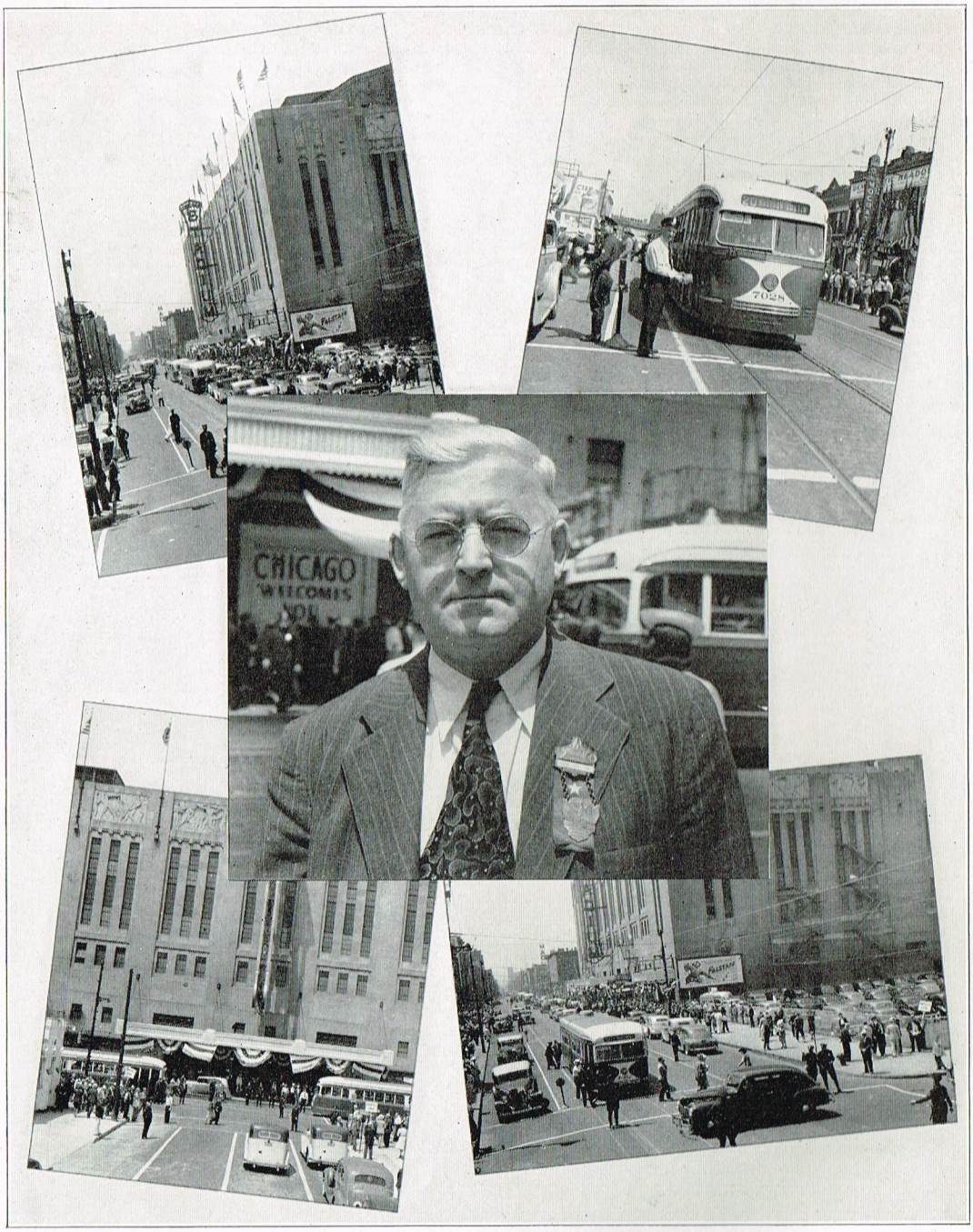
Surface Service
• MAGAZINE •

VOLUME 17 AUGUST 1940 NUMBER 5





THEY HANDLED THE CONVENTION TRAFFIC

A national political convention brings headaches to many but they're "old stuff" to Stationmaster Tom Fahey and his Kedzie depot men. These views show how the convention traffic was handled by the streamliners of the Chicago Surface Lines.

The handsome gentleman in the center is Mr. Fahey himself. With that fancy badge (Assistant Sergeant-at-arms) he looks almost like one of the delegates, doesn't he?

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 17 AUGUST, 1940 No. 5

Transfer Checks Important

Schedule Department Studies Changes in Nature and Volume of Riding

Passengers using the Chicago Surface Lines enjoy one of the most liberal transfer arrangements in effect in any city of the United States. The importance of this transfer arrangement to both the public and the Surface Lines system is brought out by the fact that the number of transfer rides in a day is equal to approximately 75 per cent of the number of cash fares collected.

The transfer system is designed to enable a passenger to make a continuous journey from one point to another in the city by a reasonably direct route with a reasonable time allowance at transfer points. The present transfer arrangement has been in effect for eight years. Developed after a two-year study, it eliminated a substantial part of former transfer abuses.

Systematic Checks Made

In order to determine changes in the nature and volume of transfer riding, systematic checks are made. The conductors and operators are the most important factor in carrying out these checks. Their co-operation is essential if accurate conclusions are to be drawn from the surveys. When these checks are made the conductors and operators are asked to perform special duties in the handling of transfers. These special duties are called for on "transfer check" day. All transfers presented by riders on these days are withheld by the conductors, sorted out according to trip and direction, and then turned over to the Schedule Department where an exhaustive study is made. System-wide transfer checks are made at infrequent intervals. Studies on individual lines, however, are made frequently.

The most common type of check is the one in which conductors collect every transfer presented. If a passenger wishes to continue his ride a new transfer is issued with special punch marks as directed for that particular check. This sort of check enables the Schedule Department to determine exactly how many transfer rides are made. The most recent study of this kind showed that for every 100 Surface Lines cash fare rides there were 75 transfer rides.

Study Punch Marks

Another type of check, also participated in by conductors and operators, enables a determination of the number of rides made by transferring passengers. In this type of survey the conductor withholds the transfers of passengers who no longer require any further transfer riding. The number of rides taken on each transfer can be determined from the number of punch marks in the zones.

The last study of this kind revealed that on the day when the check was made a few passengers made as many as six transfer rides on the payment of a single fare. On that day a total of 1,988,176 Surface Lines cash fares were collected. The following table shows the number of this total making from one to six transfer rides:

Some Ride Six Times

Passengers	No. of Transfers
960,902	1
244,072	2
23,597	3
1,673	4
86	5
4	6

There is one type of transfer check that is made one day in each month, when conductors and operators collect all buff and blue transfers presented by passengers transferring from the Elevated lines. This is an extremely important check as the number of buff transfers collected directly affects the revenues of the Surface Lines.

Under the present experimental inter-company transfer arrangements, passengers originating on the Surface Lines may transfer to the Elevated at designated stations by paying an additional three cents for a blue transfer. Those transfering from the Elevated to the Surface Lines use a buff transfer. All buff transfers presented to Surface Lines conductors and operators are counted on the transfer check day and are a factor in determining the division of revenues between the Surface Lines and Elevated from inter-company riding.

Buff Transfers Important

The sale of blue transfers by Surface Lines conductors and operators furnishes a record of the number of passengers transfering from the Surface Lines to the Elevated. The only record of transfering from Elevated to Surface Lines is the collection of buff transfers. This check is made only on one day each month and the number of transfers so collected is used together with the count in the preceeding month as the ratio for the entire month. It is apparent, therefore, that if a conductor fails to turn in all of these buff transfers, the Surface Lines is deprived of its share of fares not only for one day, but for every day that month as well.

