

SURFACE SERVICE MAGAZINE

VOLUME 6

NOVEMBER, 1929

NUMBER 8



Thanksgiving



WE thank Thee for this place in which we dwell; for the love that unites us; for the peace accorded us this day; for the hope with which we expect the morrow; for the health, the work, the food and the bright skies that make our lives delightful; for our friends in all parts of the earth, and our friendly helpers.

Give us courage and gaiety and the quiet mind. Spare to us our friends, soften to us our enemies. Bless us, if it may be, in all our innocent endeavors. If it may not, give us the strength to encounter that which is to come, that we be brave in peril, constant in tribulation, temperate in wrath, and in all changes of fortune, and down to the gates of death, loyal and loving one to another.

— *Robert Louis Stevenson.*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 6

NOVEMBER, 1929

No. 8

Great Race in Accident Prevention

*Lincoln Still in the Lead But Is Being Pushed Hard by
Seventy-Seventh*

Cumulative February to October, Inc.

			Percent
First Place	Division No. 11, Lincoln		89.50
Second Place	Division No. 3, Seventy-Seventh		88.05
Third Place	Division No. 6, Lawndale & Blue Island		87.93
Fourth Place	Division No. 10, Elston & Noble		87.86
Fifth Place	Division No. 2, Burnside		87.73
Sixth Place	Division No. 9, Division & Armitage		86.00
Seventh Place	Division No. 7, Kedzie		85.48
Eighth Place	Division No. 4, Sixty-Ninth		85.40
Ninth Place	Division No. 1, Cottage Grove		85.15
Tenth Place	Division No. 5, Archer		83.82
Eleventh Place	Division No. 8, North Avenue		81.22
Twelfth Place	Division No. 12, Devon-Limits		81.10
	System Average		85.75

Monthly Record for October, 1929

			Percent
First Place	Division No. 11, Lincoln		94.87
Second Place	Division No. 10, Elston & Noble		92.75
Third Place	Division No. 4, Sixty-Ninth		89.87
Fourth Place	Division No. 1, Cottage Grove		89.73
Fifth Place	Division No. 5, Archer		89.95
Sixth Place	Division No. 3, Seventy-Seventh		88.73
Seventh Place	Division No. 2, Burnside		88.42
Eighth Place	Division No. 7, Kedzie		88.32
Ninth Place	Division No. 6, Lawndale & Blue Island		87.60
Tenth Place	Division No. 9, Division & Armitage		87.53
Eleventh Place	Division No. 12, Devon-Limits		83.11
Twelfth Place	Division No. 8, North Avenue		82.97
	System Average		88.00

By William Pasche,

Supervisor, Accident Prevention

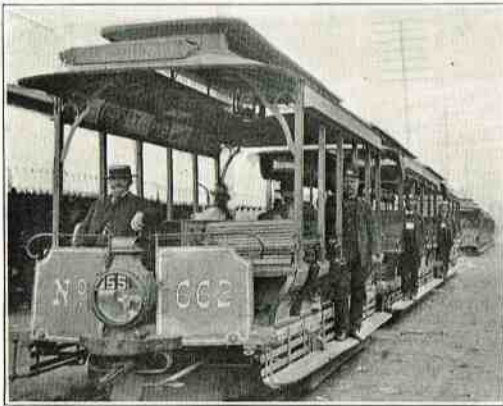
The Superintendent of Transportation, Mr. C. H. Evenson, together with the Supervisor of Accident Prevention have now completed the annual Accident Prevention and Operating meetings. Two meetings were held at each of the sixteen carhouses, all of which were well attended. In fact, the attendance and interest displayed was greater than ever before.

The value of a good working record as thoroughly discussed and explained,

also how important it is for trainmen to be interested in their individual records. We have had this year many trainmen who came to the general office to inquire about their records and asked for an explanation why certain accidents they have had were classified as chargeable. In some of these cases after again going over the matter with the trainman involved the classification was changed from chargeable to non-chargeable, but in others it was necessary from the facts of the case to have them remain as chargeable. In each instance, however,

the trainman was given a satisfactory explanation as to why it was chargeable.

All trainmen should interest themselves to know how accidents which they may have had are finally classified. This information can be obtained from the division superintendent, and then if it is felt that the accident has not been properly classified the trainman should insist that the matter be brought to the Superintendent of Transportation who will again have the case reviewed and finally disposed of.



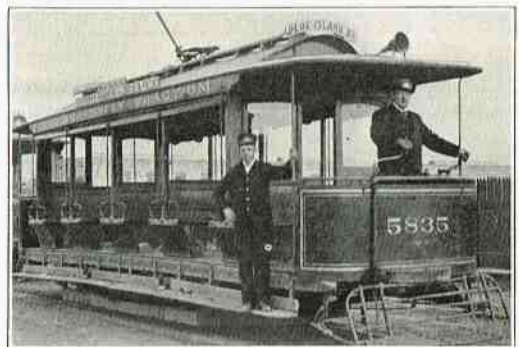
This Photograph Furnished by Starter Eickhorn of the First Division Shows a Grip Car in Charge of Gripman Peter Ohlsen. Motorman Ohlsen, Badge No. 1077, Is Still in Service at Cottage Grove and Entered the Service October 4, 1882.

Mr. Evenson in his talks placed great emphasis on the value of a good service record. He has seen men actually hold their present positions and in many cases men have obtained other jobs because their service records with the Chicago Surface Lines clearly showed that they were conscientious and reliable workers.

Alighting and boarding accidents are at this time showing a very substantial decrease as compared with the figures of 1928. This indicates that conductors are becoming more efficient. Looking out alongside of the car before giving the signal to go will continue to help to reduce this type of accident. When passengers are boarding or alighting it is our job to see to it that they do so safely because a customer is entitled to the greatest degree of care and it is our duty to give it.

Vehicle accidents so far this year are showing an increase over last year and it now begins to look as though the conductors will make a better showing in accident prevention than their front end brethren, the motormen. Is it possible that the very good showing made by Surface Lines motormen during the past two years has caused a let-up on their part and that they are failing to anticipate what the drivers of vehicles are going to do?

In this connection we are reminded of an incident related by one of the Electric Railway delegates to the National Safety Congress which was held at



Conductor Urlaub of Lawndale, Motorman Stolp, Retired, on Their Car in 1905.

Chicago early in October. This delegate had been a motorman and the story he told was an interesting one. He said that when he first went to work for his company as a motorman he was having very many vehicle accidents and it seemed that no matter how hard he tried he just continued to have them. He knew he did not want to have accidents yet they continued to occur. He knew also, that there were many motormen working for his company under the same operating conditions who were not having accidents. He could not understand why this should be so.

One day he was called into the office of the superintendent and told to stop having accidents or leave the employ of the company. This did not fit very well but it did not teach him how to prevent accidents. After this interview with the superintendent he went along for several

weeks and had no trouble, but one morning he did collide with a vehicle. This caused him to wonder and worry whether or not he was going to be allowed to continue as a motorman. He was allowed to work that afternoon and after operating several miles on his first trip after lunch he noticed ahead of him the same condition which had prevailed in the morning when he had an accident. Seeing this condition ahead of him he wondered what he failed to do in the morning that he should do now to prevent a possible accident. Immediately came the thought: "Throw off the power and take the slack out of the breaks—the driver of that vehicle may swing over in front of my car at any time." Action followed the thought, just at that instant

the vehicle did swing in front of his car.

The conductor came to the front of the car and said to him, "Will you ever stop having accidents?" He told the conductor that he fooled him that time; that he did not hit the vehicle but missed him by about six inches.

What was it this man did in the afternoon that he failed to do in the morning under similar circumstances? He had learned to anticipate that the other fellow might do something that would create a dangerous situation and was ready for the emergency. This in a nutshell is the story that tells the cause of accidents. Accidents are generally caused by someone failing to do something right. We must learn to anticipate and expect the other fellow to fail to act as he should.

"A Night At Monte Carlo"

Surface Lines Club Stages a Realistic Session of High Stakes With "Lady Luck"

Millionaires for a night. Broke the next day. That's the way many of our Surface Lines Club members and their friends felt after the big party on October 26. More than \$2,000,000 (stage money) went over the boards in two hours as the result of the participation of more than 400 players at \$5,000 each. At the close of the evening many were glad to own \$40.32, or whatever is the per capita share of national wealth.



Mr. Sullivan and Others Trying to Get Their Money Back on the Jumbo Dice Table.

"A Night at Monte Carlo" was all that was expected of it. The full supply of admission tickets was exhausted long before the party, and there were at least

500 present for the games or the dancing. The hall had much of the atmosphere of that attractive spot on the Mediterranean after which it was named. One hall was the "Prince of Monaco" room and the other the "Grand Casino." A color scheme of orange and black made a pleasing sight. Signs hanging from the awnings warned the patrons that "suicides on the premises would be discouraged" and that "transportation was no



Trying to Charm the Dice.

longer provided for those going broke at the games." There was also a notice that "last trains would leave for Nice and Naples at midnight."

Each guest, on entering, was given a

stack of bills representing "\$5,000." They went then to any of the seven tables where skilled "croupiers" were presiding to explain the operation of each game. It gave a strange thrill to place a \$500 bill (nothing less than \$50) on the table and make a winning play on a ten to one shot. More often, however, the gamble worked the other way and the \$500 bill went to "the house." It seemed as though the best luck prevailed at the Jumbo dice wheels, otherwise known as bird cage, but there were plenty willing to take a chance on roulette, chuck-o-luck, race horses and crap tables.

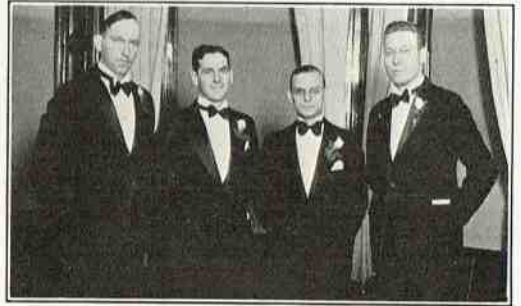


Engineer Wheeler Ballyhooing for Chuck-o-Luck.

The Keystone Syncopators were playing dance music all evening, but the tempting rhythm could scarcely be heard in the din of voices as the patrons shouted with joy or groaned in despair. The only complaint heard was on account of the lack of space around the tables where 400 persons were struggling constantly to secure the 100 places which were near enough to play. It would have taken a hall four times as large to accommodate everyone.

A pleasant surprise of the evening was the first public appearance of "our own" quartette. It was known that we had a glee club in the making, but no news had leaked out about the development of a quartette. During a short lull in the mid-

dle of the evening our four singers walked into the stage looking quite natty in dinner coats, and from the applause which greeted each of the three numbers it was an assured fact that our quartette was ready for any occasion. The



Our Very Tuneful Quartette, French, Gash, Bohlin and Marshall.

members are: R. F. French, first tenor; Charles Gash, second tenor; L. E. Bohlin, baritone, and Joseph Marshall, bass. The accompanist was Mrs. Gash. It is hoped that they will sing again soon and often.

Now as to the prize winners. The biggest money turned in for a gentlemen's prize was \$55,600 by Charles Gottschalk, and for the ladies \$44,100 by Dorothy Deahl. Other ladies taking away prizes were Ruth Ford, Mrs. L. Bartelheim, Margaret Oliver, Bernice Kasbou, Mrs. Oberbillig and Mrs. N. Deutsch. The other lucky men were Bert Brous, Jake Baer, Gus Streeter, Louis Drasga, R. Anderson and Harold Ebeling.

