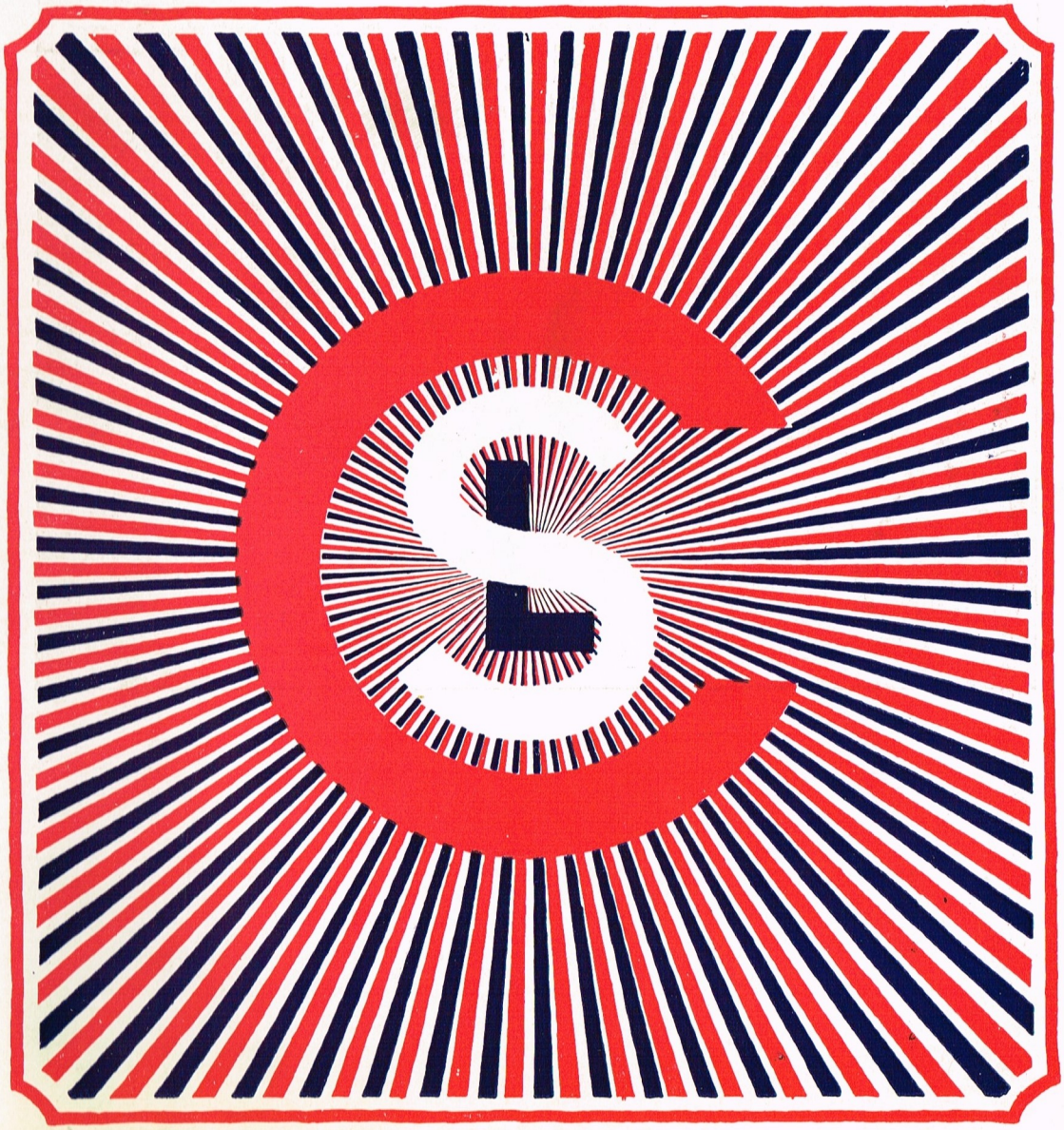
SURFACE SERVICE MAGAZINE

VOLUME 7 JULY, 1930 NUMBER 4



SURFACE LINES CLUB
ANNUAL PICNIC

DELLWOOD PARK
JOLIET ILL.

JULY 26th
1930



"Detour for Route 4."
47 street to Willow Springs
road to Route 4.

Chicago & Joliet Electric R.R. "Route 4A-Archer Av. 4-Joliet Rd."

EDWARD DALASKEY, 'LIMITS'

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 7 JULY, 1930 No. 4

Everybody Ready for the Picnic

July 26 to Be a Notable Holiday for Surface Lines Employes All Departments



Up to Date Lighting a Feature at Dellwood

No event given during the year has quite as strong an appeal as the annual picnic for Surface Lines employes in all departments. There are several reasons why this is so, but probably the paramount reason is because so many unselfish minds have schemed and planned that we might have a real good time that day.

For the past few years we have been fortunate in being able to enjoy this holiday at Dellwood Park, where nature combines with the efforts of man to furnish an ideal spot for enjoyment. This year is no exception and Dellwood Park, with numerous new attractions, is our destination Saturday morning, July 26.

Dr. D. J. Fanning, president of the Surface Lines Club, and Miss Mabel Magnuson, president of the Women's Auxiliary, have appointed their committees, which bear the familiar names of those who "know how."

Some of the features being worked out include races for men, women and children; in door ball for girls, men and boys; a baseball game; fungo hitting, throwing the ball and running the bases; a chance to settle that golf argument by winning a prize for the longest drive and longest putt (a club and putter will be furnished); a miniature golf course; horseshoes and amateur boxing.

By special arrangement, we are promised a patriotic ceremony by the Surface Lines American Legion Post, "Saluting the Flag."

The entertainment for children includes the WGN radio artists, "The Hungry Five Band"; toys; ice cream; pony and pony-cart rides; merry-go-round and scenic railway rides—not forgetting to mention the children's favorite, the clown.

There will be dancing in the evening.

Here are some of the committees' suggestions for a banner day this year:

Start early in the morning. Register at the headquarters tent upon arrival and secure program and coupon for the children. Follow the program, which will be supplemented by a broadcaster. If you are over 80 years old, take a cool, comfortable seat in the grandstand and watch the events. If you are under that age, show how much "pep" and ginger you have by entering wholeheartedly into the games. If you enjoy eating under the trees, bring a basket lunch; but for those wishing it, Dellwood boasts an up-to-date restaurant.

As this goes to press, we are informed that several surprises are being worked out.

Those desiring to go by electric cars can get the specials leaving 4800 Archer Avenue at 9:00, 10:00, 11:00, 11:30 A. M., 12:00 noon, 1:00, and 2:00 P. M. Picnic tickets will be honored on regular trains leaving every hour on the half. Ticket rates are as follows: Adults, 80 cents; children, 40 cents (6 to 12 years, half-fare; under 6 years, free). These tickets may be purchased from your director or committeeman. Special trains leave the park at convenient hours.

Those going by automobile will find plenty of parking space.

Detour Between 47th and 63rd Street

Those who drive out from the north or west side generally use the road on the north side of the river that starts at Lyons, known as Route 4. Repairs are being made on this road east of Mannheim Road between 47th and 63rd Street. By driving south on the Mannheim Road to the Joliet Road Route 4, detour may be avoided.

Those who drive out from the south side generally use 55th Street to Western Avenue, west on 95th Street to Keane Avenue, south to 107th Street to Route 4A, thence south to the park entrance.

This year the chairman of the picnic committee is Captain U. G. Lee, who is ably assisted by the following chairmen: Reception, Dr. D. J. Fanning and Miss Mabel Magnuson; headquarters, A. W. Malmquist and Mrs. Agnes V. McCormick; children's entertainment, William Schenck and Mrs. Myrtle Kinney; publicity, L. A. Bohlin and Miss Sylvia Novotny; transportation, T. F. Coan and Miss Viola Eger; baseball, H. J. Sprenger and Miss Erna Karge; golf, Harold Poore and Miss Helen Baar; dancing, L. R. Altemus and Miss Ruth Berg; parking and public roads, Charles Holzschuh; prizes, James Norton and Miss Esther Sandstrom; horseshoes, J. W. Hewitt and Miss Jane McCarthy; races, H. Ebeling and Miss Margaret Harte; tennis, J. G. Nattinger and Miss E. Primus; broadcasting, P. Murray; properties, H. Hoger.

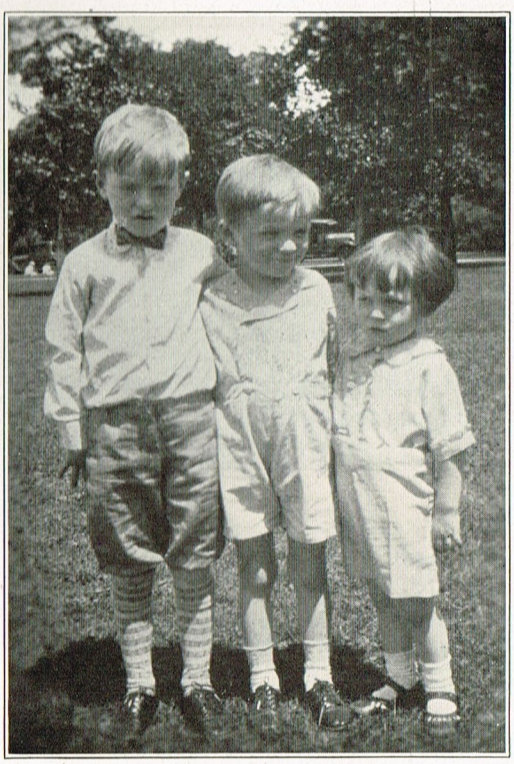
ROUNDING UP WITNESSES

North Avenue Making Everybody Hustle to Try to Catch Up With Them

The witness getting record of North Avenue is providing a stimulant to the men of the other Divisions. Burnside particularly is hitting a pace that promises interesting developments later on, and Elston-Noble evidently is determined to hold its place in the leading three. Kedzie, which got out of the cellar in April, has a toe-hold on the eighth place, and with a little extra effort might go higher. Trainmen who, through consistent courtesy, maintain pleasant relations with their passengers ought to find them in a responsive and accommodating mood when asked for signatures on witness cards.

The following shows the standing of the Stations in this interesting and important race:

		June	May	Apr.	Mar.
1.	North Avenue..	6.11	6.80 (1)	6.45 (1)	5.89 (1)
2.	Burnside	5.41	5.20 (2)	5.18 (3)	5.32 (2)
3.	Elston-Noble ..	5.17	5.06 (3)	5.97 (2)	4.82 (6)
4.	L'dale-Blue Isl.	5.08	4.98 (4)	4.29 (11)	5.04 (4)
5.	Lincoln	5.01	4.89 (5)	4.59 (8)	4.22 (10)
6.	Cottage Grove.	4.87	4.59 (9)	5.07 (4)	4.46 (9)
7.	77th Street.....	4.68	4.77 (7)	5.07 (4)	5.08 (3)
8.	Kedzie	4.64	4.31 (11)	4.52 (9)	4.14 (12)
9.	Archer.	4.62	4.53 (10)	4.76 (5)	4.69 (7)
10.	69th Street.....	4.34	4.71 (8)	4.71 (6)	4.92 (5)
11.	Devon-Limits ..	4.19	4.79 (6)	4.67 (7)	4.65 (8)
12.	Armitage-Div. .	4.10	4.18 (12)	4.36 (10)	4.19 (11)
	Av. for Sys....	4.83	5.03	4.99	4.82



Joseph, Russell and Raymond, the "Big Three" of Conductor Joseph Coleman's Family

Accident Prevention Race

Elston-Noble Hangs to First Place With Lincoln Coming Up Fast as June Leader

Cumulative—February-June

First Place	Division 10,	Elston-Noble	91.84
Second Place	Division 11,	Lincoln	90.87
Third Place	Division 1,	Cottage Grove	90.49
Fourth Place	Division 3,	77th Street	89.75
Fifth Place	Division 4,	69th Street	89.49
Sixth Place	Division 2,	Burnside	89.01
Seventh Place	Division 6,	Lawndale-Blue Island	88.41
Eighth Place	Division 5,	Archer	88.23
Ninth Place	Division 9,	Armitage-Division	86.76
Tenth Place	Division 7,	Kedzie	86.60
Eleventh Place	Division 12,	Limits-Devon	86.40
Twelfth Place	Division 8,	North Avenue	83.67

Month of June

First Place	Division 11,	Lincoln	94.49
Second Place	Division 10,	Elston-Noble	93.06
Third Place	Division 3,	77th Street	92.81
Fourth Place	Division 1,	Cottage Grove	92.57
Fifth Place	Division 2,	Burnside	91.19
Sixth Place	Division 4,	69th Street	91.15
Seventh Place	Division 5,	Archer	90.12
Eighth Place	Division 7,	Kedzie	89.98
Ninth Place	Division 12,	Limits-Devon	89.70
Tenth Place	Division 8,	North Avenue	86.01
Eleventh Place	Division 9,	Armitage-Division	85.97
Twelfth Place	Division 6,	Lawndale-Blue Island	84.09

By William Pasche
Supervisor of Accident Prevention

Elston-Noble, Division No. 10, continues to lead in the Accident Prevention contest, closely followed by Lincoln Depot, Division No. 11, who moved up from third to second place, with Cottage Grove, Division No. 1, in third position, having dropped from second place, and 77th, Division No. 3, in fourth place, having moved up from sixth place, passing Lawndale, Blue Island and 69th Street Depots.

