

Surface Service

• **MAGAZINE** •

VOLUME 17 **SEPTEMBER** 1940 NUMBER 6



SCHOOL! GO SLOW!



CONGRATULATIONS FROM ONE COMMANDER TO ANOTHER

Past Commander Andrew Disseldorp (left) offers his best wishes for success to Otto Malinowski, newly-elected Commander of Surface Lines Post No. 146 of the American Legion. Commanders Disseldorp and Malinowski were photographed as they stood behind the trophies won by the Rifle Team of the Surface Lines Post.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 17

SEPTEMBER, 1940

No. 6

All Laid-Off Men Recalled

Men Return to Surface Lines On Basis of Seniority

With the recall of 120 motormen and conductors last month, all of the eligible men in the group of 516 trainmen who were laid off in the spring of 1938 have been recalled for service with the Chicago Surface Lines. Superintendent of Transportation William A. Hall, in announcing that the 120 men had been restored to the extra list and put back to work on August 29, said that a total of 455 men of the original 516 are now back with the Surface Lines.

"In May, 1938, when economic conditions made it necessary to lay off more than 500 employes of the Transportation Department," said Mr. Hall, "it was stated that as conditions warranted, these men would be given the first opportunity to return to the service. This procedure has been followed strictly. The men who were laid off have been recalled over the last two years on the basis of their seniority."

The lay-off affected only men of 1937 seniority, nearly all of whom were extra-list men who had been hired during the year 1937 in anticipation of improved business conditions which failed to materialize. As business dropped rapidly late in 1937 and early 1938, these extra men had little or no work for several months preceding the lay-off.

Some Submit Resignations

Notices of recall were issued on five different occasions since 1938, as additional trainmen were required to fill vacancies in the Transportation Department. The first recall of the men occurred in December, 1938, Mr. Hall's records show. At that time 77 motormen and conductors—those having the highest seniority ratings—were put back to work. In November, 1939, an additional 155 trainmen were restored to the service. Then in January of this year 73 more were recalled, followed by the addition of 30 during May. With the fall schedules impending, it was decided early in August that the remaining men in the group should be recalled.

Resignations were submitted by 22 motormen and conductors, presumably because they had found employment elsewhere which was more to their liking. Two or three of this group of 22 have joined the police force, one is with the United States aviation corps, and another operates a gasoline station. Others are placed in various kinds of positions. This left a total of 39 of the original list. They did not return to work for one reason or another. It was impossible to locate some; others failed to respond to the calls.

Mr. Hall said that most of the men had found other kinds of employment between the time they were laid off and the date of their recall. In the vast majority of cases, however, he found that the men did not consider the other jobs as desirable as those with the Surface Lines. In most instances the pay was substantially less. The returning men who had other jobs were urged by Mr. Hall to give their employers adequate notice before leaving. These men were assured that if such notice required them to stay on where they were for a short time their jobs at the Surface Lines would be held for them.

Return From Distant Points

While most of the men who were called back had found other work in Chicago, Mr. Hall said he found that several were located in various parts of the country where they were visiting or had found temporary work. Two came back from California to take their old jobs. One came from New Orleans, another from Baltimore and one from New York. The most spectacular return trip, however, was that made by Coleman A. Peterson. This recall which was previously reported in SURFACE SERVICE MAGAZINE, found Peterson almost at the arctic circle. News that his old job was waiting for him caused Peterson to travel by dogsled to Fairbanks, Alaska, and thence by steamship and train back to Chicago.

The lay-off of the 516 trainmen in 1938 was the first of its kind in the history of the Surface Lines. It was made necessary by rapidly declining riding and revenues. It will be recalled that there was an extremely sharp recession in general business throughout the country in the last part of 1937 and early in 1938. The drop in Surface Lines business, which began in August, 1937, reached the point where revenues in April, 1938, were \$383,000 under the same month of the previous year, a drop in receipts of more than \$10,000 a day.

Lay-offs Avoided in 1932

In the first quarter of 1938, revenues were below even those for the comparable period of 1932. Lay-offs had been avoided in 1932 by agreement of the men to a spread-the-work policy. In 1938, however, there was an unusually large extra list and to provide work for all under a spread-the-work program would have imposed an unusual hardship on the entire operating force. Therefore, it appeared that the most practical and equitable thing to do was to lay off those employes with the lowest seniority ratings.

HOBBY SCORES EARLY

Boy Is Ardent Street Car Fan at Six

The other day a Surface Lines accident investigator discovered a young boy who might claim the title of the world's youngest—and most ardent—street car fan.

He is Master Jackson Kuncel, who moved to Chicago at the age of three and immediately decided on his life's interest—street cars! The only way to keep him happy was to give him a daily ride on a car, and the longer the ride the better.

The youngster is now six years old, but his interest in his hobby is even greater. For the past three years he has been taking his regular street car trips and has kept a file of the transfers from each trip. These he sorts according to dates and lines traveled, and the suit box containing all his transfers is one of his most valuable possessions.

It's a pretty early age for him to decide on his life's work, but in his mind there is no question. Jack is going to college and then get a job as a street car motorman. When a bus-minded friend suggested that perhaps there would be no street cars in use by that time, the lad's heart was almost broken and it was necessary to re-ignite his ambition with declarations that street cars will never be obsolete.

Marriage will be impossible, he says, because he'd rather live at one of the car stations to be near his cars. Incidentally, he knows the location of many of the stations.

Jack never rides comfortably in a seat. He must stand near the motorman and follow through the motions of operating the controls as the motorman does. He knows most of the streets he travels and used to call streets as he rode, but because he didn't like the attention this attracted he's outgrown this habit. His favorite ride is to Hegewisch for it's a long trip from his home at 47th and Drexel and he likes the type of car that makes the trip. He can give you the exact route of many of the cars on the system and can even recite the streets used by such through routes as No. 1, 4 and 5.

While Master Kuncel has the usual wardrobe for a boy his age, he insists that the only shirt he wants to wear is the blue one like the trainmen wear. And if he wears his favorite cap he pulls it way down over his eyes, like the motormen do, he says.

Long before he was able to read he knew when his favorite type car—the 5600 series on Stony Island—came along. His mother and father wondered how he could distinguish this kind of car and he explained that it was because those cars "smile at you." Mr. and Mrs. Kuncel then noticed that the 5600 cars do have a broader and more genial appearance in front than some other cars. Jack has no respect for the improvements of the streamliners on Madison street. How could a car be any good if it doesn't permit him to get up close in front and watch the traffic and the motorman?

Several weeks ago Jack took his accumulated fortune—39 cents—with him on one of his rides and asked the motorman if that would be enough to buy the car. The motorman explained that it wouldn't quite take care of the

deal, but the young lad is undaunted and is going to keep on saving.

Mr. and Mrs. Kuncel have done considerable riding in the interest of their son's hobby. Mrs. Kuncel believes that one of the reasons for Jack's progress in school is his eagerness to be able to read the signs and numbers on the cars and street destination signs. Although he is but six he is in second grade, so his mother feels that his hobby is paying good dividends.

KEDZIE HOLDS GOLF MEET

Prizes Won By Guests From Other Stations

(See Picture on Page 15)

Special Dispatch from Staff Correspondent Gilbert Andrews

Golfers are God's most optimistic creatures. Untoward omens like a dark gray sky and rain splashing on their wind shields as they drive out to the course are petty obstacles to a golfer's great faith that surely he will not be rained out. This faith held off the rain until all 42 golfers who came to the Kedzie station's second annual golf tournament were finished playing and in the dining room enjoying a delicious steak dinner. Twenty prizes were awarded.

