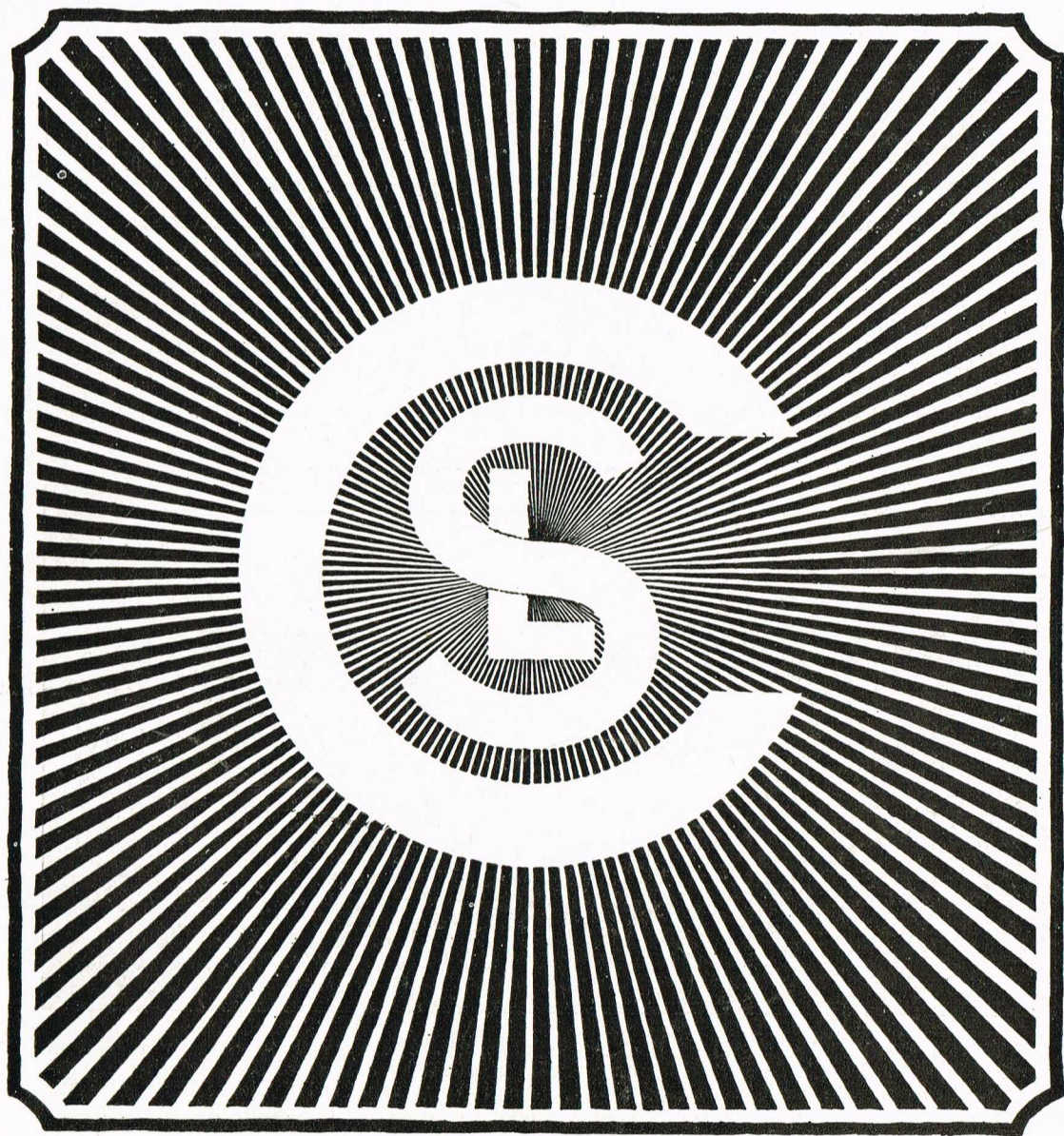


SURFACE SERVICE MAGAZINE

VOLUME 6

JUNE, 1929

NUMBER 3



THE WOODS IN JUNE—VIEW FROM A CAR WINDOW



As proof that one need not necessarily go out of the city to enjoy the woods in all their natural springtime beauty, this scene was taken one and one-half miles inside the city limits, from the North Crawford Avenue Bridge at the north branch of the Chicago river, by Mr. R. J. Duggan, our photographer. It will be remembered that this is where that beautiful stretch of woods begins and follows the winding river banks for many miles, known as a part of the great Cook County Forest Preserves. So attractive are these woods that they have become the favorite rendezvous of artists and lovers of nature. During the winter, the young people come from the country around to enjoy an adventure in skating through the woods for many miles.

TULIP TIME AT INDEPENDENCE PARK



This is a splendid example of landscaping and horticulture, used to develop a Formal Garden in a small park. Beautiful contrasts were obtained by masses of deep coloring exquisitely worked out with the various shades of tulips and evergreens. Independence Park is located on the Irving Park Boulevard car line at the intersection of North Springfield Avenue.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

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No. 3

Elston's Conductor Farmer

A Story of Success Achieved in the Face of Great Difficulties—Substantial Reward

Some time ago the Editor of SURFACE SERVICE stated that he would be interested in publishing the picture and descriptions of homes and gardens belonging to our employes, that might present unusual points of interest. There have been several responses and at this time of the year we naturally expect more. So when we came across Conductor Richard Fischer's farm out in the western part of Park Ridge, we realized that it was a

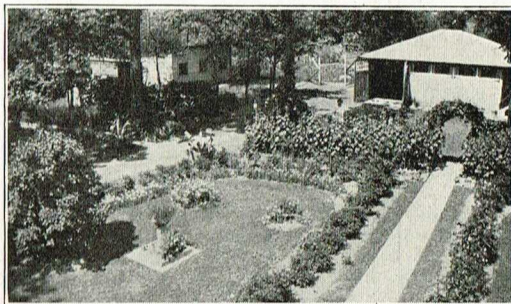
erable distance to the train service. But he moved out there even though he realized what the hardships of traveling back and forth would be during the stormy winter months. From the first he had a firm belief that it would not be very many years before civilization would finally reach his corner. Today fifty-foot lots are being sold across the road for thirteen hundred dollars. His property comprises five and two-thirds acres, or twenty-two fifty-foot lots, valued ten times his original investment, counting its value as a highly cultivated small farm with home and equipment.



Driveway Entrance to Fischer Family Home

good example of what we were looking for.

Ten years ago Conductor Fischer was anxious to get out into the country and



The Fischer Garden

try his hand at farming on a small scale. The ground that suited him was considered far out in those days, with a consid-



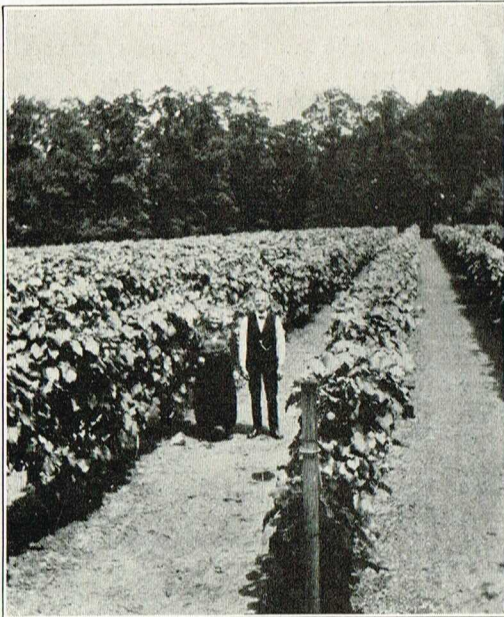
The Fischer Family Group

At present it takes forty minutes for him to report at the Elston Depot traveling by bus and street cars. As a result of using his spare time to the best advantage, he has a remarkable vineyard of several hundred vines which yielded three hundred and fifty large baskets of grapes last year. Besides that he has a large orchard of plum, pear, cherry and apple trees, also large patches of strawberries.



Conductor Fischer's Daughter and Her Children Under the Apple Blossoms

Now if you have not guessed how he manages to get time to do all this, I'll tell you: He picks morning-off runs, has a neighbor do his plowing, and with the help of Mrs. Fischer and the rest of the



Mr. and Mrs. Fischer in Their Vineyard

family, he gets by nicely. Conductor Fischer has worked on the cars for over twenty-two years, and has a reputation for reliability and hospitality that enables him to number his friends on the Northwest Side by the hundreds.

High Crime

"Not a day passes but my wife shows her incompatibility."

"Ain't it a crime th' way women dress these days?"—Pacific Electric Magazine.

GOLF TOURNAMENT

June 28 the Day, Green Valley Country Club the Place

The annual out-door Golf Tournament of the Surface Lines Club will be held on June 28th at the Green Valley Country Club, where it was held last year. Play will commence at noon and there will be a dinner served in the evening. A fee of \$5.00 will be charged for a course fee and the dinner. There will be a charge of \$3.00 for course fee for those who do not stay for the dinner. The handicap will be arrived at in the same manner as it was last year, i. e., based upon a record made on certain holes during the day's play.

It is necessary that we have the names of those who desire to play in this tournament before the date of the tournament as reservations will have to be made. Entry blanks will be sent to members who have taken part in any previous tournament and the names of others will be received with pleasure. It is desired that this tournament be the biggest and best ever held by this company, and it is felt that the date chosen is one which will enable a high proportion of the members to be present. Please send your entries to J. G. Nattinger at 600 Washington Boulevard. This club has good transportation facilities for those who are not able to go out by auto and such information will be furnished with the entry blanks. Please call the attention of all golfing enthusiasts to this matter if you are not interested yourself.

C. H. Evenson,
Dr. D. J. Fanning,
J. G. Nattinger,
Committee.

Monoxide Inquiry Starts June 12

Inquiry by the Public Service Commission into the location of the exhaust pipes on buses and the necessity for adopting a uniform method for heating buses so as to prevent danger to passengers from monoxide gas will be started at a hearing in Albany, N. Y., on June 12. Preliminary to the consideration by the commission, evidence will be taken of rules and regulations governing location of the exhaust pipes and methods of heating buses in cold weather.

Like the Real Thing

*"Kabaray Nite" Furnished All the Conventional Thrills
but Was Not Raided*



Just Before the Festivities Opened

"Kabaray Nite" at the clubhouse has come and gone. All mystery of the past month of preparation was dispelled Saturday evening, May 18, when the "Black Cat Club" opened its doors to receive hundreds of waiting guests. The dignified doorman in green uniform and high silk hat made the announcement and as the curious visitors crowded in, there was revealed for the first time the elaborate decorations of a typical high-class cabaret.

The only bits of "atmosphere" missing were Tex Guinan and a heavy cover charge.

Ceiling lights were dimmed, revealing an attractive color scheme of black and gold with black cats everywhere. Striped awnings covered three sides of the hall, and streamers of black and gold hung from the center of the ceiling to the extreme ends of the auditorium. Colored lights on the outer row of tables added to the attractiveness of the picture. One

hundred tables were placed throughout the hall, leaving only a small space in the center for dancing.

The stage made a striking picture. A new shell had been prepared for the orchestra, and around this were draped heavy velvet curtains. Above the shell was a lighted drum with the words "Black Cat Club," and back of this were long festoons of black and gold.

More "atmosphere" was given by the presence of a number of pretty waitresses, neatly dressed in black and gold. Directors of the club wearing evening clothes brightened by a gold band across the shirt front were busy seating guests until all the tables were occupied. It was truly a brilliant start for an "opening night."

Now for the show itself. The Keystone Serenaders were playing snappy music as the hall was opened, and it was not long before the floor was crowded by a happy throng of club members and

their guests. Practically all the company officials were present with their wives and they too mixed into the gay whirl. Promptly at 9:30 the dancing stopped and Pat O'Day breezed onto the floor to introduce his troupe of Californians—an attractive group of dancing and singing girls who were easy to look at in their striking costumes. Rounds of applause showed that they had made a hit. "Pat" was a show in himself, and he kept the crowd laughing whenever the girls were not occupying the floor. Dance numbers for the guests followed this "episode," and then came another cabaret number. For each act the performers wore different costumes and made a hit with their stunts, whether as single, doubles or sextet, and mixed into the program everywhere was the irrepressible Pat O'Day. Skillful handling of colored lights added to the brilliancy of the pictures. One very effective number was the "powder

puff dance" in the midst of which the performers scattered souvenirs among the guests. Paper caps distributed among the audience also added color to the scene. Light refreshments were served at the tables and the warning notices posted around the hall reminded patrons that the "club management" was co-operating for enforcement of the Volstead act. As a result no raids by federal authorities were necessary and the "club" closed at 12:30 A. M. with no mishaps.

Staging of this "opening night" represented weeks of hard work by a small group of members of the Surface Lines Club and the Women's Auxiliary, to whom the thanks of all members are due. The "heavy work," as usual, was done by John Hewitt and William Schenck, who were responsible for most of the decorating and furnishings. Estimated attendance was about 500.