At the close of the month of May there was a reduction in accidents of 16.55 per cent. These figures indicate that we are having the best year in our history so far as accidents are concerned. Alighting and boarding accidents show a decrease of 13.95 per cent. This proves that conductors are more careful and are looking out before giving the signal to go. Vehicle collisions have been decreased 22.19 per cent. Persons struck by car have decreased 23.14 per cent and collisions of cars have been decreased 56.73 per cent.

The month of June, when the figures are compiled will also show a decrease in almost all classes of accidents. Thrown in car by sudden start or stop are showing the smallest decrease and this indicates that there is still considerable rough operation when the car is started or stopped. Applying the power one point at a time will eliminate sudden starting. Counting points as the power is applied will help to make a more even start. When applying the air to stop, it should be applied in such a way that a smooth stop is the result. Collisions with vehicles pulling away from the curb can be prevented by sounding the gong about twice in each block. To do this it is not necessary to pound the gong in such a way that it will become a nuisance but just tap it lightly and short cut-offs will be prevented.

The attention of conductors is again

called to the fact that they must be more attentive when rounding curves in giving the signal to traffic which may be following their car just before it has started to round the curve. Merely putting out your hand as a signal to following traffic that you are about to round the curve is not enough. Conductors must be ready to signal motormen to stop in case some driver insists on going through between the curb and the street car.

Railroad crossings are at all times places of known danger and the greatest care must be exercised before and while passing over such a crossing. Approaching a grade crossing it is necessary to make a stop 100 feet from the crossing and the second stop must be at least 25 feet from the crossing. At crossings protected by gates, the second stop should never be made with any part of the car under the gates, but always away from the gates, so that it will be possible to lower them without striking the car. The motorman while at the 25-foot stop must remain standing until he has received the signal to come ahead, and then he should not move unless he is sure no trains are approaching and that the conductor or a Chicago Surface Lines flagman has flagged the crossing as described in the Book of Rules, paragraph 53.

This rule also applies to bus operators, particularly the men who are operating the Narragansett line, which passes over the Chicago, Milwaukee and St. Paul Railroad tracks at Bloomingdale Road. Bus operators should never move the bus from the 25-foot line until they have been properly signalled across by the Chicago Surface Lines flagman stationed at that crossing during the entire operating day. After the signal has been given and the bus has been started over the crossing, the operator must be constantly on the alert and ready to act in any emergency which may arise.

Industrial Accident Prevention

A new record for accident prevention in industrial and manufacturing plants of the Chicago district is the goal of the third semi-annual interplant accident prevention contest which began July first under the auspices of the Chicago Safety Council.

This contest is open to all industrial companies within a fifty mile radius of the loop district of Chicago, whether or not they are members of the Chicago Safety Council without cost. Its beginning marks the termination of the second semi-annual contest in which 139 plants employing 118,000 employes have been participating since January first of this year. C. H. Davis, director of safety of the Commonwealth Edison Company, is director of the contest.

The Chicago Safety Council is composed of firms and individuals seeking reduction in accidents resulting from negligence and ignorance. Through the dissemination of information on accident prevention it maintains a persistent warfare on the hundreds of "inexcusable" mishaps that take a staggering toll of human life and limb every year. Its members conduct competitive drives among business organizations with a view to eliminating from the street, the office, the factory and the homes the factors that induce accidents.

The contestants in the interplant contest are divided into industrial groups according to the following classifications: public utilities, packers, heavy manufacturing (with foundry), heavy manufacturing (no foundry), light manufacturing (no foundry), printers, woodworking shops, paints, acids, coal by-products, etc., foundries and forgings, bakers, steel mills, railway car builders, newspapers, automobile dealers and garages, construction companies, oil companies, textile manufacturers, restaurants, and miscellaneous.

The winner in each group is determined by the lowest accident frequency rate at the conclusion of the six months' period. The frequency rate is arrived at by computation of the lost time accidents per one million man hours worked. A lost time accident is defined by the Safety Council as "any injury arising out of and in the course of employment which causes death, permanent injury (such as the loss of a finger), or loss of time beyond the day or shift during which the accident occurred."

All contestants make monthly reports on forms furnished by the Council, and reports of the standing of contestants are mailed monthly. A certificate is presented to the winner in each group at the end of each month of the contest, while trophies are awarded to the group winners at the end of the six months' period. A certificate of commendation is presented at the end of the contest to each contestant which has operated for six months without a lost time accident.

Greater Safety on the Streets

In its effort to solve the problem of safety on the public streets and highways the Chicago Safety Council inaugurates its second annual interfleet drivers' safety contest on July first.

For the past year 74 fleets reporting approximately 6,000 vehicles have been competing in the present contest which ends June thirtieth. Results of that contest have shown a striking effect of the warfare waged by business and industrial firms in the Chicago district on traffic accidents. During the month of April, according to a report issued by R. G. Rosenberger of the Pennoyer Merchants Transfer Company, director of the drive, a new low record was set when 6,076 vehicles participating in the contest

operated 6,351,300 miles with less than one accident every ten thousand miles.

"The companies which have been competing in the contest during the past year have found this activity a real stimulus to the safety work which they are doing among their drivers," declares F. L. Faulkner, automotive supervisor of Armour and Company and chairman of the committee in charge of the new contest. "The individual merit cards awarded to drivers operating vehicles for three months without chargeable accident have proved to be of great value to this end and have attracted the interest and secured the support of the drivers."

The Chicago Safety Council, composed of firms and individuals interested in promoting safety in the streets, homes, offices and factories of Chicago and its suburbs, urges all companies operating commercial vehicles on the streets to enroll in the new contest without cost. Firms participating in the contest will be divided into nineteen groups, according to lines of business, and each of these groups will be divided into two divisions, one a group with fleets operating 1 to 49 vehicles and the other a group with fleets operating 50 or more vehicles.

The classifications into which contestants are divided are: bakeries, building supplies, busses, cleaners and dyers, coal, ice, ice cream, dairy products, department stores, funeral cars, furniture, laundries, wholesale merchandise (groceries, meats, etc.), retail merchandise, oil and gasoline, taxicabs, public utilities, transfer, cartage, storage, and industrial.

The contest terminates June 30, 1931. Firms ranking highest in each group will be announced monthly, and winning firms for the twelve months' period will be announced at the end of the contest. Pocketbook cards indicating no-accident records will be awarded each quarter to all drivers operating without chargeable accident. The record of the drivers will be kept by the company's fleet superintendent who will decide which accidents are chargeable and which drivers deserve commendation. At the close of the contest a trophy will be presented to each group winner.

The contest is limited to vehicles operating with a truck or commercial vehicle license, according to the announcement of the Council. This includes electrics, light delivery cars, and four wheel trailers. Passenger and service cars not operated with a truck license shall not be included.

The rules of the contest require a report from firms on all accidents which involve their own vehicles while they are in motion, temporarily stopped in traffic, or parked at the curb, regardless of when and where the accident may occur. This specification includes all cases of personal or property damage regardless of the amount or which driver is at fault or which vehicle damaged.

Only vehicles operating with Chicago or its suburbs as headquarters are to be entered in the contest, but accidents occurring outside the city in which these vehicles are involved are to be included in the monthly report. The standings of the various firms will be determined on a basis of the percentage of accidents per 1,000 vehicle miles, a vehicle mile being a mile operated by one vehicle. Each firm will make a monthly report and the Chicago Safety Council will prepare a monthly summary of standings to be distributed to the contesting firms.

Kindly Deeds Win Acknowledgment

Appreciative Car Riders Commend Trainmen for Courtesy and Honesty

Conductor Kaley, Badge No. 9552 Makes a Hit

Chicago Surface Lines, Gentlemen: I wish to express my appreciation of the courtesy and kindness of the conductor on car 3380 on Wentworth avenue.

The conductor was relieved at the car barns at 78th street and I failed to get his cap number. However, I believe he was No. 9552 a rather elderly but spritely man.

I had boarded the car at 69th street and handed him a five dollar bill. He looked at it grimly a moment, as if deciding whether to "bawl me out" for my boldness—put me off the car, or take the "five" philosophically, and make change. He looked at me keenly, trying to decipher whether or not I was old enough to have learned that no conductor has to change more than a two dollar bill. Well, I must have looked too tired to walk or to young to have remembered the rule, if I had ever heard it. This genial conductor said calmly with a smile: "I should chastise you—but it's a warm day and even though I have everything neatly put away, I'll make change for you." I felt so grateful I'm afraid I looked at him a little stupidly, with my humorous mouth agape. Such courtesy must be preserved! Will you kindly tell this man of my appreciation and have him maintain his kindly human contact with his passengers—it helps—a smile does—a great deal!

Sincerely,
(Miss) A. Wolfe, 511 W. 63rd. St.

Miss E. Connell, 7944 S. Throop Street, congratulates the management for having such a courteous, kind, and polite conductor as Conductor John J. Trafton, Badge No. 11348 of 77th.

Conductor Martin E. McInerney, Badge No. 1052, and Motorman John Callinan, Badge No. 3199, both of 69th, are commended by Miss Elizabeth Minkus, 1505 W. Austin Avenue, for their exceptional courtesy and kindness to her mother, and also to other passengers.

Mr. A. D. Holden, 1816 N. Clark Street, made a complaint some time ago, and as is the custom with the company, a supervisor was sent to his home to explain that the matter was being given very close attention, and he apologized on behalf of the Chicago Surface Lines for the actions of this certain trainman, who had caused Mr. Holden to make a complaint.

The supervisor in this case was Joseph Mathley, of Limits, and Mr. Holden states that he was impressed by his clean appearance, and his smart and neat looking uniform, and that his courteous manner was very conducive to maintaining the good will of the public.

Mr. O. Larson, 5330 N. Christiana Avenue, commends Conductor Myron W. Ayers, Badge No. 10460, and Conductor Michael Reilly, Badge No. 2694, both of 77th, for their habit of calling names of stop streets with loud, clear voices.

"A North Sider" reports boarding a car in charge of Conductor James McManus, Badge No. 6618 of Lincoln, and being a stranger on the South Side had to ask for information, which was cheerfully and readily given by this conductor. The writer appreciates his courtesy.

Motorman John M. Ebel, Badge No. 8381 of Devon, led a blind man to a seat in his car, and later when the blind man wished to alight the conductor, Edward P. Jahnke, Badge No. 7114 of Devon assisted him, leading him as far as the sidewalk. Mrs. J. Gronau witnessed these acts of kindness and wishes to thank these men on behalf of the blind man for their courtesy and kindness.

Conductor Louis Klein, Badge No. 7144 of Devon, changed a ten dollar bill, which took most of his change, without a murmur, assisted an old lady to board his car, and later was very helpful to some ladies with small children. Mrs. C. Dailey, 546 Surf Street, witnessed these incidents and praises this conductor for his consideration and kindness.

Miss Mary Connors, 1520 W. 67th Street, congratulates the management on having a kind and courteous conductor in the person of Conductor Henry Schmidt, Badge No. 7598 of 69th, who assisted a crippled old lady to alight from his car.

Conductor E. I. Gleeson, Badge No. 8168 of Kedzie, advanced fare to Mr. R. G. Bauch, 124 S. Clinton Street, who boarded his car and found that he had only a cent and a check. Mr. Bauch wishes to thank and commend this conductor for his kindness and thoughtfulness.

