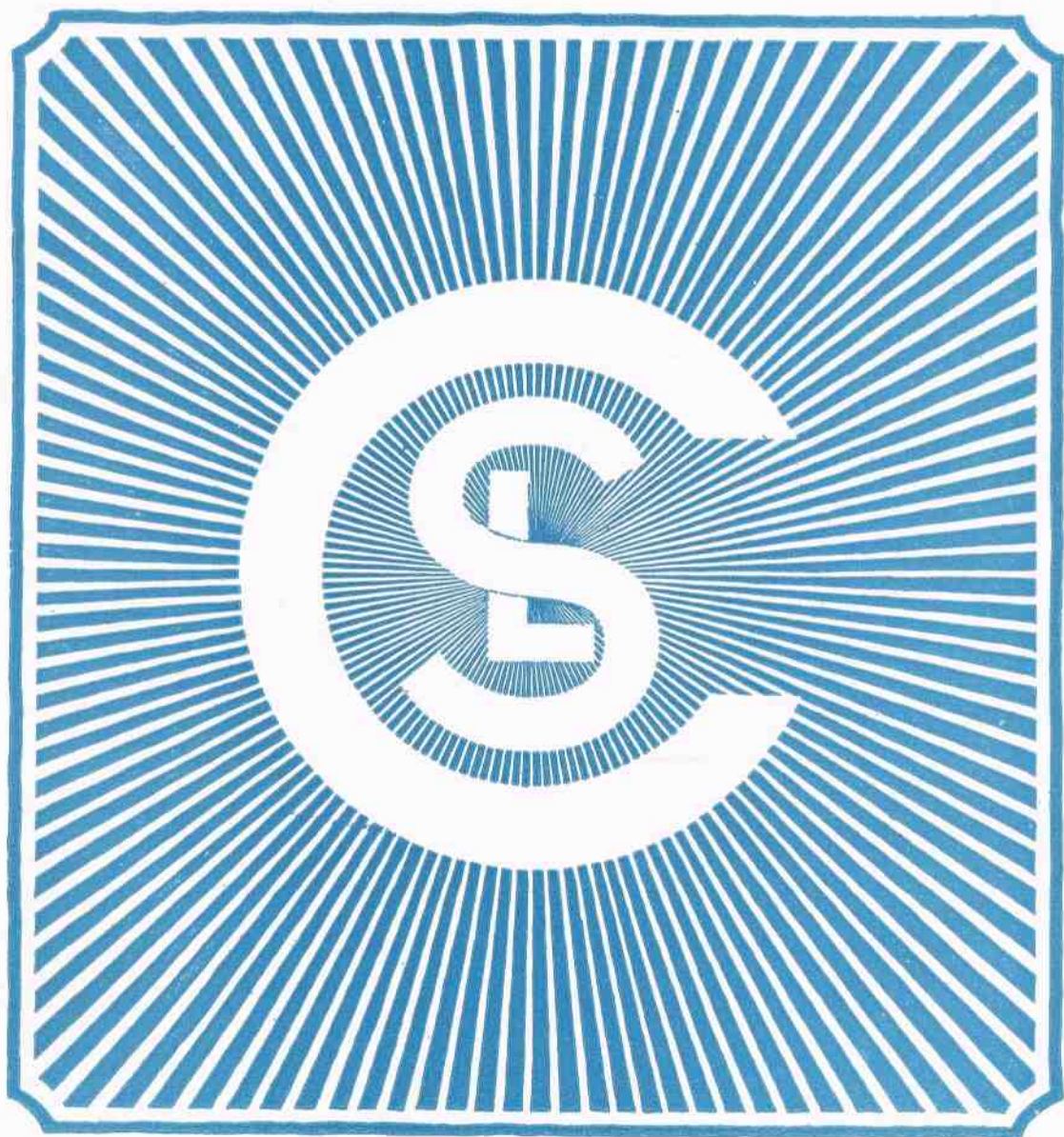


SURFACE SERVICE MAGAZINE

VOLUME 6

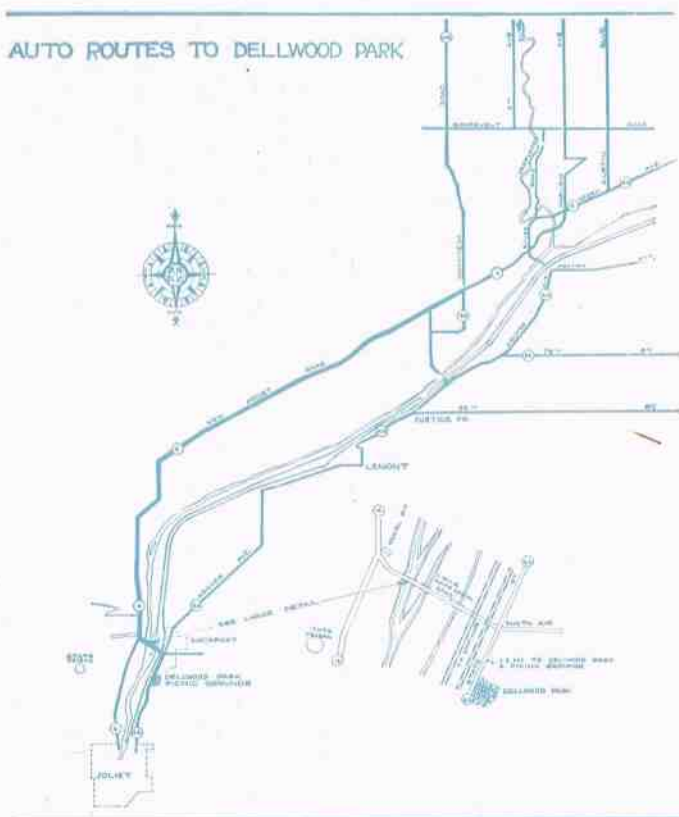
JULY, 1929

Number 4





AUTO ROUTES TO DELLWOOD PARK



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 6

JULY, 1929

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Ah-ha-a! Picnic!

*Everybody Getting Ready for the Big Outing
at Dellwood Park*



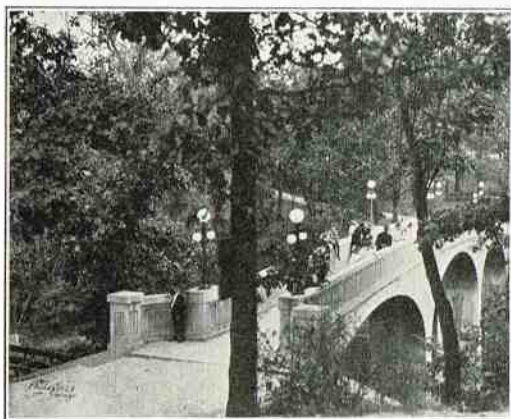
Under the Oaks in Beautiful Dellwood, Where the Surface Lines Will Picnic

All aboard for Dellwood Park! Now comes the biggest social event of the year for Surface Lines employes and their families. Saturday, July 27, is the date—the place the same as last year, and every event on the program is scheduled to be bigger and better.

A super-attraction will be the baseball championship game between our own North Avenue depot stars and a selected team from the Chicago and Joliet Electric Railway Company. The children will be well taken care of with free tickets for concessions including ponies and various rides. Gus, the famous clown assisted by his son and a pet monkey will be on hand as usual and that means more fun for young and old alike.

The picnic grounds are in perfect condition and will be open for our use at 10 a. m. They may be reached by automobile over route 4 or 4-A, or by special cars on the Joliet electric line which start from our Archer-Cicero Avenue terminus. The first special train will leave at 9 a. m. and will be followed by other specials at 10, 11, 11:30, 12, 1 and

2 p. m. Other cars of the regular service will leave every hour on the half-hour—going direct to the picnic grove.



High Bridge, One of the Picturesque Features of Dellwood Park

William Schenck is general chairman, and the other chairmen—all selected for special fitness to their duties—are:

Reception—L. E. Bohlin and Mrs. Virginia Tabb.

Headquarters—A. W. Malmquist and Mrs. Agnes McCormick.

Transportation—Thomas Coan and Helen Griffin.

Publicity—John E. Wilkie.

Races—Daniel Colgan and Dorothy See.

Dancing and Broadcasting—Andrew Martin and Mrs. Florence Tremel.

Horse Shoe Tournament—John Hewitt and Jane McCarthy.

Roads and Grounds—R. Rumatz.

Club Property—Herbert Hoyer.

Don't forget to hold open this big date.



The Ravine, Dellwood

The picnic is for all departments, and all employees are welcome with their families. There is no charge for admission to the park, but those who are going by street cars should secure transportation tickets in advance from departmental Directors of the Surface Lines Club—80 cents for round trip for grown-ups and 40 cents for round trip for children.

FORTY-ONE PLAY GOLF

Dr. Fanning Is Our "Bobby Jones"—Representatives from Many Departments

The Annual Golf Tournament of the Surface Lines Club at the Green Valley Country Club, Wheaton, on June 28, was a well-attended happy occasion. The weather was perfect and there was some exceptional golf played by some of the

members. The committee on arrangements were fortunate in winning prizes, so took a good-natured chaffing from those not on the committee. Forty-one players teed off and 21 sat in at the dinner in the evening and were treated very nicely at the club. A "Masked Marvel" performed during the afternoon but failed to push Dr. Fanning as the Marvel turned in a score of 100.

Dr. D. J. Fanning played beautiful golf and took the low gross prize with a score of 74, which included 7 threes. Par for the club is 71. P. Naissons of the Kedzie repair crew took second low gross prize with 87 and C. E. Stenning, third low gross with an 88. C. H. Even-son took the low net with 72, followed by A. B. Poor, one of the Devon station clerks, with a 74 and H. B. Storm took third low net with a 75. Arbitrary numbers were picked out so that other members could take prizes who were not playing among the sharks and E. Healy took a prize for a 7 low net with a 79. Tenth prize with an 83 went to motor-man J. Novak of Blue Island. W. J. Eger took 15th with an 88 and the 18th prize was wished on the chairman of the committee, J. G. Nattinger, with a 94, which means he went a lot worse on one round than he did on the others. Messrs. Orde, Weston, Sullivan and Hupp were the first foursome out at 1 P. M. and the other foursomes followed rapidly so that W. H. Kennedy, who arrived at about 2 P. M., found it necessary to sprint after the last twosome out to make it a three-some. He met them at the third hole as some of the gentlemen ahead were driving in and out of the deep bunker near the water hazard—no names mentioned.

Golf tournaments such as this provide a wonderful opportunity to classify men and after contact with all the players present on June 28, it was very apparent that there are a lot of congenial men in our company who can take the better and the worse with a smile.

A negro went to see a doctor and as he was leaving the doctor remarked, "You've forgotten something!"

"No, suh!"

"Yes, you have. My fee for the advice I have given you is four dollars."

"No, suh! I ain't gwine take yo' advice."

Family Groups at Armitage

An Interesting Showing of Efficient Men Who Take Pride in Their Work

In the March 1929 issue of *SURFACE SERVICE*, Kedzie Depot made quite a unique showing of family groups working at that Depot. Now, Armitage Depot, not to be outdone by Kedzie, comes forward with an interesting list, going Kedzie one better. Division Superintendent B. W. Bolger stated that many of these men are among his most careful operators. Perhaps the reason for this includes a certain amount of justifiable family pride.