Pleasant Words for Kindly Deeds

Car Riders Show Their Appreciation of Service Rendered by Our Trainmen

Conductor Julius D. Eskridge, badge No. 916, of Cottage Grove, was warmly commended for the care he exercised in seeing that a passenger was let off at his destination. Conductor Eskridge was relieved before the destination was reached, but gave the necessary instructions to his successor and the passenger was very much pleased.

Miss Georgia Smith of the Public Relations Department commends Conductor Thomas M. Malone, badge No. 9000, of Devon, for assisting her in boarding his car when it started suddenly, and probably prevented an accident.

Conductor Jeremiah Campo, badge No. 8550, of North Avenue, assisted an elderly lady and gentleman, who were physically handicapped, to board his car. This act was observed by Mr. L. J. Pomeroy who wrote a letter commending the management and Conductor Campo for his consideration.

Miss Florence Kimmet, 6942 Hilldale Avenue, reports the gratifying courtesy of Conductor Samuel J. Tarrant, badge No. 8494, of Devon.

Mrs. Charles Dennis, 1214 Astor Street, who is one of the most observant among Surface Lines patrons, has noticed the special efficiency of various employes from time to time and now has written us complimenting Conductor William H. Walter, badge No. 1624, of 77th, Conductor William McConville, badge No. 2490, of Limits, and Conductor John J. Farrell, badge No. 8250, of 77th. She commends them on their honesty as in each case she overpaid them and the change was promptly returned.

Conductor Joseph F. Brady, badge No. 7742, of 77th, was able to furnish some exact information to Miss Cathal O'Byrne of 1923 W. Jackson Blvd., who was a stranger in conductor Brady's southern territory. Miss O'Byrne very much appreciated the kindness and interest of this Surface Lines representative.

Mr. L. G. Cann, 3148 West 63rd Street, wrote thanking Conductor Thomas W. Hanley, badge No. 7370, of 69th, for advancing his fare, and enclosed a quarter which was handed to conductor Hanley with Mr. Cann's compliments.

Lieutenant Volmann of the U. S. Army, residing at 1601 Belle Plaine Ave., sends us a very interesting letter complimenting the Surface Lines in general and Conductor Charles M. Decker, badge No. 7248 in particular. A copy of this letter was sent to Conductor Decker of Devon, who among other things had rendered some assistance to a blind man alighting from his car and escorting him across the tracks and leaving him safe on the sidewalk. This act and his general cheerfulness and courtesy made him conspicuous.

Conductor Thomas J. Hincks, badge No. 6828, of 69th, had some trouble with a lady passenger who attempted to board his car after it started. Inasmuch as this passenger used rather vigorous language another passenger who had witnessed this incident, Mrs. Thomas J. Welsh, 3510 Lowe Avenue, wrote to us advising us of this fact, and gave us an intimation of the occurrence to be used in the event that the lady passenger who seemed to have been at fault



Robert, Son of Joseph Wallenberg of Lawn-dale, in a Tom Mix Pose

should attempt to lodge a complaint against the conductor, who Mrs. Welsh states was very courteous and kept his temper.

Mr. Lawrence Cormann, 6427 South Carpenter Street, was driving behind car No. 6184 in charge of Conductor Frank McNichols, badge No. 6302, of 77th, when it stopped at 91st street. Conductor McNichols assisted a lady carrying a heavy bundle and accompanied by two small children to leave the car and then guided them safely across Vincennes Avenue where the motor traffic was heavy, leaving her and her children safe at the sidewalk. Mr. Cormann considered this act worthy of special commendation.

Miss Elizabeth Johnson of the McVoy Sheet and Tin Plate Co., 1050 W. 36th Street, writes a letter highly complimentary of the Surface Lines and especially Conductor Thomas Petersen, badge 6136, of North Avenue, who operates a Crawford Avenue car and has a great many passengers going to the Municipal Tuberculosis Sanitarium. Miss Johnson has been impressed by the never failing courtesy of Conductor Petersen for his kindness and helpfulness to older people and watchful care of the children boarding or leaving his car. "Last, but not least, say Miss Johnson, he can also furnish quickly and willingly any needed information about transfers and gives the impression that he is happy in serving your patrons."

Mrs. R. A. Krick, of Orland Vista, Florida, who visited Chicago for six weeks, wrote us to say that Conductor Frank Stasehick, badge No. 6024, of Devon, was the most gentlemanly and courteous trainman she has ever met. He was also able to give her consideration in giving her information.

Conductor Harvey A. Rollo, badge No. 5662, of Kedzie Avenue, won a letter of approval from Mr. J. Samuels of 1547 S. Sawyer Street, who was very much impressed by Conductor Rollo's calling the streets and helping his passengers when they were leaving his car.

Mrs. Leo Hohlet, 1856 W. 34th Street, lost

her pocketbook containing money and some treasured trinkets when a passenger on one of our Ashland Avenue cars in charge of Conductor Lawrence Pawlek, badge No. 5638, of Noble. She was delighted when she found that the purse has been turned in to the Lost and Found Department and it was restored within a comparatively short time. Mrs. Kohlet left a reward with the clerk of the station and also wrote a letter of warm appreciation.

Mr. C. N. Ashe of 700 W. Division street wrote us a complimentary letter based on the character of the service rendered by Conductor Harry Kelk, badge No. 5044, of Division. He had noted particularly the assistance rendered a blind lady passenger accompanied by three small children. When she reached her destination she and the children were conducted safely to the curb.

Conductor Ernst E. Johnson, badge No. 3226, of 69th, advanced the fare for one of his passengers, who had lost his transfer and happened to be without change. This passenger, Mr. Logg, of 1230 E. 47th Street, was very appreciative of this act and forwarded the necessary change with his thanks.

Mrs. M. Farrell of 7042 S. Michigan Avenue was profuse in her thanks to Conductor Edward T. Quinlan, badge No. 3200, of 77th, who turned in her pocketbook containing \$113.41 and other valuables.

Conductor William D. Koczorowski, badge No. 2788, of Armitage, won the friendly interest of Mr. J. E. Smith of 589 E. Illinois Street to whom he was particularly careful in furnishing instructions that would enable Mr. Smith to complete his journey.

Reverend F. J. Lloyd, 64 W. Randolph Street, like many others, has informed us that Conductor Myron W. Ayers, badge No. 6294, is a model conductor. Reverend Lloyd noticed particularly Conductor Ayer's method of announcing streets and helping women and children passengers, and his unfailing patience.

Conductor William C. Daughs, badge No. 2574, of Archer, is commended by Mr. W. B. Holmes, 11123 South Park Avenue, for carrying the suit case and helping a colored lady passenger who was on crutches when she left his car.

Mr. A. Palladino of the McCoy Hotel writes us that although he has been in Chicago only a short time he has been much impressed by the politeness of our conductors, especially Conductor Walter R. Erdman, badge No. 2098 of North Avenue. Mr. Palladino found himself miles from his destination and was directed so carefully by Conductor Erdman that he later on reached his destination without difficulty.

Conductor William Stenzel, badge No. 1634, of Cottage Grove was helpful to a lady passenger, stranger in the city, with a heavy suit case and hand bag, and Miss Blanche Haseltine, 2738 Pine Grove Avenue, who witnessed the incident commended him highly as a worthy representative of the company.

Mrs. H. Dehn, 732 N. La Salle Street, telephoned her thanks for the satisfactory adjustment of a transfer misunderstanding by Conductor Joseph H. Schober, badge No. 13216 of North Avenue.

Conductor John C. Drees, badge No. 12802

of Lincoln, is thanked for his interest in and assistance to a lady passenger of advanced years by Mrs. Alice E. Walker of 40 East Oak Apartments, who commended particularly on his gentle and considerate treatment.

Mr. R. F. Fr... Assistant Engineer, Chicago & Eastern Railway Co., 6600 South Union Avenue, commends conductor William D. Youts, badge No. 12734 of 77th, for the clearness for which he calls his car stops and for the exactness with which he furnishes information to inquiring passengers. Conductor Youts is the subject of a letter from Mrs. Ruth Stricker, 7514 Oglesby Avenue, who reports that her little girl, age 6, became confused while on his car and was unable to give the name of her street. Conductor Youts took her to the end of the line and having learned her name located the family telephone and secured the necessary information to deliver the little one at her destination.

Conductor Joseph M. Eppich, badge No. 12284 of 77th, discovered a lady motorist with a flat tire at 79th and Western Avenue, while taking his fall-back. The lady, Mrs. Katherine Lynn, 7607 Hermitage Avenue, states that Conductor Eppich volunteered to assist her, which he did most efficiently, changed her tire and saw her rolling on her way.

She wrote a letter of sincere thanks which was transmitted to Conductor Eppich.

Dr. Anna Dwyer, 1121 South State Street, commends conductor George L. Heansley, badge No. 12268, of Cottage Grove, for his pleasant attitude in the discharge of his duties.

Mr. Albert J. Collins of the Commonwealth Edison Company witnessed an argument between Conductor Harry L. Prussat, badge No. 11966, of Lincoln, and a passenger with a three-hour old transfer, advised us that the conductor was very polite and handled the situation with considerable tact and firmness.

Mr. C. C. Cloyd, of 6226 University Avenue, a representative of the Illinois Central System, inclosed a dime in reimbursement to Conductor Martin O'Shea, badge No. 11576, of 77th, who had advanced the fare when Mr. Cloyd chanced to find himself without change. Mr. Cloyd was very complimentary.

Conductor Lester W. Starkey, badge No. 11524 of Division, in promptly returning an overpayment of fare made by Miss Esther K. Gay, 5767 Wentworth Avenue, made a very favorable impression on this passenger who wrote us to commend him for his honesty and courtesy.

Mr. Jack Wilson, of 6136 South Kenneth Avenue, commends Conductor Thomas D. Redmond, badge No. 11234, of Kedzie, for advancing his fare and made reimbursement in a letter of commendation and appreciation.

Conductor Jack H. Young, badge No. 11068, of Archer, was commended by Mr. John Hucko, of 6213 Greenwood Avenue, and the Surface Lines in general on the courtesy displayed in his assistance of an elderly lady who was traveling in a strange neighborhood. In one instance he went into the car and called the special attention of the passenger that she had arrived at her destination and had failed to hear him call the street.

Mrs. Frahm commends Conductor Ewart G. Hill, badge No. 10688, of Kedzie, for promptly

calling her attention to the fact that she handed him a five dollar bill instead of a one dollar bill as she thought.

Mr. P. J. O'Keeffe, with an office in the Century Building, commends Joseph J. Sheil, conductor, badge No. 10128, of Archer, for holding his car to enable a young working girl to catch it and seemed to be glad to have been of assistance.

Mrs. Louise Clausen, 2036 Birchwood Avenue, comments on the courtesy of Conductor Michael H. Tierney, badge No. 9880, of 77th, when he was obliged to inform her that she would not be permitted to board the car with her dog, which was on a leash. She was disappointed at the information, but recognized the firm and considerate manner in which the regulation was explained to her.

Motorman John Dogvin, badge No. 11983, of 77th, makes it a practice to call the streets just as the conductor does. This attracted the attention of Mr. A. M. Allen, of 123 West Madison Street, who wrote a letter commending the motorman for this practice and also for the completeness with which he answered inquiries, and for the consideration he showed passengers crossing in front of his car in the crowded downtown section.

Motorman Walter H. Gerke, badge No. 11381, of Armitage, was praised by Mr. F. A. McMorrow, 224 Clinton Street, whom he observed on the run carrying a hand bag. Mr. McMorrow thinks he would have missed his train if Motorman Gerke had not waited for him.

Motorman Albert L. Russell, badge No. 10735, of Devon, was commended by Mr. R. Marshall of Peck & Hills Furniture Company, Wabash & 14th Street, for his skill in preventing an accident when an intoxicated driver cut in front of his car at 53rd and Wentworth Avenue.

Motorman Ferry O. Hallin, badge No. 8341, of Devon, because of his consideration for an old lady passenger, was thanked by Mr. J. Esler, of 5434 Glenwood Avenue.

Mr. Richard R. Buckley, of 6131 Rhodes Avenue, comments on the skill of Motorman Richard F. Whalen, badge No. 7961, of 69th, when he avoided what seemed to be a certain collision between a truck and his car at 63rd and Greenwood. He also commended Motorman Whalen for refraining from giving the truck driver a "bawling out."

Mr. Harry Birch, of 845 South Wabash Avenue, calls the management's attention to the efficiency of Motorman Otto H. R. Hildebrandt, badge No. 6983, of Devon. In addition to marked courtesy to all of his passengers he showed special care in the case of a child who was about to run in front of his car after having alighted when the traffic was heavy from the opposite direction.

Mr. R. O. Howard, of 542 South Dearborn Street, compliments Motorman John R. Harris, badge No. 1203, of Devon, for skill in avoiding an accident when a truck crossed the tracks without lessening speed.

Motorman Frank P. Altman, badge No. 1183, of Cottage Grove, was careful in stopping his car at a base where street repairs were being made in order that his passengers might have a safe landing place. This was made the object

of a commendatory letter by Mr. William Laube, 6045 South Ashland Avenue.

Miss F. Frank was taken ill on one of our cars on 14th Street and received special consideration from Motorman Edward J. Wiss, badge No. 1009, of Blue Island, and when she recovered she wrote, giving the motorman her sincere thanks.