Conductor Thomas B. Quinn, Badge No. 8234 of 77th assisted an old blind woman passenger to board his car and escorted her to a seat, and when she left the car he assisted her to alight and escorted her to the sidewalk. Mrs. O. H. West, 5421 Wentworth Avenue, witnessed the incident and wishes to commend him for his thoughtfulness.

Mr. W. Radke, 8135 W. 44th Street, Lyons, Ill., states he observed a lady carrying a baby in her arms waiting for a car at the mouth of the tunnel, the regular car stop being on the far side of the street. The conductor of the first car seeing her mistake held his car and waved his hand for her to come over. The conductor in this case was Joseph F. Koukol, Badge No. 9134 of Lawndale, and Mr. Radke wishes to commend him for his kindness and thoughtfulness.

Miss Alice Martin, 1223 Diversev Pkway., thanks Conductor A. P. Henning, Badge No. 9966 of Lincoln, for his honesty in turning in an English gold piece given him by mistake when paying her fare.

Mrs. M. Sanders, 6125 Kenwood Avenue praises Conductor Edward Janda, Badge No. 10294 of 69th, for his honesty in turning in her purse which she had lost on his street car.

Miss Viola Novotny, 1230 S. 59th Avenue reports the commendable action of Conductor Patrick Lenaghan, Badge No. 12008 of Kedzie, in assisting an elderly lady to alight from his street car and escorting her to the sidewalk.

Mr. Arthur Keiner, 4143 Fifth Avenue, commends Conductor Edgar J. Roy, Badge No. 12382 of 77th, for his courtesy in assisting an old lady to board his car and finding a seat inside.

Conductor Richard J. Barry, Badge No. 2782 of Cottage Grove, found and turned in a trombone which had been left on his car by Mrs. H. J. Corbett's son. Mrs. Corbett called at the car barns and received the trombone and she wishes to thank and commend this conductor for his honesty.

Mr. F. E. Plowman, 1508 Conway Bldg., 111 W. Washington Street, boarded an Ashland Avenue car in charge of Conductor Badge No. 3198, and handed the conductor what he thought was a $1.00 bill, receiving change accordingly. The conductor came into the car a few moments later and handed him four dollars, teiling him that he had given him a $5.00 bill. Mr. Plowman wishes to thank and commend this conductor for his honesty.

Mrs. H. Davidson, 4919 Calatpa Avenue, praises Conductor Joseph S. Cuchna, Badge No. 3402 of 77th, for his courtesy and kindness to an old, blind passenger.

Conductor Earl E. Mors, Badge No. 3706 of Elston, found and turned in a purse belonging to Mrs. H. C. Schwartz, 3335 N. Lamon Avenue. Mrs. Shwartz wishes to thank this conductor for his honesty in turning the purse in to the Lost and Found Department, where she recovered it with everything intact.

Mr. A. L. Darragh, 216 S. Western Avenue, praises Conductor William C. Fischer, Badge No. 4402 of Archer, for the unusual courtesy extended to a blind passenger.

Miss Marion Hagen reports the commendable actions of Conductor M. I. Church, Badge No. 5218 of Devon, and commenting on his courtesy and kindness.

Mr. C. A. Swingle, 7623 Colfax Avenue, reports that the car in charge of Conductor Edward S. Holford, Badge No. 5236 of 77th, stopped to pick up some passengers at a certain corner, when suddenly this conductor alighted from his car and walked over to the sidewalk toward a small child which was alone, frightened and crying. The conductor took the child by the hand and led him to a gasoline filling station nearby and turned him over to the attendant there. Mr. Swingle thinks that this unusual courtesy on the part of this conductor should be rewarded and commends him very highly.

Conductor Henry T. Wade, Badge No. 5552 of 77th, calls the names of all streets and intersections. This was noticed by Mr. R. LaGrou, 10628 Buffalo Avenue, who thought this so unusual as to be worthy of a commendatory letter. He also expressed his appreciation of the courteous attention he received at the hands of this conductor.

Mr. G. E. Gustafson, 140 S. Dearborn Street, states that he boarded the car in charge of

Conductor Henry C. Shultz, Badge No. 6422 of Limits, and was greeted with a cheery "Good morning" by this conductor. He also states that this conductor gave such information as was asked of him by several passengers, in a cheerful manner, and Mr. Gustafson wishes to compliment him on his courtesy.

Mrs. E. J. Henricks, 1530 N. Rockwell Street writes that she boarded the car in charge of Conductor Ed Heraty, Badge No. 13260 of Devon, and handed what she thought was a $1.00 bill, but which in reality was two $1.00 bills. This conductor separated them and handed her back one telling her that she had overpaid him. Mrs. Hendricks thought that very considerate of the conductor and thanks him for his honesty.

Mr. M. M. Jess, 127 N. Dearborn Street, reported that while riding on the car being operated by Motorman Wm. L. Debrott, Badge No. 2247 of 77th, a woman walked right out in front of his car. Motorman was on the alert and stopped his car just in time to avoid hitting her. Mr. Jess wishes to commend this motorman for his efficiency and quick thinking.

The courteous treatment received at the hands of Motorman A. G. Midkiff, Badge No. 3119, of 69th caused Mrs. K. Hoobler, 7015 S. Peoria Street to write a commendatory letter in his behalf.

The pupils and teachers of the Burroughs School thank Supervisor Terence W. McMahon of Archer for the efficient and courteous service given them when they visited the White Sox Ball Park on Tuesday, June 3rd.

Mr. J. P. Ryan, 4145 Broadway, praises Conductor Louis E. Barrar, Badge No. 1896 of 77th, for his efficiency, courtesy and pleasant manner in handling his passengers.

Conductor Leonhard Senz, Badge No. 5512 of Elston, is commended by Mrs. F. S. Martin, Jr., Dasher Hotel, 1632 Belmont Avenue, who phoned the main office and expressed her opinion of this conductor in just four words, and they were, "He is extremely courteous."

Mr. R. Dunn, Scoutmaster, St. Sobina's Boy Scouts, 78th and Throop Streets, expressed his appreciation, and also that of the Scouts, for the courteous and efficient service rendered them by Conductor Clarence H. Luebeck, Badge No. 1360, and Motorman Sebastian A. Peters, Badge No. 3011, both of 69th Depot, when they were passengers on a charted car, operated by these men.

Mrs. M. Ford, 8812 Blackstone Avenue, lost her pocketbook while a passenger on the car in charge of Conductor Sylvester Kolecke, Badge No. 390 of 69th, who found and turned the pocketbook in to the Lost & Found Department where Mrs. Ford later recovered it. She wishes to thank and commend him for his honesty, and considers him an asset to the company.

Mrs. Frances De Groot, 3239 Herndon Street, boarded the car in charge of Conductor E. J. Lauermann, Badge No. 936 of Division, and paid her fare and passed into the car. A little later this conductor came into the car and explained to her that she had given him a dime, nickel and a penny instead of seven cents. Mrs. De Groot expresses her thanks for his honesty.

Mr. Joseph J. Erklin, 5119 S. Kolin Avenue, commends and thanks Motorman Gust J. Kaleta, Badge No. 8699 of Archer, for his thoughtfulness in holding his car a few seconds in order to enable Mr. Erklin and several other passengers to catch it, thus saving them a wait of a few minutes.

Motorman Thomas Donnelly, Badge No. 10567 of Cottage Grove, rendered extremely polite and courteous service to Mr. and Mrs. S. Roberts, 4462 Oakenwald Avenue, and they wish to thank him for his kindness.

Mr. Ed. Campbell, 3939 N. Sacramento Avenue, wishes to compliment Motorman H. T. Ottitsch, Badge No. 11923 of Lawndale, for his efficiency in assisting another motorman out of a difficulty.

Motorman Michael J. Murphy, Badge No. 12535 of Devon, was able to give explicit information regarding routes which she must take in order to reach her destination, and Miss Adeline Smith, who received this information wishes to thank and commend him.

Mr. E. B. Smith, 7131 Yates Avenue, thanks Motorman S. J. Hayman, Badge No. 13105 of Burnside, for his honesty in turning a clarinet which had been left on his car by Mr. Smith's son, into the Lost & Found Department, where it was recovered by Mr. Smith.

Mr. Ben Boldt, 45 E. Schiller Street, praises Conductor Walter L. Black, Badge No. 8724 of 77th, for his general efficiency and courtesy.

Mr. F. T. Rounds, 5016 N. Lowell Avenue, states that he tendered what he thought was a $1.00 bill to Conductor Andrew Peterson, Badge No. 7360 of Elston, in payment of his fare. A short time later this conductor came into the car and informed Mr. Rounds that he had given him two single dollar bills, and he thereupon returned the other bill to him. Mr. Rounds wishes to thank and commend this conductor for his extreme politeness and honesty.

Mrs. L. Maus, 847 Wrightwood Avenue, commends Conductor Frank Sullivan, Badge No. 5660 of Lincoln, for his courtesy towards herself and other passengers.

Miss Eunice Daugherty, 6422 Kenwood Avenue, reports that she observed one of our conductors, Conductor Arthur E. Crawford, Badge No. 4754, Burnside, refuse an invalid transfer from one of his passengers. This passenger became abusive and threatened to report this conductor. Miss Daugherty states that in her opinion the conductor was in the right and was treating this passenger with complete courtesy, and she wishes to commend him for his ability to keep his temper.

Costly Painting

Doctor (who had painted patient's throat for sore throat): "Three dollars, please."

Patient: "What? Why, I had my whole kitchen painted last week for two-fifty!"

I watched a trained flea do his stunts.

"Did you educate that flea yourself?" I asked the man.

"Yes," he replied proudly, "I raised him from a pup."

Big He-Man: "I developed these big muscles by working in a boiler factory."

Innocent Young Thing: "Oh, you great big wonderful man! And what do you boil?"

"Gus" Andresen's Operation

A Popular Old Timer Tells Us All About His Recent and Thrilling Surgical Holiday

Mr. A. F. Andresen, familiarly known to all of us as "Gus," is a lot happier now than he was six months ago. Then his sight was failing, and the grey curtain slowly shutting out the light threatened permanent darkness. But modern surgery is able to do wonders with the human eye, and thanks to the skill and daring of a specialist "Gus", after spending a short time in the operating room and several weeks with bandaged eyes, is around again taking a real look at his friends for the first time in many months, and catching up on his reading of SURFACE SERVICE.

At the suggestion of the Editor "Gus" has contributed a little description of his hospital experience which, he says, can be of interest only "to those who anticipate or have undergone a major or hangnail operation." Here it is:

On a recent Monday I was ordered to a hospital for observation. Frankly I was not greatly impressed with my observation but the doctor was evidently satisfied because almost at once he told me that an immediate operation was not only highly recommended but absolutely necessary.

The entire day I had nothing to worry about except my operation.

Being told to turn in early to get a good night's rest, I went to bed at 10 o'clock and was awakened bright and early, to be exact 1:45 A. M., and hearing footsteps in the hall, I naturally thought they had come for me and sat bolt upright to find it was only the nurses who inquired if there was anything I wanted.

I told her the only thing I wanted was to go home.

She informed me she had explicit instructions to lock all the doors and the only escape for me now was via the window, which she didn't recommend, it being located on the 7th floor. The balance of the night was spent worrying and hoping my doctor would oversleep four or five years or perhaps while taking his morning plunge might put his head under the water three times and only pull it out twice, but nothing of the kind happened.

The doctor showed up bright and early and cheerfully remarked it was a beautiful day for an operation and stated that he had a wonderful surprise in store for me. When I reached for my coat and hat, however, he said my party hadn't started yet but that he had granted permission to a famous Vienna surgeon to witness my operation. In due time a very important looking individual appeared, who was introduced as Professor Spritzenkratzen.

Turning to the professor my doctor inquired just how they would perform this particular operation in Austria. Dr. Spritzenkratzen replied, "We cut in here," touching a tender spot on my eyeball, and then explained his system of operation in all its horrible detail.

My doctor listened attentively and then said: "Professor, your system is undoubtedly a good one but I consider my method much more effective. (In a whisper). Under my method the operation takes much longer—is more painful, but naturally the patient will think it is worth more money." As I sank exhausted in the nearest chair, they strolled out still discussing the most effective method.

In a short time a nurse, the angel of mercy, with charity in her heart toward all, even mankind, appeared and softly whispered my time had come. My suggestion that she arrange a postponement until next St. Patrick's day was only met with a smile and a soft murmur which sounded like "mere man" as she gently but firmly pushed me toward the door. Upon entering the elevator, I only hoped that the building might be 47 stories and the operating room located on the roof, but alas it stopped too soon.