NAME ASSISTANT AUDITOR

Edward C. Burke Appointed To Fill Vacancy

The appointment of Edward C. Burke as assistant auditor of the Chicago Surface Lines was announced by Guy A. Richardson, president, following a meeting of the board of operation on July 15. The appointment became effective July 16, filling the vacancy created by the sudden death of Arthur W. Malmquist on July 5.



Edward C. Burke.

Mr. Burke came to the Surface Lines from Arthur Young and Company, where he was a senior accountant. He was already well acquainted with many of the persons in the accounting department, as he had worked on audits of the books of one of the underlying Surface Lines companies.

Mr. Burke is a native of Peru, Illinois, where he was born on July 27, 1891. He attended Peru elementary schools, La Salle Township high school and was graduated from Benedictine College at Pueblo, Colorado, in 1909. He was working as a general bookkeeper at Peru when he entered the United States army in 1917. He served in the army for one year as a sergeant in the ordnance department, and after his discharge stayed on with the war department as a civil employe at the Port Clinton, Ohio, proving ground, where he was in charge of payrolls.

Subsequently, he was employed for six years by the Audit Bureau of Circulations at Chicago. In 1927 he entered the employ of Arthur Young and Company. Part of his work with the auditing concern included auditing of the books of the Marshall Field estate, and for two years (1933 and 1934) he worked directly for that estate.

Mr. and Mrs. Burke and their two children, Betty, 12 years old, and George, 8, live at 5453 Lakewood avenue. Mr. Burke's interests in the field of sports are swimming and a good baseball game.

THEY'RE STATE CHAMPIONS NOW!

Rifle Team Wins New Laurels At Fort Sheridan

The rifle team of the Surface Lines post No. 146 of the American Legion won new laurels on Sunday, July 14, when they captured the honors at the annual state championship shoot at Fort Sheridan with a score of 888.

With the acquisition of the state title the Surface Lines team now holds most of the available honors, for they had already won the National and County honors. They will receive trophies for their sharp-shooting skill at the annual state convention of the American Legion, to be held at Danville, August 26.

The Commander's trophy was won by Castle Park Post No. 151, with a score of 885, and the third prize went to North Shore Post No. 21, which scored 862 out of a possible 1000.

CALL MEN TO WORK

The Transportation Department began on August 10 to call approximately 140 former employes back to work. They are the last of some 500 who were laid off in April and May of 1938 when business suffered such severe reverses.

It is expected that most of them will report for instruction on or about August 29 in order to be qualified to go to work when the fall schedules go into effect September 3.

KEEPING 'EM ROLLING

Lawndale Retains Lead For Third Successive Month

Lawndale depot retained first place in the keep 'em rolling figures for July with an average of 12,395 miles per pull-in, an increase of 4 per cent over the previous month. The first place ranking was also held by Lawndale in the compilations for both May and June.

Sixty-ninth climbed from sixth place to second in the records with an average of 10,120 miles per pull-in, an increase of 37.3 per cent. Third place went to Burnside depot which rolled 9,747 miles per pull-in, an increase of 8.7 per cent over the previous month's record.

Commendable increases showed in the records compiled for Devon, Armitage, Lincoln and Kedzie.

Major decreases were charged against Elston, Noble, Archer, Seventy-seventh and Division. Of the 16 stations, nine showed decreases while the others showed a gain.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1.	Lawndale	11	12,395	4.0
2.	Sixty-ninth	....	10,120	37.3
3.	Burnside	7	9,747	8.7
4.	Archer	....	9,180	17.5*
5.	Seventy-seventh	1	8,657	11.9*
6.	Devon	1	8,012	13.3
7.	Armitage	7	7,294	9.1
8.	Division	7	6,943	13.8*
9.	Cottage Grove	3	6,875	1.7*
10.	Lincoln	7	6,258	9.1
11.	Kedzie	....	5,899	2.2
12.	North	....	5,102	4.7*
13.	Noble	4	5,032	23.9*
14.	Limits	7	4,390	3.1*
15.	Elston	4	4,232	35.1*
16.	Blue Island	6	4,091	3.7*

*Denotes decrease.

Carhouse records for the past six months:

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

Major: "Mister, what is a maneuver?"

R.O.T.C. Boy: "Something you put on grass to make it green, sir."

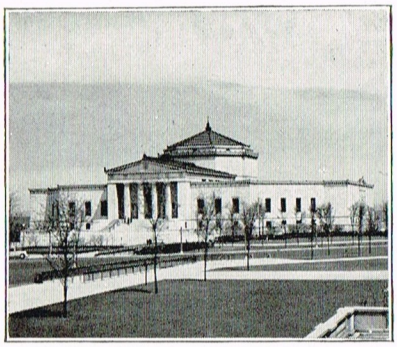
A True Fish Story

Aquarium Wonders Provide Entertainment For Young and Old

By RUTH S. JOHNSON
Editorial Assistant

All the queer fish aren't in the sea—a goodly number of them are swimming their way through life at the John G. Shedd Aquarium in Grant Park, at the foot of Roosevelt Road on the shores of Lake Michigan.

Again Chicago can boast of having the "biggest and the best," as the Aquarium is the largest and best equipped institution of its kind in the world.



The Shedd Aquarium.

In the beautiful building of white Georgia marble are aquarium displays of fish of all forms and hues. Such an abundance of shimmering, brilliant color cannot be excelled, and there is a great variety of sizes and shapes, both graceful, beautiful fish and grumpy, grotesque fish. Some of them are very rare and would never be seen except in an aquarium, and some are good examples of the fish familiar to the man whose hobby is the hook and bait. The fisherman can point out the fish "just exactly the size of my best catch last year."

Radiating from the attractive rotunda of the building are six main galleries, which contain 132 exhibition tanks in which the various fish are on display in aquatic settings similar to those of their native water homes. Each tank carries a sign with the scientific name of the fish and the common name, usually chosen from some characteristic of the animal, such as swordfish, long-nosed gar, lion fish, carpet shark, sea horse, butterfly fish, slippery dick, yellow-tail, etc.

Large Rotunda Attractive

In the rotunda of the Aquarium is a large pool, half of which is a rockery planted with ferns and other suitable plants, with the other half arranged to represent a swamp and containing species of freshwater turtles, bullfrogs and other typical swamp life. Only those which are large enough to take care of themselves and are not fighters are kept in the pool, while other specimens of this group are shown in other parts of the building.

Lobsters, shrimp, crawfish, crabs, oysters, clams, etc., known scientifically as aquatic invertebrates, are shown in various exhibits. They include some of the most beautifully colored and delicately constructed forms known —and also some of the most grotesque. The common shrimp, a salt water animal, flourishes in captivity, but the exhibit of shrimp must be renewed frequently as these cannibals do away with each other.

From ancient days people have developed home aquariums, and the balanced aquarium room shows the various fish which flourish well in small aquariums or bowls. Most popular at this time are the tropical fish, which are brilliantly colored. The Aquarium usually has about one hundred different species of these tropical fish on exhibit.