Janowiak Brothers

Conductor L. J. Janowiak, badge 10310, started to work on the cars five years ago. He finds continued contact with the public interesting as well as educational. He believes he saves himself many arguments through the habit of calling the streets. Both the 1927 and 1928 Accident Prevention Honor Rolls contain his name.



Conductor L. J. Janowiak 10310; Motorman S. R. Janowiak 4183

Motorman Stanley R. Janowiak, badge 4183, came to work for the company three years ago. During the World's War he served eighteen months at the White House doing guard duty. Stanley states that President Wilson always saluted the boys as he passed them.

Pearson Brothers

Motorman William G. Pearson, badge 12079, has been with the company three years. He would be more contented if the city would repair the many bad ruts in the pavement on Milwaukee Ave. He has experienced several cases where automobiles hit ruts several feet from the track and the drivers lost control, causing serious accidents.

Motorman R. L. Pearson, badge 5025, entered



Motorman William Pearson 2079; R. L. Pearson 5025

the service Nov. 16, 1928. He finds that the longer he is on the job, the better he likes it. "Learning to operate correctly in the beginning, gradually made the job easier."

Helgesen Brothers

The ability to make one's self understood to the foreign speaking passengers, especially the Norwegian, Danish and Swedish, is frequently used to an advantage by conductor R. Helgesen, badge 7024. He has been working on the cars for four years. His name is on the 1927 and 1928 Accident Prevention Honor Roll.



Conductor R. Helgesen 7024; E. Helgesen 13720

There are some occupations that are just jobs, and there are others that have a fascination about them that lifts the work to a higher level and it becomes interesting. That is why conductor E. O. Helgesen started to work on the cars over a year ago. His name is on the 1928 Accident Prevention Honor Roll.

Mix Brothers—No Relation to Tom or the Dairyman

Anyone who remembers the Sunday travel on street cars in Chicago twenty years ago can appreciate somewhat the experiences of conductor Paul Mix, badge 9586, who has over twenty-one years of service to his credit. He recalls the old picnic Sundays on Elston Ave. when that depot obtained recruits from all over the north and west sides. He frequently worked with a motorman from Lawndale, Limits, and



Conductor P. Mix 9586; B. Mix 3570

Blue Island Depots. It takes Paul to tell how they hauled them in those days—capacity loads, plus passengers on the roofs. His ability to converse in German, Bohemian, and Polish helps him serve the public better. The 1927 and 1928 Accident Prevention Honor Rolls contain his name.

It makes a world of difference how we take the public and our fellow employes. Because if we expect everybody is going to measure up to 100% to what we want them to, we are doomed



Conductor J. Adamczyk 5622; Motorman W. Adams 8659

to bitter disappointment. So there is some benefit to be gained by following the advice of conductor B. Mix, badge 3570, who believes in making it a habit to get along well with his passengers and fellow-workers, taking them as

he finds them and making the best of it. Conductor Mix has fifteen years service to his credit and his name appears on the 1927 and 1928 Accident Prevention Honor Rolls.

Adamczyk Brothers

Since April 11, 1907, twenty-two years, with the exception of time off during the World's War, John Adamczyk, badge 5622, has been employed on the cars as a conductor. John says: "Handle the public with a smile and you will not regret it." His name is on the 1928 Accident Prevention Honor Roll.

Motorman Wm. Adams, badge 8659, has seen service on the cars for twenty-three years. He is of the opinion that a "No-parking" law on Milwaukee Avenue, or a widening of the avenue at its most congested section would help the motormen make better time. His name appears on the 1927 and 1928 Accident Prevention Honor Rolls.

Krehl Family

The ability to see the brighter side of life and to meet all conditions, good, bad, and indifferent, with a smile is an asset of tremendous value to any man. Conductor George Krehl,



Conductor George Krehl 7758; George Jr. 10658

Sr., badge 7758, enjoys the reputation that such a happy faculty brings. Twenty-nine years ago he entered the service and has always found it interesting. His carefulness as a trainman is evidenced by the fact that his name appears on both the 1927 and 1928 Accident Prevention Honor Rolls.

Conductor George Krehl, Jr., badge 10658, has been on the road for a year and a half. He finds the out-door life articularly desirable and the men at Armitage Depot agreeable to work with. His name is on the 1928 Accident Prevention Honor Roll.

Pauly Brothers

Henry C. Pauly, badge 6239, is quite familiar with the neighborhood around Armitage Depot. When his parents settled on a small farm just back of the Depot, he was only two years old. He was raised on this farm and owns a piece of it today. Milwaukee Ave. then was known as the Plank Road. It is now over thirty-seven years since he started to work on the cars. Mrs. Pauly, who was formerly a school teacher, has for many years computed the amount of wages



Motorman H. C. Pauly 6239; H. L. Pauly 5509

due Mr. Pauly. It is her ability to determine that amount to a fraction of a cent that never fails, on pay days, to bring a smile of pride to her husband's face and an amused look to the paymaster's.

H. L. Pauly, badge 5509, over fifteen years ago, thought that he would like to try street railroading as an occupation and he liked it so well he has stayed ever since. Mr. Pauly likes to study the trend of conditions as he daily meets the public. It is his firm belief that the riding public is becoming more appreciative of the company's efforts to provide the most modern surface transportation. His name appears on the Accident Prevention Honor Roll for 1928.

Fran Brothers

Conductor J. Fran, badge 1700, has been in the service for four years and eight months. He served in France during the World's War. He



Conductor F. Fran 9098; J. Fran 1700

has often wondered if a small mirror placed on one of the folds of the door of the closed-door car would show passengers coming alongside of the car to board it.

Conductor F. Fran, badge 9098, has worked for the company for twenty-three years. He has his name on the 1928 Accident Prevention Honor Roll.

Poklenkowski Family

Over twenty years service as a motorman without a personal injury case, and on the Accident Prevention Honor Rolls for 1927 and 1928, motorman John Poklenkowski, badge 5825, knows how to operate carefully as shown by his excellent record. When asked how he



Motorman E. Poklonkowski 5825; J. Poklonkowski 5031

does it, he said: "I make it a point to be cautious passing schools. I never argue with passengers, and always try to save the time of making out reports and attending inquests by slowing down for racing automobile drivers."

Motorman E. Poklenkowski, badge 5031, son of motorman John Poklenkowski, has been with the company for one year and seven months. He hopes to equal his dad's record.

White Brothers

Six years ago Motorman J. P. White, badge 12719, began his duties on the cars. He had a touch of travel during the World's War, serving eleven months in the navy. That he believes in careful operation is shown by his name being on the 1928 Accident Prevention Honor Roll.



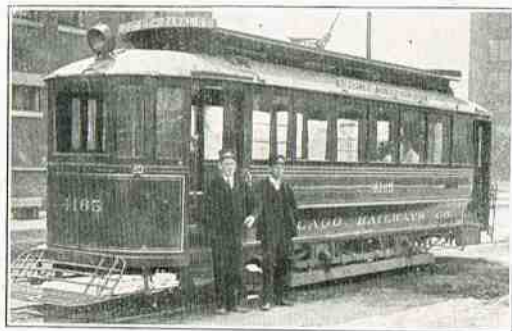
Motorman J. P. White 12719; W. White 8947

With two and one-half years service to his credit, Motorman W. White, badge 8947, finds: "There is a whole lot to learn about street rail-

roading and not a day passes but what I learn something new." His name is on the 1927 Accident Prevention Honor Roll.

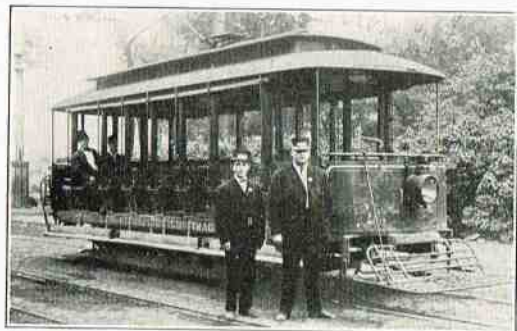
Sidelights on Their Jobs

Since good service is the bull's-eye in the traction target, at which every division of the system is steadily aiming, it follows naturally that we are all directly benefited by the experiences of those making good scores. So, while checking up these groups at Armitage Depot, the writer had the opportunity of chatting with these men and jotting down some of their ideas about their jobs.



Motorman James Kavanaugh, Conductor Mose Lillic and Their "Boat" in 1908

This is from a motorman with over twenty years service to his credit and who has never had a personal injury accident, and whose name appears on both the 1927 and 1928 Accident Prevention Honor Rolls: "I find that drivers of automobiles, as a rule, will, whenever they want to, take chances with motormen by



Wiesen and Szamocki and Their Consolidated Open Car at Belmont and Milwaukee 21 Years Ago

trying to cut them off or beating them past parked automobiles. Just as soon as I notice this I slow down to give them the 'break' they are expecting, instead of expecting a 'break' from them."

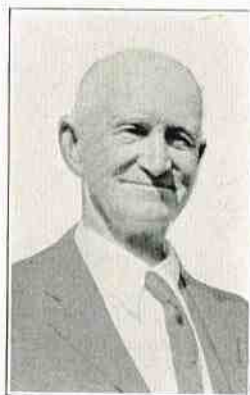
A conductor with nearly twenty-two years experience states: "The street car is the last and worst place to have an argument. He who wants to argue will always find loads of passengers to argue with. The more argument there is, the more there will be."

A motorman fifteen years in the service maintains: "If passengers getting off the cars at the front end, could plainly see a sign 'CALL YOUR STREET' it would help us considerably. The new air handle for the door is a big improvement."

A conductor with nearly thirty years seniority says: "It's a pleasure to operate cars today in comparison with conditions twenty-five years ago. Then we never had the chance to learn more of the business by listening to talks such as are now given by Messrs. Evenson, Pasche, and Johnson."

OBITUARY

Patrick Smith, Old Timer, Leaves Host of Sorrowing Friends



A great character went out when "Paddy" Smith passed from our midst last week, leaving in his wake a host of sorrowing friends with a priceless memory of a man whose simple dignity and loving loyalty to fellow workers and superior officers set him apart as a Christian gentleman.

For forty-odd years "Paddy" Smith worked for the Chicago Surface Lines, and for forty-odd years he was an example of industry, above praise. He loved his work and put into it his best. Second only to his work, and home and friends, was his love for all dumb animals. Dogs and cats were the pets that took the place of his beloved horses when the trend of times moved forward to make way for the march of progress. There was something infinitely sweet and lovely in the man who could take the time to care for and feed a helpless animal.

His quick wit and ready smile, the twinkle in his eye as his friendly welcoming hand was stretched out in greeting, will be sadly missed by all who came in contact with Mr. Smith. Courtesy, courage and loyalty were no accidental incidents of this man's life but were fundamental principles springing from a heart filled with love and sympathy for his fellow man. His contact with the public created more friendly relations between the Company and the people. He guarded his trust as a sacred duty which he was willing to defend with his life if necessary.

Keeping 'Em Rolling

77th Street June Leaders—Blue Island Close Second—Archer Led in May



The New Illuminated Sign Displayed on the Winning Crew's Station in the "Keep 'em Rolling" Contest

The South Division still holds first place, with 77th Street Carhouse in the lead, but it was a very close race. The miles operated per chargeable pull-in by the leading carhouse were 41,935. Blue Island ran a close second, with 41,436 miles. This latter carhouse moved up from eighth position, and increased their mileage 63.4 per cent, the greatest increase of the month. May's leader, Archer Carhouse, dropped down to fifth position.