Miss Mary Welch, of 7303 Harvard Avenue, commends Motorman Charles R. Hill, badge No. 943, of 77th, for keeping his temper under exceedingly trying circumstances.

Mr. H. Korey, of the Lawn-Manor Community Center, 6641 Troy Street, for advancing his fare thanks Conductor Thomas F. Wynne, badge No. 14374, of Kedzie, when he had only a large bill in his pocket. He comments on the cheerfulness of the conductor in extending this courtesy to him.

Conductor John Stoklasa, badge No. 14038, of Blue Island, by assisting two blind persons at a very busy intersection won the attention of Mr. Roland V. Libonati, 100 North LaSalle Street, who wrote a very pleasant commendatory letter describing the incident.

Mr. George E. Smith, of 2166 Warner Avenue praises Conductor Ernest F. Krefft, badge No. 13584, of Elston, for his distinctly calling the name of the streets and for his assistance pleasantly rendered in helping passenger board and alight from his car.

LOOKING BACK FORTY YEARS

Conductor M. J. Reilly, Badge 6260, of Devon, Recalls the Days of Open Cars

When a conductor, forty years in the service, looks back and ponders over the many things that have happened during that time, he gets a great "kick" out of his experience.



Conductor M. J. Reilly

I entered the service the seventh day of April, 1889, and was assigned to the Limits Station. The Clark St. and Wells St. cable cars ran out of that station as well as the State St., Halsted St. and Ev-

anston Ave. horse car lines. The grip car pulled a train of three cars in the rush trips and one car when not so busy. In the summer time we operated open cars and had to collect fares on a side running board. When we had rainy weather the water from the car roof trickled down our necks. In those days conductors had to be always on the look-out for passing wagons. Several of our men met with serious accidents by being brushed off the running boards by teamsters driving too close to the cars. In the winter time, without vestibules or protection from the severe weather, we had to wear real overcoats and the gripmen had to wear skin coats to keep from freezing.

Then we worked from ten and one-half to twelve and one-half hours a day. In those days a "miss" was a tragedy. The one who missed was placed at the bottom of the extra list, behind the man that was hired the day before. Very few men missed, needless to say. We were often obliged to stay all night with our cars on account of the cable rope breaking. We received from \$1.50 to \$2.25 for a day's work. One of the big improvements in the operation of cars today, as I see it, over the old times is, when a man in those days was "called in" for an infraction of the rules, it went pretty hard with him. Today, if your name appears on the list to see your Division Superintendent or his assistant, you are given good, sound advice and are shown the greatest consideration. With our present wages and hours, with comfortable cars to work on, I often wonder what the young men in our service today would do if they had to work under the conditions of the old pioneering days.

M. J. Reilly, Devon Depot.

Floyd Frank Hurt

Floyd Frank, Assistant Division Superintendent, Archer Depot, was quite painfully injured on the morning of May 27th. Mr. Frank had been sprinkling the lawn at the rear of his home and accidentally stepped on the edge of the catch basin cover which turned with him allowing him to fall part way through. He was given immediate medical aid by Dr. Tillotson and rushed to the Auburn Park Hospital where six stitches were required to close the cut.

It was feared at the time that he might be seriously and permanently injured but he was able to leave the hospital on June 5th.

Elston-Noble Takes the Lead

Lawndale-Blue Island Dangerously Close Second—Seventy-Seventh Furnishes Surprise

Standing of Divisions—February to April Inclusive

			Percent
First Place	Division No. 10, Elston-Noble	87.808	
Second Place	Division No. 6, Lawndale-Blue Island.....	87.580	
Third Place	Division No. 3, 77th	87.075	
Fourth Place	Division No. 11, Lincoln	86.342	
Fifth Place	Division No. 2, Burnside	86.254	
Sixth Place	Division No. 9, Division-Armitage	83.712	
Seventh Place	Division No. 1, Cottage Grove.....	82.446	
Eighth Place	Division No. 4, 69th	80.722	
Ninth Place	Division No. 7, Kedzie	80.656	
Tenth Place	Division No. 12, Devon-Limits	79.211	
Eleventh Place	Division No. 5, Archer	75.976	
Twelfth Place	Division No. 8, North Ave.	73.038	

Standing of Divisions—April

First Place	Division No. 10, Elston-Noble	91.960
Second Place	Division No. 6, Lawndale-Blue Island.....	89.559
Third Place	Division No. 3, 77th	86.662
Fourth Place	Division No. 9, Division-Armitage	86.367
Fifth Place	Division No. 5, Archer	84.286
Sixth Place	Division No. 8, North Ave.	83.609
Seventh Place	Division No. 2, Burnside	83.456
Eighth Place	Division No. 7, Kedzie	83.440
Ninth Place	Division No. 1, Cottage Grove.....	83.112
Tenth Place	Division No. 11, Lincoln	82.500
Eleventh Place	Division No. 4, 69th	82.022
Twelfth Place	Division No. 12, Devon-Limits	80.402

By WM. PASCHE
Supervisor, Accident Prevention

At the close of the third month of the Contest we find that there has been a change in the standings of the leading Divisions.

Elston-Noble, Division No. 10, by its extremely good showing during the month of April, has moved up from fifth to first place and Lincoln, Division No. 11, has dropped from first to fourth place, Burnside, Division No. 2, from second to fifth place, and Lawndale-Blue Island, Division No. 6, has moved up from third to second. 77th, Division No. 3, by its continued good work, has moved up from fourth to third place. The net result of the Contest at this time shows that the three leading Divisions are separated by less than one point and that any

one of the first five may be leading at the close of the month.

At this time there is a considerable increase in the total number of accidents as compared with the same period in 1928. There is, however, one good feature in the report at this time which shows a decrease and that is Alighting and Boarding accidents. The downward trend of this class of accident is very pleasing, especially after last year's result when there was a considerable increase in Alighting and Boarding accidents. We do notice, however, that there is an increase in Blind Cases in connection with rear end accidents. Failure to report an accident is, to say the least, inexcusable and the Division in which it occurs is penalized in the Accident Prevention Contest. Some complaints have reached the General Office which state

that the complainant was dragged several feet and the car number is also given and yet no report was made of the accident.

Motormen are not scoring the decreases in front end accidents for this period as compared with the same period in 1928, but have shown steady increases in all except two classes. The two classes which show slight decreases are Persons Struck by Cars and Brushed from Step.

Vehicle Collisions show an increase of 12.18%. This indicates that the same care which was exercised a year ago is not being exercised at this time. Motormen must anticipate that vehicles will cut out of intersecting streets and pull away from the curb. Sounding the gong several times in each block will help, but just sounding the gong when a vehicle is pulling toward the track is not enough. At such times it is also necessary to apply the air to take some slack out of the brake rigging. If motormen will do this we are sure that many accidents can be prevented because then they are ready to stop with just a little further application of air.

Collisions between cars are showing an increase of 25% and Thrown in Car by Sudden Start or Stop also shows an increase of 31.46%. This latter class of accident is brought about by what is termed "rough" operation. Many accidents in this class occur at intersections controlled by Stop and Go signals and happen when the car is started on the tail end of the green light and has just traveled two or three feet when the amber or orange light flashes. We find that when this happens some motormen are inclined to just throw the air handle over into the emergency position and this results in the so-called "Stonewall" stop, causing passengers to lose their balance and fall. When starting a car it should be so started that it is possible to stop without jerking standing passengers off their feet when emergencies arise.

When we think about Alighting accidents we sometimes forget that passengers alight from street cars from both the front and rear end of the car. At such times we think only in terms of the conductor, holding him responsible for all alighting accidents. A day's riding on

Chicago street cars will change this thought and we begin to understand that motormen may sometimes be responsible for Alighting accidents.

The writer rides streets cars for several hours almost every day and tries to observe what practices are being followed by passengers, pedestrians and drivers of vehicles, also the practice of both the motorman and conductor on whose car he may be riding. On Wednesday, May 15th, I rode westbound on a Van Buren St. car. In the seat ahead of me were two laborers who had shovels. When the car reached Halsted St., both of these men alighted by the front exit door. The first alighted while the car was standing, but when the second one was on the step the car was started by the motorman and when the front end of the car was between the curb and northbound Halsted St. tracks a third male passenger was allowed to alight while the car was moving. As we approached Ashland Blvd., the traffic light was green for east and westbound traffic. At this point another male passenger was permitted to alight without the car having been brought to a stop. On the same day while riding north on a Crawford Ave. car a short, stocky gray-headed man was allowed to alight while the car was moving at Van Buren St. Both of these motormen were spoken to and cautioned. In each of these incidents it was possible for two things to happen—the passenger might have fallen or been struck by a passing vehicle.

The interest of individual trainmen in the classification of their accidents continues and we are hoping that many more will come to the General Office to inquire about their records. Mr. Evenson and his assistants are always pleased to show trainmen their records and explain why an accident was charged and also where it is found that a mistake has been made to have the same corrected.

Coroner Bundesen Tosses a Bouquet to Surface Lines Trainmen

President Blair who is deeply interested in our accident prevention activities was much pleased to receive a letter from Coroner Bundesen commenting on

the record made by the trainmen during the accident prevention contest of 1928. Here is the Coroner's communication: Mr. Henry A. Blair, President, Chicago Surface Lines.

My dear Mr. Blair: It was with great pleasure and satisfaction that I read your statement which appeared in a recent issue of a morning paper, and I wish to take this means of congratulating all of the trainmen in your employ on the magnificent record they have made.

As Coroner, I am vitally interested in the saving of human lives, and I feel that the record of the Chicago Surface Lines is worthy of commendation.

Too often are we prone to criticize, but seldom do we take the time to compliment those who are doing good work in the performance of their daily tasks. For that reason, therefore, I have written this letter.

With kind regards, I am

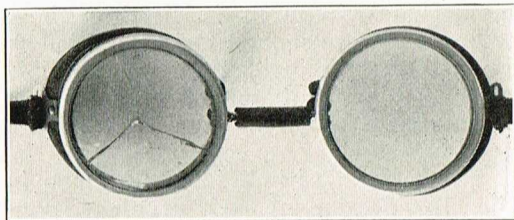
Very truly yours,

Herman N. Bundesen,
Coroner.

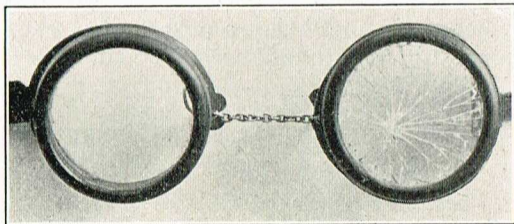
GOGGLES SAVE EYES

Three More Cases in Which Injuries or Loss of Eyes Were Prevented

Chief Engineer Fleming has sent to the Editor of Surface Service three pairs of goggles each with a fractured lens, but with the comforting news that the men who wore these protective devices escaped injury.

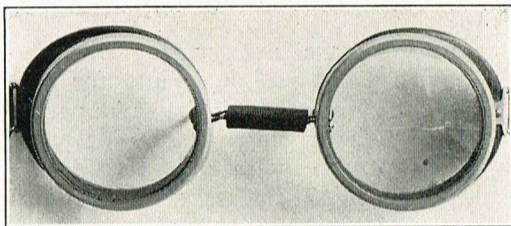


The first lucky man, Z. Vincenzo, was working at Milwaukee Avenue and Sacramento Boulevard on May 10, when a chip from a granite block struck and



cracked one of the lenses. It can easily be imagined what would have happened

to his eye if he had not been wearing his goggles.



The next workman whose wisdom in wearing his goggles was proven is J. Gerk, who on May 22, was working with a gang at Clark Street north Lawrence Avenue. In his case a piece of concrete was driven with great force against his goggles and as is usually the case a glass was shattered but his eye was saved.

The third lucky employee is M. Britovich who was working on 63d Street west of Rockwell on May 27. In his case a fragment of steel was the flying missile but again the eye was protected.

Here were three cases—granite, concrete and steel, and any one of them would undoubtedly have ruined the sight of the workman but for the presence of the protective glasses. These demonstrations of the importance of wearing goggles was not lost on the companions of these three men. As a matter of fact the activity of the various foremen in the track gangs has resulted in much greater care in wearing the goggles for protection.

In Wonderland

"Will you please drive off the track?" asked the motorman.

The truck driver promptly pulled to one side.

"Thank you, ever so much," added the motorman with a smile.

"You're very welcome," responded the truck driver, "but you must pardon my seeming carelessness; I had no idea your car was so near."

Aisle Say So

The best dispositions will raisele,
When you follow this every day staisle,
Just get on a car,
Don't move very far,
But block up the rear of the aisle.

—W. H. Figg.

"Your case," said the doctor, "is chronic; I think what you need is a tonic."

"All right, doctor dear, What's the matter with beer?"

"Nay, nay," said the doc, "that's Tentonic."