It seems that only the very best golfers of the neighboring stations attended the tournament held at the Midwest country club, August 26. For instance, Jay Swan of Cottage Grove won the low gross prize with a 73, putting together a 36 and a 37. Edward Tarza of Lawndale only needed 75 strokes to go around. This gave him the second low gross honors. Michael Konig of Limits and Ed Wall of Kedzie tied for third place with 79 each. Harold Schweizer of Armitave had an 80 and Charles Cousar of Cottage Grove took an 81. James Harrison and Michael Callahan of Kedzie had an 83 and 84 respectively. James overdrove the first green, which is 260 yards, the last 100 yards being uphill. Michael's tee shots were all around 250 yards.

Larry Duepner of Kedzie won second low net. It was remarked of Larry that he was certainly the best dressed golfer present and as if this honor were not enough he selected an all-weather jacket as his prize. But, of course, "These things do the heathens seek," and Larry is ever solicitous of things to wear. John Heelan of Kedzie won third net prize. John took cash, thus losing his amateur status and placing John in the same sad plight as yet another great golfer, James Ferrier, the Australian golf champion.

This year's tournament was remarkable for its low scores, substantiating the claim that if you shoot over 90 you are neglecting your golf and if you shoot under 90 you are neglecting your business.

Joseph Kehoe, President of Division 241, Thomas Fahey, stationmaster of Kedzie, Samuel Larson, motorman at Kedzie, who at the age of 76 still plays a great game, and Gilbert Andrews, of the General Office, made up one of the foursomes. Joe shot a 43 for the long first 9 and then "picked up" but not in a huff. That was all the time he could spare. Tom had a score of 88 and Sam a 91, and Gil's score was a terrific one of 107. Of course, these last three were for 18 holes.

It's Your Public Library

Libraries House Wealth of Book Treasures—
They're Yours for the Taking

By RUTH S. JOHNSON
Editorial Assistant

He that loveth a book will never want a faithful friend, a wholesome counsellor, a cheerful companion, an effectual comforter.—Isaac Barrow.

When considering Chicago's chief points of interest, its public libraries must be included in the list, for their treasures bring to Chicagoans a wealth of pleasure and learning.

A trip to a public library brings one in contact with new friends, with the lore of world travel, with the knowledge of the arts and sciences, and with various other vistas of pleasure and learning as found in books.

It's *your* public library—but only 21 per cent of Chicago's population takes advantage of its services!

The books are housed in the central library on Michigan avenue between Washington and Randolph, and in the 46 neighborhood branches and a number of sub-branches and deposit stations. The total number of volumes in the public libraries this year is 1,810,520, of which number nearly 700,000 are in the downtown library. Last year there were 13,958,307 book withdrawals.

All the good novels, mystery stories, adventure stories and tales for young people are in the library's collections. There are also books of plays, poetry, entertainment, travel, history, biography, business, trades, arts and crafts. New books on the market are purchased for library use every two weeks.

Special Services

Other lending services at the central library include those of the music division, which is composed of thousands of books on music and thousands of musical scores; lantern slides on travel, history and literature; foreign language books, and books for the blind, in raised print and on phonograph records. At the central library and the larger branches it is possible to use the readers' advisory service in arranging home study courses or reading programs.

It is very simple to obtain a library card permitting the use of library facilities. Adults may obtain a card on their personal signature, together with some satisfactory identification such as

a driver's license or social security card. Children must have the signature of a parent or guardian in order to get a card. With an adult card it is possible to take out five books at one time and to keep them for a two-week period.

The central library, located at Washington street and Michigan avenue, is one of Chicago's finest public buildings and one of the largest public libraries in the country. Chicagoans would do well to visit the building just to enjoy its architectural beauty.

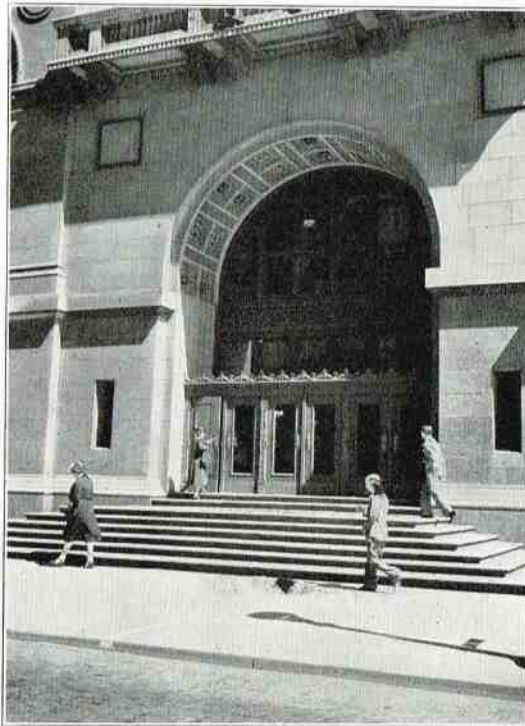
Mosaic Patterns Fascinate

The building was completed in 1897 at a cost of \$2,000,000. The exterior is of Bedford limestone with a granite base. The principal entrance on Washington street leads directly to the corridor and grand staircase. The entrance archway is noted for its large round transom and its door frames of solid bronze.

The floor of the corridor is embedded with a bronze relief of the city seal of Chicago, and the walls and stairs are constructed of marble. A trip to the third floor reveals the glittering mosaic frescoes and borders fashioned of colored stone, mother of pearl and favrile glass. The separate pieces are often set irregularly and at angles so that they catch the light and show their jewel-like lustre.

The dome is of stained glass, supported by arches decorated with scrolls and rosettes. In the wings, which are inlaid in green marble panels, are inscriptions in ten languages in praise of books and reading.

'Way back in 1834 the Chicago Lyceum was formed, with a library of 300 books. Chicago's population was then 3,500, so there was one book for every seven adults—a good average for those days. In seven years a more ambitious group, the Young Men's Association, took over the establishment of a library and the securing of literary and scientific lecturers for benefit of their members. In 1868 this association became the Chicago Library Association, which in three years developed a library of



Entrance to Chicago's Central Library

30,000 volumes valued at more than \$40,000. The fire destroyed this treasure and as the Library Association's insurance had expired it was a complete and total loss.

Books from England

In the months following the fire, Chicago was so absorbed in the problems of rebuilding and re-establishing the burned city that the need for a new library could not be sold to the public. In the meantime, an appeal was made in England for assistance in starting a new library and the appeal was answered with a good-will gift of 10,000 volumes as the nucleus for the new library.

The library was moved several times before the completion of its permanent home in 1897. The institution is now supported by taxation and its services are free to residents of Chicago and its suburbs.

Chicago also can boast of two special libraries. The famous Newberry Library, at Clark street and Walton place, was opened in 1887. It was founded by Walter Loomis Newberry, who was the first president of the Young Men's Association, and it functions as a treasure-house of book rarities, manuscripts and special collections. These are examinable only on the premises.

The John Crerar Library at 86 East Randolph street is a scientific and technical reference library, founded in 1894. Its facilities are available only in the library building.

They Don't Knock Him DOWN —When He Puts His Trolley UP!

