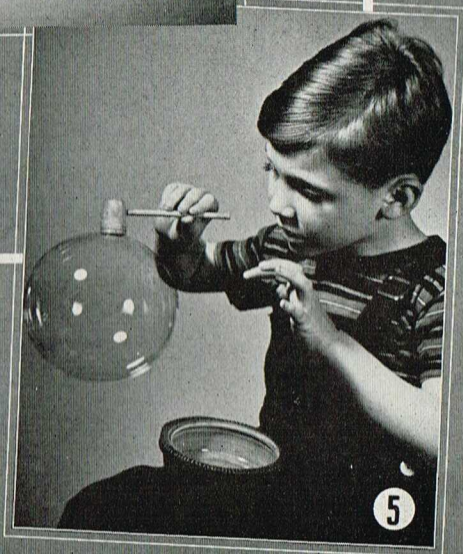
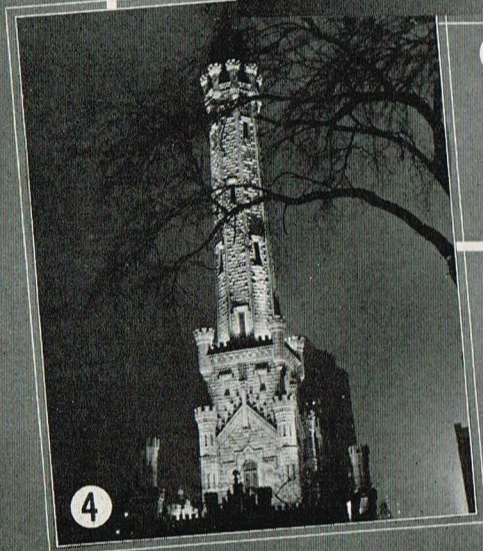
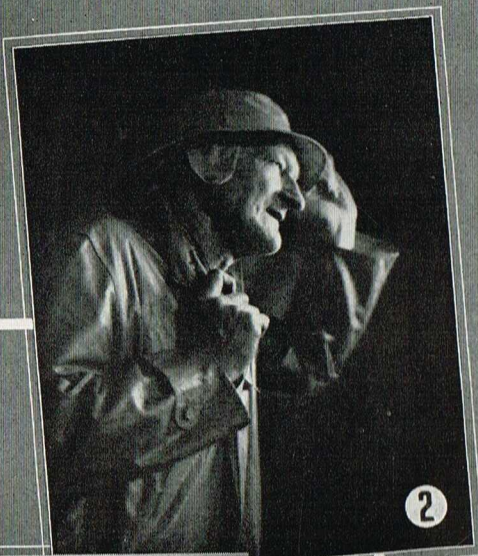
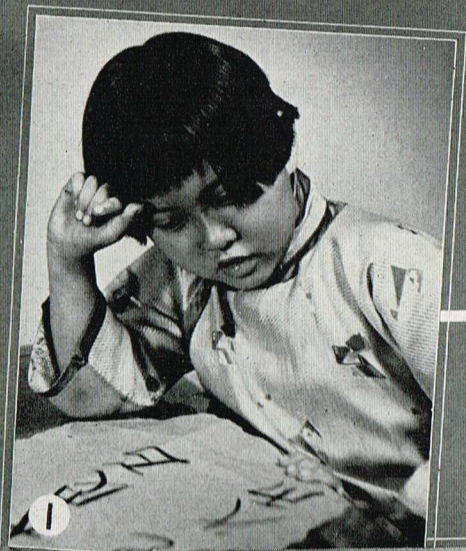


Surface Service

• MAGAZINE •

VOLUME 16 SEPTEMBER 1939 NUMBER 6





CONTRIBUTIONS FROM OUR CAMERA FANS

These interesting photographic studies were made by camera fans of the Surface Lines. Nos. 1 and 5 were taken by Mrs. Arthur Denash. Nos. 2 and 4 were taken by John Campiche. The unusual sunset, No. 3, was snapped by Operator Rudolph Robertsen of Noble depot. More complete identifications are contained in the story "Introducing . . ." on page 10.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 16

SEPTEMBER, 1939

No. 6

Make the Legion Like Us!

Surface Lines Employees Have A Chance To "Sell The System" To American Legion In Convention

By W. A. HALL

Superintendent of Transportation

Next week, when the armies of Europe are marching against each other in deadly conflict, Chicago will be host to the greatest army of them all—the American Legion—a peaceful "army" which will hold its annual convention in our city on September 25, 26, 27 and 28.

Unlike the armies of other countries, the Legion will be on a peaceful mission that will combine business with pleasure. Surface Lines employees can do much to make the convention a success. They can aid the Legionnaires, the Auxiliary, the 40 and 8 and other groups to more easily combine their serious business with all the fun that Chicago has to offer.

It seems to me that we should go out of our way to welcome the Legion and the wives and children of the members that attend the convention here. We should go a step beyond the usual friendly service and add an extra batch of courtesy in all our dealings. In that way we can, in a measure, tell the men of the Legion that we're glad they're here—not "Over There."

Information Will Help

Men of the Surface Lines can be helpful in so many ways, and probably most helpful in the information they impart to the numerous out-of-town passengers who will use our service. Chicago is the country's second largest city. Thus, to almost every stranger it is a larger town than he is accustomed to. It is a big city and the stranger who is not used to it is apt to become confused. He may ask questions that seem foolish to the conductor, but he should receive a tactful and courteous answer. And it is important that streets be called clearly.

Thousands of out-of-town visitors will be using the Surface Lines. They must be given every consideration. Even if the business they can give us were not an important item, it would still be important that we give them the best of service. Our visitors are going back home with tales of their trip. If Surface Lines men help make their trip more successful, they will tell their friends and they will be guided by the reports when they next come to our city.

There are few things about a large city which have such close personal contact with visitors as does a local transportation system. The Surface Lines, as the principal agency for the transportation of the majority, will undergo

the closest sort of scrutiny as to its personnel and operation. The management will be measured by the character of the service and particularly by the treatment accorded our patrons by the trainmen, who are the representatives of the management.

"They'll Be Watching Us"

There will be many difficulties growing out of the large crowds which will be made up partly of strangers to the city and partly of the many residents of the city who will come to the Loop area to watch the Legion parade, to cheer the drum and bugle corps and, probably, to be glad to be a part of a peaceful congregation. Many will be unfamiliar with our routes and rules. They will require much assistance if we are to properly facilitate their travel. Courtesy, good temper, patience and tact must all play a part if we are to win the good will of our customers.

Nor will the motorman's job be made any easier by the crowds which are expected to throng the downtown sections. Many will drive automobiles and some of these drivers, because of being in a strange city, will not be at ease behind the wheel. This only means that all motormen and operators must be especially on the alert to prevent accidents.

Watch Intersections

Crews held up by crowds will have a natural inclination to try to make up lost time and regain their schedules. Their desire to make a quick getaway at intersections can be understood—but not by intending passengers. While we want speed, we do not want accidents. This means that we should never sacrifice smoothness of starting and stopping in order to get away quickly. That point was stressed in a recent complaint that came to this office. A quotation from the letter tells the passenger's views.

"I desire to call your attention to the manner in which the motormen are starting and stopping their cars," the letter said. "They start and stop the cars so suddenly that they throw people off their balance, injuring many of them."