Strong for Accident Prevention

International President Mahon Tells Why Organized Labor Is for Safety First

In a recent issue of "Union Leader" President Mahon of the International explained the interest of organized labor in Safety activities. It is probably much like what he would have said at our Safety Banquet if he could have been present. Among other things he said:

"Some little time ago I received a letter from a gentleman who was inclined to criticise me because I had been advocating and taking part in the Safety First movement. In the course of my correspondence with this gentleman, I referred to the records of our Association and pointed out to him what was actually happening to the street railway men of America every year, year in and year out, and the importance, as I see it, of advocating and promoting, wherever possible, Safety First, for we all know that the most important thing to all in the end is human life, something that we cannot restore and, therefore, something that we should not lightly take away.

"In the course of this discussion he stated he believed it would be better if I would pay more attention to the cause of temperance among the workers, which he felt was more important than any other line of Safety First. In arguing this case with the gentleman I produced the records from our Association for four years, showing just what was happening and the importance of Safety First. We pay death and disability benefits to our membership. Each two years we report the number of death and disability cases that have occurred in the past two years and give the cause for each and every one of them as they are taken from the records when these claims come in to the General Office. . . .

"The total for two years, 1926 and 1927, of death and disability cases was one hundred and sixty-five (165). The total number of deaths and disabilities for the years 1924 and 1925 was one hundred and sixty-eight (168). During the years 1926 and 1927 there were two deaths from excessive alcoholism. This shows that within the four (4) years from the membership of this organization there were three hundred and thirty-three (333) deaths and disabilities to men in this occupation while performing their duty as workers, and there have been two (2) deaths reported from excessive alcoholism. I will leave the reader to judge for himself which is the most important.

"I agree that the promotion of temperance is an important proposition, but when it comes to the real facts the promotion of Safety First stands out above all other questions so far as protecting the welfare of the worker is concerned. The records show that we have lowered these deaths and disabilities to the extent of three (3) in 1927, as compared with 1925.

If we can cut that amount down one-half or one-third, or if we can save but one human life, it is worthy of the effort, and therefore, Safety First is the proposition that calls on all of us engaged in this or any other industry to do our utmost to prevent accidents, injuries and death to the worker.

"These records show that from the financial end of it it is costing this organization hundreds of dollars every year to relieve the families of those that are killed and to assist those that have been injured and caused to be totally disabled from ever following this occupation again.

"There are many things that enter into the promotion of Safety First, such as shorter hours of labor, good wages and proper treatment from the employer. On the other side, it calls for caution, care and good judgment on the part of the workers. It is a question that affects all of us, whether we are employees or employers. If we are interested, and I think we all are, in promoting better conditions in life, we are surely all interested in the question of promoting Safety First wherever it is possible to do it."

THE LAST LAUGH

A philosopher once said that the only thing we learn from experience is that we learn nothing from experience!

We ought to, the lesson has been preached often enough.

About fifty years ago a young man spent all his time tinkering 'round with electricity. He was trying to make a machine that would talk. Everyone laughed at him. People called him a "crank" and a "quack." No one knows the names of those self-satisfied critics. They are forgotten—laughed out of existence. For that young man was Thomas Edison.

Years later, another young man spent all his time trying to make a carriage that would travel by means of a motor. He was laughed at too. He also was called a "crank." Now he does the laughing. For his name is Henry Ford.

They laughed at Wilbur Wright when he said he could fly—but he flew. They laughed at Marconi—but he laughed last.

What the short-sighted critics forget is that a man rarely succeeds by success. He succeeds far more often by failure. They confuse the failure of an experiment with the failure of the idea that led to the experiment.

Don't be afraid of trying and never mind those shallow-pated people who laugh at you for trying. Remember Edison and Ford, and get on with your job.

The world's judgment has been proved over and over again to be mighty shallow, and it rarely remembers that no man ever achieved anything worth while without serving a long apprenticeship of difficulty.—Submitted by J. D. Newton, West Shops.

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

FLORAL ACTIVITY

Last year the gardens and flower-boxes which did so much to improve the appearance of Surface Lines properties created much public interest and resulted in many complimentary letters. Having discovered what might be done in the way of beautification, the flower lovers evidently determined to make the season of 1929 memorable. Seedsmen, florists and nurserymen have been drawn upon freely for material of the finest quality; the flower boxes have been overhauled and redecorated; hundreds of pounds of fertilizer have been spread on the garden plots and enthusiasts with spade and rake have busied themselves in preparing available spaces for the flower harvest.

It was noticed last year that the improvement in the appearance of Surface Lines properties by the floral displays brought about an immediate and noticeable reaction in the surrounding vicinity. Residents of near-by properties devoted themselves to the cultivation of lawns and flower-beds on their own premises, streets were kept clear of scattered paper and rubbish and there was a marked and distinct raising of the standard of neighborhood orderliness and neatness.

It will be interesting to see how much further the influence of our floral displays may go. It is unfortunate that two of the most attractively developed gardens are so located as to be cut off from public view. It has been suggested several times that the removal of the wooden fence at the Noble Car Station and the substitution of a cyclone wire would give the public an opportunity to see a display that is not excelled in any

of the parks. It may be that Mr. Fleming and his Building Department will find some way of making this substitution in the interests of public enjoyment and neighborhood beautification.

A HAPPY "FARMER"

If there be satisfaction in accomplishment, then Mr. Richard Fischer, a conductor at Elston Avenue, must be a happy and contented man. SURFACE SERVICE is glad this month to record Conductor Fischer's success in acquiring for himself and his family a farm and home that must be a source of pride and enjoyment to all of them.

Enterprises of this sort are not easily carried to completion. It takes a lot of character, determination, self-denial, and pure grit to bring such an ambitious plan to a successful conclusion.

"Farmer" Fischer has had the satisfaction of seeing the city spread out over what was once an unattractive area of uncultivated, uncared for land until it is now almost at his door. Besides having his investment double and double and double again in value, he has the pleasure of more attractive surroundings for his comfortable home—a beautiful garden of old-fashioned flowers, an orchard and a vineyard yielding a bountiful crop of grapes.

Credit for the success of the venture he generously shares with the members of his family and those who have been glad to co-operate with him in providing what really is a "show-place" in one of the most attractive of Chicago's suburban localities.

Soft Tires for Motor Coaches In Illinois

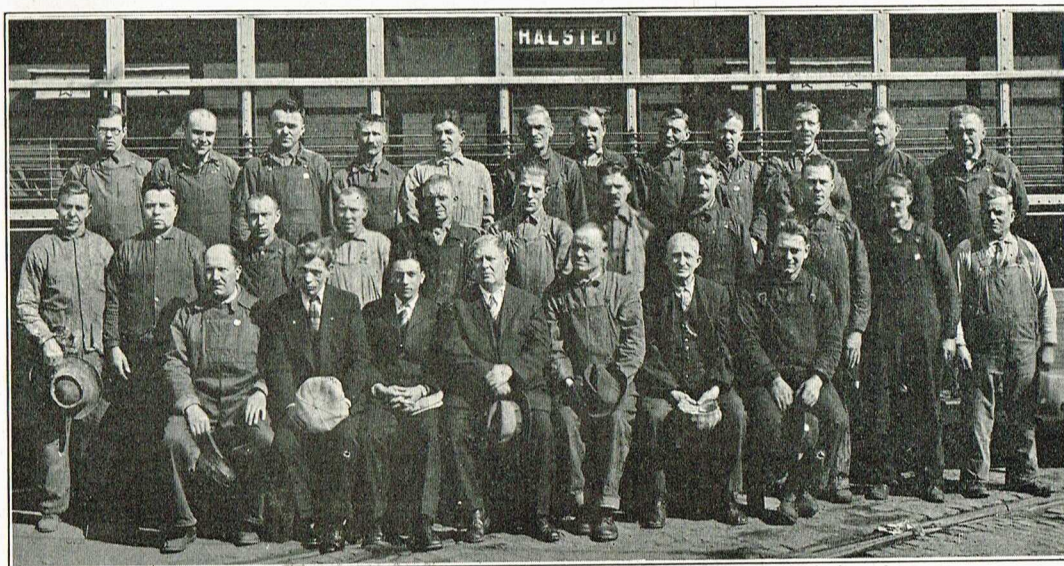
Equipment of all motor buses operating on Illinois roads with pneumatic tires will be made compulsory after July 1, 1931, if Governor Emmerson signs the bill recently passed.

A similar measure was killed two years ago. The new ruling provides that all vehicles in the state, regularly carrying seven or more passengers, must discard their hard tires.

"Hard tires on buses are tearing the street pavements in Chicago to pieces, Representative Rategan claimed. "More than that, they are shawing down the plastering and doing untold damage to homes along the thoroughfares where they operate."

Keeping 'Em Rolling

*Limits Leads with 48,683 Miles—Seventy-Seventh Is Second
and Archer Third—North Jumps*



The Limits Winning Crew

Day Foreman, George Chamberlin; Day Assistant Foreman, Ernest Gustafson; Stock Clerk, Joseph A. Nardiello; Day Oiler, Larry Buyle; Day Repairmen, Tim Dwyer, Ignas Paulauski, Louis Verstraete, Pete Irwin, H. F. Hayden, Stanley Solak, Wm. Teichner, Stanley Golembki, Nick Schweig, Louis Matich, John Pielia, Ed Verbiest and Tony Lagerstedt; Night Repairman, Frank Reyewski; Night Watchman, Mike Kressler; Day Car Placers, John Grant and Gust John; Day Cleaners, Joseph Kaypust, John Warchol, John Vrobel, Steve Dykinga, Andrew Andrewopolis, Lawrence Gawlik, Mike Gitts and Wm. Jackusak; Transportation Office Janitor, Tony Cirrencone.

At the top of the list this month is Limits Carhouse, which brings the Blue Flag all the way from Burnside, last month's winner. The Flag has flown in the South Division for the past four months, and the line-up this month shows 77th Street in second place, Archer third, 69th Street fourth, Burnside fifth, and Cottage Grove sixth, which looks very promising for the South Side carhouses.

An increase of 58.7 per cent over last month was made by the leader, and they operated their cars 48,683 miles per pull-in due to equipment failures, and twenty-four days without a pull-in gives Limits the record for zero days also.

The biggest jump of the month was made by North Avenue Carhouse, from 14th position last month to 7th this month. They increased their mileage 112 per cent, the greatest of the month.

The following are the individual records:

Rank	Carhouse	Miles		
		Zero Days	Per Pull	Pct. Inc or Dec.
1	Limits	24	48,683	58.7
2	77th Street	12	39,716	16.1
3	Archer	14	39,590	24.6

4	69th Street	6	36,346	37.6
5	Burnside	16	35,292	39.1*
6	Cottage Grove	8	28,640	5.2
7	North	8	21,518	112.0
8	Division	11	21,275	17.8*
9	Kedzie	11	19,541	43.9
10	Blue Island	14	19,161	78.1
11	Armitage	8	17,479	26.7
12	Elston	11	13,860	11.9
13	Devon	5	12,349	37.3*
14	Lawndale	9	12,067	18.6
15	Lincoln	1	7,599	3.2
16	Noble	2	3,993	32.4*
		160	18,529	16.2

*Decrease.

Twelve of the sixteen carhouses increased their mileage over the preceding month. The average mileage for the system was 18,529, an increase of 16.2 per cent over March.

A Wise Bird

"Tain't no use to me, boss," said the negro elevator man to the book agent. "Ah don't need no book—Ah knows a heap mo' now than Ah gets paid fo'."—Selected.

More Honors for the Sixth

Lawndale and Blue Island Finish One, Two in the Courtesy Contest, Lincoln Third

At the close of the second Courtesy contest which ended April 30, 1929, we find the same two depots in first and second place. Lawndale, winner of the First Courtesy Contest, is the winner in the contest just concluded. Blue Island, ranking second in the first contest, finishes second this year also. Both of these depots constitute the Sixth Division and the Sixth Division was also the winner of the Accident Prevention contest. When a man is courteous he is careful and when he is careful he can not help being courteous.

Lincoln Depot finishes in third place. Limits Depot is fourth, but its sister depot, Devon, finishes up in last place. Archer Depot is fifth, with Elston and Noble comprising the Tenth Division, right together in sixth and seventh places. 69th is eighth, and Armitage is ninth. These nine depots each carried more passengers per complaint than the average for the system. The balance of the depots (seven) were below the general average of passengers per complaint.

In the contest just closed there were 96 more chargeable complaints than last year. Following is the yearly comparison and the reason:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1927-28	1668	831	618	529	3646	552
1928-29	1630	1074	525	513	3742	658

The sore spot is plainly indicated. Discourtesy shows a decrease of 38 for the year; transfer complaints of decrease of 93; quick starting a decrease of 16, but passing up shows a heavy increase of 243, or an average increase of 20 per month, and all found to be justified and chargeable. Complaints not found to be entirely true and justified are not considered in figuring the standing in the contest. Starting out the third year, by knowing just where we slipped in the contest just concluded, we should concentrate to cut down this failure to provide regular, dependable service.

