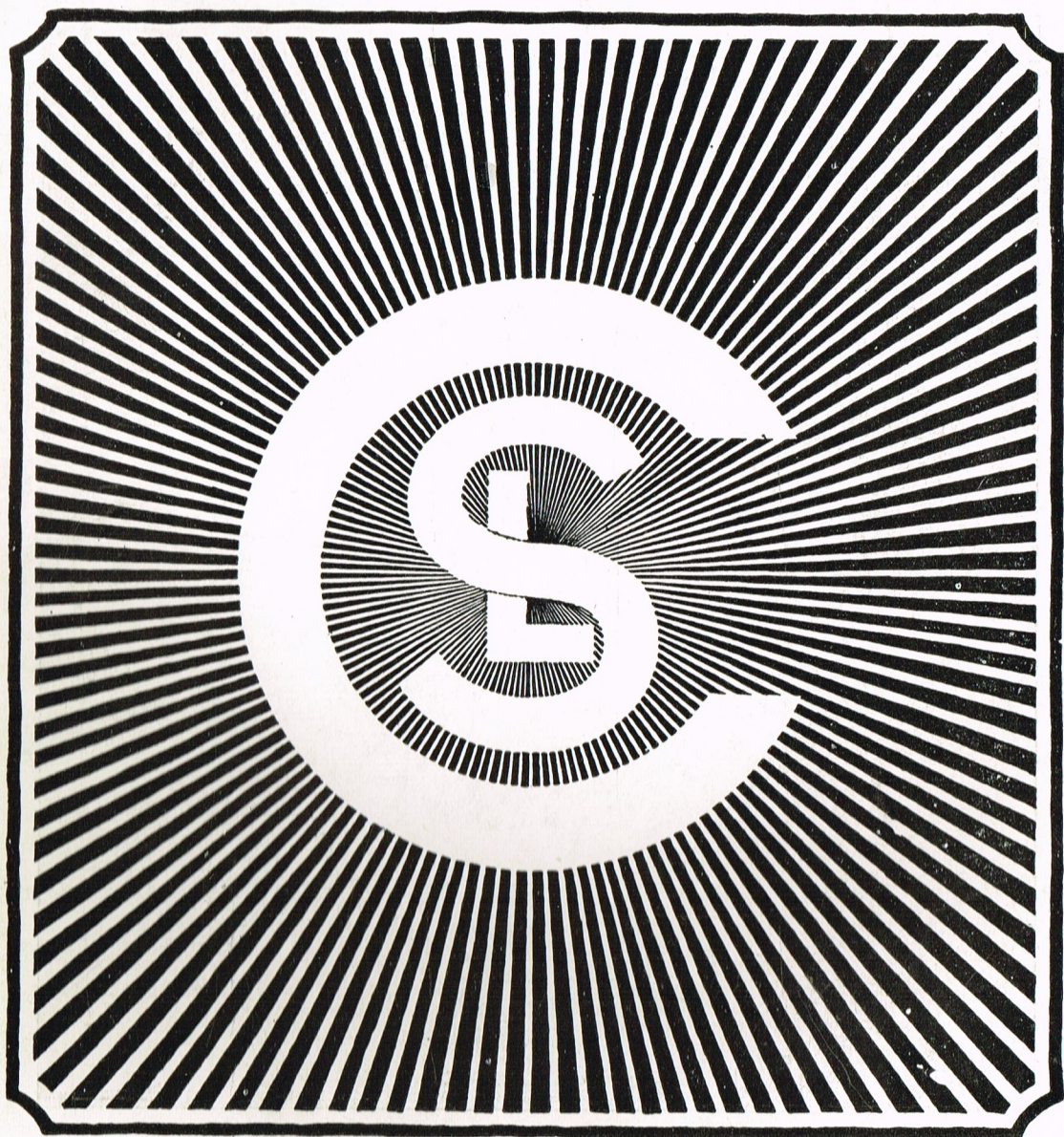


SURFACE SERVICE MAGAZINE

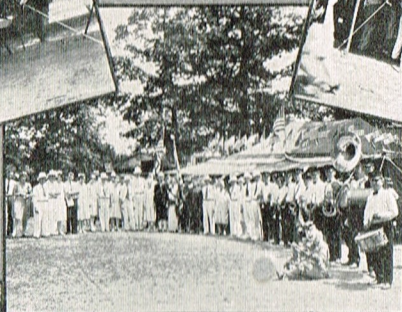
VOLUME 6

AUGUST, 1929

Number 5



Here and There Snaps by Our Photographers



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 6

AUGUST, 1929

No. 5



The Main "Dining Room" at Dellwood Park Where the Tables Are Being Set

Picnic Now Only a Memory

And It Was a Glorious Success—Records Broken—Thousands Have Happy Outing

Another happy event of the Surface Lines family has come to a close and only the reminiscences of a gay day well spent remain. The Thirteenth Annual Picnic of the Surface Lines Club and Women's Auxiliary held at Dellwood Park, Saturday, July 27, was the picnic of all picnics given by the Club. A record registration spoke well for the publicity given the event.

Tom Blakely was early on the job, with his men and trucks. Various Committees of the Club followed at an early hour to put everything in readiness for the first guests. As usual, good luck picnic weather prevailed. The day was glorious overhead, the smiling skies and the golden sun with its hot rays beaming down. Never was Dellwood Park so pretty, with its foliage so green and flowers all in bloom. Decoration of the Headquarters Tent and the color scheme carried out by Mrs. McCormick's Committee surpassed anything in previous years. The patriotic demonstration at the Headquarters Tent was one of the big features of the day. In spite of the heat, it was a refreshing and cool sight to see the Chairmen of the various Com-

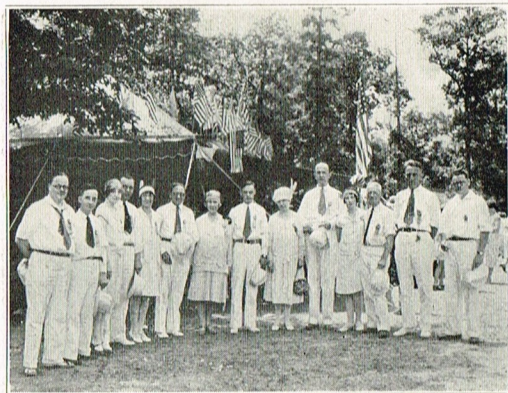
mittees dressed in white from hat to shoes with just a touch of blue on tie or feather.

At the early hour of 8:00 A. M., baskets and more baskets guarded with the happy and smiling faces of ma, pa and the kiddies, were seen piling into the picnic grounds, registering at the Headquarters Tent and receiving their identification cards. Many officials of the company were present. They were all out for a good time, which added zest to the party. The number of automobiles on the grounds broke all records and it was noticed that most of the cars carried a good load of passengers and baskets. Special cars on the Joliet Interurban Line also brought loads at frequent intervals.

Promptly at 1:45 P. M., the band struck up patriotic airs. One of the girls was dressed as "Columbia," and at a given signal the crowd burst into strains of the "Star Spangled Banner," after which all formed in line, and led by a Boy Scout carrying a silk flag, marched to the field where the races and games were to be held.

The Children's Booth was well patron-

ized, and one would have thought from the amount of goodies brought on to the grounds that this would have satisfied all the youngsters in Chicago, but that line of children lasted as long as the refresh-



**The Hard Working Chairmen of Committees
Who Made the Picnic a Success**

ments held out. The various concessions were well patronized and never did the Merry-Go-Round and the Coaster get such service. Now and then some of the adults were willing to be classed among the kids for one day. Some of the ponies were worked so hard that they went home on three legs.

Among the most interesting features of the day was the baseball game between the North Avenue Depot Stars and a picked team of the Chicago & Joliet Railway Company. The rooters tried to be



The Brawny Ball Team

impartial, but they leaned noticeably in favor of our team which rewarded them by winning by a score of five to one.

Gus the clown, with his son and his monkey, had a continuous audience, for when the youngsters were not at the Children's Booth they could be found following the clown. If any child was



The Monkey Puts on a Thinking Act

temporarily lost, he or she could be located by finding the monkey. Much excitement marked the various race events and everybody crowded around while the ladies threw rolling pins at the dummy, who was supposed to represent "friend husband."



**"Bill" Pasche, "Bill" Hall and an Interesting
Group of Alfresco Diners**

The dance floor of old Dellwood was never so smooth and so well patronized by young and old as they glided over the pavilion floor to the entrancing music of the Keystone Syncopators. Even though the weather was warm the floor was crowded for each event, and it was necessary to announce the closing hour before they would leave.

The Welfare Tent was abandoned this year, which threw an extra burden on the Red Cross Headquarters in charge



Doctor Fanning, and His First Aid Staff

of Doctors Fanning and Borrows and the two nurses. There were no serious casualties, the record number of cases being charged up to headache, although several were attended for bruised hands or knees and for foreign bodies in the eye.



The Oldest and Youngest on the Picnic Grounds—Mrs. Figg, 81, and Baby Crucio

The new set-up for broadcasting worked splendidly and Chairman Andy



Andy Martin, Chief Broadcaster

Martin, with the help of Paul Murray, was kept busy from morning until night announcing the various events and trying to locate persons who were wanted at Headquarters.

The Registration Booth showed 2,440 names, but it was estimated that at least 2,600 persons were on the grounds. As usual, the chief pleasure to the grown-ups was in the possibility of meeting old friends and talking over times long past.

The winning baseball team was composed of trainmen from the North Avenue Depot, headed by Captain Sam Mall, and including the following: J. Langer, H. Meece, E. DeLave, C. Stetcher, A. Pacer, W. Berg, L. Bragulla, M. Lyons, E. Neil, J. York, H. Pass and A. Begoness. The Joliet team was directed by Captain Grein.

Winner of the first prize in the men's Horseshoe Contest was Rolland Rogers of the Electrical Department, while a close runner up was William Sweeney, fourteen-year-old son of Pat Sweeney of the 69th Street Depot. Winner of the first prize for women was Ella Rall of the West Shops and the second Mrs. M. Kinney of the downtown switchboard. There were twenty-four entries for the men's prize and ten for the other.

The prize awarded for lucky number for registration at Headquarters was won by Frank Smith, who, up to date, has not been identified. If he will prove his signature before President Bohlin he will be given his reward. First ladies' prize for registration went to Catherine Reinhardt of the Material & Supplies Department. Unfortunately the list of winners of the races was lost, and those who secured prizes must not blame the Publicity Committee for failure to list their names.

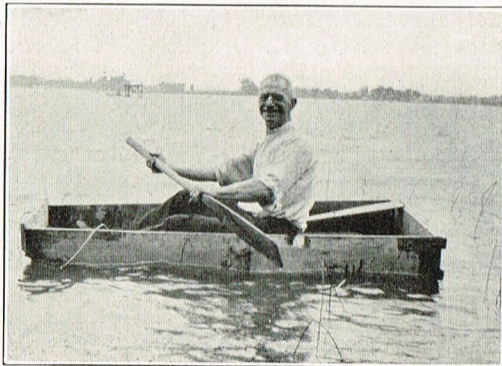
In the picture are the following, reading from left to right: A. D. Martin, D. Colgan, Jane McCarthy, T. F. Coan, Dorothy See, Wm. Schenck, Agnes McCormick, L. E. Bohlin, Virginia Tabb, A. W. Malmquist, Florence Tremel, John Hewitt, H. Hoyer and Dr. D. J. Fanning. Except for Mr. Bohlin and Mrs. Tabb, presidents respectively of the Club and the Auxiliary, the others were Chairmen of the various Committees, who with their co-workers deserve credit for making the annual outing such a success.

All in all the last picnic was considered the best of all times, and plans are already under way to make even a better showing next summer.

THANK YOU!

This greatest of Surface Lines Club Picnics was made a success only because of the hard work and wonderful co-operation of the various Committee members.

L. E. BOHLIN,
President, Surface Lines Club.



John Hewitt Seems to Have Gotten Himself Into a Box, but Doesn't Mind

GORDON, MANAGING DIRECTOR A. E. R. A.

Former Surface Lines Employee Wins High Honors in National Organization

Charles Gordon, editor of Electric Railway Journal, has been named managing director of the American Electric Railway Association, a post he is to assume on Sept. 1 next. He was selected for appointment by a sub-committee of the Advisory Council of the association on July 9 and the appointment was confirmed by the executive committee on July 12, at which time J. H. Hanna, who presided in the absence of President Barnes, officially notified Mr. Gordon of the recommendation of the Advisory Council and the action of the executive committee. Mr. Gordon succeeds Lucius S. Storrs, now chairman of the executive committee of the United Railways & Electric Company, Baltimore.