Complaints of Conductors

After citing several specific cases the complainant continued:

"I wish to also call to your attention another very disagreeable practice that the conductors

indulge in, namely, starting the car before the passengers are fully aboard. One evening I had one foot on the step and the conductor pulled the rope and the car started and threw me off. On numerous occasions I have hurried alongside the car, going from the front to board at the rear, when the car has suddenly started off without any apparent warning. It seems to me that your conductors should be instructed to look out and see if there are any passengers who wish to board. Haven't you ever told them that if they don't pick up the passengers that want to ride, the time may come when there won't be any passengers who want to ride? When that time comes it will be hard to explain why you can't pay them any salary, won't it?"

Our correspondent is right in his observations. We are glad that the majority of our men are not responsible for such complaints. We must admit, however, that those very incidents happen daily somewhere on the system. We must remember that and give some thought to the safety element. Looking out alongside the car for intending passengers should be practiced even more than in normal times, for there will be many visitors who will be rushing around both ends of the cars. Be alert and save them from boarding accidents.

Use Care on Turns

Many visiting motorists will drive automobiles here and many of them will come from cities that have no street car service. They will be unfamiliar with the way a street car will swing out when making turns. All conductors must watch in order to cut down on the chances for accidents of this type.

Then, once we've reached the point where every conductor and motorman is doing his best to cut down on accidents—to cut down on even the possibility of an accident—we must turn our thoughts to courtesy again, and "give 'til it hurts."

We have an army of our own on the Surface Lines system—an army of neatly uniformed men who know their business and who appreciate the value of a smile. They are helpful to women and children, especially so to the aged and infirm.

Knowing that we will be in the spotlight during the week to come, we should make every effort to maintain an enviable reputation for this organization and for the city it serves so well. If we do that the American Legion and all our Chicago friends will know that our dash cards which say "Welcome" really mean just that.

A NOTE FROM SOME GRACIOUS (?) LOSERS

On Friday, August 11, the West Shops' Indoor Team was defeated by North Bus by a score of 10 to 5, at LaFollette Park. Harold Ebeling's performance at second base was a deciding factor in the final outcome of the game. There being no takers for Harold at the waiver price, he is at present a free agent.

Signed: E. KRUEGER, Coach.
D. STERLING, Manager.
J. GRANT, Bat Boy.

"PORKY" PAYS A VISIT

Boys Invite Him Back —As Pork Chops!

The Track Department boys at Western and Washington are always glad to have friends drop in on them.

When "Porky" called one noon last month the boys all tried to make him feel at home; that is, as much at home as possible. They entertained him as befitted such a guest, but when "Porky" pushed the drink offered him back into Mike Accettura's face they all decided to let him entertain himself until his owner arrived to drive him to his new home. You see, "Porky" was a 450 pound porker bound for the stock yards. He fell off a farmer's truck and sought refuge in the old car barn.

Now the Track Department boys know how to lift rails and ties and other heavy objects, but it seems that there is no place to grab when you try to lift 450 pounds of squealing, squirming pig, so they took charge of "Porky" until the farmer could return with a truck equipped with a runway. When the pig was finally loaded on the new truck, the boys called a cheery good-bye and hoped that he would return sometime soon—as pork chops.



Guess Who Won!

PLAY IT SAFE!

Expert Asks Weeds Cut As Safety Measure

In a timely bulletin calculated to help lower the automobile accident rate in outlying sections of the city suburbs, the Greater Chicago Safety Council this week urged all property owners to cut weeds in corner lots.

Commenting on the need for this action, George G. Traver, manager of the Safety Council, said:

"Reports are coming to us in increasing numbers these days complaining about lots overgrown with weeds, bushes, and hedges which interfere with visibility, particularly at intersections.

"We strongly urge that this condition be corrected at once, by cutting down or trimming these wild growths. It is of utmost importance to provide motorists—and pedestrians, too—with this safeguard against mishaps."

The safety expert added that it is human nature on the part of the motorist who cannot see oncoming vehicles to assume that the road is clear. While he did not condone this practice and insisted that the campaign against careless drivers would continue unabated, he called upon everyone to do his share in the cause of safety by eliminating visual obstructions from lots bordering on intersections.

Mr. Munger Meets Mortlock

Conductor Attracts Financial Editor's Attention—

The Story of An Old Timer

"One cannot always tell a fellow's horsepower by the style and size of the radiator," wrote Royal F. Munger, financial editor of the *Chicago Daily News* in his daily feature, "Old Bill Suggests—."

The reference was to Conductor Ernest E. Mortlock, badge No. 7796 of Armitage depot, who has 66 years behind him and a service record that dates back to August, 1902, and the old Chicago Union Traction company.

"For years," Mr. Munger wrote, "we had met occasionally and nodded pleasantly. He was a conductor on a street car which frequently came along about the time we were bound from La-Salle street to the Daily News or the North Western station. His twinkling blue eyes above a beard unusual in this shaven age, his short stature, and his patient courtesy, made him an outstanding personality. But he seemed, while perfectly competent, rather mild and inoffensive for a tough job like that of street car conductor. One wondered what would happen if a gang roughed him.

"Proudly Erect"

"Then on Memorial Day, as the Camp McKinley contingent of Spanish War veterans swung past, we saw him, proudly erect and marching at the left of the line. Among the veterans, somehow, he seemed quite as well able to take care of himself as any husky traffic cop. The next day, meeting as usual on the back platform, we asked questions and learned that after going to Cuba with the first New Hampshire he had joined the regular army and spent time in suppressing the Philippine insurrection. A lurch of the car made our shoulders brush, and his arm and shoulder were hard as steel. Presumably, he did not undergo four years of strenuous military service without learning how to take care of himself when necessary. The rough who took liberties with him might get the surprise of a lifetime."

It was at that point in the narrative that Mr. Munger made his final observation, "One cannot always tell a fellow's horsepower by the style and size of the radiator."

That was enough to whet anyone's interest. But the very anonymity of the street car conductor annoyed us. So, better late than never, comes this further sketch. Tracked down be-

yond all doubt our man, and Mr. Munger's is, as stated, Conductor Ernest E. Mortlock.

Home to Say "Hello"

Right now Mr. Mortlock is attending a convention of Spanish War veterans in Atlantic City so this will all be a surprise to him when he returns. His return is going to be a bit delayed beyond the convention's closing dates, too, for Mortlock is going home. He's going back to Nashua, New Hampshire, and when he says hello to the folks in that neighborly little village he is going to span a gap of 29 years.

It's been 29 years since he last set foot in his birthplace, but he's going back and he knows the trip will be worth it—worth every day and every dollar. One could sense that in his almost boyish enthusiasm as he told of the things he planned to do, of the things and places he hoped to see. He'll spend all September doing the things he's planned during the last 29 years. The trip will be the only furlough he's ever taken. There have been vacations, of course, but Mortlock never took time off before. His only change from his back platform duties has been the vacations



Ernest E. Mortlock

with pay first granted in 1937.

He's going to find things a bit different there. He knows that. There won't be the street car system on which he first started as a conductor. Chances are there won't be too many of the old gang now for Mortlock has passed his 66th birthday. Mrs. Mortlock won't be making the trip with him. She'd rather tend to things at home and, besides, he points out, she has been back to the old home town on five separate occasions. She was there in 1908, 1910, 1911, 1913 and 1915. Now it's his turn and there's enough of the army in him to make him sure of the saying that "he travels fastest who travels alone."