A decrease of 2,236 miles, or 10.7 per cent, is shown in the average mileage for the system, compared with the month of May.

There are six carhouses that increased their mileage over last month, and seven operated their cars over 28,000 miles per pull-in.

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

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

The individual records follow:

Rank	Carhouse	Miles Per		
		Zero Days	Pull-in for June	Pct. Inc. or Dec.
1	77th Street	12	41,935	8.7
2	Blue Island	22	41,436	63.4
3	Cottage Grove	15	39,505	9.0*
4	Limits	23	38,555	45.0
5	Archer	13	33,850	26.4*
6	69th Street	9	30,625	24.0*
7	Burnside	14	28,174	17.7*
8	Elston	16	20,136	1.3
9	Division	10	20,131	23.0*
10	Devon	6	16,008	9.8*
11	Lawndale	11	15,647	3.6*
12	North	1	12,906	23.5*
13	Lincoln	4	11,906	12.1
14	Armitage	5	11,356	22.8*
15	Kedzie	3	10,376	33.4*
16	Noble	15	9,341	46.6
		179	18,698	10.7*

*Decrease.

Archer Was May Winner

The honors for the month of May went to Archer Carhouses, with the other four in the South Division following. Limits was in the lead in April, dropped down to sixth position.

While the average of 20,934 miles per pull-in due to equipment failure for the system, was an improvement over April, it is considerably less than for the corresponding month in 1928, when the average mileage was 36,207.

The leading carhouse operated their cars 46,003 miles per pull-in, an increase of 16.2% over the preceding month. Of the remaining



Archer's Repair Crew

First row: H. McGuire, P. Martikonis, D. Wizgard, S. Bejos, R. Troughton, R. W. Short, H. Stuewe, A. Wessel, J. McKee, C. McCullough, A. Dizenski. Second row: B. Flynn, J. Jacka, T. McAuliffe, T. Chappas, P. Henry, G. Clark, A. Andrulis, C. Grigaitis, T. Andrulis, G. Spe-riopolus, A. Kasmanski, S. Shakir, N. Nikolas, S. Matches, D. Kirusus, B. Lewis, J. Wagner, T. Butuesius, J. Scalamera, B. Oschatz, M. Venustus, A. Kasmanski, L. Novitski, P. Krickunas. Third row: P. Steponitas, B. Bejos, T. Setuks, J. Hett, G. Pappas, F. Aldonis, J. Baranaskas, J. Griceunas, S. Bacevia, G. Palaski, F. Sherepetis, T. Rudis, C. Mikal, F. Goldrick, S. Julian, S. Pocius, J. Hicks, K. Ostrowski, R. McGrath, J. Bandza, C. Johnson, J. Jankowski, C. Orent. Last row: A. Klann, J. Venustus, J. Mezeris, D. Babilus, F. Sudaekis, C. Anderson, J. Shelensky, P. Rimkus, J. Green, F. Gordon, A. Jankowski, J. Gallowitch, F. Pavlis, F. Leonhardt, J. Burnetsky, A. Wakefield, R. Jones.

fifteen carhouses, nine of them show increases over the month of April.

As will be shown by the following statement, there were eight carhouses that made over 25,000 miles per pull-in due to failure of equipment.

Rank	Carhouse	Miles Per		
		Zero Days	Pull-In for May or Dec.	Pct. Inc.
1	Archer	14	46,003	16.2
2	Cottage Grove	18	43,397	51.5
3	69th Street	10	40,315	10.9
4	77th Street	10	38,568	2.9*
5	Burnside	19	34,220	3.0*
6	Limits	19	26,581	45.4*
7	Division	14	26,129	22.8
8	Blue Island	17	25,353	32.3
9	Elston	16	19,870	43.4
10	Devon	8	17,757	43.8
11	North	1	16,861	21.6*
12	Lawndale	9	16,223	34.4
13	Kedzie	7	15,568	20.3*
14	Armitage	11	14,716	15.8*
15	Lincoln	3	10,620	39.8
16	Noble	5	6,372	59.6
		181	20,934	12.4

*Decrease

And This Is Life

Isn't it strange that princes and kings
And clowns that caper in sawdust rings
And common folks like you and me
Are builders of eternity?
To each is given a bag of tools
A shapeless mass and a book of rules;
And each must make, ere life is flown,
A stumbling-block or a stepping stone.

—Anonymous.

GOING AFTER WITNESSES

North Avenue Takes Lead—Elston-Noble in Second Place—Average Slightly Off

An examination of the figures presented by the Legal and Accident Prevention Departments suggests that somewhere, somehow, somebody has slipped. With the exception of North Avenue, which scored an average of 5.58, the best it has done yet, practically all of the divisions dropped back from their earlier records. The average for the system, 4.07, is the best that could be expected when it is noted that only five of the divisions scored 4 or better. Back in February and March seven divisions were doing better than 4 and it will only require a little additional effort on the part of the crews to get back into the higher and more desirable figures.

Following shows the standing of the respective stations from February to May inclusive:

	May April		March		Feb.	
1. North Avenue	5.58	4.85 (2)	4.29 (3)	4.60 (2)		
2. Elston-Noble	4.78	5.08 (1)	5.18 (1)	5.23 (1)		
3. 77th Street	4.40	4.85 (2)	4.73 (2)	4.43 (4)		
4. Cottage Grove	4.25	4.55 (3)	4.22 (5)	4.02 (6)		
5. Lawndale-Blue Isl.	4.08	4.14 (4)	3.94 (8)	4.02 (6)		
6. Archer	3.98	4.13 (5)	4.28 (4)	4.55 (3)		
7. Burnside	3.92	4.02 (8)	4.01 (7)	4.07 (5)		
8. 69th Street	3.85	4.12 (6)	3.54 (9)	3.79 (7)		
9. Kedzie	3.68	4.08 (7)	4.08 (6)	3.55 (9)		
10. Devon-Limits	3.43	3.41 (10)	3.55 (10)	3.56 (8)		
11. Armitage-Division	3.14	3.45 (9)	2.81 (12)	3.30 (10)		
12. Lincoln Avenue	3.09	3.23 (11)	3.16 (11)	3.24 (11)		

Average for the system, 4.07 4.17
Diversey Bus. 3.50 3.33

3.97 4.04
3.20 3.00

Teacher: "Has anyone a question to ask?"
Bright Boy: "Yes, sir. Can a short-sighted man have a far-away look in his eyes?"

Division Ten Displaces Six

Elston-Noble Out in Front in the Silver Car Contest

Standing of Divisions—February to June, 1929, Inclusive

		Percent
First Place	Division No. 10, Elston-Noble	87.70
Second Place	Division No. 11, Lincoln	87.58
Third Place	Division No. 6, Lawndale-Blue Island	87.57
Fourth Place	Division No. 2, Burnside	87.45
Fifth Place	Division No. 3, 77th	86.83
Sixth Place	Division No. 9, Division-Armitage	84.83
Seventh Place	Division No. 4, 69th	83.80
Eighth Place	Division No. 1, Cottage Grove	83.34
Ninth Place	Division No. 7, Kedzie	83.06
Tenth Place	Division No. 12, Devon-Limits	82.32
Eleventh Place	Division No. 5, Archer	79.58
Twelfth Place	Division No. 8, North Ave.	77.87
	Average for System	83.93

Standing of Divisions—June, 1929

First Place	Division No. 2, Burnside	89.38
Second Place	Division No. 10, Elston-Noble	88.26
Third Place	Division No. 6, Lawndale-Blue Island	87.96
Fourth Place	Division No. 11, Lincoln	87.62
Fifth Place	Division No. 9, Division-Armitage	87.14
Sixth Place	Division No. 4, 69th	86.23
Seventh Place	Division No. 3, 77th	86.20
Eighth Place	Division No. 8, North Ave.	85.56
Ninth Place	Division No. 7, Kedzie	84.71
Tenth Place	Division No. 12, Devon-Limits	84.65
Eleventh Place	Division No. 1, Cottage Grove	84.18
Twelfth Place	Division No. 5, Archer	83.09
	Average for System	87.56

By William Pasche,
Supervisor,
Accident Prevention

At the close of the month of May, Lawndale-Blue Island Depot, Division No. 6, was leading in the Accident Prevention Contest by 8/100ths of 1% over Lincoln Depot, Division No. 11. Following close on their heels was Elston-Noble, Division No. 10, who was in the lead at the close of April. In fourth and fifth places were Burnside and 77th St. Depots, less than one point behind the leading Division.

At the close of June we find another change among the leading Divisions: Elston & Noble, Division No. 10, moving up from third to first place, 12/100ths of 1% ahead of Lincoln Depot, Division No. 11, with Lawndale-Blue Island Depot, Division No. 6, 1/100ths of 1% back

of Lincoln, in third place, Burnside in fourth place 12/100ths of 1% behind Maguire's go-getters, and 77th St. Depot, Division No. 3, less than one full point away from the leading Division. This is the tightest race we have had since the Contest was started in 1926. Who knows what may happen in the next seven months. It is possible for any one of the Divisions below fifth place by hard work to displace any one of the five leading Divisions.

Accidents for the first four months of the fiscal year continue to show an increase. Conductors who had been scoring consistent decreases in Alighting and Boarding accidents for the first three months have had a bad month in May which cut the total decrease in half. At the time this article is being written, which is about the 30th of

Standing of Divisions—February to May, 1929, Inclusive

		Percent
First Place	Division No. 6, Lawndale-Blue Island	87.54
Second Place	Division No. 11, Lincoln	87.46
Third Place	Division No. 10, Elston-Noble	87.43
Fourth Place	Division No. 2, Burnside	86.86
Fifth Place	Division No. 3, 77th	86.73
Sixth Place	Division No. 9, Division-Armitage	83.90
Seventh Place	Division No. 1, Cottage Grove	83.13
Eighth Place	Division No. 4, 69th	83.12
Ninth Place	Division No. 9, Kedzie	82.34
Tenth Place	Division No. 12, Devon-Limits	81.11
Eleventh Place	Division No. 5, Archer	78.36
Twelfth Place	Division No. 8, North Ave.	76.91
	Average for System	82.48

Standing of Divisions—May, 1929

First Place	Division No. 11, Lincoln	90.85
Second Place	Division No. 4, 69th	89.30
Third Place	Division No. 2, Burnside	88.79
Fourth Place	Division No. 7, Kedzie	87.57
Fifth Place	Division No. 3, 77th	86.31
Sixth Place	Division No. 6, Lawndale-Blue Island	86.19
Seventh Place	Division No. 10, Elston-Noble	85.61
Eighth Place	Division No. 8, North Ave.	85.09
Ninth Place	Division No. 1, Cottage Grove	85.08
Tenth Place	Division No. 9, Division-Armitage	84.98
Eleventh Place	Division No. 5, Archer	83.78
Twelfth Place	Division No. 12, Devon-Limits	82.30
	Average for System	85.97

June, Alighting and Boarding accidents are showing so large an increase that it seems certain that whatever decrease there was at the close of May will be wiped out and that the total at the close of June will show an increase over last year.