The climax of the evening came unexpectedly. Four husky looking men wearing slouch caps and overcoats pushed their way into the "Grand Casino" and announced that "the house is pulled." They had orders from "headquarters" to stop all gambling and, after dragging President Bohlin from the stage, they saw to it that all games were closed for the night. (Note—It was rumored later that the "raid" was a frameup.) This part of the program ended with the playing of "I'm the Man Who Broke the Bank at Monte Carlo," but the dancing continued for another hour, and all were tired and happy when the evening came to a close.

Tenderfoot—Do you know the scientific name for snoring?

Eagle Scout—Why, no.

Tenderfoot—Sheet music.—Boys' Lite.

Story of Women's Auxiliary

Creditable Showing of the Gentler Sex in Surface Lines Club Life

Following the history of the Men's Club in the magazine last month, it was thought appropriate to publish a short account of the Women's Auxiliary. We must not trail behind the Men's Club.

Our Club so far this year has more than two hundred members to its credit. Our dues are but fifty cents a year and our girls appreciate their advantages, as the Thursday night registry shows. The Auxiliary was started in 1915, the year that saw the beginning of the Men's Club. Its activities have comprised bowling, golf, gymnastics, swimming and tennis. Its budget is not large, but has increased each year to meet the needs.

girls seem to love the fun and comradeship that particular night of the month.

We are allowed the use of the Club House but one day a week, Thursday. Each week finds different groups of ac-



Eleanor, an Important Asset in the Family of Clarence Hosang of the Financial Department.

One feature which seems to be ever popular in the Girls' Club is the series of monthly entertainments, terminating with the banquet and election of officers in April and the installation ceremony in May. We have a quiescent period in the two summer months. Each month one department is designated to entertain all of the other departments in its own original way and many splendid events have been scheduled and carried out. The



A Charming Study of Elaine, Daughter of Conductor W. H. Sauer of Archer.

tivities in progress. This year, bridge has been added to the list. Any girl employed by the company may become a member and may bring guests at any time, but one restriction being made: the use of the swimming pool is for members only. Every President has striven to end her year with many fine things to her credit, and each has succeeded in her individual way, as might be illustrated could the entire history be written here.

Beginning with 1915 the Presidents have been: Antoinette Lindrooth, Julia Smith, Minnie Ulreich, Harriet C. Miller, Lydia Anderson, Agnes V. McCormick, Mildred Humes, Marie Sullivan, Georgia Smith and Virginia Tabb.

The Club Year does not begin until May, four months after the Men's Club year gets under way, so we have not as many events to record at this time as the men have. The first was our installation ceremony, always our prettiest night. Our June Party was a "Gala Affair," as one of the girls aptly expressed

it, and the Glee Club honored us that evening. The "Just Kids" party in September was a lark from beginning to end, and the girls were real children once more. Membership Night in October was altogether memorable and quite different from anything ever before attempted.

The Men's Club, as usual, invited us to all of their large affairs, and girls and boys worked together on jolly committees to insure success. This year we have made it a special point to cooperate to our utmost with their organization, and it has made for harmony. We feel assured of their support at all times when we need it. Our girls all love the home-like Club House, and Mrs. Van Dreese is doing all in her power to make us happy and comfortable.

Girls Celebrate Fourteenth Birthday

The regular monthly meeting of the Women's Auxiliary was held Thursday evening, October 17th, at the Club House. After a short business meeting a novel idea was sponsored and carried out by Mrs. Agnes V. McCormick, Chairman of the Membership Committee, with the help of her assistants, and it was a real membership night.

When the bulletins were posted we discovered that we were invited to the fourteenth Birthday Party of our Club. You know how entranced youngsters are when a birthday party is to be celebrated, and all were just excited children for the nonce.

A short musical program was rendered during the early part of the evening. Miss Marie Kornke gave violin selections, accompanied by Miss Marie Simonson, both of the Financial Department. Miss Margaret Harte, at the piano, assisted Miss June Schoentgen, who sang a solo, and to wind up the program Miss Harte of the Accident Investigation Department recited the following song to music, composed by herself, eulogizing each President of our Club in verse:

I am going to give you the line-up from the start to the present,
Of the S. L. C. Women's Auxiliary Presidents.
A is for Antoinette—trim and decorous,
J is for Julia—who is always before us,
M is for Minnie—so carefree and happy,
H is for Harriet—so perky and so snappy,

L is for Lydia—and she is no shirker,
A is for Agnes—a diligent worker,
M is for Mildred—so calm and sedate;
As well as for Marie—so pretty and so nate,
G is for Georgia—and how we all miss her,
V is for Virginia—a good little mixer.

Twelve tables stood about the hall, each representing a month of the year. If you were a January child, that table invited you to its own particular celebration, and so on down the line. It was a splendid idea and resulted in mixing the crowd generally so that all became better acquainted. A different Birthday Party was planned and carried out at each table and all had a jolly time.

Prizes were awarded to the following girls for each month: January, Lucy Mikota, Mildred Busse; February, Mrs. Marie Benson; March, Florence Ney, Peggy McQuillan; April, May Valentino, Marie Victory; May, Viola Wachtel, E. Williams; June, Edna Karus, Helen Griffin; July, Olive Ericson, Marcella Town; August, Irene McDonough, Rose Valentino; September, Evelyn Andersen, Caroline Spencer; October, Lillian Dempsey, Virginia Tabb; November, Evelyn Scheffner, Laura Valentino; December, Betty Sullivan, Isabelle Lubway.

Prizes for other events were won by Misses Mabel Magnuson, Helen Baar and Agnes Samek.

After the games delicious homemade cake and coffee were served, and to the delight of all the girls a real birthday cake with fourteen candles was brought in. It looked so pretty it seemed "just too bad" to cut it. About a hundred members and guests participated in the evening's entertainment and each one received a piece of the birthday cake.

The Financial Department is promising an unusual and entertaining evening for the Auxiliary on Thursday, November 21st. They will present some one-act plays, which at present are a popular form of amusement. Miss Mabel Magnuson is Chairman for the night, which means that a creditable and interesting performance may be expected.

Mother—"Dorothy you have disobeyed mother by racing around and making all that noise. Now you shan't have that piece of candy."

Father (entering a few minutes later)—"Why so quiet, little one?"

Dorothy—"I've been fined for speedin'."

Courtesy Builds Good Will

One of the Most Important Influences in Creating the Right Kind of Sentiment

The cumulative standing of the sixteen depots in the Courtesy Contest on October 31, 1929, is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1 Lawndale	19	4	8	5	36	5
2 Blue Island ..	15	2	14	1	32	11
3 Archer	41	31	17	12	101	22
4 Lincoln	24	13	12	8	57	14
5 Limits	23	9	10	9	51	15
6 Noble	19	7	9	3	38	5
7 Kedzie	58	27	34	14	133	25
8 North	93	38	26	37	194	28
9 77th	87	36	24	32	179	60
10 Armitage	35	16	11	6	68	11
11 Elston	29	10	6	6	51	8
12 69th	58	35	39	20	152	21
13 Division	35	22	18	9	84	6
14 Devon	73	35	20	20	148	46
15 Cot. Grove ...	68	40	20	11	139	28
16 Burnside	50	24	14	8	96	12
Total	727	349	282	201	1559	317

The total complaint analysis for the same period follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
May ...	153	73	66	43	335	73
June ...	134	60	39	31	264	50
July ...	132	66	69	32	299	36
Aug. ...	113	49	32	28	222	40
Sept. ...	97	32	35	22	186	55
Oct. ...	98	69	41	45	253	62

The following table shows the total number of complaints received for the first six months in the Courtesy Contests of 1927, 1928 and 1929.

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1927 ...850	334	343	256	1783	225	
1928 ...792	373	282	203	1650	300	
1929 ...727	349	282	201	1559	317	

By C. H. Evenson,
Superintendent of Transportation

The greatest advertising medium in the world is the spoken word—what one friend says to another. Every manufacturer and merchant recognizes this fact. The reputations of motor cars, washing machines, radios, and in fact everything that is used are built upon the opinions expressed in friendly conversation.

It is a silent force but as effective in

the long run as a headline on the front page of a metropolitan newspaper.

Too often the trainman fails to take this fact into consideration. His treatment of one individual may not seem important to him in view of the fact that thousands of persons ride his car daily.



Ruth, Daughter of W. W. Hamilton of
Armitage

It is important, however, for what a disgruntled passenger says to his friends and acquaintances, and even to the strangers helps to create that mysterious but tremendously important thing we call public sentiment. Let ten men leave your car at different times feeling that they have been treated discourteously, and you have sent out ten advertising units to tell the world that you are a grouch and that the surface lines organization is inefficient and discourteous.

Unfortunately criticism travels faster than praise. Ten per cent of the trainmen on the Surface Lines, therefore, can create more unfavorable impression than the other ninety per cent can overcome.

The destruction of public good will is the most disastrous thing that can happen to a public transportation agency. The man who is responsible for starting

a number of knockers among our passengers every day is doing more damage than if he were destroying property by careless operation.

If a grocer were to be discourteous and unobliging to ten per cent of the people who came into his store, it would not be long until he would have very few customers. People would be advised by their friends to go elsewhere for their groceries and no amount of newspaper advertising could get them back.

Likewise if we get the reputation of not caring whether or not the public is given good treatment and efficient service, it will not be long until the people will be looking about to find some other local transportation facility.

There is but one rule to follow in dealing with the public, and that is to cultivate courtesy until it becomes second nature. The man who is habitually polite does not need to make an effort to treat passengers as they have a right to expect to be treated.

Another thing to keep in mind is your personal work record. The value of a good service record is too obvious to require comment. If a man has a good record we are prone to give him the benefit of a doubt on any complaint made against him. If his record is bad, it is natural to assume that there is foundation for the complaint.

ARE YOU A "KNOCKER"

Words of Wisdom from "Electric Traction"—What's the Answer?

Do you belong to the grand order of free-style knockers? Do you knock your foreman, the big boss, your company, your town or anything or everything under the high heavens?

Did it ever occur to you that a perpetual knocker is always the man who isn't going any place? Men who are doing things, who are turning the wheels of progress and making this world a better place to live in, have no time for knocking.

To be sure, there is a place for constructive criticism. In fact, this sort of suggestion is always the forerunner of progress and improvement. The type of knocker we have in mind is the fellow

who concentrates his attention on tearing things down and has no time left for anything constructive.

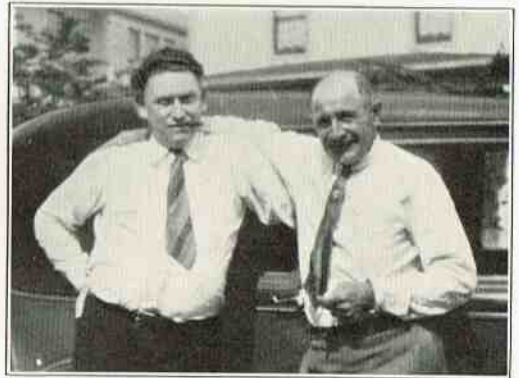
What the world needs is more men who keep knocking for something instead of against it. This type of individual invariably wins out. They constitute the winners, not the whiners.

You remember Noah had to work a long time on the ark. It was uphill business, too, at best, building a boat way out on dry land, while the local Anvil-and-Hammer Club sat around spitting tobacco juice upon his lumber, whittling up his pine boards with their jack knives, and telling him what a fool he was for expecting a big rain in a country that was too dry to grow alfalfa. But he kept at it. Finally, the flood came and every mother's son of the croakers was drowned. This is the only instance we know, in either sacred or profane history, where a bunch of knockers got exactly what was coming to them.—Electric Traction.