Conductor Herman J. Rumsfeld, badge No. 344 of Sixty-ninth, who says he "doesn't want his wife to be a widow," goes around humming, "I Love Life" and similar songs these days. And he has good reason.



Westbound over Archer avenue last month Rumsfeld's trolley came off. Mindful of the dangers that have struck down other conductors who have gone to the street to replace trolley poles, Conductor Rumsfeld dropped his rear window in the approved manner and began to reset the trolley from *inside* the back platform.

Also westbound at that same time and place was a driver (a dreamy one, we're sure). When he finally looked to see what was in front of him he had traveled too far to stop. So—he banged into the rear end of the street car—right over the spot Rumsfeld would have been standing if he'd been putting the trolley up from the street.

There is an unconfirmed rumor that Conductor Rumsfeld said something that sounded like "Phooey—you can't get me! I'm too old a bird to take chances. I always replace my trolley from a safe spot *inside* the car!"

We thought Mr. Rumsfeld "had something there," as the saying goes. We hope his little remark carries a moral for other conductors.

CONDUCTOR COLLECTS TOKENS

O'Brien Makes Hobby of Token Collection

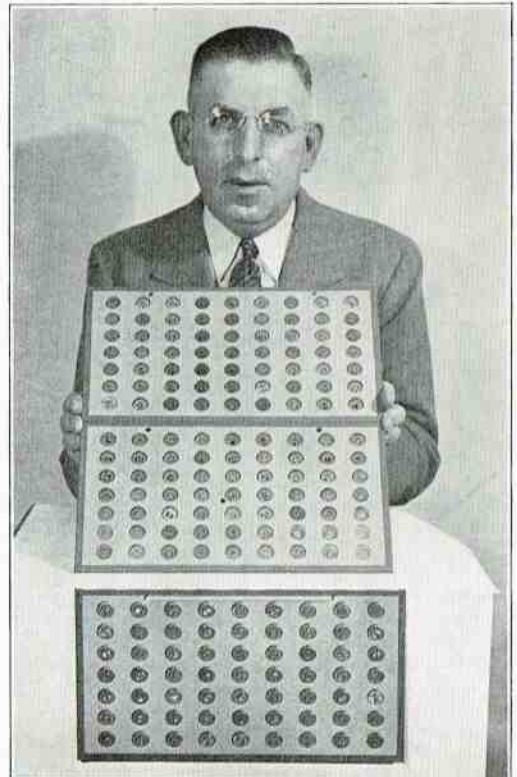
Out at Blue Island station when they discuss street car tokens there has to be a definition of terms. It must be clear whether the discussion concerns Surface Lines tokens or the hundreds of tokens from other lines which Conductor Thomas O'Brien, badge No. 520, collects.

O'Brien has been with the Surface Lines for 14 years and aside from acting as a conductor he has frequently served as an assistant receiver. Thus his hobby of collecting tokens from different street railway systems came to him in the regular course of his work.

For several years now O'Brien has been a popular caller in the office of M. V. Morton of the Financial Department. He's popular because he buys the tokens from other systems which accumulate in that office. He pays the full price and it saves Mr. Morton the trouble and expense of mailing the tokens away to be redeemed by the issuing companies.

O'Brien now has tokens from more than 200 transportation systems. He doesn't even know the exact number himself, but he does know that there are no duplicates in that 200. In the accompanying illustration there are only 189 tokens shown. Don't let that fool you. That's all the three boards would accommodate. O'Brien will go on collecting more and more and he'll show you the proof if you doubt his figures.

You might call this little sketch a token of our interest in a token collector.



Thomas O'Brien

British Transit Carries On!

War Has Its Effect But Service Goes Through—Many Men Called For Military Service

While the headlines scream of one bombing raid after another on the "tight little isle" that is Great Britain, the transit industry, true to tradition, carries on.

The fact was made apparent in a recent issue of the Service Letter of the American Transit Association which related some of the high spots of the effects of the war on the transit industry in Great Britain.

Major changes, as was almost inevitable, took place in the employe ranks. As high as 25 per cent of the employes of most transit properties have been called into military service and are now in various units that have transformed the whole of Great Britain into an armed camp.

In an effort to compensate for the loss of men to the military services, companies first tried to hire new men over 35 years of age, physically fit and reasonably well educated. Some companies even hired men as young as 18 years of age.

Hire "Conductorettes"

Such practices were not enough to fill existing vacancies. One transit operator reported a "distinct falling off in suitable male applicants even up to the age of 50 to 55." Consequently large numbers of women have been hired to act as conductorettes.

(Editor's Note: In this connection it is interesting to report that similar policies were used by transportation companies in the United States during the first World War. A few women still act as conductors on the St. Louis and Detroit properties.

The Surface Lines hired women as car cleaners during the war when the forces of the companies were depleted through enlistment and the draft.)

According to reports women evidently have not been used to any great extent so far for driving vehicles, although many have been hired as cleaners and office workers. One company reports the use of two female supervisors.

In Glasgow, where all available single women have been hired, wives of men called to the colors were employed. General satisfaction has been expressed concerning the women hired so far.

Blackouts Cause Trouble

Naturally, the blackout has brought many operating changes for all companies. Vehicles are limited to a 20 miles per hour top speed and scheduled speed has been cut about 10 per cent. The darkening of headlights and interior lights has caused many mechanical problems.

Because of the rigid restrictions concerning the sale of gasoline for private vehicles, riding has increased to such an extent that companies are discouraging passengers.

The shortage of motor fuel has given many street railway lines a new lease on life. Due to the scarcity of gasoline and diesel fuel, the government has limited power bus operations to from 50 to 75 per cent of the bus miles

operated a year before the war. On the other hand, little limitation has been placed upon transit vehicles using electric power.

At some locations where buses had been substituted for street cars, the old street cars have been resurrected and placed in service again. Other bus news indicates that a number of companies have been fairly successful in operating buses powered by synthetic gas, that some buses have been converted into ambulances and that still others have been requisitioned by the War Office, although not as extensively as during the last war.

Supply Shortages Felt

Despite the fact that transit operators laid in heavy stocks of reserve materials and supplies before the war, distinct shortages are now being felt in many categories. Batteries, aluminum, safety glass, soap, steel and repair parts are particularly difficult to obtain. All companies are careful to save all waste paper and are gathering up all obsolete materials and scrap for use in making munitions.

Wherever possible, garages, power plants, substations and other buildings have been camouflaged and protected against air raids. Operating staffs of the transit companies have been trained in anti-gas measures, fire-fighting and first aid. Air raid shelters have been provided for employes. Other war effects on personnel include the postponement of holidays.

Morale Is High

The morale of the British transit industry seems to be excellent. The English magazine, *Transport World*, commenting editorially in a recent issue of the American Transit Association's booklet, "Moving the Masses in Modern Cities," said that it contained much food for thought and that the transit men of Great Britain would find the booklet "of deep interest when making their plans of post-war traffic reorganization."

The July issue of *Pennyfare*, the employes' magazine of the London Transport, also described war-time measures in a matter-of-fact way in the following story:

"Sharp measures to confuse parachute invaders were taken by our Publicity Department recently, at Government request.

"In one day, London Transport obliterated well over 2,000 station names on platforms, took down hundreds of station names in front of stations, rendered anonymous thousands of direction and stop signs, removed more than 1,500 coach, bus and tram maps, and stopped the circulation of pocket maps and country walks books.