Following is the cumulative standing

at the end of April 1929, the last month in the second contest:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
1 Lawndale	37	24	16	7	84	9
2 Blue Is.	37	13	14	12	76	14
3 Lincoln	59	32	23	23	137	25
4 Limits	53	35	20	10	118	23
5 Archer	125	96	41	46	308	49
6 Elston	55	16	17	20	108	16
7 Noble	42	23	19	6	90	10
8 69th	129	82	46	57	314	57
9 Armitage	72	36	28	12	148	24
10 Kedzie	136	114	49	54	353	58
11 North Ave.	209	157	56	85	507	69
12 77th	219	146	57	64	486	92
13 Division	91	62	36	33	222	34
14 Cot. Gr.	114	85	44	29	272	57
15 Burnside	85	44	25	22	176	45
16 Devon	167	109	34	33	343	76
Total	1630	1074	525	513	3742	658

The analysis per month from May 1st, 1928 to April 30, 1929, is as follows:

	Disc.	P. U.	Trans.	Q. S.	Total	Cmd.
May, 1928	133	63	64	35	295	51
June	139	69	36	26	270	54
July	131	44	39	31	245	42
August	129	53	60	27	269	40
September	103	54	43	32	232	52
October	157	90	40	52	339	61
November	111	102	41	43	297	16
December	143	101	38	35	317	81
January, 1929	162	190	49	73	474	51
February	141	147	38	57	383	59
March	132	80	39	62	313	78
April	149	81	38	40	308	73
Total	1630	1074	525	513	3742	658

Again at the start of the third Courtesy Contest, let us briefly explain the method used in finding the standing of each depot.

The total number of passengers carried on all the lines operating out of a depot for a month divided by the total number of complaints found to be justified and charged to that depot for the same month is the yardstick by which all are judged. For instance, during the twelve months ending April 30, 1929:

1 Lawndale	carried 997,066 passengers for each complaint
2 Blue Is.	carried 885,974 passengers for each complaint
3 Lincoln	carried 554,226 passengers for each complaint
4 Limits	carried 509,098 passengers for each complaint

5 Archer	carried 497,481 passengers for each complaint
6 Elston	carried 477,441 passengers for each complaint
7 Noble	carried 465,284 passengers for each complaint
8 69th	carried 453,633 passengers for each complaint
9 Armitage	carried 448,507 passengers for each complaint
10 Kedzie	carried 430,302 passengers for each complaint
11 North	carried 425,099 passengers for each complaint
12 77th	carried 363,608 passengers for each complaint
13 Division	carried 342,902 passengers for each complaint
14 Cot. Grove	carried 333,114 passengers for each complaint
15 Burnside	carried 332,147 passengers for each complaint
16 Devon	carried 331,327 passengers for each complaint

The average for the entire system was 434,405 passengers for each complaint.

It can readily be seen that Lawndale, the winner, came very close to carrying one million passengers for each chargeable complaint. It can be done. Which depot will have earned that distinction at the close of the contest now just getting under way?

The position of each depot for each of the twelve months in the contest just closed is shown in the following chart:

	1929				1928							
	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	May
Lawn.	1	1	1	1	1	1	1	2	2	2	2	6
Blue Is.	2	2	2	2	2	2	2	1	1	1	1	2
Lincoln	3	3	3	4	4	9	10	9	9	9	10	12
Limits	4	4	7	9	9	10	9	11	7	13	9	11
Archer	5	5	5	6	8	5	8	7	8	11	8	13
Elston	6	6	4	3	3	3	5	5	4	4	5	3
Noble	7	8	9	8	5	7	4	4	5	6	6	7
69th	8	7	8	5	6	4	3	3	3	3	3	4
Armtge	9	9	6	7	10	8	7	6	6	7	7	1
Kedzie	10	10	10	10	7	6	6	8	11	12	15	10
North	11	11	11	11	12	11	11	10	10	5	4	5
77th	12	12	12	12	13	13	14	12	12	10	13	15
Divis'n	13	14	14	13	11	12	12	13	13	15	14	14
Ct. Gr.	14	16	15	15	15	15	14	15	15	8	12	8
Bnside	15	13	13	14	14	14	13	15	14	14	11	16
Devon	16	15	16	16	16	16	16	16	16	16	16	9

Likewise on the chart just below is the position held by each depot at the end of each month during the First Courtesy Contest. What have YOU done in twenty-four months? Have you conscientiously tried, by personally being courteous, to raise the standing of your own depot?

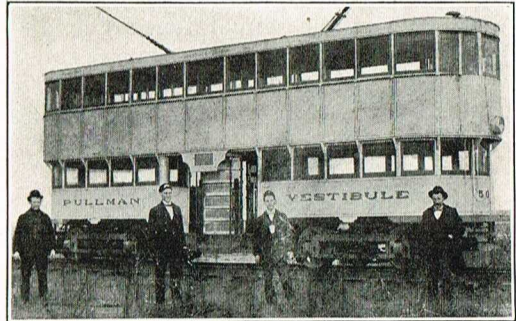
	1928				1927							
	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	May
Lawn.	1	1	1	3	4	3	2	3	3	3	2	3
Blue Is.	2	2	2	2	1	4	3	4	7	4	4	5
Archer	3	3	3	1	3	2	1	1	1	1	3	10
Elston	4	4	4	4	2	1	4	9	2	9	10	8
Lincoln	5	5	5	5	5	7	5	2	2	2	1	1
Limits	6	6	6	6	7	5	7	5	9	5	8	12
69th	7	7	7	8	6	6	6	7	4	8	7	9
North	8	8	6	7	8	9	8	6	5	7	9	6
Armtge	9	9	10	10	9	8	9	8	10	11	5	2
Noble	10	10	9	9	12	11	12	12	12	12	16	16
Kedzie	11	11	11	11	11	12	11	11	11	10	11	11
Divis'n	12	12	12	12	10	10	10	10	6	6	6	4
77th	13	13	13	13	13	13	14	13	14	14	15	15
Bnside	14	14	14	14	14	14	13	14	13	13	13	14
Devon	15	15	15	15	15	15	15	15	15	15	12	13
Ct. Gr.	16	16	16	16	16	16	16	16	16	14	7	

The Judge.

"WAY BACK WHEN—"

Chicago's First and Only Double-Deck Trolley Car Run in 1897-98

Here is a car that was built by the Pullman Company for the spectacular competitor of the Yerkes' Lines—the Chicago General Railways Company, operating on 22nd Street and Lawndale Ave. to the Drainage Canal. The Chicago



General Company had as its president Lawrence McGann, a prominent figure in Chicago's history, having represented one of its districts in Congress, and also having served as Comptroller of the city of Chicago and Commissioner of Public Works. With him in the traction enterprise were the Bonney brothers, Charles L., and Lawton C. Charles was General Counsel and Lawton Secretary-Treasurer.

The line secured an ordinance in spite of the opposition of Charles T. Yerkes and invaded the then undeveloped but growing southwestern territory. Mr. Yerkes in order to meet competition built the 21st Street line, one block north of where the General Company was operating.

Assistant Superintendent of Transportation, W. A. Hall was with the Old General Company and for a time was the conductor operating the particular car herewith illustrated. The car could not be operated under certain overhead structures and its service was largely confined to carrying Sunday sight-seeing crowds from 22nd Street to the Drainage Canal on Lawndale Avenue.

The efforts of the General to extend its tracks east to Wabash Avenue resulted not only in litigation but pitched battles with the opposing forces representing the South Side Lines, and one of the General Company's cars was wrecked and burned in the course of one of these disputes. The line was eventually acquired by the South Side Company.

"Bill" Hall says that the car was equipped with hand-brakes only, that it was very heavy, and had very powerful motors. The best any motorman could do in stopping for passengers who were sighted a block away was to bring the car to a stop two blocks beyond where they were waiting.

Tommy—What do you call a woman who has lost her husband, daddy?"

Daddy—"Very careless, I should say."—Public Service.

CLUB SPARKS

Women's Auxiliary Elect Officers

The Surface Lines Club Women's Auxiliary at their annual banquet held at the Stevens Hotel on Thursday evening, April 18th, elected Mrs. Virginia S. Tabb of the Financial Department as President



Mrs. Virginia Tabb, President of Women's Auxiliary

and the following members as Directors representing the various departments: Rose Kleefeld and Ruth Wohlford, Financial; Dorothy See, Accident Investigation; Henrietta Fisler, Executive; Ella Cook, Purchasing; Myrtle Kinney, Transportation; Lulu McCormick, Schedule and Traffic; Ann Taylor, South Shops; Ella Rall, West Shops; Frances Canny, Insurance; Evelyn Anderson, Car Meter.

After the results of the election had been announced, the Club members of the Financial Department, celebrating the election of a President from their department for the first time in the history of the Club, made a great demonstration by marching around the banquet hall, carrying banners and singing a song which had been written in Mrs. Tabb's honor in anticipation of her election.

At the first meeting of the President-elect and new Directors, Miss Dorothy See was elected Vice President, Miss Henrietta Fisler, Secretary, and Miss Lulu McCormick, Treasurer. On the

evening of May 16th, the newly elected officers and directors were installed in the ballroom of the Clubhouse before a happy gathering of club members and their friends. Miss Georgia Smith, retiring president, presided at the installation after delivering her farewell talk. Mrs. Tabb, in her address, gave a brief outline of her plans for the Club during the year and asked for suggestions and constructive criticism.

After speeches were concluded, both the retiring President and newly installed President were presented with a basket of beautiful flowers from the Club. Miss Smith also received a lovely gift from the retiring directors as a token of their appreciation of her able leadership, and she in turn surprised each of them with a dainty gift.

A short program, followed by delicious refreshments, ended the evening's pleasures.

Dinner to Mrs. Tabb

On Thursday evening, May 16, 1929, Mrs. Virginia Tabb was entertained at a dinner in the Black Cat Room of the Tip Top Inn, by a number of her co-workers and friends. The tables were decorated with roses and a beautiful bouquet of red roses was presented to Mrs. Tabb.

Picnic Date Set

Next big event for Surface Lines Club and Women's Auxiliary is the Annual Picnic to be held again at Dellwood Park near Joliet, Saturday, July 27. Please reserve that date and await further particulars in next issue of Surface Service.

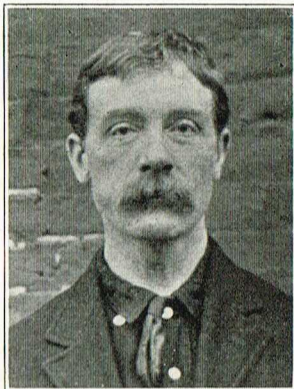
Indoor Golf Tournament Results

The Indoor Golf Tournament held at the Club House had a fair entry list. Dr. D. J. Fanning was first on the nine hole course arranged with a score of 41. C. H. Evenson and A. J. Klatte, after several practice bouts together, fought it out and ended in a tie with scores of 44. J. Hopkins landed the next place with 45 and then N. H. Davis with 46, E. Healy with 47, E. V. Dinneen with 49, A. W. See and J. Johnstone with scores of 54, O. F. Gilbert 56, W. J. Eger and O. Geiger 57, V. E. Thelin 62, and T. Mahoney 66. J. G. Nattinger finished up at the bottom of the list in a burst of glory, after blazing away at all the scenery and tearing up the mat, but was still swinging strongly at the finish, but his score is a secret. Don't forget the outdoor tournament for which we hope to have full particulars in this issue.—J. G. Nattenør.

HALF CENTURY OF SERVICE

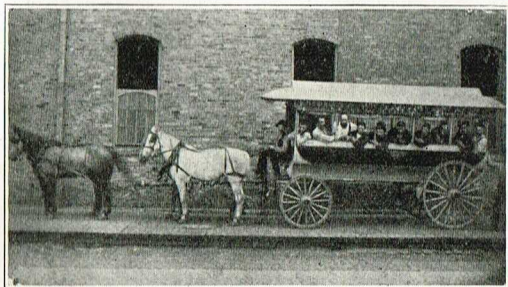
Frank Bouland of the Utility Department Will Complete Fifty Years This Month

Just by way of contrast showing neighborhood development, Frank Bouland as a lad fifteen years old played around the corner of Jackson Boulevard and Dearborn Street, and lived in a flat-building that occupied the space where the Union League Club House now stands.



Frank Bouland Today

On June 15, 1879, Frank obtained employment driving a four-horse team Bus for the Chicago City Railway Co. These buses ran out of the barn at Twenty-ninth and South State Street, and carried passengers from Wabash Avenue and Thirty-first Street on Wabash Avenue to State and Lake Street. At this time the bus line had just been taken over by the street car company. In the year 1882 Frank was transferred to Twentieth and Dearborn Streets. Besides driving buses



The Four Horse Bus that Frank Drove in 1885

for parties and picnics, he drove one of the material supply wagons.

Back as far as 1887 the Chicago City Railway Company use a specially con-

structed pay wagon that traveled all over the South Side in paying employes. Frank drove this wagon in turn for the following paymasters: Mr. Charles Pennington, Mr. J. P. Burke, Mr. H. K. Byrne and Mr. W. B. Edman. Today he has charge of the local freight and is still good for many years' service. Mr. Thos. Blakely, under whose supervision he has been employed for many years, is glad to say, that, to the best of his knowledge and belief there is no more reliable and conscientious employe working for the Chicago Surface Lines today, than Frank Bouland.

