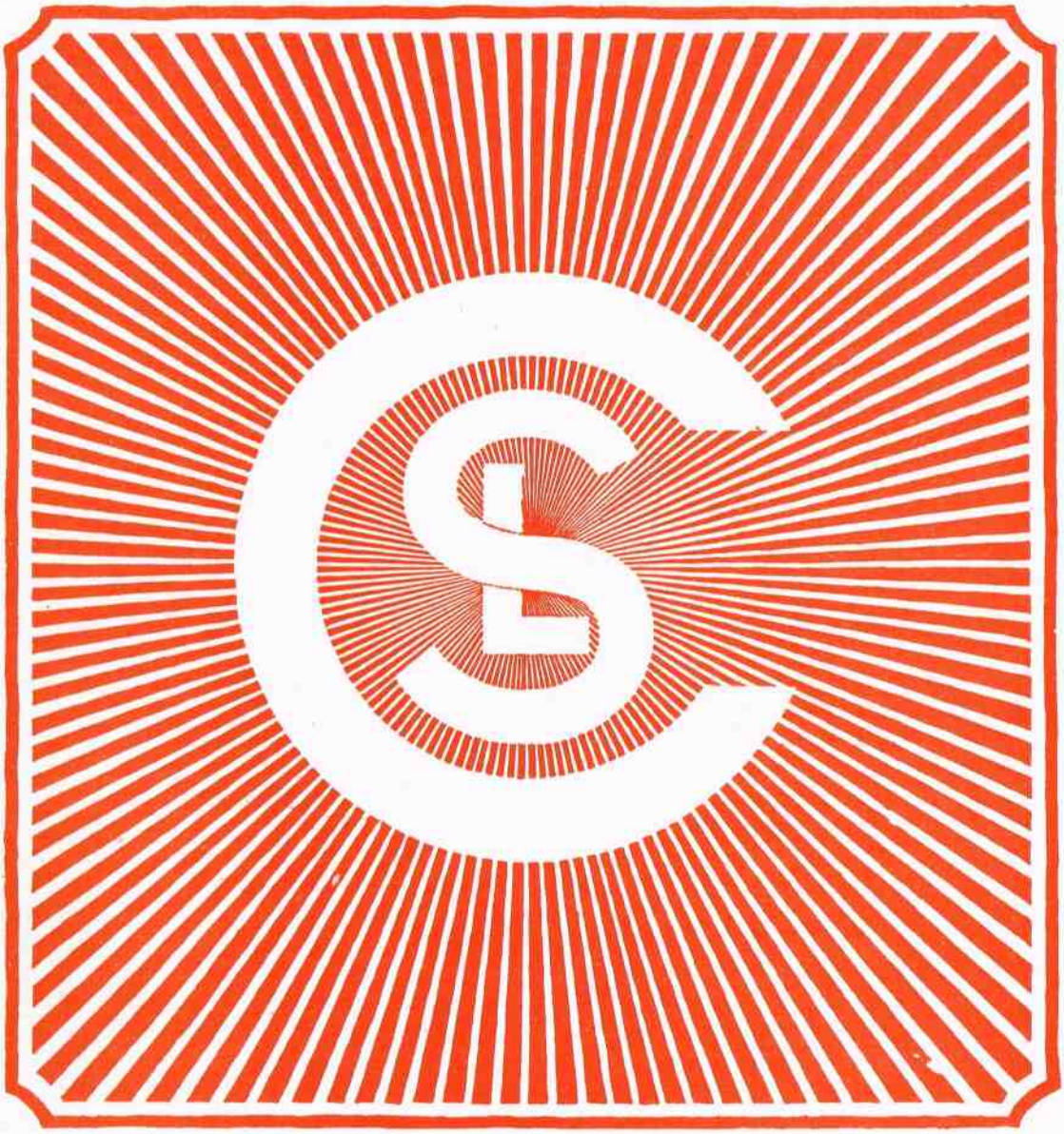
SURFACE SERVICE MAGAZINE

VOLUME 6 SEPTEMBER, 1929 NUMBER 6



Who An I?

I am more powerful than the combined armies of the universe.

I have destroyed more men than all the wars of the world.

I am more deadly than bullets, and I have wrecked more homes than the mightiest of siege guns.

I spare no one, and find my victims among the rich and poor alike; the young and old, the strong and the weak. Widows and orphans know me.

I loom up to such proportions that I cast my shadow over every field of labor, from the turning of the grindstone to the moving of every train.

I massacre thousands upon thousands of wage-earners in a year.

I lurk in unseen places, and do most of my work silently.

You are warned against me, but you heed not.

I am relentless. I am everywhere, in the home, on the street, in the factory, at the railroad crossing, and on the sea.

I bring sickness, degradation and death, and yet few seek to avoid me.

I destroy, crush or main.

I give nothing, but take all.

I am your worst enemy.

I AM CARELESSNESS!

—Exchange.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 6 SEPTEMBER, 1929 No. 6

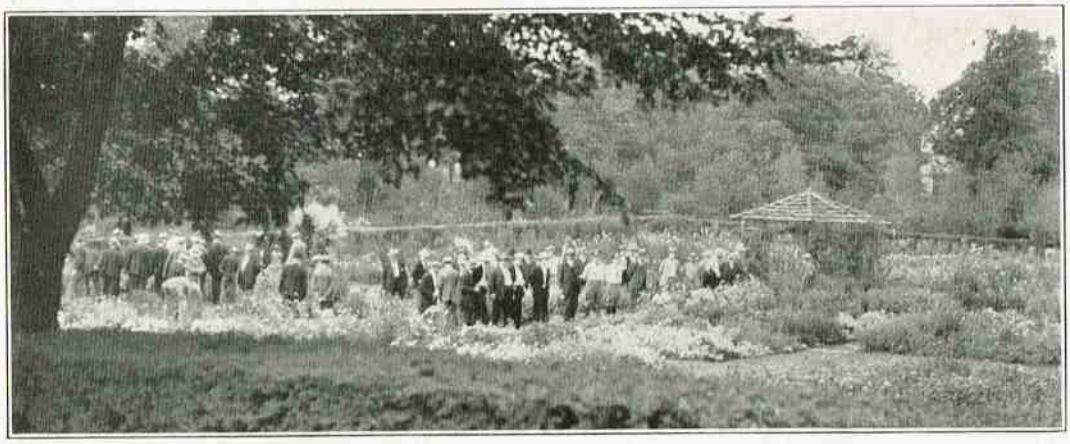
They Know Their Flowers

Surface Lines Floral Experts Have Wonderful Day at the Joy Morton Estate

Arrival at Joy Morton's Arboretum

Two bright polished Surface Lines Twin Coaches piloted by P. J. McCarthy and V. C. Mainock drew a crimson streak against the landscape along Ogden Avenue, Thursday, August 29, just about noon. They were heading for Naperville and were loaded with the Surface Lines men from the various departments who have specialized in flower-raising for the beautification of Surface Lines' gardens and the decorative flower boxes that have transformed the appearance of our car stations.

It was an outing arranged to give our amateur gardeners an opportunity of seeing examples of professional floriculture on one of the famous estates in a western suburb. The first objective at Naperville was the attractive Spanish Tearoom where a substantial luncheon was served. After lunch, Mr. Adams, in an informal manner, expressed to the men the appreciation of the Management for their interest and very excellent work and help in beautifying the Company's property, and that this little trip was not only an appreciation, but was also intended to give the men an opportunity to develop additional ideas by contact with trained professional experts and viewing the evolution of plants from propagating beds to specimen plants in selected garden locations. Mr. F. M. Hamilton, who calls the flowers by their latin names, as might



Some Wonderful Examples of Gigantic Frilled Petunias

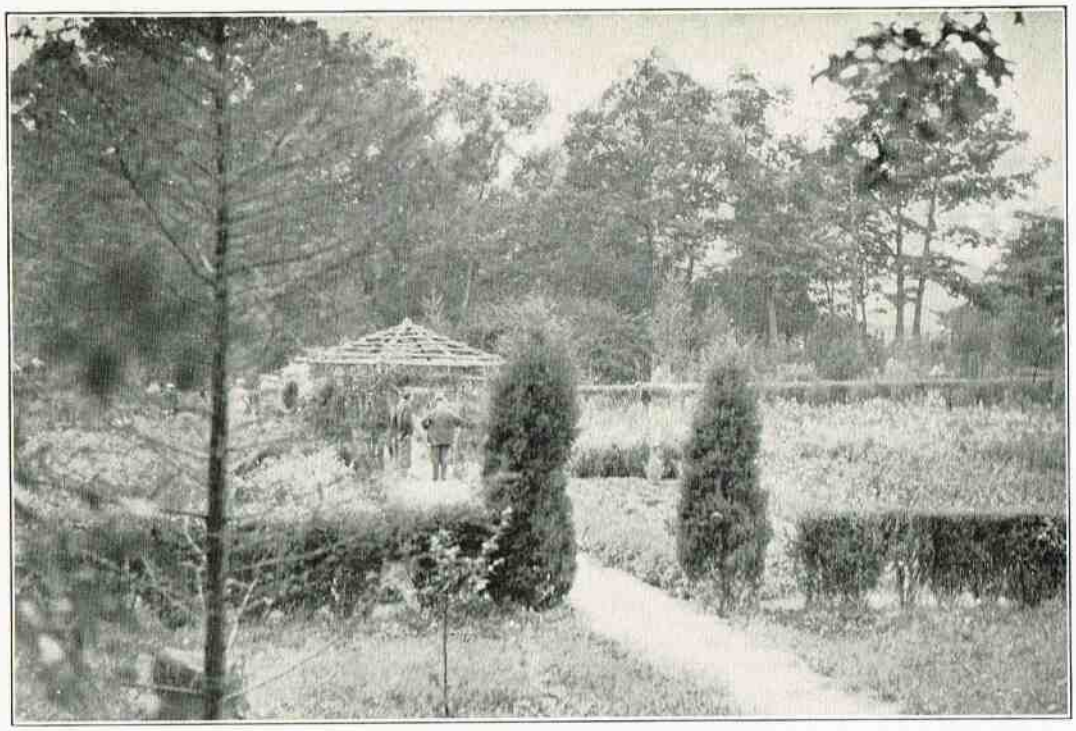
have been expected, confined his brief remarks to the discussion of plants and flowers.

After the busses had successfully negotiated the short curve and through the gates of the Joy Morton estate near Wheaton, they were introduced to Mr. J. VanGemert, the well-known expert in charge of propagation. Wherever possible, carefully avoiding technical phrases and names, Mr. VanGemert, briefly and comprehensively explained his work in propagating trees and shrubs from seeds sent to him from all parts of the world, the object being to try out and develop plants that will thrive and do well in this climate under outdoor conditions the year round.

Following a brief inspection of the greenhouses and seed flats, a visit was made to the proving grounds nearby where many interesting examples of plant potting and grafting were called to the attention of the party.

The party was then taken in hand by Mr. E. L. Kammerer, the landscape architect, and after a long drive through the grounds, they arrived at the beautiful flower gardens immediately adjacent to the Morton home. Here they were in-

Varieties of Phlox and Helenium



A Charming View of the Central Gardens with Mr. Adams Looking West

troduced to the head gardener, Mr. M. S. Tromp, who obligingly conducted the party through the spacious and beautiful gardens, and patiently answered the battery of questions that were fired at him from all directions regarding his wonderful arrangement and display of flowers.

Head Gardener Tromp

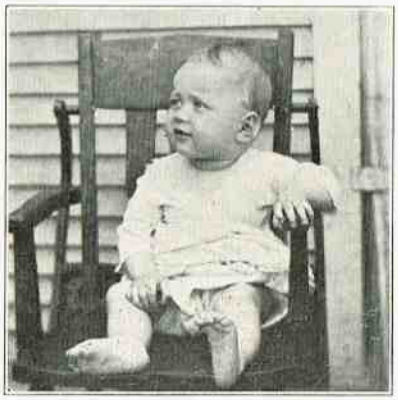
Landscape Gardener Kamerer

It was originally the intention of the party to visit the Hurley estate gardens while in the vicinity of Wheaton, but the interest of the men was so great and the number of interesting things to be seen so large, that a signal to start on a return trip was given before they were half through with their inspection. This can be more readily understood from the fact that the arboretum itself comprises an area of about 480 acres while the entire Morton estate consists of 2,400 acres.