"The action was simultaneous with the removal of street names and sign-post names by other authorities and served to demonstrate the scale on which London Transport guides the traveler in ordinary times.

"The aluminum colored roofs of all London's 5,000 buses have been camouflaged by repainting them battleship grey."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 17 September, 1940 No. 6

William H. Bromage Editor

Hollis F. Peck Associate Editor

THAT "WEEK" IS COMING!

That "Week" will soon be here again! It will operate under the same old name—"Courtesy Week"—and will retain the slogan "Courtesy Saves Lives." This year the period of observation will run from September 29 to October 5.

When the "Week" was first designated back in 1938 we suggested that it was perhaps an unfortunate commentary on our present day life that we have to pick out one week from all the 52 and specifically label it as the one week in the year to be courteous.

We still subscribe to that sentiment. However, being realists, we know that half a loaf is better than none. Or, to revise the quotation, one week is better than none at all.

"Courtesy Week," we are glad to note, has borne fruit in the past. By focusing the spotlight of publicity on the massacre on the streets—the needless, preventable slaughter—the need for more careful, courteous driving has been brought home to many. With that realization has come a decrease in the number of accidents—during that small portion of the year.

A press release on the "Week" pleads for cooperation "to the end that its influence will spread over a long period" of time. We subscribe most heartily to those sentiments. As motorists (or motormen!) we should be careful and courteous in our driving habits. As pedestrians we should be alert and courteous in our walking habits.

That is a goal that will be hard to reach. But—just as certainly—it is a goal worth reaching.

BACK TO WORK!

In May, 1938, the Chicago Surface Lines found it necessary to lay off 516 trainmen. The lay-off, forced by the rapid decline in revenues due to a sharp business recession, was the first of its kind in Surface Lines history.

Superintendent of Transportation Hall now announces that on August 29 the last of the eligible trainmen of this group have returned to the service. Altogether a total of 455 motormen and conductors—nearly 90 per cent of the group—came back to their jobs between December, 1938, and August, 1940.

Most of the men had found work of some kind or other in the intervening period. A small proportion of these elected to stay on at their new-found work. The fact that a big majority preferred employment with the Surface Lines, however, must be an indication that these are desirable jobs.

SURFACE SERVICE MAGAZINE is glad to be able to publish the article on page 3, telling of the rehiring of the trainmen, and welcomes the men back to work.

EMPLOYEES RELIEF FUND

August, 1940

The Surface Lines Employees Relief Committee received 11 applications for relief during the month of August. After investigations were made 6 of these were approved for assistance. There were 237 active cases on the relief rolls at the end of the month, 13 having been removed by death or other causes.

Including the \$9,780 spent during the month of August, a total of \$1,495,945 has been paid out of the Surface Lines Employees Relief Fund for assistance of employes since the organization of the committee.

TRACTION TOPICS

The gasoline conservation program having forced so many automobiles off the streets, German street car companies are reported to be running "Marriage Specials" to the marriage bureau, the church and then home again. The cars are appropriately decorated and if the party is numerous, a trailer is added.

Thirty-five of the hundred P. C. C. cars ordered for St. Louis were placed in service last month and a notable increase in passenger traffic was experienced on the line to which they were assigned.

Complaint List Shows Decrease

Drop Is First Recorded For Many Months—Fewer Commendations Received

For the first time in many months the compilation of complaints against Surface Lines trainmen showed a decrease for the month just ended. During August of this year there were 470 complaints as compared with 509 complaints during the same month of last year.

While the upward trend of complaints was halted momentarily, the commendation list was slumping, there being only 41 commendations as against 50 received during August, 1939.

Conductor Jerry P. Gleason, badge No. 13622 of Seventy-seventh, was commended twice. A Mrs. T. J. Bearfield, who gave no street address, commended Gleason for his neatness, for pulling shades to protect passengers from the hot sun, for his well-modulated voice as he called streets and for his kindness and patience in giving directions to strangers. Mrs. Bearfield lists all those points in her letter of praise.

Gleason was also praised for being "unusually courteous" as he directed the Rev. Hugh M. MacWhorter, 7814 Lowe avenue, to a destination he was seeking. "If all your employes were like him, it would be a pleasure to ride on the cars," said Rev. MacWhorter.

Protected Revenue

Conductor Albert J. Bittner, badge No. 8534 of Cottage Grove, was credited with protecting the revenue of the company and of handling a difficult situation well in a letter from M. Guillaume, 5407 Cottage Grove Avenue.

Luton Ackerson, 5602 Blackstone avenue, while saying "all the Chicago street car employes are always very courteous," paid special tribute to Conductor Patrick Haggerty, badge No. 3168 of Cottage Grove, for helping an elderly woman in a cheerful and courteous manner.

Miss Louise Montgomery, 4589 Oakenwald avenue, told of two instances in which Conductor Harold E. Lofftus, badge No. 568 of Cottage Grove, returned change to passengers who had overpaid or who had walked away without waiting for their change.

Thirteen cents was sent along with a note of thanks to Conductor Edward A. Davis, badge No. 13056 of Seventy-seventh. The money was sent by Miss Marilyn Mayer, 9240 South Justine street, with a commendation for "aiding in a predicament."

"I shall never forget his kind consideration

of me," wrote Lela A. Price, 357 East 59th street, in commending the courtesy of Conductor James D. McGovern, badge No. 4274 of Seventy-seventh.

Kindness Appreciated

Kindnesses shown by Conductor John Costello, badge No. 9998 of Sixty-ninth, brought a grateful letter from J. L. Bright, 6620 South Honore street.

Termed a "thoughtful, courteous conductor," William F. Peterson, badge No. 2444 of Seventy-seventh, was praised by George Stumpp, 2900 North Clark street.

Motorman Charles E. Springer, badge No. 4125 of Archer, was thanked for his thoughtful and courteous service to a visitor in a commendation from L. H. Wadsworth, 485 East 133rd street, New York City, N. Y.

Conductor Victor H. Belanger, badge No. 950 of Seventy-seventh, was praised for recovering a lost article. The commendation was from F. A. Crecelius, 5920 North Clark street.

"A compliment for being such a gentleman," was extended to Conductor Charles Laska, badge No. 9392 of Archer, in a communication from Clifton G. Jackson, 6337 South Campbell avenue.

"Exemplary Service"

"Exemplary service" rendered by Motorman John Wangel, badge No. 8407 of Lawndale, brought praise from George W. Koe, 4236 West 21st street.

Mrs. G. Prickell, 2636 Cortland street, wrote to commend Conductor Albert Seeger, badge No. 9534 of Blue Island, for the help she saw him give an elderly Negress.

For calling streets well Conductor Hans C. Hering, badge No. 6288 of North Avenue, was praised by Miss Jennie R. Gourley, 5520 Iowa street.

The alertness and care shown by Motorman Henry J. Bosse, badge No. 1223 of Sixty-ninth, brought words of commendation from Joseph Kratochel, 6539 South Drexel avenue.

Waiting for intending passengers is a sure way to earn their thanks. Conductor Thomas Tarpey, badge No. 10498 of Kedzie, learned that from the manner in which he was praised by Dr. M. R. Canfield, 2019 North Milwaukee avenue, for whom he had waited.

TROLLEY SPARKS



"Say, am I glad school started again! You're helping me with voice culture and now he's going to help me with arithmetic!"