REUNION OF "BLOOD RELATIVES"

Frank Zummer and Scott Davis Meet After Several Years of Separation

A few years ago Motorman Frank Zummer was in the hospital in very grave condition. E-Conductor Scott Davis was his conductor at that time. Davis called at the hospital to see Zummer and was informed that Frank was



Ex-Conductor Scott Davis (at left) and Motorman Frank Zummer of North Avenue

very low and that a transfusion was necessary. Davis offered himself for the transfusion, was accepted and gave his blood. This picture was taken in August of this year when Davis came in from Freeport, Ill., where he now lives to visit Zummer. Both men are well and happy as evidenced by the snap.

Keeping 'Em Rolling

The South Division Wins Again—This Time It Is 69th Street Carhouse Carries Off the Honors



For the first time since the first of the year, 69th Street Carhouse takes the lead. Their mileage shows an increase this month of 38.9% over the preceding month, or 45,014 miles per chargeable pull-in, compared with 32,408 last month.

Limits and Archer seem to be having a race as to who will be the first to reach the top. Limits was in fourth place last month and Archer in fifth, and this month they are in second and third places respectively.

North Avenue made a big improvement in its position, moving from twelfth last month to sixth this month, and increasing its mileage 23.6%.

The average mileage for the system shows a decrease of 7.2% over the month of September, and a much better showing is hoped for next month.

Five of the carhouses increased their percentages, as will be shown by the following records:

Rank	Carhouse	Zero Days	Miles Per Pull-in Oct.	Pct. Inc. or Dec.
1	69th Street	11	45,014	38.9
2	Limits	22	32,443	5.5
3	Archer	11	30,155	1.0*
4	Cottage Grove	10	28,169	45.4*
5	77th Street	5	26,614	25.3*
6	North	6	25,525	23.6
7	Armitage	15	23,840	6.3*
8	Blue Island	17	21,590	25.3*
9	Burnside	11	20,971	9.7*
10	Division	12	19,640	16.0*
11	Kedzie	8	18,664	36.6*

12	Devon	8	17,921	27.7
13	Elston	14	16,545	11.9*
14	Lawndale	8	16,350	39.0*
15	Noble	14	12,808	2.2
16	Lincoln	6	12,666	14.8*
		178	22,174	7.2*

*Decrease.

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

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

"Say old man, pardon my curiosity, but I don't understand why you're going around with that thin light coat on, and your beautiful wife bundle in furs."

"I'm plenty warm. Every time I think of the price of those furs I burst out in perspiration."

Surface Cars Still Necessary

New York "Morning World" Disagrees with Mayor Walker on Important Question

The oft-repeated contention that surface lines are "through" in New York City and are doomed to disappear elsewhere is seriously disputed by the New York "Morning World" in a recent editorial. The editorial was prompted by an assertion by Mayor Walker that electric surface cars were "archaic and obsolete."

"In spite of the many handicaps under which they operate," the World says, "the electric surface cars are still a highly important factor in the city's transportation system. The lines, considered as a whole, are far from being obsolete. In fact, they are indispensable. Notwithstanding the growing importance of subways and of bus service, the surface-car lines still carry about 40 per cent of the total traffic in Greater New York. While this condition prevails, any talk of a general discarding of the trolleys is idle. The bus, which is advocated as a substitute, may supplement the surface-car lines, but the time has not yet come when it can supplant them."

"For several years property owners, automobile owners and bus manufacturers have been waging war on the surface car, and their hostility is easily understood. The bus undoubtedly has certain advantages. It is almost noiseless, and that commends it to property owners and to residents along the streets which it serves. When it stops it pulls up to the curb and out of the main line of traffic, and this commends it to the motor-car driver, who is greatly irked by ordinances forbidding him to pass a street car discharging or taking on passengers."

"Yet the advantages are not wholly with the bus. All the year around, in all sorts of weather, the surface car is the more dependable of the two. It is less handicapped by heavy snows and ice-covered pavements. It is more comfortable too to ride on steel rails than over bumpy pavements. For elderly and decrepit persons who are forced to stand in a crowded bus the ride is a rather perilous undertaking. The accident rate

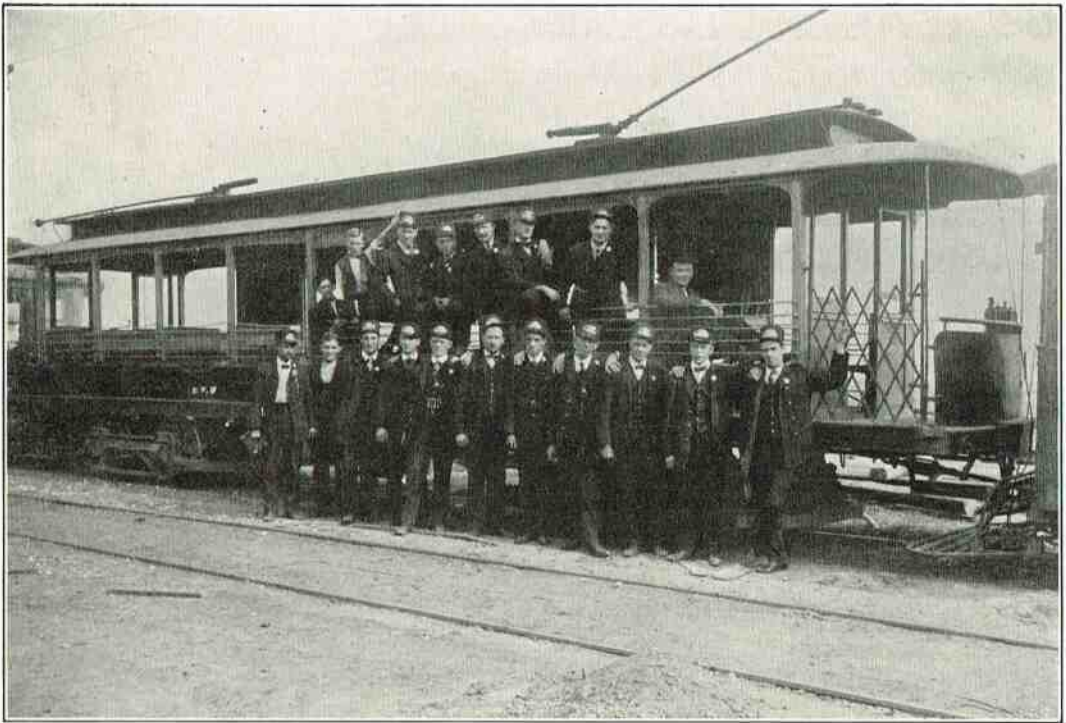
is higher for busses than for trolleys, and the element of safety is of prime importance. Busses have much less carrying capacity than trolley cars, and to carry a given number of passengers will require more busses than cars. If the surface car adds to traffic congestion by stopping in the middle of the street, busses will hardly relieve congestion, because there will be more of them.

"The case for a wholesale substitution of busses for electric cars is therefore unconvincing. Our cities really need both. The surface car has demonstrated its usefulness; it can be made more useful by improvements which will better adapt it to modern conditions. The bus, meantime, has passed beyond the experimental stage. It has come to stay, but not to eliminate other modes of public conveyance. The best method of surface transportation in our cities will provide a combination of trolleys and busses, each being employed in the district to which it is adapted."



Teddy Grycko, Son of Joseph Grycko, Repairman at Lincoln.

"Two cents worth of mixed nuts," said Andy MacPherson to the proprietor of the nut store, "and be sure and put in a couple of cocoanuts."



Way Back Wheners Will Remember When This Car Ran on the Streets of South Chicago 21 Years Ago. The Picture Was Loaned by Robert W. Glassman, 448 E. 71st Street, and Was Taken October 22, 1908, at Burnside Barn

"WATT RIDER'S BROTHER"

A Clever Correspondent Offers Some Suggestions to "Uncle Watt Rider"

Mr. Louis Frost of 3140 Maypole avenue contributed the following to our correspondence, and everyone enjoyed his sly digs at one of our most widely known philosophers "Uncle Watt Rider." We pass it on to the readers of Surface Service:

Chicago, October 17, Chicago Surface Lines, Gentlemen: I am Mr. Watt Rider's brother, and the difference between my brother (Mr. Watt Rider) and myself is that Mr. Watt Rider (my brother) is looking out for the interest of the Street Car Company while I am looking out for the interest of the passengers that ride on the Company's cars. When Mr. Watt Rider (that's my brother) finds fault with some passenger, he makes his complaint to the Company, and a cartoon appears in the car about it but if an employe of the company offends a passenger who has paid his fare to ride on the car no cartoon appears, for the Company is always right and so is my brother (Mr. Watt Rider) whether you're right or not.

Mr. Watt Rider (that's my brother) likes a shower bath but not the kind he gets when somebody spits out of the window. I like a shower bath myself but not the kind that I get if I happen to ride on the front platform and the motorman opens the door and squirts a stream of tobacco juice out on the street and the wind blows half of it back in my eyes.

Mr. Watt Rider doesn't see that, so it would be a good idea if you put a cartoon up in the car so that the motorman and Mr. Watt Rider (my brother) can see it and oblige, yours

Respectfully,

Mr. Watt Rider's Brother.

Beware!

Here is a California rancher's very effective notice:

"Trespassers will be persecuted to the full extent of 2 mean mongrel dogs, which ain't never been overly soshibil with strangers, and 1 dubbed barelt shotgun, which ain't loaded with no sofypillers. Dam if I ain't tired of this hel raisin' on my property."

Small Boy—"Quick, policeman. A man's been beating my father for more than an hour."

Policeman—"Why didn't you call me sooner?"

Small Boy—"Father was getting the best of it until a few minutes ago."

SURFACE SERVICE MAGAZINE

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ACCIDENT PREVENTION

Accident Prevention is one of the most important activities in transportation organizations and the earnestness with which the industry has concentrated upon it is ample evidence of its serious character.

The recent session of the National Safety Congress in this city in which the Electric Railway section was conspicuously active disclosed the progress that has been made in modern preventive practice.

In the not distant past there was a general tendency to rather "trust to luck" to avoid accidents to persons and property. But with the enormous increase in traffic and the consequent congestion of highways it became apparent that there was a great problem to be solved—one demanding the best thought of operating and engineering executives.

An answer seems to have been found in the intensive educational campaign following exhaustive consideration of what might be termed "accident probabilities" of today's traffic movements. Coupled with an analysis of thousands of accidents to determine the cause if possible, there was a careful study of the men involved in accidents.

In some of the eastern cities this investigation of personalities has gone to the extent of inquiries relating to the home life conditions, the financial difficulties, if any, of the employee, as well as a close observation of the individual with reference to his temperament—that is whether easily excitable, good natured or crabbed, and his attitude toward his job.

We have not gone quite that far on the Surface Lines but Mr. Pasche in close co-operation with Superintendent Evenson and the Division Superintendents, has been going over the individual records of the trainmen for a series of years, recording the accident cases charged against an employee, the character of those accidents, and the conditions under which they have occurred as shown by both the car station records and those of the Department of Accident Investigation.

As might have been expected these studies show among other things that the new men have comparatively a larger number of accidents on the average, and that with experience the frequency of accidents is lessened. Some very interesting charts illustrating the results of the relationship between years of service and accident frequency have been prepared and will appear in a later issue of SURFACE SERVICE.