The feeling of everyone who was privileged to enjoy this interesting and instructive outing was one of gratitude to the Management, and no doubt, next year, the Chicago Surface Lines' gardens will reflect at least to some extent the glories of this magnificent estate.

The party which was in charge of Messrs. Adams, Hamilton, Hugo Schmidt and Ben Phillips included the following:

From 28th & Cottage Grove: J. Gamen, Day Foreman; C. Winzenholler, Night Foreman; F. Proudfoot. From Burnside: R. Nebelsick, Day Foreman; E. Lindgren, Night Foreman; W. Guzek. From 77th: F. W. Meyers, Day Foreman; J. Ditchie, Night Foreman; T. Arend. From 69th: J. Keane, Day Foreman; M. Burke, Night Foreman; M. Lane. From Archer: R. W. Short, Day Foreman; B. Flynn, Night Foreman; J. Caulfield. From Lawndale: C. Simpson, Day Foreman; H. Butcher. From Blue Island: H. Hale, Day Foreman; H. Siekert, Night Foreman; J. Jennings. From Kedzie: W. Krueger, Day Foreman; L. Keag, Night Foreman; T. Murphy. From North: J. Gillen, Day Foreman; E. Kuehfuss, Night Foreman; J. Haeflinger. From Armitage: H. Keller, Day Foreman; D. Striker, Night Foreman. From Division: J. Schwartz, Day Foreman; J. Laing, Night Foreman; C. Restow. From Elston: W. Goddard, Day Foreman; L. Nystrand, Night Foreman; F. Rohr. From Noble: E. Phillips, Day Foreman; K. Wasseto, Night Foreman; S. Kerfos. From Lincoln: A. Bollniger, Day Foreman; A. Anderson, Night Foreman; D. Shea. From Limits: G. Chamberlin, Day Foreman; C. Holzschuh, Night Foreman; L. Gawlik. From Devon: P. Radtke, Day Foreman; E. Anderson, Night Foreman; J. Grolig. From the Engineering Department: E. Deane, Raymond Ambler, P. Joffrey, D. Ferguson, E. Nelson, H. Brindle, F. J. Koza, and Photographer Duggan of the Department of Accident Investigation.



Here's Ralph Roy, Son of Conductor C. E. Roy of Devon

A Calendar Romance

Our hero was the common sort,
When all is said and done;
He worked his head off daily and
Was out to get the MON.

The reason for his diligence
Was commonplace, 'tis true—
He tried to swell his salary
So it would suffice for TUE.

And maybe that's the reason why
One day he lost his head,
And falling on his knees, he cried,
"Oh, maiden, wilt thou WED.

He may have thought this sudden,
But it seemed not so to her;
She lisped a quick acceptance
And said forcibly, "Yeth THUR."

But when they went to keeping house
He feared that he would die;
For, oh, that modern maiden
Could neither bake nor FRI.

She could not run a bungalow,
Or even run a flat,
So on many sad occasions,
In a restaurant they SAT.

But he forgave her everything—
As man has always done,
When she presented him one day
With a bouncing baby SUN.

Wedding Party of George Mikota of the Material and Supplies Department and Lucy Spencer of the Accounting Department

Charlie woke up with a "morning after the night before" head. So he rang up the Boss's private number and said:

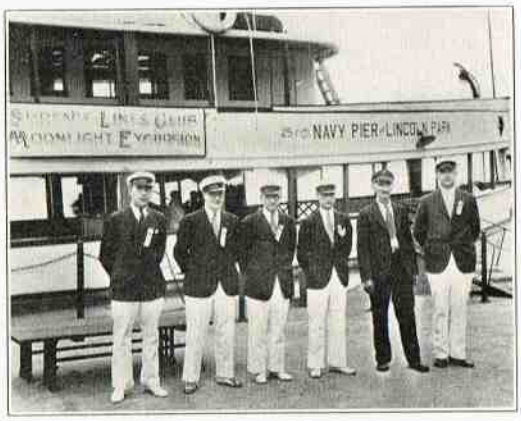
"I'm afraid I shan't be at the office today, I'm feeling very unwell."

"You needn't have troubled," came the reply, "it's Sunday."

Popular Club Affairs

Moonlight on the Lake, Beach Frolics and White City Night Afford Plenty of Fun for Members

Wednesday, August 14, was the occasion for an unusual party given by the Surface Lines Club. The Steamer "North Shore" was chartered for members of the Surface Lines Club and Women's Auxiliary, and as they boarded the steamer each was given a box of lunch.



The Very Nautical Committee in Charge of the Rocked-in-the-Cradle-of-the-Deep Excursion

"Commodore" Bohlin and his staff of club directors looked quite trim in their white uniform caps and were busy all evening seeing that everybody had a good time. Promptly at 7:00 P. M. the steamer pulled out and headed north. The evening was cool and rather windy and after the boat got outside of the breakwater, the riding became rather rough. After about

Deciding Whether They Would Go Aboard or Stay Ashore

an hour's time it was decided to dock the boat for a few minutes in order to let off anybody who might wish to get off. It was interesting to note at this stage of the party that the first person off the boat was one of the committee, who, although dressed as a full-fledged seaman, was unable to stand the rough waves and, in his own language, said, the "uniform don't mean nothing."

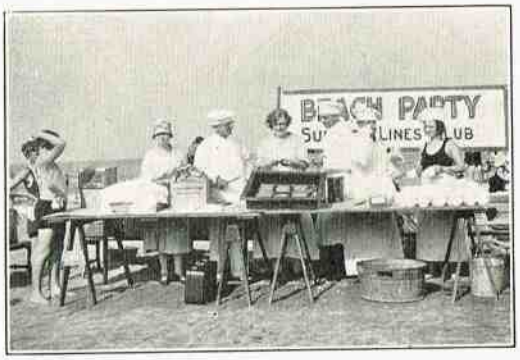
After about five minutes at the dock, they again proceeded, this time in a southerly direction and then back north again. When they finally docked at 10:00 o'clock there were many regrets that the party was over. It was agreed that more such parties should be arranged for.

Jolly Beach Party

The Surface Lines Club annual beach party was again held at Jackson Park on Saturday

What You Missed By Staying Away from the Beach Party

afternoon and evening, August 24. As usual, Billy Schenck and his committee had everything arranged for. There were wienies by the hundreds, wonderful coffee, marshmallows, and to top off the evening—watermelon.



Getting Ready for "Chow"

There were over 250 names registered on the books, indicating the largest attendance of any beach party. Weather was ideal for this purpose and many of the members and their

"Sandow" Stunts on the Sand

friends took advantage of the water and splashed around for several hours.

Gay Night at White City

Wednesday, September 4, was set aside as Surface Lines Club Night at White City through the courtesy of Mr. Byfield of the park management. Several hundred members and their friends were seen at this beautiful place on this particular night, all apparently enjoying the many rides and other forms of diversion. Scores of trainmen appeared in uniform and the occasion offered a good opportunity to get acquainted. The only near calamity of the evening was the fact that Chairman Bohlin, after distributing thousands of free tickets during the previous week, forgot his own pass and had to pay his way through the grounds.

Bowling

The fifteenth annual bowling tournament of the Surface Lines Club will be held on Friday evenings at 7:00 P. M. at the Gold Coast Bowling Alleys, 1213 North Clark street, at Division.

It is the intention of the committee to inaugurate this season's bowling on Friday, September 20, or possibly the 27th, but, at the present time, this is indefinite, and the exact date will be announced by bulletin as soon as the various departments enter their teams and a schedule is adopted.

If you are sufficiently interested to partake in this great winter sport, kindly communicate with your club director or last year's captain.

Harold Ebeling,
Chairman.

Club Sparks

Opening of the fall season at the club house will be marked by a mixed card party on the evening of Saturday, September 28. Elmer Sigwalt will take charge as chairman and a pleasant evening is assured for all. Further details will be announced in a special bulletin.

Golf fans will have another opportunity to display their skill in the near future. The Golf Committee is looking around for a suitable course and timely notice will be given about the date and other particulars.

GOING AFTER WITNESSES

North Avenue Maintains Score Over 6.00 in July and August

This month we are able to bring the witness-getting record up to the close of August, the last printed report having been for June. North Avenue which led for June with 6.24 maintained its lead during July and August, bettering its figures by raising them to 6.44 in July and to 6.82 in August. Seventy-seventh Street, the nearest competitor, almost touched 5.00 in August but did not quite make it. There are eight divisions with a showing of 4.00 or better during August, and the average for the system was raised from 4.20 in June to 4.33 for August. Elston-Noble made a quick recovery from its June position of fourth to second in July but was nosed out for second place by 77th in August.

The Accident Investigation Legal Department watch these monthly scores with intense interest as the results mean so much in the preparation of their cases. The raising of the average for the system to 4.33 brings it up to the highest notch in the contest thus far.

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

		Aug.	July		June		May	
1.	North Avenue	6.82	6.44	(1)	6.24	(1)	5.58	(1)
2.	77th Street	4.93	4.36	(3)	4.54	(2)	4.40	(3)
3.	Elston-Noble	4.63	4.81	(2)	4.41	(4)	4.78	(2)
4.	Archer	4.61	4.12	(5)	4.42	(3)	3.98	(6)
5.	Burnside	4.44	4.09	(6)	4.25	(5)	3.92	(7)
6.	Cottage Grove	4.13	4.18	(4)	4.00	(8)	4.25	(4)
7.	Lawndale-Bl. Isl.	4.12	3.93	(7)	4.10	(6)	4.08	(5)
8.	69th Street	4.09	3.69	(8)	3.83	(9)	3.85	(8)
9.	Kedzie	3.85	3.58	(9)	4.04	(7)	3.68	(9)
10.	Lincoln	3.55	2.89	(12)	3.46	(10)	3.09	(12)
11.	Armitage-Division	3.47	3.02	(11)	3.27	(12)	3.14	(11)
12.	Devon-Limits	3.09	3.04	(10)	3.32	(11)	3.43	(10)
Aver. for the system		4.33	4.01		4.20		4.07	
Diversey Bus		0.83	1.40		2.29		3.50	

August P. Henning of Lincoln and a Group of Vacationing Friends

The streets are so full of a number of motors We wonder how people grow up to be voters.

Lincoln Leads Silver Car Race

Holds Place at Head—Seventy-Seventh Climbs from Fifth to Second—Narrow Margins

Standing of Divisions—February to August

		Percent
First Place	Division No. 11, Lincoln	88.30
Second Place	Division No. 3, 77th	87.87
Third Place	Division No. 6, Lawndale-Blue Island	87.44
Fourth Place	Division No. 10, Elston-Noble	87.24
Fifth Place	Division No. 2, Burnside	87.17
Sixth Place	Division No. 9, Division-Armitage	85.51
Seventh Place	Division No. 4, 69th	84.69
Eighth Place	Division No. 7, Kedzie	84.47
Ninth Place	Division No. 1, Cottage Grove	84.30
Tenth Place	Division No. 5, Archer	82.11
Eleventh Place	Division No. 12, Devon-Limits	81.95
Twelfth Place	Division No. 8, North Avenue	80.55

Standing of Divisions—August

First Place	Division No. 11, Lincoln	90.68
Second Place	Division No. 3, 77th	89.26
Third Place	Division No. 6, Lawndale-Blue Island	88.31
Fourth Place	Division No. 7, Kedzie	87.96
Fifth Place	Division No. 12, Devon-Limits	87.36
Sixth Place	Division No. 4, 69th	86.96
Seventh Place	Division No. 5, Archer	86.69
Eighth Place	Division No. 2, Burnside	86.22
Ninth Place	Division No. 10, Elston-Noble	85.37
Tenth Place	Division No. 9, Division-Armitage	84.63
Eleventh Place	Division No. 1, Cottage Grove	82.11
Twelfth Place	Division No. 8, North Avenue	81.31

By William Pasche,
Supervisor,
Accident Prevention

Lincoln Depot, Division No. 11, is again leading in the Accident Prevention Contest at the close of the month of August with 77th, Division No. 3, in second place, just one point and a half back of the leader. The figures of the five leading contenders show what a hot race it is. Seventy-seventh is the largest Division on the system and their good showing is due to hard work and general all-around cooperation on the part of every one connected with this Division. Messrs. Bessette and Becker told us that the trainmen at 77th intend to win this year's Contest and to let all other Divisions take notice. Lawndale and Blue Island Depots, Division No. 6, are in third place close on the heels of 77th, with Elston-Noble, Division No. 10, who for several months during the year have been in the lead in this contest, dropping back into fourth place and Burnside, Division No. 2, in fifth place.