CRIPPLE MIRACULOUSLY CURED

Rides Street Car—Leaves Crutches—
Runs Away!

Every year thousands of people resort to patent medicines, hot spring-baths and many other devices as they seek relief from afflictions and deformities. They spend life-time savings and travel thousands of miles in search of a miraculous cure.

How many of them would think of taking a seven-cent ride on the Surface Lines to achieve the same result?

Yet that is exactly what happened to a passenger on the Belmont avenue car line recently. A man, using two crutches, boarded a westbound car at Sheffield. His leg obviously pained him and the smell of liquor was strong about him. He had great difficulty in getting on the car. The conductor assisted him as he staggered and hobbled inside where a kind fellow-passenger offered his seat. The crippled man sat down and immediately fell asleep.

At Damen avenue he awoke with a start, just as the car was about to cross the street. He jumped up and darted to the rear platform. He flipped off the back of the car and bounded to the curb. As the car pulled across Damen a lady appeared in the doorway with two crutches. "Conductor," she said, "that man forgot these!"

Speculation ran high among the platform kibitzers as to what had caused the sudden cure. At any rate it appeared to have been permanent for the man never called for his crutches.

P.S. The conductor in question now has a pair of "good-as-new," used crutches which he will trade for a set of "Let's go Bavarian" beer mugs—or what have you?

And if you're skeptical you might as well know; this story is vouched for by officials of the Legal and Accident Investigation Department!



ELIOT HIRSCH

LEGION INSTALLS OFFICERS

Malinowski Named Commander—Capt. Lee
Delegate to National Convention

(See Inside Cover Picture)

Surface Lines Post No. 146 of the American Legion installed newly elected officers with the usual ceremony at a meeting held September 14 at their headquarters at 3350 West Jackson Boulevard.

Otto Malinowski of Archer depot was installed as post commander succeeding Commander Andrew Disseldorp. Other officers installed at the same time included the following: John Maher, senior vice-commander; Harold Mills, junior vice-commander; Henry Wandrey, chaplain; Rudolph Schultz, finance officer; Louis C. Hoffman, adjutant; George Casensky, sergeant-at-arms; Dave Ferguson, sergeant-at-arms; James Reinhart, sergeant-at-arms, and Clarence Drake, service officer.



Otto Malinowski

The Executive Committee is made up of Thomas Nolan, M. P. Neilsen, Elmer Taube and John Moore.

Legion members who were unable to attend the recent state convention at Danville were given a full report by the delegates of the Post.

Capt. U. G. Lee of the Financial Department was elected as a delegate from the 2nd Chicago district in spirited balloting at the Danville convention. As a result, he will attend the National Convention of the American Legion which is to be held in Boston, Massachusetts, September 23-26. Capt. Lee served in the Spanish-American war and the World war.

OBITUARY

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

Transportation—Armitage: William A. Bartley, employed January 14, 1920, died August 27, 1940; Elmer Kirsch, employed June 25, 1923, died August 11, 1940.

Blue Island: John M. Johnson, employed January 19, 1895, died August 2, 1940.

Devon: Adelbert A. Bordwell, employed May 17, 1894, died August 14, 1940; William L. Kennelly, employed November 28, 1898, died August 28, 1940; Gustaf W. Lundgren, employed December 8, 1919, died August 14, 1940.

Division: Max Palczynski, employed June 20, 1910, died August 31, 1940.

Elston: Anton Cubycheck, employed February 16, 1905, died August 31, 1940.

Kedzie: William R. Knight, employed January 2, 1920, died August 13, 1940.

Lincoln: Emmett Higgins, employed July 28, 1921, died August 18, 1940.

North: Herbert E. Beagley, employed November 2, 1936, died August 9, 1940.

Sixty-ninth: Thomas Hastie, employed September 10, 1896, died August 22, 1940; Ernest Swallow, employed September 9, 1896, died August 29, 1940.

Seventy-seventh: William J. Smith, employed December 10, 1926, died August 24, 1940.

Accident Investigation—Samuel M. Marcus, employed July 17, 1923, died August 31, 1940.

Shops and Equipment—Kedzie: Richard W. Powers, employed November 15, 1895, died August 21, 1940.

South Shops: Joseph Crooks, employed August 11, 1926, died August 14, 1940.

West Shops: Charles A. Larson, employed December 9, 1910, died August 31, 1940; Andrew H. McNichols, employed March 13, 1923, died August 15, 1940.

Track—Marko Botica, employed August 9, 1927, died August 29, 1940; Leo Ruzich, employed November 1, 1898, died August 19, 1940; Joseph Sepich, January 1, 1891, died August 6, 1940.

KEEPING 'EM ROLLING

Lawndale Leads Compilations for August

For the fourth consecutive month, Lawndale depot stands at the head of the keep 'em rolling list. Compilations for the month of August credit that station with an average of 9,857 miles per pull-in, a decrease of 20.5 per cent. Archer landed in second place with a record of 9,654 miles per pull-in, an increase of 5.2.

Devon jumped from sixth place to third with an increase of 9.9 per cent. Sixty-ninth slumped from second to fourth with a decrease of 14.8 per cent.

Seven stations showed decreases as against the eight stations which bettered their record of the previous month.

Individual records follow:

Rank	Carhouse	Zero Days	Miles per Pull-In	Pct. Inc. or Decrease
1.	Lawndale	0	9,857	20.5*
2.	Archer	1	9,654	5.2
3.	Devon	4	8,808	9.9
4.	69th	1	8,620	14.8*
5.	Burnside	5	8,520	12.6*
6.	77th	0	8,080	6.8*
7.	Division	6	7,242	4.3
8.	Lincoln	6	7,066	12.9
9.	North	6	6,855	34.4
10.	Cottage Grove	2	6,643	3.2*
11.	Elston	8	6,379	50.7
12.	Noble	6	6,371	26.6
13.	Kedzie	0	6,175	4.7
14.	Armitage	5	6,139	15.8*
15.	Limits	3	5,183	18.1
16.	Blue Island	1	2,621	35.9*

*Denotes decrease.

Carhouse records for the past six months:

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

Conductor: "How old is your little boy?"

Mother: "Four."

Conductor: "How old are you, little boy?"

Boy: "Four."

Conductor: "Well, madam, I'll let him ride this time, but when he grows up he'll either be a liar or a giant!"

Departments and Divisions

Accident Investigation and Legal

North Austin Lutheran church was the scene of the wedding of Statementman Roy Swanson and Miss Gladys Stinson on August 24 at 6:30 p. m. A wedding dinner at Central Plaza Hotel and a reception at the home of the bride at 640 Arlington Place followed. Since Mr. Swanson had already enjoyed his vacation earlier, the bride and groom took their honeymoon in the form of a week-end trip to the home of the bride's father in Kewanee, Illinois.

Following an emergency operation for appendicitis, Statementman Samuel Marcus died Saturday evening, August 31. The funeral was held on Tuesday morning at St. Thomas Aquinas Church, with burial at Mt. Carmel cemetery in Maywood.



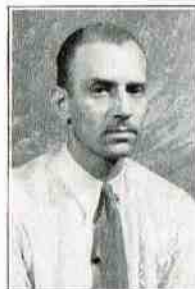
Charles Gash

Mr. Marcus, who celebrated his seventeenth anniversary with the company last July 17, will be greatly missed by his fellow-employees. Sympathy is extended to his widow, Mrs. Stella Marcus.