This investigation has brought the Accident Prevention and Transportation executives into much closer touch with the individual trainmen than ever before and has disclosed many interesting facts. It has uncovered and corrected a tendency on the part of certain types of motormen to embarrass rather than help a motorist or truck driver who finds himself in a tight place in a traffic jam, by closing in on the unfortunate motorist until his difficulties are largely increased. It has been found that men who seem to enjoy thus putting some other fellow "in the hole" were involved in an abnormal number of accidents, so that they fell into what has been designated as the "accident prone" class.

One of the most encouraging and satisfactory results of Mr. Pasche's studies has been the development of a keen and intelligent interest on the part of the trainmen who are unfortunate enough to have accidents and who have appreciated the opportunities afforded them to discuss the incidents with their superiors both with reference to how the accidents may have occurred and how similar accidents may be prevented in the future.

Real progress is being made in this very important field of human endeavor.

Good Management Paramount

Vice President Richardson Gives Message to the American Electric Railway Association

In all the discussion of improvement and modernization of electric railway equipment there is a tendency to ignore the paramount importance of good management.

It is essential, of course, that we continue our efforts to design equipment to meet modern requirements of local transportation and that we provide roadbed and other facilities sufficient for the needs of the community. But that is only the beginning. Fine tools are of little value unless they are used skillfully.

When business is falling off and monthly reports show disheartening losses it is easy to place the blame upon lack of proper equipment. It has been demonstrated by many companies, however, that new cars alone do not result in more rides. Coupled with improvement of equipment must be intelligent adjustment of service to demand.

Good management makes the most of its opportunities to improve service, reduce waste and merit public respect, thereby increasing its usefulness while

adding to the net earnings. It analyzes and supervises all departments so that through greater comfort, convenience, speed and courtesy they reflect the public policy of the company. It trains employees for the efficient performance of their individual duties. Not content merely to live from day to day, it looks ahead and follows a well-planned course with definite ends in view.

Courageous leadership brought the electric railways bravely out of the critical situation in which they found themselves following the World War and they are now in better physical condition than ever before. No well-informed person now believes that they are either obsolete or obsolescent. It was a wise policy to emphasize first of all the rehabilitation and modernization of the physical properties.

If the industry is to keep out of the red financially, however, and take its proper place among its more prosperous fellow utilities, it must encourage in every way possible the greatest initiative and vision on the part of the management.—A. E. R. A.

Pleasant Words for Kindly Deeds

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

Miss Ruth Ridgway, 919 E. 78th Street, commends Conductor Arthur L. Jones, Badge No. 8866, Motorman Walter L. Wheeland, Badge No. 13053, and Clerk Joseph O'Connor, all of 77th, for the courteous treatment she received when she called at their depot.

Conductor Adolph Bodlener, Badge No. 456, and Motorman Edward F. Stahle, Badge No. 10057, both of Lincoln, for their various acts of kindness are the recipients of a commendatory letter from Mr. F. Gaherty, Engineer of the Vermont Marble Company, 5535 N. Lincoln Street.

Mrs. G. R. McKay, 4441 Iowa Street, had a heart attack and fainted on the car in charge of Conductor Arthur L. Muir, Badge No. 2448, and Motorman 9705, Louis E. Platt, both of Devon. Motorman Platt drove to the nearest drug store and carried her into it where stimulants were administered. He blocked traffic but a few moments. On the way he found a purse belonging to Mrs. McKay and promptly turned it in where it was recovered by the

owner the following morning. Conductor Muir was commended for keeping a cool head in the midst of this excitement and for his courteous treatment.

Motorman John Kett, Badge No. 7589, of North Avenue, enabled Mr. W. C. Copeland, 740 East 36th Street, to catch his car by stopping and waiting for him. Mr. Copeland was very thankful for his kindness and reports that it was a matter of great importance that he catch Motorman Kett's car.

Motorman John J. Buehler, Badge No. 7239 of 77th, by his courtesy to elderly people and pleasant manner won a letter of commendation from Mr. Richard Nolan, 7657 Lowe Avenue. Mr. Nolan also states that a young woman laden with bundles fell as she was running across the tracks. Her left foot was on the east side of the rail as the car came along but Motorman Buehler was alert and brought his car to a stop preventing a serious accident.

Motorman John P. Anderson, Badge No. 447

of North Avenue, is the subject of a telephoned commendation from Mrs. K. Dodge, 619 N. State Street, for his courtesy.

Motorman Richard W. Traxel, Badge No. 4275 of Devon, held his car unusually long in bad weather for intending passengers. Mrs. Bertha Farrar, 1405 E. 57th St., appreciated his action.

Motorman Alfred Stockwell, Badge No. 2383 of 77th, called out "Be careful, watch out for automobiles!" when several young men were alighting from his car. Mr. Fred W. Maynard, 711 South Boulevard, Oak Park, commended the practice.

Conductor G. L. Kaminski, Badge No. 1516, and Motorman David Johnson, Badge No. 9954, both of Cottage Grove, are warmly commended by Mr. D. A. Gaither, 4937 Michigan Avenue, for their courtesy, kindness, and for their never failing alertness. Mr. Gaither reports that this motorman never passes up a prospective passenger and Conductor Alford always makes sure that the passengers are safely on before giving the signal to go ahead.

Miss Mabel A. Clapp, 140 No. Humphrey Avenue, Oak Park, wrote a commendatory letter in favor of Motorman Thomas R. Lees, Badge No. 893 of North Avenue, for his care for the safety of children crossing the tracks.

Conductor Leonard A. Hernet, Badge No. 12864 of Limits found little Martha Coughlan lost on his car. After he finished work he took her to her mother, Mrs. Mary Coughlan, 1522 Karlov Avenue, who wrote to the general office telling us of the incident.

Mr. C. E. Brandenburg, 810 N. Lawler Avenue, commends Conductor James J. Corbett, Badge No. 12780 of North Avenue, for possessing the qualities of good humor, courtesy and kindness.

Mrs. Grace Schneider, of the Pettibone Milliken Co., 4710 W. Division St., wrote a letter of commendation in favor of Conductor Richard A. Gruh, Badge No. 7810, of North Avenue, for his kindness in escorting her eight-year-old daughter across the tracks every Saturday noon.

Edw. M. Mikkelsen, M. D., 2500 Devon Avenue, reports that Conductor Massie E. Peterson, Badge No. 6632, of Devon, is his idea of an ideal conductor—wide awake, sees conditions at a glance, has a friendly smile and is very courteous.

Mr. H. H. Hilton, Ginn & Company, 2301-2311 Prairie Avenue, commends Conductor Sigfried B. Kurzweil of Burnside, Badge No. 6534, for his courtesy and never-ending patience. Mr. Hilton states that while he was riding on this conductor's car three persons asking for information were treated with exceptional courtesy and given correct information.

Miss Sophie Mitchell, 444 W. 29th Street, left her hand bag on a car in charge of Conductor Timothy Ashe, Badge No. 6494 of 69th. He found it and turned it in to the Lost and Found Department where Miss Mitchell recovered it. Miss Mitchell is very grateful to Conductor Ashe for turning it in and praises his honesty.

Mrs. W. A. Giesicke, 7621 Kingston Avenue,

was driving her car back of the street car in charge of Conductor Joseph H. Bing, Badge No. 5796, of Devon. There was a short delay and when Mrs. Giesicke looked to see the cause of it she saw this conductor helping an old disabled colored lady to the curb. She thinks this was very courteous of the conductor and wrote to the management expressing her views on this commendable incident.

Conductor Frank Claus, Badge No. 5268, of Noble is commended for his courteous manner by Mrs. R. C. Clark, 400 S. Catherine Avenue.

Mr. Ralph Peters of the Allied Mills, Inc., 668 S. Dearborn Street, noticed Conductor Peter D. Thomson, Badge No. 4846, of Devon help an old blind person from his car to the curb. Mr. Peters considered this incident worthy of commendation.

On last Christmas morning Mr. James Darby, 8815 S. Justin Avenue, boarded the car in charge of Conductor Thomas F. Foley, Badge No. 3202, of 69th, and discovered he only had a nickel. Conductor Foley advanced him the fare and gave him a card so that he might reimburse him. Mr. Darby forgot all about this until a few days ago when he discovered the card in his pocket. He promptly forwarded the money and card to the downtown office expressing his appreciation for the kindness of this conductor, and adding: "Better late than never."

Conductor Edwin J. Lynk, Badge No. 1766, of 77th, is commended by Miss Dorothy Johnson, 7901 Indiana Avenue, for his courtesy and kindness in escorting a blind man off of his car and to the sidewalk.

Conductor Fred E. Larson, Badge No. 1486, of 77th, was thanked for advancing fare to one of his passengers who had nothing smaller than a ten dollar bill. This passenger wrote a letter of commendation enclosing the amount of money advanced by Conductor Larson.

Daniel B. Denell, 2248 Lune Avenue, was taken sick while on the car in charge of Conductor James A. Walsh, Badge No. 1484, of Archer. Conductor Walsh took great interest in him and Mr. Denell commends him for his general efficiency, courtesy and kindness.

Conductor Edward M. Mowen, Badge No. 700, of Cottage Grove, had just started his car when a woman attempted to board it. He told her to wait until it made a complete stop. When she boarded he said to her, "Safety First is my motto, it pays the highest interest." He also called the name of every street and intersection very clearly and these incidents attracted the favorable attention of R. W. Humphrey, 3917 Vincennes Avenue.

Conductor Arthur O. Richter, Badge No. 378, of Limits advanced fourteen cents to a "Street Car Patron," who sent in a letter commending this conductor and enclosing the amount of money advanced.

Conductor Allen J. Scanlan, Badge No. 10634, of Devon found a small package of fountain pens on his car and promptly turned it in. Wm. Norton, Secretary and Manager of The Bible Institute Colportage Association of Chicago, 843-45 North Wells Street, had forgotten it and when he called at the lost and found department promptly returned it. He com-

mended Conductor Scanlan for his honesty and suitably rewarded him.

Conductor Erie A. Becker, Badge No. 542, of North Avenue advanced twenty-five cents to L. G. Rasmussen, 3522 N. Lawndale Avenue, when he discovered he had left his money at home and had lost his transfer. Mr. Rasmussen wrote to the general office informing us of this conductor's kindness and courtesy and also reimbursed him for the amount advanced.

W. P. O'Laughlin, 7644 St. Lawrence Avenue, noticed how efficiently Conductor Earl Y. Hitchcock, Badge No. 2932, of Cottage Grove, manager the crowds that boarded his car. He also observed that Motorman Robert J. Hefernan, Badge No. 3853, also of Cottage Grove, handled his car in A-No. 1 style. Mr. O'Laughlin commended them.

Miss Freida Payake, Illinois Women's Athletic Club, 111 E. Pearson St., a stranger in the city, asked and received detailed information how to get to her destination by Conductor Carl M. Timm, Badge No. 12596, of Devon. She considered him very courteous and wrote to the company expressing her appreciation.

Conductor Floyd N. Tedrick, Badge No. 12532, of Devon, is commended by Miss Blanche Wang, 4519 No. Whipple Street, for the conscientious and competent manner in which he dealt with crowds and called street names.

Conductor Ernest F. Kaps, Badge No. 12214, of North Avenue, advanced car fare to Mrs. E. M. Roberts, 2513 N. Nordica Avenue, when she discovered she had only a five dollar bill. Mrs. Roberts sent in a letter of thanks and also enclosed the amount of money which she received from him.