Mr. Gordon was graduated from the University of Illinois, railway electrical engineering department in 1912. His first position was with the Chicago Railways Company. There he was engaged in electrical and mechanical test work under John Z. Murphy, then chief engineer. When the Chicago Surface Lines was formed as an operating entity he remained with that company until 1917, when he entered the Army Air Service. On his discharge in April, 1919, he joined the sales force of the Vacuum Oil Company as a special engineer. The following year he was appointed equipment engineer of the Chicago Surface Lines. In this capacity he served under H. H. Adams, superintendent of equipment, and was responsible for many phases of the development of rolling stock and maintenance practice on a system operating some 4,000 surface cars engaged in the most difficult of city service. He organized an equipment engineering department which quickly became a strong factor in the improvement of equipment department practice.

Mr. Gordon has received the congratulations of a host of friends in the Surface Lines.

Lincoln in Lead Again

Elston-Noble Second — Burnside Makes Spurt in July to Second Place for Month

Standing of Divisions—February to July

		Percent
First Place	Division No. 11, Lincoln	88.00
Second Place	Division No. 10, Elston and Noble.....	87.73
Third Place	Division No. 6, Lawndale and Blue Island..	87.68
Fourth Place	Division No. 2, Burnside	87.42
Fifth Place	Division No. 3, 77th	87.21
Sixth Place	Division No. 9, Division and Armitage.....	84.79
Seventh Place	Division No. 1, Cottage Grove	84.02
Eighth Place	Division No. 4, 69th	83.76
Ninth Place	Division No. 7, Kedzie	82.94
Tenth Place	Division No. 12, Devon-Limits	80.72
Eleventh Place	Division No. 5, Archer	80.25
Twelfth Place	Division No. 8, North Avenue	79.78
	Average for System.....	84.317

Standing of Divisions—July

First Place	Division No. 11, Lincoln	89.85
Second Place	Division No. 2, Burnside	87.17
Third Place	Division No. 10, Elston and Noble.....	86.65
Fourth Place	Division No. 1, Cottage Grove	86.46
Fifth Place	Division No. 6, Lawndale and Blue Island..	86.27
Sixth Place	Division No. 3, 77th	86.23
Seventh Place	Division No. 9, Division and Armitage.....	85.98
Eighth Place	Division No. 4, 69th	85.64
Ninth Place	Division No. 5, Archer	84.80
Tenth Place	Division No. 8, North Avenue	84.67
Eleventh Place	Division No. 7, Kedzie	83.42
Twelfth Place	Division No. 12, Devon-Limits	75.33
	Average for System.....	84.856

**By William Pasche,
Supervisor,
Accident Prevention**

At the close of the first six months of the Accident Prevention Contest Lincoln Depot, Division No. 11, is leading all other depots by the very small margin of twenty-seven one hundredths of one percent. This has been accomplished by steady every day plugging. At the close of the first month of the Contest (February), Lincoln was in first place with a percentage of 92.58. For February and March, they again were leading with a percentage of 88.03; for February, March and April, Lincoln dropped to fourth position with a percentage of 86.34; for February, March, April and May, we find them in second position with a per-

centage of 87.46; February, March, April, May and June again in second position with a percentage of 87.58. These percentages show consistent work by Mr. Hays and the men at Lincoln.

Elston-Noble, Division No. 10, is in second place with a percentage of 87.73. This Division also has been very close to the leaders at all times. Division No. 6, Blue Island and Lawndale, last year's winners, are in third position with a percentage of 87.68. Trainmen at this Division are hanging on to the leaders, and Mr. Maguire says that the Division which beats them will know that they have been in a contest. Then we have Burnside, Division No. 2, in fourth position with a percentage of 87.42. Mr. Altmeier and his fellow workers insist that

they will also make the winners hustle. In fifth position, with a percentage of 87.21, very close to the leaders, is the big Division No. 3, 77th Street, also pushing hard to reach the top of the heap. All of these five Divisions have been consistently close to the top during the entire past six months.

The accident record for the month of July shows a decided improvement over the past few months, and running on schedule has been an important factor in the prevention of accidents. We still notice, however, that many motormen have persisted in running irregularly and thus are forced to "loaf." This is especially noticeable when approaching time points.

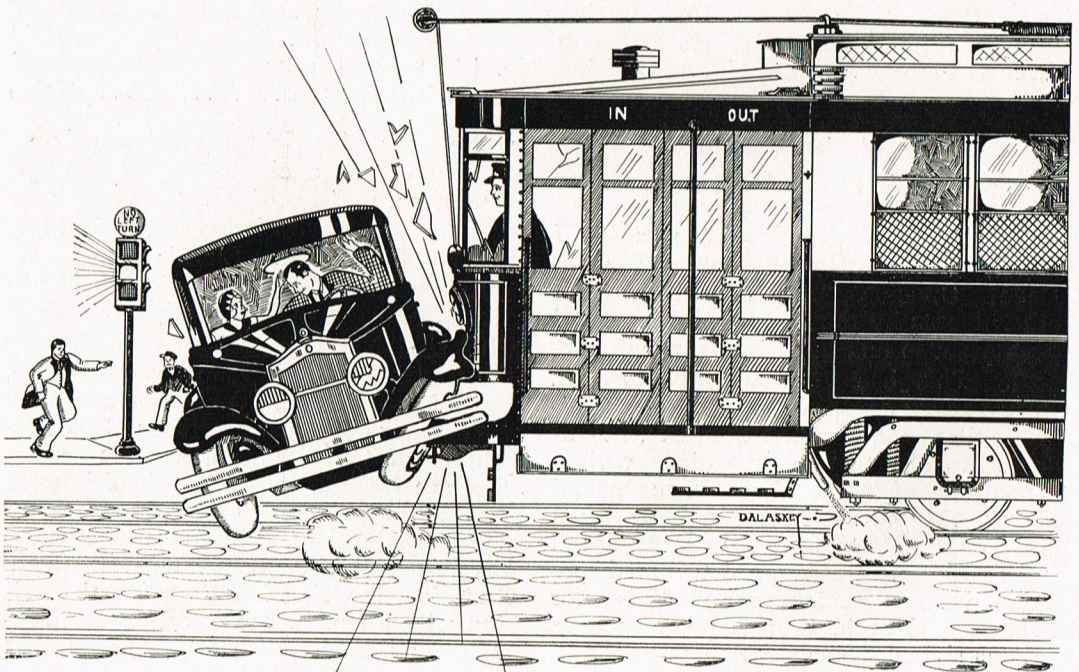
The correct way to operate a street car is to run on time from the minute you leave the terminal. We notice that some men after leaving the end of the line adopt the objectionable practice of operating their cars at the highest speed, usually through territory which is sparsely populated and naturally where there are not many stops to make or passengers to pick up. Thus it follows that after having run several miles, and when about a half mile from the first

time point, there is time to kill, and then it is necessary to loaf the last half mile coming up to the time point where there is reason to expect a supervisor. Usually passengers are being given such a slow ride that they become disgusted and a disgusted passenger is always a hazard.

By doing your work as you should do it you will not only make friends for the management, but also for yourself. Passengers always respond to courteous service. By doing your work as you are instructed, cars are properly spaced and each car is carrying its correct number of passengers.

We know that there are some so-called "wise" conductors who urge their motormen to run ahead of schedule and this is the kind of talk the motorman get from such conductors: "This is a very heavy trip, Jim, and by giving it nine for the first few miles we will miss the crowd at such and such a corner and then you can kill the time before you arrive at the point where the supervisor or starter is stationed and everything will be O. K." That is "everything" so far as this particular type of conductor is concerned. No motorman should fall for this line of

A DISASTROUS AMBER LIGHT STARTING



advice. Surely the passengers are not satisfied with that kind of operation and they are the people who should be given every consideration.

Running on time, cutting out the loafing, will give the service that will please our patrons and also prevent accidents. Conductors who urge their motormen to run ahead of their schedules are generally the fellows who give the quick starting signals. It is also this kind of conductor who fails to call streets or to look out alongside of the car for intending passengers before giving the signal to go. These conductors are also the fellows who are the cause of most of the discourtesy complaints.

Rough or jerky operation is also the cause of justifiable complaint by our patrons and the crews that are always aiming to "skin the line" generally jerk the cars both in starting and stopping. Jerking the controller from the post to the third or fourth point is poor operation and does not help to pick up speed. It merely makes the passengers uncomfortable and there is always the possibility of some one being thrown to the floor of the car.

A small increase in boarding and alighting accidents was scored during the month. More calling of streets and looking out before giving the signal to go will bring this class of accident down so that we will show a decrease in a very short time.

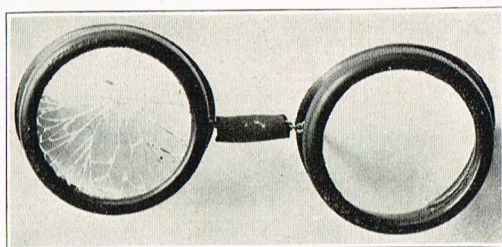


N. E. Hines, F. J. Lucas, R. G. Nelson and R. Koprowitz, the Invincible Golfing Four of Burnside, Snapped During the Tournament at Green Valley

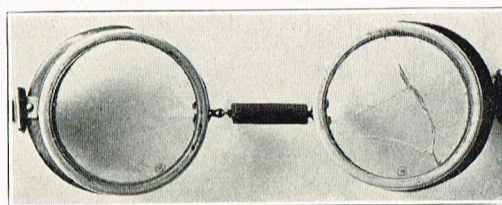
MORE EYES SAVED

Three Cases in Which Protective Goggles Save Sight of the Wearers

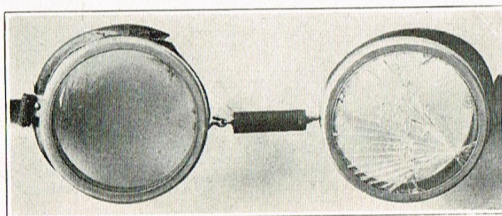
The efficacy of the protective goggles has again been demonstrated in a most satisfactory way. A. Dinlis is the first of the three men who are still enjoying sight because of his wisdom in wearing his goggles when working on Van Buren Street east of Western Avenue. A flying piece of concrete smashed one of the lens with no damage to the eye.

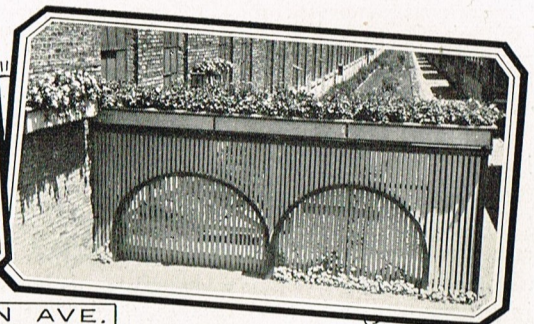


The next fortunate man was A. Davi-lick, who is one of the gang working on Ogden Avenue south of Randolph Street on July 18. Flying concrete was also the missile in this case, and while the fracture of the glass does not indicate that the fragment had high velocity, yet it is quite clear that the eye behind it would have been seriously injured but for this protection.