SUNDAY EVENING CLUB

Surface Lines Ushers Complete Their May Assignment and Are Complimented

Among the pleasant tasks assigned to employes of the Chicago Surface Lines is that of furnishing ushers for the Sunday Evening Club for one month each year. This assignment has been admirably carried out for the past four years. During the first two years Mr. F. M. Hamilton was in charge as chairman of the group and during the last two years Mr. L. E. Bohlin has acted as chairman.

Mr. Barnes, President of the Sunday Evening Club, as well as Mr. Winans and Mr. Stevens, have paid high compliments to the employes of the Chicago Surface Lines, who each year have volunteered their services for one month, both as to their attendance and their work. This year the month of May was assigned to the Chicago Surface Lines group and the following men carried on as usual in 100 per cent fashion:

G. E. Andrews, Transportation; T. D. Bartlett, Transportation; R. M. Battles, Engineering; L. E. Bohlin, Transportation; N. Deutsch, Accident Investigation; F. J. Frank, Transportation; Jos. M. Hamm, Transportation; A. Langohr, Schedules; F. Murbarger, Transportation; W. C. Pearce, Transportation; H. Peterson, Accident Investigation; A. P. Poore, Transportation; H. Rohde, Accounting; L. Salisbury, Accounting; Wm. Schenk, Electrical; R. M. Sedlack, Schedule; Arthur See, Accident Investigation; R. W. Simpson, Transportation; C. Zeiher, Transportation.

No doubt the good services rendered by this group is the reason for their being called on each year and it is hoped that if the next year brings forth a request for like services, volunteers will stand ready and willing to do their part.

A Man's Job

A man's job is his best friend. It clothes and feeds his wife and children, pays the rent and supplies them with the wherewithal to develop and become cultivated.

If you ask any successful man the reason for his making good, he will tell you it is because he likes his work; indeed, he loves it.

Departments and Divisions

Accounting

We wish to extend our most sincere sympathy to Miss E. Schlau in her sorrow over the loss of her sister on Wednesday, May 15, 1929.

Miss S. Novotny has been promoted to Chief Stenographer and we all hope that she will enjoy her new work in which we wish her success.

The department extends congratulations and best wishes to Mr. and Mrs. R. Wilson who announce the arrival of a bouncing baby girl.

We like to keep up our average with other departments and believe we are holding our own in matrimonial affairs. On Saturday, May 18th, Miss F. Wolke was married to Mr. B. Nye. Our sincerest and best wishes for your happiness.

On the evening of Thursday, May 16th, the "Tip-Top Inn" was the scene of much merriment when the friends of Mrs. Virginia Tabb, our newly elected President of the Women's Auxiliary, held a "surprise" dinner in her honor.

We introduce with pleasure the following new members in this department: Misses E. Scheffner, L. Kelly and A. Jacobs.

On Tuesday morning, May 14th, came the sad news of the passing away of our associate, Mr. E. W. Root. Mr. Root, who was always genial and good-natured, entered service in 1893 and his friendly smile will be missed by his many friends. We extend to the bereaved relatives our sympathy.

T. F. Coan.

Legal & A. I. Departments

We are happy to announce that Miss Dorothy Ruth See is our new Director this year, and also that she is the new Vice President of the Women's Auxiliary of the Surface Lines Club. Our heartiest congratulations and good wishes Dorothy.

The girls of these departments presented Mrs. Edna Horrom with a very beautiful gift, casserole, upon her retiring as Director.

Blackstone.

Engineering Department

Dan Keefe, Night Timekeeper in the Central Division of the Track Department, is taking a trip to New York during his vacation, with a stop-over at Niagara Falls. This is usually a wedding trip, but as far as we are able to learn Dan has no bride with him.

Even Walter Klotz, who has a new Ford, admits that the Lincoln is a good car too.

J. J. Sullivan, Material Clerk in the Central Division, has taken up his new duties as Timekeeper for one of the Construction Gangs in that Division. Sully was a good Clerk and should make a first class Timekeeper.

Mike Korosy has a 1928 pocket cigar lighter in A-1 condition, many extras, spare flints, etc., which he would like to trade in on a 1929 model.

Dick Battles of Burnside is a member of the Surface Lines Glee Club and sings like a bird at the Club House every Friday night.

Our sympathy is extended to Andrew McGowan of the Building Department who is suffering from an influenza infection. We hope he will have a speedy recovery and that we will hear his lusty bag pipe again soon.

Transit.

Transportation

This department is rather short on news items this month, there being no marriages or births to tell about. However, we do wish to report the purchase of a beautiful Viking car by Mr. C. H. Evenson and a handsome Pontiac Sedan by Mr. W. J. Powers. To the motorists on the highways we say "Be Careful" as the required mileage for breaking in has been accomplished on these cars, and both of these men have made extensive plans for touring the country.

Superintendent Evenson's recent talk over the radio has brought him a number of letters complimenting him on the interesting character of his subject and the fine "Mike" voice, which any announcer might envy.

Controller.

Shops & Equipment—North & West

West Shops: Our department was well represented at the Cabaret party. We took particular notice of Ed. Wendt and Harold Ebeling. No, they were not alone!

George Sladek of the Paint Shop, who has been confined to his home since April 15th, has been removed to the West Side hospital. We hope he will soon be well.

Fred Carroll, pipefitter, was seen on the boulevard recently in a new Pontiac Coach. He said that the woman with him was his Mother.

Lincoln: The Stork left a baby boy, weighing 6¼ pounds, at the home of J. W. Hickey on May 4th. Congratulations!

North: Barney Mitchell has joined the ranks of married men. The wedding took place April 28th. How about the cigars, Barney?

We hope for a speedy recovery to A. Tarbonski, who is in the Speedway hospital. Pay him a visit, boys!

Division: Which is the most economical, to buy your auto license in May or January? Ask Carl, he knows.

Why did F. Pelzmann shave off his mustache? Too much paint?

Limits: We are happy to know that we have won the Pull-In Flag this month. Look us over on another page.

Jane V. McCarthy.

South Shops and Carhouses

South Shops: G. Katsoolas of the Paint Shop is nursing a broken finger. We hope to see George back on the job real soon.

It has been noticed that John Buza, Clerk in the Car Repair and Painting Department is loitering around the Kresge Store at 79th & Halsted Street evenings. He particularly eyes the windows displaying Household Goods. We wonder what John is up to.

Cottage Grove: Our sympathy is extended to C. Chappell in the loss of his father, who passed away on May 15th.

All the boys ran to the front of the barn the other night about 11:15 P. M. wondering what all the noise was about, but to their surprise,

it was only Charlie and his Chrysler.

Ed. Timpe, has just purchased a new Chevrolet and he says he will be able to make Wyoming easy this year.

Leo Keane invited the boys over the other evening to listen to his radio, but all they heard was dog and cat fights, so they went home and listened to real radios.

77th Street: M. Swanson and C. Walsek are new Ford owners.

We are glad to see C. Leninar back on the job after a few weeks illness.

E. Ohnesorge, our clerk, does not, wear a cap.

69th Street: A. Jones, W. Gerth, A. Ormond and M. Burke are reported to be taking vocal lessons. They expect to sign up with Balaban & Katz in a few months. They are known around here as the Quivering Quartette.

J. P. McCauley.



Robert, Son of Conductor Jim Considine of Lawndale, Ready to Go to Work

Polite Chap

"Excuse me, madam, but do you mind-coughing more quietly so that I may be better able to hear your friend read out the sub-titles."—Hardware Age.

A Literal-Minded Steno

A new clerk, dictating a few days ago, was in doubt as to the use of a certain phrase, so he said to the stenographer:

"Do you retire a loan?" and the wistful eyed one replied rather sleepily:

"No, I sleep with mamma."

We Editors

An editor eulogized a certain worthy lady who had recently died. "She was noted for her charity," he wrote. The printer had it, "She was noted for her chastity." The editor reading proof, scrawled a query mark over the last word. This is what appeared in the paper: "She was noted for her chastity (?)."—

GOING AFTER WITNESSES

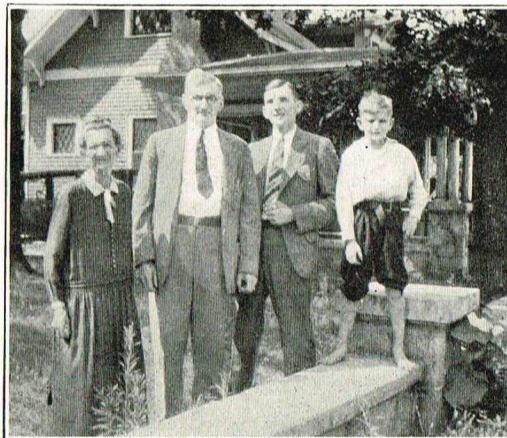
Elston-Noble in First Place—77th & North Tied for Second—Cottage Grove, Third

Things are looking up in the witness-getting contest. Nine stations have made a record of four or better and the average for the system, 4.17, was the best showing the trainmen have made since the contest started. Seventy-seventh, which was second for the month of March and North Avenue, third, made a simultaneous spurt with the result that they were tied for second place with 4.85 each. Lawndale-Blue Island made a nice little advance from eighth to fourth position. The results indicate that there is a very determined effort to make the work of the Department of Accident Investigation much easier by giving them enough witnesses to develop the facts in any accident case with which they may have to deal.

Following is the April showing with a comparison with the previous three months:

	April	March	Feb.	Jan.
1. Elston-Noble	5.08	5.18 (1)	5.23 (1)	4.77 (1)
2. 77th Street	4.85	4.73 (2)	4.43 (4)	4.63 (2)
2. North Avenue	4.85	4.29 (3)	4.60 (2)	4.58 (3)
3. Cottage Grove	4.55	4.22 (5)	4.02 (6)	3.77 (7)
4. Lawndale-Blue Isl.	4.14	3.94 (8)	4.02 (6)	3.89 (5)
5. Archer	4.13	4.28 (4)	4.55 (3)	4.09 (4)
6. 69th Street	4.12	3.54 (9)	3.79 (7)	3.41 (9)
7. Kedzie	4.08	4.08 (6)	3.55 (9)	3.84 (6)
8. Burnside	4.02	4.01 (7)	4.07 (5)	3.61 (8)
9. Armitage-Div.	3.45	2.81 (12)	3.33 (11)	3.07 (12)
10. Devon-Limits	3.41	3.55 (10)	3.56 (8)	3.18 (11)
11. Lincoln	3.23	3.16 (11)	3.24 (11)	3.33 (10)

Average for the system	4.17	3.97	4.04	3.89
Diversey Bus	3.33	3.20	3.00	3.00



Four Generations—Mrs. S. H. Walker, Doctor O. B. Walker, Her Son, Conductor O. E. Walker of Kedzie, Her Grandson, and Gene Walker, Her Great-Grandson

Schoolmaster—"Now I want you to tell me which of those words are singular and which are plural. Tomkins, you take the first, 'trousers.'"

Tomkins (after deliberation)—"Singular at the top and plural lower down, sir."—Punch.

Around the Car Stations

Cottage Grove

The Accident Prevention Chart which is hung in a very conspicuous place in the depot shows a decided improvement at all depots, but Cottage Grove has dropped from sixth to seventh place by only a slight margin. The fact that we show a gain is evidence that the trainmen are trying to win the contest and it is gratifying to our Superintendents to keep on gaining and we have a good chance to win the contest. Bandmaster Paul Martensen, get your brass band ready to lead the parade from Cottage Grove Depot to the Stevens Hotel next April to bring home the trophy. Supervisor Hugh Russell will officiate with the bass drum. Russell is a past master with that instrument.

The Courtesy Contest seems to be our hoodoo. Let us improve our standing in this contest by treating the passengers with more civility, more courtesy and less passing up. By so doing we can soon get nearer the top of the list.

On April 27th, Superintendent C. Cricks and Mrs. Cricks were initiated into the Grandparent Class by Mrs. John Clifton Cricks at Jackson Park Hospital. We are pleased to report mother and son doing well.

After a long siege of sickness we are glad to report an improvement in Jack Clifton Cricks, father of the above baby Cricks. The trainmen wish him a complete and speedy recovery.

Motorman Ed Kellar, who operates a night car on Indiana Avenue line, took a night off on May 4th and with Miss Eva Schindler motored to Crown Point, Indiana, and were joined together in the holy bonds of matrimony. Don't be so modest about it, Ed. Be a sport and pass the cigars around.

Starter W. Barclay with a fine wind blown coat of tan, which he got while spending his vacation down on his farm in Indiana is back at work and his first day he was kept busy shaking hands with the elite and society people around 39th and Indiana.

Conductor J. Demarais has been in Mercy Hospital for several weeks, where he underwent two serious operations. We are pleased to hear the operations were a success and Joe is improving. The trainmen wish him a speedy recovery.

Conductor L. Dunkelberger was taken suddenly ill in the trainroom May 22nd and had to be sent home in an ambulance. The trainmen wish him a speedy recovery.

Motorman E. Just who has been in ill health for sometime has at last been compelled to take the rest cure. A speedy and complete recovery is our earnest wish.

Motorman Al Grohn has been requested by the passengers on 39th Street to quit the Stony Island Avenue line and return to his home again on the Stock Yards line.