Two of our employees made the "Hall of Fame" this summer, each having rated the "Wake of the News" on the occasion of reaching perfection in the art of golf. Attorney F. W. Kinderman made his 155 yard hole-in-one at Glenbard Golf course while Investigator Charles B. Gash sank his 140 yard drive at Maywood Golf club. The accompanying illustrations picture both men before they achieved such perfection!

Mrs. Mildred Mollenkamp (D.A.I.'s most recent bride), one of our second floor stenographers, entertained the girls of "600" at a picnic at her home in Desplaines on Saturday afternoon, August 24. The weather could have been better, but on every other score the day was perfect. The hot dogs, potato salad, etc., tasted just as good served in the living room as it would have on the lawn. From all reports, Mrs. Mollenkamp is the perfect hostess.

The home of Superintendent and Mrs. Frederick C. Payne in Glen Ellyn was the scene of the wedding of their daughter Frances Etta to James H. Watson on Saturday afternoon, August 24. The couple left that evening on an extended honeymoon.



F. W. Kinderman

The bowlers are beginning to make their plans for the new season which is tentatively scheduled to get under way September 13. The Mohawk alleys on North avenue near Larrabee will again be the scene of the many feuds that developed during the last season.

On the sick list at the start of the new court term we find four old timers, Locator Lin Chamberlain, Attorney John F. Golden, Court Assistant Frank E. Hoag and Chief Clerk A. J. Wilson. Here's wishing each an early and complete recovery.

Investigator.

Accounting

Our deepest sympathy is extended to Otto Stach of the voucher division, whose father passed away August 22.

Birthday greetings were extended to Evelyn Leu, Mildred Montgomery, Elfreda Collins and Margaret O'Keefe during the month of August.

Congratulations and much happiness is our sincere wish for Miss Margaret Donegan and Ellsworth L. Babler of the bookkeeping division, who were married at St. Francis Xavier Church on Saturday, August 24. Mr. Babler was the recipient of a Toastmaster from his associates.

Paw Paw Lake, Watervliet, Michigan, seems to be attractive as a summer resort, for it is there Miss Sonya Anderson enjoyed her vacation, swimming, bike riding and, of course, getting a much needed rest. Incidentally, a trip through the Watervliet Paper Mills was very interesting and educational.

Returning to work perfectly satisfied after a pleasant vacation at College Camp, Lake Geneva, Wisconsin, Jim Paulus says his recipe for recreation covers such sports as tennis, ping pong, badminton, golf, horseback riding, swimming, archery, beach parties, and eight dances. How's that for going places and doing things?

Mrs. Eleanor Carlberg of the payroll division, who left service Friday, August 30, was remembered with a table radio from her associates as a farewell gift.

Richard Holzle in company with John Campiche reports the best way to spend a vacation is by traveling. The two traveled extensively through the Great Smokies and to Lookout Mountain, Tennessee.

The west especially attracted Mrs. Ione Hanson of the payroll division, in company with her husband and parents. The Black Hills and Badlands of South Dakota and Yellowstone National Park, Wyoming, were a few of the interesting places visited during a 3,500 mile automobile journey.

Thomas F. Coan.

Electrical

Monday, August 19, was a big day for Charles Schwertfeger, for it marked the completion of 45 years of continuous service with the companies. Charley's associates in the General Office presented him with several testimonials of their regard.

Alfred Morf of the line department has been seen shopping for furniture. Al has been a staunch member of the bachelor club, but is said to be forsaking them soon. He won't tell the day or the details.

Leo McKeever and Ray Callahan were at Elwood, Indiana, on August 17. Maybe by November we will see them on the Willkie bandwagon.

Clarence Mimack spent his vacation at Los Angeles and other points in California.

Billy.

Engineering

"Man the pumps!" was the command of "Captain" George Manders (chauffeur at Grand and Leavitt, to you) when his 38-foot yacht foundered off Diversey Harbor recently. With a hole in its side, the pumps overtaxed, the Captain near exhaustion, the yacht was towed into port by a fellow-yachtsman. What sport!

Vacations are the main topic of conversation among those who have had theirs and the ones who are anticipating the pleasure in the near future.

"Walter Winchell" of Grand and Leavitt discloses a bit of advance news in the nature of the well-known stork hovering about Grand and Leavitt. He failed to mention its schedule or destination.

C. H. Gremley, C. R. Kelly and R. Albrecht motored to different spots up in Northern Wisconsin and Minnesota, and all came back with empty creels. Better luck next time.

G. P. Johnson accumulated a few tons of railroad schedules and resort literature in planning his vacation itinerary, but was secretive about his destination, so we are all hoping George has a nice time.

Among the chauffeurs at Grand and Leavitt we notice J. Gorke, sporting a new Chevrolet sedan; H. Hitchins a Plymouth; and J. Jones looking much rested after his Denver trip. After careful consideration and due to his extensive travel experience, Jones' advice is to see Yellowstone.

John Flynn spent his vacation in Hamilton Park, romping around with "Mickey," his infant son.

Our sincere sympathy is extended to the Ruzich family in the loss of their father, Leo, a veteran section foreman of the Track Department, who passed away August 19, after a lingering illness. Mr. Ruzich was in the employ of the companies 42 years.

Schedule and Traffic

Walter Thomas and Miss Frieda Tanner were married August 10 at the Irving Park Lutheran church. After the ceremony a reception was held at the Belden Stratford hotel. The honeymoon was spent in Minnesota.

George Fisher has been vacationing in Georgia with a stop in Washington, D. C., to see what he can learn first hand about some pending legislation.

Fred Excell is attending the National Encampment of the Spanish American War Veterans at Detroit. Fred also had many other places in mind when we last saw him.

Roy Drysdale and Lee Gilbert decided that Lee's cottage near Angola, Indiana, was the place to spend their vacations. We know that they took along a lot of tools, so there must have been some work done to improve the cottage.

Bob Sedlack, Bob Boal, Tom O'Connor and Joe DeGrazia selected Chicago as a vacation spot. Joe says you can spend your money here as well as anywhere else.

Bill McConochie used a paint brush on his home in Glen Ellyn. Bill says he doesn't mind the Yellow Jackets flying around, but when they sit down, Ouch! Has anyone a tried and true method of getting rid of them?

Andrew DeGrazia caught some fish in Wisconsin, although, as usual, the largest ones escaped.

Charles Kreiner says he has his fishing tackle in his car and he is going to stop wherever it looks as if they are biting.

When Bill Marston returns from his cottage at Round Lake we can tell how much work he did on the place by how tired he is.

L. C. Dutton,

Shops and Equipment

Lieutenant Richard Maerz of the West Shops office has had another taste of army life, returning last week from the 2nd Army maneuvers at Camp McCoy, Wisconsin, where he spent three weeks. Soldiers are stalwart men—but it must be trying, after marching and drilling for 16 days, to have to ford a river on two nice dry days! However, Lieutenant Maerz appears to be much the better man for these ups and downs.

Returned vacationists are Mr. Krull, chief clerk, who rested up at Somers, Wisconsin; Mildred Mabeger, who toured Chicago; Caroline Johnson, also Chicago; and Carl Gerlach, who went to Wisconsin with his family.

On August 31, after an illness of only a week, Charles Larson, chief draftsman of the Shops and Equipment Department, passed away. He started with the company in May, 1911, and in 1920 he was transferred from the Building Department to the position he held at his death. He proved himself an able employe, and his fellow workers will miss him.