All's Well Here

There are good reasons for Mrs. Mortlock remaining here. There is property to be watched and tenants who must be served. First there is the neat little bungalow on Kenneth near Milwaukee avenue. That has been their home for 18 years and in that time one grows more than a bit attached to the comforts of one's own home. And there are 14 fire-proof

garages right near the cottage on two lots of land. Mortlock built them back in 1928 and so he has a small but profitable business of his own. Everything—the bungalow and the garages—is clear, too. Mortlock started seeing to that when street car men's wages first jumped to important figures back in the days when people were discussing a war that was to make the world "safe for democracy."

Ernest Mortlock was born and raised in Nashua as was his wife. He thinks there is "something kind of romantic" about his married life. He was married on September 14, 1895. About two years later he and Mrs. Mortlock "agreed to disagree" as he puts it. It was then he went away with the New Hampshire volunteers. In 1901, following his return from Cuba, Mortlock was sent to Fort Sheridan. His wife, by some quirk of fate, was visiting an aunt in Chicago and it was there a reconciliation took place that has never even frayed during the years since then.

But the army had Mortlock then and there was little either of them could do about it when his company was sent to the Philippines. Mrs. Mortlock remained in Chicago and they were finally re-united in 1902 when he was mustered out of the army.

Prescription for Health

The slight gentleman with the well-trimmed beard is as capable and self-reliant as Mr. Munger intimated he would be. His weight hasn't varied five pounds in five times as many years and he still stands straight and strong. "I always took care of myself," he says. "I liked the army life and I've never used tobacco or liquor." With a grin he amplified the latter statement—"Well, I have had a drink. I'll take one—no more—on a sociable occasion."

There are two boys in the Mortlock family and he's mighty proud of them both. William, the elder, has two children of his own. Robert, the younger son, still makes his home with his parents.

Conductor Mortlock is all that Munger implies. Qualities that are all too rare these days, abound in him. We checked on his record and it is there one finds the last statements borne out.

MR. STORY RELATES A GOOD STORY

A good many passengers were alighting at a busy intersection. There was considerable pushing and shoving at the exit door. A middle-aged gentleman stepped to the street. Without looking back he took the arm of the woman behind him, saying: "We'll have to hurry, dear. It's late."

An unexpected answer greeted his ears.

"Mister, you've got the wrong 'dear,' but thanks anyhow. Toodle-doo."

The surprised male then saw his wife in the background who greeted him with, "Well, you gigolo, would it be asking too much of you to help your own wife?"

It actually happened!

LOUIS J. DIXON MARRIES

Statistician Wed At Quiet Ceremony, August 9

A quiet marriage ceremony united Louis J. Dixon of the Executive Department and Miss Helen Faye Yerger at the latter's residence,

August 9. The new Mrs. Dixon is the daughter of Mr. and Mrs. F. A. Yerger of Donna, Texas, and Mr. Dixon is the son of Mrs. C. J. Dixon of Quebec, Canada.



The Newlyweds

Following the ceremony the couple embarked on an extensive wedding trip that carried them some 9,500 miles before their return. In the first few days of the tour the newlyweds visited Mrs. Dixon's parents and then went into Mexico. From that point they traveled to the Pacific coast, with numerous stopovers at places of interest, and made their way leisurely up the coast to Vancouver, Canada, and then back to Chicago over a northern route that took them through Montana, North Dakota, Minnesota, Wisconsin and into Chicago.

Mr. Dixon, the statistician of the Surface Lines, is well-known to many of the outside forces through his weather forecasting operations which have enabled the lines to fight the blizzards of recent years. He began his service with the Surface Lines on January 17, 1917, as a payroll clerk at Clark and Division. Successive promotions occurred until Mr. Dixon was named to his present position in 1924.

During recent years Mr. Dixon has become engrossed with photography and has produced numerous camera shots and portraits which have attracted favorable comment.

Mr. and Mrs. Dixon are now at home at 5209 Wayne avenue.

EMPLOYEES RELIEF FUND

August, 1939

The Surface Lines Employees Relief Committee received 20 applications for relief during the month of August. After investigations were made 11 of these were approved for assistance. There were 286 active cases on the relief rolls at the end of the month, 10 having been removed by death or other causes.

Including the \$14,661 spent during the month of August, a total of \$1,354,184 has been paid out of the Surface Lines Employees Relief Fund for assistance of employees since the organization of the committee.

Championship at Stake

Kedzie and Noble Tied In Battle For Softball Title Honors

(Pictures on back page)

Late Bulletin: Noble depot won the Chicago Surface Lines system softball title, September 10, with a 19 to 18 win over Kedzie, south section title holders. Each team hammered out 20 hits in the playoff game in which the lead was held first by one team and then by the other.

The softball championship horrors for the Surface Lines system were up for grabs as this issue of SURFACE SERVICE MAGAZINE was sent to press. The sectional title holders—Kedzie in the South and Noble in the North—were tied with one victory each and the championship tilt loomed as the most important game of the season for both teams.



Tom Fahey Pitching

of the playoff, Kedzie came back September 3 to tie up the series. The first game went to the hard-hitting Noble aggregation as they pounded out 18 hits to win 8 to 1. The classy twirling of Pitcher Schmidt blanked the Kedzie crew for eight innings before allowing a run to cross the plate. His slants were too much for the Kedzie sluggers who had to be satisfied with five bingles. The Kedzie cause also suffered from the three errors that were chalked up against the team.

Craney Holds 'Em

Noble was forced to give way in the second game of the series when Pitcher Crarev choked them off with only four hits. Meanwhile, the Kedzie team collected nine bingles and made them count for four runs to win 4 to 1.

In the 18-hit slug-fest that marked the first game, Right-fielder Porcell lashed out four successive hits in five times at bat. Pitcher Schmidt connected for three for four and Kuby-check had three out of five, including a double and a home run.

In the 4 to 1 victory Kedzie hung up in the second game, Howlett and Wardell of Ked-

zie were the only men to connect for more than one hit. Howlett had three for four, one a double, and Wardell lashed out two safeties.

Hall to Pitch

Superintendent of Transportation W. A. Hall, donor of the championship trophy, will pitch the first ball in the final game of the series which is scheduled to be played at Wells Park, Montrose and Oakley avenues, at 10 A. M. Sunday, September 10. In event of unfavorable weather, the game will be postponed until the following Sunday.

Kedzie, in taking the sectional title, repeated the success of the previous year's team. During the 1938 season Kedzie played in the North section. After winning the sectional title the team also went on to take the system title after a three-game series with Lawndale. If there is any omen in the facts, it may be recalled that Kedzie dropped the first game in the play-off series last year and then went on to take the title with two straight wins.

All-Star Thrills

The All-Star games, played under the lights, provided plenty of thrills and really good baseball. The South section stars jumped on four pitchers for 15 hits in compiling their 11 to 5 win. Daley of Lawndale twirled three scoreless innings for the south side team and faced only the minimum nine men during that period. Catcher Wardell of Kedzie socked two homers for a perfect day at bat.

The second of the All-Star games also found the South section team winding up on the long end of a 9 to 5 score.

A composite box score for the two Kedzie-Noble games follows:

[illegible]

Final League Standings

SOUTH SECTION			Final League
	Won	Lost	Pct.
Kedzie.....	10	3	.769
Lawndale.....	9	4	.692
Sixty-ninth.....	6	7	.461
College Grove.....	5	8	.384
Archer.....	5	5	.500
Blue Island.....	1	9	.100

NORTH SECTION			
	Won	Lost	Pct.
Noble.....	11	1	.916
Devon.....	9	3	.750
North Avenue.....	8	4	.666
Elston.....	5	7	.416
Armitage.....	4	8	.333
Division.....	3	9	.250
Limits.....	1	10	.090

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 16 September, 1939 No. 6

William H. Bromage Editor

Hollis F. Peck Associate Editor

STOCKHOLDERS

We tendered a riding card to a pleasant faced conductor the other day. He took it and as he carefully punched the card he said:

"Ah, one of the stockholders."