Miss Helen W. Boyden, 4604 N. Racine Avenue, sent in a letter commending the following conductors for their courtesy and kindness in aiding her off and on their cars: Martin O'Connell, Badge No. 1894, Berton H. Tickner, Badge No. 272, Devon, Frank Doogan, Badge No. 11226, of Limits, Roger W. Spain, Badge No. 11238, of Devon, and John J. Wrenn, Badge No. 7896, of Devon.

Conductor Louis Schultz, Badge No. 11224, Blue Island, is praised for his interest in his work, for general efficiency and also for helping aged ladies on and off his car, by Harry Hekr, 3210 Arthington St.

Conductor Frank A. Marshke, Badge No. 10910, of Archer, is the recipient of a letter of commendation from Mr. J. Kendall, 5122 N. Claremont Avenue.

Mr. J. M. Miller, 1620 E. 73rd Street, boarded the car in charge of Conductor Axel W. Peterson, Badge No. 10814, of Burnside, paid his fare with a dollar bill, and went inside the car. A few moments later Conductor Peterson came inside and returned a dollar to Mr. Miller telling him that he had given him two single dollars folded together. Mr. Miller thought this act of honesty worthy of consideration and telephoned to the general office expressing his appreciation.

Conductor Willard Machesney, Badge No. 958, of Devon, is in charge of one of the new

type street cars. Mr. E. Rosa, 751 Wrightwood Avenue, states that this conductor explained to the passengers the manner in which they should pay their fares, in a very interesting and courteous way. Mr. Rosa describes this conductor as courteous, cheerful and kind.

Mr. A. R. Carey, 1355 Bryn Mawr Avenue, writes us stating that Conductor Michael H. Tierney, Badge No. 9880, of 77th, is always notably courteous to his passengers and on several occasions has helped Mr. Carey and his mother off of his car.

Miss Dorothy S. Douglas, 4719 W. Superior Street, recovered her purse containing fifty dollars which she had left on one of our cars. Conductor Francis J. Turpin, Badge No. 8926, of North Avenue, found and turned the purse in to the lost and found department. Miss Douglas wrote to the management expressing her appreciation of the honesty of Conductor Turpin.

Conductor John Donnelly, Badge No. 8834, of 77th, found and turned in six baseball tickets for the world's series games. Mr. F. C. Palmer, 11017 S. Hoyne Avenue, the owner of these tickets, recovered them and as a reward for his honesty Conductor Donnelly was given his choice of a ticket or the price of one. Needless to say, he took the ticket. Mr. Palmer warmly commends this conductor for his honesty and integrity.

Mr. F. H. Rammel, 5252 Agatite Avenue, boarded the car in charge of Conductor Daniel Browne, Badge No. 8780, of Armitage and reported he had left his umbrella on the car ahead. He told Conductor Browne of his misfortune and he told him that if he would meet him at the corner of Milwaukee and Sunnyside Avenue the next day he would be there with the umbrella. The next day Mr. Rammel was at the appointed place and Conductor Browne arrived with the umbrella. Mr. Rammel considers this very courteous of the Conductor and wrote to the downtown office telling us of the incident.

Miss Sophia Beil, 130 N. Wells Street, with an out-of-town friend, boarded the car of Conductor Allan E. Stuart, Badge No. 7822, of Cottage Grove. This conductor helped an old lady on his car and then gave her minute directions as how to reach her destination. Miss Beil considers this very courteous and wishes to commend him.

Miss Mary E. Hand, 1533 E. 73rd Street, recently criticized the operation of the cars on Roosevelt Road. Supervisor Rudolph Miller of Burnside called at her home to talk over the situation with her, and handled the case so tactfully and impressed Miss Hand so much by his courtesy that she wrote to the management telling of her experience.

The Park View Chamber of Commerce, 3619 Irving Park Boulevard, expressed their appreciation of the improvement made at Elston and Irving Park Boulevard, especially commending Mr. Walter M. Kroll, Superintendent of Division No. 10, and Mr. William B. Whitney, Assistant Superintendent of Division No. 10, for their excellent co-operation.

Departments and Divisions

Accident Investigation and Legal

Harry Boness of this department has changed his demeanor recently and now for the reason: He has decided to settle down and stay in nights regularly, and so on October 19 he was united in marriage to Miss Anne Daly at his father's home, 2210 North Lawler Avenue. Harry went out to have his last fling the night before he was married and shot a 236 game for the Accident Investigation Department. (Suggestion: Some of the other boys on that team had better get married.) Best wishes from the boys.

Grace Springer will remember the Roller Skating Party. She attempted to do a duplex—terpsichore step with a certain young gentleman and she forgot the correct "point of contact" so remained home for a couple of days with a sprained ankle.

J. J. Doyle of this department went out to get a stogey not long ago and fell in such a manner that he fractured his right collar bone. Moral: Smoke nothing but Perfecto Hand-mades.

Miss Luella Swanberg will remember her first week with this company for some time. She came in and got acquainted and then retired to the Illinois Central Hospital, where she was operated on for appendicitis. We trust she will have a speedy recovery.

Edward C. Somers of this department was quietly married on October 30, 1929, to Miss Ruth Fennessy and the couple will reside at 2308 West 91st Street. Mr. Somers usually does things and lets other people do the talking, so he has gone and done it before we knew about it. We wish the couple well for the future.

Dr. Percy W. Gill, examining physician for the Department of Accident Investigation, died at the Presbyterian Hospital October 21. Dr. Gill had been doing this work for the companies for many years, having commenced as assistant to Dr. John S. Sweeney when the latter was making examinations for the Chicago City Railway Company. Dr. Gill, although but 48 years of age, had been ill for some time and his death was not unexpected. There was a service held Wednesday evening, October 23, which was attended by his many friends, including a large number of Surface Lines employes, after which the body was taken to Mt. Clement, Michigan for burial.

Blackstone.

Accounting

Christopher Columbus was not the only one who "landed" on October 12. Mrs. Blair Keating, formerly Miss L. Kane of the stenographic department, duplicated this feat and we would like to announce the arrival of an eight pound girl on that date. To the proud parents we extend hearty congratulations.

Miss M. Graetz of the Pay Roll Department has heard the call of "Dan Cupid" and has



Miss Beverly A. Baird, Sister of Helen Baird of the Financial Department, in Her Early Walking Exercise.

left the service to take up that noble profession of "making a home" for Mr. G. H. Preston, Jr.

Miss C. Spencer of the Receipts and Analysis Department was married on September 25 to Mr. C. Mittel and spent their honeymoon motoring in the East.

We wish the new brides many years of happiness.

Misses Alice Mell, Marie Simonsen and Catherine McCormick are new girls in the department. We hope you like us.

T. F. Coan.

Engineering

Fred Acker has a radio which was built by a railroad engineer. It whistles at all stations.

George Francis Johnson of the Track Department is the proud father of a new baby boy. This makes two boys for George, and he is thinking of renting a larger flat to accommodate his fast growing family.

Hallowe'en has passed. Did you see the modern witch riding through the air on a vacuum cleaner?

Johnny Miller, the peppy little foreman in the Central Division of the Track Department, had a nearly serious accident recently. He stopped a paving stone in transit, with his head, and listened to the birds singing for a few minutes. When he recovered he bit a few chunks out of the stone and went back to work.

Michael Korosy, our radio expert, thinks that television may solve the problem and show us what static looks like.

Bill Adams of the Track Department has been confined to his home recently with an attack brought on sometime ago by heat prostration. We hope to see Bill out with us again soon.

Transit.

Electrical

We extend our sympathy to J. O. Shaughnessy in the loss of his beloved mother.

Clarence Mimick injured his knee trying to get his World Series tickets. We found him back at his desk when the opening game was in progress. Hard luck, Clarence!

H. Pardell is now working in one of our

sub-stations. A little advice does no harm. "Have plenty of respect for that 600 volts," for if you should get a shock it multiplies so fast it will feel like a million JOLTS.

Harry Essington has returned from a visit to his parents who live in Escanaba, Mich.

Congratulations to Mr. and Mrs. T. O'Grady are in order for that "Junior" electrician who recently came into the world to help his Daddy in his electrical problems.

Joe Greely has undergone an operation and has been confined to the Edgewater Hospital for the past month. We hope for a speedy recovery.

Rolland Rogers has been seen driving a Chevrolet. Is it possible he has forsaken the Oakland or the Pontiac?

Bill Broderich, chief operator at 42nd and Wabash Sub-station, and a party just returned from a month's tour through Canada by way of the East. Was something on Bill's mind during this trip that he forgot to send cards, or was there something nearer and dearer than this? Well, time will tell.

Jim Smith, chief operator at 20th and Dearborn Sub-station, has been touring through the East, bringing back with him a bag full of the latest jokes and stories hot from the "Broadway" stars. Drop in and ask Jim about it.

On Halloween night Fred Hectus, electrician met with a serious auto accident through which his left foot had to be amputated. He is confined at the Garfield Park Hospital. Visit him and cheer him up. Our sympathy is extended to him.

Harry Lauer is an ardent admirer of the "Hudson" as a real auto. You should see him Sundays driving that new 1930 model.

Ray Callahan and wife spent a few weeks with Mrs. Callahan's folks in Elkhart, Ind.

Ask Charles Kassow of our Market Street buildings for advice regarding married life. Charles signed on the dotted line about three months ago.

Your Club director appreciates the splendid attendance of our department at the "Night in Monte Carlo." A happy and enjoyable time may always be found at the club functions, so don't miss any.

"Billy."

Shops and Equipment—North and West

West Shops. Mr. Charles Ringstrom, blacksmith shop foreman, who has been confined to his home for the past two months on account of illness, is convalescing, and we hope it will not be long until he is back on the job.

Walter Moskwa, armature winder, recently returned from a three months' vacation in Poland. If you don't believe it, take a look at his picture on another page of this magazine.

We hope for a speedy recovery to Herman Krebs, painter, who met with an accident on October 10th, fracturing several ribs.

Kedzie. A new sport has invaded the boys' peaceful siesta during their lunch hour. Unlike the past game of playing cards, they have taken up the art of Self Defense. There is no shortage of promoters here, as everyone (excluding themselves) is trying to match two other fel-

lows. James Solas seems to be the leading contender, as he has accepted all challenges to date. Another man seems to be very mysterious because a number of men have declined to put on the gloves with him. The gang is still hoping some one will accept one of his challenges. Maybe this will be good? Another good bout might be between our executive force, Mr. Martin Jensen, and Mr. William Krueger.

Jane V. McCarthy.

South Shops and Carhouses

John Green of the motor repair department was seen in Marquette Manor inspecting the latest in bungalows. Don't forget the cigars.

We were sorry to learn of the death of the youngest child of Ralph Bolt, tinning department.

Paul Peterson of the machine department is laid up with a broken leg, which he received while at Hudson Lake, Indiana.

After having listened to Amos and Andy's episode on the radio, Jules Grasier decided to visit a Madam Queen and have his finger nails manicured. We wonder if he will sell face cream too.

In celebration of their silver wedding anniversary, fifty friends and relatives gave a surprise party for Mr. and Mrs. Peter Klomhaus. Mr. Klomhaus is employed as painter at the South Shops. The gathering was held at a friend's home, and the couple were presented with a chest of silver. Mr. Klomhaus's mother, who recently celebrated her ninety-second birthday, was a guest.

Arley Smuck of the machine department is taking a three months' vacation to sojourn in Florida for the winter.

Cottage Grove. The boys at Cottage Grove extend their deepest sympathy to Timothy Casey, whose son, John, passed away on October 21st.

Joe Gamen also extends his deepest sympathy to Charley Winzenholler, who has just bought a new Pontiac. Charley says that Studebakers ain't so hot, either. You know, Joe has one, and he thinks the sun rises and sets on it.