Following instructions on looking out along side of car before giving the signal to motormen to go will surely help to decrease this class of accident. Also make sure that passengers have safely alighted or boarded before you give the go-ahead signal. Motormen can help by insisting that the second signal to go be given when stopped at intersections controlled by Stop and Go lights. In many instances the light is green when you arrive at such intersection to pick up and discharge passengers, but just as the signal to go is given the red light flashes. In all such instances motormen must insist that the second go-ahead signal is received from the conductor, who, before giving the second signal to go ahead, should look out along side of car to make sure that all who wish to board have done so safely.

The attention of conductors is again called to the fact that they must be more attentive to vehicles which may be following their car just before it starts to round curves. To just put out your hand as a signal to following traffic that you are about to round a curve is not enough. Conductors must be ready to signal motormen to stop in case some driver insists on going through between the curb and the street car.

On Tuesday, June 18th, at about 5:38 P. M. the writer was riding west on a Van Buren street car which was following a Roosevelt street car. Arriving at Wells street, where the Roosevelt car makes a left-hand turn to go south the conductor put out his hand to warn traffic, but the driver of the first machine did not heed the conductor's signal—just kept on moving west between the curb and the street car. The conductor being alert and on the look-out for just such action on the part of the driver gave the signal to his motorman to stop and prevented an accident. More such alertness on the part of all conductors will in a very few months show the

tendency in accident frequency to be downward.

Vehicle collisions have been steadily increasing each month. An excuse for vehicle accidents which is some times heard is that there is an increase in the number of vehicles on the streets, all of which seems at first glance to be a very reasonable explanation. In attempting to find the cause or explanation for things that happen we must take into consideration all of the factors involved. In this case we felt that it would be well to know how many more car miles we were operating and we find that we have operated 175,351 more miles for the first four months of this fiscal year than were operated during the same period in 1928. The same table of figures shows that we are operating 210 less car miles per accident occurring. Increased riding is also used as an explanation or excuse for increased accidents. During the period mentioned above there were 7,615,089 more rides on the Surface Lines, yet we have carried 2,153 fewer passengers per accident occurring. It seems clear to the writer that with an increase in the number of car miles operated and an increase in the number of rides we ought to operate more miles and carry more passengers per accident occurring instead of operating fewer miles and carrying less passengers per accident.

When operating on streets at points where our Track Department is making repairs or renewals to our track and where traffic is forced to the wrong or opposite side of the street, greater care should be used. Sound your gong and be constantly on the alert for vehicles on your left going in the same direction as your car. Motormen who are approaching such points and who, because of the above mentioned circumstances, are operating against traffic, must also exercise greater care and caution.

No Doubt

Eunice—"Admiral Flagg is going to marry that rich widow. I wonder what people will say."

Jack—"That he's a mariner for money, I suppose."

Restaurant Sign—"Don't Make Fun of the Coffee—You May Be Old and Weak Some Day Yourself."



Harold and Elmer Hausler, Athletic Sons of Motorman Hausler of Limits

In Cold Blood

He had choked her—

She was dead—there could be no doubt about that. He had listened to her dying gasp.

Now she was cold—cold as the hand of death.

Yet in his anger he was not convinced. Furiously he kicked her. To his amazement she gasped, sputtered and began to hum softly.

"Just a little patience is all it takes, John," remarked his wife from the rear seat.

Ole—"Ye' Gods, man, your wife just fell into the well."

Soak—"Sall right (hic), sall right, we don't use that water for anything no more. (hic)."

Motorist (excusing himself)—"I was hurrying up to town to see my lawyer."

Officer—"Well, you'll have some more news for him now."—From the Humorist, London.

Where They Went

The editor of a newspaper wheeled his chair around and pressed a button on his desk. The office boy entered.

"Here," he said, "are a number of directions from outsiders telling us how to run our paper. See that every one is carried out."

And the office boy, gathering them all in a large waste basket, did so.

When It Pays to Be Deaf

Druggist—"Here, sir, is your package. Seventy-five cents, please."

Deaf Old Gentleman (placing nickel on counter)—"Thank you. There is your nickel."

Druggist—"But I said seventy-five."

Deaf Old Gentleman (going out the door)—"Well, there's your five cents!"

Druggist—"Well, go on, you old fool, I made three cents anyway."

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 6

July, 1929

No. 4

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

RUNNING ON TIME

A careful analysis of our various operating difficulties has convinced the Transportation Department that the source of much of the trouble was the failure of crews to run on time.

Schedules are worked up in the Schedule and Traffic Department after the determination of actual traffic requirements on every line. The riding habit of the patrons of particular lines is studied and when schedules are finally prepared and sent to the various car stations they provide with exactness for service of the highest type and most satisfactory character.

Due allowances are made for the varying number of stops necessary to meet the requirements of the riding public; and any departure from the operation as scheduled results in unsatisfactory service, and, the investigation shows, is productive of accidents and many minor troubles.

The outstanding importance of adherence to the schedules being recognized and the survey of the field having shown a tendency on the part of many individuals to be either careless or indifferent in following scheduled movement, Superintendent Evenson directed the Division Superintendents to post in every station the following bulletin under date of June 20:

TO ALL TRAINMEN: Running on time is the most important factor in giving good street car service, in reducing accidents and in making it easier for all trainmen to do their work properly.

Running ahead of time is indulged in by certain of our trainmen notwithstanding all that we have done in the past to prevail upon them to run on time and we have now decided to

send the habitual offenders to the downtown General Office for discipline.

Running ahead of time, leaving the terminal ahead of time, or failing to equalize your time between time points, are all the same and hereafter will be dealt with in the manner above described.

The effect of this action was immediately noticeable in several directions. There was a significant decrease in the complaints relating to passing up intending passengers; and the supervision by a force that was largely increased for this special purpose, indicated a smoothness of operation and a maintenance of scheduled intervals that resulted in more satisfactory service on practically every line of the system.

UP TO DATE

For future issues of SURFACE SERVICE the distribution date has been changed to the 15th of the month in order that the results of the various contests for the previous month might be included.

It has required a great deal of additional work in the Accounting Department to rush the collection of data so that the various computations involved could be prepared in time for up-to-date presentation, but we believe it was well worth while.



Miss Katherine Herring, Daughter of H. Herring of North Avenue, Whose Essay Won Honorable Mention in the Flag Contest Recently Conducted by the Hearst Papers. The Title of Her Essay Was "Old Glory's Greatest Glory"

"It beats hell," says grandma. "Soon as I catch up on my instalments to the face-lifting surgeon, I find myself three payments behind on the roadster."

Lawndale Leads in Courtesy

Comparative Figures for First Two Months in New Contest—Noble Second, Archer Third

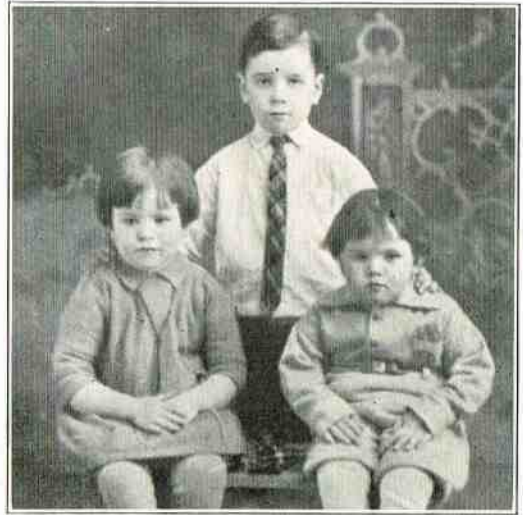
The accompanying tables present the standing of the various stations in the 1929 Courtesy Contest. For May, Blue Island led with Lawndale second. On the cumulative showing for May and June Lawndale takes first place and Noble rates second, both Noble and Archer running ahead of Blue Island. A study of the figures in the two charts gives food for thought to any man who is interested in having Surface Lines patrons properly treated.

The May Lineup

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1 Blue Island ..	3	..	3	..	6	5
2 Lawndale	4	..	4	..	8	1
3 Elston	3	..	2	1	6	2
4 Noble	2	..	3	..	5	1
5 Archer	14	3	2	4	23	4
6 Lincoln	5	5	2	..	12	1
7 North Avenue.	20	6	4	9	38	5
8 Armitage	4	4	3	1	12	2
9 Kedzie	14	5	8	3	30	9
10 Limits	4	2	3	3	12	4
11 77th	17	9	5	8	39	18
12 69th	13	9	9	4	35	4
13 Burnside	6	3	5	2	16	2
14 Division	10	7	4	3	24	2
15 Cottage Grove	14	11	4	1	30	4
16 Devon	20	9	5	5	39	9
Total	153	73	66	43	335	73

Cumulative, May and June

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1 Lawndale	9	1	4	..	14	2
2 Noble	4	..	3	1	8	2
3 Archer	18	6	2	7	33	4
4 Blue Island ..	8	1	7	..	16	6
5 Limits	7	3	3	4	17	5
6 Kedzie	18	9	13	6	46	17
7 Lincoln	10	9	3	3	25	5
8 North	42	11	10	12	75	9
9 Armitage	11	6	5	1	23	3
10 Elston	9	5	3	1	18	2
11 Division	13	9	5	4	31	3
12 77th	35	15	9	11	70	25
13 69th	27	15	15	7	64	8
14 Devon	32	17	5	8	62	15
15 Cottage Grove	27	17	8	4	56	13
16 Burnside	17	9	10	5	41	4
Total	287	133	105	74	599	123



Dan E., Mary Ellen and Vincent F., the Children of Conductor Tim Murphy of Lawndale

Bouquets for the Boys

Mr. George F. Clark of San Francisco, owner of one of the largest movie houses in that city, in coming out of the Cub's Ball Park on June 19, noted the speed and accuracy with which Starter Joseph Malone collected fares and issued change and transfers. Mr. Clark said he wishes he had a man like him to use in his theatre, and congratulates the Surface Lines for having a man like this in their employ. Starter Malone collected 600 cash fares on this occasion.

Miss Ida Grunwald expressed her appreciation of the prompt return of her umbrella which she had left in a Grand Avenue car. It was turned into the Lost and Found Department by Motorman Edward Stewart, badge No. 5315, of North Avenue.

Miss Nola Salmons, 5114 Sheridan Road, on leaving a Kedzie Ave. car discovered that she had lost her pocketbook, leaving her stranded and penniless. She explained the situation to Conductor William Meyers, badge No. 8598 of Division, whose Division Street car she had boarded, and who advanced her the necessary funds to enable her to continue on her journey. Miss Salmons' purse was promptly returned and restored the same day it was lost, and she wrote us to express her gratitude.

Conductor Oscar B. McNevins, badge No. 424, and Motorman George F. Prokop, badge No. 12683 of Blue Island were commended by Mrs. Alice Strower, 2729 S. Kedvale Avenue on their consideration showed a lady of advanced years who was physically handicapped and who was necessarily slow in her movements. They not only waited for her but saw that she was helped in boarding and later in alighting from their car.

Mr. John VanLohn, 817 S. Wells Street, acknowledges the prompt return of his eyeglasses by Motorman Thomas McLaughlin, badge No. 11385 of 77th, and inclosed a check for \$1.00 as an expression of his appreciation.



Andrew Ruzic of the Burnside Track Department Recently Brought Back This Picture of Rural Life in Croatia, Where He Was Born

Mrs. Arnold Isler, 1236 N. State Parkway, noticed the care with which Motorman Robert A. Tracey, badge No. 11887 of Devon stopped his car so as to avoid a large puddle at Division and State Parkway, and also commented on the courtesy of Conductor Lawrence T. Cunniff, badge No. 14214 of the same car who picked up the pennies she had dropped in paying her fare, assuring her with a smile that it was all right.