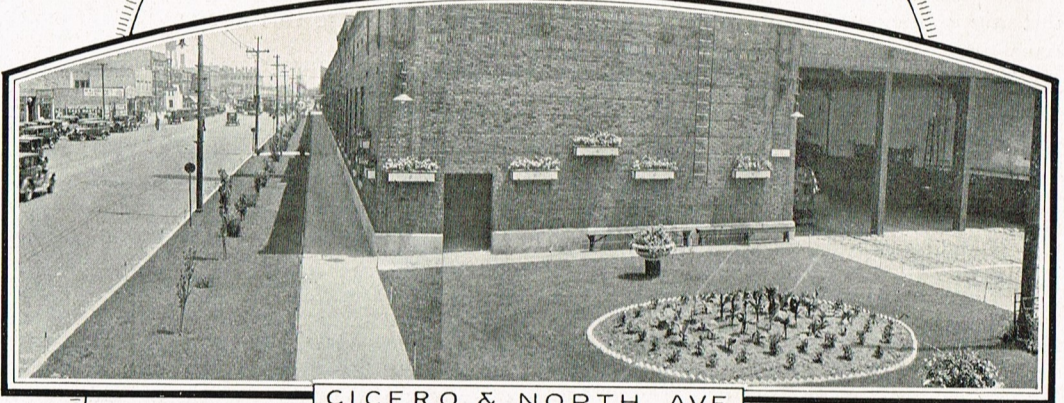


On July 22 J. Petrancosta working at Halsted and Erie Streets was almost knocked down by the force of a flying piece of concrete from the track





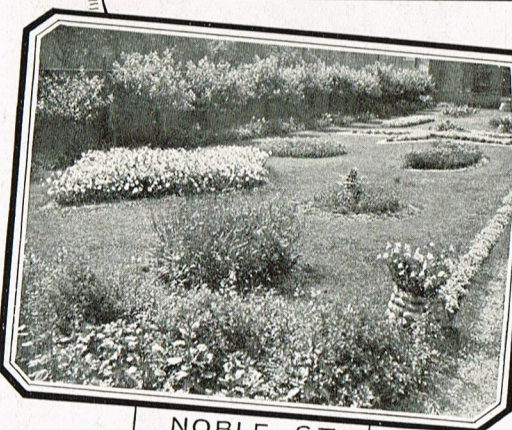
DEVON AVE.



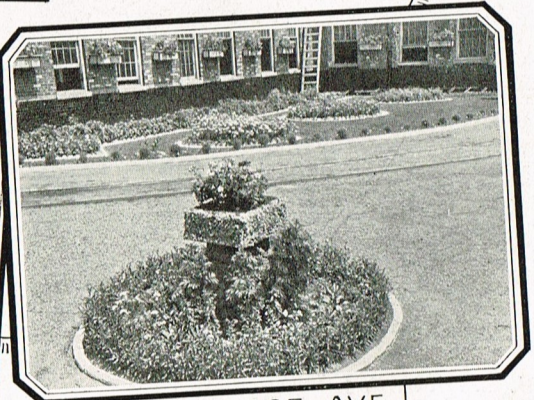
CICERO & NORTH AVE.



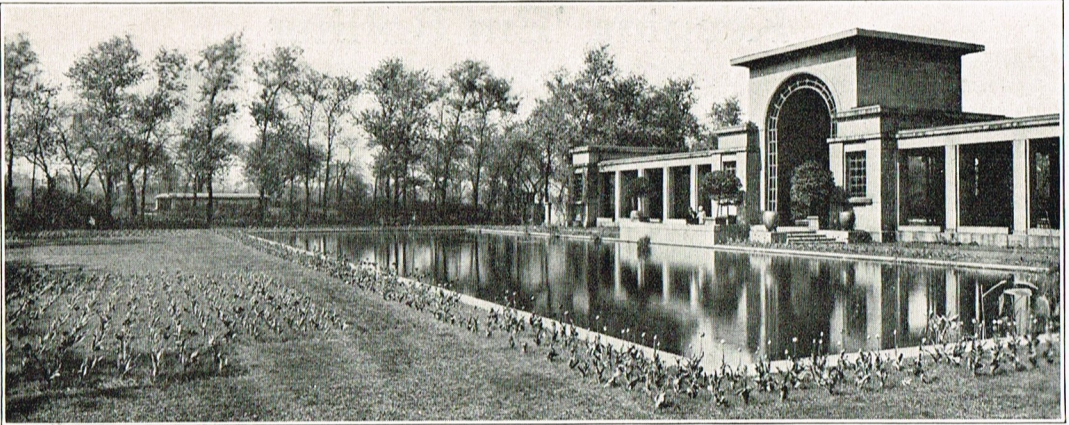
77TH STREET



NOBLE ST.



ARMITAGE AVE.



A Beauty Spot in Douglas Park Visible from Surface Lines Cars

APPRECIATIVE LEGISLATORS

Congressman Sabath and State Representative Skarda Like Our Decorative Work

The work of the men who are interested in flowers at our car stations, glimpses of which are shown in a full page group picture in this issue, is appreciated by the public generally. Sometimes observers who are pleased with results write us about it. Here are two examples, both relating to the Lawndale-Blue Island Properties:

Chicago Surface Lines, Gentlemen: Some time ago, while visiting in the neighborhood of Leavitt Street and Blue Island Avenue, I noticed the great improvements that have been going on there and the commendable way in which the neighborhood had been cleaned up and the special efforts that had been made by you around the car station in that section.

I, at that time, dictated a letter to my secretary commenting on this situation, but because of the stress of work I am advised that he neglected to write the letter. I, therefore, again wish to thank you and compliment you on this wonderful work.

Yours very truly,
A. J. SABATH, M. C.

Chicago Surface Lines, Gentlemen: I want to compliment you again on the

good work the boys are doing around Leavitt and Blue Island Avenue and Lawndale Car Houses, in keeping it looking so nice by means of caring for the garden, the grass and the flowers that surround it.

This good work, which was started last year, has not diminished, but on the contrary, has improved a great deal, and it certainly adds to the beauty of the car house.

I sincerely hope you will continue the good work for many years to come.

Very truly yours,

Edward Skarda,

Representative 15th Senatorial District.

1314 West 19th Street.



A Snapshot of the Tulip Display at Lincoln Park, Taken by Clarence Grube of the Financial Department

Pretty Nurse—"Every time I take the patient's pulse, it gets faster. What shall I do?"
Doctor—"Blind him!"—Pacific Electric Magazine.

Keeping 'Em Rolling

Seventy-seventh Again Leader, with 55,953 Miles—Limits and Archer Trail



Seventy-seventh Street Carhouse is in the lead for the second successive month. They operated their cars 55,953 miles per pull-in due to failure of equipment, an increase of 33.4 per cent over last month.

The second highest carhouse, Limits, operated their cars without a pull-in of any kind for the entire week ending July 13th. They also hold the record for zero days for the month of July.

Noble also deserve mention this month, as they made the greatest percent increase of the month, 78.5, and moved up from sixteenth position last month to eleventh this month. Armitage moved from 14th place last month to 10th this month, and increased their percentage 68.5 percent.

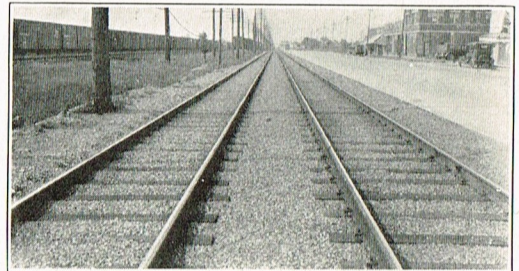
The average miles operated per pull-in for the system is 19,479, an increase of 4.2 percent over the preceding month. It will be noted that nine of the sixteen carhouses increased their mileage over the month of June.

Following are the individual records:

Rank	Carhouse	Zero Days	Miles Per	
			Pull-in	Pct. Inc.
1.	77th Street.....	14	55,953	33.4
2.	Limits	24	48,701	26.3
3.	Archer	13	45,734	35.1
4.	Cottage Grove... 12		31,930	19.2*
5.	Burnside	13	27,755	1.5*

6.	Elston	19	25,752	27.9
7.	Division	11	21,328	5.9
8.	69th Street	6	19,713	35.6*
9.	Blue Island.....	13	19,327	53.4*
10.	Armitage	12	19,139	68.5
11.	Noble	16	16,696	78.5
12.	North	3	15,142	17.3
13.	Devon	8	13,946	12.9*
14.	Lincoln	5	13,142	10.4
15.	Lawndale	8	12,313	21.3*
16.	Kedzie	2	10,262	1.1*
		179	19,479	4.2

*Decrease.

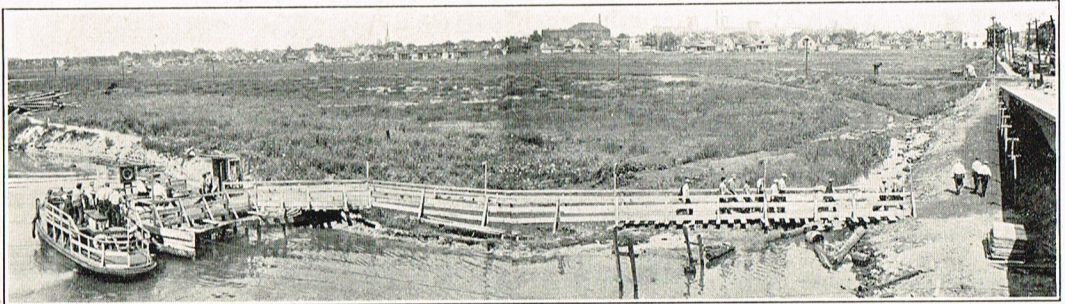


The Engineering Department Is Proud of This Stretch of Track Work on Vincennes Avenue Looking South from 92nd Street

Seventy-Seventh Street June and July Champions



F. W. Meyers, Day Foreman; J. Ditchie, Night Foreman; J. Warnken, Asst. Day Foreman; F. Hagins, Asst. Night Foreman; W. Vanick, Clerk. Car Repairers: F. Havlin, J. Waisvilas, F. Wolf, M. Kasnausky, A. Palm, J. Ditchie, J. Bokutis, M. Swanson, D. O'Brien, F. Martinkus, J. Kakta, H. McTigue, A. Gordon, J. Kundrotis, T. Gudinsky, C. Frichstich, R. McClelland, C. Janikas, M. Scahill, F. Phillipswic, S. Poszkus, F. Maracich, P. Raudonis, F. Haas, J. Vaishvilo, W. Chipola, R. Taggart, T. McDonald, C. Walsek, H. Quinn, G. Dalton, T. Cunningham, F. Green, D. Stewart, M. Dragon, T. Kenehan, C. Kakta, E. James, R. Tomasunas, J. Green, T. Yercin, J. Sarsavage, J. Lee, M. Caraher, J. Allen, S. Wilexus, P. Lukas, R. Antich, H. Sundquist, A. Kyras, A. Razbadawski, W. Naylk, F. Walsack, T. Ruches, K. Kunce, J. Rapell, J. Lilley, T. Madigan, B. Roberts, F. Rodovicz, E. Wiegand, T. Arendt, A. Hooker, M. Dechon, F. Havel. Car Placers: C. Mavrinet, V. Levicki, J. Varmali, C. Wessel. Car Cleaners: M. McNamara, W. Burke, J. Meehan, J. Langlois, B. Holas, T. Salapanks, J. Hanrahan, J. Boll, J. Hopkins, P. Huvane, J. McMahon, M. Reidy, M. Stone, C. Leinaner, W. Boussis, P. Murphy, L. Basso, P. Plegakes, W. Baer, J. Brannon, A. Pundwicz, G. Poulos, S. Kuoga, A. Chilikes, A. Mavrinac, J. Havel, R. McCormick, G. Staveides, C. Galkus, G. Koclanis, M. Urban, J. Bugan, F. Miller, H. Halsband, A. Ksaczonas, M. Urbanek, S. Kalivas, J. Ciechna, S. Kutscher, Z. Kasparowicz, M. Downes, S. McElwee, H. Thompson, D. Mangan, F. Gaughan, J. Casey.



While the 106th Street Bridge Is Impassable, the Surface Lines Take Care of Their Passengers by the Ferry Boat Shown Above, Looking East From the River

An Example in Economics

In an arid county of western Kansas lives a rancher 70 years of age, whose hired man, 65, has been with him for more than forty years. The two of them barely manage to eke out an existence. A visitor one day asked the old rancher: "How do you manage to pay that fellow his wages?" "It's this way," replied the rancher; "I hired him for two years and gave him a mortgage on the ranch to guarantee his wages. At the end of the two years he got the ranch, and I went to work for him on the same terms. For fifty years the ranch has passed back and forth every two years and neither of us has drawn a cent of wages."—The Kablegram.

Traded Ethics

Two young bond salesmen were conversing—one was stressing the necessity of deportment in business, and after a rather lengthy discourse ended with, "Well, where is your ethics?" The other looked up in astonishment, "Why, didn't you know I traded it in for a Chrysler?"—Two Bells.

A Scot and his wife went into a restaurant and ordered one sandwich and two plates, cutting the sandwich in half as it was served. He was chewing away ravenously, while his wife looked on, which led the waiter to ask: "Is there something wrong with the sandwich, madam?"