Burnside. Well! Well! Well! Do we smoke? Oh—the reason? "Willie" Filson, the Irish Rose, he knows; but we will tell. He looked the girls over in the good old U. S. A., but could not find one to suit him, so he went back to Ireland and got himself a wife, but left her there. Why? Ask Buckley, he knows. Billie, please give the boys the cigars with the green bands on which you brought back from Ireland.

Jim Fitzgerald is looking for a parking space for his Flivver during the winter months. Anyone who knows of a good vacant lot in the vicinity of South Chicago will confer a favor on Jimmy by giving him the location. He prefers one with a good hole in it so that he can bury the machine.

We finally found out the reason that Burnside was such a cold station. The "ICY" tracks run along side of it.

Pete Eckert remarked the other day that it was so healthy in the town he came from, that they had to shoot a man before they could start a graveyard.

We have a talented jazz singer in Tony Lambros. You should hear him sing the "Mop-ping Blues."

James Young, repairman, is on the sick list. The boys all hope to see him back on the job real soon.

77th Street. Mike Scabill is the proud daddy of a baby boy. Congratulations.

H. Quinn reports that he is enjoying married life immensely, and we understand that T. Madigan is drawing very close to that station in life.

69th Street. Bald-headed men take notice! Assistant Day Foreman W. Gerth has been bald for a number of years. He happened to take off his hat the other day and much to our surprise we saw a nice new flock of real hair. How about letting us in on the secret, Bill?

Mike Burke, just got a nice new radio. Mike has been telling the boys that he got 59th and Kedzie on it the other night.

Joe Klimas, Bill Coombs and Louie Little, the Three Musketeers of 69th Street, are seen every Saturday night strutting their stuff at White City Roller Rink. What's the big attraction, boys? J. P. McCauley.

Material and Supplies

We are glad to welcome J. Gillespie back to our fold after a long illness.

Herb Hoyer still remains true to his faithful "Willy Knight Car." From what we hear, Warshawsky is offering a special premium for this car.

The wedding bells rung out recently for Florence Hochleutner of the requisition department and Howard Multerer of the M. & S. department at the South Shops. Florence and Howard wish to take this opportunity of thanking their fellow employees for the beautiful gifts received. We all wish them a happy married life.

Our latest information is to the effect that Danny Dillon has been removed to the Englewood Hospital to have an operation performed. Danny's many friends sure wish him a very speedy recovery. R. E. Buckley.

The Cheerful Liar

You surely know this happy bo!
He deals in pleasant patter;
And though the day be sad or gay
He oozes cheer-up chatter!

We fret and fuss, but this here cuss
He simply fills us full
Of fancy cheer, and quells our fear
With bunk and high-class bull!

Though things may crash and go to smash,
He still hands out his line!
And though we fear the end is near,
He kids—till we feel fine!

A liar? Yes! But we confess
That we are each his debtor!
We cease to sigh, when he comes nigh
And really feel much better!

—Exchange.

Around the Car Stations

Cottage Grove

It is very gratifying to Superintendent C. Cricks and his assistant, H. Hooper, to see the latest returns on the Accident Prevention Contest, Cottage Grove going from ninth to sixth place. They are busy advising the men to be most careful the next two months. "Let's Try. The Christmas rush will soon be here so be extra careful."

The other contests do not show any improvement but by being careful in preventing accidents the gain in the other contests will follow.

Conductor John Murray is back at work after a four months' vacation, spent visiting his brother, Tom, and other relatives in Ireland. John left Chicago in the early part of July and



John Murray of Cottage Grove in His Irish Kilts on a Recent Visit to Ireland.

visited relatives in Massachusetts and New York, then sailed across the ocean, arriving in Ireland at his Old Home Town, Ballygeary, County of Cork, the latter part of July. On his arrival at the depot he was met by a committee of the most influential citizens of the town, headed by the Ballygeary Town Piper's Band, who acted as an escort and paraded for a distance of three miles to his brother's home where a grand reception and banquet had been prepared, which was a great surprise for our John. After several days' visit he was taken for a six-day automobile ride, accompanied by his brother and sister-in-law and a niece. An old time friend, Cornelius Lucy, acted as chauffeur and drove them through the counties of Cork, Limerick, Tipperary, King, W. Meath, Meath, Kildare and Killenny, then back to the

County of Cork, stopping over-night at some of the principal cities and towns en route, including Limerick, Mullingar, Dublin, Killcullen, Castlecomer, Cork, thence back to Macroom. He said he found the country in the midst of prosperity, the farming lands in excellent condition. The electric lighting system installed in the last few years from River Shannon power had made a wonderful improvement all over Ireland. An interesting sight was the Ford tractor plant in Cork, which was formerly the Cork race track. Ford planted it with beautiful trees and shrubbery and erected a large manufacturing plant, employing over 3,000 men,



John Murray White in Ireland Used this Substitute for Surface Lines Cars.

working in three shifts. An accommodating feature of it is a large dining room inside of which is a store where the employes can purchase any eatables they want and tea and coffee or milk, then take it to the tables which seat several hundred men and eat their lunch under pleasant conditions. Another accommodating feature is rack space set aside for the hundreds of men who go back and forth to their work on motorcycles and bicycles. Space does not permit to tell of all the places he visited but he had a most wonderful time and says the trip has prolonged his life another 20 years.

Mrs. Todd and Supervisor G. Todd are back again after spending a pleasant two weeks at Paw Paw, Michigan.

An announcement was made Oct. 24 of the wedding of Miss Mildred Gohn to Wm. Lean Look of Warren, Pa., at the home of the bride's parents, where tables were laid for 20 couples. Miss Gohn is the daughter of Mr. and Mrs. A. F. Gohn, 6418 S. Rockwell St. The honeymoon is being spent visiting relatives in Cleveland, Ohio, and Warren, Pa. Al Gohn, father of the bride, is the popular motorman on 39th Street.

Congratulations are extended to Conductor Berens on the arrival of a baby boy on Oct. 14. Mother and baby doing well, and father is very proud on this latest arrival.

The trainmen are glad to see Motorman F. Luedke working again after a three and one-half months' sickness.

The sympathy of the trainmen is extended

to Motorman Charles Weaver on the death of his wife.

Sympathy is extended to Conductor H. C. Cross on the death of his mother.

Word was recently received of the death of Ex-Starter Earl E. Hewitt at Altoona, Pa. Earl was a popular man in front of the depot some years ago. Sympathy is extended to his immediate family.

J. H. Pickin.

Burnside

Conductor F. J. Conlon and Motorman D. T. Robb have just returned from a trip to the Emerald Isle. Both men reported their Mother country to be more beautiful than ever. Their full rounded smiling faces register a



Conductor and Mrs. M. W. McPhail of Burnside Snapped on Their Farm.

wonderful vacation and they say they feel satisfied to return to work.

On Sept. 20 little Freddie Elliott arrived at the home of Motorman and Mrs. F. E. Elliott. Congratulations. Daddy Elliott says that in a few more years he will be pitching ball for the Cubs. We know they are in need of new players.

Conductor W. H. Schilling, badge 1552, deserves creditable mention in helping to eliminate what might have been a lengthy delay had he not notified the depot and switched several cars. Bill was off duty at the time.

High priced Orangeade (\$6.21) a drink. Ask Red and Otto. They know.

Gus, our day receiver, is willing to offer his services as an auctioneer to any trainmen. Believe it or not boys he sure can fill the bill. Give Him a chance. W.F.

Seventy-Seventh

Fight fans, attention! Here is a true story, read and laugh: Motorman Jack Ready attended a show the other night and one of the attractions was a badger fight. They had some difficulty in obtaining a man to handle the badger, as it was announced it was a very vicious animal. Now Jack being somewhat of a lion tamer, arose to the emergency, jumped upon the stage, spit on his hands, grabbed the rope and hauled the poor badger out of his

box to the embarrassment of Jack and the amusement of the crowd.

Buck Private Casey is still around the depot looking for members who are eligible to join the Wm. J. Nellis Post No. 1489, Veterans of Foreign Wars. Don't forget to attend the dance on Thanksgiving Eve, November 27, at Leo Club house.

On October 6, 1929, the club paid its respect to the memory of our late Superintendent C. E. Jones, who passed away October 6, 1928, by placing a beautiful wreath on his grave in Mt. Greenwood Cemetery as a token of their esteem for this grand old man.

Another good month in youngsters. The new arrivals are: Motorman H. V. Shoemaker, a boy; Motorman F. H. Kieffer, a girl; Conductor J. Henry, a boy; Conductor J. J. Donohue, No. 2, a boy, and Conductor D. T. Sullivan, a boy. Congratulations, boys, may your tribe increase.

Stop, read and think. From now on our depot will carry a large share of the Christmas shopping which means great care operating, plenty of questions and bundles, wide-eyed kids looking for Santa Claus and tired parents praying for a helping hand. Let each and every one extend that helping hand and cheerfully answer question, so that at the close of the Xmas season our passengers will say, "Well Done."

Did you see the new arrangement in the club room. The tables have been rearranged and recovered and are in very fine condition, thereby giving the card tables and gymnasium more room. The new officers and directors got right down to business and it looks like another year of good times for everybody.

It is indeed with regret we state the untimely death of one of our very oldest conductors, Allen MacDonald, who was run down by an auto in the performance of his work.

Now that the new type car has had a workout, they are proclaimed a great success and as the public and trainmen get better acquainted with their operation they will be a greater success. "Some car" is the expression of the boys here.

What happened to the witness contest? Somebody slipped. Yes we did into fifth place. The following conversation occurred between Motorman Peter and Conductor Charlie: Motorman Peter—"When an accident occurs I'll get the witnesses' names while you get the injured party's name." Conductor Charlie—"Good enough for me." No duplication of action here and more witnesses. Any teamwork on your run in an accident?

The past two months have witnessed the passing away of the sister of Assistant Superintendent J. B. Becker, and sister of Motorman J. Godvin. This division extends its profound sympathy in their bereavement.

C. A. Gylling.

Sixty-Ninth

The sudden tragic death of our night clerk, R. E. Wooldridge, has occasioned much grief among his many friends in both office and trainroom. Earl was drowned Sunday, October 6,

1929, while on a hunting trip near Wilmington, Illinois. In his passing those of us associated with him at work have felt the loss of a great and pleasant comradeship and we take this opportunity to once more extend our heartfelt sympathies to the family of our friend.



Floral Tributes from the Associates of Night Clerk R. E. Wooldridge of 69th.

October was the banner month for babies being reported by the following proud papas: J. J. Vandenoever, a 9 pound girl born October 5th; M. W. Walsh, a 7½ pound girl born October 14th; C. H. Luebeck, a 9 pound and 3 ounce girl, "Betty Lou", born on October 14th; J. Janosky, a 7½ pound girl born October 13th; J. F. Hansen, a 6 pound and 7 ounce girl born October 27th; C. A. Reudiger, a 7 pound and 6 ounce boy born October 20th; A. H. Bloomstrand, an 8 pound and 15 ounce girl born October 21; J. J. Manning, an 8 pound boy born October 16th; M. A. O'Connor, a 10 pound boy born October 31; and one we overlooked during August, a 6 pound and 4 ounce boy, Gordon Daniel Teufel, born August 13th, and a 9 pound girl born to Mr. and Mrs. E. G. Bruin during the month. Congratulations to all.

Mr. J. T. Kanton was married to Miss Annette Anskal on October 9th, 1929, and Mr. P. C. Kuchin was married to Miss Elsie Bose on October 26th, 1929. Congratulations.

