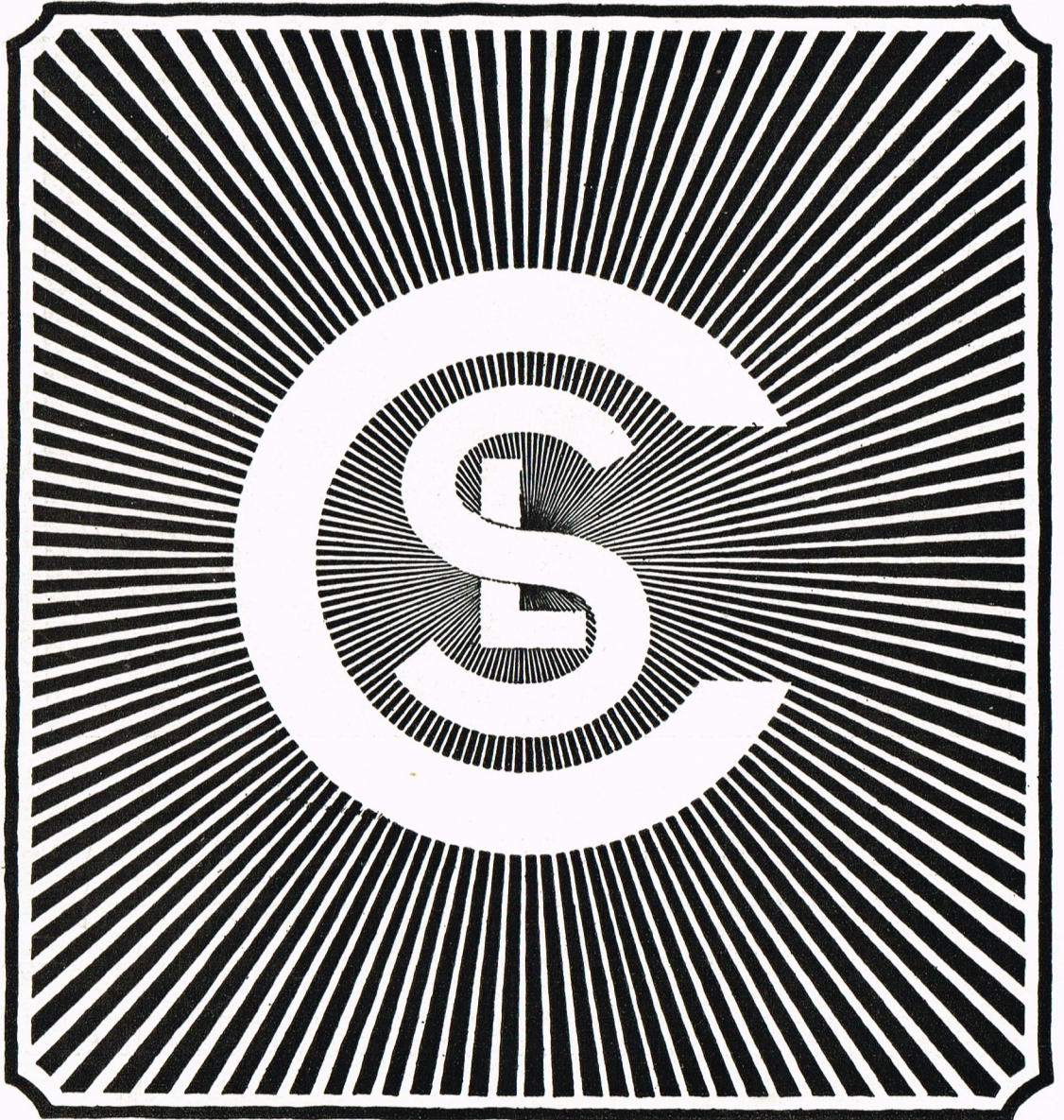


SURFACE SERVICE MAGAZINE

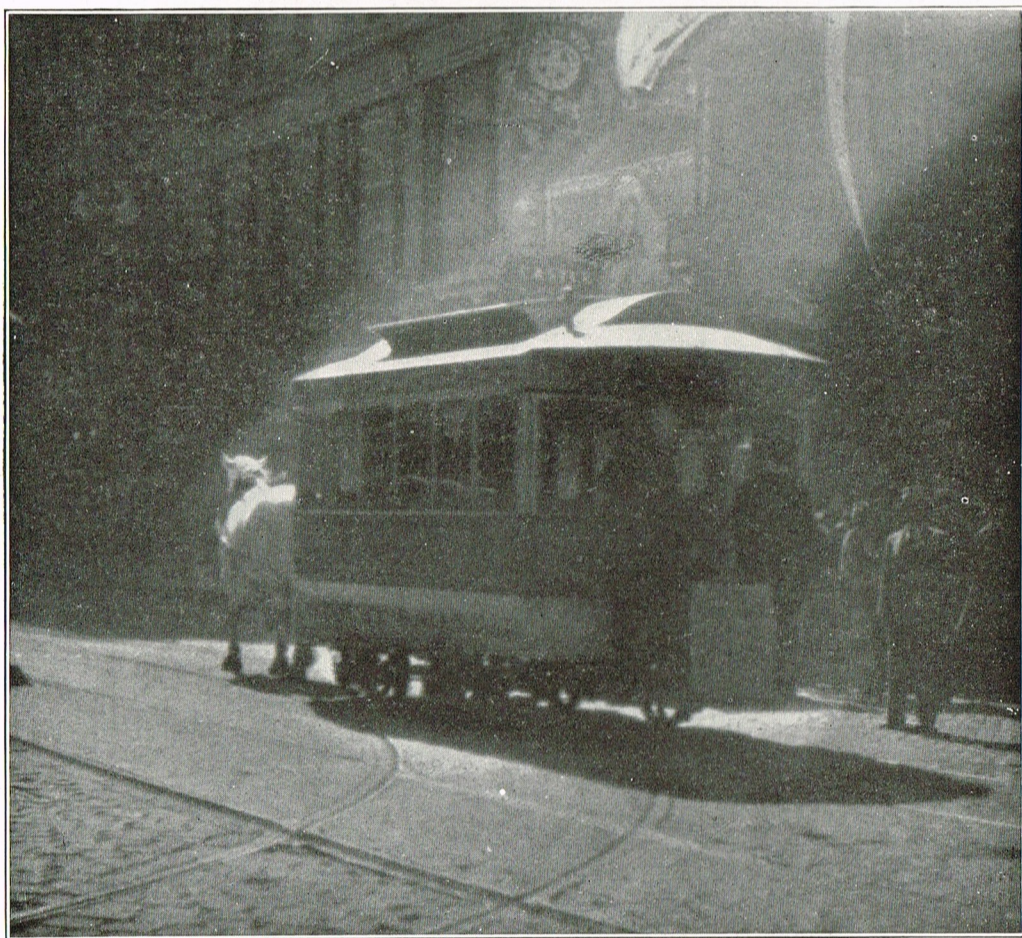
VOLUME 6

OCTOBER, 1929

NUMBER 7



“TAPS”



As The Old “Bobtail” Passes Into Oblivion

An Unusual Study in Light and Shade by Photographer Duggan



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

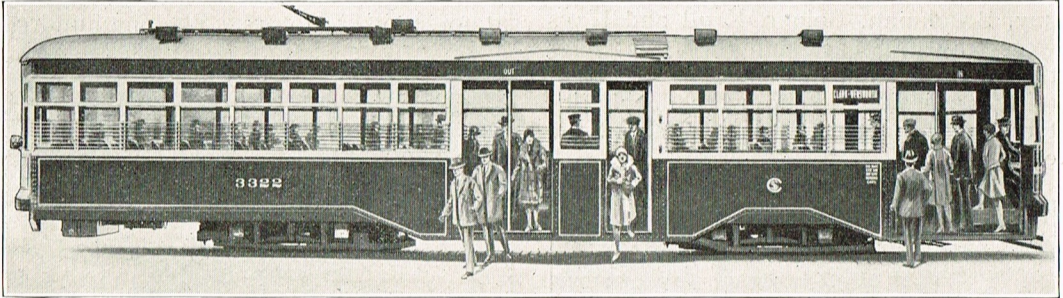
VOL. 6

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No. 7

Triumph for New Cars

They Make a Hit With the Public Here and With the Technical Men at A. E. R. A. Convention



How the New Car Looks in Service

No one can question the popularity of the new type of car put into service October 3. Ten of the new beauties made their appearance on the Clark-Wentworth route on a wet and disagreeable morning. The ease with which they were loaded was the first feature to meet the approval of the early riders, and it was easy for the passengers to adopt the fare collection features of paying "as you pass" and paying "as you leave."

Nearly a week earlier the Brill Company, in whose plant 33 of the cars are being turned out, shipped one of the cars to Atlantic City where those attending the American Electric Railway convention might have a chance to inspect it.

There were about a dozen cars of various designs in the display but the Surface Lines model was easily the center of attraction. It may be too much to say that it was a sensation, but there is no denying the fact that it was constantly crowded with street railway officials who found its many novel features of surpassing interest.

Superintendent Evenson of the Transportation Department spent a large part of his time on the car with visiting operating executives discussing the new ideas incorporated in this latest example of the car builders' art, that would specially

appeal to those concerned with the operation of the car. His explanations demonstrated how thoroughly he had familiarized himself with the mechanical details of what is certain to be one of the most popular types of cars in the Surface Lines equipment.

Mr. Adams held a continuous reception and the representatives of Brill and Cummings, the outside building plants sharing in the construction of the new cars, were also kept busy explaining the new features, and pointing out the many advantages of this type of car. There wasn't an official from any part of the country who missed it and it is safe to predict that new cars in other cities will incorporate much of the design of the Chicago car.

Here at home, the Transportation Department was taking no chances and overlooked nothing to insure a successful launching of the new equipment. In addition to the regular crew assigned to each car, there was a Division Superintendent and a traveling Motorman instructor with each unit. Assistant Superintendents Hall and Quinn from the Transportation Office were on the street or on and off the cars keeping a line on the general movement. Supervisor

Pasche, the accident prevention specialist and Chief Instructor J. M. Johnson under whom the crews had been educated in the handling of the new cars were all over the place.

Division Superintendents W. A. Besette at Seventy-seventh and F. J. Smith of Devon-Limits, from whose barns the cars were operated, exercised supervision at their respective terminals.

Division Superintendents Cricks, Altemier, Irvine, Bowles, Maguire, McKinney, Brookman, Bolger, Kroll and Hays were traveling back and forth watching the operation and furnishing information to the passengers who were deeply interested and intensely curious about the cars.



A Headon View of the New Car

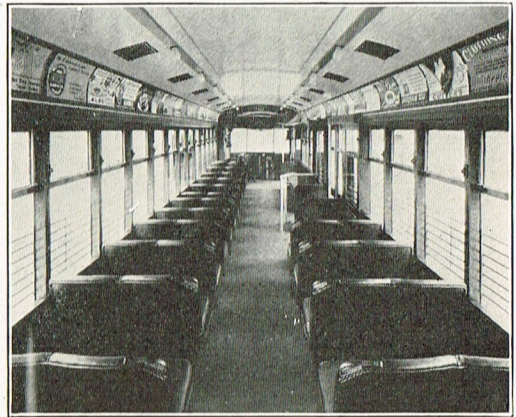
The force of traveling Motormen included J. Todd, W. Schultz, J. Natelborg, R. P. Burns, W. R. Heise, G. Janda, J. Hays, F. Eggert, E. Gagler, J. Rodowski, R. Nelson and J. Hubberts.

The publicity that had been provided by Mr. Crews had been sufficient to make the public familiar with the loading and fare-collection features so that there was little confusion on that score. The automatic acceleration of the con-

trolling mechanism was the subject of much favorable comment.