Miss Margaret Nagel acknowledged the assistance of Conductor Henry Roth, badge No. 6122, Conductor August F. Breinig, No. 4755, both of 77th and Motorman Peter Swanson, No. 2774 of Limits, in securing the prompt return of some lost articles.

Supervisor John H. Rau of the Central Division is complimented by Mr. T. Lavorene,

service manager of the Wayne Home Equipment Company, 918 South Michigan Avenue for his consistent courtesy and assistance to passengers who are handicapped either physically or advanced years.

Motorman Michael Gill, badge No. 10913 of 69th is commended and complimented by H. H. Kerupa, 6056 Kenwood Avenue, for his skill in avoiding an accident when a reckless motorist dashed in front of his car at St. Lawrence Avenue and 61st Street.



Conductor Harvey Gamen of Devon, Motorman William Franz and His Daughter Rapaela and His Son W. J. Franz at Daytona Beach

Motorman Alva L. Cook, badge No. 10833, of Archer is the subject of a letter from Joseph Dutton, 5923 N. Artesian Avenue, who noted the fact that this motorman announced the names of every street thus efficiently supplementing the work of the conductor. He thinks it is fine practice.

Motorman Clare R. Danhour, badge No. 10475 of Burnside and the Surface Lines management in general is commended by Mr. G. W. Lambert, president of the National League of Justice, 649 E. 41st Street. Mr. Lambert commends particularly the practice of the motorman to look out of his car and be certain that everything was all right before starting his car.

Motorman Dewey Westerhouse, badge No. 10135, and Conductor George E. May, No. 1788 of Cottage Grove are commended by Mr. F. S. Stephens, secretary of the Appomattox Club, 3632 South Parkway, for consideration shown an old blind colored man who was assisted to the curb at Indiana and 33rd Street.

Motorman John R. Podlager, badge No. 9475, of Lawndale, was given credit by A. Morrison, 58 E. Congress Street, for preventing a collision when an auto-truck drove suddenly head-on in front of his car.

Motorman John Moore, badge No. 9107 of Devon, is credited with saving the life of a

lady who suddenly stepped from behind a southbound car directly in the path of his northbound Broadway car. Mr. J. H. Connor, Lincoln Park Arms, noted this incident and thought it proper to inform the management.

Motorman Frank Ruhe, badge No. 9075, of Noble, is praised by J. W. Scott, 6340 School Street, for his consideration in waiting for passengers who were running to catch his car instead of deliberately pulling away as is done in some instances.

Conductor Joseph McNamara, badge No. 3985, and Motorman Daniel Corbett, badge No. 10594, both of 77th are thanked by Miss Mary Holding, 7303 S. Sangamon Street, for the care given her father who was taken ill on their car.



Harry Robert, 2-Year-Old Son of J. F. Wach of Archer

Conductor Frank Milbauer, badge No. 662, and Motorman William Hale, badge No. 2125, both of Burnside, received the appreciative thanks of Miss K. Elsinga, 815 E. 93rd Street, for their consideration in holding the car for a few seconds when she was running for it and was hurrying to keep an important appointment.

Motorman Joseph Novak, badge No. 1253 of Blue Island, assisted a lady and two children off his car so pleasantly as to attract the favorable attention of Phil Zoellver of the Hotel Majestic, who considered the incident worthy of commendation.

Motorman James Rhind, badge No. 1145 of Cottage Grove, is complimented for the ef-

ficient handling of his car, starting and stopping so smoothly as to cause no discomfort to his passengers. F. G. Haidle, 115 S. Dearborn Street, made this the subject of a letter of commendation.

Conductor Edward H. Craig, badge No. 13526 of Armitage was thanked by Major R. E. Hughes, 3660 Michigan Avenue for the clearness of the information given him to aid him in reaching a destination in an unfamiliar part of the city.

Conductor Henry C. Bode, badge No. 13250 of 69th was particularly considerate in assisting a physically handicapped young man on two occasions in boarding his car, and the young man's brother, Jack Van Allen, 6902 S. Sangamon Street, is warm in his expression of appreciation.

Mr. H. Drownes, 132 N. Karlov Avenue, noticed the assistance rendered to a blind man by Conductor Harry L. Weeks, badge No. 12606, of Kedzie. Conductor Weeks not only helped the blind man but paid the fare saying, "Keep your money."

Conductor William Verhey, badge No. 12474, of Cottage Grove, received the thanks of H. Victor Keane, 118 E. 20th Street, for the recovery of his umbrella which he inadvertently left in his car.

Conductor John J. Wrenn, badge No. 11238, of Devon won a letter of commendation by helping a lady with a heavy bag board his car, took the bag and carried it inside the car to her seat. The lady was Miss Martha Keller, 3140 N. Lockwood Avenue, who expresses her thanks, and also reported that he assisted a number of other passengers of advanced age both in boarding and alighting from his car.

Mr. Joseph Vernald, 4519 N. Crawford Avenue expresses his gratitude for the prompt recovery of his wife's watch which was lost on a Kedzie Avenue car. Conductor Edgar M. Holt, badge No. 10964 of Kedzie turned the watch in to the Lost and Found department.

Conductor Michael H. Tierney, badge No. 9880 of 77th, advanced the fare for a passenger who boarded his car without available change. This passenger, E. E. Nell of the Hotel Shroeder, Milwaukee, Wisconsin, remitted the amount with a letter of thanks. Conductor Tierney is also the recipient of a letter from Mrs. G. C. Procter, 3325 W. 66th Place, expressing her gratitude for the consideration shown her son when he was taken ill on the car.

Conductor George H. Draut, badge No. 9762, of Lincoln promptly turned in a purse left on his car by Miss E. Plenzler, 2506 Lincoln Ave., and later received a pleasant letter of acknowledgement from her for his assistance in recovering her pocketbook.

Conductor Earl E. Phillips, badge No. 7876, of 69th had as a passenger Mr. Fred H. Kiefer, 6734 S. Marshfield Avenue, who discovered he had somehow lost his money. Conductor Phillips advanced Mr. Kiefer's fare. Later Mr. Kiefer remitted the fare and also a letter to indicate his pleasure for the manner in which he was treated.

Conductor P. Payne, badge No. 7838, of 77th received a check for \$5.00 from Price & Com-

pany for the prompt return of a package left by a messenger of the company on Conductor Payne's car.

Miss G. Donovan, 6512 Halsted Street, chanced to have only a \$10.00 bill and a nickel when she boarded Conductor Joseph Gamauf's, badge No. 7634, car. He made up the difference and was so pleasant about it that Miss Donovan wrote to express her appreciation.

Mrs. L. McD. Garrard, 1428 Olive Avenue, is one of the most observant of our patrons who is good enough to write us when she notices commendable actions on the part of our courteous employees. Conductor John Heron, badge No. 5778, Conductor Mossie E. Peterson, badge No. 6632, and Conductor Louis Klein, badge No. 7144 all of Devon, were commended by her for their general efficiency in assisting elderly ladies both off and on their cars at various destinations.

Conductor Walter B. Whetmore, badge No. 7094 of Devon, was particularly careful in instructing two small boys who were passengers on his car how to get to a certain address about which they asked him, and also was very clear in calling the names of the streets. Mr. F. Peterson, 6428 Newgard Avenue, who observed these incidents commends Conductor Whetmore and also commented upon his neat appearance and consistent politeness.

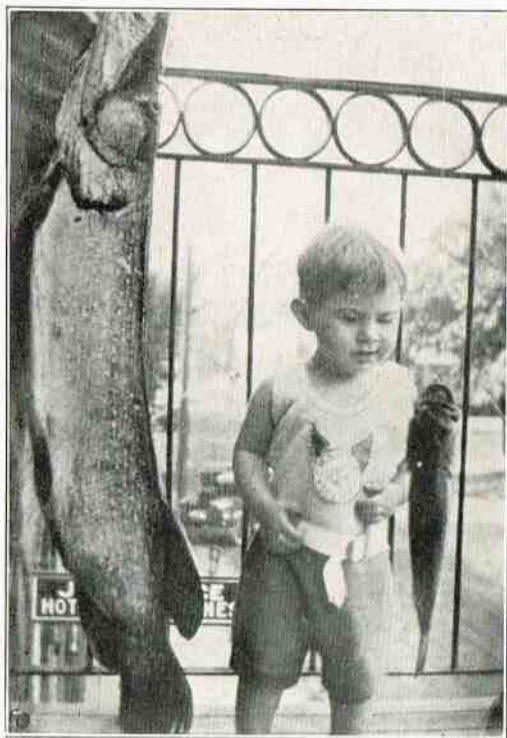
Conductor Joseph H. Michalak, badge No. 6636 of Limits, had as a passenger Miss Ruth A. Ramirez, 600 N. Dearborn Street, who had both arms full of bundles and who discovered just as she boarded his car that she had lost her purse on the car from which she had transferred. The conductor and his motorman speeded up so as to overtake the car ahead from which Miss Ramirez had transferred. Conductor Michalak boarded the car and made a search which resulted in the recovery of the purse from a woman passenger who had picked it up and was holding it. Miss Ramirez was very grateful.

Conductor James M. Gaskin, badge No. 6278 of 77th is commended by Mrs. J. Penny, 1912 Bryon Street for consideration shown a blind passenger who was helped across the street to the curb. Conductor Gaskin also assisted Mrs. J. D. Lynch who with twin babies, two years old, was a passenger on his car. Mrs. Lynch appreciated his kindly consideration.

Conductor Joseph N. Coury, badge No. 6170 of Kedzie is thanked by Miss Blanche Kovarik for the prompt return of a pair of gloves lost on his car. Conductor Coury was also the recipient of a letter from Attorney Earnest D. Bishop, 160 N. La Salle Street, thanking him for the recovery of a pocketbook dropped on the rear platform by pickpockets who had just gone through Mr. Bishop.

Conductor George D. Fortman, badge No. 6010 of Elston, turned in a ring which was highly valued by Miss Grace Schee, 4418 Montana Street, and she was so pleased that she offered him a reward which he courteously declined. She expressed her high appreciation of the service.

Conductor Eugene E. Neil, badge No. 5676 of North Avenue is commended for his assist-



Gloria Schabacker, Daughter of Motorman Schabacker of North Avenue, Sizing Up Her Fish Friends

ance to a blind man by Mr. Albert Maggaielle, 4326 School Street, who wrote the company about it.

Conductor Guy R. Rice, badge No. 5258 of Kedzie was complimented by Mr. Horace S. Hollingsworth, 29 S. La Salle Street for going through some trouble to see that he was properly instructed where to alight to reach a desired destination.

Conductor Daniel J. Warden, badge No. 5040, of Cottage Grove is commended by Mr. G. W. Lambert, president of the National League of Justice, 649 East 41st Street, for his consistent practice of calling the names of the streets loudly and distinctly.

Conductor John D. Burdick, badge No. 5034 of Devon is the subject of a letter of praise from Mrs. Charles S. Dennis, 1214 Astor Street for his consideration showed to women passengers in boarding and leaving his car and also for calling his streets distinctly.