At 4:14 P. M. October 15th, at 63rd and California Avenue, when the motorman of 63rd street car was up in the doctor's office with an injured man, the following crew, E. F. Gross and J. N. Karlovich, upon their arrival, promptly moved up a car and moved on, others did the same thing with the result there was no blockade and we again thank them for their good work when it was needed.

Sympathies are extended to Conductor M. J. Nolan upon the death of his father and to Motorman J. J. Fitman on the occasion of his mother's death.

W. L. Pence.

Blue Island

Conductor L. Szacik is the proud father of a 12½ lb. baby girl, born on October 19, 1929. Congratulations.

We all wish to extend our sympathy to the following and their families in their recent bereavements: John Bell in the loss of his mother; M. Laban in the loss of his mother; Wm. Murphy in the loss of his mother, and Wm. Schroeder in the loss of his mother.

Our handsome conductor, Arthur Cook, took

on a life partner on Oct. 5, 1929. We all wish you the best of luck, health and happiness.

We all welcome Roy Smythe, Traveling Conductor Supervisor and Joseph Arbeigo, starter, at Leavitt and Blue Island, and wish them both success in their new positions. We also welcome back John Milton, supervisor, who has returned from the Central Division.

The bad weather will soon be here so take it easy, boys, and let's climb up in the Accident Prevention Contest and don't forget the witnesses count also.

C. P. Starr.



This Busy Youngster is Tommy Duffy, Grandson of Motorman George Falsberg of Archer

Kedzie

Conductor Walter Dowling joined the matrimonial ranks September 16. The wedding, a big affair, was celebrated at the Drake Hotel. Honeymoon to New York and from there to different parts of Cuba. Says they had a wonderful trip. We wish you and yours happiness and success.

Motorman J. Horehan stepped off September 13 and took unto himself a bride. Joe has always been shy to the girls and it was a surprise to the boys. Congratulations.

Conductor J. C. Strawbing, one of the old-timers at this depot, died suddenly October 10 from a paralytic stroke. The sympathy of his many friends is extended to the bereaved family.

Motorman H. Wittrup tells us that a stork stopped at his home October 1 and left a baby girl. Congratulations.

Conductor R. Johnston reports the arrival of a baby girl at his home October 10. Daddy and baby doing nicely.

E. Christensen, popular conductor on Van Buren Street, slipped away September 14 and joined the ranks of matrimony. They spent their honeymoon in South Carolina under the Carolina moon. Says it sure was pretty. Congratulations along with lots of luck and success.

Dan Cupid was more than busy October 19, when three of our brave boys, Conductors J. Daly, F. W. Baker and Wm. Twomey, joined the ranks of matrimony. Boys, we wish you lots of success and happiness.

Conductor L. Hilliard announces the arrival

of a dandy baby boy at his home October 22. Congratulations.

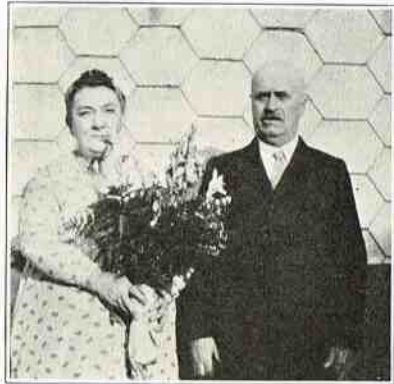
Conductors M. Mulligan and C. Vedder report the arrival of baby girls at their homes October 23. To these proud daddies we extend our congratulations.

We extend our sympathy to Motorman Chas. Richter in the loss of his wife, who died October 2nd.

A new addition to our recreation room is a vibrating machine which not only reduces avordupois but also puts pep into the boys. Our superintendent is more than busy with his sweeper men getting them in trim for snow work.

Motorman C. Sheehan died October 12, after a long illness. His many friends extend their sympathy to the bereaved family.

C. Sonders.



Mrs. and Mr. Charles Winter, Parents of Supervisor William Winter of Division 6, Who Celebrated Their Fiftieth Wedding Anniversary September 28.

Armitage

Motorman Victor Forslund is at home convalescent from an appendix operation.

Committeemen Olsen and McHale are back looking fine after their convention trip. They were accompanied by Conductor E. Homelstad, who stopped off at the convention city.

Conductor Frank Trysko forsook the ranks of bachelorhood the other day and quietly slipped away on a honeymoon.

Motorman Walter (Dusty) Rhoads was injured when the automobile he was riding in turned over on the highway while returning to the city after a hunting trip.

Remember those three important contests: Accident Prevention, Witnesses and Courtesy. We're getting fairly good results, but there's room for improvement.

L. M. O. C.

Elston

The Annual Accident Prevention Meeting held at this depot October 24th, was well attended at both sessions. Very interesting and instructive talks were made by Mr. C. H. Evenson and Mr. W. Pasche namely (Running on Time) and (Accident Prevention).

Conductor P. Krueger reports the addition of a (new fisherman) to his family. Congratu-

lations, Paul, see that he keeps you supplied with bait.

Motorman C. Miller reports an increase in his family, a girl. Congratulations. E.



Frank Barret of Armitage Proves He Is a Good Fisherman. Snapped at Lake Noquaybay, Wisconsin.

Noble

The Accident Prevention meeting held Oct. 22, with the usual fine talks by Mr. Evenson and Mr. Pasche was both interesting and instructive. Several trainmen offered suggestions and Mr. Cook, our board member, gave a short talk. Almost every trainmen attended at least one meeting and some attended both afternoon and evening. If the lesser half of the division (Elston) had not fallen off so much in attendance, Division No. 10 might have set a record. Looks like most of the men who attended the meetings at Elston transferred to Noble.

We extend our sympathy to the family of Motorman J. Trojanowski, who died Oct. 10th. He was one of the few remaining veterans of the horse car and was well liked by all.

Conductor J. Koczorowski passed away Oct. 20. He was also one of our old timers and his jovial smile will be missed. We extend our sympathy to the family.

Conductor C. Danielson spends his laying time at the north end of Elston Ave. window shopping around the jewelry windows. Now we wonder what that means.

Conductor Nygard is giving instructions in voice culture. He has one pupil. Motorman Milbrandt. Anyone interested address the professor at this station. C. DeMoure.

Lincoln

Two of our conductors joined the married men's class in October. N. Harrity was married Oct. 16 and after a reception attended by many friends and relatives the couple went to Canada on their wedding trip. B. S. Studinoki was the other bridegroom. Congratulations to both couples.

Conductor S. Balog has taken a furlough and is taking a trip to Europe.

N. C. Thomason, assistant clerk, has returned from his vacation where he visited his father and other relatives.

Conductor J. E. Jacobs, who underwent an operation, is greatly improved and expects to be back at his work in December.

Since the Edison current has been installed in the station the boys are anxious to hear the new radio and enjoy some good programs during the winter months.

Now that the station has been decorated, repainted and varnished let us hope it remains nice and clean and be given the same treatment as you give your own home where we are sure no one puts a point on their pencils by rubbing them on the walls.

Our station had another Accident Prevention meeting October 18. Mr. Evenson and Mr. Pasche speaking to the boys on Safety First railroading. Our committeemen were also asked to speak and it was a nice meeting, well attended.



"Peggy," Daughter of Conductor E. Paschke of Devon, Taking a Sun Bath

Some of the other stations are working hard to get ahead of us in the Accident contest and with the winter months so near with the snow and sleet, which means slippery rails and streets, the boys must make an extra effort to be careful. There will be more passengers riding during the cold weather and the holiday rush to contend with.

Another accident has happened to one of the south side motormen by stepping between a Lincoln Ave. car and a southside car at 47th and Lake Park Ave., while putting on a trolley. It would be a good habit for a motorman to get into, to always lock his controller when he steps off his car and also when he arrives at the end of the line. H. Spethman.

Limits

Motorman Chas. Elmor died Sept. 30 at his late residence, 4919 Roscoe St. Funeral was Oct. 3 at 10 a.m., from St. Bartholomew's Church, where high mass was celebrated; from thence to St. Joseph's Cemetery. Chas. Elmor had been with the Company for 27 years and severed his relations to operate a garage and automobile agency. He was one of the old State St. motormen when that line ran from Clark and Division to State and Lake only. We deeply regret his demise.

Conductor Christifer Troost died suddenly Oct. 25 and was buried Oct. 28 from Duff's

Chapel, 941 N. State St., from thence to Montrose Cemetery. Conductor Troost was an ex-regular army man, having served in France during the World War with the supply train, and left the service as top sergeant. He was with the Company four years, dying at the age of 45, leaving a widow and two children to whom we extend our heartfelt sympathy. Conductor Troost had the faculty of recounting his many army experiences in a most interesting manner and we shall surely miss him.

Conductor Turkington is at Alexian Bros. Hospital, having had a severe attack of pneumonia but is now on the road to recovery.

Conductor Willie Kane, who, by the way, was recently married, has returned to work, having visited Mayo Bros. Hospital for treatment. We are delighted with his return and compliment him on his healthy, robust appearance which, no doubt, the rest contributed to.

Our clerk, Mr. Poor, is out with his golf clubs making wonderful progress in anticipation of the annual golf tournament in which he expects to participate. E. G. Rodgers.



Frank, the 3-Year-Old Son of Bus Operator A. E. Johnson, and His Pet Poodle

THE TEST OF TACT

There are few more difficult or delicate jobs than the art of getting along with one's fellows.

The man who can rub shoulders with all, maintaining an easy intercourse, pleasing all and offending none, is something of a phenomenon.

Yet the give and take of fellowship is a thing all must learn and practice who wish to make life run smoothly.

It is always easier to be pleasant than to be unpleasant. It takes much less energy to smile than to snarl. It really takes quite a lot of thought to be genuinely nasty to anybody. And is it ever worth it? You'll only get nastiness in return.

You will lose nothing by trying to smooth over an awkward situation.

You may often miss your way in life if you don't try.

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

The cigar stores have discontinued coupons. The new currency is about the same size as former coupons, so watch your step.

SURFACE LINES POST

The American Legion

ARMISTICE DAY

A song for the heroes gone on ahead
To join the hosts of the marching dead;
A song for the souls that could lightly fling
Sweet life away as a little thing,
For the sake of the mighty need of earth,
The need of ages coming to birth.

All praise for the daring God who gave
Heroic souls that could dare the grave,
Praise for the power He laid on youth,
To challenge disaster and die for truth.
What greater gift can the high God give
Than the power to die that the truth may live?
—Edwin Markham.

The Auxiliary attached to the Post is holding a card and bunco party at the Post Club Rooms, 40 South Clark Street, on Thursday, November 21, 1929. A good time is assured. Everybody welcome.

On June 30, 1929, the United States Veterans' Bureau had received 3,688,368 applications for benefits under the World War Adjusted Compensation Act, according to figures obtained from the Bureau by American Legion rehabilitation officials here. Of these applications benefits had been approved in 3,650,093 cases, involving the issuance of Adjusted Service Certificates and cash settlements.

With approximately one million veterans as yet not having applied for the benefits of the act, and the time limit of January 1, 1930, rapidly approaching, the American Legion is broadcasting a warning to veterans generally to get their applications in without further delay.

The Adjusted Compensation Act was amended on May 29, 1928, allowing wives, children, mother and father the benefits of Federal Adjusted Compensation where the veteran is missing for seven years or more. The final date for making claims under this act is January 1, 1930.

The Comptroller General in a decision holds that the claims for the benefits of this act must be made by the next of kin in the order named above, before the expiration of the seven-year period since the disappearance of the veteran. Claims actually submitted after the expiration of the seven-year period are not payable, according to the decision of the Comptroller General.