"Na," she no'ed, "but Sandy is using the teeth."—Two Bells.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 6

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No. 5

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

THE HARMFUL FEW

There is a familiar saying that it is the last straw that breaks the camel's back; and it is the last exhibition of discourtesy or some minor offense on the part of a thoughtless or indifferent trainman that rouses the anger and resentment of a car rider. And the pity of it is that when the car rider sits down to list his grievances, which may have grown out of the acts of half a dozen employees of the company, he includes the whole organization in his vitriolic arraignment.

Here is an actual quotation from a letter recently received by the management which is an illuminating example of the foregoing statement:

Your men monopolize the best seats riding to and from their runs, bury themselves in their newspapers, and let us paying suckers stand—or, rather, try to keep on our feet. Your conductors pull the cord without even attempting to see that all are aboard, even when they are in running-time limits. They jerk transfers out of passengers' hands. They often change a dollar by giving us all or mostly all nickels—when they are overloaded with quarters. Give them a dime and two pennies and they'll figuratively throw five pennies back at you; even though they have plenty of nickels, as can be plainly seen by looking at the coin holders. Ask a motorman what time he's due at a depot and most of the time he'll bark back that it's "None of your business" or that "My conductor takes care of that 'minor' detail—I don't bother with it" or "I don't know." Ask them to let you off at the "other side" of boulevards with stops called for on either side, after they've stopped at the near side, and they animatedly and often audibly insult you, if they stop at all.

They open the front door in the middle of the block when you want off at the next stop and if you don't alight on the fly, they either throw the controller into all nine points and speed by the stop, only to slow down after they've passed your stop. If they do slow

down for you to alight, they don't make the full stop. Instead they coast along expecting you to jump off. When you have one foot on the car they go into high and leave you to fall off or sprain an ankle in the jolt they give you.

They pass people up without any excuse only to snail along for a few blocks before a point where a starter or supervisor may be stationed. They keep the right-front windows open in the most driving rains, swear with deafening volume at truck and other vehicle drivers that did not clear the track when the car was a block behind, all in the hearing of women and children. They stop with most pronounced jerks for no apparent reasons.

The rear men never—well, hardly ever—fix those lengthwise seats on most Kedzie cars to leave the right-front crosswise seat clear for the seating of two passengers. They let dead-head children occupy any number of seats to the exclusion of adults. They permit saps to keep feet on seats without attempting, or even essaying to attempt, to get them to take them off. Ad infinitum.

Now to the main point: I've long stood for your conductors showing their thumbs into their mouths to wet—WET, not merely moisten—their transfers to facilitate easy handling. Some of your conductors, the Lord bless 'em, have those sanitary rubber tips for the purpose. Why can't you make them compulsory? Or will Kegel's attention have to be called to the insanitary practice of most of your men.

Well, I've rather grown used to it so I often walk where it's only a matter of a few blocks, in preference to receiving a saliva-impregnated transfer.

It will be admitted that this is a serious indictment but how unfair it is to the great majority of our men—men who day after day discharge their duties faithfully, have the real interests of the Surface Lines at heart, and who do everything that they possibly can to develop a friendly feeling on the part of the car riders. But it shows only too clearly how heavy the responsibility of every man who comes in contact with the public; and if the few men, who are responsible for arousing the public's resentment as manifested by our correspondent, can be brought to appreciate what they owe to their fellow employees it will be of immeasurable benefit to the organization as a whole.

Superintendent Evenson, whose comments on courtesy appear elsewhere in this issue, is going to devote a large share of his energy and that of his associates to getting after the comparatively small number of offenders whose actions blacken the reputation of the whole force.

Lawndale Still Courtesy Leader

Blue Island Back in Second Place—Noble and Archer Trail

The cumulative standing at the end of July, 1929, the third month in the third year of courtesy effort is as follows:

	Disc.	P. U.	Trans.	O. S.	Total	Commend.
1 Lawndale	10	2	4	1	17	4
2 Blue Island..	10	2	9	..	21	7
3 Noble	7	2	5	2	16	2
4 Archer	28	15	9	8	60	6
5 Kedzie	29	12	23	9	73	20
6 Limits	14	5	7	5	31	7
7 Lincoln	15	10	10	4	39	5
8 North	56	24	15	19	114	12
9 77th	48	21	12	16	97	31
10 Elston	17	6	4	2	29	5
11 Division	18	12	10	6	46	4
12 69th	32	21	22	12	87	11
13 Armitage	22	9	9	2	42	7
14 Devon	44	24	10	9	87	18
15 Cottage Grove	39	22	14	5	80	15
16 Burnside	30	12	11	6	59	5
Total	419	199	174	106	898	159

By C. H. Evenson

Superintendent of Transportation

That the great majority of Surface Lines trainmen are conscientiously interested in their work and are trying to do it well is indicated by the results of the courtesy contest and the character of letters of criticism and commendation received by the company.

Only a small minority of the trainmen by their carelessness in the performance of their duties and their lack of courtesy are responsible for practically all of the complaints received.

These men apparently do not realize the importance of courteous and considerate treatment of passengers. If the damage they do in destroying good will could be estimated it undoubtedly would run into millions of dollars annually.

Public Must Be Pleased

Street railway operation is a competitive business. Unless the service is satisfactory to the people they will find other means of transportation. No company whose employes assume a public-be-damned attitude can live.

Electric railway managements the world over now realize this fact and the

annual budget of every electric railway company provides liberally for the building up of better public relations. Good will and good business go together in the electric railway field as well as in the world of barter and trade.

It is useless, however, for an electric railway company to devote time and effort to promoting good public relations unless its employes who come in contact with the public, pursue the same policy.

Trainman a Salesman

The trainman is a salesman of the only commodity the street railway has for sale—service. If he is disagreeable in his contacts with passengers he is a failure as a salesman.

A retail store would not keep in its employ a surly clerk who was unobliging in waiting on customers, and a progressive street car system cannot afford to continue to employ men who treat passengers as though they were doing them a favor to let them ride on the cars.

It is not fair to the great majority of trainmen who are doing their work well that a small number of men at each car station should pile up letters of complaint which are charged against the division's courtesy record.

The only way in which the public can judge the efficiency and ability of the management to provide good service is by their personal observation of the attitude of the trainmen with whom they come in contact.

The reputation of any transportation agency, is in the hands of its operating employes.

Welfare of All Involved

Since the welfare of the employes is dependent upon the reputation and prosperity of the company, it is to the personal advantage of every trainman not only to do his work efficiently but also to exert an influence on other employes to give the street car patrons the kind of service that will win general public approval.

The position held by each of the sixteen depots in May, June and July is

shown on the accompanying chart:

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

The complaint analysis for May, June and July, 1929, is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Commend.
May, 1929.....	153	73	66	43	335	73
June	134	60	39	31	264	50
July	132	66	69	32	299	36
Total	419	199	174	106	898	159

The comparative standing on total number of chargeable complaints received in May, June and July in the first, second and present Courtesy Contest is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Commend.
May, June, July, 1927	429	188	181	142	940	118
May, June, July, 1928	403	176	139	92	810	147
May, June, July, 1929	419	199	174	106	898	159

PLAN GREAT SAFETY DRIVE

Chicago Safety Council Sponsors Important Safety Congress Starting Sept. 30

Beginning on September 30, Chicago will celebrate the biggest "Safety Drive" ever experienced in the history of the city.

It will be known as Chicago Safety Week, and it is being sponsored and organized by the Chicago Safety Council, with which our Supervisor of Accident Prevention, William Pasche, is identified. It will be held concurrently with the sessions of the Eighteenth Annual

Safety Congress, which meets with headquarters at Hotel Stevens. A total of 7,000 Safety leaders from all parts of the United States and from a number of other countries of the world will be here to observe what Chicago, as one of the great cities of the world, will be able to demonstrate in the way of applied safety.

Chicago Safety Week indeed will be one of the chief features of this Congress, which will be the greatest of the kind ever held. The Congress program will include motor tours by delegates to the chief points of the city that will illustrate safety problems and safety progress. This will include especially a study of Chicago traffic problems. The route will include views of Lincoln Park grade separations; traffic signal systems on Broadway and Sheridan Road; Milwaukee Avenue grade separation; the Washington Boulevard; the Loop signal system and Grant Park traffic development.

One of the especial hopes of Chicago Safety Week is that a practical demonstration may be made of the lessening of automobile accidents, which lately have shown a startling upward trend. It is predicted that the citizens of Chicago will respond to this appeal of wholehearted cooperation in the most successful safety drive in the history of the city.

The Public Safety programs scheduled for the week will be addressed by many prominent people, including Jane Adams, who speaks on "What Home Accidents Mean to the Community," on Friday morning, October 4; Paul Hoffman, vice-president of the Studebaker Corporation, who speaks on "American Demands Speed—and Safety," on Monday afternoon; Hon. Philip Hoyt, Deputy Police Commissioner, New York City, whose subject is announced as "New York Experience in Pedestrian Control," and Hon. C. Douglas Buck, Governor of Delaware, who will discuss "The Driver's Responsibility for Accidents," on Thursday afternoon. Another interesting meeting is scheduled for Thursday morning, to be in charge of August Vollmer, Professor of Police Administration of the University of Chicago. Mr. Vollmer was formerly chief of police of Berkeley, California.

DELAYS AND THEIR CAUSES

Statistician Dixon's Charts Show Decrease of Daily Average Interruptions

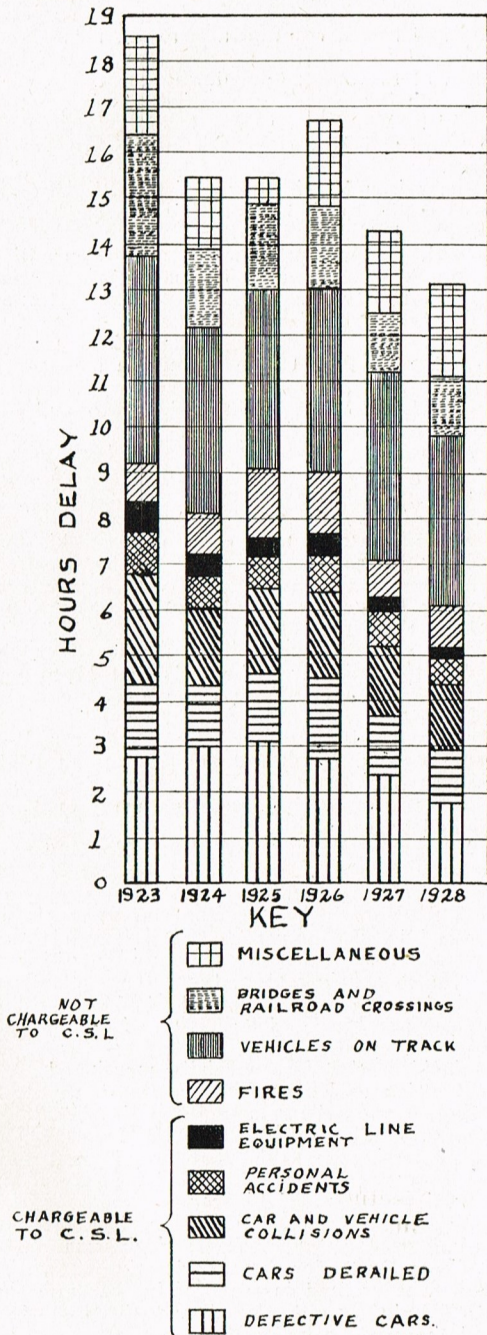
An interruption of car service lasting five minutes or more constitutes a "de-

lay" and is officially recorded and tabulated under the various headings shown on the chart. When an interruption occurs on a street car line, the time that the first car is blocked until the track has been cleared determines the length of time of that delay, regardless of the number of cars that "line up" behind the first one.

It is very gratifying to observe that the delays to car service have been decreasing considerably since 1923. In that year the average delays to service on each day of the year was 18 hours and 35 minutes. While in the year 1928 it was 13 hours and 9 minutes.

The last five groups on the chart are those which can be directly influenced by careful operation and close inspection of equipment. The greater part of the five hours and 26 minutes delay saved in the past six years has been in this group, the improvement being three hours and 12 minutes in delays chargeable to Chicago Surface Lines as against two hours 14 minutes saved in not chargeable delays.

Delays to car service is the most outstanding cause of the car rider complaint, and has a great bearing on his friendliness or enmity toward the company however blameless we may be in the matter. So it behooves us to keep the "delays" to the lowest possible figure.



A Reminder of Other Days—A Night Scene in State Street During the 1893 World's Fair

Pleasant Words for Kindly Deeds

Car Riders Show Their Appreciation of Service Rendered by Our Trainmen.