Details of the New Model

The one hundred new cars which have been built for the company during the past summer and some of which are now in service on the Clark-Wentworth Line are of an entirely new type to Chicago. They are known as "Front Entrance, Center Exit" cars and are operated single end. They have a seating capacity for 60 passengers and are equipped with four 50 horsepower motors. The one hundred



A View Looking Forward Showing the Unusual Interior Arrangement

cars have required an expenditure of more than \$1,700,000 for the cars alone and an expenditure of more than \$100,000 for necessary track work in order to provide switching facilities at various points along the Clark-Wentworth Line.

The new cars make use of the "Pay As You Pass" principle and all passengers enter at the front. A triple width doorway is provided at this point to facilitate the entrance of passengers. These doors are under the control of the motorman and it is his duty to see that no one leaves the car by way of the front doors.

The conductor is stationed near the center of the car and passengers pay their fare as they pass him either to seats in the rear of the car or out through the exit doors at the center. Triple-width exit doors are provided in order to facilitate passengers leaving the car.

This principle of fare collection provides a much larger loading reservoir for passengers, as the entire front half of the car body and the front platform are

available for quick loading of passengers without the delays necessitated by fare collection. This enables the conductor to spread the work of fare collection over a period of time as he is able to collect fares from a much larger group of people without delaying the entrance of passengers at the succeeding stop.

It is urgently requested that all employees of the company, making use of these cars, enter at the front doors and leave at the center doors in order to impress on the passengers the fact that no one is allowed to leave the cars by the front doors.

The seats in the car are upholstered in the finest commercial grade of leather for the purpose and approximately 80% of the seats are cross seats of the semi-individual type. Hand straps have been eliminated from the car and in their place has been substituted an aluminum hand rail extending the full length of the long longitudinal seat. This adds greatly to the appearance of the interior of the car.

The comfort of the crews operating these cars has also been taken care of by providing leather upholstered individual seats in keeping with the remainder of the car furnishings. The motorman

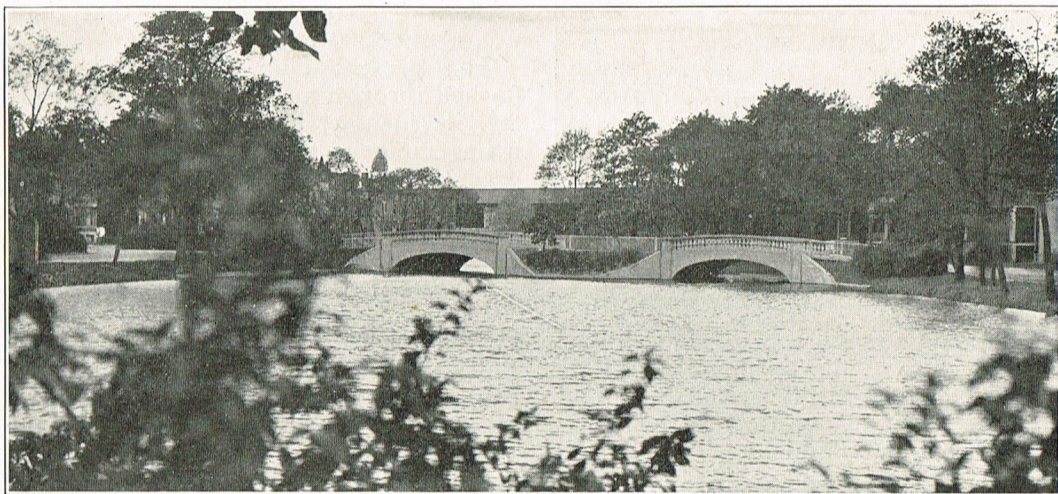
has two heaters at his position and the conductor has one heater located under his seat.

The front windows in the car have been made stationary in order to make them more weathertight and the motorman has been provided with a windshield wiper for use in rainy weather. At the bottom of the center glass a heater has been installed to assist in keeping the glass free from frost.

A small ventilator is provided in the letter board above and to the left of the motorman to aid in admitting fresh air to the platform during warm weather and additional ventilation can be obtained through the side windows on the front platform. The cars are provided with automatic control which gives to the car a smooth, rapid acceleration.

The color scheme for the exterior of the car is the company's standard with the exception of the front dash, which has been slightly changed in order to provide a distinctive appearance for the car and to get the full benefit of the new dash illuminating headlight. The car interior is tastefully decorated with a three-tone Duco finish and aluminum striping.

HOW WELL DO YOU KNOW YOUR CHICAGO?



Here Is An Unusual Photograph of One of Chicago's Beauty Spots in a Prominent Residential District. It Is Not a Part of One of the Parks as the View Might Suggest. Are You Able to Identify It? You Can Confirm the Correctness of Your Guess By Turning to Page 24

"Do you believe in petting parties?"
 "That depends on who the party is."—Reserve Red Cat.

She: Is it dangerous to drive with one hand?
 He: You bet. More than one fellow has run into a church doing it.

Making Our Clubhouse Useful

President Bohlin Reviews the Past and Invites a More General Use of Club Facilities



A Winter View of the Surface Lines Club House and Hall

DO YOU KNOW THAT—

The Surface Lines Club is one of the largest and most active among Chicago public utilities?

It has two of the finest club house buildings to be found anywhere?

It has an active membership list of almost 1,000,—918 to be exact?

By LOUIS E. BOHLIN, President

With the opening of the fall season, the Directors of the Surface Lines Club suggest that the members consider what they are receiving for their \$2 per year, and invite other eligible employes to sign up so that we may pass the 1,000 mark before our next party.

Our club has been in existence since 1915, being an outgrowth of the Bowling League. At the start its activities were confined mostly to bowling, and the annual banquet was the only occasion when a large part of the membership got to-

gether. The total budget at that time was about \$500 per year.

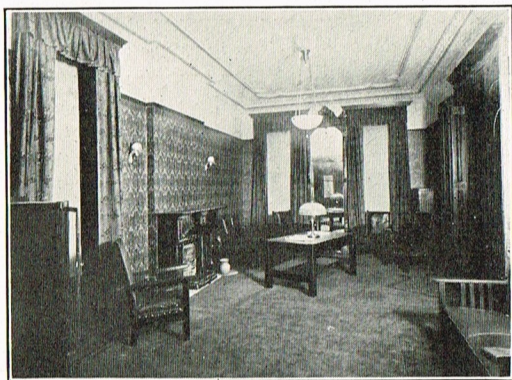
The present club organization was formed through an organization committee, its membership being restricted to male employes of the Company "in an executive, supervisory or clerical capacity."

In 1916 the present headquarters were taken over and handsomely furnished. At the close of the first year it was shown that there had been considerable activity in bowling, baseball, golf, tennis, hiking, roller skating, dancing, and of course the annual picnic. Another early development was the forming of a club orchestra which was enthusiastically greeted at the time and unfortunately was allowed to disband at the time of the war. Club membership at that time was about 600, and there were no dues. Strange to say, the membership increased after a charge for dues was imposed.

During the years of the World War the Club served a useful purpose by

bringing together the membership for patriotic events and listening to speakers of national importance. In later years there were spurts and lapses in membership, while each Board of Directors did its utmost to present attractive programs.

Presidents of the Club prior to the present regime were: J. V. Sullivan, A. J. Klatte, C. H. Evenson, W. H. Halane, Elmer Sigwalt, U. G. Lee, C. F. Ahearn, N. R. Alexander, A. W. Malmquist, C. B. Heath, H. B. Cammack, and N. Deutsch.



The Library

Coming down to the present day Club we believe that the Board of Directors have justified their election. Beginning with the mixed card party in February, each event on the schedule has attracted a record-breaking attendance. This was true of the Night in Hawaii, the Balloon dance, the Annual Banquet, Kabaray Night, the Annual Picnic, the Moonlight Excursion, the Roller Skating party, the Golf Tournament, the Beach Party, and the recent reception in honor of our retiring manager.

We look for equal success in events of the near future including the Night at Monte Carlo, the Christmas Party and the annual Stag. For these entertainments, as well as for those of the past, we look for the co-operation of the Women's Auxiliary.

The Management has been generous in providing quarters for our Club. The Board of Directors of the Club have done their part in scheduling several parties each month during the year. It is up to

the membership, however, to make our Clubhouse a real homelike meeting place by filling in the other nights of the year. They have failed to make proper use of the facilities for swimming and wrestling, and instruction in these sports has been abandoned. They have not turned out as expected to organize a full-sized Glee Club, although this organization has made wonderful progress and will give a good account of itself in the coming months. They have not shown interest in organizing a billiard-pool tournament or using the club alleys for bowling although the facilities are there for their use.



Our New Club House Manager, David Van Dreese

We have engaged a new manager—David Van Dreese—who will do his best to make them feel at home.

Beginning with this month the cozy quarters of our Clubhouse in North Dearborn Street should be a nightly meeting place for our members. It is for their use every evening except Thursday.

Let us have the support of the members now—first of all in boosting the membership to 1,000 or more, and in making more use of the various facilities provided at our clubhouse.

Bring your friends and organize private card parties or dance to the music of the victrola any Saturday night after getting the permission of your Department Director.

She—This dining room goes back to Louis the Fourteenth.

He—That's nothing. My whole sitting room set goes back to Sears, Roebuck, the fifteenth.

It's a wise cork that knows its own pop.

Lincoln After That Silver Car

*Holds First Place in Accident Prevention Contest with
Seventy-Seventh Second*

Cumulative February to September, Inc.			Percent
First Place	Division No. 11, Lincoln		88.50
Second Place	Division No. 3, Seventy-seventh		87.95
Third Place	Division No. 2, Burnside		87.88
Fourth Place	Division No. 6, Lawndale & Blue Island.....		87.31
Fifth Place	Division No. 10, Elston & Noble.....		87.07
Sixth Place	Division No. 4, Sixty-ninth		85.34
Seventh Place	Division No. 9, Division & Armitage		84.83
Eighth Place	Division No. 1, Cottage Grove		84.45
Ninth Place	Division No. 7, Kedzie		84.08
Tenth Place	Division No. 5, Archer		81.75
Eleventh Place	Division No. 8, North Avenue		81.00
Twelfth Place	Division No. 12, Devon-Limits		80.43

Monthly Record for September, 1929			Percent
First Place	Division No. 3, Seventy-seventh		90.29
Second Place	Division No. 11, Lincoln		90.13
Third Place	Division No. 2, Burnside		88.96
Fourth Place	Division No. 5, Archer		87.62
Fifth Place	Division No. 8, North Avenue		87.34
Sixth Place	Division No. 1, Cottage Grove		87.34
Seventh Place	Division No. 7, Kedzie		86.88
Eighth Place	Division No. 4, Sixty-ninth		86.42
Ninth Place	Division No. 9, Division & Armitage.....		85.00
Tenth Place	Division No. 6, Lawndale & Blue Island.....		84.90
Eleventh Place	Division No. 10, Elston & Noble.....		81.99
Twelfth Place	Division No. 12, Devon-Limits		78.83

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

Lincoln Depot, Division No. 11, continues to lead the parade in the Accident Prevention Contest, pressed by 77th Depot, Division No. 3, with Burnside Depot, Division No. 2, close up in third place. Lawndale-Blue Island, Division No. 6 is in fourth place and Elston-Noble, Division No. 10 in fifth place. North Avenue, Division No. 8, has finally moved out of twelfth place.

Safety Week is now past and the 18th Annual Safety Congress is a matter of history. But the passing of Safety Week should not stop the activity in preventing accidents. With us every day should be a safety day. The writer had the pleasure of meeting many of the 8,000 delegates attending the Congress, most of whom had much praise for Chicago Surface Lines' trainmen.