Conductor Emil T. Wiedemann, badge No. 4590 of Noble, is complimented for his courtesy and kindness by Miss Rose Hudecek of 2416 Wesley Avenue, Berwyn, Illinois. She discovered she had left her gloves on his car when the car was almost a block away. He held the car for her and recovered her gloves and Miss Hudecek was very grateful.

Conductor Carl M. Elmer, badge No. 4250 of Devon is commended by E. Holden for his

promptness and skill in preventing an accident when a lady of advanced years came around the rear of the car and tried to board just as it started.

Conductor Frederick Edgecomb, badge No. 4208 of Kedzie, is congratulated by Mr. L. A. Peck, 7 South Water Street for his cheerful, "Good morning" and smile with which his passengers are greeted.

Conductor William T. McDevitt, badge No. 4202 of Devon was very careful in assisting a very old lady when she boarded his car, also helping her off at her destination and assisting her across the street. Mr. L. Lamane, 288 Burr Oak Avenue, who observed the incident made it the subject of a commendatory letter.

Conductor James Keaveny, badge No. 3434 of Cottage Grove is thanked by Mrs. J. Maus, 714 Central Street, who writes that she is well on in years and somewhat feeble and that Conductor Keaveny was very careful and considerate with her. "Just like I was his own mother," she wrote.

Conductor Harold T. Clinto, badge No. 3366 of Kedzie is thanked by Miss Maude E. Jones, 618 S. Washtenaw Avenue, for his assistance in the recovery of a valuable package which she had left on the seat in his car.

Miss Ann Thustrup, 3247 Le Moyne Street, expresses her appreciation for the assistance rendered by Conductor Thomas Murphy, badge No. 2744 of Kedzie to her mother who is elderly and infirm. Miss Thustrup in writing stated that he was considerate to all women passengers who needed assistance.

Conductor Myron W. Ayers, badge No. 2694 of 77th, who is a constant performer as a creditable representative of the company is complimented by Miss Katherine K. Adam, 1837 Greenleaf Avenue for his method of calling streets and when a change of route is made warns the passengers ahead of time so as to allow them plenty of time to change.

Conductor Herman A. Haak, badge No. 1292 of Archer is discovered by Mr. P. J. O'Keefe, 4700 Greenwood Avenue as a "really likable, pleasant, cheerful individual."

Conductor Augustine McGuinness, badge No. 1000 of Cottage Grove is commended by Mrs. L. Senglamb, 7671 S. Chicago Avenue for his consistent courtesy.

Conductor James McDonnell, badge No. 862, of Cottage Grove was commended by Mr. George L. Wells, 1772 Morrison Hotel, a guest, who compliments Conductor McDonnell for keeping his temper under very trying circumstances.

Conductor Thomas J. Gaughan, badge No. 674 of Lincoln, is commended for the kindness and consideration shown a number of old ladies who were passengers on his car. Mr. Eddie Talbert of M. Witmark & Sons, 54 W. Randolph Street, observed his consideration and wrote us about it.

Mr. W. M. Howe, 6100 Evans Avenue was very much impressed by the character of service rendered by Conductor Abner Gasaway, badge No. 612 of Burnside. Mr. Howe comments on Conductor Gasaway's character and considers him a high type of man.

CLUB SPARKS

Women's First Night Huge Success

If it was the intention of the new President and Chairman of the Program Committee to have "something different" at the first meeting of the Club year, held on Thursday evening, June 20th, they fully succeeded.

The meeting opened with the reading of the minutes of the last (installation) meeting by the Secretary, after which the reports of chairmen of committees were read. A pretty feature of the meeting was the presentation by Mrs. Tabb of roses and red carnations to her officers and chairmen as they read their reports; members of committees present also receiving a red carnation as they were introduced.

A splendid program, in charge of Miss Helen Griffin, Chairman of the Program Committee, has been arranged. Opening with a beautiful piano solo by Miss Josephine Sigwalt, we later listened to two groups of songs rendered by Mrs. Dinea Dortmund, who sang charmingly. There were also two one-act playlets given by members of St. Chrysostom's Church—one being "Station YYYY" by Booth Tarkington, under the direction of Mrs. Vera H. Wertheim, and the other "Aunt Matilda's Birthday Party" by Alice C. Thompson, under the direction of Mr. Ben Adam. Both playlets created much enjoyment and mirth.

The climax of the evening came at the end of the program, when the curtains on the stage parted and to the surprise and delight of the audience there appeared before it the Surface Lines Glee Club, together with their able director, Mr. Harry Walsh, and accompanist, Miss Ebert. As an organization they are doing splendid work and their selections were both pleasing and well rendered. Our appreciation is certainly due them for adding to our evening's pleasure.

Ice cream in all shapes, sizes and colors with dainty cakes were served for refreshments. Everybody agreed that it was a most interesting "different" party night.

The Surface Lines Glee Club wound up its initial short season on June 21, adjourning till late September. The surprise concert presented before the Women's Auxiliary on June 20 revealed the improvement made by our singers since their first appearance. Director Harry Walsh is to be congratulated for developing our company vocal talent so quickly, and Chairman Joseph Marshall is confident that a much larger group will be ready to resume practice in the fall.

Departments and Divisions

Accident Investigation and Legal

Mr. Gustave Streeter of this department, and his bride-to-be, Catherine E. Handley, were invited out to River Grove to dine on the evening of June 4th, and it was decided it would be nice to eat out in the Forest Preserve near there. When Mr. Streeter arrived at the grove he found about 40 members of this department gathered to greet him. During the evening the couple were tried on the charge of conspiracy

Mrs. Edna E. Horrom, nee Hieronymus, former director of the Women's Auxiliary of the Surface Lines Club, sustained a heavy loss on June 11th, 1929, when her husband, William A. Horrom, passed away. Services were held under the auspices of Illini lodge No. 1070 A. F. & A. M. on June 13th.

Miss Evelyn Primus sustained a shock on May 27th, 1929 when she learned that her brother, William L. Primus, 21 years of age, had been killed by an explosion which occurred while he was at work.

J. G. Nattinger.

Accounting

The department extends a hearty welcome to the new members recently employed, Miss Elbe Dedie and Mr. Richard O'Brien.

With the warm weather in full swing, vacations will be the main topic, and no doubt "Where are you going, etc.?" will ring throughout the office.

We wish to extend our heartfelt sympathy to Mr. C. W. Meyer, who very recently lost his father.

As L. J. Francoeur has stated that he does not want his name mentioned with a certain news item, we refuse to put the item in the magazine. Ask Lawrence what it is.

A. W. Malmquist recently had his car overhauled at the flying field, and is anxiously waiting for his vacation. His especially prepared airplane-tuned motor is ready to fly right now; all that is needed is a pair of wings.

T. F. Coan.



The Surprise Party for Gus Streeter and His Fiancee

to commit the crime of getting married on June 8th. After all the evidence was in a verdict of guilty was rendered and the judge to assuage their grief presented them with a slip which represented the best wishes of the guests. Mr. and Mrs. L. Altemus were responsible for a very happy time had by all those present. Now the sleuths of this department are looking for more conspirators. Speak up, girls!

Albert Schnair of this department sustained a severe loss when his mother, Ida Schnair, age 69, passed away on May 31st, soon after her husband Jacob's death.

Treasury-Secretary

Our sympathy is extended to Miss Marie Sullivan in the death of her grandfather, Mr. Patrick Smith, who passed away on June 27th. Mr. Smith worked for the Company for over forty years and left an enviable record among his associates at 39th and Wallace.

Miss Marie Sullivan takes this opportunity to extend her heartfelt thanks to all her friends and associates of the Surface Lines for their sympathy and consideration following the death of her revered grandfather, Mr. Patrick Smith.

Mr. M. V. Morton and wife just returned from a visit to their son's home in Golden, Colorado. If there is any spot or mountain that he didn't see while there then it just simply isn't being done this year.

We are sorry to announce the death of Mr. Jas. Ryan's baby son, Leslie, on May 29th.

Mr. Clarence Grube enjoyed his vacation breaking in a new camera, and going up in an airplane.

Mr. Fred Sohm broke his hard and fast rule of going fishing up in the wilds of Wisconsin and stayed in town this year. C. L. A.

Transportation

Since the last issue of Surface Service two new voices have appeared on the switchboard, namely Miss Clara Heilmann, who takes the place of Mrs. Rose Sergeant and Mr. V. E. Kelly, who is working the night trick in place of Messrs. Moore and Solberg, who have been alternating on the shift.

The vacation season is now on and Messrs. Hall and Solberg have started the ball rolling. Mr. Hall, as usual, is entertaining the fish and fireflies at Magician Lake, near Dowagiac, Mich. No promises were made this year as to the number of fish he was going to send back, so consequently there will be no disappointments.

Mr. Solberg is also on a fishing trip somewhere in Wisconsin.

Warren Powers, since purchasing his new Pontiac, has moved to the North Shore suburbs for the summer season and is enjoying the balmy breezes of Lake Bluff.

Punch.



Frank Iseminger and W. E. White of Burnside
After a Day's Fishing at Winchester, Wis.

Engineering

Miss Belle Fox, stenographer in the Track Department Office, was married on Sunday, June 15th, to Mr. Victor Remanick. The wedding was an elaborate festivity, attended by more than 200 relatives and friends. Among the numerous gifts was a beautiful Telechron clock from the office employees. The best wishes of her co-workers are extended to Belle and her life partner.

Arthur Knutson of the Building Department has just returned from his vacation, and says that the real way of enjoying a vacation is to stay in the city and make use of the unequaled street car service.

The annual pilgrimage of the friends of N. R. Alexander was made to his summer home, the "Bonnie Briar Cottage," on the banks of Bangs Lake in Wauconda, Illinois, on the night of June 19th. Six convivial spirits motored forth in a high powered Chevrolet, and without any serious mishap arrived at the cottage at 10:00 p. m., making the two-hour run in a little less than six hours. After partaking of a choice lunch, a survey of the cottage and grounds was made by flashlight, after which the boys hit the ballbearing mattresses for a well-earned rest, arising at 2:00 a. m. for the long journey home. The boys are going in training for another trip next year.

The sympathy of the Department is extended to Victor Sund of the Track Department, whose father died on May 27th. Transit.

Material and Supplies Department

We wish to extend our most heartfelt sympathy to John Hasto, whose father passed away recently.

We also offer a belated expression of sympathy to Marion Micetic on account of her bereavement over the death of her father.

They all fall sooner or later. Chuck Batterson is the latest recruit to the ranks of the benedicts. Our society reporter, Frank Rothman, attended the wedding. Best wishes to the happy couple.

Oscar Carlson has been transferred to the Transportation Department, John Handley from the South to the West Shops, and Chuck Batterson from South Shops to the Transportation Department. We wish them all success in their new positions. R. E. Buckley.

Schedule and Traffic Department

W. C. Brandes, who is away from the office due to illness, is improving; best wishes for a speedy recovery.

We are pleased to see L. C. Dutton back again after an absence of several weeks on the sick list.

Our first vacationist, Glenn Crump, returned on June 17, after spending two weeks away from the city enjoying himself.

George Fisher is now prepared for that long-looked-for vacation, he having purchased a Ford coupe, with which he will make a trip to Pennsylvania, where he will visit relatives.

Frank Irvine is now comfortably settled in his new home in Wheaton, having moved from his former home in Wheaton about May 1.