Mr. and Mrs. Charles F. Crane of 1423 Greenleaf Avenue, frequent users of the Broadway and Clark Street lines report pleasant experiences with our conductors. Mrs. Crane commends Conductor John Herron, badge No. 5778 of Devon, and noticed particularly his courtesy and the distinction with which he called the various streets and announced the destination of his car. Mr. Crane noticed particularly Conductor F. F. Rapp, badge No. 9572 of Armitage. Conductor Rapp's attitude was pleasant and he made a point of calling his streets so that everybody in the car could be advised.

Supervisor Emil E. Hansen of North Avenue in the course of calling on Mr. Charles E. Gros of 1634 N. Kolmar Avenue with reference to a complaint succeeded in making a friend of the complainant, who took the trouble to write and tell us what he thought of Supervisor Hansen's attitude and explanation.

The vice president of the Loraine Zinc & Lead Company, 11 South La Salle Street was so impressed by the interest of Motorman Owen O'Rourke, badge No. 4297 of 77th that he wrote us describing the act of kindness of this employee to a lady passenger of advanced years.

Mr. G. E. Richeson of 6911 Eggleston Avenue wrote to express his appreciation of the service rendered by Motorman Thomas G. Lusk, badge No. 2091, and Conductor Walter J. Hayward, badge No. 2624, both of 77th. He observed particularly their willingness to wait for passengers in territory where the headway is not close, especially on Sunday. He assured us that they are making friends for the company.

Conductor Christy Donaldson, badge No. 1020 of 69th was so courteous in answering inquiries and showing particular care in his treatment of older men and women that Dr. Walter G. Smith of 1973 W. 111th Street made him the subject of a very pleasant letter of commendation.

Coroner Herman N. Bundesen commends the attitude of Conductor Joseph Carney, badge No. 10746 and Motorman James Cashman, badge No. 10025, both of Burnside, when they were blocked by a stalled automobile. Although they had the green light with them and might have shown impatience the motorman appreciated the trouble of the automobile driver, and the conductor by a helpful push got the machine started on its way, and received the thanks of the driver.

Conductor August E. Nelson, badge No. 11456 of Devon by looking carefully after an elderly lady passenger with a cane and his pleasant reply to a question which a young boy asked, attracted the favorable attention of Miss K. Montgoniey, 2681 Orchard Street, who wrote to tell us that this is the sort of service that is appreciated.

Division Superintendent Bassette forwarded to the General Office a report commending Motorman J. J. Quilty, badge No. 1771, and

Motorman J. Brennan, No. 2, badge No. 1243, for their excellent headwork in meeting an emergency when a loaded truck was sunk in a bad rut in the pavement on 111th Street at Irving Avenue. By the handling of their own cars and by their notification to other cars they managed to continue to give service east and north of the obstruction during the thirty minutes that it took to get the stalled truck out of trouble. Motorman Quilty has been in service 40 years and Motorman Brennan No. 2, for 38 years.

Supervisor H. E. Harris of the 4th Division gives credit to Conductor C. L. Jacobson, No. 13942 and Motorman A. J. Neutaut, No. 1595 of 69th for promptly arranging the enrouting of South Chicago and Torrence Avenue cars when a trolley wire broke at 63rd and Harper.

Conductor William J. Finnegan, badge No. 9218 of Kedzie is commended by Mrs. George Bedell, 3615 Pine Grove Avenue, a lady somewhat advanced in years, for his politeness and helpfulness to her, assisting her into and out of his car.

Mr. George Rittner, 3039 N. Karlov Avenue, very strongly commends Conductor Walter Hamilton, badge No. 3590 of Armitage for the diplomatic manner in which he handled an obstreperous intoxicated young man on his car, eventually assisting him safely to the street.

Motorman George Brady, badge No. 2841 of Cottage Grove is thanked by Miss Irene Keuefick of the National Bank of the Republic for promptly turning in a silk umbrella which she had left on his car. She feels that Motorman Brady reflects credit on the management.

Mr. Roy Leope, 2942 Luna Avenue has been very favorably impressed by Conductor William Parizek, No. 13790 and Motorman Alvin Hansen, No. 12191, of North Avenue for their patience in answering questions, many of which seemed unreasonable.

Motorman William W. Rye, No. 11903 of Cottage Grove was observed by Mr. C. W. Follett of the Wilcox and Follett Company, 1253 S. Wabash Avenue who was so much impressed by the numerous courtesies and kindnesses that he wrote the company that this was the most considerate and courteous employee he had seen in the 25 years he had been riding the Surface Lines. The helping of a blind man to the sidewalk without unnecessary delay was an incident that was specially mentioned.

Mr. George Kline of 103 S. Dearborn Street writes a complimentary letter in behalf of Motorman Michael J. Campbell, No. 11709 of 69th referring particularly to his pleasant manner in answering questions and his careful and skillful operation of his car.

Motorman Michael P. Dillon, No. 11677 of 77th is praised by Mrs. C. F. Herman, 6735 S. Green Street for the consideration shown her when she crossed in front of his car after the "Go" light was displayed and the motorman had the starting bell. Motorman Dillon seeing that she was in a hurry held his car and en-

abled her to board it and thus brought her to work on time.

Miss Vera M. Chandler, 518 Wrightwood Avenue promptly recovered her purse which she had lost on a Broadway car with over sixty dollars in it, and which was turned in by Motorman Diedrick Fair, No. 11659 of Devon. She compliments Motorman Fair for his honesty.

George Abel, superintendent, and Alfred E. Skaja, assistant superintendent of the Mitchell Construction Company, Bankers Building, 105 W. Adams Street were present on a northbound Riverview-Larrabee car in charge of Conductor Justin B. Everts, No. 13530, and Motorman Patrick McHale, No. 5155 of Lincoln, when at Garfield Avenue a young lady assisted an old lady onto the car. The old lady was very ill and they helped her into the car and comfortably seated her. On arriving at Webster Avenue which was her destination she was unable to move and the conductor and motorman carried her from her seat and across the street to a waiting Webster Avenue car, into which she was assisted to a seat with her bundles piled around her before returning to their car. The letter we received paid a very high tribute to this crew.

Motorman Samuel Campagan, Jr., badge No. 4561 of Armitage, is commended for his skill in handling his car by Mr. Harry F. Althamer, 5725 N. McVickers Avenue, who some months ago wrote complaining about the discourtesy of one of our employees. Mr. Althamer writes that an automobile standing at the curb suddenly pulled out directly in the path of the approaching car and Motorman Campagna so handled his brakes as to bring the car to an immediate stop without seriously inconveniencing any of his passengers.

Conductor Peter Cunningham, No. 8580 and Motorman Martin F. Schroeder, No. 4027 of North Avenue made an emergency stop just after getting the green light at Dearborn and Lake Streets, when they saw an old lady on crutches start from the curb in an effort to catch their car. The conductor assisted her aboard so that she was completely satisfied. Mr. Edward A. Donahue, 426 Briar Place, writes that for thoughtfulness and genuine courtesy this act stands out in his memory.

Mrs. S. H. Lesser, 3125 W. 55th Street comments on the assistance rendered a blind man by Motorman Walter F. Churchill, No. 3235 of Kedzie, who escorted the passenger to the sidewalk and saw him safely on his way. The skill with which Motorman Churchill handled his car a few days later prevented a serious and perhaps fatal accident when two reckless motorists running 50 miles an hour on the wrong side of the street were given a chance to dodge between approaching cars due to Motorman Churchill's expert handling of his emergency brakes.

Mrs. S. Fescher, 3437 Grenshaw Avenue, when a passenger on a Western Avenue car found that she had gone past her destination and reported her predicament to Conductor Walter J. Shipper, No. 11950 of Archer, who provided her with an emergency transfer and saw her happily on her way. She is very gratified for the consideration shown her.

Mr. Stuart Elbel of the Illinois Bell Telephone Company was much impressed by the fact that Conductor Patrick McKeon, No. 13054 of 77th made an emergency stop to accommodate a lady with her arms full of bundles who was moving through the traffic toward his car. Mr. Elbel reports that the lady evidently did not appreciate the service that had been rendered her as she indulged in some very abusive language. Mr. Elbel says the conductor is to be commended for the way he held his temper.

Mrs. V. White, 1609 Garfield Blvd., commends Conductor Raymond G. Hosmer of 69th for promptly turning in her lost property.

Mr. A. J. Gillet of the Bond Department of H. M. Bylesby & Co., 231 South La Salle Street, found himself on the car of Conductor William K. Wood, No. 12552 of 77th without any change other than a \$20 bill and 5 cents. The conductor's helpful attitude and his consideration under the circumstances aroused Mr. Gillet's admiration.

Conductor Peter H. Keane, No. 11674 of Limits is praised by Mrs. A. Trischler, 1968 Burling Street, for carrying an old lady from his car to the street and to the sidewalk.

Mr. Colin Miller of Mickelberry's Food Products Company, 801 West 49th Place writes enthusiastically in praise of Conductor Charles A. Boyle, No. 1182 of 69th Street for assisting passengers boarding and alighting from his car at the Illinois Central Station, lifting their suitcases and being helpful in every possible way.

Conductor Timothy A. Byrne, No. 11166 of 77th upon coming up to a stalled car which drove by mistake into the subway on Clark Street near 16th, found that the operator of the automobile was a novice. So he got into the car, backed it out of its trouble and headed it in the proper line for vehicles. Mrs. N. Johnson, 8107 Luella Avenue wrote to us commending this conductor for his considerate act.

Dr. S. L. Goldstein, 4300 W. 16th Street writes in appreciation of the action of Conductor John Bamford, No. 9986 of Blue Island for the assistance rendered an old blind man at 16th and Spaulding. Some passenger on the rear platform was inclined to be critical of the delay but Dr. Goldstein says this conductor is chivalrous, kind hearted and a gentleman.

Conductor Harvey E. Miller, No. 9074 of Archer received a letter of thanks from a Miss Norris whose fare he paid when she found she had lost her pocketbook. She enclosed 50c as an expression of her thanks.

Assistance to a blind man by Conductor Harry W. Andersohn, No. 8890 of Cottage Grove attracted the favorable attention of Mr. J. Esler of 5434 Glenwood Avenue.

A similar incident in which Conductor King H. Denn, No. 8864 of Kedzie was the principal actor, was reported by Miss Pauline Miller, 3410 Springfield Avenue. Miss Miller added that if it had not been for the conductor the blind man would have been run over by a truck that passed at full speed.

A. Morrison, 58 E. Congress Street reports the consideration shown a blind man by Con-

ductor William F. Naylor, No. 6590 of Devon and warmly commends the act.

Mr. William T. Myers of the Plaza Hotel, highly commends the general efficiency of Conductor Michael J. Reilly, No. 6260 of Devon.

Conductor Thomas M. Dacey, No. 5174 of 77th is warmly thanked by Mrs. Clara I. Diesel for his consideration when the little chap in her company dropped a box full of nails and the conductor instead of being annoyed, or showing signs of displeasure helped the little chap pick them up.

Conductor Myron W. Ayers, badge No. 2694 of 77th is again the subject of highly commendatory comments, the writer this time being H. R. McCosh, 521 Fullerton Parkway. Mr. McCosh describes the pleasant "Good Morning," with which he was welcomed on Conductor Ayer's car. "I'll tell you," writes Mr. McCosh, "it makes a big difference to a fellow who is getting on the car. It often serves to decide just what sort of a disposition one has for the day, for who could be grouchy and irritable after getting such a hearty greeting from a perfect stranger."

Conductor John McCormack, No. 5010, of North Avenue is commended by Superintendent Roy Machamer of the Union High School, Adams City, Colorado, for the interest he showed in making suggestions to Mr. and Mrs. Machamer while they were visiting Chicago. Conductor Corwin told them how to reach a number of point of interest and added in making their trip an enjoyable one.

Conductor John McCormack, No. 5100, of 77th is commended for his kindness and courtesy by Mr. C. E. Brandenburg, 808 N. Lawler Avenue, who is physically handicapped and appreciates the assistance rendered when he boarded his car, crutches and cane in hand.

Conductor Walter J. Loerzel, No. 3410 of Armitage paid the fare of A. C. Sparr of the Sears Roebuck Company when he boarded his car in the rain and found himself without change. The letter from Mr. Sparr expressed his appreciation.