Gift to Chicago

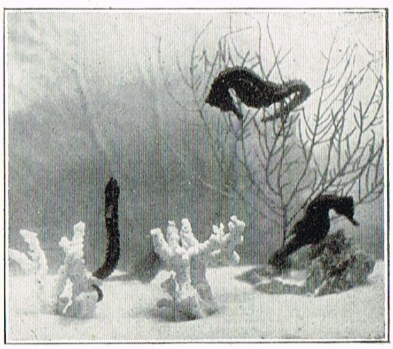
Chicago's Aquarium was made possible through the $3,000,000 gift of John G. Shedd, Chicago civic leader and philanthropist who was president of Marshall Field and Company for 17 years. He made the bequest shortly before his death in 1926, in the belief that an aquarium would provide educational entertainment for more persons than any other kind of institution.

The building, which harmonizes with the Field Museum, was completed in 1929 and the final exhibits were opened to the public in June of 1930. The interior of the building is characterized by its beautiful aquatic designs and decorations. At the far end of the large entrance hall is an archway from which hangs an unusual clock having aquatic animals in place of numbers.

Life Span Uncertain

To maintain proper living conditions for the exhibits requires the use of huge reservoirs with a capacity of two million gallons of water, air compressors, a refrigerating plant and a heating system. In addition to the exhibition tanks there are reserve tanks to hold the specimens when their quarters are being cleaned and to hold the surplus stock. Five different kinds of water must be kept in the tanks: heated and chilled salt water and heated, chilled and natural freshwater. The freshwater is pumped from Lake Michigan and the salt water was brought up from Florida.

Some fish live happily at the Aquarium while others do not adapt themselves very well to their new home. There-



Sea Horses at Play.

fore the average life of the various species at the Aquarium is 18 months and the collections must be replenished and changed constantly. At the end of the collecting season the Aquarium has an average of 10,000 specimens, representing about 250 species, exclusive of those shown in the balanced Aquarium room.

The Aquarium is open every day of the year, with the exception of Christmas and New Year's Day, from 10 A. M. to 5 P. M. Admission is free on Thursday, Saturday and Sunday, and a fee of 25 cents is charged on other days. Illinois school children are admitted free at all times.

1,200,000 MILES BY STREET CAR

Conductor McKiel Travels Far In 50 Years

The *Tribune* printed a little story on the occasion of Conductor Charles McKiel's 50th service anniversary recently. It gave a good slant on a good man, so the story is reprinted here with the permission of the *Tribune*.

"They held a small quiet celebration the other day for Charles McKiel, one of Chicago's oldest and jolliest street car conductors.

"At 6:22 o'clock in the morning when he swung aboard the Clark-Wentworth street car at Devon avenue a few of the old timers shook his hand. The steady riders said hello as usual and talked a little about the weather, and to them it was just another morning. But to Conductor McKiel it was an important day—his 50th anniversary as a conductor on the Chicago Surface Lines.

"That evening some of the old time motormen and conductors celebrated the event with him. They exchanged stories of the cable car days, when a conductor worked ten to twelve hours a day, seven days a week and no vacation; of the days when the cars were so crowded the conductor had to stand outside on the slippery coupling that connected the cable car with the trailer.

"Charles McKiel became a conductor on the cable cars July 2, 1890. Two years later he married and he and Mrs. McKiel found an apartment a block away from the 'Limits' barn, as it was called then, at Dewey avenue and Clark street. Today they live at 6454 Bosworth avenue, a block away from the Clark-Devon barn.

"His travel record, mostly on a Clark street car, amounts to about 1,200,000 miles in the fifty years. Each year has been equivalent to a trip around the world—on a street car.

"During the 50 years he has come to know thousands of his riders, not by name but by sight. One of his steady riders told him recently that he has been riding with him for more than 40 years. 'Yes, I know thousands of the passengers by face,' says Conductor McKiel, 'but not by name.

" 'When I was on the owl [late night] cars, I used to wake 'em up at their stops. For years the same people would get on at the same blocks, go to sleep and I'd nudge them when they were near their destination.'

"Conductor McKiel is 79 years old, a plump, smiling man. In his half century on the street cars he has missed only a few days due to illness, and, he says, 'it hasn't been very many.' "

WHAT DO YOU KNOW?

Test Your Trolley Sense—Our Own Quiz Program

(The answers are below—don't peek!)

1. Which is the most heavily-traveled street car line?
   Halsted Clark-Wentworth Western
2. Which is the longest street car line?
   Halsted Clark-Wentworth Western
3. Where is the country's largest privately-owned local transportation system?
   New York Philadelphia Chicago
4. A new-type experimental car was recently placed on what street?
   Madison Clark Milwaukee
5. Which system carries the largest number of passengers?
   "L" Surface Lines Chicago Motor Coach
6. Which system carries the largest number of bus riders?
   "L" Surface Lines Chicago Motor Coach
7. How many street car and bus routes are operated by the Surface Lines?
   36 66 96
8. How many trolley buses does the Surface Lines have?
   52 102 152
9. Surface Lines power costs in recent years have
   Gone up Remained constant Gone down
10. Who paves the street car right-of-way?
    City Surface Lines State

Score 10 points for each question correctly answered.

A score of 90 or 100 is good. 70 or 80 is fair. If you have less than that, maybe you should get acquainted with your company.

Here Are the Answers

1. Clark-Wentworth. 2. Western. 3. Chicago. 4. Milwaukee. 5. Surface Lines. 6. Surface Lines. 7. 96. 8. 152. 9. Gone up. 10. Surface Lines.

Here's Our Story!

Getting out this magazine is no picnic!

If we print jokes, people say they are silly;

If we don't, they say we are too serious.

If we clip things from other magazines, we are too lazy to write them ourselves;

If we don't, we are too fond of our own stuff.

If we don't print contributions, we don't appreciate true genius;

If we do print them, the magazine is filled with junk.

If we make a change in the other person's write-up, we are too critical;

If we don't, we are asleep.

Now, like as not, somebody will say that we swiped this. WE DID!

—The Editors

Experimental Car on Milwaukee

Engineers Study Reactions of Riding Public to New Vehicle

For the last four weeks an unusual car has been in service on the Milwaukee avenue line—unusual in that it is a vehicle differing in appearance and operation from the regular type of car used on that line. The car is different. In some respects it is unlike any other operated by the Chicago Surface Lines.

The car, No. 4051, is being operated for experimental purposes. It is a fast, streamlined vehicle, resembling in appearance the PCC cars operating on the Madison street line. It is, in fact, one of the Madison street cars which has been reconstructed to make an important change in type of operation. Instead of a front entrance car, like the other Madison street vehicles, it is a rear entrance car.

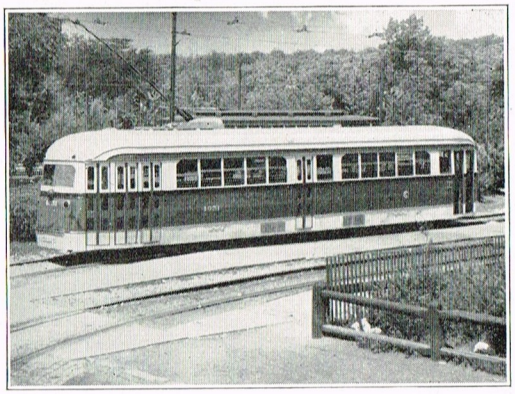
The change, for test purposes, was authorized by the Surface Lines Car Design Committee. This committee, after many months of discussion of the relative merits of front and rear loading, authorized the rebuilding of this car, to make possible a comparison of the two principles of passenger handling in modern vehicles. Practically all of the street cars built in the country in recent years have been the front entrance style and there have been no comprehensive tests made of the rear entrance principle on modern cars.