The week of September 29th to October 5th will be known as Safety Week in Chicago. During that week the National Safety Congress will be in session. Every effort is being put forth to reduce accidents of all kinds during the Congress, and it is hoped that the effect of the Congress and the intensive drive for Safety during that week will leave a lasting impression and make us all more Safety-minded.

All employes are urged to do their part to make this event a success. Trainmen will be under observation by many of the delegates. All efforts should be made to be courteous and to prevent accidents so that when the visitors return to their homes they will know that the many good things which have been said about

Chicago Surface Lines employes and their service are true.

Complaints are still coming to the General Offices about quick starting of cars; that is, that the signal to go is given before all can safely board. These complaints involve only a very few of the more than 6,000 conductors. The bad features of the complaints are that when the passenger remonstrates about the quick starting, some conductors, and we know that they are very few, reply, "Well, you're on, ain't you?" in a most offensive manner. This is the wrong way to answer in such cases. If, inadvertently, you have given a quick signal and the passenger should speak of it to you the correct reply for you to make would be, "I am sorry and will see to it that I do not make the same mistake again." You will notice that most people will respond to such a courteous reply and you will in most cases have made a friend for yourself and for the management. Where, on the other hand, if indifference is shown, you have not only injured yourself in the mind of the passenger, but you have also caused the patron to think that all conductors are indifferent and you have made an enemy for our service.

Motorman August Lipeman, Now at North Avenue Depot Snapped at California and Division in May, 1910.

And then rough operation. Passengers standing in our cars jerked forward and backward, and sometimes thrown, and those who have just boarded the rear platform and are bumped against the controller or brake assembly in the rear vestibule are not very satisfied passengers.

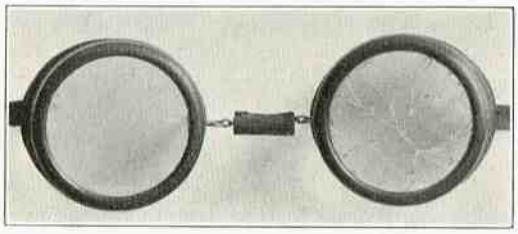
Mr. Motorman, have you ever thought about whether or not you are using the knowledge you have gained through instructions and experience to operate your car correctly; or is it going to be necessary to make up a class of twenty or twenty-five of the rough operators for a course of special instruction in how to operate a car in a manner that will not discommode the patrons of our service?

We note that the opening of the exit doors by some motorman when about twenty or twenty-five feet from the regular stopping place encouraging or allowing passengers to alight from the front platform of moving cars still continues. This practice sooner or later is certain to cause disaster. An automobile which may be passing at the time your car is still moving may strike the person who is permitted to alight from a moving car and cause serious injury and you, who opened the front exit door prematurely will be at fault.

Considerable instruction has been given in the past about the sounding of gongs intelligently. This means that if you tap your gong once or twice in each block it will not become a nuisance but unnecessary or constant pounding of the gong, especially late at night is a nuisance and accomplishes no real good.

Another Eye Saved

S. Bonadonna is thanking his goggles for one eye and is mighty glad he had the good sense to wear them when at work at Milwaukee and Crawford avenues on August 28. A flying piece of concrete from the track shattered one of the lenses as can be seen, and there is no doubt that the impact was heavy enough to have blinded him but for the protective lens.



The Safety Department is glad to observe that track gangs generally do not now have to be urged to wear their glasses. They know what they are for and how wise it is to accept the protection the company has given them.

Can't Shake Sixth Division

Lawndale and Blue Island Hold First and Second Places in the Courtesy Contest

The cumulative standing at the end of August, 1929, the fourth month in the third Courtesy Contest, is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Commended
1 Lawndale	13	2	6	1	22	4
2 Blue Island	10	2	10	..	22	8
3 Noble	9	2	7	2	20	3
4 Archer	32	23	11	11	77	11
5 Lincoln	19	11	10	5	45	10
6 Kedzie	41	16	25	10	92	21
7 North	73	26	17	26	142	15
8 Limits	19	7	9	5	40	8
9 Elston	21	8	4	2	35	7
10 77th	61	29	14	19	123	37
11 69th	39	25	29	15	108	14
12 Armitage	27	10	10	4	51	8
13 Division	25	16	13	8	62	4
14 Devon	56	26	13	13	108	25
15 Cot. Gr.	48	29	16	6	99	18
16 Burnside	39	16	12	7	74	6
Total	532	248	206	134	1120	199

The positions held by each of the sixteen depots in May, June, July and August show on the accompanying chart:

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

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

	Disc.	P. U.	Trans.	Q. S.	Total	Commend.
May	153	73	66	43	335	73
June	134	60	39	31	264	50
July	132	66	69	32	299	36
August	113	49	32	28	222	40
Total	532	248	206	134	1120	199

By C. H. Evenson
Superintendent of Transportation

The salesman in a retail store must present the goods he sells so that they will appeal to the customer. It is not enough for him merely to show them. He should approach the customer in a way that will leave him well satisfied with his visit to the store and make him want to come again.

Chicago Surface Lines trainmen occupy the same relative position in the Surface Lines organization that clerks do in a retail store. They are selling the only commodity in which the Surface Lines deals—SERVICE. It is their duty not only to see that the passengers get a safe ride to their destinations, but also to exert themselves to have them leave the car feeling that their contact with employes of the company has been pleasant, or at least not unpleasant.

No one would continue to patronize a store, no matter how well he liked the quality of goods offered for sale, if he found the clerks discourteous and unwilling to wait upon him. It may not always be possible for riders to quit using the street car whenever they are dissatisfied with the service, but it is certain that if public good will is destroyed by discourtesy on the part of Surface Lines trainmen it will not be long until the people will find some other means of local transportation.

Courtesy is good business.

Must Exercise Judgment

Discourtesy occasionally is the result of thoughtlessness on the part of trainmen or failure to give sufficient consideration to the proper treatment of different types of passengers. Observation and a little effort will aid the trainman materially in dealing with passengers in a satisfactory manner and in building up the most valuable asset any business concern can have—public good will.

The street railway trainman comes in daily contact with people of all temperaments and races. He must train himself to be on the alert to give the proper kind of service to every type of street car

rider. The foreigner, unable to speak English, for instance, requires more attention than the average passenger. He is likely to become confused as to his destination and often he is excitable. He must be helped. He frequently needs careful direction as to his destination or point of transfer. Likewise the stranger in the city requires advice and information. The conductor who refuses to answer questions courteously is guilty of gross discourtesy and neglect of duty. Ordinary politeness should prompt any one to answer the questions of a stranger trying to find his way about the city and it is inexcusable in a Surface Lines trainman to give curt and unsatisfactory replies to questions of this nature.

Consideration of Others

Other classes of passengers requiring special attention are the old, infirm or the blind and children of school age. The warmest letters of commendation of trainmen received by the Surface Lines management are prompted by acts of kindness and watchfulness in the handling of these passengers. The public is quick to commend the proper treatment of infirm persons and just as quick to condemn any evidence of negligence or carelessness toward them on the part of trainmen.

While these are outstanding examples requiring unusual care and attention, many other types of passengers will tax the tact and judgment of the trainmen.

There is the passenger who forgets, intentionally or otherwise, to pay his fare as he passes the conductor. To yell at him in a loud tone of voice, "Where is your fare?" or "Hey! Dig up!" makes him angry and is not as effective as to say politely, "Pardon me, did I collect your fare?"

Quieting Disturbances

The objectionable passenger who talks loudly and uses profane language, the roughneck who puts his feet on the opposite seat or spits on the floor, and the intoxicated man who disturbs everyone in the car requires firm but courteous treatment. The trainman will have the sympathy of every one in the car if he politely informs these disagreeable passengers that they must conduct themselves properly or leave the car.

If street intersections are called distinctly in accordance with the company rules, not many passengers will be carried past their destinations, but even under the best conditions this will occur occasionally. The efficient trainmen, in cases of this kind, will apologize, instead of asking the passenger why he doesn't pay attention to where he is going, and will transfer him to a car going in the opposite direction.

In dealing with the frequent attempts of passengers to ride on invalid transfers it is better to give the passenger a chance to correct his mistake and pay his fare by making some such remark as "Pardon me, but you must have given me the wrong transfer," than to bawl out "No good. Pay your fare or get off."

Just Matter of Politeness

These are but a few examples of the way in which the efficient trainman must approach passengers in order to create the right impression and get the best results. The man who is trained in politeness and courtesy will not need special instructions in instances of this kind. His own judgment will prompt him to say and do the proper thing.

As I said in an article in SURFACE SERVICE magazine last month, at least 85 per cent of the trainmen are doing their work in a satisfactory manner now. The other 15 per cent must be brought to see the necessity for courtesy They are responsible for all the complaints of discourtesy now received. They are destroying the good effect of the efficiency of the great majority.

They must recognize the fact that there is no place in the train service for boorishness. Every trainman must be a good salesman or he is a failure in the position he occupies. The recent bulletin to all trainmen on the subject of courtesy should have their closest study.

The Time Element

"Do you live in the city—close in?"

"Fairly so—30 minutes walk, 10 minutes by street car, and 40 minutes by telephone."

She Had His Number

Young Man (in street car)—Take my seat, Madam.

Woman—Thanks, but I get off at the next stop, too.—Watts Watt.

Keeping 'Em Rolling

Division the August Winner—Archer a Close Second and Cottage Grove Third

It is some time since Division has headed the list of carhouses, but they moved all the way up from seventh position last month. The number of miles operated per pull-in due to equipment failure for the leading carhouse, was 34,519. Archer operated their cars 33,156 miles, or 1,363 less than the winner.

Kedzie Carhouse made the biggest move of the month. They were down at the very end, sixteenth place last month, and moved up to 8th this month. They also increased their mileage 140.7% over the month of July, which is the greatest per cent increase for the month. Lawndale also deserves mention, moving from 15th position last month to 9th this month.

The individual records follow:

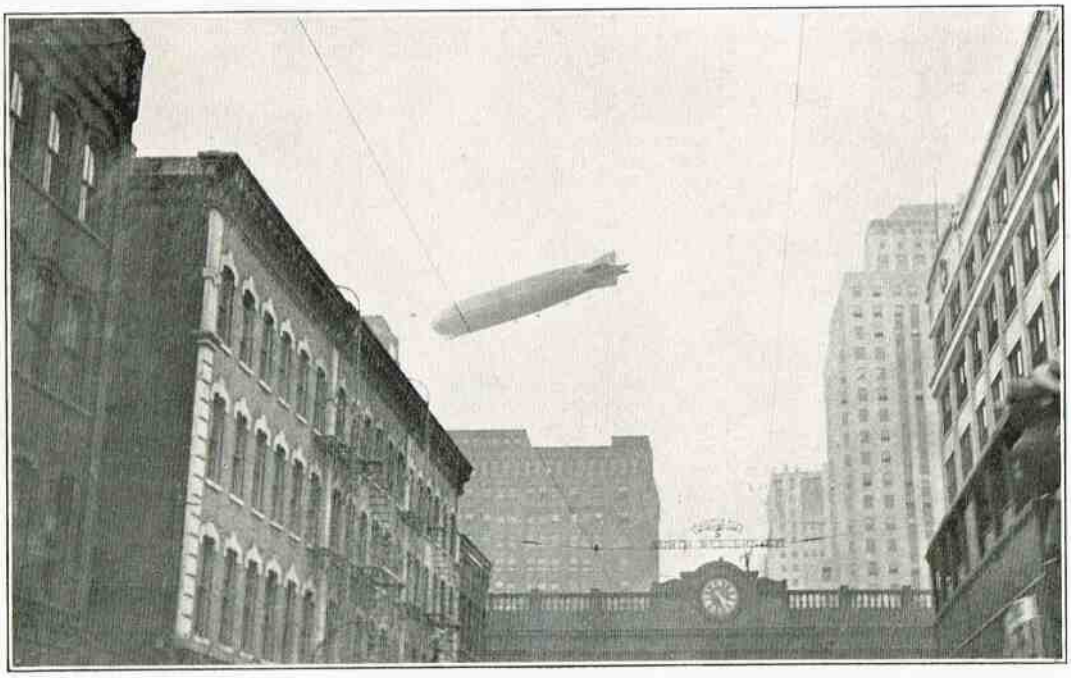
Rank	Carhouse	Zero Days	Miles Per Pull-in August	Pct. Inc. or Dec.
1.	Division	20	34,519	61.8
2.	Archer	12	33,156	27.5*
3.	Cottage Grove	13	31,934	.1
4.	69th Street	6	30,749	56.0
5.	77th Street	6	28,864	48.4*
6.	Armitage	15	28,634	49.6
7.	Limits	19	27,977	42.6*
8.	Kedzie	8	24,704	140.7
9.	Lawndale	10	23,509	90.9
10.	North	8	23,432	54.7
11.	Burnside	12	22,590	22.5*
12.	Elston	17	19,551	24.1*
13.	Blue Island	13	17,908	7.3*
14.	Devon	7	17,600	26.2
15.	Lincoln	10	16,673	21.7
16.	Noble	13	13,914	16.7*
		189	24,302	24.5

*Decrease.