Grinning, we agreed, and moved into the car with appreciation for what we'd considered a pleasant greeting from one employe to another.

Later we gave the remark more thought and it dawned on us that that conductor could not have made a truer statement.

We are all stockholders in the Chicago Surface Lines even though we have no tangible certificates tucked away in safety deposit boxes. Most of us can be compared to the investor who has "all his eggs in one basket." All of our present standing and all of our hope for future success is tied up directly with the interests of the Surface Lines.

This is a life-time job for most of us. Thus it is up to us to protect it as best we can. In protecting it we must dress our product as attractively as possible. We must, in short, give better service so that more persons will ride our lines. In better service there is a need for more courtesy, for smoother operation and for every other factor that will make Surface Lines vehicles more appealing to the thousands who use local transportation service. By making the service more appealing we add to the security we enjoy at present.

Every stockholder should have that much interest in his business.

AMERICANISM

A Definition

By Bishop James E. Freeman

Major, Officers' Reserve Corps, U. S. A.

Americanism is complete and unqualified loyalty to the ideals of a government set forth in the Bill of Rights, The Declaration of Independence and the Constitution of the United States. It is respect for any ready obedience to duly constituted authority and the laws of the land. It is freedom without license, religion without bigotry, respect for all nations without entangling alliances, Christian charity without bias or race hatred, love of flag and a readiness to defend that for which it stands against every alien and subversive influence from without or within. This, I believe, is Americanism.

The American Legion Magazine, September, 1939.

SURPRISE! SURPRISE!

—FOR MR. THELIN

This is going to come as something of a shock to Garden Committee Chairman V. E. Thelin, but there is a beautification program going on out at Lincoln depot that even he doesn't know about. But, because the Garden Committee always have to buck up against the fact that money is scarce for their projects, they'll probably be more delighted than otherwise.

The new beautification at Lincoln depot, Mr. Thelin, was reported by R. G. Callahan of Grand and Leavitt. You'd never guess what it is.

It's a—can you believe it—a poplar tree! And it is growing right out of the building on the Lill avenue side of the station.

Mr. Callahan didn't do it. He's just as puzzled as you probably are. He thinks probably the vagrant breezes dropped a poplar seed in some crack in the bricks. Anyway, that's where the tree is growing from.

A real poplar tree—18 inches tall—practically in the heart of the city! We hope you like it. Even if the Garden Committee didn't plan any such beautification project, they're getting it. And a mighty unusual one it is, too.

CHARGE IT, PLEASE!

The Danes are supposed to have such a reputation for honesty that they can even charge their street car fares. Thousands of slips are issued annually for unpaid rides. Passengers who forget their money merely inform the conductor, and without further ado he issues them a slip. The following day the individual turns in the slip and the fare to cover it. The street car companies have only negligible losses under this system, it is reported.

Complaints on Upgrade

Patrons Charge Numerous Discourtesies—Fewer Commendations Received

Complaint listings for August, 1939, continued to show an increase over the same month of 1938 as many patrons charged Surface Lines trainmen with numerous discourtesies. There were 509 complaints for the month just past as compared with the 408 complaints received during August, 1938. The courtesy slump was still further emphasized in the commendation figures which dropped from 64 to 50.

There were some, however, who were sufficiently cheered by good service, courtesy and other things that their commendations carried high praise for the men concerned. In that category was the commendation for Conductor Michael G. Collins, badge No. 2290 of Seventy-seventh, which said, "... his efficient manner denoted an interest in his work and in the people. I might go further and say that his behavior was an asset to the company. If we sometimes feel we have reason to complain we should also congratulate the company when we get a chance." The commendation came from Rev. Joseph McNamee, St. David Rectory, 3210 South Union avenue.

Tickets Saved!

Miss L. Prange, 2253 North Keating avenue, was able to attend the Chicagoland Music Festival as well as to recover her purse containing money and other valuables through the honesty of Conductor Harry H. Hayes, badge No. 10848 of Lawndale.

The attention and courtesy shown Margaret M. Farrell, 721 Highland avenue, Dixon, Illinois, prompted her to write with praise for Conductor Russell A. Stromsta, badge No. 2984 of Division. She credited him with having been most polite and of material aid to her as she was traveling with a sprained foot. Her experience on the street cars caused her to add "I will always think kindly of Chicago Surface Lines employees."

"I should like to report the kindness and the gentlemanly act of your conductor. I saw him assist two blind ladies to board, to be seated and then to alight. Later he helped a cripple old lady get on and he helped her off." So read the letter of B. Sullivan, 629 Deming Place, with reference to the kindness of Conductor John S. Holmes, badge No. 1620 of Seventy-seventh.

Mrs. Frances Curry, Chicago Police department, 1121 South State street, commended Conductor Lester G. Swanson, badge No. 10420

of Armitage, for the return of her purse containing \$11 and other valuables.

A fare advanced by Conductor Clifford Connors, badge No. 1832 of Armitage, was returned with a letter of thanks by C. W. Schick, 4666 North LeClaire.

Fare Repaid

In a similar instance Conductor William H. Keough, badge No. 9264 of Kedzie, was repaid by Richard M. Heftner, 208 South LaSalle street, who also enclosed money for a "smoke" as a token of thanks.

Anna Vodrara, 5339 South Artesian avenue, was also trusted for a fare and she sent in money to cover it along with a note of thanks for Conductor John Kupezyk, badge No. 1116 of Division.

Motorman George F. Brichacek, badge No. 1985 of Lawndale, was praised by Mrs. A. W. Stiles, 6129 North Carpenter, for the help she observed him extend to a blind passenger.

Additional evidence that passengers appreciate having streets called distinctly was contained in the letter from Miss M. Horlicek, 3155 Normal avenue, who praised Conductor Louis Tomblin, badge No. 4032 of North Avenue, for that courtesy.

Kindness shown a blind colored man at several points along the route were observed by Miss Rose Glickman, 1318 South Independence boulevard.

She was sufficiently impressed to commend Conductor Carl R. Dessecker, badge No. 1614 of Seventy-seventh.

Conductor Dessecker was also praised for the manner in which he handled two intoxicated passengers. The latter commendation came from Mrs. Ellis, 4538 North Clark street.

Praise Smooth Operation

Smooth and efficient operation on the part of Operator Thomas F. Sheehan, badge No. 6338 of Sixty-ninth, won an appreciative word from Miss Ruth Beukema, 6853 South Green street.

Motorman William J. Hawken, badge No. 6473 of Cottage Grove, was praised for holding his car to allow several passengers to transfer to his car from another. Commenting that he had seen too many motormen run away from intending passengers, Gerald Lebovitz, 839 West 79th street, said Motorman Hawken was "at least deserving of recognition."

TROLLEY SPARKS



"This music book says Toscanini, Damrosch and Stokowski are the world's greatest conductors, but I 'betcha' they're not as good as you, huh, Daddy?"

Miss Edna B. Knight, 6145 North Maplewood, appreciated the helping hand of Conductor Herman L. Daniel, badge No. 6818 of Division, as she struggled with a heavy suitcase.