There was just one criticism. The fly

in the ointment was that a number of the delegates experienced considerable jerking when cars were started and stopped.

Jerking passengers is exceedingly disagreeable to our patrons and can be eliminated by properly notching the controller when the car is started, and when stopping by correctly applying the air. Jerking the controller from the first to the third point does not help pick up speed more quickly, it merely spins the wheels. On the other hand applying the power notch by notch on the controller accelerates speed quickly and the car will move away smoothly without discomfort to the passengers.

It has been noticed that some motormen will run at full speed for several blocks and when they see prospective passengers waiting at a stopping place will throw off the power when about 200 feet from the intending passengers but do not make a gradual application of air bringing the car to a smooth stop but

let the car coast at almost full speed to within about 75 feet from the place where the intending passengers are to be taken aboard, then apply the air hard which results in a sudden jerky stop. This practice results in discomfort to our patrons and often causes a fall with more or less serious injury to a passenger.



Conductor W. H. Walter of 77th Street Is Justly Proud of This Group of Ten Children

We have now arrived at the time of the year when operating conditions change. First, there is the change of time from daylight saving to standard time. Under these circumstances we make the P. M. rush trip in the dark and more careful and alert operation is necessary. At this season of the year also we often encounter rail conditions which are different from those experienced during the summer months. We may start the day with a slippery, slick rail, and a few hours afterward the slippery rail is gone. Another change to the slippery rail is experienced toward evening.

When leaving the depot trainmen should always see that the sanding equipment is functioning properly, to make sure that there will be a free flow of sand when it is necessary to use it. They should also make certain that the car is

in good condition before turning it over to the crew relieving them. Also carefully report all defects on the "sign-in sheet" at the close of the day. Also at this time we may experience foggy weather. When this is so the car should be operated at a speed not greater than that in which it can be stopped in the distance of your vision.

Rule No. 92 in the Book of Rules for conductors, motormen and operators is a good guide on how to operate during the weather conditions you will encounter through the fall and winter months and reads as follows:

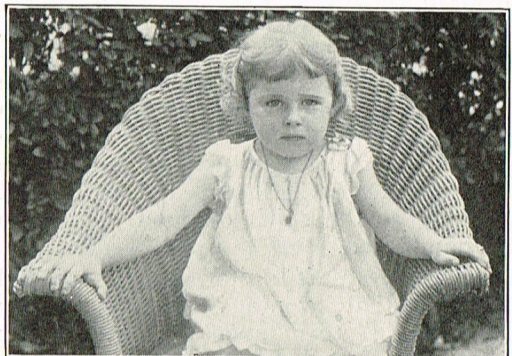
92. Fog, Snow, Sleet, Rain, or Slippery Rail—

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

(b) When tracks are flooded run slowly to avoid splashing the water and drift without use of power whenever possible; otherwise there is danger of burning out the motors. Cars must not be run through water in the subways when it is so deep (more than two (2) inches above top of rails) that electrical equipment might be damaged.

(c) On a slippery rail, Motorman or Operator must not allow the wheels to skid; as soon as wheels commence to skid the brake must be released and reset.

(d) Motorman or Operator must use extreme caution to keep car under full control, approaching all intersections, junctions, railroad crossings, bridges, tunnels, boulevards and through streets, being very careful when approaching other cars and vehicles, disregarding schedule if necessary.



Betty Lou, Daughter of Motorman M. Van Ver Meulen of Elston

Surface Lines Club "Pleasure Bound"

*Numerous Gay Affairs Mark the Opening of the Fall Season—
Good-bye to the Sigwalts*

Hats off to the Surface Lines Club, and in particular to Elmer Sigwalt and his "Show Boat" committee who certainly "showed" us one of the most delightful evening's entertainment of the year on Saturday, September 28th. Was it accident or design that they picked that lost "long" evening of care-free relaxation and "So to Bed" with clocks turned back for one extra hour of glorious rest.



An Informal Snap of Mr. and Mrs. Sigwalt

Bridge, 500, Pinocle and Bunco were the "New Moon" of the night, and about 200 interested players silently invoked the "Jade God" that by some "Caprice" of fate they might "Hold Everything" and share in the wonderful prizes. Others, not so lucky, were ready with "The Perfect Alibi" of poor cards, or what you will! Each and every one played with a sportsmanship that was refreshing in its wholesome fun and excitement and no "Little Accident" marred the perfect evening as the spirit of good fellowship predominated.

Who cared if Jupiter Pluvius visited Chicago that evening? It takes more than "Rain" to dampen the enthusiastic spirit of our club members and their friends, although many wet eyes and moist handkerchiefs were observed when

Louis Bohlin made his touching little farewell to Mr. Emil Sigwalt and his charming wife and daughter, who for eleven years served in the capacity of friend and resident managers of the Club House.

During Mr. Bohlin's address he abandoned his serious manner long enough to read a rhymed "Farewell to the Sigwalts" prepared for the occasion by Mr. Wilkie:

Goodbye to the Sigwalts

Sigwalts going to leave us? Sigwalts going away?
Cutting loose from Surface Lines? Going away to stay?
What on earth will happen with no Sigwalts on the job
Who will fix the sandwiches to serve a hungry mob?
Who will brew the coffee like "Ma" Sigwalt used to make?
Who will make a sinker taste like luscious angel cake?
Who will boss the girlies—let them know it's not a joke—
Set a good example and prevent attempts to smoke?
Who will watch the steam coils like a thermo-metric hero?
Heat the hall in summer—keep the winter mark at zero?
Who'll adjust the windows till a draft blows down your neck
And "wish that all the kickers were in Jericho, by Heck?"
"Pa" has heaps of trouble and he tells it all to "Ma"
Who tells him to forget it—that it's just a lot of blah.
Demonstrating clearly as in Rudyard Kipling's tale
"The female of the species is much wiser than the male."
"Pa" and "Ma" we'll miss you—sorry you must go
All our scores of members join in saying so.
Ev'rybody wishes that where'er you go you'll find
Peace and sweet contentment; as for those you leave behind
Think of them as children who'll remember what you've done
Caring for the playhouse where they gathered for their fun.

This left us in a happier frame of mind feeling that "Auf Wiedersehn" was a better word than "Goodbye" because the happy memories that would always linger around their name could never be



When the Members of the Women's Auxiliary Turned Back the Clock, Turned Down Their Socks and Became Children Again

effaced from the hearts and minds of their hundreds of friends.

We shall miss the Sigwalts but when we review the many years of faithful "Follow Thru" to make the Club House a happy meeting place for us all, we can only let them go to their well earned recreation with our love and sincere wishes that peace and blessings may be with them to the "Journey's End."

Mrs. Tabb of the Women's Auxiliary decorated Mrs. and Miss Sigwalt with some gorgeous chrysanthemums and President Bohlin presented Mr. Sigwalt with a handsome traveling bag.

"Sign—X Y Z."

The Girls Have a Real Frolic

The Juvenile Party given at the Clubhouse Thursday evening, September 19th, by the girls of the Shops & Equipment Department in their inimitable manner, with Miss Ann Taylor, Chairman, and her able committee in charge, was an enthusiastic affair and a splendid beginning for the Fall Season. Most of the hundred girls present entered into the spirit of the occasion and came dressed as children, making a very delightful and picturesque gathering.

After a brief business meeting, the program opened with an informal farewell to Mrs. Sigwalt who has always been particularly interested in Auxiliary affairs. As a part of this feature of the program Mrs. Tabb, president, then presented Mrs. Sigwalt with a beautiful

traveling bag from the members of the Woman's Auxiliary. Mrs. Sigwalt thanked the girls in a sweet, friendly speech, inviting them to visit them in their new home after their return from the South, when she would be happy to have coffee and "sinkers" for them. The party then proceeded with the entertainment of the Juveniles with children's games, over which there was much fun and excitement. The following were prize winners in the various games: Mildred Vaulman, Financial, Marian Micetic, M. & S., Branch Kickler and Alta Korb, Financial. Prize winners for the cutest costumes were Bessie Cameron and Evelyn Jones.

After the "children" had tired of games, refreshments consisting of fruit salad, coffee and cakes were served, and all departed with happy thoughts of an evening long to be remembered.

Coming—"A Night at Monte Carlo"

Jot down in your "date book" the evening of Saturday, Oct. 26, for this is the time scheduled for the "biggest event of the club year." A NIGHT AT MONTE CARLO. We have all heard of the fascination of gambling as conducted in the domain of the prince of Monaco on the Mediterranean. A full set of gaming devices handled by skilled operators have been secured for use in our clubhouse, and you may try your hand at roulette, chuck-O-luck, race horses, crap games and jumbo dice. Each ticket of admission will entitle the bearer to \$5,000 in

"stage" money, and it will be necessary to secure these tickets in advance from your club director. Attendance is limited to 500 and we expect there will be a "sell out" long before the date of the party. This is your opportunity to learn how fortunes are made—and lost. Come on and try your luck.

New Clubhouse Manager

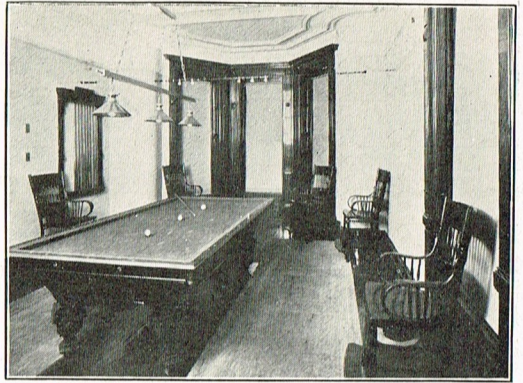
Close in the wake of the farewell party to Emil Sigwalt, who has retired as clubhouse manager. David Van Dreese took charge of the two buildings in North Dearborn Street as his successor. Mr. Van Dreese was chosen by the board of directors of the Surface Lines club after consideration of several candidates for the place. He is favorably known by some of the company officials and appears to be well adapted to the duties of his new position. Mr. Van Dreese now resides on the clubhouse premises with his charming wife and daughter and it is expected that this happy family will give a home atmosphere to all club functions.

Club Sparks

As this edition of Surface Service goes to press, the roller skating party is scheduled to be under way at Madison Gardens, provided for the occasion through the courtesy of Mr. Charles McCormack. Judging by the success of the previous events of this kind, the roller skaters are expected to enjoy themselves to the utmost in the program directed by Chairman Evenson.

Glee Club rehearsals started on Friday evening, Oct. 4, with an enthusiastic group of vocalists determined to "put over" the club this season and be ready for public appearances. Director Harry Walsh and Chairman Joseph Marshall are confident this can be done. They urge all members of the club who have any kind of a "voice" to try at least one rehearsal. It is not necessary to be a soloist and there will be nothing embarrassing in the first try out. Let's aim for a group of forty at the next Friday rehearsal. We will all be proud of our singers when they are first heard at public functions.

What's the matter with our billiard and pool players? Those tables at the clubhouse are longing for company. Make your wishes known to your departmental director and if enough in-



One End of the Billiard Room

terest is shown we will have some worth while tournaments during the coming season.

Women's Auxiliary Membership Night

Our next monthly event comes on Oct. 17. It is designated Membership Night and is under the personal direction of Mrs. Agnes V. McCormick, our former president. She needs no introduction and always does things which are most creditable and leave lasting impressions of her work and thought.

The winter activities in which the girls of our Women's Auxiliary are interested had a beginning Thursday evening, October 3rd, with 8 girls in the swimming class, 16 in the bowling alley and a class of 14 to learn Auction Bridge.