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

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

Photographer Duggan Caught This Thrilling View of the Graf Zeppelin as It Crossed Washington Street Headed Northeasterly on Its Arrival



SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 6 **September, 1929** **No. 6**

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

EASILY PLEASED

Last month we printed a rather extensive extract from the letter of a critic whose ire had been aroused by numerous annoying offences by some of the trainmen with whom he had come in contact. The criticism was unfair, not that the offences had not been committed, but because our correspondent blackened the character of the entire force as a result of his experiences with the harmful few.

This month we are glad to present another type of letter from a happier correspondent, Mr. L. J. Zorn, 7519 So. Carpenter Street. It was Conductor Jerome Foley, badge number 2068 of 69th who aroused Mr. Zorn's interest and caused him to write the following letter:

It is my sincere conviction that we should attribute honor to whom honor is due, or credit to whom credit is due and this prompts me to write you this note in appreciation of courtesy displayed by one of your Conductors No. 2068, on Racine Avenue, car No. 5036, going north from 87 Street around 7:15, August 13.

Three ladies preceded me on the car at 76th Street. This Conductor did not stand in his customary place nervously itching to pull the bell cord that would hustle us on our way ere we barely got on the platform.

No! He leaned out to help the ladies on, following which he gave the signal. And mind you, he lost no time for this expression of human kindness. He was cheery about it too. Then, as I passed through the door last, after paying my fare, he leaned over with a "Thank you for your help."

How refreshing, I thought, as I took my seat beside the lady who happens to be my wife, to meet a Surface Lines representative so pleasantly courteous. Both of us determined then and there to let you know how much we enjoyed that ride of a dozen blocks after boarding the car under such auspices.

This type of representative, it would seem to me, does as much as anything else to commend street car service to the general public of Chicago. I am a believer in street car service as against the bus and have been advertising by word-of-mouth testimony the value of adequate street car service wherever I have gone.

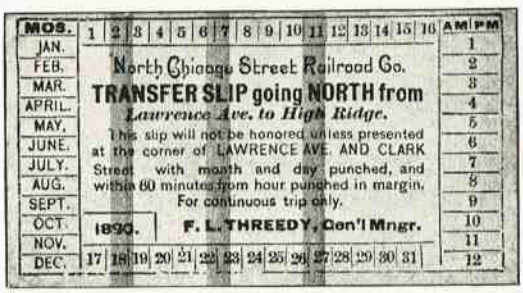
You will accept this note, I am sure, as an expression of keen satisfaction in the courteous treatment accorded the passengers who ride with Conductor No. 2068.

The significant thing about this letter is that it proves how responsive the car rider is to acts of courtesy and kindness. These acts may be little things in themselves and those who observe them may write the company about them only occasionally; but the fact remains they show how easy it is to make friends for the men and the company they represent.

A pleasant manner in making explanations when passengers are confused over transfers; a prompt and sincere expression of regret in cases where passengers have been vexed by a sudden start or stop; a helping hand to the aged, to mothers with children, or the passenger burdened with baggage; a word of warning to protect alighting passengers from traffic perils—all of these require little effort on the part of the trainmen, but go far in winning the sympathetic approval of the great army of car riders who look to us for their daily transportation.

Mary's Car

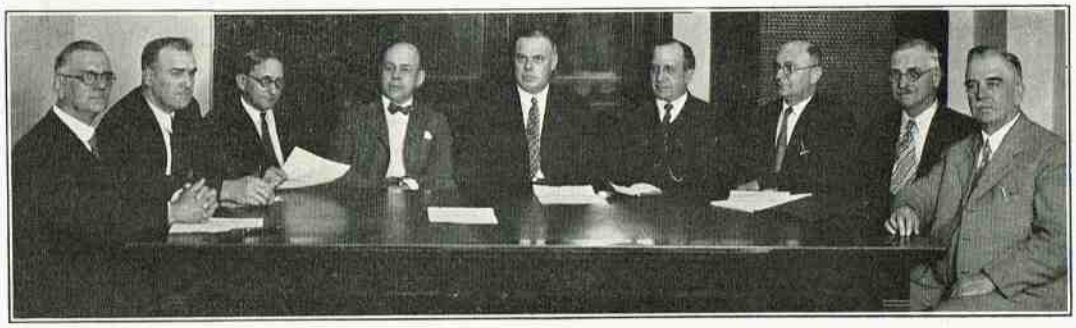
Mary had a little car
She drove to see the show,
And every time she'd try to park
The copper made her go;
And every time she'd try to go
The traffic made her stop—
She reached the theater just in time
To see the curtain drop;
Now Mary has a little car
That stays within a shed
And Mary goes to shops and shows
In trolley cars instead.—Plain Talk.



Thirty-nine Year Old Transfer Submitted by Conductor R. Patrick of Devon

Telling the Surface Lines Story

Successful Development of a Group of Speakers Among Surface Lines Employes



Weekly Meeting of the Speakers' Training Class

Left to Right: Division Superintendent Ed. Altemeier of Burnside; R. G. Callahan and William Schenck of Electrical Department; C. L. Altemus. Financial; H. L. Hughes. Instructor of Speakers' Class; W. H. Figg and Hugo Schmidt, Building Department; J. M. Johnson, School Car Instructor and Division Superintendent W. M. Kroll of Elston-Noble

For the past five years, an active, loyal group of Surface Lines employes has been using every opportunity to tell the people of Chicago about Chicago Surface Lines service. In that time these men have arranged speaking engagements with hundreds of important organizations and have addressed several hundred thousand people, both adults and children.

This public speaking work was organized in 1924 as a part of the activities of the Public Service Speakers' Bureau of the Illinois Committee on Public Utility Information, a state-wide movement. The state for purposes of conducting the work is divided into 10 districts. The city of Chicago comprises district 10 and it is divided into five sections.

At the outset each of the five utilities of Chicago appointed 10 men, two to a section. The original group from the Surface Lines consisted of D. F. VanAntwerp, R. J. McKinney, William Pasche, William Rowland, William C. Pearce, L. E. Bohlin, F. J. Frank, J. M. Johnson, M. B. Quinn and E. H. Altemeier.

The efforts of these men were so successful that the following year it was decided to increase the membership and three members for each section were appointed from the Surface Lines. Since that time this company has had 25 members of the Speakers' Bureau group who meet at regular intervals with a similar number from each of the other utilities, with the exception of the Illinois Bell Telephone company, which now conducts its speaker's work independently.

In addition to the members of the sectional committees some other interested employes have been attending meetings of the Surface Lines speakers group and have held themselves subject to call for speaking engagements.

Talk to 135,000 Annually

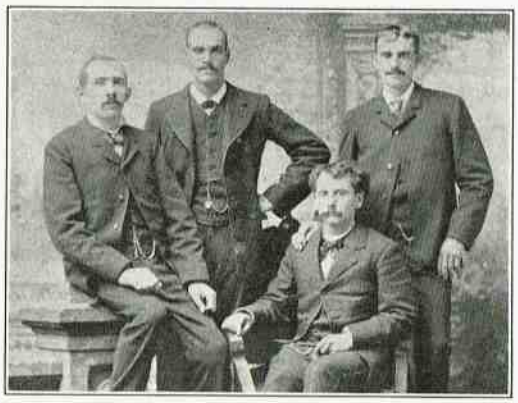
As an indication of the growth of this work and its importance at present, it is necessary only to cite the fact that in 1925 a total of 104 engagements were filled by Surface Lines speakers with a total audience of 30,000, while during the past year 376 audiences totaling 135,522 persons were addressed.

Not all of the members of the speakers' group are speakers. A number of them do their part by securing engagements for those who speak. Contact is maintained with schools, civic and commercial organizations, lodges and churches and arrangements are made for speaking engagements. These engagements are filled by speakers assigned by the Department of Public Relations.

In order to assist employes in prepar-

ing themselves for public speaking, classes under the direction of a highly qualified teacher have been conducted at intervals since 1925.

The speakers' group is kept in touch at all times with the policies and purposes of the management. It receives the latest information relative to the activities of the company so that all of the members of the group, which comprises a cross section of the departments of the company, is well-informed and able to discuss intelligently any subject relating to local transportation.



Four Old Cronies of Division Superintendent E. L. Maguire Taken in 1888. Mark Foley, Alexander McGinnis, L. C. Ash, and John Bowler. All of Them at the O'Neil Street Carhouse

For the most part the talks made by the public speakers are devoted to explanation of the importance of Surface Lines to the city and of the efforts the management and employes are making to render the best possible service. Civic groups are told about the service in their communities and questions are answered freely. In this way much has been accomplished in bringing about a better understanding between community organization and the management and antagonism on the part of these organizations has been converted into friendship and co-operation.

The Speakers' Group

The speakeers' group at present consists of the following: Walter M. Kroll, Robert Simpson, E. J. Sigwalt, J. W. Hewitt, Hugo Schmidt, Clarence L. Altemus, R. G. Callahan, Thomas Fahey, J. B. O'Connell, William Pasche, W. C. Wheeler, E. C. Brookman, L. E. Bohlin, F. A. Forty, A. W. Malmquist, T. H. Shaughnessy, W. C. Pearce, William Schenck, T. H. Eigelsbach, Hubert A. Smith, Floyd J. Frank, F. H. Figg, H. R. Chadwick, Frank R. Campbell, M. B. Quinn, E. H. Altemeier, Don McGill, John Rietz, Johnathon Wolfe, A. B. Bonhomme and J. M. Johnson. For special occasions officers of the company are drafted. Messrs. Evenson, McIlraith, Weston and others have addressed a number of important meetings.

As an aid to the speakers' work, motion picture films produced by the Department of Public Relations, are shown at most of the public meetings. One of these films, "The Magic of Transportation," tells the story of the development of local transportation in Chicago and shows some of the details of present-day operation. This picture was the first one produced and it was followed by three others, "Arteries of City Life," an argument against parking evils; "Carrying On," a story of the difficulties the Surface Lines must overcome in providing regular service, and "Safe Highways," intended to promote accident prevention.

All of these motion pictures have been seen by thousands of men, women and children and they are still being used to good advantage.

During the coming season there will be added to this program a talk on the traction situation illustrated with lantern slides.

It is impossible to overestimate the amount of good accomplished by these employes, who know their story thoroughly and tell it to the public in a way that convinces. They are careful at all times not to attempt propaganda or advertising. They merely tell the people the facts about the street car system that every citizen should know.

A commuter rushed into a grocery store and exclaimed: "Quick! Give me a bag of flour, a half dozen eggs, a pound of butter and a bottle of milk. I want to make a train."—Notre Dame Juggler.

"What fo' you name yo' baby 'Electricity,' Mose?"

"Well, mah name am Mose, and mah wife's name am Dinah, and if Dinahmose don't make electricity, what does dey make?"—Tit Bits.

Pleasant Words for Kindly Deeds

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

Mr. T. E. McHatton of 334 South Laramie Avenue writing as a representative of Mr. Sullivan, the druggist at Van Buren and Laramie, Mr. Frank Curran, the grocer at 338 South Laramie Avenue and Miss Bily of 334½ South Laramie Avenue and himself, conveys to the management the appreciation of this group of the courtesy of motorman George J. Riechel, badge No. 6571 of North Avenue. In their opinion, he is "the most accommodating, careful and pleasant man" they have met in our service.