Courtesy to a blind passenger was observed by J. Stefanek, 2248 West Jackson boulevard, who praised Conductor Thomas J. Sheehy, badge No. 8004 of Lawndale.

The patience and care exercised by Motorman John J. Moffit, badge No. 9349 of Burnside, was commended by Mary M. Lyons, 7602 Essex avenue.

Poet Edgar Guest once said the white cane, a symbol of the blind, "Should remind us to be watchful, to be thoughtful, to be kind." Conductor Albert A. Johnston, badge No. 10030 of Cottage Grove, was just that when he saw a white cane waving from the curb. He left his car and escorted the blind passenger to the street car and safety. His courtesy was observed by Mrs. Jean Keefer, 4819 Winthrop avenue, who wrote of his kindness.

Edward J. Donnelly, 4440 Washington boulevard, thanked Conductor Patrick Curnane, badge No. 11136 of Kedzie, for the assistance given him.

"Serves the Public"

"A motorman who serves the public and takes an interest in his work" was a descriptive phrase applied to Motorman John Leahy, badge No. 12767 of Limits, by H. L. Schultz, 3034 North Hamilton avenue.

Courtesy and tact in handling passengers were noted by Maurice J. Raunall, 176 West Adams street, who complimented Conductor Fred G. Mowatt, badge No. 13806 of Devon, for those qualities.

Mrs. C. Dreyer, 5819 North Medina avenue, wrote her thanks to Conductor Walter F. Johnson, badge No. 10750 of Devon, who held his car so that she and her two small children might board.

"Conductors of his calibre make riding a greater pleasure on Chicago's street cars," said Miss A. Singer, 700 North Carpenter street, in a letter in which she repaid a fare advanced her by Conductor Thomas G. Galvin, badge No. 8762 of Kedzie.

ORDER NEW BUSES

Extra Equipment Needed For Two New Lines

Orders were placed with the White Motor company for five new 26-passenger gasoline buses on August 24. The new vehicles, when delivered, will serve two new routes recently authorized by the Federal Court. The buses are to be produced by the Cleveland plant of the company and will probably be delivered in about four weeks.

In the meantime other equipment has been pressed into service for one of the new routes, the 111th street line, which began operating Monday, September 11. The line, which connects with the 111th street car service, extends from Sacramento avenue west to Pulaski road.

Service on the other route will commence Monday, September 18. This gasoline bus line will be operated on 83rd street from South Chicago avenue east to the steel mills near Green Bay avenue.

INTRODUCING — — —

Camera Fans Submit Best Photographs

(See Inside Cover Pictures)

The time has come to give more than a brief nod to John Campiche. John is an invoice clerk in the Accounting Department and he has a hobby that turns out to be most helpful as well as being of interest.

That is a roundabout way of leading up to the fact that Campiche is a photographer, a good photographer, and he recently brought in some of his best work which is presented on the inside front cover of this issue.

John came to the Surface Lines shortly after he graduated from Calumet high school in February, 1938, and he's packed a lot of photographic experience into his 19 years. While in school he was the staff photographer for the "Temulac," the yearbook, and he also took some "shots" for the *Auburn Parker*. His work was rewarded with a scholarship to the Chicago Professional School of Art.

Just now Campiche is doing two things and doing both of them well. He attends Northwestern University night school to better prepare for an accounting career and he also keeps up on the latest phases of photography. Right now he thinks accounting will win out, but he expects to have an interesting hobby as long as he has his camera.

Campiche can't have all the credit for the pictures on the inside cover. The character studies of the Chinese youngster and of the boy blowing bubbles were done by Betty Denash (Mrs. Martin Denash), whose husband took the unusually good sailboat picture which featured the front cover of the June issue of SURFACE SERVICE MAGAZINE. The lad blowing bubbles is Jackie Henry Fisher, six year old son of Bus Operator John H. Fisher of Seventy-seventh. The Chinese girl is Marian Sieu.

The center picture is a most unusual sunset scene taken at Pike Lake, Wisconsin, by Operator Rudolph Robertsen of Noble. The feature which distinguishes it is that the picture may be reversed and still seem to be right side up. Look it over. Tricky, eh?

Rubbernecks

"All right back there?" called the conductor of the car.

"Hold on!" came a feminine voice. "Wait till I get my clothes on."

The entire car full turned and craned their necks expectantly. A girl got on with a basket of laundry.

If your wife laughs at your jokes, you have very good jokes—or a very good wife.

"Are the fish biting?"

"I don't know," replied a wary angler. "If they are, they're biting each other."



John Campiche

SERVICE BY SURFACE LINES!

In Which We Help An Airplane Keep Its Schedule

In chronological order we recount the following instance of Surface Lines service—a service that not only returned valuable contents of a purse to an airplane stewardess, but enabled a New York-bound plane to leave the airport at the scheduled time.

At 11:35 A. M., August 17, the airport telephoned to say that a stewardess had lost her purse on a west-bound 63rd street car. Her plane, port officials said, was scheduled to leave for New York at noon.

Clerk Arthur Lipphardt, on duty at the Sixty-ninth street station at the time, asked for a description of the purse and contents. He then telephoned a restaurant owner at the west terminal of 63rd and asked that the first conductor arriving there be instructed to telephone the station. Five minutes later, at 11:40 A. M., Conductor L. R. Sommer, badge No. 3616, reached the phone and informed Lipphardt he had found the lost purse. The description of the purse tallied and Conductor Sommer was notified to return it to the stewardess on his return trip, providing, of course, that she was able to properly describe the purse and its contents.

Calling the airport, Lipphardt advised that the purse had been found and informed them that it could be obtained as the car reached 63rd and the airport. The stewardess, a Miss Frickel, met the east-bound car at 11:56 A. M., described her property, and signed for its release. Four minutes later she took off for New York on schedule. Twenty-one minutes had elapsed! Some service!

JAIL FOUR ROBBERS

Cooperation Between Employes And Police Draws Praise

Police Sergeant Brennan of the 5th district informed company officials recently that "although your men had no hand in the actual arrests, it was through their assistance, tips and cooperation that four dangerous characters have been removed from society."

His reference was to the arrest and conviction of four Negroes who admitted robbing numerous street cars as they traveled through south side districts. The four, Robert Anderson, Albert Washington, Paul Wilson and Eddie Mitchell, were tried and found guilty in the Felony Court of Judge Sabbath, who sentenced them to serve from one year to life in the State penitentiary.

The arrests and convictions of the four men has resulted in a drop in the number of hold-ups. That fact, however, as company officials point out, does not mean that there is no longer any danger for men on night runs. Conductors are still cautioned to turn in their receipts as often as is possible. As an added precaution they are asked to distribute money in various pockets of their uniforms.

"Mama, Daddy's lying in the hall unconscious with a piece of paper in hand and a large box at his side."

Wife (joyously): "Oh, my new hat has arrived!"

TRACTION TOPICS

Here and There in Transit Circles

The Capital Transit company of Washington, D. C., is constructing a combined street car and bus interchange station at a cost of \$70,000. Another order of P.C.C. cars, soon to be delivered, will operate to the new station.

* * *

Over in Moscow, Russia, you won't see a heavy truck during the day-time. All heavy freight must be moved at night. A lot of the old timers would pick different runs if such a system prevailed here.

* * *

Subways may be new to Chicago but in the "Old World" they're "old stuff." According to our recent information the first subway was constructed in London in 1853!