Upon entering the operating room I found a number of doctors and nurses all dressed like Arab sheiks ready for a dash across the Sahara Desert but not a camel within a mile. The doctors were seriously discussing the stock market and the nurses the latest picture of Clara Bow. The usual preliminaries were soon disposed of and while taking my temperature, my doctor looked at the thermometer gravely and calling one of his assistants said: "Doctor, if it goes up another point, I'm going to sell and buy United Buttonhole Preferred." Then pointing to an object in the center of the room which I had hitherto avoided, he said in a command not unlike that of the second lieutenant, "Now son, hop up here."

When I inquired if an anaesthetic was to be administered, my doctor only smiled and said, "An anaesthetic would be useless in your case. Your report card shows you are a resident of the Fox River Valley and neither chloroform, ether, laughing gas or twilight sleep could make you any more unconscious."

I was told the operation took a comparatively short time. Frankly, to me, it didn't seem a minute over seven hours, after which I was carefully towed out and moored into dry dock for an indefinite period. My doctor appeared again and told me the operation had been successful and so far he had spent a very enjoyable day, but the rest of his day would be ruined because he had promised to teach this guy, Dr. Leeming, how to play golf.

The beautiful floral display in my room was the admiration of the entire hospital staff, and for which I am deeply grateful to my many friends of the Chicago Surface Lines, who evidently thought I was closely related to the unknown soldier.

I am in favor of organizing a club to be

known as the "Palooka's" for the benefit of those who have passed through a similar experience and with a meeting place in some isolated spot where we can discuss our operations without fear of bodily injury. Applicants for membership should send a $100 bill or a 2c stamp to their congressman and receive an engraved certificate showing a beautiful operating room in full operation.

In the meantime I am looking forward to the time when I can call on those of my acquaintance who have lost an appendix or some other useless organ and make them listen to my operation.

Oh yes, I am getting along nicely, thank you.

"Gus."

News of the Industry

Three Out of Four Use Public Transportation in St. Louis Business District

Three out of every four persons who enter the downtown section of St. Louis by vehicle use street cars or buses. The actual figures for one day, according to a count just completed, were public transportation, 216,350, and private motor car, 72,342. Street cars carried 65% and buses the remainder.

The survey was made to determine: What part the private automobile plays in transportation in that city. Whether the parked automobile carries enough persons to justify its use of the badly congested streets as a garage.

The street car proved the most effective means of travel in and out of the congested area, especially during rush hours. In the morning, from 7 to 9 a. m., 1,221 street cars carried 51,737 passengers. The 8,598 private automobiles entering the district during the same hours carried only 14,532 persons or 1.58 persons per vehicle. Street cars transported twenty-five times as many persons per vehicle as the private automobile. The survey revealed that 14,693 automobiles parked in the central shopping and business district brought only 23,222 persons downtown.

Parked automobiles cause most of the congestion. Street car schedules cannot be speeded up because of it. Congestion annually costs St. Louis $37,500,000, according to Robert B. Brooks, Director of Streets.

Abolition of parking would lessen the congestion and aid business by enabling shoppers, office workers and business men to get in and out of the congested area quickly, the survey showed. The capacity of St. Louis's present narrow thoroughfares in the heart of the business district could be doubled by abolishing parking, it is declared. Olive Street, a main artery, is only 36 feet wide. It is badly congested. as the line of parked cars on either side of the highway limits its capacity to two lines of moving traffic.

Motorists Must Give Street Cars Right of Way

New York State motorists must give street cars the right of way under provisions of the Bartholomew Bill which was recently signed by Governor Roosevelt. The new law prohibits the driver of a motor vehicle from delaying a street car. He must turn out as soon as possible after a street car operator has sounded his signal. Hitch-hiking also is banned by this law. It also contains a clause which prohibits policemen or firemen from stopping motorists to solicit funds or sell tickets. The new law also provides that "Stop" signs shall be erected at or near intersections of streets crossing arterial highways.

Merchants Co-operate With Transportation Companies

Leading merchants of Detroit are devising a plan to relieve traffic congestion, stimulate business and aid transportation companies. Fifty buses of the Detroit Motorbus Company will be chartered by the merchants sponsoring the plan. The buses will run on frequent schedules from outlying sections of the city directly to the stores sponsoring the service. The schedules will be operated in the non-rush hours from 10 a. m. to 3:30 p. m., thus utilizing vehicles which otherwise would be idle. Shoppers using this service would leave their automobiles at home relieving traffic congestion in the business area. A special low fare is expected to attract many shoppers. The system was given a successful trial recently.

National Traffic Notes

All parking in the business area of Winnipeg, Canada, during rush hours has been banned by the City Council. The council was deadlocked until Mayor Ralph Webb cast the deciding vote. The new ordinance also restricts parking during non-rush hours.

Louisville, Ky., has banned all parking in the business district during rush hours.

Praising electric railways as "the most economical and dependable transportation service," the Anderson, Ga., Independent urged residents of the city to patronize the local street car system. The newspaper stated that local transportation was necessary to the progress and prosperity of the city.

More parking restrictions for Buffalo, N. Y., are advocated by the Times. It states that congestion would be lessened and more shoppers could be brought downtown by street cars, thus aiding business.

Portsmouth, Ohio, has banned all night parking.

Parking has been banned on Central Street, a main artery of Atlanta, Ga.

Residents of Boston in 1850 were required to pay a fine if they "parked" their horses and buggies longer than fifteen minutes.

Burton W. Marsh of Philadelphia, city traffic engineer, says that traffic congestion in that city would be materially lessened if parking was abolished in the downtown area.

Firemen are aiding police of Long Island City in enforcing the anti-parking ordinances.

Courtesy Shown in Calling Streets

Helpful to Passengers—What One Disgruntled and Critical Patron Can Do

	Depot	Dis.	P. U.	Trans.	Q. S.	Total	Comd.
1	Lawndale	3	3	3	1	10	1
2	Blue Island	4	1	5	1	11	2
3	69th	17	4	5	8	34	20
4	North	25	8	24	7	64	7
5	Lincoln	11	1	9	..	21	7
6	Armitage	9	2	8	1	20	3
7	Archer	14	13	14	4	45	17
8	Division	10	2	5	7	24	3
9	Kedzie	21	8	14	4	47	7
10	Limits	12	1	9	1	23	1
11	Elston	9	5	6	4	24	5
12	77th	44	13	24	14	95	17
13	Noble	11	6	8	1	26	1
14	Cot. Grove	27	10	16	1	54	7
15	Devon	39	14	20	8	81	13
16	Burnside	23	3	23	5	54	4
	Total	279	94	193	67	633	115

By C. H. Evenson

Superintendent of Transportation

No one can maintain contact with the public in a utility like the Surface Lines without discovering the tendency to damn an entire organization because of the actions of a very small proportion of the employes. Indeed the reputation of the management may suffer seriously because of a single incident that arouses the indignation of a passenger.

There is an old saying that "One swallow does not make a summer"; but the unfortunate fact is that those who make use of a utility form their opinions on their personal experiences. A disgruntled passenger naturally makes his grievance or grievances the subject of conversation with his friends and neighbors, and while the original cause of complaint may have been comparatively insignificant, it certainly loses nothing in the telling, and the net result is that in ever widening circles unfavorable criticism spreads, and there is no possible way of telling how many people may be affected.

Not very long ago, because of an increasing number of complaints that conductors were not calling their streets, this particular feature was up for discussion at a meeting of the Division Superintendents, and it was pointed out to them that keeping passengers advised of their whereabouts was an important fundamental of good service, and instructions were given to see that conductors were reminded of this duty; that streets must be called and must be called distinctly and loudly enough to reach the passengers in the car. Reports thereafter disclosed that there was a general improvement in the situation and there is no doubt in our minds that generally speaking the regulation requiring the calling of streets is being conscientiously observed by a very large majority of the men.

But, as illustrating the fact that one or two failures on the part of individuals results in criticism of the entire force, the following letter carries its own moral:

Chicago, July 2, Chicago Surface Lines, Attention: Complaint Department.

Gentlemen: I wish we might have clear and strong announcing of at least the prominent cross-streets, on our city car lines. Time and time again I have observed that people have difficulty in understanding what the conductor says. If indeed one can hear him call any street at all, it is usually so faint or bemuddled that the names all sound alike, and surely no one not familiar with the names could ever distinguish what they say, in the great majority of conductors on our street car lines.

I shall illustrate what I mean by a more recent observation on a Grand Avenue car at 4:10 P. M., Saturday, June 28th, going west. Two women got on somewhere about Western Avenue, one about 40 years old and nearly blind, the other an older woman, who was trying her best to guide her handicapped companion. I am not sure that they asked the conductor to let them know when they reached Division Street, but I do remember distinctly when we crossed that line, that no one, who was not standing right beside him, could have heard, when he made the faint and muffled sound that was meant for Division Street. The women sat near the rear of the car so as to hear, in all probability; but not until after we were several blocks farther on, did one of them realize they had passed Division Street. The older woman timidly asked the conductor about it, who seemed to take no responsibility whatever, but condescendingly smiled at the woman and said "We passed it." All the rest of the way he continued in the same vague style, to mutter something that was meant for the various streets, not one of which I could distinguish, though I am an educated American woman and was sitting within three feet of the conductor.

I realize that it must be a strain on the voice to call vigorously *all* the streets on a carline, but it would seem there should be some remedy for the faulty and inadequate calling of the names of streets by conductors.

Last winter, on a northbound Halsted Street car at 12:00 o'clock midnight, going north, there were very few passengers and the car went rapidly past all the corners without the conductor's calling any of them. I discovered too late that we had passed Grand Avenue and got up to leave the car. I was deposited on the street at the next stop (two blocks down) near a railroad track in a dimly lighted section of the city, with the snow too deep to regain the sidewalk. Before getting off the car I asked the conductor why he had not called Grand Avenue and he replied: "Why didn't you ask me to call it for you?"

I have been under the impression that at least the crosslines should be called out by the conductor, day or night. Am I wrong?

Very truly yours,
(Miss) Lillian R. Verkler.

No one will deny that failure to call the streets is a form of discourtesy—at least it is not showing proper consideration to our patrons, and there should be a renewed effort on the part of every conductor to see that this important matter has his individual and thoughtful attention.

PROMINENT NORTHWESTERN RESIDENTS REJOICE



Citizens' Committee at Elston Line Opening

O. W. Holmes, President, Northwest Federation of Improvement Clubs; C. C. Kennedy, President, Forest Glen Progressive Men's Club; Edward Felix, Jefferson Park Improvement and Social Club; John Klier, Secretary, Northwest Federation of Improvement Clubs; B. A. Rooney, Treasurer, Northwest Federation of Improvement Clubs; Herbert Bernett, Director, Mayfair Chamber of Commerce; Vincent Mayer, Sergeant of Arms, Northwest Federation of Improvement Clubs; G. E. Trask, Jefferson Garden Improvement & Social Club; B. A. Marquis, Jefferson Garden Improvement Club; Edwin J. Smith, Chairman, Imp. Com., Jefferson Garden Improvement Club; Walter Gernhofer, Jefferson Garden Improvement Club; Horace H. Brock, President, Forest Glen Park District; H. G. Hanson, Forest Glen Progressive Men's Club; F. W. Barber, Publisher, Northwest Courier; Phil W. Peterson, Treasurer, Forest Glen Progressive Men's Club; Wm. Dern, Jefferson Garden Improvement Club; Swan C. Anderson, Forest Glen Progressive Men's Club; N. Storgaard, Forest Glen Men's Club; H. A. Horst, Forest Glen Men's Club; William M. Kemp, Park View Association; Anders Storgaard, Forest Glen Men's Club; Mrs. Wm. Galitz, Forest Glen Club; Mrs. John Klier, Park View Association; Mrs. Phil Peterson, Forest Glen Progressive Club; Mrs. A. R. Nelson, Jefferson Park Improvement Club.

"Class"

A bricklayer said to a foreman on a new job: "I'd like to work here, but I can't find a place to park my car."

The foreman replied: "I guess you won't do. This is a high class job, and we want only bricklayers who have chauffeurs."

Flapper: "I'd like to see the captain of the ship."

Rookie: "He's forward, miss."

Flapper: "I don't care, this is a pleasure trip."