Motorman Robert V. Richards, badge No. 12391 of Armitage is commended by Miss Clara Kolb of Norwood Park for assisting a crippled and elderly passenger from her seat to the platform and thence to the ground. "His attitude, during this incident, was most commendable."

Photograph of Supervising Engineer's Car Taken Opposite Riverview in 1908, Frank Roper Standing Alongside

Conductor Luther D. Joll, badge No. 9394 of Devon is described by Mrs. F. F. Martin of 25 East Delaware Place as entitled to commendation for his patience and kindness as he efficiently handles the crowds getting on and off his car. She noticed particularly that he watched for their safety, both in boarding and alighting and was generally courteous in answering questions on a stormy morning when not everybody was in good humor.

Conductor Andrew L. Stevens, badge No. 10620 and motorman Otto C. Reinke, badge No. 3875 of Cottage Grove gained the friendship of Gregory Ruffa of Arthur T. McIntosh & Company of 160 North LaSalle Street by waiting for this passenger one Sunday morning at 92nd and Chicago Avenue and having a pleasant word for him when he finally boarded the car. Later on at 65th Street they waited for an intending passenger who was on the wrong side of the street. Mr. Ruffa says that such consideration perhaps could not be expected during the rush hours but it certainly was appreciated on Sunday morning when the headway was long.

Conductor Joseph J. Britton, badge No. 1450 of 77th Street is warmly thanked by Mrs. A. A. Anderson of 7700 Eggleston Avenue for his accommodating spirit. Mrs. Anderson is an elderly lady who appreciates the small courtesies extended to her.

Conductor Theodore Annweiler, badge No. 1914 of Archer was thanked by Mrs. A. Bastien of 3204 Archer Avenue for his assistance when she was boarding and leaving his car and commended for the interest he showed in his work.

Conductor Berton H. Tickner, badge No. 3038 of Devon Avenue, was complimented by President R. F. Duncan of the Pullman Circle, Pullman Building, for his accommodating spirit and for the clearness with which he furnished information to inquiring passengers.

Conductor John Sheehy, badge No. 5300 of Devon, was commended by Mrs. M. Garrard, 1428 Olive Avenue, for his courteous and very kind treatment of her when she was assisting an elderly lady off of his car.

Miss Eleanor Heurlin, 6244 N. Artesian Avenue, warmly commends Conductor Arthur F. Lietz, badge No. 5790, for his courtesy to his passengers, and for his explicit explanation to a confused young boy who evidently had taken the wrong car, and showing him the correct way so that he could continue on his way. A few blocks farther on a feeble old lady boarded his car and Conductor Lietz took her by the arm, escorted her into the car and to a seat, assuring her that he would see that she got off at the right stop. When the car arrived at her destination this conductor asked a young man who was getting off to aid her in crossing the street and put her aboard the car to which she was transferring. Miss Heurling considers Conductor Lietz an asset to our company.

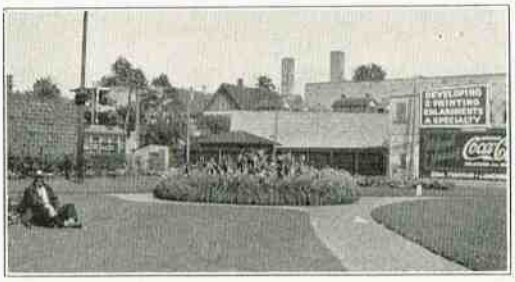
Conductor Thomas J. Geraghty, badge No. 6160 of Devon, won the approval of Miss Hazel G. Morrow, 3033 Poplar Avenue, because "he always has a smile, isn't afraid to answer a question, and explains it thoroughly."

Mr. Joseph Teal, of the A. B. Dike & Co., favorably commends Conductor John F. Reents, badge No. 8132 of Kedzie, for his efficiency and courtesy when taking on passengers. He also stated that Conductor Reents noticed an elderly lady about to fall and he dextrously got past other passengers and rescued her before she fell.

Conductor Starr J. Walsh, badge No. 8794 of Lincoln, won a letter of commendation from William Q. Bond, 601-35 S. Dearborn St., for his consideration looking after children that are unaccompanied.

On August 22, Mrs. J. W. Flynn, of Sawyer, Michigan, noticed an old lady standing on the curb crying, and was about to question her when Conductor John C. Taylor, badge No. 8848 of Lincoln, stepped up and upon finding her trouble waited with her for the right car and helped her on. Mrs. Flynn congratulates the Surface Lines on having employees of such character.

Miss Camilla Pokoiny, 1814 W. 34th Street, left a suitcase on a 35th Street car in charge of Conductor Andrew J. Hanrahan, of Archer, and waited until the car returned to where she got off. When Conductor Hanrahan recognized her he went into the car and got the suitcase and gave it to her. Miss Pokoiny commends him for his honesty and courtesy.



The Madison-Austin-Loop Garden, Motorman Maloney of Kedzie Posing Gracefully in the Left Foreground

Mr. F. A. Wrzala, while riding on a Cicero Avenue car in charge of Conductor Edgar G. Meyer, badge No. 9530, of North Avenue, noticed that Conductor Meyer escorted two blind people to the curb. When Conductor Meyer turned to board his car he was almost struck by an automobile which tried to pass the car. Mr. Wrzala commends Conductor Meyer and wishes him luck.

Miss M. C. Smith, 6341 Normal Boulevard boarded a Clark Street car in charge of Conductor Michael H. Tierney, of 77th. Miss Smith states that she was so tired that she would have paid another fare to get a seat, but Conductor Tierney stepped into the car and asked a young colored boy to give me his seat and the boy assented. Miss Smith states that she is very grateful to Conductor Tierney.

Mr. E. J. Heil of R. H. Smart & Co., 208 S. La Salle Street states that he boarded a westbound car at 47th and Drexel Blvd., on August 23, only to find that a ten dollar bill was the smallest amount of money he had. Conductor George J. Krieth, badge No. 10185 of Archer in charge of this car, promptly paid Mr. Heil's fare, which won Mr. Heil's approval.

Miss Bernice Schwarz, 444 N. California Avenue, noticed how accommodating Conductor Henry Uhl, badge No. 10188 of Lincoln was. He helped a young mother with her baby and a folding cart both in boarding and alighting. Later on he helped an old lady on and escorted her to a seat assuring her that he would get her off at the right stop.

Mr. George Benton, 417 S. Dearborn Street tried to board a car that was in motion and his cane was caught in the handle of the car and carried across Van Buren Street. Conductor Rudolf Herold, badge No. 10478 of Archer, made an emergency stop so that Mr. Benton might recover his cane and also board the car. Mr. Benton greatly appreciated Conductor Herold's kindness.

Mrs. Elizabeth Baier, 5526 Broadway, sent the following names of conductors who are willing at all times to help their passengers. Conductor Daniel Mahoney, Cottage Grove, badge No. 1250; Conductor Robert Riemsdyk, badge No. 3990 of Elston; Conductor August E. Backhaus, badge No. 6646, of Devon; Conductor Walter B. Whetmore, badge No. 7094, of Devon; Conductor Lawrence J. Schoffen, badge No. 7932, of Limits, and Conductor John J. Wrenn badge No. 11238 of Devon.

Mr. James P. O'Donney, 7514 S. Park Avenue, a visitor from New York, was impressed by Conductor Alfred E. Woelfle, badge No. 11338 of 69th, who showed unusual courtesy in handling children and old people. Mr. O'Donney warmly commends him for his actions.

Conductor Edward J. O'Dea, badge No. 11824 of 77th, is thanked by Miss R. Idaline Wood, 7404 Ingleside Avenue for calling her attention to the fact that she had arrived at her destination and also helped Miss Wood's mother off of the car.

Conductor Ernest F. Kaps, badge No. 12214 of North Avenue was kind enough to advance Mr. Eugene M. Gorman of Glabman Brother, Inc., 900 West Roosevelt Road his fare when he found that he was without funds. Mr. Gorman mailed him the seven cents and sent us a letter of commendation in behalf of Conductor Kaps.

Conductor John B. Johnson, badge No. 12678 of North Avenue paid Mrs. Rose Tanny's fare when she boarded his car with a baby and discovered she had forgotten her purse. Mrs. Tanny was very grateful.

Operator Jesse C. Hill, badge No. 2287 of Noble, helped Miss Ida M. Brown, 510 Grant Place, who was carrying a heavy suitcase on and off the car. His courtesy and kindness prompted Miss Brown to write us about him.

Joseph B. Rogers, 1219 N. La Salle Street, noticed the courtesies extended to passengers by Motorman Ade Barry, badge 4849 of Limits, and reported it to us for our information.

Mrs. R. N. Nelson highly commends Motorman Russell Quackenbush, badge No. 5661 of Armitage, for returning her bag which she had left on his car. On account of Motorman Quackenbush's honesty she will always think highly of the Chicago Surface Lines.

Motorman George Mueller, badge No. 8857 of 69th is the recipient of a $5.00 reward and a letter of commendation from Arthur W. McLeod, 6244 Dorchester Avenue, whom Motorman Mueller helped by his quick thinking when a pickpocket had taken Mr. McLeod's money while on his car. Mr. McLeod congratulates the management for having a man of his type in the company.

Supervisors of the Central Division were warmly commended by Mr. Harry A. Balskey, General Secretary of the Y. M. C. A. for their efficiency in the transportation of some boys from Navy Pier to Wells Street terminal of C. A. & E. R. R.

Supervisor William B. Akerberg of Lincoln has won the approval of A. C. Sylvester, 4541 N. Hamilton Avenue. Mr. Sylvester's wife had left a small package on a Larrabee Street car, missing it after she had gotten off the car. When she arrived at home she called the Wrightwood-Lincoln carhouse and stated her loss. Mr. Sylvester went to the carhouse and Mr. Ackerberg pointed to a man in uniform who stopped every Larrabee car as it came south with his inquiry. He went home and a few minutes later was notified that the package had been found. Mr. Ackerberg was very courteous and his efficiency was noticed especially.

Conductor John E. Romberg, badge No. 4926 of Elston, was kind enough to advance Mr. Harry Toskey of the Chicago Milwaukee & St. Paul R. R. five cents so that he could pay his fare. Mr. Toskey states that his money, amounting to $45.00, was either lost or stolen and he is very grateful to Conductor Romberg for his assistance.

Conductor William H. Rampage, badge No. 3184 of Blue Island, is commended by Miss Helen C. Taylor, 8006 Maryland Avenue, for his courtesy to his passengers and an act of kindness to an elderly lady proved to her that he is a 100 per cent Chicago Surface Lines employee.

Conductor Ernest C. Tocci, badge No. 3334 of 77th, by his courtesy and his efficiency in handling crowds at busy intersections, his watchfulness at railroad crossings for the safety of his passengers, and his extreme kindness to a number of aged people won the favorable attention of Alice B. Devens, 7827 S. Aberdeen Street, who wrote us a letter of commendation.

Miss Lillian Cochran, 10129 Calumet Avenue, dropped her purse containing $42.00 in cash and valuable papers. Conductor William L. Brown, badge No. 3862 of Burnside, found it and turned it in at the office. Miss Cochran says she is deeply indebted to Conductor Brown.

Conductor Standley J. Glass, badge No. 4910 of Archer, came into his car and asked a colored girl if she had given him a $1.00 bill. She said she had. Conductor Glass then unrolled the dollar bill and showed her two small $5.00 bills, the new kind, which were folded inside. Mr. W. R. Kerr, 1449 E. 50th Street noticed this incident and telephoned the main office to commend this conductor's honesty.

Not on His Line

Colored Mammy to Ticket Agent—I'se wants a ticket for Magnolia.

Ticket Agent—Did you say Magnolia?

Colored Mammy—Yessuh.

T. A. (After searching for location of town of Magnolia for several minutes)—Auntie, where on earth is Magnolia anyway?

Colored Mammy—Dat's her over dere on de bench, suh.—Plain Talk.

