman Herbert Ouimette of North Avenue.

The witness-getting contest is about as hot as the race in the National League. Those are nice boys over at Elston and Noble, but we are going to shove them down in second place in the near future and keep them down. A few more witnesses on the seemingly trivial accidents will bring us high score.



Leslie and LaVerne Mantwell, Children of Motorman Mantwell, of North Ave., Ready for an Aeroplane Ride at Cary, Illinois.

Motorman Fred Brietzke, on leaving for Eagle River, Wis., said he was coming back with fish or some good fish stories. Well, we would like to see some guy out of this depot get some fish, so get the fish if you can, Fred.

C. A. Knautz.

Elston

Motorman George Hanson tendered his daughter Mildred on her sixteenth birthday "A Sweet Sixteen Party." Some of the boys, especially Jack McNellis and Howard Yates, were in attendance. It is rumored that these two

boys are about to join the Royal Order of Benedicts. Do not forget the cigars. Best luck and wishes.

Conductor Fred Lohse received an increase in his family. Congratulations, Fred.

Another one of our old-timers answered the call. Motorman John Schwass, who had been on the sick list for a long time, passed away recently. We extend our sympathies to his family.

Well, boys, we have recovered first place in the Witness Contest. Let us stay there. But in the other contests we have not bettered our last month's standing. Let us get busy and boost our division to first place in all events.

E.

Lincoln

C. B. Wainscott, badge No. 6212, was struck by an auto while getting off a car at 14th Street and Wabash Avenue, September 7th. Seems quite a few of our boys are meeting with accidents due to careless driving, and although we are always warning passengers to be careful when getting off a car, we are not always careful enough ourselves.



Starter Teiss and Motorman Parker of Lincoln with Their Breakfast Catch.

The boys who go away to resorts for fishing seldom have the luck that Starter R. Tice and Motorman R. Parker of Lincoln Depot had when they went down to Lake Michigan right here in Chicago August 28th and got about four yards of fine, good-sized fish.

According to reports, the Lincoln Station is fourth from the top in the Accident Prevention Contest, which looks as though the boys are all working together and doing their best to get to the top.

H. Spethman.

Limits

Our Assistant Superintendent, Robert Simpson, had a very enjoyable vacation visiting Brooklyn, Iowa.

Our Chief Clerk, Albert Hill, drove to New York City in his new Reo, going through such industrial centers as Cleveland and Buffalo,

along the Erie Canal to Albany, and down King's Highway, passing through the Palisades of the Hudson with its beautiful residences above the Palisades, thence to New York. Mr. Hill says that the gentleman who sold him the Reo said it was a pleasure car. Mr. Hill hardly agrees with him; it's a pleasure to get in, but, oh boy! what a pleasure to get out.

Our Clerk, Aaron Poore, a native of Kentucky, spent his vacation in Middlesboro, Ky., visiting relatives. Aaron anticipated driving down in a new Ford, but owing to non-delivery was obliged to go on the train, much to his disappointment.

Conductor Peter B. Trout took his annual fishing trip to Birchwood, Wis., and was able to ship four large boxes of fish down to Chicago.

G. Dittmer welcomed a baby girl at his residence, corner Addison and Hoyne; mother and daughter doing fine.

Our Starter, Ed. Davis, also welcomed a little girl into his home recently. Mother and daughter doing well.

Motorman Chas. Holzschuh is confined to his home on account of sickness, and Wm. (Slim) Carey is very seriously ill.

E. G. Rogers.

Samuel B. Fisher is home recuperating from an operation performed at the Illinois Masonic Hospital. Sam would like to see the boys at his room at 2721 N. Clark, 3rd floor.

E. G. R.

Devon

On September 2nd, 1928, V. T. Cox and Miss M. Schleuter were married in the parsonage of First Baptist Church of Kankakee. After a trip to Detroit and Canada Tom and his bride returned to Chicago.

A. Geis and Miss L. Shirley are reported married, and an unofficial report states "Honest" John Stryker also got married. Here's wishing our newlyweds good luck.

Martin Neilson says Doris Elsie arrived August 28th at the Illinois Masonic Hospital. E. Lennartz says it's a boy at the Lutheran Deaconess Hospital. Joe Van Der Eden shyly says it's a boy at the Murphy Hospital. Mothers and babies reported doing nicely.

F. Hallin reports his wife ill at the Augustana Hospital.

Paul Hauser, formerly No. 1 man on our seniority list, but who resigned a short time ago, was hit by an auto and taken to the Augustana Hospital.

A. F. Peterson, one of our receivers, has been off on account of illness. Here's hoping our sick ones a speedy recovery.

On Saturday, September 8, former Devon Conductor Walter S. Hilger, came up to the depot and met many of his former associates who were indeed glad to see him. He lives on his sister's ranch at Silver Creek, Washington, sixty miles from Mt. Rainier.

C. E. Roy.



SUPERVISOR HANNEMAN AND CHIEF CLERK ENNERSON OF ELSTON, EN ROUTE TO STURGEON BAY.