Crying Need

"Now," said the super salesman, "this instrument turns blue if the liquor is bad—green if it's good."

"Sorry, but I'm color blind," apologized the prospector. "Got anything with a gong on it?" —The Atlantic.

Garb—age

Lawyer: "Can you tell me if the defendant was expensively garbed?"

Rastus (a witness): "'Deed she was, suh. Ah knows spensive garbage when Ah sees it."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 7 **July, 1930** **No. 4**

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

ON OUR WAY

That special election, when the new ordinance went to a referendum, provided a number of surprises, both to those who were for and those who were against the measure.

One of the surprises was the comparatively light vote—only thirty per cent of the registered voters expressing their choice at the polls. The result of the official canvass showed 325,837 for and 56,690 against, or about 5¾ to 1 in favor of the ordinance.

"But pshaw!" exclaimed one of our old friends who kept busy rounding up his neighbors on election day, "the official figures fail to give you the real picture, and here's my view of it: The opponents—municipal ownership visionaries, out-of-town theorists and the group of disgruntled residents of territories where pet extension schemes had been omitted from the ordinance—were bitter in their denunciation of the measure and everyone who had a part in its drafting. They were out to kill it, and it is my guess that they mustered every vote that could be induced to oppose it.

"They rolled up only 56,690 votes out of a total 1,286,509 registered voters. According to my view, therefore, there were 1,239,813 who were for the ordinance. To my mind that reflects the real public attitude toward the new measure, and everybody should be congratulated on the result."

Our friend's statistics may be a little ragged but there is no doubt that the public has put a permanent extinguisher on a form of political activity that has prevented the proper development of transportation facilities for many years. Men of public spirit and initiative identified with Chicago's traction enterprises have pledged themselves to show what can be done, now that some of the handicaps have been removed, and "Progress" will be the watchword henceforth.

WHICH MAN ARE YOU?

What do you really know of any man? If you have ever been quick to judge and criticise those you meet and with whom you talk, ask yourself if your judgment has not, perhaps, been founded on rather scanty material.

If truth is many sided, so is a man's character. The side you see, perhaps the side you dislike, may not be the side others see. Perhaps, too, the fault is partly yours. You may not have the power to make a man show you his best side.

If you think people are hard and unsymthetic and irritable, take a quiet look at yourself before you pass judgment on them. Maybe you are only getting what you ask for.

Do you, for instance, go around showing people what you are, or do you show them what you want them to think you are?

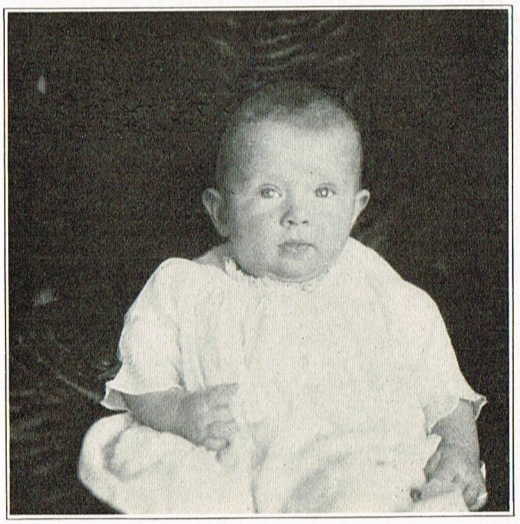
Do you look at the worst in a man and build up a picture of the whole man from that! Why should you? You wouldn't be pleased if people did that to you.

Do you hand out frowns and expect smiles? Why should you expect to get something for nothing?

"What a man thinketh, that he is," and part of what you are is bound to be what you think of others.

Look for the best in people. If you do that you cannot help showing them the best that is in you.

—Selected and submitted by J. D. Newton, West Shops.



Gloria, the Chubby Daughter of Conductor John Ross of Archer

Must Know Men to Get Results

Building and Maintaining an Organization Discussed by an Experienced Executive

Mr. William B. McGorum, a well known technical member of the Stone & Webster organization contributed an exceedingly interesting article to A. E. R. A. on the personal relations of department executives and their associates and their men. It is presented here for the thoughtful consideration of every branch of Surface Lines activities in operation and maintenance:

Of the two main organizations devoted to public trasportation: namely, operating and maintenance, the latter is for certain reasons the most highly developed. Primarily, it is that shop personnel which is continually beneath the supervisory eye from the superintendent down, and corrections of system or method can be made on the spot and followed up. Guidance of operating forces is of necessity entrusted to supervisors or inspectors whose possible amount of observation per operator per day is necessarily limited. Much reliance has to be placed on instruction through group meetings, which are often about as effective as a college course consisting of lectures only. Transportation supervisors may by their personality, spirit of fairness, etc., build morale in their men, but certainly do not, by the very nature of the job, have the opportunities of the shop foreman for explanatory and corrective instruction. Too often vanity and the upper hand cannot resist "correction" of a situation for the benefit of the public at the humiliating expense of the operator. Any such actions on the part of a shop foreman come quickly to the attention of the superintendent. Besides, it is easy for a foreman to get a man quietly in a corner and have difficulties simply and comfortably straightened out.

Transportation superintendents and supervisors like to think they know pretty well what is going on out on the lines, but they do not. Maintenance superintendants, in and out of the shops all day are frequently severely shocked to discover, if not actual practices, at least what are the trends of thought and talk going on about them.

Too often men who are putting their souls into the proper maintenance of equipment have no love left forthose who are hired to wear it out in revenue producing service. Where that is the case we may look for a group of operators which is not inspired with the welfare of the equipment. They are the happy fellows who may have to miss breakfast to get a 5 o'clock run on a snowy morning when most of the world is still wrapped in the quilts. They lunch as they go. They are the transportation salesmen, if you please, "contacting" with the dear public; being courteous, smiling in the face of trouble; preventing accidents, taking care of the equipment and playing valet to feeble passengers. Incidentally, they are expected to run on schedule, through modern traffic.

Maintenance Man Must Have Co-operation of Operator

It behooves the maintenance man to consider the operator in the role of brother; to get and hold his friendship by all possible means. If he can't get action on his defect cards, he should make it plain that his office door is open, and that the operator is expected to use it. When we sell ourselves to operators we can make sure that when we get a road call, a road call just had to be.

Perhaps after all, the keynote to building an organization is no different than building gross—selling. If we are going to control a group of men it is necessary first of all to sell ourselves to them. The well known and much abused "dynamic personality" will be of great assistance, but more substantial characteristics will also be found effective. Knowing what you are about, fair play, sound, to-be-respected judgment, kindliness, firmness, diplomacy, tact, approachableness, are random selections from a host of selling points. If you are a born leader you are lucky; the chances are that with the above qualifications you will gradually develop into one.

Consider the maintenance superintendent. His job of personal selling is fourfold; to his management, to the men

who operate his equipment, to his lieutenants, the foremen, and to the men in the ranks. With their united following he can cut costs and live happily until he grows careless.

The most important man in the whole maintenance organization is the foreman. In actual dollars-and-cents importance he outranks the management itself. A good foreman must have a good superintendent. The workmen handle the wood and steel and the foreman handles the men. In a true organization there is no way for the superintendent to accomplish anything, no matter how much he may be itching to do so, except through the foreman. If the latter is untrained he must be trained. If he cannot be trained he must go. If a superintendent allows a foreman to remain who cannot be brought to reasonably efficient standards, then the superintendent is a poor executive and should himself be dismissed. If he still holds the job in spite of it the chances are he will be found standing on one leg around the shop, vainly trying by his presence to get results, or else striding hither and yon, giving this order and that to the men, while a harassed or hopeless foreman looks on. In either case disorganization stalks abroad and the company pays the bills.

The Foreman Must Be an Organizer

If a foreman is to do the loading and firing he must be an organizer, an executive, and a good judge of human nature to boot. An executive's job is to:

(1) make decisions; (2) give instructions; (3) see that they are carried out.

A foreman may pick certain men for building motors at the bench, because these men are best fitted for this work. He may correspondingly line up other men for particular classes of work. He may establish a flow of work, set up a storeroom system, train a safety squad, plan a lubrication system. In accomplishments of this nature he is acting as organizer. He is developing system here, establishing standard practice there; each time adding a gear to the ever smoother running machine. In all of it he is the executive, first making the decision, then giving the necessary instructions, and finally going back over the structure again and again to see that each part is bearing the burden and operating with the whole as he intended it should.

Alibis Will Not Keep the Cars Clean

The further down one goes in an organization the harder it is to get results. The vice-president walks in some fine morning and casually remarks to the manager that he just rode down on a dirty street car. No more is said. The manager of course, does not offer alibis, and manfully restrains himself from asking where the automobile was that morning. There follows a phone call to the superintendent of maintenance, suggesting if there is a dirty car on the line running past the vice-president's home, that for heaven's sake have it put on some other line. The superintendent calls in the foreman and asks him to check up on the cleaning situation. The vice-president has forgotten the matter; the chances are he will never mention it again. The manager was keen enough to take the hint, but since he called up the superintendent, it may never more enter his mind. These two men can afford to forget; they have good organizations, having trained them that way. The superintendent has a good organization too, but he has had to build from timber of a different sort. Being a good organizer, however, he starts out as blasé as the other two, and having passed the word along to his foremen he sits back to see what happens.

Right here we begin to get down to brass tacks. The foreman is in charge of a group of cleaners who are the lowest paid men in the organization. True, he has been able to build up in them a certain amount of pride in the appearance of the company's rolling stock. But he knows that a suggestion from him isn't going to send his cars out on the road in a particularly dazzling condition the next morning. His men will turn out an honest day's work for their day's pay, and they won't go sleep when he is not right there. But they aren't nearly as enthusiastic as he is about what the vice-president thinks of the street cars passing his door. Furthermore, the v.-p. didn't say whether the car had a dirty floor, dusty windows, or whether it was simply nasty all over. So it means that the whole cleaning program has to be checked up. As a result the foreman finally finds that

his cleaning system is weak; that because he is stressing window cleaning too much, some of the other work is not being done properly. He winds up by reorganizing the whole business, and incidentally adds to his own burdens another flock of detail to be watched.

The superintendent notices all this, and in a simple, genuine way lets the foreman know he is pleased. The foreman has already done the same with his men. A stronger organization is the result. A suggestion has been turned into reality.

Street railway maintenance is an old story, and in the course of decades its practices have become so set as to have produced an antagonism to ordinary efforts to make the street car a modern, up to date vehicle. There have grown gray in the shops superintendents, foremen and workmen upon whose shoulders rests the mantle of faithful years of honest work. They have behind them experience which by its weight points their path in the future. Too often change and progress is a chilly wind which they feel blows them no good. As long as these men stay together they will continue to function at the same even pace as before. Let them be reorganized, scattered, and they are hopeless. Their ways are set, their initiative dulled, enthusiasm forgotten. Unless managements are prepared, in effect, to scrap their investment in these men, they should consider carefully any changes affecting such an organization. Where younger men are placed in charge, and where results count for or against them, be resigned to the inevitable conflict between youth and age.

On the other hand we see men, old in the service, who have young ideas. These, to younger men are an inspiration and a delight. Their initiative is no flash in the pan, their judgment is solid, weighty and comforting, and when they put their hand to the wheel it is just one more of a number of such efforts. The industry can well afford to treasure these men; they are doing now what youth is still hoping to do.

When organization is discussed the word "morale" is almost sure to creep in. It might be apt to say that true organization does not exist without it. Morale is a relative term, classifiable as good, bad or indifferent. It may be defined as being the net sum of the personal reactions toward the goal of the group of which the individual is a part.

It is interesting to consider some of the factors favorably influencing personal reactions of members of a working body. Here are a few:

1. Pleasant working conditions.
2. Sympathetic treatment.
3. Fair and square dealing on both sides.
4. Promotion on merit.
5. Some degree of human relationship all down the line.
6. Getting across to the organization as a whole any information which will lead to a better understanding of what is to be accomplished.
7. Development of individual initiative through encouragement.

Promotions Should Come from Ranks

Probably nothing does a body of men more good than to see in effect a consistent policy of promotion from the ranks on the basis of recognized merit. It is human to work for recognition. To see it obviously ignored is fatal to morale, and is a condition with which no man of spirit will put up for long.

If it is true that the quality of the finished product is no better than that of its raw materials, it is wise to use the utmost care in selecting new men. If we are after mechanics there are two ways to get them: first, hire them ready made; and second, make them yourself.