Conductor Chatfield R. Catlin, No. 3300 of 69th by his courtesy and consideration won the approval of B. J. Rutledge because of the pleasant way in which a passenger with a heavy suitcase was helped to board the car.

Conductor George L. Lennartz, No. 2572 of Devon has a very clear and distinct manner of calling his streets and this appealed particularly to Miss Luella M. French, 2502 W. Adams Street who expressed her appreciation in a complimentary letter.

Conductor Bernard M. White, No. 2532 of 77th was particularly helpful to Mrs. Eddie Doherty, 2818 N. Merrimac Street, who was suffering from an injured foot. Suggestions were made to Mr. Doherty who was accompanying his wife as to a treatment that would give her relief, and later on Mr. Doherty noticed Conductor White assist a very old lady to the curb. Comment was made also on the fact that Conductor White gave all his service with a smile.

Mr. and Mrs. Charles Hahn, 5148 Irving Park Boulevard commend Conductor Harvey Crain,

No. 2202 of Elston for his courtesy to and interest in his passengers.

Conductor Alfred E. Schoor, No. 1126 of 69th made a prompt return of a vanity case left on his car and Mr. W. A. York, 7010 S. Racine Avenue, whose daughter was the owner wrote a letter expressing his appreciation of the prompt return of his daughter's property.

Miss Margaret Hunt, 7354 Yale Avenue inclosed \$5.00 in a letter thanking Conductor John Walsh No. 2, No. 826 of 77th for turning in her purse containing a considerable sum of money.

Conductor Arthur F. Kadow, No. 478 of Division interfered with the "monkey shines" of some obstreperous boys who were annoying passengers on his car and later a letter of appreciation was received from B. Leestma one of the passengers.

Mr. and Mrs. E. Masterson, 324 S. Kilbourn Avenue appreciated the recovery of two dresses left on a Madison Street car and commend the honesty of Conductor E. D. Brown, No. 4194.

Conductor Henry Torgerson, No. 8902 of Elston paid the fare of one of his passengers, Mr. Wm. Gordon who made a prompt remittance with a letter of appreciation.

H. Peter Bye, 10 South La Salle Street found himself without enough small change to pay his fare but Conductor Ralph A. Victor, No. 8426 of Burnside paid it and Mr. Bye later remitted ten cents with a warmly commendatory letter of Conductor Victor.

James R. Husband, 4320 W. Van Buren Street who has written us some letters of criticism found in Conductor Nathan Euphrate, No. 6242 of Kedzie a representative who was so courteous in dealing with his passengers that he could not refrain from writing us a commendatory letter with reference to the service of this employee.

Motorman D. E. Dunbar, No. 7447 of Burnside recently lost his badge and when it was found by Conductor J. F. Costello of Cottage Grove and promptly restored to him, Motorman Dunbar, who is a new member in our organization wrote to Division Superintendent Gricks a commendatory letter which was forwarded to the General Office.

William B. Bannon, General Superintendent of the North Pier Terminal Company, 589 East Illinois Street who has written occasional letters complaining of the Grand Avenue service was fair enough to write Division Superintendent Brookman a letter commenting on the very satisfactory operation of this line which is used by many of the North Pier Terminal Company employees.

If a man, even one on a small salary, but resolutely resists the temptation to have a little fun occasionally and forms the habit of systematic saving, in twenty-five years or so he will have enough money to take advantage of a business opportunity and lose it all in a lump.—Thomas Topics.

Conductor—How old is the little girl?

Little Girl—Mother, I'd rather pay the full fare and keep my age to myself.

—Interurban Messenger.

Departments and Divisions

Have you noticed the flashing spark on the left hand of Misses Lillian Kelley and Caroline Spencer? If congratulations are in order, here is extending to them the department's best wishes.

Our best wishes for a happy married life to Miss Lyndall Dyson and Mr. Elmer Roelle, also Miss Lucy Spencer and George Mikota who were recently married.

This department is proud of the honor bestowed upon Mr. Herbert Rohde, who joined the "Hole in One" club on Saturday, July 6, 1929, at the Lincoln Park Golf Course.

Misses G. Thomas, M. Walther, G. Ryan and E. Milbrandt are new members of the Accounting Department.

The employees of the Accounting Department extend their heartfelt sympathy to Mr. E. Marks for the loss of his father who died on June 24, 1929.

T. F. Coan.

Shops and Equipment—North and West

West Shops: Mr. E. J. Sigwalt, who has been chief clerk of the Shops and Equipment Department for a number of years, was transferred on July 1st to the Financial Department as general Storekeeper. While we regret very much losing Mr. Sigwalt, the entire Shops and Equipment Department extend to him their best wishes for his future success.

Our chief clerk is now Mr. Walter C. Krull, who was formerly assistant to Mr. Sigwalt, and Mr. E. C. Wendt has been promoted to assistant chief clerk. They also have our best wishes for success in their new positions.

Mr. G. L. Zamzow of the drafting room has returned from a vacation spent in Wisconsin.

Harold Ebeling and Stanley Kajpust are on their way east in Harold's Pontiac. Ten Kuta spent his vacation in Michigan City, and has a fine coat of tan, and Stanley Icen motored to Sault Ste. Marie in his "rebuilt" flivver.

John Sladek of the paint shop returned to work July 2. He had been on the sick list since June 8. His brother, George, painter, is still confined to his home on account of illness.

Roland Cregar of the armature room motored to Minneapolis, it being his first vacation for 12 years. We hope he will have an enjoyable one.

Arthur Viane left for New York City on July 3. Neither Arthur or his new Ford have been heard from since, but we wish them both a safe return.

If you are in need of fishing tackle, see "Murphy," as he has taken up motor boating.

Julius Hartman spent a few days in Detroit, but he would not tell what he went for.

Look out, Bobby Jones! Danny O'Brien is training hard. In fact, he is putting in all his spare time at the Green View Golf Course.

Jane V. McCarthy.

South Shops and Carhouses

We were sorry to learn of the death of William Gasser, Sr., carpenter at the South Shops. Mr. Gasser has been in the service for the past nineteen years, and his passing away will be keenly felt by all who knew him. Our sincere sympathy is extended to his two sons, Joseph F., and William, Jr., who are also employed in the car repair department.

The vacation period is now in full swing and all our vacationers are returning reporting the usual good time, etc.

Mr. Meyers is very happy to see the Pull In Flag again waving at the 77th Street Carhouse.

Felix Pudlewski, car repairer, 77th Street, passed away on June 29, 1929. Our sympathy is extended to the bereaved family.

J. P. McCauley.

Traffic and Schedules

Miss Esther Sandstrom is enjoying the scenery and wonders of Yellowstone National Park. She will stop at Salt Lake City to see the Mormons and their wonderful temple. Returning she will stop at Boulder, Denver, Colorado Springs and Pike's Peak.

It is now second lieutenant when you talk to J. B. Handlon, who is now with his regiment, the 124th Field Artillery, Illinois National Guards, at Camp McCoy, Sparta, Wis.

J. L. Franzen returned from Saugatuck, Michigan, where he spent his vacation resting, so he says.

After buying a new Chevrolet, W. Weightman found he would have to learn how to drive his car. So he took lessons. He tried one of these lessons on the garage wall just to see how hard he could hit an object without coming out second best.

In the July issue, it was stated that George Fisher would make the trip to Pennsylvania in his Ford. George has no intention of doing this as he sold the Ford and bought a new Essex. Driving on the highway, George will not have to be as careful as one should be driving out of a garage with the opposite side of the alley close by.

Geo. Weidenfeller.

Engineering

The vacation season is now on. Louie Schraag, the Burgomaster of Ogden Park, paid a friendly visit to the Lakes of Danbury, Wisconsin, decimating the fish population with his angling skill.

Frank Johnson, ace of the street opening forces in the track department, sojourned on Goose Island and is now an expert on all kinds of concrete work.

J. W. Hewitt, after enduring much physical torture on a motor trip in a high-powered Chev to Bangs Lake, Wauconda, Ill., took a four hundred mile jaunt in a Ford touring car, 1925 vintage, for a much needed rest.

Captain Thos. E. McCarthy, U. S. A. R. Corps, has now taken active charge of Fort Sheridan. Squads, east! Squads, west!

Mike Korosy has returned from a vacation well spent in his country home at Franklin Park.

W. H. Figg motored through the east on his vacation and after viewing the street car road-

ways and equipment in several large cities, says he is prouder than ever of the C. S. L.

John Murray, our field engineer, is enjoying the "Sidewalks of New York," and is also making a study of the subway system.

J. Flynn, the hard hitting trouble clerk of the track department, has taken a mysterious trip for parts unknown. I wonder, John, I wonder. Transit.

Material & Supplies

We wish to extend our most heartfelt sympathy to Fred Ufferman in his bereavement over the loss of his mother who passed away June 29, 1929.

A baby girl was born to Mr. and Mrs. C. E. Matthews at the C. L. I. Hospital recently. Congratulations!

Mr. Herbert F. Hoger, Storekeeper at the South Shops, is willing to confer on the matter of leading automobiles. He would prefer something of the higher order, such as Lincoln, Packard, etc., as he has an excellent car to exchange for same, namely a Willys Knight. Prospective traders should work fast else there might not be much of the original car left, for Herb seems to have spare parts of his machine in every conceivable place. So step right up folks with your offers.

Three musketeers from South Shops went on a fishing trip recently. Bait was very scarce, there being exactly 10 crabs and one minnow between them. One of the anglers thought that not only the hook but also the line should be covered, so he strung the crab on the line leaving a couple of little crabs and one (1) minnow for the other anglers. To make matters worse he happened to tread on the minnow, putting it out of all semblance of ever having been a fish. Consequently their endeavors were not very fruitful. For information about the above see J. Frahm.

If Diogenes, who went around with a lighted lantern looking for an honest man, ever came to the West Shops his quest would end. There he would find Eng. Jensen, who recently found the milkman's pocketbook, and became famous by returning it.

R. E. Buckley.

Electrical

To Messrs. A. Metzloff, Tom Kelley and Dan Marcey we extend our sympathy in their hour of bereavement in the loss of their loved ones.

Congratulations are in order to Tom Hughes and wife. An eight-pound baby boy arrived at their home the early part of June.

Now that the vacations are in order, we expect to hear a number of fish stories, with accompanying photographs to prove their worth. A surprise is in store for the one sending in the best fish—or any other—story and gets away with it. Please send all stories and photographs to Wm. Schenck, Grand & Leavitt, on or before September 15th.

Oscar Omar, Line Foreman, heads the list to date. While working in the vicinity of 118th and Ewing he caught a couple of German carp, which, after being pickled, tasted like herring.

Ed Peterson, General Line Foreman, just returned from his vacation trip by motor through Minnesota. His story is looked for.

Harry Taylor, also of the Line Department, made an extensive trip on the "Sunset Limited" to the town of Westwood.

After making a week-end trip to Kirkland, Illinois, and return Chas. Sullivan, machinist, claims that his Pontiac performed so well that he made forty-five miles per hour in reverse. Some traveling, Charlie! What will it do sideways?

Andy Sorenson and several of his friends recently motor to Cincinnati. On the return trip they expected the auto to find its own way back to Chicago, but the car—having for its home some Michigan town—the party was lost for several days.

Our sympathy is extended to M. Carrigan and C. Arnett in the loss of their loved ones.

The Electrical Department extends its sympathy to Mrs. Walsh in the loss of her husband who was an operator at Lill Avenue Sub-Station.

Mimick and Pardell of our Timekeeping staff, came back from their vacation badly sunburned. Now we know Chicago is a real summer resort.

William Jones, superintendent, also spent his vacation taking in the wonderful sights of Chicago.

The fact that there was no news in the July Magazine from the Electrical Department was not the fault of any individual but was caused by the mail to the editing staff going astray. Billy.

GOING AFTER WITNESSES

North Avenue Scores Over 6 and Leads the Procession—77th Second

North Avenue gave a fine exhibition of what team-work might accomplish during the month of June and as a result leads the Witness Getting Contest with a score of 6.24. Incidentally it was noticeable that the men of this depot were the only ones who exceeded five witnesses per accident among the 12 divisions. 77th Street, which has been running in second or third place for several months made a spurt that carried it into second place with 4.54, and Archer made a fine gain coming up from sixth place to 3rd. Something happened to Elston-Noble and as a result of their slump they dropped from second to fourth place. Cottage Grove also suffered a set back dropping to 8th position, the lowest they have had for a long time. Eight of the divisions scored 4.00 or better and this with the large improvement made by North Avenue brought the average for the system to 4.20, the highest it has yet reached.