Our Own Cartoonist Torgerson Gives Us His Slant on the Joys of a Vacation by Motor

SURFACE LINES POST

The American Legion

At the annual meeting to be held at the Post Club rooms, 40 South Clark Street, on Friday, October 19, 1928, the Post officers for 1929 will be elected. This is one meeting of the year all members should try and attend. Refreshments will be served.

Judging from the large number of members of the Post who attended the annual state convention at Waukegan in September, and the good time they are reported as having, even a larger number will journey to Rock Island next year to the 11th Annual Convention. It is reported that the Department of Iowa will hold their annual convention at Davenport at the same time.

Past Commander R. W. Ambler was re-elected assistant commander of the second district at the convention.

We were very glad to hear of the election of Mrs. A. Gillespie, wife of our finance officer, to the position of committeeman of the second district of the auxiliary.

For the benefit of those ex-service men who have not yet joined The American Legion, we are listing a few of the benefits to be derived by membership therein.

By paying state and national dues of \$3.00 you become a stockholder in a \$1,000,000 corporation composed solely of World War Veterans holding honorable discharges.

You receive a monthly magazine worth \$2.00 for twelve months, and know everything that is going on concerning the work of the organization in your behalf.

You get the benefits of the Legion's legislative efforts such as a free and paid-up adjusted compensation insurance policy to protect your dependents, and to provide you with some money when you reach the age you will need it the most.

You get free hospitalization for any disability, even though it may not be of service origin.

You get hospital pay if your disability is service connected; in fact all of the benefits of vocational training and compensation are due to the Legion's fight for you and your comrades. If your money has not helped make this possible, then someone has been carrying your pack while you have been reaping the benefits, because these achievements were made possible only because of the united fight your buddies made while you were on the outside.

You get the protection of the Legion for your children if they should become orphans, and you'll have the satisfaction of knowing they will have perhaps as good a home as you might be able to provide.

You get the comradeship of your buddies who are being drawn closer by the bond of fellowship that comes from a great experience. Your right to wear the Legion button will make your eyes sparkle when you see that button

anywhere any time. It seems to say for you: "I'm doing my part, too, old timer."

You get free service from our Post for any matter that you want taken up with the government—back pay, lost discharge, bonus blanks, anything—just for the asking.

These are a few of the things you get for \$3.00 per year. You couldn't pay all that the Legion has done for you and your buddies if you tried. But you could kick in with your annual dues, every year, until you die, and thereby keep up the good work of the greatest organization of buddies on earth.

Application blanks may be obtained from any member of the Post, or address the Post Adjutant, L. J. Page, 7719 Vincennes Ave.

The attention of the Post members is directed to the following: The National Constitution was amended by the Omaha convention, October 5 to October 9, 1925, under Section 4, Article 10, to read: "Annual dues shall be payable October 20 of each year, beginning with the year 1926."

Regular Post meetings are held on the first and third Fridays at the Post Club rooms, No. 40 South Clark Street.

GOING AFTER WITNESSES

Elston-Noble Makes the Highest Record Yet Scored—Average for the System Still Above Four

By scoring 5.86 witnesses per accident during August, Elston-Noble topped all of its previous records and maintained a substantial lead over all of the other stations. North Avenue fell below five for the first time in a number of months but this was by a very small fractional point. Cottage Grove and Kedzie changed positions, the first division moving up into fifth place and Kedzie dropping back to sixth. While there were seven stations averaging four or better in July, only five attained that figure in August. The combined scores were good enough, however, to hold the average for the system above four, which shows that the men are still making an earnest effort to give real assistance to the Legal Department.

The following table shows the respective standings for the last four months:

	Aug.	July	June	May
1. Elston-Noble	5.86	5.28(1)	5.11(2)	5.57(1)
2. North Avenue	4.94	5.00(2)	5.19(1)	5.06(2)
3. Lawndale-Blue Isl.	4.32	4.38(3)	4.77(3)	4.96(3)
4. 77th Street	4.26	4.30(4)	4.31(5)	4.58(4)
5. Cottage Grove	4.10	4.17(6)	3.96(6)	4.15(7)
6. Kedzie	3.96	4.23(5)	4.40(4)	4.33(6)
7. Burnside	3.86	4.06(7)	3.96(6)	4.38(5)
8. 69th Street	3.80	3.95(8)	3.85(7)	4.11(8)
9. Archer	3.71	3.75(9)	3.83(8)	4.00(9)
10. Armitage-Division	3.60	3.04(11)	3.42(9)	3.56(11)
11. Lincoln	3.49	3.22(10)	3.24(10)	3.72(10)
12. Devon-Limits	3.12	3.04(11)	2.93(11)	3.03(12)
Average for the system	4.05	4.02	4.06	4.25
Diversey Bus.	2.00	3.43	1.37	3.50

The File System

1st Stenog—"How do you treat your finger-nails? Do you file 'em?"
2nd Ditto—"File 'em? No, I cut 'em off and throw 'em away."