The following deaths also occurred last month, Andrew McNichols, machine shop, West Shops, August 15; and Richard Powers, Kedzie, August 21. Sincere sympathy is extended to the families of the deceased.

Lillian Hultquist.

West Shops Bowling League

Once again as summer wanes and fall starts, the hardy maple topplers start to lay plans for another season of bowling. The officers elected for the coming 1940-41 season are Florian Kent, president; Edgar Coates, vice president; Harold Ebeling, treasurer, and Kenneth Palicki, recording secretary. The season opens Tuesday, September 10, and continues each Tuesday thereafter for 28 weeks.

The names of the teams this year are Cubs, Giants, Tigers, Reds, Yanks, Indians, Dodgers, and the Sox. (Joe Bednarik, a fanatical SOX fan, is the Acting Captain of the CUBS team, much to his chagrin!)

Kenneth Palicki, Recording Secretary.

Transportation

There were many who enjoyed their vacations not so far from home this year.

Ada Louise Meskan spent her vacation at Lake Geneva, William's Bay, Milwaukee and South Haven.

Supervisor Edward Hanson had an enjoyable time at his cottage on Lake Dewert, but says it was just too hot for the fish to bite.

Louis Bohlin says he had the best weather of the year for his vacation which was spent at Waupaca, Wisconsin. Lou says fishing was great, especially for bass.

Clarence Melbye had a great time visiting Park Ridge, River Grove, Elmwood Park, Oak Park and Cicero.

In the last issue of this magazine we told of the marriage of Miss Margaret McCorquodale and Alex Murawski, but at that time we had no picture of the happy young couple. That oversight is now remedied by the accompanying illustration which shows them at the conclusion of the ceremony that made them man and wife.



The Newlyweds

From the extreme west there were also those who visited the extreme east.

Thomas Moore and Gilbert Andrews visited Greater New York and the World's Fair. Post cards received indicated that both had a good time.

Andy.

Around the Car Stations

Archer

Conductor Tom O'Keefe and his wife motored to Hartford, Wisconsin, where they enjoyed swimming, cool air, lake breezes and lived off the fat of the land.

The boys of Archer extend their sincere sympathy to Motorman Robert Cassells on the death of his mother.

The wedding bells rang out for Conductor Tom Conley Saturday, August 24, at St. Josephs Church. The young couple went to the woods of Wisconsin for their honeymoon.

A daughter arrived at the home of Conductor A. Hinz Wednesday, August 14. The baby comes unnamed as the happy couple were expecting a boy.

Motorman A. C. Gustafson, who has been on the sick list, is again back on the job. The boys welcome your return.

Our deepest sympathy is extended to Motorman James Minogue on the death of his daughter.

Wedding bells rang in the home of Motorman William Smith No. 1 on the occasion of the marriage of his daughter Saturday, August 24. See Bill for the cigars.

The mother of Operator Joe Malewski died August 6. We extend our sympathy.

Sincere and deepest sympathy is extended to Conductor J. E. Griffin on the recent death of his father.

Dusty.

Armitage

Edward Lawrence, Edward Arnold and Ole Olsen spent their vacation exploring the Dells and vicinity. Both Eddies did manage to take the trips through caves, but not Ole, he wouldn't trust the other two in the dark. From all reports they had a most enjoyable time.

Art Olsen has an album filled with photos taken during the trip to California. Art likes the coast very well and would enjoy living there.

The three Bunkateers—Dave Barrowman, Gus Nelson and Ben Edelson—are back from Yellowstone Park. All three had a pleasant trip. They mailed a number of souvenirs, but why the wooden shoes for Bill Boland?

"Pinky" Schreiber included Washington, D. C., and the World's Fair in New York in his vacation. The South was left for Francis Melanephy, who motored to Tennessee. That takes in a large part of the country and shows that the boys are impartial.

The entire group at the depot were grieved by the passing of Elmer Kirsch and William Bartley and share the sorrow of the bereaved ones.

"Red" Halverson's usually smiling face has taken on an even wider grin since the stork left a 7½ pound boy and John Woods also is the proud father of another boy.

It is rumored that Ray Larsen will be threatened with bankruptcy if a certain north side baseball team doesn't show a great improvement soon.

An accompanying illustration shows Black Queen, a beagle hound owned by Motorman L. H. Pedersen of Armitage depot. Although only 13 inches high, she was entered in competition with dogs of the 15 inch class at the



Prize Beagle

Michigan Beagle Club second annual cottontail field trials held on the Studebaker proving grounds in South Bend, Indiana.

Queen was rated highest in the first series of runs and was beaten out in the finals by a four time winner. She was runner-up in the show. Pedersen is certain that Queen will win her championship rating in her next trial. He has been interested in running beagle hounds since he was a boy and spends most of his leisure hours in the field with his hounds. From all reports he has converted Mrs. Pedersen and the two young Pedersens into trial enthusiasts as well. Queen is a real thorough-bred, being a grand-daughter of Champion Pioneer Skippy Chief.

Division

Conductor Ed Fischer vacationed at Germaine, Wisconsin, but reports few fish were biting.

Motorman F. V. Schilke spent his vacation motoring through the wilds of Illinois and Wisconsin.

Conductor Harry Cox is the proud father of a baby boy who has been named Kenneth Eugene.

Checkers (and words) fly freely every morning when "Trade-em-off Traeger" and "Hot Dog" Riley play their daily rounds. It's such a good show that there is always a crowd of kibitzers around.

Our sympathy is extended to the family of Motorman Max Palczynski, who died recently. "Artie-W."

Lawndale

Thomas H. Eigelsbach, our genial station-master, returned from his vacation spent in Guatemala, Central America, without a sun tan but with quite a story to relate. The general comment was "A wonderful vacation, but not long enough."

Clerk Richard Rowley was seen carrying a book, "Model Home Building." Further inquiry disclosed the fact he took unto himself a wife last February. Congratulations!

Ray Simon sent a card from Elwood, Indiana.

Charlie Henderson has quite a yarn to tell about his vacation spent at Tower, Michigan.

Martin Durkin, Andy McGreal and John Semelman spent their vacations at Bang's Lake.

Dan O'Neill spent the entire week of his vacation looking for fish at Bang's Lake, but had no success. He does not know the cause, but it has been discovered that Joe ("Seabiscuit") Lehr beat him to it and caught about all the fish before he got there. Joe established a collapsible camp about ten days before O'Neill arrived, including a small schooner, while his son Joe Jr. acted as captain, guide and pilot. Dan, next time follow the boat with the flag and you might catch fish.

Howard Anda and Bill ("Muscles") Brown have seen their respective aldermen about rat extermination. Both claim to have found rats under the hoods of their cars.

Your Inquiring Reporter spoke to the whiskered conductor on the miniature railway at the House of David. The conductor stated his name was Percy and sent his regards to his very good friend, Brother John Keating.

Willie Brown was fishing at Magician's Lake, Michigan. He says you have to be a magician to catch fish there.

Instructor Joseph Blaa caught one 3½ inch fish on his vacation.

Our Chief Clerk disappeared for two weeks. Seems no one can find out where he spent his vacation, but the reports of being out of gas at 31st and Kostner are false. The correct location was 23rd and Pulaski.

Supervisor George Janda has been credited with a total of 25 miles on his vacation. This report also stands correction. Total mileage was 24.7 miles.