Substantially Rebuilt

The change from front to rear entrance required substantial rebuilding of the interior of the car as well as the right side of the exterior. The work was done at the West Shops. Like the Madison street cars, car 4051 is a "single-end" unit; that is, one which has the motorman's controls at only one end of the car. Milwaukee avenue was selected for the test because it is a heavily traveled line where all the cars regularly operated are of the rear entrance type. This assured that passengers would be following their usual habit of boarding at the rear.



This interior view shows how the conductor is stationed in the rear. Front and center doors are recommended to alighting passengers.



An exterior view of car No. 4051 shows the three rear doors which are used for loading on this experimental car.

Car No. 4051 has three doors at the rear, one at the center and two at the front. Passengers enter at the rear and can select any of three locations for leaving—two doors at the front, one at the center and one at the rear. The rear exit door also serves as one of three loading doors. On the regular Madison street cars, passengers board at three entrance doors at the front and leave through two center and one rear exit doors. The motorman's position on car 4051 is unchanged, but the conductor, instead of being at the center exit doors, is stationed at the rear on the left side of the car.

Seek Further Improvement

The purpose of the experiment with this type of car, it is explained, is to find if further improvements in passenger convenience and comfort can be made. The front entrance PCC car, which was introduced four years ago, represented the most forward step taken by the industry in many, many years. But efforts are constantly being made to devise improvements even on this advanced type of vehicle, so that when orders for new units may be placed, the latest models will be better than the preceding ones.

It is emphasized by members of the Car Design Committee that the experiment with the rear entrance feature does not necessarily mean that new cars built in the future will be of this design. The committee, however, does wish to have the benefit of all possible research and experiment when preparing specifications for new cars to serve trunk lines.

The performance of the car and the reactions of passengers to its innovations are being studied closely by Surface Lines engineers. From this study, the Car Design Committee expects to determine, after weighing the relative advantages of front and rear entrance models, which type is better suited to various kinds of service.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 17 August, 1940 No. 5

William H. Bromage . . . . . Editor
Hollis F. Peck . . . . . Associate Editor

WHAT ABOUT TOMORROW?

A young officer, aglow with triumph, dashed into the presence of Napoleon. He had just achieved a great victory and he expected praise and a pat on the back.

Instead of praising him, the Emperor is reported to have asked the young officer this challenging question:

"What are you going to do tomorrow?"

The goals we've achieved, the victories we've won are all behind us. Too often, while basking in the shining light of work well done, we are lulled to sleep.

For individuals, whatever their tasks may be, the question is still the same: "What are you going to do tomorrow?"

Our whole future depends upon what we do with our tomorrows. If we use them to point to what we did yesterday, it is time for the funeral dirges. If we use them to push onward, to grow bigger, to reach upward, the banners will continue to wave and "Forward March" will be the order of the day!

ALIEN REGISTRATION

Under a new Federal law, all aliens in the United States must be registered. Those 14 years of age or older must be finger-printed as well. Aliens under 14 years old are to be registered by parents or guardians but are not to be finger-printed until they have passed that age limit.

To comply with the law, aliens must appear at a post office between August 27 and December 26 to answer questions contained in a registration form. Anyone who has not received final citizenship papers is classed as an alien.

It is important that all aliens comply with this law and it is advisable that they register as soon as possible. By doing so they will avoid the rush that is likely to occur near the end of the registration period.

While there may be grounds for criticism of people who have long made their homes and living in this country and have failed to become naturalized citizens, there is nothing to be ashamed of in the finger-printing itself. Indeed, some aliens have not been in the country the necessary five years to get final citizenship papers.

It is true that citizens of the United States feel that aliens who come here to work and live should assume the obligations of citizenship. Fortunately, it is never too late to become a citizen. Whether a person has been in the country one year or 40 years, he can still start down the road to citizenship.

EMPLOYES RELIEF FUND

July, 1940

The Surface Lines Employes Relief Committee received 10 applications for relief during the month of July. After investigations were made 6 of these were approved for assistance. There were 244 active cases on the relief rolls at the end of the month, 15 having been removed by death or other causes.

Including the $12,632 spent during the month of July, a total of $1,486,165 has been paid out of the Surface Lines Employes Relief Fund for assistance of employes since the organization of the committee.

Which?

"I watched them tearing a building down,
A gang of men in a busy town.

With a ho-heave-ho and a lusty yell
They swung a beam and a side wall fell.

I asked the foreman 'Are these men skilled
As the men you'd hire if you had to build?'

He gave a laugh and said 'No, indeed!
Just common labor is all I need.

I can easily wreck in a day or two
What builders have taken a year to do.'

I thought to myself as I went my way,
Which of these rules have I tried to play?

Am I a builder who works with care,
Measuring life by the rule and square?

Am I shaping my deeds to a well-laid plan,
Patiently doing the best I can?

Or am I a wrecker who walks the town
Content with the labor of tearing down?"

—Kiwanis Magazine

Politeness Pleases Patrons

Many Commend Trainmen for Courtesies—Complaint List Up Slightly

"This understanding and personal attitude on the part of the Surface Lines is in refreshing contrast to the 'hard-boiled' reputation of the big city. My seven cents is still worth no more than anyone else's, of course, but you may be sure I appreciate the value given for it."

That paragraph in a letter from Ervin Lewis, 1230 Washington Boulevard, was part of a general commendation for the system and for the prompt and courteous manner in which the Transportation Department acted upon a suggestion of Mr. Lewis.

In a way, that commendation set the tone for most of those received during the month. It was one of the 46 commendations received during July, 1940. There were 45 commendations in the same month a year ago.

The complaint list remained almost stationary with the list of last year, there being 483 recorded complaints as against 481 in the same month a year ago.

Charles E. Miles, 120 South LaSalle street, wrote to tell of a conductor who helped a woman find a seat in a car. "I was impressed with this conductor's zeal in looking after his passenger's welfare, and I felt that you should know about it. Such activities on the part of your employes are not only a credit to them, but to the Chicago Surface Lines and should be appreciated and encouraged." Mr. Miles' commendation was directed to the credit of Conductor Harold B. Clemons, badge No. 584 of Burnside.

TROLLEY SPARKS



"I don't say every trainman should adopt this uniform, but I'm certainly a big hit on my run to Navy Pier!"

"Kind and Considerate"

"Once in a while we find a conductor who is kind, courteous and considerate of everyone's safety," said Mrs. Walter F. Halleman, 4737 Washington Boulevard, in praising the work of Conductor Reginald A. Shewry, badge No. 1196 of Cottage Grove.

A lost wallet was returned to William Zeitz, 2447 Burling street, through the aid of Conductor Patrick J. O'Reilly, badge No. 176 of Cottage Grove, whom Mr. Zeitz commended.

"He gives service in every way and when I commended him he said, 'Lady, that's what I'm paid for doing'." That quotation in a commendation from Isabel Morgan, 456 Washington Boulevard, Oak Park, had reference to Conductor David Sax, badge No. 7478 of Kedzie.

Conductor Jerry P. Gleason, badge No. 13622 of Seventy-seventh, was credited with closing a window for a passenger. He was thanked for his consideration by Mrs. Alfred C. Kemper, 1411 Judson avenue, Evanston.

Appreciates Courtesy

Mrs. Libbie Siegel, writing from 7910 South Essex avenue, said "if all the trainmen would act as he did the Surface Lines would rate 100 per cent for courtesy." Her praise was directed to Conductor John F. Farrell, badge No. 8250 of Seventy-seventh.