The father of Supervisor J. Jones recently

passed away and was laid to rest in Oakwoods Cemetery under the auspices of Mystic Star Lodge No. 758 A. F. & A. M. The sympathy of the trainmen is extended to Supervisor Jones and his immediate family in their bereavement.

The sympathy of the trainmen is also extended to Motorman Al Chappel on the death of his father.

J. H. Pickin.

Burnside

Please be informed that Conductor S. Swenson, badge No. 2300, is now the proud father of a baby girl. On May 14, 1929, Ruth Rae arrived weighing six pounds and ten ounces with a smiling face. Mother and baby doing fine. Congratulations.

On May 3, 1929, Operator H. B. Stahl, badge No. 4925, had a "non-chargeable" accident. Motorman W. B. Harvey, badge No. 2577, who happened to be riding on the car at the time of the accident, assisted Operator Stahl by collecting sixteen witnesses while he obtained the other necessary information. That is what we call working together.

The wife of Conductor Wallace Smith, badge No. 6606, passed away Tuesday, April 30, 1929, after a brief illness. The boys at the depot extend their sympathy.

We also have two more witness getters who deserve credit. They are Conductor F. L. Peterson, badge No. 686, and Motorman W. Heinz, badge No. 723. These men helped Operator J. Kane, badge No. 1309, to get twenty-three witnesses in another No. 2 accident.

Conductor James Barker, badge No. 3714, passed away April 22, 1929. Twelve years of an exceptionally good record was made by him and 100 per cent of his fellow employes were his friends. They extend their sympathy to Mrs. Barker and family.

The following poem was submitted by Motorman E. W. Fritsche's daughter, Violet, twelve years old:

His bank account is kinda slim,
He's not so rich, you see.
He's only a street car motorman,
But he's all the world to me.

He works most all the year around
In snow or sleet or rain.
Now you can bet I'm mighty glad
When he comes home again.

I know he's growing older,
For his hair is turning gray,
But I'll love him; Oh, forever,
As I do this very day.

W. D. F.

Seventy-Seventh

On Tuesday, May 7th, 1929, the club held its second entertainment of the year with approximately 700 members attending. Chairman C. A. Gylling opened the show by introduced Mr. L. E. Bohlin and then turned the duties of Master of Ceremony over to him which he handled like a Past Master. At 8:00 o'clock sharp the committee on refreshments passed out the cigars and the show was on. The entertainment consisted of the following enter-

tainers: The Three Troubadours, who rendered some fine selections; Concertina Solos by John Gramardi; Cartoonist Ralph Seabury, who drew the features of a number of our trainmen, Big John included; and Story-teller Harry Scott (Aha). The Athletic exhibition comprised three boxing and two wrestling bouts as follows: 10-year sons of Motormen John Reedy and Bill Egan, "some boys"; Pat Kenneally vs. Motorman Patty Grant, "hot stuff"; and Motorman M. Johnston vs. George Dykema, two of our wonder boys. Wrestling: F. Johnson vs. S. Plugger, Ed. Willette acting as referee and timekeeper; George Dykema vs. C. H. Dahmer, Conductor George Payton, referee. Payton says never again we wonder why? Superintendent W. A. Bessette being ill that evening he could not be present and was substituted for by Assistant Superintendent J. B. Becker, who with Mr. Meyers, car house foreman, made a few remarks and received a good hand. At the close of the entertainment the chairman invited all to partake of a buffet lunch and drinks (soft) which thanks to the various committees were delightful and plentiful. This brought to a close another big success and a promise of a greater show in the future.

Did you notice the standing of our division in the Accident Prevention Contest? Last month, boys, we attained first place for the month, this is the first time we have reached this high position. For the pride we have in our division let's exert ourselves and hold this position which can be done by a whole-hearted cooperation of our trainmen, regular and extra included. Let's go for the silver car while the contest is young.

Motorman C. W. Barnerd and J. August have become Benedicts this past month. Congratulations, boys.

Motorman John White No. 2 was hurt out at Mt. Greenwood while cleaning his windows and is now confined at St. Francis Hospital, Blue Island, Ill.

Conductor Lou Barrar was run down by a truck but we are pleased to say is back in the harness again. A word of warning, boys, think twice before you act. Remember your own safety comes first, speed last.

Motorman J. Regan No. 2 is now confined at the Mercy Hospital, having been operated upon for appendicitis. We wish you a speedy recovery, Johnny.

Conductors Carl Rolander and J. Donnelly No. 1 state the arrival of boys at their respective homes. Keep up the good work, boys. Congratulations!

Step upstairs, boys, in the club room, and see the Accident Prevention Banquet picture enlarged and framed and make sure that you are on it next year.

Aha. Did you take time to study the statistics of the witness contest for last month? Second place, with an average of 4.73 per accident. We will have to get 5 or more to cop the first place, boys. What do you say? Five or better, so let's go.

Mr. Meyers, the car house foreman, was just nosed out of first place in the mileage contest last month. He said he is not discouraged and wishes to thank all the trainmen for their splendid cooperation and states he will hook

the flag yet if the boys will continue to stick tight.

The following relatives of trainmen of this division passed to the Great Beyond during the past month: Mother of Motorman James Cusic, mother of Motorman Sam Tovey, father of Motorman F. W. Hampton, son of Motorman C. E. Blackmer, sister of Conductor E. F. McCabe, and sister of Conductor Fred Wilhelm. To the above mentioned trainmen this division extends its sincere sympathy in their bereavement.

C. A. Gylling.

Sixty-Ninth

A baby girl weighing seven pounds and one ounce arrived at the home of Conductor O. Anderson May 13th, 1929.

The crew of 152, F. G. Fassnacht and Conductor F. R. Smith deserve creditable mention when on May 15th they found it too much for 143 crew Tyk and Brennan to put out a fire on their car No. 5516 at the West 63rd street terminal. Smith and Fassnacht got soaked with water from pails which they carried to throw on the fire and saved what would have been a lot of damage to 5516 when the car was struck by lightning.

The sympathy of this division is extended to Conductor M. H. Schneider in the death of his mother, and to Conductor G. A. Clark whose father, who developed pneumonia, passed away, and to Motorman E. F. Sullivan upon the death of his young wife.

Conductor L. Lyons and Clerk Nygren attended the Opera Club one night last week with lady friends from Morgan Park. Some class.

One of our conductors who recently joined the fire department has distinguished himself for bravery and received the Tribune award for the month of April, formerly Conductor M. J. Howard.

Those who attended our entertainment and dance in our club room May 8th, 1929, pronounced it "another fine program." A few headliners were "The Gold Dust Twins," Four Nighthawks, Fred Lewis, George Miller, Murray and Harris and many others. We are desirous of thanking through this column the advertising committee: F. Fassnacht, F. R. Smith and P. M. Sullivan, and also the many who voluntarily assisted with the work, including: Barker, Whalen, C. P. Kill, L. Lyons, A. Bartelheim and others too numerous to mention. And we thank you for the assistance with the program S. G. Irvine, R. Walsh, J. T. Philpott and R. L. Burns. Those who danced were pleased extraordinary with L. Bohlin's orchestra.

W. L. Pence.

Archer

Again the boys of Archer Depot welcomed Mr. J. M. Johnson, Chief Instructor at Archer Depot, during the last of April. From his interesting heart to heart talk and instructions we all feel we have benefited by his presence.

Our sympathy is extended to Conductor B. McLaughlin, who was called upon to part with his wife through death on May 8th, leaving himself and seven children to mourn her parting.

Conductor J. R. Lewis, married five years,



Doris Louise, 13-Month Old Daughter of Motorman F. C. Klassens of Archer

reports the arrival of three baby kittens at his home. Lewis and kittens doing nicely.

Congratulations are now in order, Conductor C. F. Stricker took three days off to take his sweetie out, and the result was two souls melted as one. The day was April 27th, and the wedding trip was to Niagara Falls. Best wishes for you and yours.

Our sympathy is extended to Motorman M. J. O'Connor, who lost his baby boy by death on May 6th.

May 1st, Conductor Gordon James Hepburn fell asleep on a 63rd Street car, when awakened, left the car in haste, leaving his changer and fifteen dollars behind him. Did not discover his loss until arriving home. Motorman S. E. Neve, badge No. 8557, of the 63rd Street car, found the changer and contents. The result was cheerful tidings for Conductor Hepburn.

Our sympathy is extended to Motorman C. Strohacker on the death of his brother, who was killed May 5th by an auto.

Dusty.

Blue Island

Operator N. Powers was presented with a nine-pound baby boy on April 20th, and Motorman J. O'Connor was presented with a nine and one-half-pound baby boy on May 15th. Congratulations, boys.

We all wish to extend our sympathy to the following and their families for their recent bereavements: L. Boysen in the loss of his uncle; D. Heelan in the loss of his wife; A. Koehler in the loss of his mother; J. O'Connor in the loss of his uncle, and F. Thornton in the loss of his father-in-law.

Again we ask that you get back on top in the Accident Prevention Contest. You know you can do it, so get busy.

C. P. Starr.

Lawndale

When in need of a good wall paper remover, see Motorman J. Cielenski, as he has devised a new machine which is a great labor saver, and can be used by any one with just a little effort.

Motorman Cronin was out the other night

and thought he would give himself a treat to a nice Irish dance at one of the Madison Street dance halls. He bought a ticket, checked his hat and coat, and proceeded into the hall, when he got mixed up with the crowd. He asked one of the boys what all the motions were about which the dancers were making with their hands and fingers, and to his surprise, he found that he had entered the wrong hall, as this dance was a deaf and dumb party.

Conductor M. Kramer passed away at his father's home, at 5:35 P. M. May 8th. Funeral services with High Mass were held at St. Stephen's Church and a large number of friends attended; our sympathy is extended his mother, father and family in their bereavement.

Wm. H. Hackbarth.



Betty Ann, Daughter of Motorman O. W. Schinkel of Archer, Looking for Col. Lindbergh

Kedzie

A new attraction in our train room is a new Fada Radio, which not only keeps the boys posted on the ball games, but also keeps them pepped up.

Conductor H. Sheldon announces the arrival of an eight-pound boy, May 14th. That is three for Homer.

We wish to extend our sympathy to Supervisor John Kramer in the loss of his brother who died May 8th.

Motorman August Grube, one of the old-timers at this depot, died suddenly, May 9th, of heart trouble. The sympathy of his many friends is extended to the bereaved wife and family.

Conductor Thomas Walsh was seen moving an automobile without the aid of a wreck wagon. Tommy sure knows how to use the shovel.

We have often cited some of the boys for bravery of entering married life during these days of high cost of living, but we are compelled to put our Conductor J. O. Coombs up for the Congressional Medal of Honor for rare bravery; he is taking a second round. Best wishes.

Motorman Wm. McDonald was called upon to part with his beloved wife who died May 10th. The many friends among the trainmen extend their sympathy in your bereavement.

Supervisor Adam Raidiger, the old war horse, as we call him, is still convalescing at his home. Here is hoping he will soon be back with us again.

Our general clerk, Nick, has in some unknown way came into possession of one of Mr. Ford's favorite limousines (the vintage of 1915). After looking it over carefully, made out a list of parts that he needed, went down to see a second hand dealer. Mr. Warshawski welcomed him with open arms, for the list looked like a city directory. After being separated from all his pocket money he joyfully proceeded to fix up a real job. For a day he was monarch of all he surveyed, but, alas, the next morning on looking over his pride and joy, found that the kids of the neighborhood had found a way to finance themselves to many ice cream cones, for his parts had gone to some unknown dealer—maybe Mr. Warshawski? Oh, well, Nick has plenty more parts for sale and kids still like ice cream. C. Sonders.

North Avenue

May 7 Meeces "Mush Mouth" edged out a victory over Mall's "Married Marvels" at Amphion Diamond in the inter-depot series. Batteries were Mall and Mason for the Marvels and Brown and Meece for the Mush Mouths. Warshawski and Jendrewzski were the umpires. The second game of the series was played May 22nd at the same field. In this game Kowald's "Kewpies" sunk Mall's "Married Marvels" to the tune of 12 to 3. The Kewpies made 27 hits and 3 errors. The Marvels made 1 hit and 8 errors. There being only eight married men at North Avenue, the Marvels are playing a good game, everything considered. In the first game, Mr. Corbett of the Marvels, made 3 triples, 1 homer and a double.

Conductor P. Haughey announces the arrival of a daughter, April 19th.

Conductor B. (Blondie) Demerest was married April 13th. Congratulations and many happy returns of the day.

Conductor Fred Zylstra is daddy to a nine-pound boy who arrived April 25th. Thanks for the cigars, Fred.

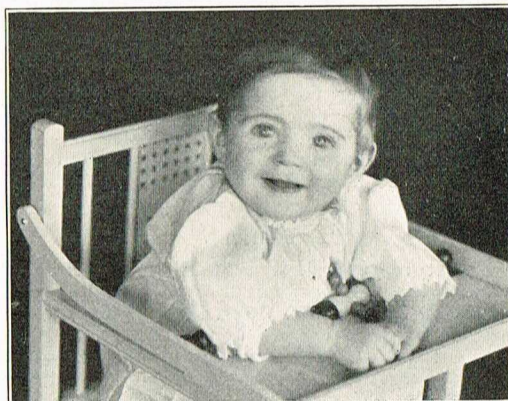
Very confidential! Motorman Leslie Dreyer and a Miss Reilly are happily married. Don't forget, fellows, this is on the QT.