Clerk Nick Hodan of Blue Island Station got about 25 sporting goods catalogs and took up fishing with great zeal and an elaborate layout. He failed to report the big catch. Watch out for the game warden, Nick.

George Cribben sent a card from San Francisco.

Charles Mullen, Leo Zarek and John Holly sent cards from New York.

How did John Meidema get to the House of David and why didn't they keep him there?

Sam Berry caught the biggest fish at

Bloomer, Wisconsin. In fact, it was so big he was interviewed over the radio.

Jerry Hrdina and Ben Ponzio were all set to go to Butternut, Wisconsin, but Ben went alone. Jerry states something unforeseen turned up. He is now a married man. Congratulations!

Herb Schomer and Pete Regan started out for Pipestone, Minnesota. In Park Ridge they stopped for gas. Herb went into the station. Pete, who had to sit in back, because there wasn't enough room at the side of the driver, got out to look for Herb. Herb came out and drove off. Pete stayed behind. Half way out Herb started to talk. Pete did not answer. Herb turned back but Pete was lost. Their whole vacation was spent looking for one another.

Martin ("Curly") McGinnis has an acrobat overhauling his car. It must be fun to see your mechanic chinning himself on your crank shaft and doing hand springs over your hood.

John Halvey started southwest on his vacation. When he got to Starved Rock, he was so tired he rested there for the next five days.

Sympathy is extended to Conductors Frank McKiernan, Arthur Hansen, George Miller and Motorman Charles Hansen, all of whom lost their mothers recently.

"Guess Who."

Seventy-seventh

As a result of long practice in connection with his duties as President of the Seventy-seventh Street Credit Union, Conductor John Mahon believes in meeting things face to face. On a vacation last month, he found no reason

to change his tactics, especially at the first stop, which was the Mt. Rushmore Memorial (the four historic presidential faces). John went on to Yellowstone National Park, mixing a little credit union business with pleasure. Business must have been good and the vacation must have been pleasant, but how he found time to capture two rare specimens of the diurnal lepidopterous insect besides, is a mystery. We didn't even know he chased butterflies!

Again we record the story of the fishermen who really fished. Conductor George Becic and Motorman William Schomberg took Minnesota for all it was worth, and it was really worth a big haul of fish to them. These boys must have been casting a wicked hook. It's a good thing they had to leave, because the Minnesota game warden was beginning to lose sleep wondering if they would leave any pike for anyone else. Well, anyhow, this is a fish story, isn't it?

Genial secretary with and without portfolio in various Seventy-seventh street enterprises, Conductor Art Felz took in Washington, D. C., on his vacation. He came back with very optimistic reports to the effect that things will be all right after November 5.

It's a boy at the home of Motorman Ed Gillooley.

Trainmen of Seventy-seventh street depot join in expressing a feeling of deep regret in the untimely passing of Motorman W. J. Smith.

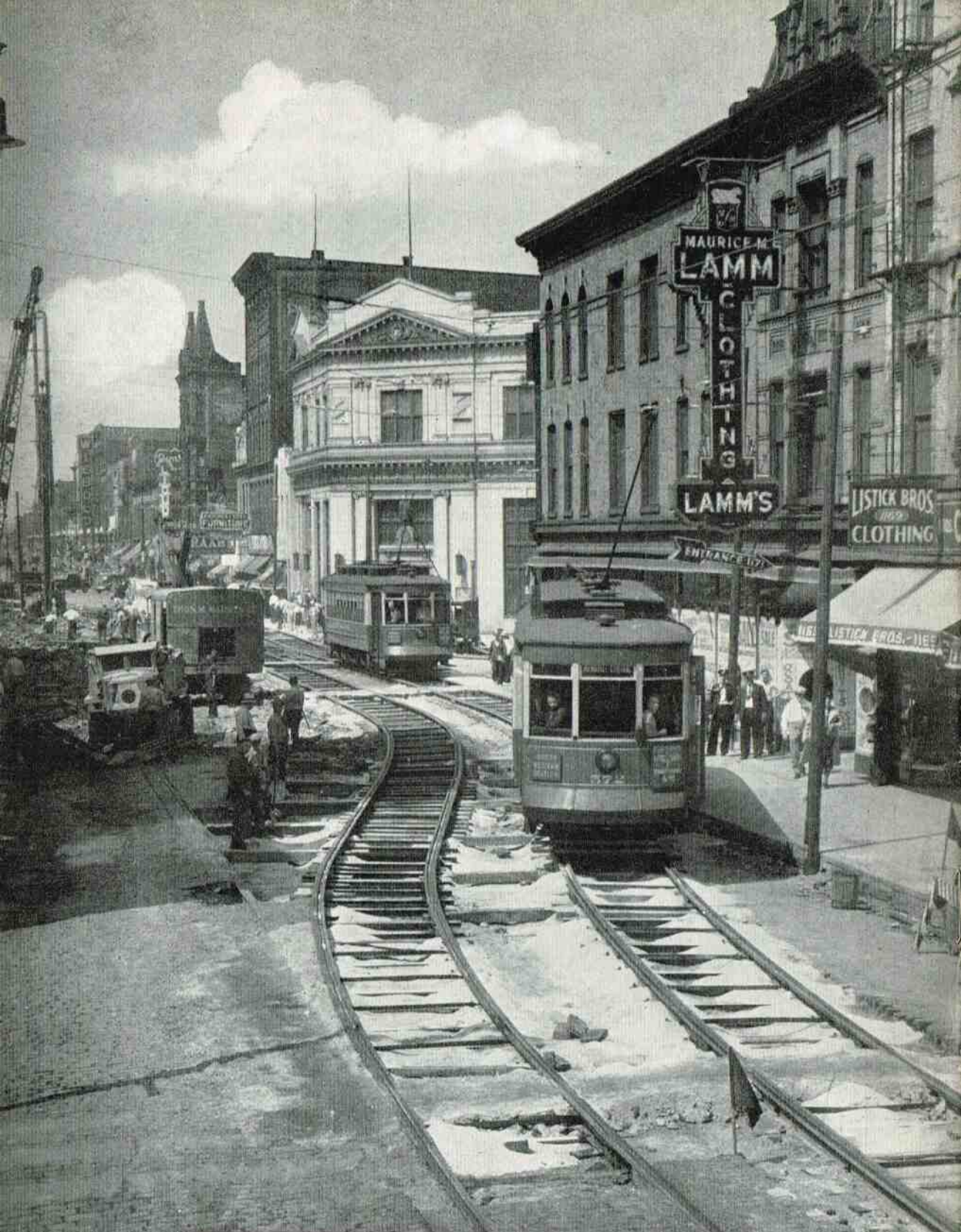
Condolence is extended to ex-Supervisor Harry Gleason upon the death of his mother.

Walter F. Story.



THESE GOLFERS ATTEST TO THE SUCCESS OF KEDZIE'S TOURNAMENT

The group pictured above are among the golfers who took part in the successful tournament sponsored by Kedzie depot at the Midwest country club, August 26. Guests from neighboring stations showed their appreciation by copping the top prizes. A story of the tournament appears on page 4.



OFF THE STRAIGHT AND NARROW!

The man on the flying trapeze didn't go through many more antics than the Milwaukee avenue street cars do. This is just a minor departure from conventional practice. The scene was taken after subway construction forced this Milwaukee avenue re-routing just south of Division street.