We have a very enthusiastic and capable swimming instructor in Miss Forest Nau and Miss Helen Griffin, Eleanor Club teacher, in charge of the Bridge class.

Saturday evening, November 9th, will be "Prunes and Papas" night followed by a Dance. The P's and P's are under the direction of Miss Griffin, as Chairman of our Program Committee, and the Dance is in charge of the Chairman of the Dance Committee, Mrs. Florence Tremel.

A colored boy was strolling through a cemetery reading the inscriptions on the tombstones. He came to one which read, "Not dead, but sleeping."

Scratching his head, the negro remarked: "He sure ain't foolin' nobody but hisself."

"You're positive her accident was faked?"
"Sure. She said her heel caught in the hem of her dress."

Lawndale Still Courtesy Leader

Blue Island Runs Second to Keep the Sixth Division in the Lead—Record Low for Complaints

End of September finds Lawndale still leading in the Courtesy Contest, and Blue Island second. Archer moved up to third place exchanging positions with Noble, while North Adams replaced Kedzie in sixth place, Kedzie dropping back a peg. There were other minor changes. Here are the figures:

	Disc.	P. U.	Trans.	Q. S.	Total	Comdn.
1 Lawndale	17	2	8	3	30	5
2 Blue Island ..	12	2	11	..	25	10
3 Archer	37	25	13	11	86	20
4 Noble	14	3	9	2	28	4
5 Lincoln	22	11	10	6	49	12
6 North	80	27	19	28	154	21
7 Kedzie	47	20	29	10	106	23
8 Limits	23	8	9	8	48	11
9 77th	73	30	20	24	147	49
10 Armitage	30	11	10	4	55	10
11 69th	47	29	33	17	126	16
12 Elston	26	10	6	2	44	8
13 Division	31	19	16	9	75	6
14 Devon	63	30	16	16	125	30
15 Cottage Grove	61	33	18	9	121	20
16 Burnside	46	20	14	7	87	9
Total	629	280	241	156	1306	254

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

	Disc.	P. U.	Trans.	Q. S.	Total	Comdn.
May ...	153	73	66	43	335	73
June ...	134	60	39	31	264	50
July ...	132	66	69	32	299	36
Aug. ...	113	49	32	28	222	40
Sept. ...	97	32	35	22	186	55
Total ..	629	280	241	156	1,306	254

The total number of complaints received during the month of September was the lowest received during any of the twenty-nine months of Courtesy Campaigning.

By C. H. EVENSON
Superintendent of Transportation

Everyone in the Surface Lines organization is pleased with the reception given the new cars. The press and the public have been unanimous in their praise of the company for the enterprise shown in the purchase of cars providing the max-

imum comfort and convenience for passengers.

The purpose of engineers in designing a car of this type was not merely to provide additional equipment for transporting passengers but to offer the riding public the greatest possible service consistent with the rate of fare charged.

Company officials are striving to make the word "service" mean more than just transportation. They are endeavoring to give passengers comfortable seats, better lighting facilities, smoother riding and quieter operation.

There is a lesson in this for trainmen.

The company is not satisfied with perfunctory service on the part of its employees. It is not enough for the trainman to perform the specific duties required of him in the rule book. If he is a success, he must in addition to his routine duties, show a willingness to please and an habitual exercise of courtesy in all his dealings with passengers.

Insolence and impoliteness are as much out of keeping with present-day street car operation as a bob-tailed horse car would be on the State Street line.

The public is accustomed to courtesy in all of its contacts with business houses and public departments. It expects and has a right to receive an equal degree of courtesy and politeness on Surface Lines cars.

The small minority of Surface Lines trainmen who do not seem to understand this fact are doing the organization irreparable harm. The trainman is the only contact between the company and the public, and one discourteous trainman can do more harm in a day than all of the public relations work of the company can repair in a year.

For this reason it is absolutely necessary to weed out those trainmen who refuse to see the necessity for politeness. No trainman can expect to remain in Surface Lines service unless he brings himself into harmony with the spirit of the organization.

SURFACE SERVICE MAGAZINE

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

BETTER, THANK YOU

Looking back over the past sixty days it is evident that there has been a decided improvement in the important matter of public relations as between the car riders and the Surface Lines men who come in contact with them.

A study of the situation some time ago made it clear that the reputation of the Surface Lines both as to management and men was suffering through the heedlessness, carelessness or indifference of a small group of employees who were not taking their jobs seriously, and who failed to understand their obligations to their passengers. It was this failure to understand that caused some of them to act as if they were extending a favor to the person who was permitted to ride their car, and that the trainman's duty began and ended with the collection of the fares of those who were lucky enough to scramble aboard.

This comparatively small percentage of the thousands of trainmen, it was disclosed by the Transportation Department's study was responsible for most of the complaints from dissatisfied patrons; and as an angry or disgusted critic is inclined to regard an offending employee as a fair representative of the others, the entire organization received a black eye. Of course, this was most unfair, but it is merely a phase of human nature to put all of the men in the same class.

For the purpose of awakening these offenders to their responsibilities Superintendent Evenson distributed a folder on "Courtesy" in which he made it perfectly clear that men who were thus misrepresenting the management and their fellow employees would have to

mend their manners. Separation from the service of the Company was the alternative.

At the same time, in connection with the Courtesy Contest, a good deal of space was devoted to the importance of small things in winning public approval.

The result of the somewhat intensive campaign is shown in a reduction of the number of complaints of a serious character, with a quick response on the part of the riders who do not hesitate to report acts of courtesy and consideration observed while traveling over our lines.

Everybody seems to be doing better, and those who would not take the hint in Superintendent Evenson's circular are now employed elsewhere to the distinct advantage of the public and the other trainmen.

SAFETY WEEK

The Safety Congress which closed its session on October 5th, was undoubtedly the most successful in the history of the national organization. Mr. Pasche, our Supervisor of Accident Prevention, was prominently identified with the week's activities and was helpful to the hundreds of delegates who were particularly interested in surface transportation.

The visitors were much impressed with Chicago's method of traffic control, and the co-ordinated signal system worked out by Engineer McIlraith of the Surface Lines was the subject of careful study and enthusiastic commendation.

As indicated in Mr. Pasche's story of Safety Week, appearing in another column, there was but one serious criticism on the part of visitors who rode the Surface Lines cars, and that was the inexperienced handling of controller and brake mechanism by some motormen who apparently did not realize the discomfort they were causing to the passengers by jerky starts and stops.

This is a fault that should be easily corrected by careful supervision by the traveling motormen who are now giving the subject special attention.

Wear and Tear

The first thing that a Scotch baby is taught is to learn to catch rubber balls on the first bounce. It saves both wear and tear on the ball and also the floor or carpet.

Keeping 'Em Rolling

Seventy-Seventh Street Again Champions for the Month—Cottage Grove Takes Second Place



Division's August Winners

J. Schwartz, J. Laing, F. Stoll, J. Tynes, C. Hurley, C. Grunst, F. Kabalowski, G. Holzschuh, H. Westphal, J. Janco, M. Klos, V. Max, J. Volancius, L. Solak, G. Cooley, J. Kozlowski, M. Lewinski, T. O'Niell, W. Loska, J. Brady, P. Grant, M. Rurka, S. Osak, J. Rasinski, L. Demzien, J. Felz, L. Rygial, C. Neuhaus, S. Salitore, J. Delobel, S. Bombacino, D. Begley, J. Jasinski, J. Towarnicke, F. Pelzmann, A. VanMoffeart, A. Kill, J. Mosnicki, W. Schleh, C. Ristow, V. Usperevicius, T. Catanzaro.

During the months of June and July, 77th Street Carhouse was in the lead in the Pull-In contest, and they are on top again this month, with a mileage of 35,647 per pull-in due to failure of equipment. This is an increase of 23.5 per cent over the month of August, when they occupied fifth position.

While eight of the sixteen carhouses show increases over the preceding month, the same number decreased their percentage. Blue Island moved from 13th position to 7th this month, making an increase of 61.5 per cent over last month.

It has been some time since Lincoln, Kedzie, Noble and Lawndale Carhouses have headed the list, and it is to be hoped that one of them will be showing the bright lights of the Pull-In Sign in the very near future.

Below are the individual records.

Rank	Carhouse	Miles		
		Zero Days	Per Pull in Sept.	Pct. Inc. or Dec.
1	77th Street	9	35,647	23.5
2	Cottage Grove	11	33,283	4.2
3	69th Street	9	32,408	5.4
4	Limits	19	30,742	9.9
5	Archer	13	30,466	8.1*
6	Kedzie	8	29,438	19.2
7	Blue Island	16	28,922	61.5
8	Lawndale	14	26,811	14.0
9	Armitage	16	25,445	11.1*
10	Division	10	23,374	32.3*
11	Burnside	11	23,234	2.9

12	North	4	20,651	11.9*
13	Elston	16	18,781	3.9*
14	Lincoln	6	14,873	10.8*
15	Devon	5	14,037	20.3*
16	Noble	13	12,528	10.0*
		180	23,882	1.7

*Decrease

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

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

Have you ever noticed how easy it is to buy something you want and how hard it is to sell something you don't want?

Pleasant Words for Kindly Deeds

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

Superintendent Cricks of the First Division reports a rather extraordinary record made by his trainmen on one day—September 16. Conductor W. J. Stage, Badge No. 1664, found and turned in a purse containing \$7.51; Conductor E. T. Moore, Badge No. 4048, found and turned in a purse containing \$17.72; Motorman C. Dhoum, Badge No. 2071, found and turned in a purse containing \$85.04; Motorman T. Daly, Badge No. 13231, found and turned in a pay envelope containing \$18.00. In every case the owners called for the recovered property and had some pleasant things to say about the honesty and efficiency of the trainmen.

Mrs. P. H. McCarthy, 7035 S. Ashland Avenue, has the highest opinion of the honesty and efficiency of Conductor J. V. Burke, Badge No. 3252, of 69th. On one occasion she handed this conductor what she thought was a \$1.00 bill, but which was as a matter of fact, a \$1.00 bill around a \$10.00 bill. The fact was not discovered at the time but later when she applied at 69th Street Depot she found that Conductor Burke had turned in her \$10.00 bill.

Conductor Thomas G. Luscome, Badge No. 2624, and Motorman Harry T. Oakes, Badge No. 2061, both of 77th, are the subject of a commendatory letter from Mrs. Nate E. Hammer, 18 E. 84th Street, in which she states that these two men never pass up a passenger, stop and start without throwing the passengers off of their feet and are always courteous and kind.

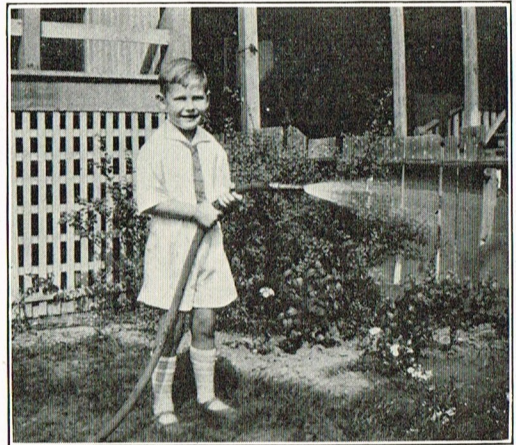
Conductor William Kaemerer, Badge No. 1638, of Burnside was warmly commended for his honesty in turning in a purse belonging to Mrs. T. Ames Danford, 8157 Maryland Avenue, containing \$19.00. Mrs. Danford rewarded Conductor Kaemerer and also wrote to the management expressing her appreciation.

Conductor Thomas S. Beery, Badge No. 2758, of Archer, is described as being the most courteous, obliging and kind hearted man in the Surface Lines employ by Mr. James A. Stephenson, 5530 S. Trumbull Avenue, and Mr. J. E. Fisher, 336 Stanley Terrace, both of Chicago.