Conductor Fred Barth was around the depot the other day getting around with the aid of a crutch. Fred got cracked up a bit by an auto while putting on the trolley. Hope to see you back on the job soon, Fred.

Join the TEN OR MORE CLUB. Ten or more witnesses to a report. We have dropped to third place in the witness standing. With a little more effort we will be back on top.

The new row of lights over the checker boards are a great improvement and are appreciated by the checker sharks.

Inspection day found very few of the boys who did not pass on the first inspection. The attitude towards uniform inspection has changed remarkably. Formerly it was a question of "getting by" and now the men seem to vie with one another to see which can make the best appearance. Most of them looked as neat at a new silk hat right from the hatters.



Dorothy Marie, 7-Month-Old Daughter of Motorman P. P. Remy of 7th

We have got to perk up in this accident prevention contest or we will be stuck in last place again. It is going to be a tough haul to get to the top, but with reasonable care and consistent application of the rules of accident prevention we can still make a good showing.

C. A. Knautz.

Armitage

We moved up one in accident prevention, from 7th to 6th place. Now careful, careful, careful and a steady upward move.

During the past month a number of complimentary letters were received, also a number not so complimentary. Now, remember, it's the complimentary letters we want and that it's courtesy not discourtesy that brings them in.

Inspection Day—and everybody neat—natty and nifty. Make every day inspection day and know why "It pays to look well." The new summer cap went over big. After all, there's nothing like a cool head.

We sympathize with Conductor Al. Mase in the loss of his daughter.

We are sorry to learn that Conductor Martin Olsen No. 1 has suffered a relapse and is again confined to his home.

Conductor Edward Carroll has recovered from his injuries and was recently discharged from the hospital.

Headed by Earl Thomas Nelson and Thomas A. Larsen—Felix Pataurlaski, Billy Boyd, James Lynch, H. Syvertsen, Andrew Olsen, William Anderson, Thomas Callahan, Andy Anderson and Walter Grapenthien spent the 17th day of May at Humboldt Park.

Division

By the time we receive this book, Gene Peterson will be married.

The time table is working all right, everybody satisfied?

Watch the driver sitting in the auto, he might pull out in front of you, use the gong. Harry Keller has plenty of new ones that need trying out.

Vacation time will soon be here, watch the children on the street.

The new door valves are fine; no more jerky stops.

Riverview Park is open; plenty of children will want to go; make it safe for them so that they can go again.

Here's hoping that we have no more accidents, but if we do, let's get six or more witnesses for each mishap.

Stay away from the car ahead of you and you will not have a car collision.

L. R. O'M. C.

Elston

Latest reports show that Elston Avenue is leading in The Accident Prevention and Witness Contests: Now, Boys, that we are on the top let us stay there. It can be done. No accident and we will retain our standing through out the year. Also let us pep up and boost our standing in the Courtesy Campaign so we can be 100 per cent champions.

Conductor Magnus Olson is on the sick list on account of having an operation. We wish you a speedy recovery, Magnus.

We wish to extend our sympathies to Conductor B. Benson, who lost his mother and father recently.

Welcome to our new Register Clerk Raymond Simon.

E.

Noble

We extend our congratulations to Mr. and Mrs. J. Hoffman on the birth of a son.

Division No. 10 has a right to be proud of its achievements. First place in the Accident Prevention Contest is a hard place to reach as other divisions will learn before they oust us.

It is rumored that Motorman Harry Hanson tried to go up for a balloon ride starting from Milwaukee and Armitage on May 17th. He was unsuccessful as the balloon burst before he could get started.

Our sympathy is extended to Conductor J. Kolasa on the death of his mother who was 87 years old.

Our radio is always going full blast and is greatly enjoyed. The only drawback is that Max Davidson does not get a chance to favor us with his famous speeches. We may build a broadcasting next to accommodate him.

C. DeMoure.

Limits

Supervisor J. M. Hamm welcomed a nine-pound boy into his family on April 24th. The baby was born at St. Elizabeth's Hospital and both he and his mother are doing nicely. This is Mr. Hamm's first boy and we extend our congratulations.

Conductor John McGreevey just held a christening for their little daughter, Anna Theresa, Father Renkie officiating at St. Clement's Church. Henry Joyce was godfather and Marie Roder godmother. Following the ceremony a big celebration was held at the home of the proud parents and a number of the boys attended. We take pleasure, Brother McGreevey, in congratulating you upon this happy event.

Our watchman, Joseph Porten, was buried May 4th from late residence, 1245 Wellington Avenue. High mass was celebrated at St. Alphonsus Church and interment at St. Joseph's Cemetery. Joe Porten worked for the company



Earl Harvey Willis, Jr., Son of Conductor Willis of Devon

practically all his life. He has a son who is a conductor at Devon. We extend our sympathy to the bereaved family.

"Slim" Carey was eating in a restaurant on Broadway near Grace, and upon coming out on the sidewalk observed a fight going on. While trying to act in the capacity of a good Samaritan, attempting to smooth over the difficulty, he was shot, the bullet grazing his breast. He was taken to the John B. Murphy Hospital for treatment and is now convalescing at his home. His assailant has been captured and has confessed. We are anxiously looking forward to the early return to work of our friend, "King of the Snow Plow," "Slim" Carey.

E. G. Rodgers.

Lincoln

Congratulations and good wishes to Conductor Geo. J. Rausch, who was married Saturday, May 11th.

Two new future presidents to be entered in this month's magazine: Motorman F. J. Wischler is the happy father of a seven-pound boy, born Tuesday, April 30th, and Motorman F. W. Ross, the proud daddy of an eight-pound boy, born Friday, May 3rd. Congratulations to both families.

This changeable weather we are having is causing quite a number of the boys to be on the sick list, but as the weather gets more settled we hope to see them reporting back for work. A H. Anderson underwent an operation and had his tonsils removed and is rapidly recovering. T. Hennessy is improving nicely after a serious operation. Conductor P. McFadden is in the hospital and Mr. McDonald is laid up with an attack of rheumatism. Mr. Harity, after a long illness, has returned to work.

A. J. Wagner, conductor on Riverview "faw down and go boom" not once, but many times. When coming home, May 3rd, he arrived at the top stair and in turning around his foot slipped and down the stairs he went. He received several cuts and bumps on his head and also his hands from the glass in the door which broke. He was taken to the Alexian Brothers Hospital, where his bruises and bumps were

dressed. He has fully recovered now and is back on the job as good as new again.

We wish to extend our sympathy to the family of Motorman Carl A. Anderson, who passed away and was buried Monday, May 20th, from Adams Chapel to Lily Lake Cemetery.

Now that the fishing season is at hand, fish stories are also coming in. J. G. Presser, F. G. Presser, and O. F. Johnson started their season by going fishing at Pistakee Bay, Thursday, May 16th. Of course, they came back with the story of catching 14 large fish, which sounded alright, but it leaked out some way that they were the size of minnows, and so that starts the first fish story.

A new radio is being promised in the office of our station and I am sure the boys will all be pleased.

All the news, late scores on all sports and many interesting reports that may come over the air, while they are at the station.

H. Spethman.

Twin Coach Section

Operator No. 5, R. J. Bailey, is to be commended for making an extra trip on Diversey after midnight on May 18, 1929, to accommodate a group of passengers waiting to go west after schedule time. The "lift" was appreciated. This is not the first time.

We are all very proud of our Service Record for the week ending May 12, 1929. For the first time since our operation began, we had an absolutely clean slate. Not a single delay in a weekly total of 1,247 round trips.

Fag.

DEATHS IN LEGAL DEPARTMENT

Arthur L. Ketchum

The death of Arthur L. Ketchum on May 28th takes from us one who was always ready to volunteer for friendly service for his department or for the Surface Lines Club. He will be well-remembered as one who could put the lighter touch in our club and departmental plays and when the 25th of December was at hand here was a Santa Claus who stepped down from the stage to grasp the youngsters by the hand and left them with the happy thought that they had met no counterfeit but a realization of their dreams. Mr. Ketchum had been intermittently ill for over a year. He left surviving his wife, Mathilda, a son, Leslie, and his daughters, Pauline and Jeanette. Interment was at Oakridge Cemetery on May 31st.

H. G. Heiner

Mr. H. G. Heiner, one of the old timers of this department, passed away on May 8th, 1929, after an illness which kept him from his duties from March 4th. Mr. Heiner was a man of unusually pleasant disposition, and said nothing if he could not speak well of anyone, and his loss will be keenly felt by those who were closely associated with him. He was 55 years of age and left surviving him, John Heiner, 12 years of age, who fortunately is left with close relatives. Interment was at Graceland Cemetery on May 10, 1929.

SURFACE LINES POST

The American Legion

A bunco and card party will be held at the Post Club Rooms, 40 South Clark Street, on Saturday, June 15, 1929. Tickets may be obtained from any member of the Post.

The proceeds from the sale of poppies on Poppy Day were very gratifying, and we wish to take this opportunity of thanking all those who assisted in the work.

The Annual State Convention is to be held at Rock Island, September 16 and 17. The time is drawing near and those who plan on attending should be making the necessary arrangements. We know those who have attended these conventions in the past will be present this year.

There are still a few of our old members who have not as yet received their 1929 Membership Card. If you have not taken care of this please get in touch with Adjutant L. J. Page. He reports he still has a few cards left and would be glad to dispose of them.

TRANSPORTATION AT WORLD'S FAIR

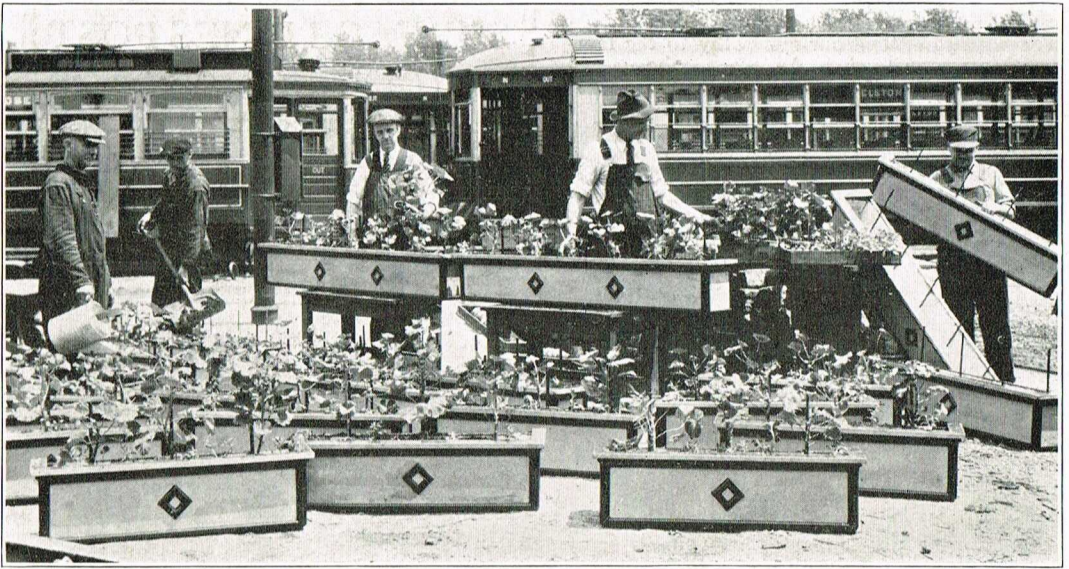
Progress to Be Illustrated—Air and Rail Program Being Developed

World progress in transportation facilities and service will be exemplified in an imposing and entertaining exhibit at the Chicago World's Fair in 1933. Historically, the exhibition will trace locomotion from earliest crude devices to present-day automobile, bus, steamship, airplane, and steam and electric train luxury. It will interpret, in an easily understandable way, the aid that industrial science has given to all forms of transportation, in the improvement and perfection of devices that give power, speed and safety. As a whole, the transportation exhibit will be one of action, with something constantly going on that will interest a host of visitors.

Although there probably will be plenty of travel by railway and steamship to and from the Chicago World's Fair in 1933, it is thought that many thousands of visitors will patronize airplane routes. A large airport is planned to be a part of the Fair grounds. Here visitors can be landed without the necessity of traversing the congested streets of Chicago. It is understood that several railways are considering the establishment of a huge camp some 25 miles outside the city, with landing fields. From here, rail passengers would be taken by airplane to and from the exposition.

Anticipating President Hoover's invitation to all nations to participate in the Chicago World's Fair Centennial Celebration in 1933, the Fair trustees have appointed a committee on nationalities, with Major Felix J. Streyckmans as chairman. It will be their duty to help create and increase interest in the exposition, both abroad and among the various national groups that compose Chicago's cosmopolitan population.

GETTING READY FOR THE FLOWER DISPLAY



Elston Experts Putting Decorative Flowerboxes in Condition



SOMETHING TO LOOK OUT FOR