* * *

Here's a cool note for these hot days. In 1852 a railroad track was laid over ice on the Susquehanna River. Ten thousand tons of freight were carried over the tracks in their nine days of existence!

* * *

Moscow coaches are equipped with an automatic sign which reads "No Seats" and lights up automatically when the coach is loaded to capacity. If you can't read, we assume that is your own problem!

* * *

There are no bus stops signs or white painted poles to mark boarding places in Solingen, Germany. The streetlights in that city have been equipped with yellow glass so that they are recognized as boarding points by passengers and drivers alike.

FIVE CENT FARE?

Better Pay 'Em NOT To Ride

With traction fares seemingly a topic of interest at all times to all people, a recent story in *The Synchronizer*, published by the Portland Electric Power Company, seems especially apropos. The story headed "Patrons Should Be Paid NOT to Ride," was as follows:

"New York City has a hodge-podge of mass transportation — subways, interurban trains, elevated, gas buses, diesel-electric buses, and street cars are offered by transportation systems which are either privately or municipally owned, or both. The systems are forced to operate on different fare structures.

"The Fifth Avenue Coach Company, for example, is allowed to charge a 10-cent fare, while the relatively new City of New York's Independent (subway) system is allowed to charge but 5 cents though it actually costs 13 cents to provide each 5-cent ride! The system would be money ahead if it offered each passenger 5 cents *not* to ride on its trains!

"The people of New York insist on having a 5-cent fare, though it is proven that such a low fare is ruinous. Perhaps this is one reason why New Yorkers have a per capita debt of \$258.88 (the largest per capita debt existing in any city in the United States)."

KEEPING 'EM ROLLING

Division Climbs To First Place In August Compilations

Division depot climbed from fourth place to first in the keep 'em rolling figures compiled for August. Division took the lead with an average of 13,489 miles per pull-in, an increase of 42.3 per cent over the previous month's record.

In general, the figures were better, as only five stations showed a decrease in mileage.

Archer depot, leader in the July figures, had an average of 13,480 miles per pull-in, an increase of 25.9 per cent, a figure that dropped the station to second place in the standings.

A major decrease tumbled Devon from second place in July to seventh place in the August records, a 21.6 per cent decrease. Other decreases were: Seventy-seventh, 20.1 per cent; Elston, 18.3 per cent, and Lincoln, 15.3 per cent.

Elston dropped from fifth to ninth place and Seventy-seventh tumbled from eighth place to thirteenth.

Individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Pct. Inc. or Dec.
1.	Division.....	13	13,489	42.3
2.	Archer.....	2	13,480	25.9
3.	Lawndale.....	7	11,532	19.9
4.	Burnside.....	4	9,342	12.4
5.	Cottage Grove.....	4	8,299	20.6
6.	Sixty-Ninth.....	1	8,051	8.2
7.	Devon.....	1	7,545	21.6*
8.	Kedzie.....	1	7,355	7.0
9.	Elston.....	9	7,104	18.3*
10.	Armitage.....	4	6,324	1.9*
11.	Noble.....	6	6,265	25.6
12.	Blue Island.....	6	5,671	29.9
13.	Seventy-Seventh.....	1	5,571	20.1*
14.	Lincoln.....	4	5,049	15.3*
15.	North.....	4	4,440	2.5
16.	Limits.....	4	3,947	17.4

*Denotes decrease.

Carhouse records for the past six months:

Carhouse	Aug.	July	June	May	April	Mar.
Division.....	1	4	3	7	1	3
Archer.....	2	1	2	4	4	1
Lawndale.....	3	3	1	2	2	5
Burnside.....	4	6	5	3	5	2
Cottage Grove.....	5	9	8	5	7	7
Sixty-Ninth.....	6	7	9	9	8	6
Devon.....	7	2	4	1	3	4
Kedzie.....	8	10	11	8	10	8
Elston.....	9	5	7	11	13	10
Armitage.....	10	11	10	10	9	9
Noble.....	11	13	14	14	11	13
Blue Island.....	12	14	16	15	15	15
Seventy-Seventh.....	13	8	6	6	6	11
Lincoln.....	14	12	12	13	12	14
North.....	15	15	13	16	14	16
Limits.....	16	16	15	12	16	12

LEGION INSTALLS OFFICERS

Commander Disseldorp Names New Committee Heads

Newly elected officers of Surface Lines Post No 146 of the American Legion will be installed in a public ceremony, Tuesday evening, September 19, at the Post headquarters, 3350 West Jackson Boulevard. Auxiliary officers will also be installed at that time.

Commander Andrew Disseldorp, Armitage, recently elected commander of the Post, has named the following committee chairmen: Americanism, Earl Dustin, Armitage; Athletics, Joseph Kurzer, Armitage; Sons of the Legion, Joseph Zarat, Blue Island; Finance, Harry P. Brady, Kedzie; Graves, Robert P. Quill, Blue

Island; Poppy Day, Joseph Van Derhaeghen, West Shops; Rehabilitation, Otto Malinowski, Archer; Rituals, Joseph V. Eckmann, Elston, and Membership, John M. Maher, Archer. Other important committee chairmen will be appointed later.

The Surface Lines Post will have headquarters in the Sherman hotel during the national convention, and extend a hearty welcome to all.

OBITUARY

Deaths on the System from August 1, 1939 to August 31, 1939

Transportation—Archer: Patrick Casey, employed May 15, 1917, died August 21, 1939.

Burnside: John McLaughlin, employed December 16, 1919, died August 6, 1939.

Kedzie: Owen Downes, employed June 17, 1911, died August 24, 1939; Charles A. Reynolds, employed April 21, 1926, died August 20, 1939.

Limits: Herman M. Siebert, employed April 2, 1896, died August 6, 1939.

Lincoln: Albert A. Beelow, employed December 2, 1911, died August 14, 1939.

North: William J. O'Neil, employed December 24, 1913, died August 9, 1939.

Seventy-seventh: Louis H. Reimers, employed January 21, 1892, died August 11, 1939.

Sixty-ninth: William F. Schueler, employed August 24, 1916, died August 14, 1939.

Electrical—Thomas Allen, employed August 4, 1904, died August 3, 1939; John J. Malone, employed May 3, 1920, died August 14, 1939.

Shops and Equipment—South Shops: Anne Manley, employed May 14, 1918, died August 29, 1939.

West Shops: Lars A. Borgeson, employed September 16, 1913, died August 26, 1939; Anton Sebo, employed April 5, 1921, died August 13, 1939.

Track—John Casich, employed January 1, 1911, died August 22, 1939.

Departments and Divisions

Accident Investigation and Legal

Lou Altemus of this department really went after the big fish this year. He visited the Nipigon region and also fished in the Lake of the Woods near Kenora in the province of Ontario.

He reported a 9½-pound "wall-eye," a 14½-pound northern pike and, on several days, heavy bags of rainbow trout. He got his limit regularly and was very "choosy" about the fish that he took.

Lou was in charge of the marine work, but Mrs. Altemus and Mrs. Edna Horrom of this department were in charge of the expedition by land.

Needless to say, it is going to cost Lou real money hereafter to go fishing—after a taste of the real thing.

Accounting

Arthur W. Malmquist and family have returned from their pleasant automobile trip through the east. The itinerary covered stop-overs at many historic and educational places such as Niagara Falls, Washington (D. C.), Boston, New York World's Fair, Baltimore and Gettysburg. Another enjoyable part of the trip was that they suffered no automobile trouble or mishaps on this pleasant trip of approximately 3,000 miles.