The American Legion is therefore requesting eligible parties to make claims immediately if the veteran is missing irregardless of the date of his disappearance, so that at the expiration of the seven-year period the claim can be approved by the Veterans' Bureau.

Regular Post meetings are held on the 1st and 3rd Friday of each month, at the Post Club Rooms, 40 South Clark Street. All ex-servicemen are invited.

CLUB SPARKS

The next event on the program of the Surface Lines Club is the annual Christmas Party scheduled for Saturday afternoon and evening, December 21. Tickets will be ready soon for distribution through the various directors and, as usual, the demand is expected to exceed the supply.

The second Roller Skating Party was held at Madison Gardens on the evening of October 14. About 400 were present, including many trainmen, and Mr. Even-son, as Chairman, made everybody feel at home and all reported a good time.

The Glee Club is functioning every Friday evening at the Clubhouse and, inasmuch as those entering late in the season will be far behind in the course of instructions, it is expected that no more entrées will be taken in after another week or so.

NOW YOU ADD ONE

Here reposes
Bill McGee.
He said, "That big bus
Can't crowd me!"

Heave a sigh
For Alfred Stout.
He thought the street
Car would turn out.

A. E. R. A.

Here lies what's left of William Gray
His is a common story—
Insisted on the right of way
And got it—straight to glory!

Speeding auto
Trolley car
Skiddy paymeent—
Gates ajar.

"U Turn" Driver
Took a chance
Now he rests
In one long trance.

Hic jacet taxi cab
Underneath this marble slab
Driver thought he was a wonder
Took wrong track—oh, what a blunder!
Now he's gone to h— and thunder.

GOING AFTER WITNESSES

North Avenue Hangs Onto the Lead With 77th Second, Elston-Noble Dropping Back to Third

It seems quite certain that the system being worked by North Avenue in gathering witnesses is effective because it seems impossible to dislodge them from their leadership in this very interesting contest. The men at 77th who dropped back to fifth place in September took a brace and during October came within a fraction of a percent of having an average of 5. There was a slump at Elston-Noble for some unexplained reason and they moved down a peg, while Burnside which was sixth in September climbed to fourth place. The average for the system, 4.36, was higher than either August or September but not quite up to July when it was carried above 4.00, which is the highest thus far recorded.

Detailed figures follow:

	Oct.	Sept.	Aug.	July
1. North Avenue	6.05	6.28 (1)	6.82 (1)	6.44 (1)
2. 77th Street	4.92	4.39 (5)	4.93 (2)	4.36 (3)
3. Elston-Noble	4.66	5.06 (2)	4.63 (3)	4.81 (2)
4. Burnside	4.44	4.09 (6)	4.44 (5)	4.09 (6)
5. Archer	4.35	4.78 (3)	4.61 (4)	4.12 (5)
6. Cottage Grove	4.34	4.53 (4)	4.13 (6)	4.18 (4)
7. 69th Street	4.30	3.96 (8)	4.09 (8)	3.69 (8)
8. Lawndale-Blue Isl.	4.15	4.06 (7)	4.12 (7)	3.93 (7)
9. Kedzie	3.82	3.83 (9)	3.85 (9)	3.58 (9)
10. Lincoln	3.55	3.67 (11)	3.55 (10)	2.89 (12)
11. Devon-Limits	3.52	3.69 (10)	3.09 (12)	3.04 (10)
12. Armitage-Division	3.46	3.50 (12)	3.47 (11)	3.02 (11)

Aver. for the System	4.36	4.34	4.33	4.01
Diversey Bus	2.00	0.43	0.83	1.40

Dog Given Charge Account

In Luxembourg there lives a brewery manager who owns a dog. This dog has struck up an intimate friendship with his master's gardener, who lives in the suburbs, and who has several times taken his canine friend via street car to his home over night.

Then came a Sunday when the dog suddenly decided he would like to pay the gardener a visit. He went to the street car stop, where he had been accustomed to boarding the trolley with his friend, waited for the right car to come along and climbed aboard, seating himself comfortably and nonchalantly on the front platform. At the end of the line he got out and ran to the gardener's house. In the evening he journeyed home by the same means.

The conductor, who knew both master and gardener, was stumped. He knew that dogs, when they behaved, were not forbidden to ride on the street car; he also knew that he must collect fares for dogs; but what was he to do when the dog traveled alone and could not pay his own fare? In time the street car company solved the problem by opening a charge account for the brewery manager's dog.—Exchange.

A Question of Mileage

Clerk: "This is the finest cigarette lighter on the market, madam."

Young Thing: "It certainly looks cute. How many cigarettes does it light to the gallon?"

A Smile or Two from Everywhere

Well Regulated

"Where's the president of this railroad?" asked the man who called at the general offices.
 "He's down in Washington, attendin' th' session o' some kind uv' an investigatin' committee," replied the office boy.

"Where's the general manager?"

"He's appearin' before th' Interstate Commerce Commission."

"Well, where's the general superintendent?"

"He's at th' meeting of th' Legislature, fightin' some bum new law."

"Where is the head of the legal department?"

"He's in court, trying a suit."

"Then where is the passenger agent?"

"He's explainin' t' th' commercial travelers why we can't reduce th' fare."

"Where is the general freight agent?"

"He's gone out in th' country t' attend a meeting o' th' grange an' tell th' farmers why we ain't got no freight cars."

"Who's running the blame railroad anyway?"

"Th' legislatures and investigators."

Pittsburgh Press.

"So your little boy wasn't really lost?"

"No; we found him under the Sunday paper."

O, tell me, please, for goodness sakes:

Must night fall because day breaks?

Must fleas fly because flies flee?

Must ships have eyes when they go to sea?

Must pens be pushed and pencils lead?

Must there be spring in the ocean bed?

But, most of all, I want an answer,

Is a busy-body a hula dancer?

America has no great cathedrals, but you should see some of the modern bathrooms.

Mose: "What would yo' do ef de Klu Kluxers sent yo' a letter?"

Eph'am: "Boy, Ah'd sho read dat missive on de train!"

Wife—I took the recipe for this cake out of a cook book.

Husband—You did perfectly right. It should never have been put in.

Mrs. Sporty—I've put your dress shirt on the clotheshorse.

Mr. Sporty—What odds did you get?

Let Us Laugh!

It's a short, short life we live here,

So let us laugh while we may,

With a song for every moment

Of the whole bright day.

What's the use of looking gloomy,

Oh what's the good of our tears,

When we know a mummy's had no fun

For the last three thousand years.

I went down by de gas woiks de odder night wid de idee o' pickin myself up a dame. So I cases de chariot up to de edge o' de curb, and give a nifty frail de O, O.

"Howdy, little pansy, blossom," I peeps, "Wot's de dope?"

"Aw, go have a puncture," she pipes up.

"Wanna go for a little gallop?" I chirps.

"How's de gas?" she comes back.

"Plenty," says I.

"Well, step on it," she sings out.

Boy, I ain't been so putrehed since de foist time I wore pajamas.

An old negro preacher was explaining to his congregation the difference between faith and knowledge. "Now, my brethren," he said, "hit's like dis, dars Brudder Johnsing a sitting on de front seat with Sister Johnsing and the five little Johnsing. She knows deys her children, dats knowledge. He believes deys his children, dat's faith."

Ma a la Mode

"There's mother's ashes in the jar on the mantelpiece."

"Oh, so your mother is with the angels?"

"No, sir; she's just too lazy to look for an ash tray."

Min—You said you spent every cent you made on me before we were married.

Andy—I certainly did.

Min—Well, if you could live then without any money, why can't you do it now?

Detective (investigating a murder, speaking to office boy):

"Who arrived first in the morning, Mr. Jones or his partner?"

Office Boy: "Sometimes one, sometimes the other, sir."

Detective: "On what day is Mr. Jones likely to arrive first?"

Office Boy: "Well, sir, to tell the truth, at first he was always last, but later he began to get earlier, 'till at last he was first, but afterwards he got late again, though of late he has been sooner, and after awhile he got behind as he did before. I expect he'll be getting earlier sooner or later, sir."

A psychiatric board was testing the mentality of a negro soldier.

"Do you ever hear voices without being able to tell who is speaking or where the sound comes from?"

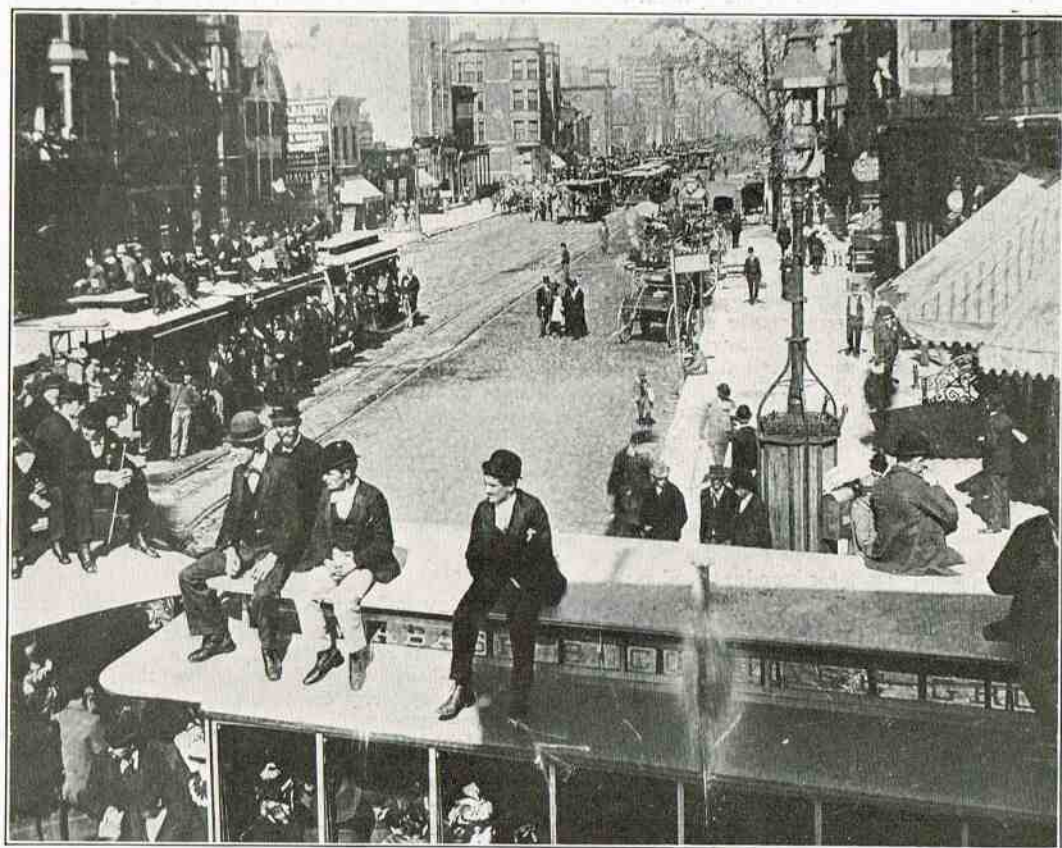
"Yes, suh," answered the negro.

"And when does this occur?"

"When I'se talkin' over de telephone."

Parson: "Does you-all take this man fo' bettah or fo' worse?"

Bride: "Lan' sake, how kin Ah tell so soon?"



Here's a World's Fair Transportation View Taken at 22nd and Wabash. Photograph Supplied by Conductor J. D. Cullen, Badge No. 1130, of the Cottage Grove Station.