The following table gives the standing for the last four months:

	June	May	April	March
1. North Avenue.....	6.24	5.58	(1) 4.84	(2) 4.29 (3)
2. 77th Street.....	4.54	4.40	(3) 4.85	(2) 4.73 (2)
3. Archer.....	4.42	3.98	(6) 4.13	(5) 4.28 (4)
4. Elston-Noble.....	4.41	4.78	(2) 5.08	(1) 5.18 (1)
5. Burnside.....	4.25	3.92	(7) 4.02	(8) 4.01 (7)
6. Lawndale-BI. Isl.....	4.10	4.08	(5) 4.14	(4) 3.94 (8)
7. Kedzie.....	4.04	3.68	(9) 4.08	(7) 4.04 (6)
8. Cottage Grove.....	4.00	4.25	(4) 4.55	(3) 4.22 (5)
9. 69th Street.....	3.83	3.85	(8) 4.12	(6) 3.54 (9)
10. Lincoln Ave.....	3.46	3.09	(12) 3.23	(11) 3.16 (11)
11. Devon-Limits.....	3.32	3.43	(10) 3.41	(10) 3.55 (10)
12. Armitage-Division.....	3.27	3.14	(11) 3.45	(9) 2.81 (12)
Aver. for the system.....	4.20	4.07	4.17	3.97
Diversey Bus.....	2.29	3.50	3.33	3.20

Around the Car Stations

Burnside

Take notice to the necktie our good friend Conductor Gasaway is sporting. Motorman McBroom would like to know where he can purchase these ties. Boys keep your eyes on this crew.

Famous sayings: "Oh, Gee! There goes my Pontiac."

Motorman J. S. Duffy is the proud father of a baby girl. All are doing fine. Baby born, July 13, 1929. Keep up the good work James.

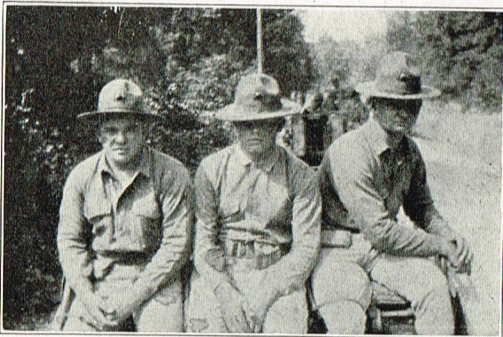
Conductor J. A. Sweeney met his death when driving his automobile over the I. C. right-of-way at 79th Street and Exchange Avenue. Mr. Sweeney was one of the most popular and efficient trainmen at the Burnside Depot and all were his friends. The boys at the Burnside Depot express their sorrow.

On June 20, 1929 the stork delivered little Roy Allen Robinson to the home of Mr. and Mrs. D. L. Robinson. And "Dave" says it's a BOY, too. Congratulations!

W. D. F.

Seventy-Seventh

Starter Chas. Lake has been promoted to the position of supervisor this past month. Congratulations.



M. H. Tierney of 77th (Left) Thinking About Ham and Eggs "Over There"

The following trainmen are enjoying their vacations in various parts of the states, namely, Motorman Joe. Miller No. 4, Conductor W. B. Weisseg, Conductor A. C. Kattar, Conductor Bud Watson, Motorman J. Hawkins, Conductor Art Boettcher, Conductor G. H. Grassell, Conductor J. B. Blais and Conductor J. O. Shaw No. 2. The only vacationist to date who has returned home with the evidence is Conductor W. B. Weisseg. We hope to see more evidence in the future.

Mishaps, plenty of them. Here is a variety: Conductor J. A. Allen was hurt in a collision with an auto, Conductor E. A. Davis was struck while crossing the street by an auto,

Conductor Pat Leonard was hurt while at home, Conductor C. G. Herburg was hurt while adjusting a trolley rope and Conductor E. J. Welty while playing baseball. This division extends its sympathy and hopes for an early recovery.

Hurrah for Mr. Meyers, carhouse foreman! The efficiency flag is back at 77th Street after a long period of absence. Mr. Meyers wishes to thank the boys for their extraordinary efforts in bringing this distinction to our depot, and states this is a very good example of co-operation, one for which we should feel proud.

Conductor Willie Manley is now able to get around on crutches after a long period of confinement at the Auburn Park Hospital. We hope to see Willie back again soon.

Receiver George Miller states the arrival of a youngster at his home, this addition makes a total of 6 in all. George may your tribe increase.

Conductor Barney Kieilty is on his feet again after being run down by an auto. We wish Barney a speedy recovery.

Motorman M. Barrett and John Regan No. 2 have passed successfully through an operation of appendicitis and are now convalescing at home.

To the 17 trainmen who severed connections with this company to take up a position with our Police Department we wish a world of success in their new positions.

Motorman Dick Walsh has paid us a visit after passing through a very serious operation. Here's wishing you a speedy return to health, Dick.

Conductor Ed. P. Moran who was operated upon at the Mercy Hospital at this date is still confined at the same hospital. Report states his case is favorable.

During the past month a number of our trainmen have suffered the loss of a relative namely, wife of Motorman John Durkin, mother of Motorman G. J. Vitek and sister of Conductor R. F. Lynch. To the above mentioned trainmen this division extends its profound sympathy.

C. A. Gylling.

Sixty-Ninth

Conductor E. L. Liston was married to Miss Boland, Conductor J. M. Konzan to Miss E. J. Kermode, Conductor A. W. Buhring to Miss Richo and then Conductor L. Lyons eloped to Crown Point and was married to Miss Evans all during the month. We wish them many happy days.

Motorman C. H. Sturm deserves creditable mention for acting as supervisor during a long blockade of cars on Ashland Avenue when there was no power ahead. He switched cars promptly which was quickly approved by Mr. M. E. Quinn. Also Conductor E. G. Bruin and T. D. Sullivan were the first crew in a blockade at 63rd and Stony Island, and after calling the wreck wagon the conductor ran back to Harper Avenue and saw that all cars switched back until the wagon came. Then his crew with only their one car delayed proceeded. Motorman M. G. Quimett upon observing a

blockade on Racine Avenue while passing in his auto, stopped, called wreck wagon and gave valuable assistance to Mr. T. Blakely which was approved.

Mr. and Mrs. F. L. Morris announce a 7-pound, 1-ounce boy on June 30, 1929 and Conductor F. Grabianocki is the proud papa of a 9-pound boy arriving June 29, 1929.

We regret to learn of the death of Mrs. Korasky, wife of Motorman B. J. Korasky and mother of Conductor A. T. Korasky.

W. L. Pence.

Archer

Conductor Steven A. Kopton reports the arrival of an 8½-pound baby boy at 2:30 a. m., June 24. As both mother and father were expecting a baby girl and had only picked out a girl's name, as the magazine goes to press the baby boy is unnamed. This makes two boys in the Kopton family in two years. Congratulations, Steven, and keep up the good work.

Motorman John Digman, one of Archer's faithfuls having a service dating May 28, 1906, received a leave of absence for ninety days to visit his birthplace, relatives and friends in England which he left behind some fifty years



Harlon, Lorraine and Alfred, Jr., Children of Conductor Alfred G. La Barge of Archer, Having a Morning Dip in Sunnyside Creek at Wisconsin Rapids, Wisconsin

ago. John is taking in many of the European countries. John is deserving the furlough and we all wish him a happy and pleasant voyage and a safe return.

Our sympathy is extended to Motorman Adolph August Ulmer on the death of his father who died June 29.

You would never have thought it. Conductor Otto M. Grubbe celebrated his silver wedding July 6. They were well remembered by their many relatives and friends on this happy occasion.

Conductor Joseph Finn is wearing the smile that won't come off. He is the proud father of a baby boy born the night of June 20. This makes him a boy and a girl, says this is the last. Congratulations on these results at least.

Conductor James D. Dougherty announces

his marriage to Miss Mable Kent on June 29. Miss Kent is the youngest sister of Conductor J. F. Kent also of Archer depot. The young couple left immediately after the wedding festivities for the Dells of Wisconsin. Congratulations are extended by the boys of Archer depot.

The boys of Archer Depot very much regret to announce the sad death of Conductor James H. McKenna who died June 12. James was a very likable fellow and was well thought of by his fellow workers which was well demonstrated on the day of his funeral. Our sympathy is extended to his parents and family.

Archer-Cicero loop has been converted into a very pretty little park which is a credit to the community and appeals to every one passing by.

Boys never before have so many comments come to our notice from all sides on the improved operation of cars as in the past few weeks. This shows that schedule operation is practical. Some of our swift motormen who drag the last portion of time points, blocking vehicle traffic felt the sting of our superintendent who happened to be following them up. Be wise and take heed and avoid the unpleasant things.

The new Columbus Highway, an outlet to the southwest from Western Avenue and 74th Street, may form a detour for the Dixie Highway while the track elevation at 75th and Western Avenue is in progress. Remember, boys, that two cars only can be south of 74th Street and not block the highway.

Motorman George Sablick, having a seniority record dating May 4, 1904 and who has been off sick for the past three years, died June 12, 1929. George had many friends among the train service who will miss his absence.

Motorman Barkley Miller and wife left July 3 on a two weeks' vacation en route via new Nash sedan to a Canadian port where he expects to visit his home folks and renew acquaintances.

Conductor Charles Francis Brosius reports the arrival of a real firecracker, a bouncing 9-pound baby boy at his home on the morning of July 4. Congratulations, Charles.

While Archer Depot is the loser of five good trainmen we are proud to produce such men as J. A. Daley, J. L. Ashley, conductors, and Lawrence V. Welsh, Ralph Marshall Miller, Patrick J. Dillon, motormen, who now represent the City of Chicago Police Department. We feel sure such men as these are a credit to our city and qualified for the position.

One of our ambitious clerks, Charles M. Smith, who has been with us for the past year, was transferred to the Schedule Department July 1. While we hate to see him go we are sure now Charles has attained this position he will see that Division No. 5 is at all times supplied with schedules befitting the Archer depot and the boys he has left behind. We all wish him success.

Supervisor Martin O'Grady the first on the vacation list left Saturday, June 29, with his family for Madison, Wis.

Motorman A. J. O'Grady slipped away June 12 and took with him a bride. We learn the

wedding was a very fashionable one which took place at the home of the bride. Congratulations are extended to the adventuring young couple. May true love, happiness, success and all the trifling things that go with it to make the happy home, be at your disposal. Honey-moon "South Chicago."

Conductor Kenneth Bryant Williams of this depot transfers from the rear end of a street car on July 1, taking a whack at the office end of the street car game. It is our best wishes for his success.

J. W. Kimball our Receiver left on Saturday, June 29, for Winatak, Ind., on his vacation where he expects to renew his boyhood acquaintances.

Exchanging congratulations Conductor Albert E. Hinz and his sweetie were married Saturday, June 29. Wedding ceremony was solemnized at the Messiah church, 64th and Lincoln Street. A very elaborate dinner was served at the home of the bride. After which the young couple left for the northern part of Wisconsin on a two week trip. Best wishes. Dusty.

Lawndale

Mr. Maguire, Division Superintendent, is spending his vacation at his summer home at Sommerleyden, Mich., and from all reports, he left nothing undone to insure himself a good vacation and rest, including a radio set that



John, Jr., Year-Old Son of John Semmelan of Lawndale

automatically tunes in the Cubs and Sox Ball games.

Supervisor John Ford hit the trail for Wisconsin, when on his vacation and visited the "home folks."

Supervisor George Janda is spending his time off at his old home in Michigan. He stated before leaving there was no place like the farm to spend a vacation, as there are no cobble stones to gallop over, and you can chase through the meadows in your bare feet.

Clerk Edelstein also has hit the trail to somewhere, which he has kept a secret. We all think that it won't be long now, those chimes will be ringing for him. Who is the young lady, Bill?

Clerk Reidel has returned to Lawndale filling in for vacations, but we notice that there is no change in his appearance of gaining weight. That ice cream at Blue Island has not helped much.

Wm. H. Hackbarth.

Blue Island

We all wish to extend our sympathy to the following and their families in their recent bereavements: E. Ahearn in the loss of his brother in Boston; J. Barta in the loss of his sister; H. Greishaber in the loss of his baby; O. Kowski in the loss of his nephew; J. Szarat in the loss of his father and P. Tenca in the loss of his brother.