Best wishes for happy birthdays were extended to Misses Mildred Montgomery, Lillian Oesterrich and Mrs. Margaret O'Keefe during the month of August.

Enjoying the usual summer sports—fishing, swimming and golfing, Miss Eugenia Ziemba of the pay roll division spent her vacation in Hayward, Wisconsin, where she had the misfortune of losing a big "muskie."

New York's Fair attracted vacation travelers from our department, some returned vacationists being Misses Lucy Cramblet and Katherine Orth, who report a very enjoyable and interesting journey.

Dividing her vacation between Indiana and the North Woods, Miss Dorothy Fisher of the pay roll division spent one week at the home of Mrs. Ralph Harpel (Gertrude Collins), formerly of the trip sheet analysis division in Waynetown, Indiana, and the following week took a motor trip with her family covering Minnesota, Wisconsin and Port Arthur, Canada.

Lake Koontz, Indiana, and Long Lake, Illinois, were selected this year by Timekeepers John Kennedy and William Oquist as ideal places to enjoy one's leisure time, topped off with plenty of fine fishing.

Thomas F. Coan.

Electrical

Congratulations are in order for Mr. and Mrs. William Wende, who celebrated their twentieth wedding anniversary on September 6.

Harry Essington, in charge of electrical testing, spent his vacation in Colorado. He reports having had a good time in spite of a wet reception to the state. Harry says he encountered the worst cloud-burst in his experience on the first day there.

Our sympathy is extended to Fred and Walter Hectus of the electrical maintenance department in the recent loss of their mother.

The sympathy of the men is extended to the relatives of John Malone of the armature department, who died recently.

William Kopke of the electrolysis department is mourning the recent loss of his mother. Our sympathy is extended to the family.

Edward Johnson, in charge of electrolysis, recently underwent an operation on his eye. We extend our best wishes for a speedy recovery.

We extend our sympathy to Raymond Mix in the recent loss of his wife.

Billy.

Engineering

Don Howell, assistant engineer in the utility department, was married to Miss Ethel Hughes at the South Shore Community church on August 12. The reception was held at the Windermere Hotel, East. We extend our congratulations and best wishes to the newlyweds.

On August 6 the stork delivered a 7 pound 15 ounce baby boy to the West Suburban hospital for Chauffeur and Mrs. Vaughn McAllister. Congratulations.

H. M. Schlachter improved his golf game at Stone Lake, Indiana, and can now break 100 with ease. C. H. Gremley, please note!

Larry Heise, wreck truck chauffeur, won a 1939 Plymouth sedan, but instead of riding in it, he preferred a horse and was thrown, tearing a ligament in his shoulder. Larry is mending fast and will be back soon.

R. J. Rumatz spent his vacation in Michigan—bathing, boating, fishing, etc. Mr. Rumatz is the shuffle board champion of Saugatuck and vicinity.

V. G. Walling, division superintendent, track department, traveled extensively in the South and East, ending up with a pleasant stay at the New York World's Fair.

Harry Lynch, wreck truck chauffeur, was supposed to be vacationing at Lake Geneva, but we have heard from good authority that he spent it in his basement looking over last year's photos.

G. P. Johnson and his recent bride visited all historical points of interest in the East and report a pleasant time together.

C. H. Gremley returned from his vacation in the North Woods sprouting a handsome decoration betwixt the nose and upper lip.

The sympathy of the utility department is extended to Jack Burns, chauffeur, upon the loss of his brother, who passed away on August 13.

Schedule and Traffic

Vacation Notes: George Bryan spent a week at Fremont, Michigan.

John Franzen tried to get the viewpoints of the farmers in Indiana.

M. B. O'Neill, Bob Boal, Charles Pfau, E. A. Reilly and Norman Johnson stayed home and took in the local sights.

Roy Drysdale went to the Dells in Wisconsin and Lake George in Indiana.

George Fisher and Al Pisors motored east, to Philadelphia, New York and other points of interest. It is rumored that they took an alarm clock along.

Walter Thomas loafed at Sturgeon Bay, Wisconsin.

Tom O'Connor visited the Wisconsin Dells and Holland, Michigan.

Lee Gilbert worked on his cottage, "Gerrie Lee," at Lake George in Indiana.

George Weidenfeller spent his time in Denver, Colorado, and vicinity.

Shops and Equipment

South Shops: We extend our sincere sympathy to the bereaved family of Mrs. Anne Manley, motor repair department, who passed away August 29.

Vacation Notes: Mrs. Lydia Matheny, office, spent an enjoyable vacation in Detroit, Michigan. As a means of transportation, she used the American Airlines and relates having a thrilling trip through the air.

After five years of married bliss, Mr. and Mrs. Ed Frank decided to take a delayed honeymoon in the hills of Kentucky. We were of the opinion honeymooners visited Niagara Falls.

77th Street: Joe Gamen, foreman, has proven himself an ace fisherman. As proof he brought back 94 pounds of fish packed in ice.

Art Weyrich claims to have caught a 34-pound "muskie" on his vacation at Moose Lake, Wisconsin.

Archer: John Green cannot forget his youthful days as a sailor on the canal barges. He spent his vacation on tug boats on Lake Michigan.

Will Ryan had a pleasant trip in Northern Wisconsin.

Otto Hermann has fully recovered from the operation on his knee.

F. E. DeWitt.

West Shops: J. W. Landeck spent most of his vacation in the Black Hills, Deadwood being his favored spot as it is wide-open with nothing to stop you but a .48. While there the trial of Jack McCall, who shot Wild Bill Hickock, a friend of Calamity Jane, was reenacted. Being short a juror, the judge called upon Mr. Landeck to serve. The trial was as rough as it only could have been in the Wild West. In the jury room, behind barrels and boxes, our office member voted "guilty," but quickly changed his vote to "not guilty" when the eleven other jurors fired .48's at his feet. The judge then let loose a volume of cuss words, and accused the jury of being fixed, calling it a real *Chicago* verdict. (We must add here that Mr. Landeck took exception to this implication.) He was given 60 seconds to leave town, which he did. History tells us McCall was later convicted and hanged by the Government for the same crime.

Caroline Johnson returned to the office looking rested and refreshed after her Chicago vacation.

Louis Pluta explored the many interesting and thrilling sights in Colorado.

Mr. Bolech, inspector, drove to Niagara Falls, and then toured Canada.

During the past month, the following men of the carpenter shop, West Shops, passed away—Anton Sebo and Lars Borgeson. We extend our sympathy to the bereaved families.

Lillian Hultquist.

Transportation

Vacations in this department are all over and only pleasant memories linger in the minds of the vacationists. Here are a few of the last minute flashes:

Our chief clerk, Louis E. Bohlin has just returned with his family after two enjoyable weeks at Waupaca, Wisconsin. Fishing was his most favorite sport and as to the fish story, ask Lou.

Warren Powers and family motored south and east, the itinerary including the Great Smoky Mountains and the nation's capital, Washington, D. C.

Miss Margaret McCorquodale reports a very pleasant time at Valparaiso, Indiana.

On a very recent week-end James Tucker motored down south to somewhere in Tennessee and brought home a load of water melons. The sad part is that the Transportation Department employees of this office saw none of the melons.

P. A. Greene spent a few days with some of his relatives and friends in his home town, Neuport, Ohio.

Andy.

Around the Car Stations

Archer

Conductor Jack Young and his family, spending vacation days back home in Gallup, New Mexico, sent a card from Kit Carson's Cave and report they are having a wonderful trip.