Kindness shown by Conductor Ralph Duncan, badge No. 6748 of Seventy-seventh, was appreciated by Mrs. Henry Pauly, Jr., 5911 South Normal Boulevard, who wrote in his praise.

The courtesy and efficiency of Conductor Winton F. Hoyt, Jr., badge No. 5454 of Archer, was commended in a letter from Rudolph Fisher, 2314 South Winchester avenue.

A. D. Pitney, 7651 North Eastlake Terrace, wrote of appreciation for courtesies shown him by Conductor Charles J. Powers, badge No. 6736 of Archer.

The hat of Mrs. Henry Hubberts, 1411 North Luna avenue, blew under a street car from which point it was retrieved by Conductor Homer S. Sheldon, badge No. 6480 of Kedzie, whom Mrs. Hubberts commended.

Clarence H. Flasher, 631 South Taylor avenue, Oak Park, wrote with words of appreciation for the cheerful manner in which his ten dollar bill was changed. He had experienced misgivings about presenting so large a bill but found it cheerfully accepted and changed by Conductor William P. Dwyer, badge No. 5174 of Kedzie.

Conductor Ben Amsterdam, badge No. 8194 of Kedzie, was praised for his courteous patience in giving directions to out of town visitors. The commendation was sent by Emma B. Harris, 3856 Lexington street.

Helps Elderly Woman

Henry Hagestedt, 5120 North Kolmar avenue, wrote of his respect and admiration for Operator Harry D. McCarthy, badge No. 9153 of Elston, whom he saw escort an elderly woman

from his bus to a Milwaukee avenue street car.

Operator Walter G. Gabrielson, badge No. 4331 of North Avenue, was seen helping a blind passenger across a busy street. His action was praised by Mrs. J. N. Johnston, 2115 North Cicero.

C. O. Frisbie, 327 South LaSalle street, commended the helpfulness shown by Conductor Charles H. Dietz, badge No. 4464 of Division.

The kindness Operator Leonard Senz, badge No. 5512 of Elston, extended an elderly passenger was observed by Mrs. H. Shapin, 119 North Parkside avenue, who praised him.

Conductor Michael Size, badge No. 948 of Devon, was praised in a letter from Mrs. E. Erker, 2469 Geneva Terrace.

Motorman John C. Werdell, badge No. 7687 of Devon, earned the praise of S. W. Latta, Room 415, 29 South LaSalle.

The Devon crew of Conductor Joseph S. Lee, badge No. 13768, and Motorman George J. Zelinko, badge No. 3835, was praised by William H. Bell, 4834 North Wolcott avenue.

Fare Repaid

A fare advanced by Conductor Clarence L. Martin, badge No. 11002 of Armitage, was returned with a letter of thanks from Arlee Holbrook, 4242 North Keystone avenue.

In a similar case Conductor John L. Centner, badge No. 12182 of Seventy-seventh, was thanked and repaid by Mrs. William G. Booth, 7538 Eggleston avenue.

Courtesies extended by Conductor William F. Lehmann, badge No. 13842 of Elston, were commended in a friendly letter from Mrs. M. W. Madden, 1522 West Howard street.

TROLLEY-TRIED AND TRUE.



Motorman Polydore Andries, left, and Conductor Patrick Harrington, who have been friends and crew-mates for the last 17 years. Both have been in service for more than 40 years.

VETERAN TROLLEY TEAM

Conductor and Motorman Work In Perfect Harmony

The Chicago *Daily News* on July 20 published the following story about one of the long-service crews of the Chicago Surface Lines. The story and picture are reprinted with the permission of the *News*.

"Just how it happened, 'Pat' and 'Pol' can't explain, but the fact remains that they have become the Damon and Pythias of Chicago's streetcar system. White-haired and in their 70's, Patrick Harrington and Polydore Andries, conductor and motorman, respectively, have been friends and teammates 'on the cars' longer than any other streetcar team of the Chicago Surface Lines.

"Records of the company show that Pat and Pol, as they are familiarly known, have been together for the last 17 years, or since that seemingly far-off year when President Harding died in office. Their careers in the 'transportation business' before teaming up, however, go 'way back to the horsecar and cablecar days in Chicago.

"For quite a while now, Pat and Pol have been the crew on an 'owl car' on the Sheffield-Taylor run. Each night, while the city sleeps, they guide their lighted car back and forth from the North Side to the West Side, chatting with home-going swains, waking up sleepy customers and occasionally taking care of a gent who has imbibed a little too freely. Because of their kindly, friendly manner, they are well liked by night workers and sundodgers along their route.

"Seated in the carbarn at Sheffield and Wrightwood avenues, Pat Harrington, who lives at 2338 Wilson avenue and is a son of the 'ould sod,' and Pol Andries, of 2523 North Maplewood avenue, who comes from Belgium, looked at each other today when asked how they happened to be teamed up so long.

"'Well, all I can say is that Pol is a good motorman and a good man to work with and so I saw to it that I was always teamed up with him,' said Pat, grinning. 'Pol never rushes me and I never rush him. We always manage to keep up on the schedule. And what's more, Pol and I have never had an accident since we've been together.

"Pol was asked what he thought of Pat. 'You couldn't want a better conductor!' said Pol. 'He gets the passengers on and off without losing any time. I saw this the first day I rode with him and decided to stick with him as long as I could. I guess we've been lucky, haven't we, Pat?'

"'Pat went on to tell how he worked on a cablecar his first day on the job 40 years ago. 'Huh,' said Pol, in friendly contempt, 'that's nothing. I started when they had horsecars. For five years I cleaned horses in the "Limits" barn before going on as a motorman.'"

Pat took his wife to the theater for the first time. They arrived rather early, and she was very interested in everything about them.

Nudging Pat, she whispered: "What does that word 'Asbestos' mean across the curtain?"

"Be quiet," said Pat, "and don't show your ignorance. That's Latin for 'Welcome.'"

Lightning Strikes Twice! —But Here's How to Avoid It

Timely tips to vacationists were contained in a recent press story which pointed to the dangers which exist during electrical storms.

Golfers were warned not to seek shelter under large trees during a lightning storm by Dr. Karl B. McEachron, head of General Electric's high-voltage engineering laboratory at Pittsfield, Massachusetts.

An open field is one of the safest places for a golfer to be, "but don't hold on to steel clubs during an electrical storm," Dr. McEachron advises.

In answer to the old belief that lightning never strikes in the same place twice, Dr. McEachron points out that the Empire State Building in New York City is struck between 40 and 50 times yearly.

He gives some advice to the housewife and suggests the following:

"Stay away from the piano. Do not take a bath or shower during a lightning storm. A needle will not attract lightning, but do not use an electric sewing machine during a storm."

In explaining some of lightning's pranks, Dr. McEachron said that there are two types of lightning, one which travels very fast and the other which is relatively slow.

The bolts which ignite fires are of the latter variety, while the fast strokes splinter trees, tear apart homes and do more damage of this nature.

He cited an instance where a housewife had the materials for a fire lying in a stove, and lightning struck the home and started a fire in the stove. This type, according to the speaker, was of the slow travelling variety.

To swimmers Dr. McEachron says: "Stay out of the water during an electrical storm."

OBITUARY

Deaths on the System from July 1, 1940 to July 31, 1940

Transportation—Archer: William J. Dowling, employed February 1, 1909, died July 9, 1940.

Cottage Grove: Frank G. Cuddy, employed March 2, 1911, died July 31, 1940; Thomas J. Enos, employed December 28, 1916, died July 5, 1940.