When the street railway industry was presented with buses, it almost universally adopted the first course as a matter of necessity. As a general rule it is doing this no longer.

Men develop fastest and best when intrusted with responsibility. A foreman who knows men will see that all those who show any inclination at all to carry responsibility are provided with it according to their capacity. The better a man is in any line, the less attention he will need. Where we find a man who prides himself on the job he is doing, the greatest of care is necessary to see that he is led and not driven. This is one particular instance where tact and knowledge of human nature can be most valuable to those in authority. A man of this type gets a kick out of being a step ahead of the situation, and it is no com-

pliment to him to be instructed in such detail as to be deprived of credit for his own initiative. Take only a small share of the credit yourself; lead him subtly on, and let him know the satisfaction of conception and accomplishment.

What an ambitious man seeks most of all is recognition. That is the reason that added responsibility is so satisfying to men trying to get ahead. Advantage is frequently taken of it in the business world by the bestowal of titles and their inferred emoluments in lieu of more substantial rewards of the world's goods. Praise goes a long ways with working men in supplying this human desire for recognition, but it must be matched with increase in pay when conditions are ripe for it. They are quick to sense the point where they are being taken advantage of. When it has been demonstrated beyond doubt that they are entitled to the next step in the scale it should be given them, and always if possible before being asked for.

Imprudent praise has ruined many a good man. In most cases it is only necessary to let a man know in some way that you are pleased. Knowledge of your individual must dictate the method, but in any case reserve approbation as a dessert; do not attempt to make a whole meal of it, for too much is sickening and disillusioning. An occasional case of displeasure properly tempered to the mood and the moment, is an excellent tonic. Effective use of these subtleties of good supervision cannot be made unless one is sensitive to the attitudes and reactions of the men under him. A close check must be kept on the pulse of a group continually; where a "miss" is detected it must be found and corrected.

Suggestions made by workmen should be tried out wherever possible. Preferably the man making the suggestion should be assigned to the job of helping to work it out. If it is felt that it is not practical it is wise to go to some trouble to convince him of that fact. Suggestions involving the expenditure of money should go to the superintendent, but he in turn should bring into the picture the foreman in making his decision. By encouragement the foreman can lead his men into making constructive suggestions, and can then bind them closer to him by defending the merits of the idea and co-operating in its fulfillment.

Organizing men effectively is human engineering. They have been welded into armies and have gone even to their deaths with a cheer and a smile. Hysteria, perhaps, and short lived—yes! But it was actually accomplished through capable leadership of an inspired personnel. Organization charts alone won't do it.

Men who know men, please step forward!

CO-ORDINATION AHEAD FOR CHICAGO

American Electric Railway Journal Comments on Recent Referendum Victory

Voters at Chicago on July 1, by an overwhelming vote, approved the new franchise ordinance calling for co-ordination of all local transportation agencies. That augurs well for the future. Of course, the measure is not perfect. No human document ever is, but it is undoubtedly the best plan that has been proposed.

The old franchises were unsatisfactory in many ways. The idea behind them was to tie the companies up tight. And that they did. It is surprising that under them the companies did as well by the people of Chicago as they did. So far as it was possible to do so under the restrictive grants in force progressive managements of both the surface lines and the elevated have given the public a taste of what could be expected under a grant fair alike to the companies and the city. They kept faith in the larger sense of their civic responsibility. And they have been rewarded and the city has been rewarded by acceptance of an ordinance probably without parallel in the annals of franchise grants of the kind.

It will take some time to work out the financial details, but the stage is all set. Financing is a matter of technique. While this is also true with respect to the plan for the expenditure of $60,000,000 within the next three years and $200,000,000 within ten years, the work of aligning the properties physically can be begun at

once and may be expected to proceed promptly.

In the form in which the grant was finally adopted and now passed the ordinance represents many years of effort to find a solution to the question and many months of intensive work by various officials and civic groups. Under it the new co-ordinated company, the Chicago Local Transportation Company, will be enabled to give the millions of people patronizing its lines efficient and satisfactory service. Transportation in Chicago may now be expected promptly to get into step with the march of progress of the city's other utilities. That has been a hope long deferred. Now it should soon be realized. Both the companies and the city are to be congratulated on the outcome.

—*Electric Railway Journal.*

MOVING 5,000 STUDENTS

Fifty Chartered Cars Used at Lane Technical High Ground Breaking

On Tuesday, June 24th, the largest chartered car order in the history of the Chicago Surface Lines was placed by the Lane Technical High School. It was desired to transport the student body from the school to the site of the new school at Addison street and Western avenue. Fifty cars were used. In order successfully to carry out the transportation program, it was very necessary that all details should be carefully perfected beforehand.

The student body was divided up into battalions. Each battalion was numbered and assigned to load at locations in the vicinity of the main school and each of the three branches. The numbers of cars allocated to each loading point was dependent upon the size of the battalion. In the sending of cars down along the different streets to the various loading points, it was necessary to time the movement and route the cars in such a way as to avoid conflict between different groups of cars going to pick up their respective assemblages of students. Each car was numbered and this number was carried on the right front vestibule window. Each battalion was given advance information as to the group of cars assigned to it and each company comprising the battalion knew the number of the individual car in which they were to ride.

These cars were sent from Lincoln, Limits, Division and Noble Street Depots. The crew on each car was given separate written instructions as to the time, route to take on the way to the loading point, and from the loading point to the point of destination.

All groups of cars discharged their respective battalions in separate places in order to permit the formation of the students in a parade. The streets between Belmont and Addison, and Oakley and Western were used for this formation.

In planning the routes of travel for bands of cars between the loading point and point of discharge, it was necessary to keep in mind the point of destination to avoid confusion of one group of cars with another. The cars that were to be unloaded on Western avenue at Addison street for instance, were timed and routed in such a way that they would get there ahead of all other cars discharging on Western avenue, on Belmont avenue, or on Roscoe street behind them.

The plans worked very well and at 1:30 p. m. all of the fifty cars had arrived at their proper destination and the students were delivered in ample time to get the parade formed and moving into the grounds in time for the ceremonies.

At various points along the different routes over which cars were sent to the vicinity of Western and Addison, supervisors were stationed to accelerate the car movement.

The Track Department carefully went over all of the normally unused special work and there was no delay of any kind at any point.



Conductor L. Filiatreau of Archer Won $10 as the "Circle" Member of This Evening American Group

Keeping 'Em Rolling

Elston an Easy Winner for June, Moving Up From Sixth to First Place



From sixth position last month Elston comes to the top with 54,208 miles operated per pull-in due to equipment failures, and is the record for any carhouse since July, 1929. They show the biggest per cent increase of the month, 93.9, had 25 days without a pull-in, the record for the month, and are over 20,000 miles per pull-in more than the second highest carhouse.

In June, 1929, Elston operated their cars 20,136 miles per pull-in. This month they show an increase over that mileage of 34,072 miles, or 169.2%.

In the average mileage for the system a decrease of 4.7% is shown over the month of May, but an increase over the same period in 1929 of 4,555 miles, or 24.4%.

Sixty-Ninth Street Carhouse moved up from 12th position last month to 3rd this month, and made the second highest increase in percentage, 46.6.

The individual records are shown below:

Rank	Carhouse	Zero Days	Miles Per Pull-In in June	Pct. Inc. or Dec.
1	Elston	25	54,208	93.9
2	Armitage	18	33,825	2.5*
3	69th Street	9	32,391	46.6
4	Blue Island	19	31,249	13.8
5	Cottage Grove	11	29,950	13.5
6	Limits	20	27,289	41.4*
7	Archer	6	26,726	27.4*
8	North	7	24,736	20.4*
9	Lincoln	13	24,681	1.9
10	77th Street	5	24,039	29.0*
11	Noble	18	23,794	9.5*
12	Burnside	9	21,565	10.4*
13	Division	12	20,598	1.8
14	Kedzie	5	16,764	5.1
15	Lawndale	8	14,915	10.8*
16	Devon	8	14,664	1.7*
		193	23,253	4.7*

*Decrease.

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

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

Needed at Home

An old colored woman went to the Governor of Tennessee:

"Marse Govenah, I want my Sam pahdoned," said she.

"Where is he, Auntie?"

"In de pententiary."

"What for?"

"Stealin' a ham."

"Did he steal it?"

"Yes, sah, he suah did."

"Is he a good nigger, Auntie?"

"Lawsy, no, suh. He's a pow-ful wo'thless niggah."

"Then why do you want him pardoned?"

"'Cause, yo' honoh, we's plum out of ham ag'in."

Remains to Be Seen

Landlady: "A professor formerly had this room, sir. He invented an explosive here."

New Roomer: "Ah! I suppose the spots on the ceiling are the explosive?"

Landlady: "No, that's the professor."

Departments and Divisions

Accident Investigation and Legal

Mr. Charles Bouland of the Department of Accident Investigation, who has been 53 years in the service of the company, three years after entering our service, took unto himself a wife, Miss Elizabeth Marx. On June 10th Mr. Bouland was invited out by one of his sons-in-law to attend an entertainment at the River Park Field House, and when he arrived there found 75 relatives and friends gathered to celebrate Mr. and Mrs. Bouland's 50th wedding anniversary. The emoluments of the occasion were in gold and were tendered to Mrs. Bouland and Mr. Bouland. Many complimentary speeches were heard, followed by a liberal spread and dancing. Mr. Bouland will try to remember this date hereafter.

Thomas H. Hoy of this department is feeling quite happy over the news that his son Charles E. Hoy, who is now commencing his last year at West Point, has been elected captain of the baseball team for the ensuing year. Charles is the regular catcher and bats in the "clean-up" position. The team this year has been very successful only losing two games. Incidentally, as is required of West Pointers these days, Charles has now practically qualified as an expert aviator. In this connection it might be mentioned that Mr. Hoy's other son, Captain Thos. A. Hoy, stationed in the Philippines, recently flew from the Philippines to San Francisco and back again.

Blackstone.

Engineering

The Government hatcheries have completely restocked the lakes in and around Duluth with pike after Ed Schumacher's onslaught against the finny tribe in that vicinity. Oh, what a "piker" Ed turned out to be.

Fred Acker intends to get a wrist watch that he won't have to wind. If he will get one that he won't have to wear, everybody will be happy.

Louie Ciucci hopes to spend part of his vacation at Booth's on Kinzie Street, collecting his annual mess of fish.

R. J. Rumatz, Chief Material Clerk for the Track Department, has evidently been taking vocal lessons recently. He executes "Spring Time in the Rockies" several times daily.

Oscar Mueller, Andy Johnson's Material ace, spent a most enjoyable vacation visiting the Loop and other places that are strange to natives of the West Side.

John Ambler, a faithful employee of the Building Department since 1907, passed away on June 17th. His quiet gentlemanly presence will be missed by all. We extend our heartfelt sympathy to his wife and family in their bereavement.

Transit.

Shops and Equipment—North and West

West Shops: Our latest golf enthusiast—Walter C. Krull. The one who said only a few weeks ago that he would never play the game. Of course men do change their minds once in a while.

The flowers sent by Mr. Simpson were very much appreciated, especially the Rose.

Louis Pluta has returned from his vacation with a nice coat of tan, which he says he acquired while painting his house.

And Harold Ebeling has taken up golf too. 'Nuf sed!

Lincoln: We extend our sincere sympathy to Mike Kelly, whose son passed away recently.

Blue Island: The lovely garden at Blue Island is the result of the efforts of Mr. Hale and his landscape artists.

Murphy, Gensbiger and McCrea are thinking of attempting an endurance flight; at least they are doing a lot of talking about it.

Balchites, accompanied by his wife and child, will visit relatives in his homeland, Lithuania, in the near future.

Vacation time is here, with Tom Hoey starting the parade to seaside and mountains.

For some good fish stories, listen to Stathopoulis, night car placer.

North: Joe Cook says that if Pat Finley keeps on talking about saving his money he will be out with a lot more of the fellows behind the high fence counting brick. How's business, Finley?

Kedzie: Our Assistant Night Foreman, D. Cremin, has just returned from his vacation, and reports having had a wonderful time. He went to Starved Rock and climbed the hill from the river side. After nearly slipping down three or four times he finally got to the top. Maybe he wasn't disgusted to find out that there was a much easier way to get up on the other side.

Another of our early vacationists, L. Keag, Night Foreman, has returned. The boys are still trying to find out whether it is a genuine tan, or just the smoke from our beautiful city.