Mr. F. M. Smith of the Norton Lasier Company, 446 W. Superior Street, wrote to the general office commending Conductor Edward Duprey, Badge No. 3780 of Limits, for turning over to him a payroll check belonging to an employee who had lost it. Mr. Smith wrote in behalf of the loser.

Mr. Norman Phillips, 4626 N. Monticello Avenue, boarded Conductor Arthur Hansen's (Badge No. 4560) car, paid his fare, momentarily forgetting that he had already done so on the Lawrence Avenue line. When he discovered it he drew forth his transfer and Conductor Hansen immediately returned his fare which Mr. Phillips greatly appreciated.

Conductor Peter Sitkiewitz, Badge No. 990, of Division, and Conductor Emil Miller, Badge No. 4744 of North Avenue, are both commended



Here Is Motorman K. Vriend's Son Caring For His Garden

for their courtesy and kindness by Mrs. Rose E. Lindalil, 4136 Kamerling Avenue.

As car in charge of Conductor Gust P. Sonnenberg, Badge No. 4800 of North Avenue, took a turn an old gentleman on the rear platform almost went overboard, but was saved by Conductor Sonnenberg. D. C. Becker, of Schoenbrun & Company, observed this incident and thought it well to inform us of it. He also stated that this conductor answered questions politely, helped women and children on and off of his car.

Conductor Clarence F. Heidekrueger, Badge No. 4954, of Burnside, who, though his car was crowded got off and helped an old lady aboard and secured a seat for her inside of the car, won the approval of Mrs. Amos W. Walker, 5470 Hyde Park Boulevard.

Conductor Gilbert Graper, Badge No. 3918, of 77th, is the recipient of a telephoned commendation from Rev. E. F. Miller, 11002 S. Hoyne Avenue, who stated that Conductor Graper handled an obstreperous young man, undoubtedly under the influence of liquor, with courtesy but with firmness, politely informing him that he would have to get off the car if he did not conduct himself more mannerly.

Conductor Nels Peterson, Badge No. 6446, of Lincoln, was commended by Mrs. R. F. Gronike, 3509 Le Moyne Street for his quick action in having the car stopped when he discovered her with only one foot on the step. Mrs. Gronike had her two-year-old son in her arms when this incident occurred, and insists that Conductor Peterson averted an accident by his quick action.

Major R. E. Hughes, 3660 Michigan Avenue, writes that Conductor David F. P. Moran, Badge No. 7240, of Armitage, is a wonderful fellow, courteous and very neat in appearance.

He helped Major Hughes on and off the car and had a smile for all of his passengers whether young or old.

Conductor Harry C. Mann, Badge No. 7512 of Archer, advanced car fare to Mr. George Karvanic, 4448 S. Honore Street, who had left his money at home, thereby allowing him to keep an engagement. Mr. Karvanic also noticed that this conductor put out his hand to stop vehicles when his passengers were boarding and alighting, and that he took all suitcases and bundles from women when they were boarding and alighting.

Mr. S. S. Bassett of the Gentry Printing Company, 124 West Polk Street, boarded a car in charge of Conductor Arthur C. Gierke, Badge No. 7906, of Limits, and discovered he had only a ten dollar bill. Conductor Gierke advanced him his fare, for which he was very grateful.



This Young Chauffeur Is Arlen, the 3-Year-Old Son of Motorman A. Pearson of Blue Island

The clearness with which Conductor Karsten Olsen, Badge No. 8638 of Division, called the names of the streets won the approval and also a letter of commendation from Mrs. Luella M. French, 2502 W. Adams Street.

Conductor Herman D. Wahl, Badge No. 9052 of Lawndale, is a veritable source of information and who seemingly never loses patience according to Mrs. Katherine Martyn, 1641 Howard Street, who states also that he is courteous and has an ever ready smile.

Conductor Joseph Condon, Badge No. 9454 of Cottage Grove, assisted an elderly lady who was practically blind, to board his car and escorted her to a seat. Mrs. E. S. Rogers, 1744 E. 84th Street, her daughter, wrote to inform us of his courtesy.

Miss Helen Carson, of the Mokena Will Company, Box 108, Chicago, commends Conductor James W. Ryan, Badge No. 9690 of 77th, for returning her purse which she left on his car.

Miss Carson rewarded Conductor Ryan and wrote a letter of appreciation to the general office.

Conductor Edward Duffy, Badge No. 10744 of 69th, was commended by I. Shay, 2134 Cleveland Avenue, for calling the names of the streets very clearly and promptly. Mr. Shay asked Conductor Duffy what time he would arrive at his destination and was told the exact time, and Conductor Shay gave him an evening paper and told him to make himself comfortable.

Conductor Emil G. Mailbucher, Badge No. 1762 of 77th, advanced car fare to L. Beudtjny, 3445 Elain Place, when he found that he was without funds, and Mr. Beudtjny writes to say that he is very grateful.

Conductor Earl T. Murphy, Badge No. 11116 of Archer, assisted a blind man from his car, and this act of courtesy was noticed by Mr. Harry D. Oppenheimer, 1020 W. 36th Street, who also states that Conductor Murphy possesses three important qualifications, namely, Courtesy, Kindness and Consideration.

Mrs. L. H. Fritz, 2803 N. Campbell Avenue, telephoned the general office commending Conductor George Toman, Badge No. 11356 of Elston, for assisting a blind man off his car, stopping automobiles and escorting him to the curb.

Miss F. Canny, of the Chicago Surface Lines Insurance Department, boarded the car of Conductor Ambrose Eckert, Badge No. 11526 of Devon, in company with another young lady, who paid the fare for both of them. When Miss Canny produced her card Conductor Eckert told her that her fare had already been paid. A short time later he came through the car and requested that she sign a card so that he could refund her one fare. Miss Canny considered this very thoughtful of the conductor and therefore wishes to commend him.

Conductor Lawrence A. S. Johnson, Badge No. 12656 of 77th, had an argument with one of his passengers over a wrong transfer. The passenger used abusive, violent, and profane language, but Conductor Johnson kept his temper while explaining the mistake. Mrs. H. L. Patterson, 1546 Ardmore Avenue, telephoned to the company and stated that he acted "very gentlemanly all through the argument."

Conductor Joseph Leyden, Badge No. 13116 of Devon, won the approval of H. Schuchardt, 1727 N. Halsted Street, a stranger in this city, by calling the names of the streets and also furnishing Mr. Schuchardt with some necessary information.

Conductor Albert Special, Badge No. 13484 of 77th, was very courteous and assisted cripples and elderly people from his car to the sidewalk. Mr. H. O. Cook, 8023 Champlain Avenue, noticed this and wrote to us saying, "This type of man exemplifies the policy of the Chicago Surface Lines, and does much towards keeping before the public the high standard required by this company of its employees."

Mr. A. Bergman of the Acme Specialty Company, 549 W. Washington Street, commends Motorman Arthur Gronimus, Badge No. 4025 of Lincoln, for his honesty in turning in property which was left on his car by Mr. Bergman.

Conductor Albert W. Nelson, Badge No. 14158 of Kedzie, is very courteous, calls all his stops, and is always willing to help. These qualities impressed Mr. Anthony M. Onesto, 1801 Sedgwick Street, so much that he wrote a commendatory letter in behalf of Conductor Nelson.

Conductor Charles J. Mattas, Badge No. 2325, and Motorman Robert Wilkinson, Badge No. 1358, both of Archer, are the subjects of a commendatory letter from Mr. and Mrs. W. C. Schoen, 2910 W. 60th Street, for their thoughtfulness and courtesy in waiting for them when they were half a block away from the car.



Frances and Reta Ann, Daughters of Conductor Charles Gallagher

Conductor Fred C. Zimbrich, Badge No. 5845, and Motorman Fred G. Hayes, Badge No. 8254, both of Archer, stopped their car in the middle of the block and helped a crippled woman on crutches to board. This was reported by E. Mayer, 170 W. North Ave.

Motorman Louis Knuth, Badge No. 8165, of Noble, called the attention of J. Kendall, 5122 N. Claremont Avenue, that his stop was the next one and Mr. Kendall thought this act so thoughtful that he wrote a letter of appreciation.

Mrs. M. Carson, 2135 Belmont Avenue, lost her way on the North Side and Motorman John Moore, Badge No. 9107 of Devon, explained to her where to transfer and also gave her some explicit information with reference to her destination. Mrs. Carson wrote a letter of appreciation and commended Conductor Moore for his courtesy.

Motorman Neil D. Aitken, Badge No. 10097 of Devon, stopped his car in the middle of the block to allow two crippled children who were attempting to cross to pass in front of his car. Mr. R. L. Powers, 7249 Pingree Street, thought this act worthy of praise and wrote to us commending Motorman Neil Aitken.

Rev. E. F. Miller, 11002 S. Hoyne Avenue, tendered Conductor John R. Cook, Badge No. 1236 of Cottage Grove, what he thought was a quarter and two pennies. On this occasion one of the coins turned out to be a \$.50 gold piece, and he wishes to commend Conductor Cook for his honesty.

Car House Foreman F. W. Meyers noticed

the efficient and courteous way Conductor Melvin F. Burnham, Badge No. 400 of 77th, handled his car and his passengers and wrote to our downtown office informing us of his efficiency.

Mrs. G. D. Fowler, 6730 Lowe Avenue, boarded the crowded car of Conductor Edward P. Nolan, Badge No. 10882 of Limits, with her little daughter, gave the conductor 15c and walked into the car. Conductor Nolan followed her and gave her 5c in return explaining to her that her fare and her daughter's amounted to 10c and returned to his place on the platform. Mrs. Fowler wrote praising him for his courtesy and his honesty.

Mr. P. Robbins, Passenger Traffic Manager of the Goodrich Transit Company, Navy Pier East End Grand Avenue, wrote a letter of appreciation for the effort made by the company to give the Navy Pier the best possible service this season.

Miss M. J. Raynolds, of 3603 Ellis Avenue, commends Conductor James Robinson, Badge No. 9588, and Motorman James Dalton, Badge No. 1613, of Cottage Grove, for the courtesies shown her while a passenger on their car.

Conductor Thomas P. Roche, Badge No. 10154 of 69th, is commended by Mrs. E. Klaus, 7031 S. Racine Avenue, for the kind and helpful way in which he performed his duties. Mrs. E. Klaus, while a passenger with her six children was helped on and off the car with her children by this conductor.

Mrs. Kate McNab of 2737 N. Whipple Street, highly commends Conductor Herbert B. Greenwood, Badge No. 9210 of Armitage, for his never failing courtesy to everyone who rides on his car.

Conductor Axel W. Peterson, Badge No. 10814 of Burnside, is in receipt of a commendatory letter from Beulah Noreus, 701 N. Michigan Avenue. Conductor Peterson very kindly assisted her on the car with her overnight bag which she was carrying, also to a seat. He also displayed the same courtesy to other passengers.

Mrs. Edward F. Roach of 5845 S. Turner Avenue, wishes to express her appreciation and gratitude to Conductor Clarence W. Cramsie, Badge No. 11240 of Archer, for the gentlemanly way in which he assisted her and her three-year-old daughter, on September 26, on the car and to a seat, also assisted her daughter off the car and placing her on the sidewalk.

Conductor Thomas W. Dowling, Badge No. 1626 of 77th, is commended for the very helpful information given to Mrs. Arnold Isler, of 1236 N. State Street, while she was traveling on the far South side, which she was not familiar with, on September 26.