Our sympathy is extended to Motorman Earl Dahlin on the death of his father, August 21.

Barney Malloy, chief clerk, spent his vacation days at Twin Lake, Wisconsin, the family's summer home. He returned home well-tanned and rested.

Conductor Charles Schmook, Jr., reports the arrival of a son at his home on August 8, who answers to the name of Carl. Both pappy and grand-daddy are doing nicely.

Mat Dieters, receiver, went fishing at Cable, Wisconsin, with his wife and family. The truth has leaked out—the only fish caught was the one caught by his daughter.

Motorman Fay Holland is headed west and sent in a card from Billings, Montana, his old home town, reporting several pleasant reunions.

Conductor Walter Radloff sent in a card from Rocky Mountain National Park, Colorado, reporting a snow storm on August 16. He recommends that we send our snow equipment out that way.

Motorman Pat Casey met with an accident while in line of duty August 21, and died a few hours later. Pat was one of Archer's veterans and was well known to all the boys for his very friendly and congenial nature. He will be missed by many. To his family we extend our deepest sympathy.

While Conductor John Novak was away on his vacation he had his picture taken with a fine string of fish. However the truth leaked out when Conductor Lester Springer informed us the fish were caught with shakels.

Motorman Matthew Larson, No. 2, has joined the ranks of the married. The happy event took place August 19, and Conductor Ray Clair was the best man. All the boys were there to wish him the best of luck.

Charles Roane, register clerk and a dancer, won the jitter-bug contest at the Aragon ballroom, Wednesday, August 23.

Conductor Albert Shereck who motored to Canada on his vacation sent a card from Windsor, Ontario, saying he is bouncing around here and there.

Our deepest sympathy is extended to Jack Kroml of our commissary department on the recent death of his daughter.

Conductor Pat J. Robinson who is down in Washington, D. C., taking care of the war situation while on his vacation, sent a postal from the new United States Supreme Court building.

Motorman Frank Ellis and family are on a vacation fishing trip at Fountain Lake, Albert Lea, Minnesota and wrote reporting a wonderful catch.

Motorman J. J. Meyers is reported spending his vacation days on the pier at South Chicago. No mention is made of the fish he caught.

Bus Operator A. L. Smith and family are enjoying their vacation days in the northern woods of Wisconsin near Woodruff.

Motorman John Quinlivan took a trip up the Mississippi river with his wife and sent us a card from Dubuque, Iowa.

Bus Operator Jack Falsey motored to Omaha, Nebraska, and reports a wonderful trip. He sent cards from the rock garden and singing tower, Hillcrest Memorial Park.

Conductor Ed Hurley while touring through Canada, took time to send a card from the look-out on Mount Royal, Montreal.

Dusty.

Blue Island

Our congratulations and good wishes are extended to Conductor Arthur Poklenkowski and his bride, who were married August 19. The young couple spent their honeymoon at Oshkosh, Wisconsin.

Regional Supervisor Thomas Eigelsbach toured Mexico on his vacation and states he had a most wonderful time.

Stationmaster E. L. McGuire and daughter toured the Yellowstone National Park, which they enjoyed very much.

C. P. Starr.

Division

There are several vacations to be reported. First of all, Stationmaster G. W. Peterson spent a very enjoyable week in Wisconsin, but he hasn't any fish stories to relate.

Chief Clerk Eugene Peterson added 3,930 miles to his speedometer by motoring through the Black Hills and Yellowstone and Estes parks.

Motorman Victor Volenec is now a contender for "long distance" honors. He drove to the San Francisco World's Fair and ended up with 5,900 miles to his 1935 Ford's credit.

The Back Cover

The North and South section softball title holders are pictured on the back cover. At the top is the Kedzie team. From left to right in the front row, they are: John Griffin, George Fischer, Stationmaster Thomas Fahey, Manager Robert Naessens, Herman Mazza and Thomas Durack.

Second row: Edward Wardell, John Furlanetto, Martin Huska and Edward Lange. Top row: George Howlett, Arthur Lucas and James Craney.

In addition it might be mentioned that the Kedzie aggregation alibied their first loss in the series by saying the camera man had jinxed them. When he didn't show up for the second game, they won to tie the series.

The Noble players are, from left to right in the front row: William Kelly, John Cleary, Andrew Porcell, George Braham, William Neurauter and John Janisch.

Second row: Manager Harry Smith, John Jendrzejek, Harold Griebel, Gebhardt Schmook and Henry Gabauer. Top row: Andrew Wendt, Robert Kubycheck and Arthur Schmidt.

Motorman Tom Honan sent a picture postal of the Yale Bowl in New Haven, Connecticut.

Conductor Harry Tamiello pulled a 19-inch black bass out of Lake Sullivan but displayed no picture to go with the story.

During the month of September Dianne Schulzke, daughter of Conductor Elmer Schulzke, and Ruth Ann, daughter of Conductor R. T. Warnstedt, will celebrate their first birthdays with a party.

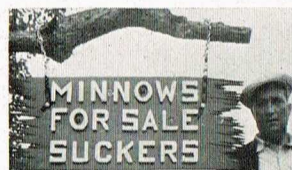
Motormen George Abel and William Youells and Conductor Harry Kelk are on the job again after extended illnesses.

Artie W.

Seventy-seventh

Once in an epoch a man lets the wanderlust get the best of him. The victim in this case was Conductor Joe M. Eppich, whose 7,000-mile trip took in all points west, including the 'Frisco Fair. Joe saw wonderful things. He's not very fussy about souvenirs, but one thing impressed him so much he brought home a sample—that was a piece of the petrified forest.

Draper, Wisconsin, advertises its fishing wares and at the same time boldly slips in a candid opinion—of fishermen, we suppose. At any rate, Motorman H. Goucher, decided to pose by the sign which read: "Minnows For Sale—Suckers." He had the last laugh, however, because he didn't go fishing there.



"Fisherman's Paradise"?

Better luck fell the way of Motorman Ed Panzer at White Cloud, Michigan. He went fishing and caught fish, and like all good sportsmen, he's got the picture to prove it.

Chicago's courtesy campaign last month incorporating the slogan "Courtesy Saves Lives" was of particular interest to Conductor Mike Tierney because he claims to have offered it many years ago as a slogan for the C.S.L. Now with a new name coming up (Chicago Transit Company), Mike is going to have to wrack his brain for another, and it is hoped the product of his efforts is as good this time.

We are all allergic to something. One unique instance is due to Conductor J. S. Holm's false uppers, which simply wouldn't stay in for awhile at the pronunciation of the word "Division." He's got them pretty well trained now, however, but it's lucky he doesn't have to call "Narragansett!"

The *Joliet Spectator* took up the Lynk story where we left off when last month it published an interesting article of this remarkable family accompanied by a picture of Conductor Ed Lynk of this depot and his brother, Nelson Z. Lynk, who was celebrating his 85th birthday. Long and eventful life just naturally runs in the family.

Condolence is extended to the following men on death in their families: Conductor T. J. Dacey, his wife; Conductor J. C. McDowell, his father; Conductor A. C. Lexow, his mother; Motorman C. F. Mormann, his mother, and to the family of Motorman Louis Reimers.

Walter F. Story.



CHAMPIONSHIP SOFTBALL TEAMS FOR 1933

These players from Kedzie, top, and Noble, below, are the men who won sectional title honors in their respective leagues. The team from Noble won two out of three in a play-off for the system championship. Players are identified on page 15.