Fred Excell is the proud possessor of a fine

collection of snakes; some are four feet long. Fred says he would have more snakes if the cats would not kill so many. Anyone thinking of driving out West Hinsdale way might spend a pleasant half-hour with Fred's snakes.

Geo. Weidenfeller.

Shops and Equipment—North and West

West Shops: We extend our sincere sympathy to the family of John Hasto, carpenter, who died very suddenly on May 31st.

John Sladek of the Paint Shop, is confined to his home on account of illness. His brother, George, has been on the sick list since April.

Our sandblaster, Joe Dorgis, resigned June 27 and is returning to Lithuania for an indefinite stay.

Eugene Litz, clerk in the Machine Shop, who had worked for the company ten years, resigned on June 17th.

Ted Kuta, timekeeper, is spending his vacation in Michigan City, and Stanley Icen sends greetings from Sault Ste. Marie, Canada.

Bill (Dutch) Stegeman, bought an orphan (Paige sedan) and put it in his garage. He waited two months to drive it so he could get his license for half price after July 1st. Sounds like Dutch was a little bit Scotch.

Noble: A snake was found in the hotbed at Noble. At the present time it is in a milk bottle and our foreman, Mr. E. Phillips, is teaching it tricks.

Elston: L. Nystrand, night foreman, spent his vacation on a farm in Wisconsin. Says he had a fine time.

C. Jeffers is spending his week-ends with a certain young lady at Lake Wauconda. Looks like wedding bells soon.

We are glad to see F. Rohr back on the job after a long sick spell.

Limits: John Piclia is looking for a remedy to grow hair. Anyone having a hair remedy, please address Chief Inspector's Office, Bay 2, south end of pit.

Andrew Andrewpolis is all smiles these days, because he was presented with two boys on May 28th. Congratulations, Andrew! Another cigar, please.

Louis Matich, alias "One Point Louie," was seen chasing a fly off the track. Piclia said he did not want to run over the fly and cause a derailment.

North: Our sympathy is extended to the family of Fred Reinke, watchman, who passed away on June 12th.

Prepare for the great fish feed, boys, when J. Flinn returns from the North Woods. There will be plenty for all.

Kedzie: Mr. D. Cremin, assistant night foreman, has just returned from his vacation. It is evident that he had a good time. Besides looking well, he seems to be full of vim, vigor and vitality.

Our night foreman, Mr. Lester Keag, is away on his vacation. All the boys are wishing him the best of luck while on his big trip. Being a lover of nature, Mr. Keag has planned a very extensive tour, touching such points as Jackson Park, Lake Michigan, Oak Street Beach, Lincoln Park Zoo, etc. Barring all detours and inclement weather, which usually accompany

such tours, there is a possibility of his visiting the Cubs' Park.

W. Taylor, day fireman, has been off the last few days on account of illness. We all wish him a speedy recovery.

Lincoln: The sympathy of the boys at Lincoln is extended to Frank Von Stratten, whose father died recently.

Jane V. McCarthy.

South Shops and Carhouses

South Shops: J. C. Farrow, one of our oldest employes, has been off for the past few months on account of his eyes. We hope to see John back on the job real soon.

Charles Buza, our genial Machine Shop clerk, was asked to do a little purchasing while on his lunch hour for another employe, but on account of the nature of the purchase modesty prevented Charley from completing the buy.

W. Newberg is again confined to the hospital. K. Halldin, millwright, has taken a six-month leave of absence to visit his old home in Sweden.

During the recent heavy rains Mr. Graiser nearly ruined his footwear attempting to negotiate the subways en route to Halsted Street.

A. Bugaliszkis, carpenter, passed away on June 18th. Our sympathy is extended to the bereaved family.

We were greatly surprised to learn that Frank DeWitt was seen escorting young ladies home from Night School (one in particular). We are wondering what Frank is going to do during the summer vacation period.

Old Man Stork came to the home of Mr. and Mrs. W. Jastrombski and left an eight-pound boy. Walter, who works in the Printing Department, passed cigars to the boys, but the girls will have to wait for their candy.

Cottage Grove: G. Glinz is doing considerable traveling since he acquired a new Willys-Knight.

Congratulations! W. Johnson is the proud daddy of a seven and one-half pound girl born June 9. Mother and baby are doing just fine.

77th Street: J. Johnston and A. Genutis were granted furloughs to visit their relatives. Johnston went to Oklahoma and Genutis to Europe.

69th Street: We were sorry to hear of the death of P. Dymosh, car repairer, who passed away on June 2, 1929.

A. Gundlach, night watchman, has recovered from the injuries which he recently received while on duty.

W. Coombs has purchased a new car, and after visiting South Bend has decided that it is not such a bad town.

Archer: We are very happy to see the pull-in flag back on the South Division after a month's absence. Mr. Short wishes to thank the Transportation Department for their co-operation.

J. P. McCauley.

Approved

Lady (to applicant for position as governess)—"Why did you leave your last place?"

Applicant—"I refused to wash the children."

Children (in chorus)—"Engage her, mamma!"

—Answers.

Around the Car Stations

Cottage Grove

An appeal is again made to the trainmen to exert themselves in getting witnesses. It is gratifying to our superintendents to note that we have made quite a gain, going from seventh to fourth place since last January. Be liberal in passing out witness cards. The clerks will supply you with all you want. It has been suggested that when an accident occurs the motorman should procure as many witnesses as possible, while the conductor is getting the names and addresses and other data which is necessary in making out the report. It will save considerable time and enable the crew to open the blockade.

The vacation period is on and we notice Supervisor M. J. Hickey at 18th and Wabash has a more contented look on his smiling face since his return. Supervisor Carrick is vacationing in some remote place. No one has heard a word from him since he went away.

Conductor Ed Baker has gone to his fruit farm near Big Star Lake, Baldwin, Michigan. Mrs. Baker and Ed spent a few days there earlier in the season pruning their fruit trees, and they are expecting a large crop of fruit this season. Their specialty is blueberries and huckleberries.



Why Leave Home When Jackson Park Offers Fish of This Kind Caught by John Wieland, Nephew of S. Elbe of Cottage Grove Depot

Motorman P. Carlin and wife are sightseeing in his old home town and visiting other places of interest in Ireland.

Conductor John Murray is spending a few

weeks in the eastern states and will shortly embark for Ireland, where he expects to remain a few months.

It is with deep regret we announce the death of Conductor W. H. Helevius, which took place in the early part of June. To his immediate family the trainmen extend their sympathy.

It is with deep sorrow we announce the death of Mrs. Claxton, wife of Motorman Wm. Claxton and mother of four children. The sympathy of the trainmen is extended to him and his family.

It is with profound regret we announce the death of another of our old-timers. Motorman Frank B. Altman, when going home from his work June 13th, was crossing 63rd and Cottage Grove avenue was struck by an auto truck and rendered unconscious. He was taken to Washington Park Hospital, where it was found his skull was fractured and suffered other internal injuries. He passed away June 18th, and his remains were sent to Warrenville, Illinois, to be laid at the side of his wife. Frank B. Altman had a seniority right from Oct. 29, 1902. The sympathy of the trainmen is extended to his relatives and friends.

J. H. Pickin.

Burnside

Boys, we would like to introduce you to our new clerk, Mr. E. Volland. Eddie was trans-



Conductor W. MacRoberts of Burnside and His Better Half

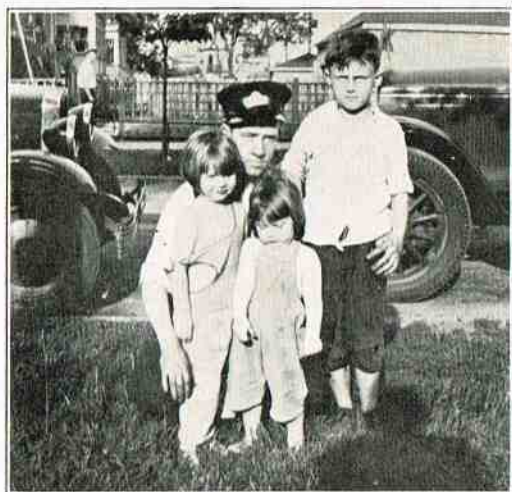
ferred from the Kedzie Depot, and we understand they were very sorry to lose him. Give him a helping hand and you will find he will turn out to be a regular fellow.

The other day while picking was going on the clerk asked for two strong men to carry out the picking board. Conductors Landzaat and Glynn answered the call. You still have a chance, Lundy.

Chief Instructor J. Johnson visited the depot with the instruction car. Much was learned in the way of general street car operation. We also wish to state that we had a 100 per cent attendance.

Conductor K. L. Mayes and Mrs. Mayes announce the arrival of their third baby boy, born June 16, 1929. Congratulations, folks, and now for a girl.

W. D. F.



Conductor A. E. Crawford of Burnside and His Three Children, Gene, Vivian and Gordon

Seventy-Seventh

Conductor Bill Blanck states his son, Earl Blanck, graduated on June 8, 1929, from the University of Illinois as a doctor of medicine and surgery, and is now serving his internship at Cook County Hospital. We are pleased to hear of Earl's success and wish him greater success at Cook County.

Wanted! One hundred or more old-timers to join the club. The dues are very reasonable and the benefits are great. For further information see Pres. C. A. Gylling, Secy. O. T. Duncan or any of the directors.



Little Miss Michniski, Daughter of Conductor Michniski of 77th, Out for a Stroll

At this writing Receiver George Miller is sojourning on his vacation in the wilds of the state of Michigan. Wait until the natives see the way George fishes.

Yes, sir, the flower boxes have been placed in all the windows of the depot, brightening up the car house greatly. Speaking of grass plots, we take our hats off to Mr. Myers, as we think

he has as fine a plot as any in Chicago. This is doubly true on account of the handicap he has in the adverse location of the plot.

June brides and bridegrooms? Yes, sir, we have a few: Motorman Sam Tovey, Conductor F. A. Tracey, Conductor D. A. Murphy and Clerk A. Lippard became benedicts this past month. Congratulations! May your lives be long and prosperous.



Conductor J. J. Chielinski of Burnside and Julius Jr.

Conductor A. E. Giesch reports the arrival of twin girls at his home. Congratulations!

Speaking of witnesses, our division increased its percentage .12 per accident last month, or 4.87 per accident for the division. One thing to bear in mind in regard to witnesses is this: the more you obtain the less chance they have of hanging an accident on you. Often what seems to be a good witness turns and flops and leaves you holding the bag. Always get as many as you can for your own protection. Let's try to bring the average above 5.

Mr. J. M. Johnson and his instruction car have just completed a visit to our depot, and his remarks give the trainmen an insight of the policy that the company expects in the operation of its cars. The demonstration of various methods of obtaining results from balky cars while on the street was greatly appreciated by all trainmen.

In the past month the following trainmen have suffered the loss of a beloved one by being called to the great beyond: Wife of Motorman D. F. Hayes; infant of Motorman W. A. Callahan; brother of Conductor F. M. Doody; father of Conductor H. J. Smith; father of Conductor W. H. Gunther; father of Conductor F. G.

Scheuer and two of our very oldest men, Motorman Hugh McGuire and Conductor Mike Doyle; also brother of Assistant Superintendent J. B. Becker. This division extends its profound sympathy in their bereavement.

C. A. Gylling.

Sixty-Ninth

The sympathy of the Fourth Division is extended to relatives of Motorman Wm. Spratt, who passed away June 18th, after serving many years and until he ranked first on the list of motormen at this division.