Kedzie: Hugh Brennan, employed January 5, 1923, died July 8, 1940; Franklin G. Little, employed September 21, 1936, died July 9, 1940; Adam Raidiger, employed October 10, 1896, died July 21, 1940; William Stege, employed July 17, 1911, died July 5, 1940.

Lincoln: John Michie, employed July 12, 1916, died July 22, 1940.

Noble: John H. McWhiney, employed July 1, 1907, died July 7, 1940; Vincent J. Waters, employed August 30, 1904, died July 7, 1940.

Seventy-seventh: Benjamin Wagoner, employed October 14, 1926, died July 21, 1940.

Sixty-ninth: John Callinan, employed July 27, 1905, died July 6, 1940; Rawson O. Colegrove, employed May 15, 1896, died July 29, 1940.

Building—Vincent Ardand, employed May 9, 1922, died July 15, 1940; John J. Osmundsen, employed March 1, 1888, died July 5, 1940.

General Office—Arthur W. Malmquist, employed May 19, 1909, died July 5, 1940.

Shops and Equipment—Ardmore: William T. Heins, employed October 12, 1936, died July 15, 1940.

Division: John S. Schwartz, employed February 4, 1904, died July 27, 1940.

Seventy-seventh: Andrew Valovcik, employed August 13, 1929, died July 2, 1940.

West Shops: Walter Moskwa, employed September 7, 1922, died July 25, 1940.

Track—Ben Penacchio, employed April 4, 1905, died July 7, 1940.

ORCHIDS TO A CONDUCTOR

Paper Carries Praise For Madison Street Conductor

We present the following comment from the column "As We See It," in the July 24, 1940, issue of the *Northtown Economist:*

"He was a conductor on a Madison street car, but to every passenger on the car he was more—he was a host! Courteous, smiling and helpful, in quiet fashion he drew the attention of everyone, for no question was too trivial for him—no aged or slow person was curtly told to 'step lively' and he called the names of the streets with clearness and in time for the passenger to prepare to leave the car.

"As it was during the convention, he was bombarded with questions—his enthusiasm for Chicago and his intelligent answers certainly must have sold the visitors to the idea that one man, at least (with no axe to grind), was a booster for his home town.

"Which made us wonder why there is not more of this 'sell Chicago' on the part of every one of us, in our daily round of duties. Certainly, if ever a man has a trying job, we believe it is that of a conductor on a busy crowded line. He would certainly be more than human if his nerves didn't get frayed once in a while. And after the millionth question he might be constrained to snap a bit in answering. But this fellow seemed to like his job. He seemed to believe in service. And we are sure that he is much happier, much more contented with his work, much more relaxed at the end of the day, because he endeavors to make, as far as we could see, those whom he comes in contact with a little happier and more satisfied.

"An orchid to a neighborly business-like workman. Let's hope there are many more like him!"

Departments and Divisions

Accident Investigation and Legal

Our sympathy goes out to M. J. McDermott in the loss of his father, Michael J. McDermott, who died on July 27. The funeral was held on Tuesday, July 30, at 9:30 A. M. from the late residence to Visitation Church, with burial at Mount Olivet.

We were all sorry to hear that Attorney John Golden was called back from his vacation for an emergency appendicitis operation at Henrotin hospital. The latest reports are that he is progressing favorably. All his friends at "600" hope for a speedy recovery.

The birthdays of Mrs. Florence Manske and Corrine Marshall conveniently fell on days during the recent heat wave, enabling them and their friends at "600" to enjoy a birthday celebration in Mandel's air cooled dining-room on July 25. The sample of air conditioning made it difficult for the party to give up the idea of spending the afternoon at the Chicago theater.

"Pinchhitter for the Investigator."

Accounting

Our sincere greetings and best wishes are extended to Edward C. Burke, our new assistant auditor.

As a relaxation from a year of arduous toil, Arthur W. Johnson of the voucher and bill division spent the first week of his vacation at Lake Geneva, Wisconsin, boating, hiking and swimming, and the second week at Mammoth Cave and Louisville, Kentucky, visiting the outstanding places of interest.

Going "home" to Charleston, South Carolina, with a stop-over at Washington, D. C., which was the highlight of her trip, Mrs. Margaret O'Keefe returned to work perfectly pleased with her vacation.

Since the last issue of the magazine, Evelyn Schlau, Mabel Magnuson, Ada Lane, Margaret Molentin, Elbe Stolbrand and Phyllis Cusic have celebrated birthdays but seem to carry the added year well. (Best wishes.)

Miss Norma Karlson is proudly displaying a lovely diamond, which reveals the fact that she has become engaged to Kenneth Smith. Her many friends extend congratulations.

John J. Langdon is the name of the new baby born on Tuesday, July 9, to Mr. and Mrs. J. Langdon (formerly Donna Alexander of the stenographic division). To the proud parents we extend our best wishes.

Mrs. Viola Wachtel, of the trip sheet analysis division, was guest of honor at a farewell dinner given by her friends Tuesday night, July 30, at the "Kentucky Serves a Meal" restaurant, located at Rush and Ontario streets. Mrs. Wachtel was presented with a set of china dishes.

Miss Ada Lane, of the payroll division, spent a pleasant vacation at Paw Paw Lake, Watervliet, Michigan, where she was accompanied by other members of her family.

Thomas F. Coan.

Electrical

Superintendent and Mrs. Henry Richter report an enjovable trip up the Mississippi river. They made the voyage on a real, old-time stern wheeler and stopped at various points of interest en route.

William C. Becker, foreman of the armature winders, spent his vacation in northern Wisconsin. He indulged in some fishing and spent a lot of time basking in the sun, with a bottle of sun tan oil close at hand.

Lineman Vurtice Albright is recovering from injuries he suffered while on duty recently. Hope you'll be back soon.

Congratulations are extended to Andrew Bourne of the Western avenue sub-station, who was married July 20.

Samuel Raniere of the Homer sub-station is the proud father of twins—a boy and a girl. Congratulations.

Ernest Anderson is now at home recuperating from a recent operation. Hope to see you back soon, Ernie.

Bill Wende passed out cigars to celebrate his own birthday recently. He wouldn't tell us what birthday it was.

Billy.

Schedule and Traffic

Vacations are being enjoyed by members of this department. Chicago is the very popular spot which has appealed to John Franzen, George Bryan, Frank Irvine, Harry Jennison, William Burkhart, Edward Reilly and William Devereaux.

Art Langohr and M. B. O'Neill enjoyed the hospitality of Southern Illinois.

Bertha Slutsky tried a motor tour, but decided that a bicycle ride on Mackinac Island was the best.

F. A. Forty spent some time in Wisconsin.

Walter Prentice and Charles Keiser tried their luck at fishing—Prentice in Wisconsin and Keiser near his home town in Tennessee.

Max Kipping did some work on his home in Lombard, Illinois.

Norman Johnson went swimming at Hudson Lake.

Lt. Evan Olmstead is spending his time perfecting his signal work at Camp McCoy, Sparta, Wisconsin.

E. M. Guy had a motor tour of 6800 miles through the Southwestern part of the country.

Dave Noble enjoyed the scenery in Colorado.

Our sympathy is extended to Thomas O'Connor, whose father passed away July 6.

L. C. Dutton.

Shops and Equipment

South Shops: Vacation Notes: W. C. Smith —Michigan; Ed Anderson—Chicago; W. O. Farrow — Wisconsin; Joseph Hecht — Grass Lake; H. Alton—Chicago; J. F. Gasser—Ohio; T. Wahlberg—Minnesota; C. K. Maslauskis—Wisconsin; W. B. Cameron—Devils Lake, Wisconsin.