THE SUPERVISOR

His Is an Important Job and Needs Special Qualifications to Make Him Successful

Supervisor C. Vreekin of the Utah Light and Traction Company, in the September "Aera" has this to say of the qualifications demanded of an efficient supervisor:

The man selected for the position of supervisor must possess a real desire to render service to the company he represents and to the public in general. He must be genuinely interested in the elimination of accidents and of waste. He must also possess to a high degree character, patience, self-reliance, initiative, aggressiveness, understanding, and a conception of teamwork. Enthusiasm, too, is a prime qualification, without which he will not succeed. The man who is enthusiastic about safety, about good service, will spare no effort to promote it. Energy and enthusiasm are contagious, but a trainman cannot catch them from a supervisor who is not, himself, so infected. Of course, courage is a much desired quality, and every supervisor should impress his men with the fact that he will direct them to do nothing involving danger that he himself would be unwilling to do under similar circumstances. Tact is a most useful and becoming quality, and the real supervisor must have it. It manifests itself in that quality which enables the supervisor to put himself on an equal footing with his trainmen without losing their respect; in his abiltiy to understand his trainmen and be broadminded in considering their inevitable mistakes.

The supervisor should be an example to the trainmen in personal appearance, punctuality, courtesy, and loyalty to his company. Any negligence on the part of the supervisor is a cue to the trainmen to be negligent. If the trainmen of a division are careless and indifferent in the performance of their duties, unkempt in their appearance and uncouth in their manners, the cause is generally not far to seek. The supervisor can correct these conditions if he will but make it his business to do so. Inevitably the character and efficiency of the supervisor and the manner in which he performs his work will be reflected in the conduct of the trainmen.

A proper understanding of the men themselves is an important problem and one in which the supervisor must constantly study to perfect himself. He should make a close study of human nature and should know his trainmen as they are, and not as they are supposed to be or as he would like them to be. "The men of greatest deeds are the men of greatest faith, and the men of greatest faith are the men who are fair." If the trainmen feel that they have an assurance of fair play from the supervisor it should not be difficult to arouse interest and inspire loyalty. A square deal is the one indispensable basis of loyalty, co-operation and enthusiasm. Mutual suspicions do both parties an injustice, and injustice has no legitimate standing in the street railway industry.

Departments and Divisions

Accounting

The girls are looking forward to several meals at some of our new housekeepers' homes. Miss L. Kelley was married to Mr. L. J. Hunter on Sunday, August 18th, Miss D. Killham and Mr. Francis Carroll, Miss V. Schumacher and Mr. G. Wachtel on Saturday, September 7th, 1929. Misses C. Samek and M. Chelstrom attended Miss V. Schumacher as Bridesmaid and Maid of Honor respectively. We all join in hearty congratulations and best wishes.

We wish to welcome the following new members in our department: Mr. C. Janczyk, Misses M. McIntyre, M. Bartlang, E. Miller, A. Nimkavage, E. Jones, E. Johnson and E. Andersen.

Since the last issue Misses A. Biehl, L. Kane, M. Larsen, L. Peters and Mr. L. Schon have resigned.

The members of the department showed wonderful club spirit by their attendance at the "Big Steamship Party" on Wednesday evening, August 14th, 1929. The boat ride was on a dark and stormy night with a heavy sea and white caps rolling, nevertheless it was well attended.

On the evening of August 22nd, a number of our girls enjoyed an excellent dinner at Miss Scott Tea Room and later attended the Four Cohans Theatre, where "Pleasure Bound" is playing.

T. F. Coan.

Electrical

Ask "Teedie" Oterdahl why he likes the Dells of Wisconsin. We understand he contemplates hiring an airplane so he can make better time getting there over some week-end.

J. Boisacq spent his vacation in southern Illinois with his daughter.

We are still wondering where Frank Roper spent his vacation—Chicago?

H. Richter, one of our suburbanites, doesn't need to travel very far to get real vacation scenery. So he spent most of the time on his vacation doing carpentry—and painting—around his home and enjoyed the evenings in real "Home Sweet Home" style.

H. Lauer spent two weeks at his summer home on Bang's Lake. We understand that the State intends to restock the lake this Fall to replace the fish that were caught on his hook. (Some fish story.)

Major Chadwick spent his vacation with his regiment, the 132nd Infantry I. N. G., at Camp Grant. He laughs when he is asked if he has a restful vacation. He says, "Rest? No, Work!" but he was proud of his efforts when the Federal instructor at the camp gave the boys 100 percent approval for the entire regiment.

Pardell, who spent his vacation in Chicago, found that by installing a radio on his Essex he would be able to get "outside" of Chicago when his next vacation comes around.

Boys at the downtown office are very tight about their vacations. Hence, no news items for them.

Now, most of the vacations are over and everyone back on the job with renewed vigor. It's good to see them all back again even if some of them did not leave Chicago.

"Billy."

Engineering

Hugo Schmidt spent his vacation in Wheaton and its nearby suburb, Chicago, visiting his diplomatic relations.

Margaret Klinghofer, the petite stenographer in the track department office, spent her vacation as usual at Pell Lake, wherever that is. Margaret has been visiting this resort yearly since her early childhood, and the inmates there have become so attached to her that they turned out enmasse to greet her this year when she arrived on the buck board bus.

Several of the boys at Clark and Division went hungry one day. A new restaurant opened up across the street serving free meals and it was too crowded to get in.

Harry Schlachter spent a very enjoyable vacation somewhere in Michigan. He does not remember the name of the place, but he says it was a wonderful spot and he will go again next year if he can find the same place.

Fred Acker stopped at a small town and casually asked what the speed limit was. He was told to get out just as fast as he could go.

We have with us today! A new stenographer in the track department office, Miss Dorothy Wilson, a charming young lady. We hope she likes the place as well as we like her.

A. M. Knutson says, "Never kick a man when he is down; he might get up."

Mr. Charles G. Powers spent his vacation touring through the west with Mrs. Powers and his daughter.

John O'Neil says that men have no chivalry. They probably traded it in for a Buick.

Transit.

South Shops & So. Div. Carhouses

Joe Hecht, Paint Shop Foreman, and Ted Slikas spent their vacation at Pickerell Lake, Wisconsin, fishing for bass and pickerell, but report that fishing is very poor all over Wisconsin.

F. Miller, car cleaner, 77th street, is at St. Bernard's Hospital convalescing from injuries recently sustained. He would be glad to see any of his fellow employes.

Frank Bannon, old time painter, is laid up with a broken hip. At present, he is at the German Deaconess Hospital. We hope to see Frank back on the job soon.

Mr. Meyers, repair foreman, 77th street, likes the New Pull-In Sign, to such an extent that he has decided to retain it for another month. Incidentally, Mr. Meyers figures that if he keeps the sign at 77th street, he can save the Company the installation cost at one of the other carhouses.

Emil Kraulides, punch press man, at the South Shops while unwrapping his lunch the

other day, discovered to his great surprise that instead of his noon-meal, he had his wife's apron.

Ed Anderson, Assistant Foreman, Machine Department, vacationed among friends at Lake Geneva.

John French and his family vacationed in Michigan and report a very good time.

Nick Sobal claims to be the swimming champion of the Department and is planning on entering the next Olympic Meet.

First prize in the married men's race at the picnic was won by Harry Ott, Machine Shop. Harry says that his wife is making better use of the belt than he could. (Ask Harry).

Bob Tracy has returned to work after a two month's illness.

J. P. McCauley.

Material and Supplies

Mr. Collins has returned from his vacation with an A-No. 1 Coat of Tan, after two weeks of good fishing in Michigan. As usual the biggest one was **not** caught.

D. J. Dillon has been confined to his home on account of sickness. Danny's many friends sure wish him a speedy recovery.

Miss Florence Lancaster has been riding home in style—a beau with red hair and a new Ford with Red Wheels. Very Hot.

Lowell Page, the Big Butter & Egg Man from the South Shops has returned from a very successful vacation. He reports 1 Perch, 2 Blue Gills and 1 Cold in the Head.

Y. Guinter bought a Ford and is now spending the difference on accessories.

R. E. Buckley.

Schedule and Traffic

Miss Lulu McCormick visited relatives and friends in New York and Atlantic City.

Frank Irvine and family made the trip by auto to his old home in Canada.

Gus Lohse went to Duluth, Minn., for a few days, no passport required as he did not cross the border.

Chas. Pfaus also went to Canada after visiting his home in Michigan.

Art Langohr, W. Weightman and C. J. Kreiner each spent some time in Michigan; no they did not go together. However, visiting in the border states is all right provided the vacationists stop on this side of the border.

Most of the employes of the department were favored with a generous allowance of cucumbers from Fred Excell's ranch at West Hinsdale. Fred's cucumbers would surely have carried away the blue ribbon, had he exhibited them at some county fair.

G. Weidenfeller.

Legal and Accident Investigation

The members of this department manage to get their respective vacations, even though the claimants never take a vacation and we list below a few of the trips taken by our members:

Mrs. Florence Manske and a party of twelve, which included her husband and father and mother, motored to Milltown, Wisconsin, and brought back some pictures to prove there was good fishing, also taking in Duluth, St. Paul and Minneapolis, Minnesota.

Mrs. Bernice Manske and husband, at a later date, covered the same territory in their tour.

Ora F. Gilbert, of the Department of Accident Investigation, Proves He Is a Fisherman by Sending the Pair of Beauties Pictured Above

W. R. Fish in his tour listed East Liverpool, Lisbon, Youngstown, Ashtabula, Ohio and Pittsburgh, Oakmont and Coraopolis, Pennsylvania, renewing his boyhood recollections and visiting relatives and old friends.

George Griffin motored through Southern

Mr. and Mrs. Florence Manske and Mr. and Mrs. Janke at Milltown, Wisconsin. Mrs. Manske Is in the Accident Prevention Department and Mr. Janke Is in the Utility Department

Canada to Niagara Falls, thence to Washington where he "saw Mr. Hoover," then to New York City and enjoyed the eastern and northern scenery on the way.

Olaf Schau took a motor trip to Menominee, Wisconsin. Also to St. Paul and Minneapolis

and where there were fish he caught them and where there weren't any he fished anyway.

R. J. Duggan of our Photographic Department visited at Grand Beach, Michigan, but as he was on his vacation he did not bring us back any views—not even of the bathing beauties.

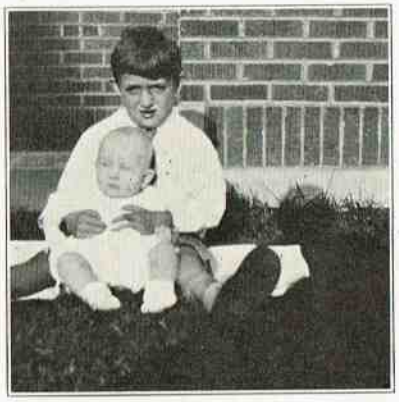
Harry Boness flivvered around through Michigan, Wisconsin and down to Missouri and that was all he had time for this year.

Ora F. Gilbert shipped his usual quota of big trout from the Superior National Forest and a picture of a couple of them in this issue proves his ability in that line—which has never been questioned by any member of this department.

Amongst those who visited Clark's Lake, just north of Sturgeon Bay, Wisconsin, at various times this summer from this department, are: William J. Eger and wife, Thomas Johnson and wife, E. Dineen and wife, J. G. Nattinger and family, Otto Geiger, Edward Healy and family and a certain party. They caught all the big fish in the evening and ate them for breakfast and had no flashlight powder, so we have no pictures.

Thomas Hoy took a boat trip via Mackinac Island and Detroit to Buffalo, New York, and then attended the National Fraternal Congress of the Royal League of which he is an officer at Rochester, New York, and reports a very live and interesting time.

J. G. Nattinger.



Robert and Edward Jr., Sons of Ed. Mark of Financial Department

IN MEMORIAM

It is with sorrow we report the death of Conductor John Lenzon who passed on to the Great Beyond July 31, after an illness for several months.

Mr. Lenzon was well known among his fellow workers, having been employed with the Surface Lines as conductor since November 18, 1895, a seniority of over thirty-four years.

The body lay in state at the Schroders and Thompson's Chapel. Funeral services from St. Raphaels Church, Friday, August 2. Interment at St. Mary's Cemetery. To the bereaved wife and family the boys of Archer Depot extend their deepest and heartfelt sympathy.