C. Simon, car cleaner, is the proud father of a 10-lb. baby boy. And, oh yes, the cigars were enjoyed by all.

Limits: Thursday morning, June 26th, at 4 A. M., Pat Clancy, car cleaner, received a message to come home. Next we heard from Pat was that a baby boy weighing 8-lbs., 15-ounces, had arrived. Mother and son doing fine. Congratulations!

Ten reasons why you should not buy a Chevrolet. Ask Steve Dykinga.

The doctor told Johnny Grant to stay away from cigarettes. He smokes them with a cigarette holder 3 feet long.

Jane V. McCarthy.

Wise Guy

Householder (hearing noise downstairs): "Who's down there?"

Burglar (with great presence of mind): "This is station KDKA now signing off until tomorrow morning at eleven o'clock. Goodnight, everybody."

Still Waiting

Office Boy—There's a salesman outside with a mustache.

Business Man—Tell him I'm in conference.

Office Boy—I did, and he wants to know if you'll be out of it before he has a beard, too.

Around the Car Stations

Cottage Grove

The latest cumulative report of the Accident Prevention Contest shows a decided improvement for this depot since the contest started several years ago and it is gratifying to the trainmen to see us in second place. A little more effort on our part will put us in first place. Keep up the good work and get on top.

A check is being kept on the trainmen's uniforms and general appearance and the men are to be congratulated on their neatness. It is doubtful if there is a street railway company in the United States whose men look as neat and clean as do the men of the Chicago Surface Lines. Combine this with civility then will be nearer to perfection.

The pool tournament which has been in progress for several months has shown some spirited competition and has at last been finished. For a number of years the championship was held by Motorman Wm. Berg. Two years ago Motorman John Dunker defeated Berg and last year Conductor Joe Kuhnlein defeated J. Dunker. This year Dunker did not enter the contest, and the present tournament was keenly contested before a large crowd of spectators and when a difficult shot was made by either player, there was loud applause. The high sum was awarded to Conductor Joe Kuhnlein. First prize was won by J. Kuhnlein who retains the championship; second prize by Conductor E. W. Fay and third prize by Motorman Wm. Berg. There were four contestants for fourth prize, Chambers, Theile, A. Kuhnlein and E. R. Herndon which was finally won by Casey Conductor Herndon. A merchandise prize was donated by Simon Hirsh, the uniform and gents' furnishing dealer. The prizes were valuable and worth competing for, and the officers of the Club, President F. M. Sullivan, Secretary H. Kennedy and Treasurer E. Ahern are to be complimented for the manner in which they conducted the tournament.

Assistant Superintendent H. Hooper returned from his vacation spent in northern Wisconsin fishing, and was successful in landing some game fish.

Supervisor M. Hickry returned from his vacation spent visiting relatives in Lake Forest and enjoying the beauties of the various parks in Chicago, with his wife and his large family of little Hickeys.

Conductor P. W. Fitzell spent a few days at his son, Stanley's Chicken Farm at Rochester, Indiana, where Stanley has a quantity of healthy looking chickens. Fitz brought back 2 large cases of fresh laid eggs for his friends.

Conductor E. Baker and Mrs. Baker have been missing since the election on July 1. They were last seen coming out of the election booth and have not been heard of since. A search party is being organized to look for them around Big Star Lake, Baldwin, Mich.

Motorman L. M. Fonferek is at work again after spending a pleasant two weeks at Pentwater, Mich.

Motorman E. Just paid a visit to the depot recently and we are pleased to note a great improvement in him. He expects to be permanently cured in a short time. The trainmen sincerely wish for a complete and speedy recovery.

Motorman H. Gotch who has been at Speedway Hospital for several months is slowly improving and would appreciate a visit from some of the trainmen.

Motorman John Foley has been operated upon at St. Bernard hospital. We are pleased to report John is slowly recovering; the trainmen wish for a complete and speedy recovery.

J. H. Pickin.



Bernhard, the Future Ball Playing Son of Extra Motorman F. Elliott of Burnside

Burnside

Yes, Sir. Once more we have with us on our extra board our old friend Henry. Better known as "The Cream of the Extra Board."

Speaking of extra polite conductors, we surely have them on our Hegewisch Line. Doc carries needle and thread, making minor repairs for his passengers, and the other day Big Boy Eddie fastened the heel of a shoe on a fair passenger.

Korn Kob Peet is going to have his picture taken and intends to have it ready for the next issue. Don't forget to watch for it, boys.

Conductor Van says he got a good run this time. Sometimes we wonder what he means. Watch him, Casies.

One of our motormen signed his car in as follows: Car runs very reckless. Don't fit to be on street. Joe Vandergraff says that is not Wooden Shoe language.

Mike Lydon and Mike Ryan intend to take an airplane trip on their vacation this summer. At first Tom Doherty was going with them but at the last minute decided that he was not air-minded. Tom says he will lay off and take a street car ride instead.

Motorman W. L. Bayer is now the proud father of a baby boy. His name is Walter Eugene Bayer. Daddie Bayer says his boy is a respectable young man. Does not swear, smoke, chew or go out with wild women. Congratulations, folks.

And again another baby boy. Conductor Joseph Fagan reports the addition to his family. Joe says mother and baby are doing fine, but just can't decide on a good enough name for him as yet.

A number of regular passengers on the 103rd Street line have asked that we mention Motorman Bobby Lummin on the State Street line for his exceptional thoughtfulness in waiting for transferring passengers at 103rd and Michigan Avenue. Keep up the good work, Bob.

W. D. F.

Seventy-Seventh Street

The twilight indoor league of our depot has created a great deal of enjoyment these warm evenings, over at Celtic Field, which, thanks to the management, has been donated to the boys to play their games. Come out and give the players a hand and you will certainly say it was an evening well spent. The greatest play to date was a very graceful slide at first base by Supervisor John Natelborg. The standing of the league is as follows:

	Won	Lost
Meyers Indians	2	1
McCarthy Hoods	1	1
Kennedy Outlaws	1	1
Grassell Clowns	1	2

Other divisions, attention! Motorman M. J. Corcoran and Conductor Barney Kielty challenge any team to a regulation handball contest, to be played at Celtic Field; also Motorman Jerry Madigan and Motorman Harry Barry are open for matches at horseshoes.

Vacations are just starting, so we can expect to hear some great fish stories, and perhaps some genuine fish pictures will appear. Let's hear.

Well, here is a surprise. The first time in a number of years our depot has been below the average for the system in obtaining witnesses. Stop and think, 4.77 per accident, and in seventh place. Is this an indication that other depots have discovered the knack of obtaining witnesses and we have not? By all means "No." We are going to stage a comeback. How? By bringing in six or more witnesses per accident no matter how trifling it may be. Seventh place is no place for 77th Street.

We think it appropriate at this time to say a few words in regard to the beautiful flower boxes and lawn about our depot. Hats off to Mr. Meyers, car house foreman, on his wonderful achievement, and more so on account of the adverse location of our boxes and plots. We of the south town have acquired a new word, "Facts," but whether it is a fact or not, somebody said, "Meyers treats the flower boxes with violet rays about 2:30 every morning." So that accounts for their wonderful beauty.

We have a number of boys confined at hospitals, and needless to say it is very tiresome to be laid up at this season of the year. We would suggest a visit, which would be welcomed by the following boys: Motorman Ben Wagoner at Speedway Hospital, Conductor Gus Pulaski at Auburn Park and Conductor C. O'Reilly at his home.

Babies? Yes indeed. The following have arrived this past month: Conductors T. M. Dacey No. 1, a boy; J. A. Kotz, a girl; C. H. Blair, a girl; Motorman B. G. Reed, a boy; also Conductor Milke Collins, a boy. Congratulations, boys, and may our tribe increase.

In the Accident Prevention contest, we are in sixth place with 1.52 points from first place, for a period of four months or one quarter of the contest. It is possible for us to make first place in one month. Let's try to lead the contest for one month just to see how it feels.

Ah-ha! Here is the news you have been waiting for. Our Mid-Summer, open air dance will be held on Wednesday evening, July 30, 1930, at 8:00 o'clock at Celtic Park, 74th and Bishop Sts., with music furnished by Bohlins' Orchestra, and in the event of rain will be held the following Wednesday, August 6, 1930. Dancing commencing at 8:00 o'clock, and will continue until 12:00 o'clock midnight. Now, we have a novelty treat for this evening—beautiful paper hats—and you will be expected to wear them, so come collegiate. You boys of the big families, here is your chance. All children are to be presented with a box of candy, so bring all the kiddies and enjoy yourself. There are other surprises in store for you, of course, so be sure and mark up this date on your calendar. The tickets will be issued with your club card on dues collection days, July the 11th and 26th, so be sure and obtain your tickets. Everything free—tickets, hats, candy, dancing and the surprises. Come one, come all.

The past two months, the following trainmen and relatives of trainmen have been called to the Great Beyond: Conductor B. J. Hebner and Motorman Robert Graham, two of our real old and esteemed trainmen; also the mother of Supervisor John Volkart, mother of Conductor E. J. Welty, wife of Conductor P. Payne, sister of Motorman S. Brogan, brother of Motorman M. Johnston, brother of Motorman Ben Johnson and brother of Conductor H. O'Donnell. To the relatives of the above mentioned, this division extends its sincere sympathy in their bereavement.

C. A. Gylling.

Archer

Our deepest sympathy is extended by the boys of Archer depot to Conductor J. A. Bennett and Motorman W. E. Bennett, who were called upon to part with their dear mother who crossed the Great Divide, Wednesday, June 18.

Conductor Ed R. Goltz started down the fairway to matrimony Saturday, June 7, and took upon himself a bride to be his, to clothe, feed and obey until eternity. Wedding dinner served at the "Merry Gardens." Honeymoon to the northern woods of Lake Superior. Ed, we congratulate you on your adventure, and may your wedded life be happy and prosperous.

Our sympathy is extended to Conductor W. G. Smith on the death of his father, who died Tuesday, June 10.

Clerk Charles Batterson, second in line for his vacation, starts his on the anniversary of his wedding a year ago to the day, when he took an extended trip to the Rockies. This year Charles is confined to his home more closely for other reasons. Says it won't be long now.

Conductor Walter Haase and wife motored to Lake Como, Wis., where he spent a fourteen-day vacation with his mother and father

down on the farm. Walter says the old farm looked good to him, more especially when all hands were around the vinegar jug. Among the many fish stories, claims to have caught a twelve-pound pickerel.



Motorman Michael S. Bader of Archer and His Rock Garden

Our sincere sympathy is conveyed to Motorman John McCarthy, who was called to the bedside of his sister in Philadelphia, Pa., who died June 6, after a short illness.

Motorman Frank P. Russell and good wife motored down among the Ozark Mountains on a two-weeks' vacation trip visiting his home folks and his old mountain home in Arkansas. Returns with pleasant memories of the past.

Motorman Charles Everhard received a hurry-up call to Rockford, Ill., to the bedside of his sister who died May 30. The boys of Archer extend their sympathy on this sad occasion.

Two souls united in one. Yes, he took another leap. The wedding took place Saturday, June 21. The groom was no less than our smiling motorman, Roy O. Lyman. He never looked better than on the eve of his adventure, so said his bride. The boys of Archer congratulate you.

Conductor Bill Barber and good wife sojourned to Los Angeles, Cal., on their summer vacation. Bill sends the boys a postal card from the home of his old friend, Douglas Fairbanks, reporting a good time.

Conductor James Tighe reports the death of his dear mother, who died Saturday, June 7. The boys of Archer Depot extend their deepest sympathy in your sad bereavement.

Conductor James J. Powell mustered up courage and asked Margurette Courtney to be his wife. Wedding ceremony took place Saturday, June 21, at Visitation Church. While the wedding was very elaborate and the festivities served at the Congress Hotel, it was limited to the immediate family. James, you have the sympathy of we boys who have gone through the mill. However, we congratulate you, wishing you and yours courage, success and happiness.

Conductor Theodore G. Sulaski takes pleasure in announcing to the world the arrival of Theodore, Jr., 9½-pound baby boy, who was made welcome at the Sulaski home at 2:45 a. m. Sunday, June 29. This is Theodore's first, and we congratulate you and wish the young man many happy and prosperous birthdays.

Conductor William A. Whitney invaded the scene bedecked in high hat and full dress suit. The feature attraction of the evening was the wedding ceremonial which took place Saturday, June 28. The lockstep to the wedding march of the bride and groom coming down the church isle was very attractive. William is taking two weeks' furlough to recuperate. The boys all enjoyed the cigars and smoked to the success of the bride and groom.