Edward Roberts, car wiring department, became the proud papa of a lovely baby girl on August 6. Congratulations to mother and dad, with best wishes for baby.

Sincere sympathy is extended to Bruno Papsis, blacksmith department, upon the sudden passing of his son.

Congratulations to John Gasparka, blacksmith department, upon his recent marriage. The happy couple honeymooned in Michigan.

Burnside: Vacation Notes: Peter Streelman, assistant carhouse foreman—Crow Lake, Ontario, Canada, reports fishing grand, including a 6½-pound bass and a 41-inch muskie? Foreman Frank Kazmerczak went to Colorado Springs, Grand Canyon and the San Francisco World's Fair.

77th St.: Sincere sympathy is extended to the bereaved family and relatives of Andrew Valovcik, who recently passed away.

Frank Pelzmann, bus garage, returned from his vacation at Manson Lake, Rhinelander, Wisconsin, with the usual fish story—a fish pulled the pole out of Frank's hands.

Archer: Vacation Notes: Foreman Earl Eyer —Black Hills, South Dakota; Frank Sherpetis —Manteno, Illinois; Art Wakefield—New York World's Fair; William Henderson — Grand Rapids, Michigan.

Sincere sympathy is extended to Charles Berkebile upon the sudden passing of his father recently and to Peter Henry upon the passing of his mother.

Leonard Heimerdinger became the proud father of a baby boy recently. Congratulations to mother and dad, with best wishes for the baby.

A fellow has a right to get excited about the arrival of a new baby girl. Joe Caulfield's turn came on July 6, when the blessed event took place. Congratulations to mother and dad, with best wishes for the baby.

Elsie S. Frank.

West Shops: Little Demosthenes, son of Dan D. Gotsis of the North Avenue bus department, is celebrating his first birthday this month, and it is certain that everyone who likes little boys is wishing him a "Happy Birthday."

One of the tragedies of summer outings was the death of William Heins, Ardmore bus department, who was drowned on July 15 while on a fishing excursion at Santa Fe Quarry in Romeo, near Lockport, Illinois. Sincere sympathy is extended to the members of his family and his many friends.

Joe Johnson, armature room foreman, West Shops, enthusiastically reported a most enjoyable vacation trip to the Fair, New York, a tour through the New England States, and return to Chicago by way of the Great Lakes. He was particularly impressed with the cleanliness of the city of New York and the evident enforcement of the "don't-throw-things-on-the-street" law. Well-marked roads and markers erected where events of historical importance took place did much to add to the further enjoyment of this Eastern trip, and the city of New York at night was a spectacle worth seeing.

Bill Kearney of the West Shops office motored to Pennsylvania; visited around, and then in Ohio went through the Goodyear plant at Akron, which gave him an excellent idea of the work which this company does.

John Landeck, also of the West Shops office, gets around all right! This year he stopped at Manitou Springs, Colorado Springs, went up Pikes Peak, and through the Cave of the Winds.

Harold Ebeling, West Shops office, took his automobile through the Bad Lands of South Dakota and the Black Hills, Yellowstone, the Grand Tetons and Rocky Mountain National Park. Harold was in Cheyenne on the opening day of "Frontier Days" and there met and shook the hand of Mr. Wendell Willkie. If Mr. Willkie becomes president, he's thinking of charging a dime a hand to shake the hand that shook the hand of the president. John Landeck also saw Mr. Willkie while out West, but didn't get as close to him as H. E. did.

Eleanor Rall, also of the West Shops office, visited Washington, Mount Vernon, Arlington, Alexandria, and at Annapolis was conducted through the grounds and buildings of the Naval Academy. The Washington Monument as seen in the Reflection Pool is a thing of beauty. However, the gates of the White House were locked, so all one could do was peek in from the outside at the grounds.

Walter Hager of the drafting room spent his vacation time here and there, at Twin Lakes, Lake Geneva and Lake Lawn, enjoying swimming and golfing. No dates, he said, but he must be fooling about this.

It is with regret that the death of the able and well-liked day foreman at Division carhouse, John Schwartz, is reported. He was in the service of the company for 33 years. He passed away on Saturday morning, July 27, after having been off since June 14. Our sympathy is extended to the bereaved family.

After a long illness, Walter Moskwa, armature room employe at the West Shops, passed away. Condolences are extended to the family in their loss.

Lillian Hultquist.

Transportation

Vacations being in full swing here are a few flash-backs of how and where some of them were spent.

Marie Krausman traveled by rail to sunny Florida. All reports received indicate that she had a marvelous time.

Dispatcher Charles Batterson motored to his home town, Bayonne, New Jersey. From there he continued on to the New York World's Fair, which he says is great.

Superintendent William A. Hall and Mrs. Hall motored some 500 miles in northern Wisconsin. Brr—those early mornings were cold. Fishing was not so good. We wonder—was it the fish or the fisherman?

James R. Tucker kept up his pace by motoring through about 11 states. A few of his stopovers were Hot Springs, Dallas, New Orleans, Pensacola, and Nashville.

Supervisor John Schultz of the Central Division spent his vacation in good old Michigan, where the nights were really cool.

Supervisor David Flynn spent his vacation in the West, where men are men and friends are friendly, visiting Estes Park and Rocky Mountain National Park.

Margaret McCorquodale was united in marriage to Alex Murawski on Tuesday morning, July 16, at St. Cornelius Church, located at Devon and Foster avenue. The service was conducted by the Rev. Luke Lyons. The bride and groom then left for Westminster Lodge, Saugatuck, Michigan.

Andy.

Around the Car Stations

Archer

Congratulations are now in order for Conductor J. Bennis who quietly took himself a wife on June 15. The happy couple went to Wisconsin on their honeymoon.

Conductor Art Krueger, who has been laid up for several months nursing a broken arm, was seen about the depot of late. The accident occurred when he stepped from the curb to the street pavement while going in haste for ice cream for the family dinner.

Motorman Clarence Birchler, who has just reconditioned his home, says he never knew the place was so large until he finished up on the first day. He says his home now looks fine, but you should see Clarence; he is ready for reconditioning himself.

Motorman John Mizar went fishing on his vacation on the island of Birchwood, Wisconsin, sending home seven fish weighing 30 pounds each, a total of 210 pounds in one week—believe it or not.

Conductor Fred Larson went to Washington, D. C., on his vacation. He sent a postal saying he had not made contact with the President as yet. There's nothing slow about Fred when he goes stepping out.

Motorman Earl A. Dahlin tells of his fishing trip to Skokie Valley holes, 35 miles north of Chicago, where he caught 75 wall-eyed pike in one fishing. Some catch, Earl.

The Kent brothers, John and William, both conductors of Archer, vacationing at Park Falls, Wisconsin, report their catch of fish as more than they can handle.

Conductor Emil W. Rudolph, a veteran of Archer, has taken a real vacation of 30 days motoring across the plains to the Pacific, traveling some 6,083 miles. It will be hard to keep Emil and his good wife away from the west on their vacation days in the future. For travel information and the necessary road guides, see Emil.

Motorman William J. Dowling, who had been on the sick list for several months, died at his home July 9 and was buried July 12. Bill was one of the veterans of Archer and had many friends among the trainmen who will miss him. To his family we extend sincere and deepest sympathy.

Conductor Paul Wesenberg, who had been on the sick list for several months and underwent a serious operation, is now out and about. He was seen around the depot of late and says he is expecting to be back on the job soon.