Around the Car Stations

Cottage Grove

Receiver Geo. M. Kynaston, son of Motorman Kynaston, sprung a surprise on us when, on his vacation, he made a secret trip to some place in Indiana where Miss Elinor Reimer changed her name to Mrs. Geo. M. Kynaston. They will be at home, 2018 West 62nd street, to receive congratulations from their many friends. To the happy bride and groom we wish a long, happy and prosperous life.

Superintendent C. Cricks and Mrs. Cricks, with the other members of their famly, motored to Wisconsin to spend their vacations. A postcard from Mr. Cricks said he had made a record catch of fish and is ready to challenge any employe of the Chicago Surface Lines for the championship.

Supervisor Hugh Russell spent his vacation motoring in Wisconsin and further north to the Straits of Mackinac where he was compelled to park his auto, visitors not being allowed to take their own auto on the island. Returning by way of Charlevoix, Manistee, Ludington, Pentwater and through the southern part of Michigan, Hugh says there is some beautiful scenery and recommends any one who wishes to spend a vacation to visit these places for it is impossible to find better roads and scenery.

Motorman P. Meara spent a pleasant two weeks motoring with his wife, daughter and son-in-law, through the Eastern States and Canada, visiting amongst other places the Cathedral of Notre Dame, Montreal and the quaint old French City of Quebec.

Motorman Thos. Davis and wife spent a very pleasant 30 days at Fox River, Ill., where he has a beautiful up-to-date summer residence.

Motorman C. Cumback spent a vacation in Kansas where he motored in his new Plymouth to investigate several farms which are for sale.

Conductor J. J. Dwyer took a 30 day vacation and traveled over 4,100 miles, visiting many places of interest en route to Colorado.

Motorman Wm. (Doctor) Crawford is spending a pleasant 30 days visiting relatives in various states.

Conductor P. Waters, who intended making a trip to Canada with his Motorman, D. Crowley and Motorman Wm. Collins, is making the trip by auto with his family but expect to make the trip later with Crowley and Collins.

Motorman John Coburn is regaining his health in Kansas.

Motorman Fred Luedke is home from Augustana Hospital. He is improving and would appreciate a visit from some of the boys.

Motorman Gottsch has been an inmate of Municipal Hospital for some time and would appreciate a visitor occasionally. The trainmen wish him a speedy recovery.

Conductor J. Dorval has been at the Speedway Hospital for several months and would

welcome any trainman. We wish him a speedy recovery.

It is with deep regret we announce the death of Conductor L. Dunkleberger who passed away the early part of July. The trainmen extend deep sympathy to Mrs. Dunkleberger and family.

The trainmen also extend their sympathy to Motorman Barney Hanson and family on the dother of Mrs. Hanson.

Jim McHugh, 21 year old son of Motorman McHugh, met with an accident from which he died. The trainmen extend their sympathy to the immediate family.

It is with sincere regret we announce the death of another of our old trainmen, Conductor C. Brantigan. He has been unable to work for the past two or three years. He passed to the Great Beyond on August 7 and was laid to rest in Evergreen Cemetery, August 10 by Radio Lodge A. F. & A. M. To his family the trainmen extend their heartfelt sympathy. Conductor C. Brantigan had a seniority right from Aug. 11, 1890, and was held in the highest esteem by the trainmen at Cottage Grove depot.

The trainmen also wish to extend their sympathy to Conductors Walter and Charley Eckel and family in their bereavement in the loss of their beloved mother, and to Motorman W. C. Ellerton and family in the loss of his dear wife.

J. H. Pickin.

Seventy-Seventh Street

On Sunday, July 14, 1929, the boys from the depot went over to Englewood Celtic Park. 74th and Bishop streets, to take part in a field meet. In a tug-of-war our lads sure brought home the bacon, pulling the Celtic gang all over the park, in two straight pulls. A game of

Conductor W. A. Miller of 77th Street Shows What Can Be Done with a Back Yard 33x160

indoor ball was played between Conductor Beggan's Tigers and Conductor Kennedy's Indians, which was won by the Tigers. The star play of the game was Beggan's slide to first base. Motorman Harry Barry and Jerry Madigan carried away the honors, playing horseshoes, and Motorman M. Johnston did likewise at handball. This division is open to all challenges in any of the above sports to be played at Englewood Celtic Field.

The club officers are taking this means to thank the old timers and new lads for joining the club. It is indeed gratifying to the officers to have such a successful drive and it is an incentive to do greater things in the future.

July 25 and 26 was Seventy-ninth Street's day at White City and quite a number of members and families turned out for the evening. The board walk was like being at home, everybody knowing each other. We are now looking forward for a bigger and better night next year.

Did you notice the large electric sign in front of the depot telling the world we are champions for maintenance and operation of cars. Mr. Meyers said, with the trainmen's cooperation, he could do it and he did. Hurrah for Mr. Meyers!

Conductor A. R. Curtiss, who was run down by an auto and injured so severely that the amputation of his leg was necessary, died on August 6, 1929. The club sent a floral piece which is customary when a member passes away. To this man's family this division extends its sincere sympathy.

Eleanora Marie, 3½ Months Old, Daughter of Head Night Clerk Walter J. Daley of 77th

Conductor J. Curry and Motorman P. McCann have become benedicts this past month. Congratulations, boys.

Babies plenty! The following trainmen have become proud papas this past month: Receiver W. J. McConnell, a boy; Motorman P. Hackett, a girl; Conductor W. G. Harrison, a boy; Conductor H. F. Harry, a boy; Motorman E. H. Dagen, a girl, and Conductor F. J. McIver a girl. Congratulations and may our tribe increase.

Here are two motormen who are having a real vacation—Motorman C. P. Coakley and M. J. Ryan, who are now in Ireland.

The following deaths have occurred this past

month: Wife of Motorman C. D. Pushee; mother of Motorman O. A. Autenrieth; son of Motorman F. O'Doherty, and two conductors, John Keating and A. R. Curtiss. To the relatives this division extends its sympathy in their bereavement.

C. A. Gylling.

Sixty-Ninth

Conductor L. A. Manor is the proud father of a 9½-pound baby boy born on July 2. On July 28 the stork delivered a 6½-pound girl to Mr. and Mrs. A. Klaesi. Congratulations.

Conductor J. Kaczkowski is worthy of commendation for prompt action in restoring service when he arrived at a delay August 1, when run 30 on the Ashland line had pole caught in structure. Kaczkowski knew how to release it and had the situation well in hand and the delay cleared when the wreck wagon was arriving.

W. J. Fitzgerald reports a brand new 7-pound 2-ounce boy born at 10:30 A. M., August 3. J. R. Wagner says, "Hurrah we have a 9½-pound boy at our house born August 1, 1929." Conductor P. O'Connor announces that a baby boy weighing 7 pounds arrived July 27. Congratulations.

Motorman George Mueller deserves creditable mention for the following act: When a passenger's purse had been picked by pickpockets and fell to the platform floor he put his foot on it and notified the passenger and quickly got rid of the pickpockets.

Mr. and Mrs. J. W. Murray have a baby daughter born August 11. Congratulations.

Assistant Superintendent R. Walsh and family have recently returned from a motor trip to Rochester, N. Y., and reported a good time.

W. L. Pence.

Archer

Sadness has entered the home of Conductor J. H. Binette who was called upon to part with his brother who died on Friday, July 26. Funeral services July 29. The boys of Archer Deport extend their sympathy in your bereavement.

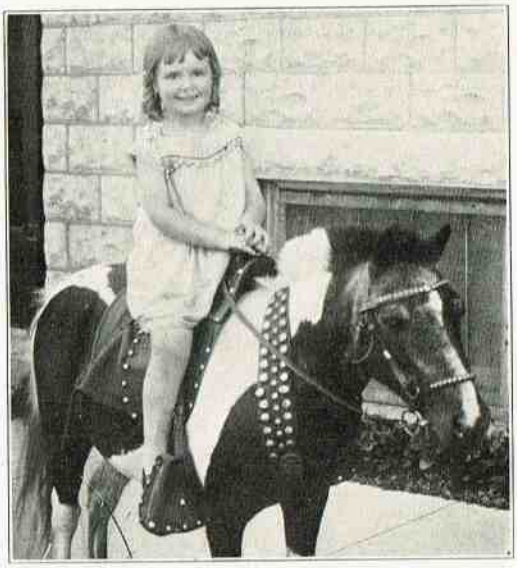
Conductor F. W. Schmitt reports the arrival of another good conductor for the Fifth Division. On the evening of Monday, July 22, Richard M. Schmitt made his arrival, both daddy and baby doing nicely. Richard M. was baptized at St. Agnes Church, Sunday, August 4, 1929.

We are glad to see Supervisor Chris Zeiher back on the job after convalescing in St. Lukes Hospital from a serious accident while on duty on the night of July 17.

Conductor Patrick Flatley, one of Archer's veterans, now convalescing at the University Hospital, where he was taken July 12 for a serious operation. Our best wishes is for your recovery.

Motorman Patrick Harhen returns home from his day's work July 13 only to meet with a bunch of trouble and to learn of a serious accident to his 14-year-old daughter, who was struck by an auto. The same evening his elder daughter, 16, was hurried away to the same hospital and underwent an operation for appendicitis. Both are now convalescing in the same room at the German Hospital.

Our receiver, Matt B. Deiters, completes a 450-mile trip to the northern woods of Wisconsin where he is spending his vacation. Writes us a fish story from Cable, Wis.



Elaine Theresa Meyers, Daughter of Motorman W. Meyers of Utility Department and Granddaughter of Repair Foreman Meyers of 77th

Conductor B. E. Ekstrom is the proud father of a baby boy who made his appearance at the Ekstrom's home on Monday, August 5th, 1929. Keep up the good work, Bill, your country needs you.

Girls seem to be in great demand for the boys of Archer Depot. Have you noticed the smile of S. J. Bitel, motorman, these days. He answers again to the call of daddy. Barbara Jane, a 7½-pound baby girl arrived as the clock was striking the hour of midnight, July 22. This now makes the happy family of a boy and a girl. Keep up the good work, Stanley.

Our sympathy is extended to Conductor T. J. Rogers, who was called to the bedside of his brother who was injured in an auto accident and later died from his injuries.

Conductor J. H. Wedel was married on Thursday, July 25. After the church services a reception was held at the Stevens Hotel. The line all the way down extend congratulations to you and your good wife. We can only congratulate and you do the rest.

Conductor John O'Gara received a furlough of 90 days to visit his place of birth in Ireland. Postal received from John and his wife from Donegal, where they arrived safely, reports enjoying their visit.

Dusty.

Clerk Charles B. Batterson of Archer and His Bride

Blue Island

We wish to extend our sympathy to the following and their families in their recent bereavements. E. Beran in the loss of his uncle; L. Blondin in the loss of his grandmother, and F. Walter in the loss of his grandmother.

Vacations are almost over and we hope you all had a good time and are full of pep, ready for another year's work.

We welcome all the new faces at Blue Island and wish them the best of luck.

Assistant Supt. T. H. Eigelsbach spent his vacation in New Jersey and reported a good time.

C. P. Starr.

Lawndale

Supervisor Lewerenz is out enjoying himself with his family somewhere and we hope he is having a good time. Supervisor Roeser, who follows next on vacation has also a secret place where he will spend his time to rest up. There are no fish stories this year.

Wm. H. Hackbart.

Kedzie

Conductor R. Roll is back on the job again after a 30-day leave of absence, sightseeing in the Black Hills. Says he certainly enjoyed the beautiful scenery.

Believe it or not but Conductor W. J. Erwin says there are 8 days in a week.

Conductor J. J. Handley, one of our new trainmen slipped away August 10 and took with him a bride. Congratulations and our good wishes are extended to this adventuring young couple.

Conductor F. Leslie reports the arrival of a dandy 9-pound baby boy born August 9. The stork also visited the home of Conductor J. Reilly leaving a 9-pound baby boy.

Motorman J. F. Ryan deserves creditable mention for acting as a supervisor at a fire at Aberdeen and Van Buren streets. Ryan who happened to be in the near vicinity hearing of the fire dashed over and seeing the cars blocked immediately started rerouting and switching the cars until a supervisor arrived.

We extend our sympathy to Conductor P. Fitzgerald on the sad death of his wife who died August 9 and to Motorman J. Dominick whose wife died August 4th after a long illness.

Supervisor D. J. O'Brien is looking for the $100 prize for saving the life of a four legged Irish terrier.