Sympathy is also extended to Motormen W. M. Murphy in the loss of his father and to Conductor P. E. Carroll in the loss of his mother; to Conductor J. J. Morley in the loss of his brother and to Conductor E. C. Grunst upon the death of his son.

The coolness displayed by Motorman E. L. Brady on June 20th at 67th and Stony Island earns him creditable mention this month. When a man fell off his car he pulled the car back to the pocket and stayed out of the way while his conductor took care of the injured man.

Supervisor Philpott while on his vacation went swimming in the Lemont Quarry in his nifty green bathing suit, along with J. Coyne who wore a blue one. Earl went fishing in the same quarry and got his hooks all caught up in Coyne's new suit and Coyne had to come home with a barrel.

W. L. Pence.

Archer

Conductor M. J. Rogers stepped off June 1st and took unto himself a June bride. The wedding was celebrated at the home of the bride's parents. Honeymoon to Minneapolis, Minn. Michael says he will make further announcements when he returns home. Congratulations are now in order.

Motorman Thomas Kaliski received a furlough for ninety days to make a trip to Poland to visit his parents and relatives whom he had not seen in over twenty years. Here's wishing you a pleasant and safe voyage.

Motorman James Cooper, one of our old-timers, has been confined to his home for several months, and while he is somewhat on the gain he is still in bed. A speedy recovery is the best wishes from the boys of Archer Depot.

Our sympathy is extended to Conductor H. F. Kostka who lost his sister through death on June 6th.

While Archer has made a slight advance in the Accident Prevention Contest for the month of April, there is no reason why we should not reach the top for the months to come. A little PEP, boys, and we can do it.

Credit to where it is due. Conductor George Grandler, the smiling kid of Kedzie Avenue line, and his motorman, Thomas J. Flood, the clog dancer, arrived at Chicago and California Avenues and found several cars stalled due to a defective electric switch which was locked and could not be released by using the switch iron. George and Tom, with heads working the right way, lifted the switch box cover, pulled the plug releasing the switch tongue and prevented a possible twenty-minute blockade.

Motorman A. J. O'Grady got off for six days with all good intentions for a vacation. On the q. t., boys, he slipped away to Crown Point on

Wednesday, June 15th, with his sweetie, and the result was man and wife. Congratulations, A. J., and we wish you a speedy recovery.

The latest in the office force of Archer Depot, Charles B. Batterson, our newly elected transfer clerk, Saturday June 15th, left the ranks of single cussedness and entered into serene and blissful life of happiness. Wedding celebrated at three o'clock at the home of the bride, where a life contract was signed, receiving a FROW to guide him through life's journey. Here's wishing you and yours the success of matrimonial life, and may all your troubles be little ones. You can only avoid the number.

Dusty.

Lawndale

Motorman M. Gecan was granted a 30-day leave of absence and left for Canton, Ill. On June 3rd four of the boys came in to see the superintendent for a three-day order and the secret came out that on June 8th they were to attend the wedding of Motorman J. Anderson No. 2 and wife. J. Metcalf, W. Horrobin and E. Gorss were the guests at Gecan's wedding, which took place at 9:00 o'clock High Mass at St. Mary's Catholic Church at Canton, Ill. J. Metcalf presented the bride and groom with a gold cross. Congratulations!

Wm. H. Hackbarth.



William Hackbarth Jr., Son of Chief Clerk Hackbarth of Lawndale Waiting for an Auto Ride

Blue Island

We all extend our sympathy to the family of Conductor Nils Benson who was stricken with a paralytic stroke on May 20th and passed away on June 9, 1929. He is mourned by us all and will never be forgotten by many of his fellow workers, as he was a quiet and well liked man. Mr. Benson was conductor for 41 years. His funeral was attended by a number of old-timers.

We all extend our sympathy to the following and their families in their recent bereavements: F. Hordovsky in the loss of his mother; P. Murphy No. 2 in the loss of his wife and F. Ringl in the loss of his mother.

The following trainmen slipped away and took life partners unto themselves: J. Hodel, W. Wigent and E. Wengel. We wish you all the best of luck and success.

Conductor A. O'Dowd was presented with a 9-lb. baby boy on June 1st, and Motorman F. Zelinsky was presented with a 6½-lb. baby boy on June 11th. Congratulations, boys!

We climbed back to first place in the Accident Prevention Contest for the month of May. We knew you could do it, and now let's stay there.

Our transfer clerk, Nick Hodonovac, spent his vacation in Cincinnati and Washington, D. C., and visited the White House and says he saw President Hoover.

Elmer Riedel, our assistant day clerk, spent his vacation in Readlyn, Iowa, and reported a good time.

Receiver D. Jones is back on the job after a long seige of illness. Glad to have you back, Dave.

We hope all those who attend the Surface Lines picnic will have a good time.

C. P. Starr.

Elston

Starter A. Jordan spent his vacation at the Cub Base Ball Park, assisting Manager Joe McCarthy in his drive for the pennant. As a mascot Jordan ranks high, as the Cubs did not lose a game while he was in attendance.

Congratulations to Conductors Stefanski and Ewert, who received increases in their families recently.

We wish to extend our sympathies to the following trainmen in their recent bereavements: Conductor J. Hanson in the loss of his wife, and Conductor L. Wegener in the loss of his son.

Well, it sure looks great to see Division Ten leading the Accident Prevention Contest, and also holding the lead in the Witness Contest. But our standing in the Courtesy Campaign is not so good. Come on, men, boost our standing in this event! It can be done.

E.

Noble

Our sympathy goes to Conductor E. Rajefski on the death of his mother June 8th.

We were sorry to lose our clerk, E. Devine, who has been transferred to Kedzie. While at Noble Ed made many friends, was well liked by all and will be greatly missed. Mr. Dobson of Elston takes his place.

June 29th will always be a day remembered by Conductor E. Larke, as that is the day he took unto himself a wife. Congratulations and best wishes.

C. DeMoure.

North Avenue

An out-of-the-ordinary lost article was turned in June 21 in the person of Miss Vivian Cuno, aged 5. She boarded a Crawford Avenue car, paid her fare and later informed the conductor that she wished to get off at her father's shop. As she did not know where the shop was and as he did not know, and as he was getting relieved the conductor took her to the depot. Vivian was delighted with the attention our staff of handsome clerks showered upon her. She knew both her mother's and grandmother's phone numbers but said to call her grandmother as her mother was employed during the day. Her grandmother was called and she said to keep

the child until 5:30 and she would have the mother call for her. Our chief clerk thereupon hired Vivian for two hours as his secretary and she kept him plenty busy with her vivacious conversation. Our clerks surely fall for blondes with big blue eyes, as Vivian charmed four ice cream cones and two chocolate bars out of the bunch before her mother came for her. Vivian left at 5:30 declaring the afternoon a huge success.

North Avenue men join in expressing sympathy to Conductor Henry Schroeder in the loss of his mother; also to Motorman George Seeber in the loss of his mother; to Motorman Nels Madsen in the passing on of his wife, and to Motorman Jess Jennings whose wife passed on suddenly June 21st.



This Young Son of Conductor A. Sulhoff of Elston Expects to Qualify as a Heavyweight Contender

Again it is asked that trainmen who have any suggestions to make on accident prevention write out their suggestions and hand them to the clerk or take the matter up personally with Mr. Brookman or Mr. Solberg. No matter how trivial your suggestion may seem it may have some vital value and our superintendents are always ready to listen to you.

Our old side-kicker Hank Schwabe sends all the boys greetings from down St. Louis way where he is spending his vacation.

The list of members of the Ten or More Club in the witness getting contest is increasing daily. Our percentage went up considerably but the other depots bettered their averages also, so we will have to keep plugging right along.

Don't forget the picnic. We want a good representation from North Avenue. Our old-timers turned out strong last year and we hope to see many of them this year.

C. A. Knautz.

Limits

Conductor Harry Dean, 1956 Melrose St., near Robey, has been confined to his home for

some time past with a prolonged illness and would appreciate it very much if the boys would find time to drop in once in a while to renew old times.

Emil and Elmer LeFeber's father died on May 23rd. We extend to these two boys our deep sympathy.

The wife of Conductor C. Knoerr presented him with an eight-pound boy on May 24th at the Norwegian Deaconess Hospital. Mother and baby doing nicely.

Conductor Leonard Beckers welcomed a 9½-lb. boy into his home on May 13th. This baby and his mother are also doing well. Congratulations are in order to these two trainmen.

Conductor Joe Conners has purchased a new six cylinder Chevrolet, and he delights in taking his mother for a spin over the boulevards these warm summer evenings. That's right, Joe, give her flowers now while she is alive and can appreciate them; she's the best friend you ever had.

proposed annual trip to Wisconsin in quest of the wary muskie. We will have more news of his success when he comes back.

Conductor Otto Arndt and wife celebrated their 21st wedding anniversary on June 20th. Congratulations. They have a 19-year-old son who has just completed his second year at Northwestern University with honors and credit.

Dr. Fanning advised Conductor Lawrence Bickelhaupt to go to Excelsior Springs and take the water treatments there, internally and externally, and he so informed the boys that that was his intention when he left. Imagine our surprise upon his return when he nonchalantly introduced us to a very charming young lady as Mrs. Bickelhaupt. The young couple is now residing at 2223 Argyle St. Lawrence certainly slipped one over on us, but we congratulate him just the same. Great stuff, these spring waters!

E. G. Rodgers.



Elaine, Three Years and Eight Months Old, Looking After Baby Carlos, 15 Months Old, Children of Conductor J. P. Trovillion of Devon

SURFACE LINES POST

The American Legion

At the next meeting to be held on July 19, 1929, at the Club Rooms, 40 South Clark Street, the delegates and alternates to the Annual State Convention to be held at Rock Island, Illinois, on September 16th and September 17, 1929, will be elected.

The question of revising the Post By-Laws to permit the election of officers at the second meeting in September, and the Installation of Officers at the first meeting in October, will also be taken up at this meeting. We plan on having entertainment and refreshments, and notwithstanding the heat we look forward to a good turnout.

During the summer months Regular Post Meetings will be held at the Post Club Rooms, 40 South Clark Street, on each first and third Friday, as in the past.



Robert, Son of Motorman A. L. Morin of Devon

Conductor Peter Mochan has been entertaining his sister and brother-in-law, who drove into Chicago from Des Moines, Ia., having had a very enjoyable time here, much to the delight of Peter Mochan. Pete got his education in Marshalltown, Ia., where the tall corn grows.

Walter, the receiver, is enthused over his

SURFACE LINES PICNIC

FOR ALL EMPLOYEES AND THEIR FAMILIES

At Dellwood Park (Near Joliet)

Saturday, July 27, 10 A.M. to 8:30 P.M.



BASEBALL BETWEEN NORTH AVENUE STARS
and CHICAGO & JOLIET RAILWAY TEAM

Music All Day

CLOWNS—PONIES—VARIOUS RIDES—REFRESHMENTS

Dancing at 4:30 P. M.

SPECIAL CARS ON CHICAGO & JOLIET LINE

From Archer-Cicero Terminus at 9, 10, 11, 11:30 A. M.
12, 1 and 2 P. M., Direct to Park

Get Railway Tickets from Club Directors
80 Cents Round Trip for Grown Ups—40 Cents for Children

Autos Use Route 4 or 4-A

NO CHARGE FOR ADMISSION TO PARK