Supervisor Chris Zeiher and his family are spending vacation days at their summer cottage at Cedar Lake, Indiana. His postal says he is keeping in the lake to keep cool.

Joe Durkin, acting chief clerk, is again in the hospital, having undergone an operation on July 19. We are informed that he is coming along fine and expects to be home within a couple of weeks. Best wishes, Joe, for a speedy recovery.

Motorman William F. Hanson reminds us of his vacation to the Rockies. Bill reported a wonderful trip and his new auto helped to make it more pleasant.

The boys of Archer extend to Conductor Mike Jennings their sincere sympathy on the death of his wife on July 26. Mr. Jennings himself has been on the sick list for several months, confined to the hospital and home.

Dusty.

Blue Island

Stationmaster E. L. Maguire is spending his vacation at Colorado Springs and reports enjoying it very much.

Our sympathy is extended to the bereaved family of Receiver John M. Johnson who passed away Friday, August 2, at the Lutheran Deaconess hospital where he had been confined for the past two months. His memory will be ever imprinted on the minds of those who worked with him and he will be missed by many.

Conductor Robert Curran was presented with a 7 pound daughter on July 25. Congratulations.

C. P. Starr.

Cottage Grove

If any of you fellows have a chance, get Willie Buergermier to show you his pictures taken at the California World's Fair recently. They're regular passport photos and don't quite do the lad justice.

It is with great personal regret that we record the death of Conductor Frank Cuddy. Frank was a swell fellow and a real man who was always ready to lend a helping hand to the newest "Casey" or the oldest day-car man.

Conductor Henry T. Spivey recently took upon himself a bride and spent his honeymoon in Florida.

Condolences to Conductor John J. Coyle on the recent passing of his wife. John is one of the newer men at this depot and a great fellow.

Wonder if there is anything to the rumor that Conductor Joseph (Squeaky) Finnan is paddling around town in a Cadillac?

Ostet.

Division

Vacation time is in full swing and from the looks of things many of our trainmen heeded the "call of the wild."

Conductor Ed Rush is still telling fish stories as are Conductor Larry Graver, who was in Saugatuck, Michigan, and Motorman George Isaac, who visited Madison, Wisconsin.

It's a girl named Mary Catherine at the home of Motorman John Engleman.

Motorman Fred Peterman has named his new daughter Nancy.

Due to the absence of cigars Ol' Doc Stork was missed a few months ago when he visited the home of Conductor William Dobbins.

Conductor George Wdowik had a hard time explaining a black eye and a missing tooth when he reported one Sunday morning. It turned out that he had had an infected "eye tooth" which caused the trouble.

Motorman George Poklenkowski landed 52 fish at the Government Pier. Not bad for one day's catch.

Motorman Otto Smith has resigned from Surface Lines ranks and returned to his former trade—that of metal worker.

Deepest sympathy is extended the family of Foreman John Schwartz, who died recently. Sympathy is also extended to Conductor Hendricks in the loss of his father, to Motorman Stanley Wodarski in the loss of his wife and to Committeeman John Fitzgerald whose brother passed away the earlier part of the month.

"Artie-W."

Limits

On the second Sunday in July Motorman Pat Barrett and his son, John, appeared on the Sach's amateur hour program. Pat played his concertina and John danced an Irish jig (no small trick). They must have been good because they wound up with second prize. Nice going, Pat.

One of our boys always bragged that he was on the sunny side of 25 when ages were

discussed. Father Time slipped up and gave him away recently. It was then that Conductor Fred Mueller became a grandfather.

In a similar case we learned that Motorman Harry Broh isn't as young as he claims to be. Harry also became a proud grandfather recently.

The stork has been busy around the depot. He delivered beautiful baby girls to the homes where Conductor Bud Fick, Conductor Claude Permanteir and Motorman Adolph Rathunde hold sway.

Credit Union Treasurer Jimmy Bartlett is expected back on the job soon. He looked greatly improved when he dropped around the depot recently.

Motorman Ed Christensen is certainly attracting the young ladies since he acquired that shiny, new Dodge.

Our sincere sympathy is extended to Supervisor John Hart and Motorman John Carlson, both of whom suffered recently in the loss of their respective wives.

Conductor Dillon is in St. Anne's hospital. Why not cheer him up with a visit?

E. A. Davis.

Seventy-seventh

Congress has been working overtime and Conductor J. M. Eppich had an uncontrollable curiosity to find out just what Congress looked like when it worked. So he spent part of his vacation in Washington, D. C., and the situation being what it is, he got an eye-full. Later, at the United States Mint, he got another eye-full, and his only regret was that it wasn't a pocket-full. Eppich reports that the country is all right.

The venerable old Motorman John Campbell, the first of 11 children, is proud of his clan and the prestige attached to being the senior man in it. It's an unusual coincidence that 77th has not only the first of the Campbell's but the last as well. It's John's kid brother, Victor, a conductor who was not only the eleventh child, but the seventh boy. Any way you take it, Vic should be lucky.

A first child, a son and heir, recently was the object of much rejoicing in the family of Conductor John Carney. John likes children—comes from a large family and felt doubly proud of getting a start in his father's footsteps. When you figure that there were 14 in the elder Carney's family, it might be said that John, however, is still a few steps behind.

Knowledge is strength, they say. Motorman F. J. Anderson not long ago had reason to be proud of the strength of his eldest son, Franklin, who took a master's degree at the University of Iowa, where strong men seem to be the rule. Franklin, who is quite a football player in his own right, is bound to be an ardent supporter of another strong man, Coach Eddie Anderson, who will coach the College All-Stars.

Our sincere sympathy is extended to Conductor E. A. Davis whose son recently died; to Motorman N. A. Leuffgen in the loss of his mother and to Motorman T. F. Maher, who lost his brother.

Walter F. Story.

The Creed of a Good Operator

Recently a company operating many buses adopted the following ten rules. It asks its operators to live up to them.

The rules are sensible and comprehensive. They are worth careful study. No man can adhere to them in his daily work and fail to be a good operator.

They were written for bus operators, but they apply equally well to car operators.

The new rules quote the employe as declaring:

1. I will know my coach, its operation and limitations, and will report all defects, whether major or minor.
2. I will cheerfully obey all orders issued by my superior as well as local traffic regulations. I will observe all rules of safe driving.
3. I will try, to the best of my ability, to render safe, courteous service to patrons and to other drivers and pedestrians, both young and old, thereby building good will for our organization.
4. I will keep myself in the best physical condition, neat and clean in appearance, and endeavor to control myself even under the greatest provocation.
5. I will not engage in unnecessary conversation with passengers or other employes while driving; yet will at all times answer courteously all questions pertaining to service or other general information.
6. I will not use intoxicating beverages while driving, nor have the smell of alcohol on my breath when reporting for duty, or at any time in uniform, nor will I use intoxicating liquor to excess when off duty. I will not smoke in or on any part of the coach.
7. I will take time to be safe.
8. I will at all times be prepared for other drivers or pedestrians to do things they should not do, thereby contributing my share to eliminate the toll of death and personal injury.
9. I will account for all fare collections and record the same correctly.
10. I will remember that common sense is essential in all my actions and will be governed accordingly.



TRIVIAL TROUBLES OF THE TROLLEYS

There's been some trivial trouble for the trolleys at Chicago avenue and State street recently as construction work forced Chicago avenue cars to run over temporary single track. But, as usual, Surface Lines service didn't suffer from such minor difficulties.