Dorothy, Daughter of John Semmelan

Motorman T. Helland was presented on July 18 with an 11-pound baby girl. Congratulations.

Supervisor G. Janda, when he left for his vacation for New Buffalo, Mich., promised all the boys that he would bring back a big mess of fish. The fish haven't arrived and Janda is back and he now says they must have been lost in shipment. You can't tell us that, George.

When Herb Beyer, our handsome Chief Night Clerk, went on his vacation there was a rumor that he was going to take unto himself a life partner. When he returned the boys were already to give him the glad hand but were disappointed when Herb told them he got cold feet and postponed the event. Don't lose courage, Herb.

If you wish to know how to mix paints see Harry McGowan he is an expert at this.

C. P. Starr.

Kedzie

Our recreation room is gradually taking on the look of a real gymnasium, horizontal bars, punching bag, rings, pulley weights, pool tables,

etc. The cost is almost nothing among a barn of our size, so keep up the good work.

Our new benedicts for month: Mr. J. Donahue, Mr. P. Curran and last but not least, Mr.



Here Is Harold, 2 Years 3 Months Old, the Son of Motorman Paul Gunther of Blue Island

M. Wallace. Friend Wallace will have to learn that this is a secret that won't stay put so 'fess up on the next one.

Supervisor Adam Radiger is back on duty again after a two-month lay up, being hit by a wild auto driver at Austin and Madison. It takes more than a bump by an auto to keep a good man down.

Supervisors Hays and Thompson are back from vacations. Do not know where they were, but they certainly seem full of pep. They must have had a good time.

Our good friend Clinton Sonders left us Saturday for his long looked for vacation. I think he has been bitten by the golf bug, or maybe it is a contagious disease and he caught it from our Assistant Tom Fahey, who has a real bad case of "golfitis." Well, we hope for the best, but there is no cure for this disease.

A passenger approached one of our supervisors and started to tell him about service rendered in the city where he was from, Glasgow. "O," says Andy, "don't tell me about the Clyde and Argyle Street. That was where I first froze my dogs waiting for a train." The passenger, very much surprised at meeting one who knew more about Glasgow than himself, took the next car without further remarks.

N. G.

North Avenue

Our Ten or More Club has turned the trick in the witness getting contest going over with a 6.24 average and we are not bragging but of course feel like saying a little something about it and we wonder what the rest of the world will say when we make 7. The roster of our Ten or More men grows daily and if we can cut down on our blind cases that 7 is in the bag already.

Sympathy is expressed to Motorman L. Heintz in the loss of his wife July 1, to Motorman C. Kimmell who lost his wife June 30, and to Conductor H. Pfommer who lost his mother-in-law June 30.

Conductor Peter O'Malley is spending a month in Colorado. Conductor William Pretzel and family are having a little vacation in northern Indiana. Conductor Charles Warnecke and wife are vacationing at Yellowstone Park. Receiver Forbes and wife are roughing it at Fox Lake. Conductor J. B. Johnson, second man on the seniority list is traveling in Europe on an extended tour. He will visit the British Isles and every country of Northern Europe.

Conductor Langan's second girl arrived June 28 at 8:45 p. m., weight 8 pounds, 3 ounces. Bernie says that the Doc said that next year he will bring him a boy so we wait for further news.

Conductor Eddie Laechelt who as one of Uncle Sam's sailor boys has seen most of the world had to come to Chicago to find a bride and was married Saturday, June 29. Congratulations to you and your bride, Eddie, and thanks for the Ben Beys.

Conductor Phil Smith, that handsome chap who works on Cicero Avenue, is papa to a very young daughter, born July 1. Motorman Sam Potesta came in with six cigars and the news that a daughter arrived at his house July 2. Weight six pounds. Sam is a good starter and a good finisher, too. Motorman F. Braman is daddy to an 8 pound girl born July 7.

Motorman Stockman has bought himself an Essex, painted it red and black and runs it up and down on Lake street. He says that is his street and nobody is going to bump him off of it.

C. A. Knautz.

Elston

Conductor Otto (Amos) Sladek fell for the wedding bells and joined the order of Benedicts. Congratulations and best wishes Otto, and how about the chicken dinner?

Conductor Ed. Wendt paid a visit to the depot the first since his unfortunate accident. Ed. has to use crutches to get around but was very cheerful and looks fine.

Ex-Motorman Louis Messenbrink, one of our old timers, passed away recently. We extend our sympathy to his family. We also wish to extend our sympathy to the following: Motorman P. Erickson in the loss of his mother and Conductor G. Huecksteadt in the loss of his father.

We wish to extend our best wishes for the success of the following men of our depot who have joined the Chicago Police Department: Conductors F. Leahy, J. Mueller, M. Johnson and J. McNellis No. 2.

Information has been received that the North Avenue depot is going to oust us out of first place in the Witness Contest. Come on men let us show them that it takes more than a telephone directory to do it. Also keep up our efforts to maintain first place in the other standings.

E.

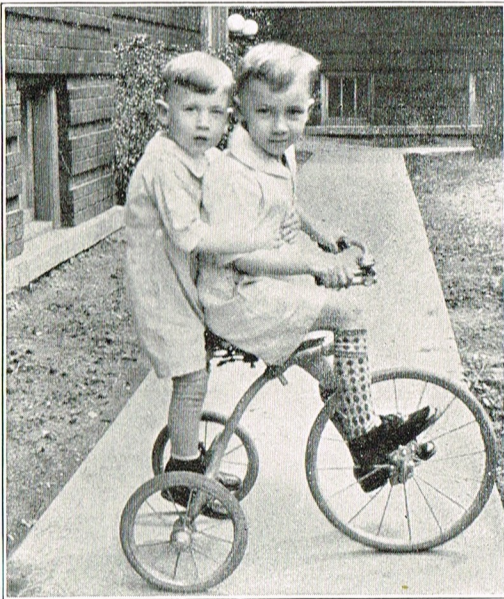
Lincoln

Three new arrivals to be recorded in the next census. Conductor Jim Hopkins has a 9-pound baby boy born Sunday, May 26; Supervisor

Larson an 8-pound, 14-ounce baby girl born July 1 at Lutheran Deaconess Hospital, and Conductor R. J. Brocker a 7-pound baby girl born July 4 at the Belmont Hospital. Mothers and babies are all reported as doing well and the fathers are still wearing smiles.

A number of the boys are on vacations. Here are three that are enjoying long interesting trips, J. Callahan has gone to Michigan for two months, M. Weber has gone to California to visit his sister for three months, and E. T. Ness is making a three months trip to Sweden. We hope they all have a pleasant time and report back to work greatly benefitted by the rest.

A peculiar accident happened to Conductor R. J. Gates. While running a railroad crossing he tripped on a board and in falling broke his wrist. W. A. Sommers is ill at the Veterans' Hospital and E. Oswald who has been on the sick list for quite a while has not fully recovered yet, but we hope to see both boys back on the job soon. P. McFadden is recovering from an operation.



Bobby, Age 3, and Harry, Jr., Age 5, Sons of Conductor Wellhausen of Limits

Jacob Zimmer passed away Saturday, May 25. He was buried from Greins Chapel to St. Michael's church thence to St. Joseph's Cemetery. The boys extend their sympathy to the family.

This is a real fish story this time and many of the boys actually saw the fish. When Conductor A. F. Beek, G. Stillwell and S. Mizolko came back from fishing June 21 they had a large string of fish covering the front of their Lizzie.

The city crime wave will soon begin to fade away with four of our strapping young men joining the police force. If by any chance you happen to meet L. Dellamaria, P. O'Malley, J.

Newell or R. Burke all dressed in police uniforms, you will know that they mean business.

To Motormen: If you want to make a good stop, see Paul Karlovick on run 164 Riverview, who makes air handles that after once used are surely appreciated. All those who have used them will say they would never be without one.

H. Spethman.

Limits

J. W. Bennett and his wife have been touring Kentucky through the Cumberland Gap, visiting Lincoln's home, Mammoth Cave, Sand Cave, also Bardstown, inspecting the house where that famous melody "My Old Kentucky Home," was composed. They also visited Mr. Bennett's brother who owns and operates a large tobacco plantation in the "blue grass country." A very enjoyable vacation.

Conductor Louis Hess died Friday, July 5; funeral July 8, 2:00 p. m., from his late residence, 4618 McLean Avenue. Conductor Hess worked for the company about 25 years, being originally from the old Limits depots, Racine and Belden, working on the State Street line when it ran only from Clark and Division to Lake and State. He is survived by his widow, to whom we extend our sympathy.

Conductor L. J. Bickelhaupt and wife have recently had the pleasure of entertaining Mr. Bickelhaupt, Sr., of Waterloo, in southern Illinois.

Our clerk, Aaron Poor, spent his vacation motoring to Detroit, and from there through Canada to Niagara Falls, where he enjoyed the various attractions, such as the ride around the gorge, Cave of the Winds, Spanish aerial railway, and a trip on the Maid of the Mist. Then on to New York City where he visited the large aquarium at the Battery, formerly Castle Gardens, riding through Central Park and the subway, spending a few hours at Coney Island and back to Chicago, which made a very enjoyable vacation, particularly the trip down the Hudson with its beautiful palisades.

E. C. Rodgers.

Coach Section

Repairman Wm. Westphal and the Mrs. were presented with a 9½-pound baby daughter on July 17. Congratulations.

Tom Foley, our handsome day clerk, is back with us after a very enjoyable vacation. Tom is the proud possessor a remarkable coat of tan acquired on the golf links of Chicago and in quest of "dear" in Eagle River, Wis.

Al Baker reports a very enjoyable time down among the hills and blue grass of Kentucky and also St. Charles, Ill. It seems though all of Kentucky's fish and game were forewarned about Al's visit.

Operator Leroy Schoenfeld and Clarence G. Russell, both report faultless performance of their "new" automobiles on recent vacation trips. Leroy is very modest about his car's speed.

Fag.

Teacher—Johnnie, what month has 28 days?"
Johnnie—"All of 'em."—Allston Recorder.

CLUB SPARKS

Moonlight Excursion

By the time this issue of Surface Service is in circulation the moonlight excursion on Lake Michigan, planned by the Surface Lines Club will probably be a matter of history. The steamer "North Shore" was chartered for Wednesday evening, August 14 with the privilege of postponing the trip if the weather proved unsuitable for the outing. The plans called for a three-hour trip on this boat along the lake shore with a view of the skyline and city lights. Tickets were selling at a rate which indicated that this latest form of entertainment for the members of the club and their friends would be a success.

Beach Party Set for August 24

The next event scheduled for the Surface Lines Club is the annual beach party to be held at Jackson Park on Saturday afternoon and evening, August 24. William Schenck, as usual, will be the Major Domo, serving among other capacities as chief caterer for the occasion. All who attend this delightful outing are requested to bring their bathing suits and have a good appetite ready for the hot weenies and other victuals which are to be provided on the sandy shores of Lake Michigan.

Stenographer—Howja spell sense?

Employer—Dollars and cents, or horse sense?

Stenographer—Well like in "I ain't seen him sense."
—South Shore Lines.



Conductor Ed. Regulski with a One-Day Catch at Lake Noquebay, Wisconsin. His Associate in Making This Catch Was Receiver Walter Bertole. Both Are at the Limits

GUARD A BITTER TONGUE

There are many people who like to be witty, sarcastic and "smart" at the expense of their fellows. When they score off some one less nimble-witted than themselves, they think they have done something clever.

They fail to realize the terribly destroying power of words. They take no account of the distress their "cleverness" may cause. They forget that what they consider wit and sarcasm may be regarded by other people as sheer arrogance.

"The heart of a fool is in his mouth, the mouth of a wise man is in his heart," said King Solomon. It is not always the wise man who is headlong in his language, carried away by the enthusiasm of the moment, overbearing and wanting in patience and forbearance. It is not always the weak character that can learn to suffer fools gladly. It is only the man who is big enough to understand himself who will try to understand others. For to understand others, to see other's points of view, and to keep that easy intercourse between mind and mind, without which there can be no progress, needs, not infrequently, a considerable amount of self-control.

It is easy to use words as a tiger uses his claws, to rip, tear and destroy. It is not so easy to use them to build and cement and construct.

How many friendships have been broken by a careless word? How many happy people have been made miserable by thoughtless "witticisms," and was it ever worth it?

Sarcasm is all right in its place. In any other it is like ignorance.

Selected and submitted by J. D. Newton, West Shops.



Paying Off Street Gangs in the Old Days



How We Do It Now