Mrs. A. H. Goodyear, of 3842 W. Adams Street, commends the conductors and motormen on the Crawford Avenue line, who pass between Wilcox Avenue and Thomas Streets, between 8:05 and 8:20 A. M., for their courtesy.

Motorman Thomas Toomey, Badge No. 12951, of Blue Island, assisted a blind man from his car to the sidewalk. Mr. H. Shapiro, 3323 W. 19th Street, noticed this incident and thought it worthy of a letter of commendation.

Mrs. M. Hall, 1643 No. Claremont Avenue, observed Conductor Stephen J. Petras, Badge

No. 13726, of Blue Island assist an elderly gentleman from his car to the sidewalk, and she deemed this act so courteous she wrote a commendatory letter in behalf of Conductor Petras.

Conductor Paul P. Huffman, Badge No. 9132, of Devon, noticed that Mr. Fred W. Hunt, Jr., 1676 Greenleaf Avenue, had fallen asleep on his car. He awakened Mr. Hunt who would otherwise have missed his stop. Mr. Hunt was very appreciative.

Mrs. E. S. Wilbur, 4431 Fulton Street, wrote a commendatory letter stating that Conductor John F. Gollwitzer, Badge No. 4270, of North Avenue, is one of the most polite and courteous conductors she has met while riding on the Lake Street line.

Conductor James Sand Badge No. 4014, of 77th, is the subject of a letter from John T. Kain, 6818 S. Halsted Street, who states that Conductor Sands gives explicit information, answers questions correctly and promptly, and is always willing to assist passengers on and off his car.

The ready smile and courteous manner of Conductor Edward J. Donovan, of Kedzie, won a letter of commendation from a person who identified himself, or herself, as "A Patron of the Kedzie Line."



These Are the Two Sons of P. C. Scheide of 77th

AMERICA'S FIRST STREET RAILWAY

The first street railway in America was chartered in New Orleans in 1833 as the New Orleans and Carrollton Street Railway. Governor Romain had no precedents to guide him, so he issued a most original document to the incorporators. It authorized the operation of a one-track road for a distance of four miles to Lake Pontchartrain, for an indefinite period.

Only one condition was made: That if at any time a majority of the adjoining property holders complained of the road as a nuisance, it should after a period of thirty days, be absolutely removed and the streets replaced in their previous condition. This condition was never enforced, as the road became popular and the residents realized that it would be a detriment to progress to remove the stone paving laid by the company and replace it with mud, the material previously used in this damp climate.

George Parke.

GOING AFTER WITNESSES

North Avenue Holds the Lead—Elston-Noble Spurs to Second Place—System Average 4.34

The determination of North Avenue to remain at the top of the list in the very interesting Witness Getting Contest was demonstrated by the record of 6.28 for September. It is evident that every man at that station has this contest in mind when he has an accident and the spirit which directs their activities finds its highest appreciation in the Legal Department where the work of the men is so valuable.

The men at Elston-Noble undoubtedly were dissatisfied with their showing in August when they were in third position and went after names with such determination that for the first time they passed the five witnesses per accident mark, scoring 5.06 and restoring them to second place. Archer moved up a peg from fourth to third and Cottage Grove advanced from sixth to fourth.

A notable fact as to the results generally was that there was sufficient improvement even among the tail-enders to raise the average for the system to 4.34. This is good but there is no doubt it can be made better.

The following shows the comparative standing for four months:

	Sept.	Aug.	July	June
1. North Avenue	6.28	6.82	(1) 6.44	(1) 6.24
2. Elston-Noble	5.06	4.63	(3) 4.81	(2) 4.41
3. Archer	4.78	4.61	(4) 4.12	(5) 4.42
4. Cottage Grove	4.53	4.13	(6) 4.18	(4) 4.00
5. 77th Street	4.39	4.93	(2) 4.36	(3) 4.54
6. Burnside	4.09	4.44	(5) 4.09	(6) 4.25
7. Lawndale-Blue Isl.	4.06	4.12	(7) 3.93	(7) 4.10
8. 69th Street	3.96	4.09	(8) 3.69	(8) 3.83
9. Kedzie	3.83	3.85	(9) 3.58	(9) 4.04
10. Devon-Limits	3.69	3.09	(12) 3.04	(10) 3.32
11. Lincoln	3.67	3.55	(10) 2.89	(12) 3.46
12. Armitage-Division	3.50	3.47	(11) 3.02	(11) 3.27
Aver. for the system	4.34	4.33	4.01	4.20
Diversey Bus	0.43	0.83	1.40	2.29



Janitor Henry Reimensferger Who Looked After the Flowers at 77th Street

A paradox: Youth is the oldest thing in the world.

Departments and Divisions

Engineering

F. J. Koza enjoyed his vacation playing golf. He also motored to Iowa between games.

H. W. Busch has quit saving tobacco coupons. He says the new dollar bills take their place and are ever so much better to have.

Louie Schraag, the dean of timekeepers, was confined to his chambers for a week during the latter part of September with a swollen face. Louie says it just swelled up of its own accord, and some of us took his word for it.

Bert Greenway, the genial superintendent of the Central Division of the Track Department, spent his vacation "Seeing Chicago," mostly the South Side of Chicago which he had never visited before. He returned after Labor Day ready for the strenuous labors of another year.

Dougal Lamont spent his vacation in the high lands of Colorado. You can't keep a Scotchman down.

Louis Ciucci, the rotund timekeeper in the Central Division of the Track Department, has been appointed a member of the Speakers' Bureau. After practicing on a few small audiences, Louie hopes to get on the radio.



Mrs. George Wochtel, Formerly Miss Viola Schumacher of the Accounting Department

Vaughn McAllister of Grand and Leavitt is all smiles of late. The reason? On September 11th the Mrs. presented him with a 6½-pound baby daughter. Mother and daughter doing fine. Congratulations to the proud parents.

Joe Westman, Al Becker and Charlie Kuehl of Grand and Leavitt seek to surpass each other in their tales of vacation lore. Oh, what vivid imaginations some people have.

Martin Reddington, night foreman in the Northern Division of the Track Department, was stricken with apoplexy while on duty on the night of September 16th, and died a few

hours later at the Alexian Brothers Hospital. Martin was 57 years of age, unmarried, and had been in the employ of the company since 1908. He was liked and respected by everyone with whom he came in contact, and will be missed by all of his fellow employees. The sincere sympathy of his co-workers is extended to his surviving relatives.

We extend our heartfelt sympathy to Walter Ambler in his bereavement over the sudden death of his brother, Albert Ambler.

Transit.

Electrical

Bill Broderick, chief at 42nd and Wabash Avenue, Sub Station, and a party have just returned from a month's tour through Canada and returned by way of the east. Of course there were couples in the party. We are wondering if the lady-is or is-to-be. Something was on Bill's mind while away because no cards or word was received during his absence. Let us have the real truth.

Jim Smith, chief of 20th and Dearborn Sub. Station, has been touring through the east. Now that he is back, stop in and hear the latest stories, just hot from the Broadway stars.

E.

Materials and Supplies

We are glad to report that Dan Dillon and Jim Gillespie, who have been ill for some time, are on the road to recovery.

E. Quigley has been transferred to the Electrical Department from Dept. 20, and his place has been taken by O. Nuisl from the West Shops. We wish them both success in their new positions.

Florence Hochleutner said "Yes" to Howard Multerer and received a very beautiful ring to bind the bargain. The wedding bells will ring out about Thanksgiving. Congratulations and best wishes.

R. E. Buckley.

Schedule and Traffic Department

Our sympathy is extended to Mr. Forty, in the loss of his brother, whose untimely passing away occurred September 17.

Fred Excell has returned from his trip to Denver and other points of interest in the west. Not satisfied with that, after returning he made a trip to Michigan. He did not say whether or not he crossed the border into Canada.

Congratulations to L. C. Dutton, who will, by the time this issue of the magazine is published, have entered the ranks of Benedicts.

G. Weidenfeller.

Shops and Equipment—North and West

West Shops. M. Pare of the Drafting Room has returned from a vacation spent in Indiana, Ohio and Kentucky, and reports having had a delightful time.

Limits: Our best wishes to Pat Clancy, who was recently married.

Louis Match has quit chasing flies off the car rails since he started to raise boils on his head.

Kedzie: Mr. Martin Jensen, our assistant day foreman, has returned from his vacation. Martin, being a strong supporter of the Volstead Act, toured Canada to see the beautiful scenery? There is no doubt that he enjoyed

his vacation and had his fill of—er—scenery, because he is back with a big smile.

Tom Dooley, our storeroom clerk, was seen carrying two bouquets of flowers to the West Shops. Of course the mystery still remains hidden, as Tom will not tell where, why, or to whom they were delivered. In all probability this may have something to do with the flowers that have gradually been disappearing from Kedzie garden.

Mr. Pat O'Rourke, repairman, has been off the last few days nursing injuries he and his family received in an auto accident on his way home from Racine. All the boys are wishing him and his family a speedy recovery.

Our most esteemed clerk, Joseph Jabaris, surprised us all the other day when in he walks minus his Charlie Chaplin mustache. We wonder why the change in appearance, Joe.

Mr. William Taylor and David Hennessee are still on the sick list. The boys would like to see them back with us soon.

North: M. Polokowski celebrated his 72nd birthday working on trucks, which position he has held for the past 42 years with the company. He is still going strong. The boys hope that you will hit the 100 mark, Matt.

Our sympathy is extended to Herman Waserstrass, whose mother passed away and also to Joe Forty who lost his son.

Division: D. Begley has joined the rank of benedicts. He was married Sept. 7. Thanks for the cigars.

The heartfelt sympathies of his fellow workers are extended to C. Ristow in the death of his wife.

Lincoln: Mr. J. J. Murray, day repairman, reports the addition of a nine-pound baby boy to his family. Everything lovely.

Blue Island: Mr. Hale who spent a part of his vacation visiting Racine, Wisconsin, reports a good time. Messrs. Sickert, Hoey and Edmonds visited points of interest in Chicago.

Tom McCrea who is in Ireland, getting married, promised to bring Walter an Irish pipe, but Walter you can get good clay pipes here.

Verderber went all the way to Detroit to enter a contest and now refuses to show the winning medal.

Valentos is on the verge of deserting single blessedness to plunge into the sea of matrimony.

Charlie Starr of the front office says we are next in line for some ice cream. Sure! He buys. (?) Jane V. McCarthy.

South Shops and Carhouses

W. Gurgel of the Printing Department is the proud daddy of a baby girl born September 4, at the Mercy Hospital. The Printing Department had a treat of cigars and candy. Good for you Bill. Congratulations.

Henry Farrow, Mill Machine hand at the South Shops for a number of years passed away on September 12th. We were very sorry to hear of his death and sympathize with his bereaved family.

Mr. Gamen, Repair Foreman, Cottage Grove Depot, has returned from Atlantic City, where he attended the Convention of the American Electric Railway Association.

J. P. McCauley.

Around the Car Stations

Cottage Grove

Conductor H. Lundberg and Mrs. Lundberg accompanied by their daughter and son-in-law, Motorman C. H. Hawkins and grandson, C. H. Hawkins, Jr., spent a pleasant two weeks' vacation motoring. At Marion, Ohio, they viewed the memorial erected to the memory of the late President Harding, then on to Columbus and camped at Hebron, O. Crossing the Allegheny mountains into the coal mining districts of Pennsylvania, one of their most interesting experiences was at Scranton at the Hudson coal mines. Donning a miners' outfit consisting of Mackintoshes, miners' cap with lamp attached, they descended the shaft to where the miners were working. They visited the historical battlefields of Gettysburg and the home of Barbara Frietchie at Frederick, Maryland, through on to Virginia and the famous Shenandoah cavern. They camped at Mt. Vernon,



H. Lundberg of Cottage Grove With His Wife and Daughter and Mrs. and Mr. C. H. Hawkins and Son on the White House Steps at Washington

visited the home of Washington a few miles from Washington, D. C. The next day was spent at Washington where they parked their car and hired one of the many cars with guides that make a business of showing visitors around the most beautiful part of Washington, including the residential district, explaining who lived in the various mansions. They went through the White House and government buildings and amongst other things of interest saw the

printing of the various denominations of bills. They also visited the Unknown Soldier's grave, Arlington cemetery. On their return trip they visited Finger Lakes, New York state, thence on to Buffalo, crossed the Peace Bridge into Canada; stopping two days at Niagara Falls, crossed from Windsor to Detroit where they stayed one night, reaching home the next day much benefited by their most enjoyable trip.