The boys of Archer Depot extend to Motorman A. Freitag their deepest sympathy on the death of his father who died June 5.

A postal arriving at the depot from Motorman John Quinlivan from Kilbourn, Wis., puts us wise to a secret which John has been keeping from us boys. However, John was married June 19, and took his bride for a trip to the northern woods of Wisconsin. Congratulations, John.

Conductor Dan Hurley returns from a two-week vacation to Hot Springs, Ark., reporting himself all boiled out and ready for another year of prosperity.

Sympathy is extended to Conductor L. J. Wilzein on the death of his sister, who died Monday, June 23, leaving four small children.

Dusty.

Blue Island

We wish to extend our sympathy to the following and their families in their recent bereavement: J. Mencil, the loss of his niece; C. Ruane, the loss of his cousin, and T. Ward, the loss of his son-in-law.

The following boys took life partners unto themselves: E. Beran, on June 7; M. Shep, on June 18, and F. Murphy, on June 21. We wish you and yours the best of luck and success.

The following were presented with new arrivals: W. Roskopf, a 6½-pound girl on April 22; J. Hodel, with a 6½-pound girl on June 19, and F. Koncar, with a 7-pound boy on June 21. Congratulations, boys.

Our handsome conductor, Wm. Wilson, is taking up golf in the mornings and horseback riding in the evenings. Bill says it's great.

C. P. Starr.

Kedzie

Motorman Harold Kilburn deserves creditable mention, for on June 28, while north bound on Kedzie avenue at Elston avenue, the trolley wheel broke off and he took the cross-over switch, dashed over to Elston depot, got a trolley wheel and put it on himself and then continued on his way. Good boy!

Going after witnesses? Conductor E. Holt and his motorman, T. E. Sippey, obtained 18 witnesses to an accident. Boys, if we could keep that up we sure would be at the top of the witness contest; but not only that, the more witnesses you get the better it is for you.

We extend our sympathy to Conductor A. W. Nelson in the loss of his wife, who died June 14, and to Conductor R. Ivins, whose father (a motorman at Lawndale depot) died June 2.

Another one of our men has passed to the

Great Beyond. Motorman Joseph Horehan died June 12. His jovial disposition won him many friends amongst us and the sympathy of the trainmen is extended to the bereaved family.

Conductor Michael Fogarty joined the ranks of matrimony June 4. We wish you and yours a world of happiness.

Extra Conductor J. F. Woods was married June 11. Honeymoon: The Dells. Congratulations.

Conductor P. McAndrews took upon himself a life partner June 14. Wedding ceremonial took place at St. Genevieve's Church, after which he lost no time to Niagara Falls. Best of luck, old boy.

Motorman Cornelius Healy, our good-looking motorman, also joined the ranks of benedicts June 14. Here is wishing you and yours a world of health and happiness.

Extra Motorman A. J. Judy took off June 21 for a trip on the good old ship, "Matrimony." Here is wishing you a successful journey.

Conductor John Naughton decided two could live as cheap as one, so June 25 saw him marching to the altar at St. Andrew's Church, after which the happy couple departed for Niagara Falls and points east. We hope your wishes or dreams come true and that you find six or even more can live as cheap as one. Congratulations.

Last, but not least, our handsome conductor, William Grund, also joined the ranks of matrimony June 28. Bill was rather shaky just before the big event, but here is hoping he withstood the ordeal and answered all questions correctly. The happy couple departed immediately for Canada. Here is wishing you and yours a lot of success and happiness.

Our clerk, John Farris, has returned from his vacation with a beautiful coat of tan. He and his girl friend speak very well of the Fox River regions. A very delightful place to spend a vacation, for the moon and stars seem to be prettier there than here.

C. Sonders.

North Avenue

Motorman Julias Hess, who had a seniority dating from January 25, 1896, passed away during June. Motorman Fred Besterfield, who entered service February 6, 1900, passed to his rest the latter part of June. We will miss these splendid old-timers, and extend our sympathy to their families and friends.

That 6.80 average in witness getting came easier than expected. Just a little more push and that big seven will be ours!

Papas on Parade: Conductor W. Jahnke, girl, June 5, seven pounds; Conductor Tom Walsh No. 3 boy, April 26, nine pounds; Conductor Charles Keenen, boy, June 15, eight pounds.

Operator Elmer Deegen was married June 10. He and his bride came down to the depot in style, leading a parade in a machine of ancient vintage plentifully plastered with placards appropriate to the occasion.

Conductor John Dzedolich also stepped into double harness May 31. Operator John Langer was married a month back, date unknown, but we know that he was stuck on a night car the next night and has been there ever since. Congratulations, boys.

C. A. Knautz.

Elston

Conductor E. Fliegel motored to the Dakotas to spend his vacation and a rumor has spread that he towed a trailer containing goats to be used in clearing off Sergeant H. Schroeder's ranch. Upon Fliegel's return we will learn if the plan was successful.

Congratulations to the following Trainmen who have received increases to their families: Conductor G. Fortman, Conductor A. Bjornson and Motorman L. Golonski.

Register Clerk M. Callahan spent his vacation motoring to Florida and reports that the sun is plenty hot in that neck of the woods. A look at his arm will satisfy you.

According to the standing we are in first place in the Accident Prevention Contest but are not in a very high place in the courtesy or witness contest. Let us get busy and boost our standing so that Elston Depot appears on top.

E.

Noble

The matrimonial season is here and three men at this depot got the fever. Conductor G. Johnson was married June 17th and Supervisor O. Gunderson fell a victim although a willing one on June 21st. Wm. Magee, our popular car placer, better known as "Maggie" was married Saturday, June 28th. We extend our hearty congratulations and wish them a lot of luck on their new venture.

We extend our sincere sympathy to Motorman J. Donlon and to Conductor A. Nygard on the death of their sisters, also to the family of Shopman D. Lyons, who passed away June 17th.

Congratulations to Motorman R. Kempiak and Motorman E. Rivet on the visit of the stork at their home. The first night that Motorman Rivet's baby was home from the hospital it started to cry quite lustily about 2 A. M. and Rivet got up to fix a bottle of milk for the baby to see if that would keep it quiet. While trying to put the nipple on the bottle Rivet split the nipple and not having another nipple in the house, he wanted to cut one of the fingers out of one of his gloves for a nipple, but his wife would not stand for it and chased him downtown to get a new nipple. Well, Ernest, next time you will be a little more experienced, also a little more careful when preparing the baby's bottle.

Believe it or not, Motorman D. Milbrant spent a whole afternoon at Oak St. beach without uttering a word.

Motorman A. Mingo won a Chevrolet sedan in a raffle which he can make good use of traveling back and forth from Calumet City.

First place in the Accident Prevention Contest can be held only by careful and strict attention to our work. No official expects us to take undue chances. And don't forget to get plenty of witnesses when you have an accident.

C. F. Demoure.

Lincoln

There was only one birth given us to report in this issue and that is a baby girl weighing 6½ pounds born Friday, June 13. Conductor Calvin is the proud and happy father. Best wishes to mother and baby.

Thursday, June 26, sure was a sort of Jonah day for Conductor J. Tole. Early in the day he broke the crystal of his watch and being

afraid of getting particles of dirt in the works, he was asking everyone for a small box, and especially a snuff box to keep the watch in for the day. No one could supply him so he finally wrapped the watch in paper and we hope by now he has a new crystal and for a time his troubles are over.

Many of the boys are out vacationing, among them Dave Johnson is away for 11 days; F. Krueger is up in Wisconsin for 30 days; Motorman N. J. Dee is in Canada and George Bailey is making a trip back to Ireland. George Burgett while in Duluth, Minn., got a string of 62 fish. That's a nice record to bring home.

John Miller is at home suffering with high blood pressure and C. H. Farrell is at the Veteran's Hospital in Dwight, Ill. Here's hoping both boys will be well and back on the job soon.

The Lincoln Indoor Baseball team are making a pretty good name for themselves and are anxiously waiting for a game with the Limits.

The Lincoln Station is slowly climbing to the top of the list in the Accident Prevention Contest. They are now in third place, and going strong. H. Spethman.

Limits

Mrs. Elizabeth Barry, mother of Motorman A. Barry, died June 7th, 1930, at Richland Center, Wis. at the age of 66 and was buried from the Christian Church. She is survived by her husband, two daughters and three sons. We extend our sympathy.

The wife of Motorman Walter Johnson presented him with a baby boy on June 9th at their home, 2824 Abbott Court, who was christened John Martin at St. Sebastian's Church with Father Sherden officiating.

Conductor Lee Good and his wife took a trip, first visiting his mother-in-law at Rockford, Ill., and from there straight down through Cairo, Ill., to Memphis, Tenn., over to Little Rock, Ark., and the Ozarks, and back through Kansas City and St. Louis, Mo., visited friends at Clinton, Ia., and back to Chicago. We are delighted with his safe return and reports of his wonderful trip. Lee admits that the Essex is almost as good as a Ford, and let it be said for the benefit of those who admire brave deeds by brave little women that Mrs. Good drove a good part of the way under very trying weather conditions. Elmer G. Rodgers.

Sixty-Ninth

We are pleased to report the marriages of four of Division Four's motormen, as follows: Mr. J. Fitman was married to Miss Marie Comney on April 26; Mr. E. Headley was married to Miss Virginia Bittner on June 7; Mr. A. P. Kill was married to Miss A. Hepp at St. Theodore's Church on June 28; and Mr. E. F. Sullivan to Miss Mary Plaza on Saturday, July 5, 1930. We wish you all happiness.

Motorman J. Doherty recently won the Men's Beauty Contest and has a gold medal to prove it, which was presented by Kearney and Roach at the Innisfail ball room. Good for you, Mr. Doherty.

An 8½-lb. boy was born to Mr. and Mrs. Glynn on June 4. A girl weighing 7 lbs. was born to Mr. and Mrs. T. J. O'Shea on May 25, 1930, and to Mr. and Mrs. Konzen a boy on May 28, weighing 7½ lbs. Motorman C. Wiebenga is very proud, being papa to a girl June 27, weighing 5½ lbs. Mr. and Mrs. Roessler are very proud of their 7-lb. boy; also Mr. and Mrs. J. A. Whitney, who are the parents of an 8½-lb. girl.

Conductor W. T. Vestal is very kind to little boys. He had to lay off to look for a stray dog which his boy brought home, but which ran away again, and in order to please the boy had to look all over the south side for the dog.

Division 4 extends sympathy to the following in their bereavements: Motorman H. Anders, in the loss of his mother; Conductor F. C. Raebig, in the death of his sister; Motorman T. Grace, in the death of his brother; Mr. Wm. Schueler, Supervisor, upon the death of his wife, and to Motorman T. P. Feeley, upon the death of his wife.

W. L. Pence.

IT IS NOT ALWAYS EASY

To apologize,
To begin over,
To take advice,
To admit error,
To be unselfish,
To face a sneer,
To be charitable,
To be considerate,
To avoid mistakes,
To endure success,
To keep on trying,
To forgive and forget,
To profit by mistakes,
To think and then act,
To keep out of the rut,
To make the best of little,
To shoulder deserved blame,
To subdue an unruly temper,
To maintain a high standard,
To recognize the silver lining,
But IT ALWAYS PAYS.

—*Selected and Submitted by a Sixty-ninth Street Motorman.*

SURFACE LINES POST
The American Legion

At the next regular meeting on Friday, July 18, 1930, delegates and alternates to the annual state convention, at Aurora, September 8-9, will be elected. We plan on making this a large meeting and look forward to a crowded hall. Try and be present, or you might miss some of the fun.

All members of the Post should now be receiving their American Legion Monthly Magazine. If you have moved or for some other reason are not receiving the magazine regularly, please notify the Adjutant so that he can see that National Headquarters are advised.

Past Commander U. G. Lee, who is Chairman of the Surface Lines Club Picnic, at Dellwood Park, on Saturday, July 26, 1930, would like to see a large delegation of Post members present. He has a little surprise, so you had better try and attend. Vet.

Kindliness

You'll not be any poorer if you
smile along your way
And your lot will not be harder for
the kindly things you say.
Don't imagine you are wasting time
for others that you spend,
You can rise to wealth and glory, and
still pause to be a friend.

—*Edgar Guest*



One of the Shady Walks in Dellwood