C. Sonders.

North

Conductor Bernard Olson who passed away suddenly Monday, August 5 was a man beloved by all his fellow workers. He had well over thirty years of exemplary service to his credit and was never known to speak a harsh or thoughtless word to anyone. Barney was a gentleman. We will miss his genial greeting and smile. Interment at Rosehill.

Conductor D. Kelly was married June 8 to Miss Margaret O'Grady, sister of Conductor Mike O'Grady. Mike was best man. Congratulations.

J. Flynn of North Avenue Showing a Good Morning's Catch at Cadillac, Mich.

Conductor Tony Wroblewski announces the arrival of a 7-pound girl July 15.

Conductor George Ritter received a 7-pound boy August 4. Number five for George. Mother and infant doing well.

All the sons of sunburn are returning from their vacations and we will soon be back to normal. That is, if Forbes can get his shoes on shortly and Mickey Harrington gets his head out of the bandages.

C. A. Knautz.

Elston

Have you noticed the smile of contentment Conductor Edward Burnett wears. The reason for that is he has taken unto himself a bride. Congratulations and best wishes, Ed.

Any one desiring a coat of tan see Professor Reinhart who is conducting a class at Oak Street Beach.

Motorman Harry Schroeder has left for his yearly pilgrimage to his ranch in the wilds of

Minnesota. Hope you have a successful trip, Sergeant.

We wish to extend our sympathy to Motorman Oscar Breitenbach who lost his mother recently.

Well, boys, our ancient rivals, North Avenue, have ousted us out of the lead in the witness contest. Let us get busy and produce more witnesses per accident and regain our place at the head of the parade. And in the meanwhile do not forget our standing in the accident prevention and courtesy campaigns.

E.

Noble

Well it has happened at last; Conductor John Harizine has gone to the Old Soldiers' Home. He is now located on Erie Street.

We were all very much shocked to hear of the death of Motorman William Slominski. Mr. Slominski was the board member from this station for some time and was well liked by all. The funeral services were well attended. Our sympathy is extended to the family.

We also extend our sympathy to Motorman W. Rooney in the death of his wife. And to Conductor F. Purelewski whose mother died.

Motorman D. Milbrandt left his car during the evening rush hour on August 22 at 21st street and Ashland avenue to assist an old couple who were both blind. He assisted them to the rear of the car and helped them to board the car. These acts seldom go unnoticed and often help to make many friends.

We want to congratulate Conductor G. Gersch, Motorman W. Sesko and Conductor R. Smith. Messrs. Gersch and Sesko each boast of a son and Smith a daughter. The fathers are doing nicely and we hope the mothers are also.

We extend our sympathy to the families of Motorman F. Ruhe and Motorman E. Domack who died late in June. Both were extra men and were well liked by all.

Our old friend, E. Devine, just can't stay away from Noble. He pays us a visit at least once a week. He says he comes to see Andy, but we wonder.

Supervisor J. Jauman spent his vacation in Ohio with his mother who is 93 years old. He reports having a fine time.

If you want to hear some real fish stories see Conductor T. Smith, he spent a month in northern Wisconsin where there is nothing but big fish.

We extend our welcome to the men who transferred here from Elston. We know they will soon find out that this is by far the better place to work.

Although we lost a part of our garden we still have the best in the system of which we should all be proud.

C. E. DeMoure.

Lincoln

Our receiver, R. Christie, on his vacation last month went to his old home in Canada and while there his parents celebrated their golden wedding with many relatives and friends present. Congratulations and let's hope they both live to enjoy health and happiness and to celebrate their seventy-fifth anniversary.

We also wish to congratulate Mr. H. L. Halcomb who took unto himself a wife, Monday, July 22. Where the happy newly weds spent their honeymoon was not learned.

Conductor George Hollen on Riverview may be a grandfather but believe me he sure had a grand and glorious time at a birthday party August 7 for one of his grandchildren. The children thought him the best playmate at the party. He being the only grandpa there, with four grandchildren, he had to play all their games and was down on his knees, being a horse while the children rode around on him.

Children of Switchman Dominic Demaria Stationed at Fullerton and Lincoln

Many of the boys are still enjoying vacations. Among them Motorman John Callahan is on a long furlough and spending his time at his summer home in Breedenville, Mich., where he is building a new garage. Motorman Schrieberg, who went on a vacation July 27 to Wild Rose, Wis., and returned August 8, tells us he had a wonderful time and saw the State Fish Hatcheries of which later on he will send in some interesting pictures. He spent some of his time with relatives and worked in the fields, which he enjoyed very much. Conductor Nick Fissenick had a wonderful time on his vacation, traveling 2,000 miles, partly in Canada, where, he says, "It ain't hard to get." What he means we have no idea. So you better ask Nick himself. Conductor C. Stock returned after a furlough and says he had a nice time trying out his new Ford. Supervisor Van Dee spent his vacation traveling by machine with his family to Niagara Falls, through Canada and also through Wisconsin, enjoying a very nice trip and tells us Wisconsin is a wonderful place for vacation.

Accidents certainly happen through the carelessness of great many drivers. While the 9-year-old son of Motorman J. C. Snackel was sitting on the steps of a church in Evanston eating an ice cream cone two machines collided and the driver of one machine, a boy 17 years old, lost control of his car and run over the side walk into the boy, severely smashing his leg.

A peculiar accident happened to our Assistant Superintendent Zaage while he was driving in South Bend, Ind. July 23 with his wife. It started to rain and in trying to adjust the wind shield the car started to skid, he lost control and the car went into the ditch. Mr. Zaage bruised his arm but his wife was more severely injured, suffering two broken ribs.

So far so good. I understand we are still at the top in the accident prevention contest, which makes a good showing for the boys. Let's not get all puffed up over this but keep at the top and keep up the good work. But in getting witnesses the boys are getting away behind, which isn't so good, but can be improved if more effort is used. As a rule in asking a passenger or a witness if they saw the accident they generally say no, but if a witness card is handed them, asking for their name and address you are more apt to have better results.

We lost another old time motorman, William E. Heron, who died after an operation and was buried July 20 from Westphal's chapel to Acacia Park Cemetery. He was a charter member of Division 241 and was an executive board member for many years and also served as vice-president of Division 241. Our sincere sympathy is extended to the family.

Conductor S. J. Metzger recently toured the North Shore to Milwaukee after a visit to Fox Lake and had a thrilling day at Fort Sheridan and the Naval Training Station. He expects to make a trip to the Wisconsin Dells later on.

H. Spethman.

Limits

Our chief clerk, Mr. A. S. Hill, and his assistant, Mr. H. Ekeroth, have returned from a trip to Niagara Falls, going over the Canadian route and returning by way of the United States, driving in the former's Essex. Mr. Hill says that the hydro-electric plant both on the Canadian and American side is the finest piece of engineering it has been his privilege to see for some years past, supplying an area of 250 miles radius. He also pointed out that the immediate vicinity of Niagara Falls is given over as much to horticultural pursuits as agricultural.

The wife of Conductor L. Hernet presented him with a 9-pound 9-ounce baby boy August 9th at Jefferson Park Hospital. Mother and baby doing well.

Our cartoonist, Ed Dalasky, welcomed a 7½-pound boy on July 30. Mother and son doing fine. Ed says he expects the boy to be the future cartoonist of the Limits when he grows up.

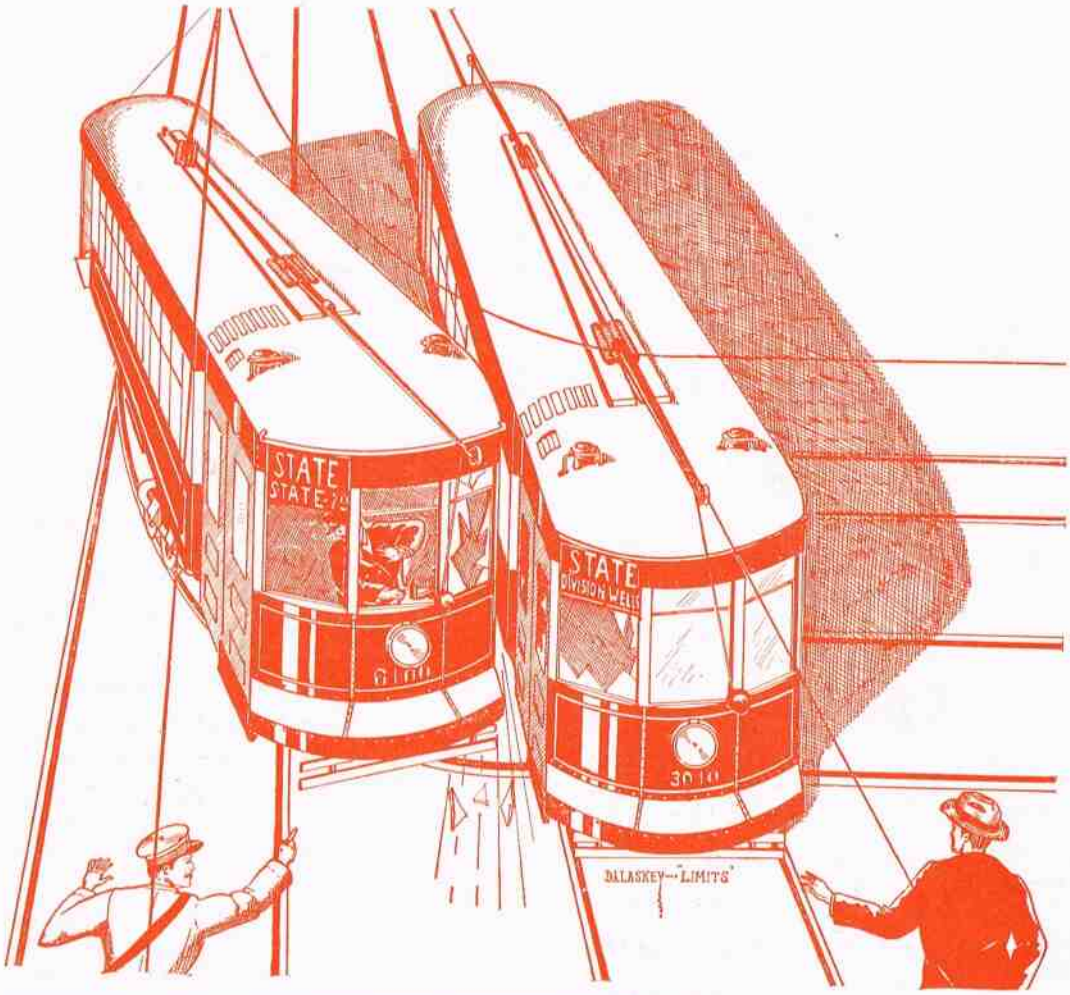
Conductor Geo. Merker with his mother and son, George, Jr., drove to Niagara Falls by way of Canada and returned by way of the United States in his Essex, having a very enjoyable trip.

E. G. Rodgers.

Virginia, Lorraine, the 21-Month-Old Daughter of A. S. Larsen of Devon

A. S. Hill and H. E. Keroth of Limits on Their Vacation

This Motorman Failed to Use Proper Precautions Approaching a Facing Point Switch, and This Accident Was the Result



A Reasonable Plea

Stop and consider before you berate,-
I ask in humanity's name,
I'm betting a dime if he isn't on time,
There's a reason and he's not to blame.
He's as human as you and his pleasures are few,
So treat him as well as you can,
Just hand him a smile every once in a while,
He deserves it, the Street Car Man.

—Kansas City Railwayman.

"Eliza," said a friend of the family to the old colored washerwoman, "have you seen Miss Edith's fiance?"

Eliza pondered for a moment, then bent over the laundry tubs once more. "No, ma'am," she said, "it ain't been in the wash yet."

Some Liquor

Two moonshiners were discussing the merits and strength of their products.

"Ah makes mah licker so strong," declared one, "dat when yo' drinks it, yo' can done smell de cornfield whar dat corn was grown."

"Humph! Nigger, dat ain't nothin'," was the contemptuous comeback. "Ah spilled a few draps of mah licker on mah wife's pansy patch an' dem pansies dun turned tuh tiger lilies, yas, sah."

Professor—"Why don't you answer me?"

Student—"I did, Professor. I shook my head—"

Professor—"But you don't expect me to hear it rattle way up here, do you?"