The trainmen welcome back to work again Conductor H. Hovmuller who has been sick for several months. Hovmuller says he is glad to be with the boys again and is unable to express his thanks in words to the company's Medical Department, especially Dr. Fanning. He is feeling better than he has felt for years and has gained more than 50 pounds since his operation.

Conductor Ed. Baker and Mrs. Baker have returned from their summer home at Big Star, Lake Baldwin, Michigan. Ed. reports that on account of being short of help he was unable to get all his fruit picked from his extensive orchard, and was kept busy putting large logs on shore to prevent the waves from washing away the foundation of his bungalow.

Conductor P. W. Fitzell looks much improved since his return from Indiana where he went to help his son (Stanley, who has a chicken farm) to build more cement chicken houses.

Conductor H. Shober and Mrs. Shober returned from California where they were hurriedly called on account of sickness in the family. The sympathy of the trainmen is extended to the Shober family in their bereavement.

Conductor W. S. Jones and Mrs. Jones spent a pleasant vacation motoring through Michigan and Canada. After their return while Wilbur was cranking his automobile he had the misfortune to break his arm just above the wrist. The trainmen wish him a speedy recovery.

The old timer's bench is full now that Motorman James Calder is back again from his vacation which was spent among the beauties of nature in the wild woods around Coloma, Michigan. He is wearing a fine tan with a smile that won't come off. The trainmen hope he feels as good as he looks.

The sympathy of the trainmen is extended to Conductor John Smotherman and family on the death of his nephew. J. H. Pickin.

Seventy-Seventh Street

Conductor E. J. Welty announces the arrival of a dandy baby girl at his home. Ed states he thought it was going to be a ball player. Ed, you know the old say, "if at first you don't succeed, try, try again."

Motorman Mike Hanley has returned from a wonderful auto trip through Illinois, Missouri and Iowa. Mike reports a glorious time and excellent roads.

On September 22, 1929, Father Mulcahy, son of Conductor Eugene Mulcahy, was ordained a priest and said his first Mass at St. Bernard's Church. A great many trainmen friends of Eugene attended Mass as a token of the esteem they hold for Father Mulcahy and our staunch friend, his father.

Motorman John McCarthy arrived safely



Motorman J. Beisiegel of 77th Street With His Morning String

after driving away down East as far as New York. No, sir, he did not go to Canada.

Conductor Paul Stern is now confined to his home. Now Paul was always a good scout and one of the boys. Let us not forget our friends when they are on their backs. Pay Paul a visit and cheer him up.

The club held its annual election Friday, September 6, 1929, and the following officers and directors were elected: Conductor Joe Matern, president; Conductor Tom Beggan, Vice-President; Receiver George Miller, Treasurer; Owen T. Duncan, Secretary, and the directors as follows: Conductors Bill Sullivan, Phil O'Malley, George Grassell, George Watson, Harry Barry, J. J. Barry, Motorman Ed. Willette, Clerk Mike McKenna and Supervisor Jack Natelborg. A very fine entertainment was arranged for the evening and was greatly enjoyed by all, even the smokes. Conductor Bill Sullivan sang a number of solos and received a fine hand. Bill sure has a fine, mellow Irish voice. Yes, sir, our gymnasium instructor, Ed. Willette, was there with some of his class for an exhibition and they are some class and I don't mean maybe. The entertainment was as follows: Bobby Lucky vs. Roy Hunt, two 2-minute rounds, a real go; George Dykema vs. D. R. Hughes, two 2-minute rounds; Pat Kenneally vs. Conductor Jim Browne, two 2-minute rounds worth a year's dues any time; wrestling match, Motorman Bert Phillips vs. Sylvester Plugger, one fall, Phillips winning in 15 minutes. Solos by Conductor Earl Bedore and Motorman Bill Callahan, a duet by Conductor Bill Sullivan and J. W. Cassidy and a quartet by Conductors Bill Sullivan, J. W. Cassidy, Earl Bedore and Tom Morris. A real good evening was the expression from the boys.

Ex-President C. A. Gylling wishes to take this means to thank the members, a great number of committees and officers for the splendid co-operation he received the number of years that he was president.

Something wrong in Denmark. No babies or marriages this past month.

Superintendent W. A. Bessette wishes to draw the attention of the trainmen to the standing of our depot in the Accident Prevention contest. We are just three-fourths of one per cent from the top for the first six months. This is indeed a great showing but it will not bring home the bacon or in other words the silver car to our depot. A get-together talk with your motorman so as to perfect your team work will work wonders. With fall weather coming on it will necessitate still sharper team work to come through so let's haul down the lead and put our division where it belongs. (FIRST.)

Here is good news, Motorman Dick Walsh is back again after having passed through a very serious operation.

Courtesy means diplomacy. Handling a mean situation diplomatically, you will have a discourtesy complaint. Courtesy means an even temper which will keep your record clean of chargeable accidents. The reflection of courtesy extends into your car, your trainroom, your home and your friends, causing you to be known as a good fellow. Let us all be known as such and bring our division to the top of the courtesy contest. Let us at least try.

This past month the following trainmen have suffered the loss of relatives: Motorman M. Haugh, his sister; Conductor W. D. Carroll, his mother; Conductor M. M. Finerrock, his father, and father of Motorman J. P. Doody and brother of Motorman Pat Doody. This Division extends its profound sympathy in their bereavement.

C. A. Gylling.

Sixty-Ninth

August 30 marked another milestone in the life of Conductor Hans Peter Hansen who celebrated his 57th birthday. The occasion was celebrated at his home by a banquet which was



attended by a large number of his friends. He received several presents and bouquets of flowers from his friends, one mammoth piece which was sent by his co-workers on Racine Avenue line which was most appreciated by him.

D. W. Smith, clerk, usually has a witty saying or two on hand, the other day he said "he thought Ford would be alright for president; the country needs a good shaking up, besides he has the making of another Lincoln."

W. L. Pence.



Motorman L. J. Miller of 77th With His Morning Catch at Paw Paw River, Michigan

Archer

Conductor William Farrell reports the arrival of a 9¼ pound baby boy who made his appearance at the early hour one a. m. Was almost a "hoodoo" Friday the Thirteenth. Congratulations Bill.

Motorman Lyle Otto Packard and his conductor, Frank J. Blazek, are to be complimented. During a recent accident where injuries were sustained and doctors' attention needed and while conductor was taking care of the injured, Motorman Packard transferred his passengers to the following car, taking his car to first crossover, thus preventing a delay to service during the afternoon rush hour.

Motorman W. F. Hay and wife, while out exercising his new Pontiac, drops over in Canada, stopping at Niagara Falls on his return home.

Motorman W. F. Stuebner reports the arrival of a baby girl at his home on the morning of September 5. Daddy and baby doing nicely.

Conductor M. B. Andersack had a secret which he tried to keep from the boys for several months. The truth will always find its way to the surface. When the beneficiary on his insurance policy was changed the secret was known and now M. B. admits on the Q. T. he was married February 2 this year. Congratulations even though the hour is late.

Motorman F. B. Pavel sent us a postal from Antigo, Wis., where he is spending his vacation with his home folks.

Motorman F. Thatcher is over at Saginaw Bay, Mich., on a fishing trip where he is spending two weeks with his family.

Conductor L. Weise tells us that the stork stopped at his home on Monday morning, September 9 and left a baby boy, just the article he had left measurements for. That-a-boy, Leo.

Our chief clerk, Barney Malloy, just returns to his desk after an extended vacation to New York where he has been enjoying all the comforts of his millionaire uncle's home.

Conductor M. J. Milcarek took a wife Friday, September 13, ceremony at St. Mary's church, 32nd and Morgan streets. Honeymoon

to Starved Rock. Here's wishing you success in your adventure.

Conductor A. Potraz has been smiling for several days. There is a good reason for it, Al, Jr., made his arrival at the Potraz home Sunday, September 8. Congratulations.

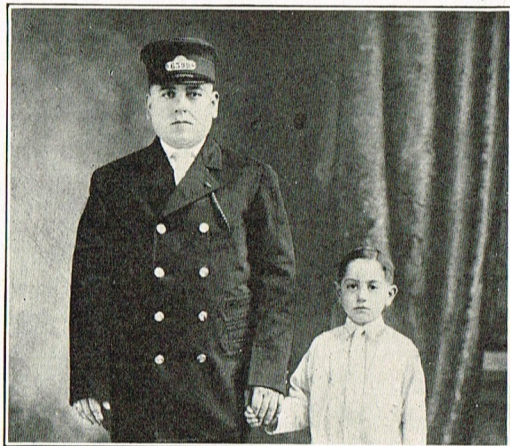
Conductor Lawrence E. Daly joined the matrimonial ranks on Saturday, September 21. Lawrence has always been shy to the girls and it was a surprise to his friends. Wedding ceremony to take place at St. Agnes church. Honeymoon to unknown regions.

Dusty.

Blue Island

Motorman M. Hybl is the proud father of a 11-lb. boy born on September 17, 1929. Congratulations.

Supervisor Vobruba was out hunting one day and was in the middle of the lake in a boat when suddenly one of his companions said his feet were getting wet. As it was dark Bill lit his flashlight and found that the boat was half full of water. Bill said, "You should have seen us row to shore." Get a good boat next time, Bill, or you may not come back.



Motorman H. Pontarelli of Blue Island and His Son, Who Certainly Looks Like His Dad

Flagman Thos. Heffernan spent his vacation in Duluth, Minn., and says he had a wonderful time.

C. P. Starr.

North Avenue

Here is our headliner for this month. Our popular chief clerk, Mr. Shedroff, is a papa to a baby boy who arrived Sept. 19, weighing 7 lbs. This is number two for our Izzie and mother and infant are doing well.

Motorman John Goorsky, who has been selling service over on Laramie Avenue ever since Austin was voted into the city, was married September 26. The honeymoon was spent in Michigan. Congratulations, John, to you and your bride.

Motorman John Ward, another of our well liked old timers, was married during the latter part of August. Congratulations and best wishes to you and your bride, John.

Motorman T. R. Lees says that some fellows think that the only time to smile is when they are having their picture taken.

August 1 was a big day at Conductor J. J. Corbett's house by reason of the arrival of Miss Eleanor Marie weighing 7 pounds. If she has the same color hair you have, Red, she will surely be a stunner when she grows up.

Sympathy is extended to Motorman Bartlett in the loss of his wife, who passed away suddenly Sept. 22. Also to Conductor H. Noelle in the loss of his father and to Conductor Jos. Czarnecki, who also lost his father.

The North Avenue Cubs took their first defeat of the season at the hands of the Majestic Radios at the Radios' park Sept. 8. Score, 4 to 3. The game was close and hard-fought. Manager Mall says that the score will be reversed next time.

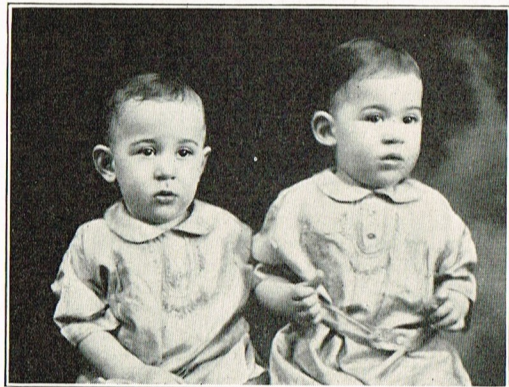
Our ten or more club has put us on top in witness getting and we hope to stay there, also to be first to hit on over seven average. The getting of witnesses often requires considerable tact and good judgment in handling the situation but from the number of men who come in with a large number of witnesses on their cases it can be seen that it is possible to make a good showing on nearly every case. Teamwork between the motorman and conductor very often is the solution.

Conductor Henry Conrad has returned from a trip to California where he visited his father.

Operator Crawford has returned from an extensive motor trip through the Wolverine state.

Conductor Fred Jacobs says he is going to enter Motorman Jack Burchill in the next cross country derby. He says he met Jack at Chicago and Austin avenues the other morning at 4:30 a.m. He asked Jack where he was going and Jack said to work. "Well," said Fred, "you have your uniform on alright, but I don't think they will let you work with that Alpine mountain climbing hat." Fred says that in seven minutes Jack covered the three blocks to and from his home and got back with his uniform cap in time to make the night car.

C. A. Knautz.



Martin and James, the Twin Sons of Motorman Daniel Herman of Blue Island

Elston

The Elston Avenue Gun Club members were not very fortunate on the opening day, September 24, as we have not received any reports of the number of ducks bagged. It was reported that Sharpshooter Walter Cubycheck did an Annette Kellerman—a very graceful dive into the lake.

Motorman W. Miela, badge no. 649, rendered able assistance in opening up a blockade. He assisted in getting a car back on the track after derailment and regulated traffic, thereby preventing a big delay to service. Good work, Miela.

Motorman G. Grunewald reports an increase to his family—a girl. Congratulations, George. Better let the moustache grow now.

Board Member Chas. Burns and Conductor W. Sturtz reported that they had a wonderful time on their trip to the Convention held at Seattle.

We wish to extend our sympathies to the following: Conductor T. Korman, who lost his father recently, and Motorman T. Gibbon in the loss of his wife.

Well, Boys, let us show that we have adopted the "I Will" spirit in Accident Prevention.

E.

Lincoln

Conductor George Reidy again increased the population, when, on Friday, Aug. 9, a baby boy was born—8½ pounds. He has now three boys and two girls, which in a poker game they call a full house. That is generally a winning hand and I think that must be the case with Conductor Reidy.

Conductor Drees, who played second base on the old ball team, sort of sprung a surprise on the boys by getting married August 24. He didn't keep it a secret, but told the boys to all come over, which many of them did, and had a very nice time. The boys all extend their congratulations to the happy young couple.

Conductor E. C. Sir is another one to join the married men's ranks, he being married Sept. 1. Congratulations also to he and his bride from the boys.

Supervisor W. Akerberg and family, who, August 15, went on his vacation by machine through Wisconsin, has returned. He had a wonderful time, his many friends and relatives giving parties and picnics for them. He also spent some of his time fishing and boating and reports having had wonderful luck in fishing.

Our two committeemen, M. C. Peterson and J. J. McGarry, and J. Toale spent their vacation at the union convention, held in Seattle, Washington. We did not hear but have no doubt they enjoyed the wonderful scenery on the trip and also enjoyed the convention as they always do.

Conductor Fred Elie and Motorman J. J. Sullivan, with their families, are on a vacation, motoring up to Iron River, Michigan, in the wilds.

Conductor G. Chaplinski is taking a twenty-five day furlough visiting friends in Iowa.

Conductor J. Rockwell has returned from a thirty-day vacation trip, motoring through New York and Philadelphia.

F. X. Didier has returned from his vacation which he spent touring all through the west by machine.

Motorman K. Heinerick, who underwent an operation recently at the Edgewater hospital, is improving.

After a long illness, much of the time spent in a hospital, Conductor M. McAndrews is able to be around again and is looking very good. Here's hoping he will be back at his work again in the near future.

Division Superintendent Wm. Hays has returned from his vacation and reports having had a wonderful time.

Hearty congratulations to our friend and fellow workman, Motorman Nick Williams, who celebrated his 72 birthday on Oct. 2. He has been in the company's employ for many years and is well liked by the boys and the many riders who have traveled with him daily for years. If every one could hold their youthful looks and pep as well as Nick has they would certainly be lucky. Tell us how you do it, Nick.

For regulating traffic you can't beat the teamwork of Supervisors Van Dee and W. Akerberg. Saturday night, Sept. 21, while standing at Lincoln, Ashland and Belmont avenues, one



James, Son of Conductor J. T. McGann of Devon

of the busiest intersections on the north side, the traffic became all muddled up until Supervisor Van Dee took charge of running the lights and Supervisor Akerberg took the middle of the street. Believe me, it was no time before the congestion was cleared up.

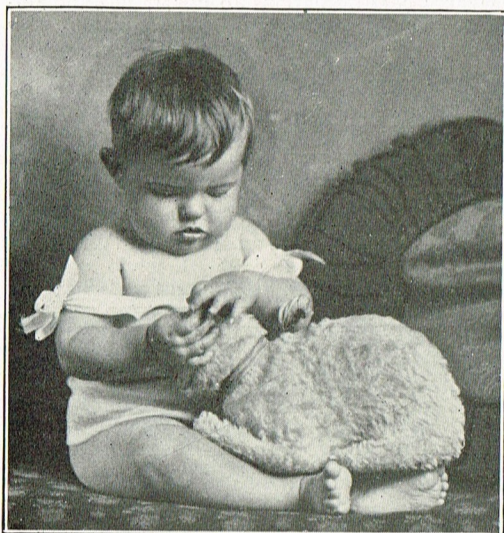
H. Spethman.

Limits

Conductor August Breinig and wife have just returned from an extensive tour of the eastern part of this continent, going first to Niagara Falls via Detroit and Canada. There they took a trip around the gorge, past the whirlpool rapids, and at night had the pleasure of viewing the falls in all their glory, illuminated by the vari-colored lights turned upon them from the Canadian side. Following this they went to Montreal and Quebec, then to Boston, Plymouth, Providence and New York City. Here they spent the evening of Sept. 10 at the Paramount Theatre in celebration of their 28th wedding anniversary at which time they were joined by their son and his wife, it being their first anniversary. Then to Atlantic City and back to Chicago.

Conductor Harry R. Dean, with the company 22 years, died on Sept. 7, and was buried Sept. 9 from Muelhoefers Chapel, 1458 Belmont Avenue, thence to Montrose Cemetery. Harry's many friends deeply regret his passing on and we extend our heartfelt sympathy to the bereaved family.

Conductor Charles Holmberg and his wife recently spent a week-end at Woodstock, Ill., visiting some old time friends and were agreeably surprised by these friends who tendered a reception for them in honor of their 20th wedding anniversary.



This Busy Young Lady Is Dolores Anne, the 7-Month Old Daughter of Conductor Herman Reimer of Devon

Conductor J. W. Bennett was elected a delegate to the national convention of Spanish-American War Veterans at Denver, Colo., representing McKinley Post No. 6. While there Mr. Bennett went to Colorado Springs, took a ride up Pike's Peak and also visited the beautiful capitol building at Denver, which, Mr. Bennett tells us, has the most beautiful collection of gold and silver nuggets and semiprecious stones of any capitol building in the U. S. One room is entirely devoted to relics of the early Spanish days, including wooden ox-carts, silver inlaid saddles, guns and revolvers, as well as various other antiques of that period. Mr. Bennett is glad to be back in Chicago.

E. G. Rodgers.

Twin Coach Section

Operator Walt Newman made another trail blazing trip to Minneapolis, Minnesota. He boasts of passing many a new Ford, but complained that his Chevy couldn't pass the new Pontiacs.

Operator Bob Schefke spent a second honeymoon at Niagara Falls. He found the falls still working in good order.

Night Clerk Harry Mooney sure is a booster of his home town. Harry spent his vacation in

"Chicago, the Summer Resort" and reports many wonderful discoveries, such as Garfield Park, the Wrigley Building, and last but not least, Oak Street Beach.

Fag.

SURFACE LINES POST

The American Legion

The delegates and alternates who attended the annual state convention at Rock Island, Illinois, on September 16 and 17, gave very interesting reports at the last Post meeting, and urged as many members of the Post as possible to attend the next convention to be held at Aurora.

The following Post officers were elected at the annual meeting on September 20th: R. W. Ambler, Commander; L. J. Page, Senior Vice-Commander; H. P. Brady, Junior Vice-Commander; J. P. McCauley, Finance Officer; J. M. Moore, Service Finance Officer; H. Sundquist, A. Hjortsvang, D. Ferguson, Sergeants-at-Arms; H. Loeb, L. Staska, E. Neisner, J. Gillespie, Post Executive Committee. The officers and those appointed by the Commander, were installed at the meeting October 5th.

Your new officers are looking forward to another very successful year and the desired results can only be accomplished by the help of the Post members.

Comrade McCarthy is working on his plans for the Rifle Club for the coming year. Any comrade who is interested in this activity should communicate with Comrade McCarthy at Clark and Division streets.

A supply of 1930 membership cards have been received and can be obtained by forwarding \$3.00 to J. P. McCauley, South Shops, or see Comrade McCauley at the next meeting and he will be glad to see that you are supplied.

Regular Post meetings are held on the first and third Fridays at the Post club rooms, 40 South Clark street.

South Shops, 13; West, 11

In a very hotly contested ball game at McKinley Park, on Saturday afternoon, August 31, the South Shops defeated the West Shops to the tune of 13 to 11. The South Shops gathered 18 hits while the West Shops were collecting 9. The features of the game were the pitching of Justin of the South Shops, who fanned 11 of the opponents; and the hitting of Jung, South Shops shortstop, who got four hits.

J. P. McCauley.

DID YOU NAME IT CORRECTLY?

The lagoon shown in the picture is located in the center of what is known as Winneconna Parkway, one block west of Vincennes and 78th Street and can be seen from our street cars. The name suggests Indian history. This beautiful body of water is fed by several natural springs, one of which never freezes in the coldest weather. Many trainmen of the Seventy-seventh Street Depot live in homes facing this lagoon.

Opportunity

*They do me wrong who say I come no more
When once I knock and fail to find you in;
For every day I stand outside your door
And bid you wake and rise to fight and win.*

*Wait not for precious chances passed away,
Weep not for golden ages on the wane;
Each night I burn the records of the day;
At sunrise every soul is born again.*

*Laugh like a boy at splendors that have sped;
To vanished joys be blind and deaf and
dumb.*

*My judgments seal the dead past with its dead,
But never bind a moment yet to come.*

*Though deep in mire, wring not your hands
and weep;*

*I lend my aid to all who say, "I can."
No shame-faced outcast ever sank so deep
But he might rise and be again a man.*

—Exchange.

“CROUPIER”

(“Kroopyay”)

WHAT IS IT?

Come to the Club House and Find Out

Saturday Evening, October 26th

8:30 O'CLOCK SHARP

“A Night at Monte Carlo”

Biggest Event of the Club Year!

Learn how **Fortunes** are **Made**—and **Lost**

ROULETTE

CHUCK-A-LUCK

RACE HORSE

JUMBO DICE WHEEL

CRAP TABLES

Try Your Luck :: :: Learn Something New

Music and Dancing, Too!

Admission by Special Ticket—Limit 500

SEE YOUR CLUB DIRECTOR