

Surface Service

• MAGAZINE •

VOLUME 17

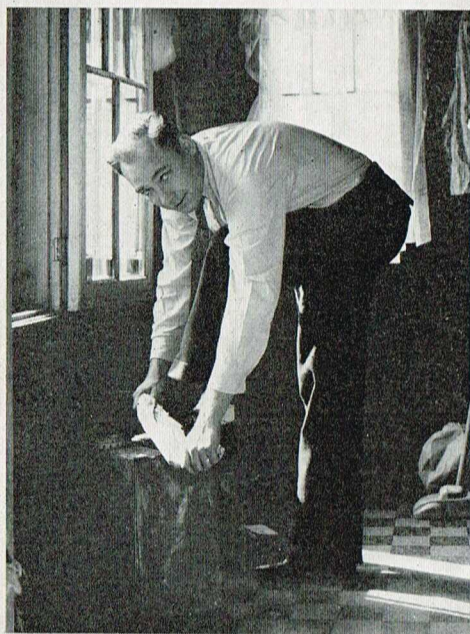
OCTOBER 1940

NUMBER 7



THE GARDEN ISSUE

To Work—For the Chicago Surface Lines!



A NEW MAN GOES TO WORK

"... report to the Surface Lines" were important words the telephone recently carried to Harry Lemm when he was notified that his application, now almost four years old, was receiving attention. These pictures recreate Lemm's happiness as he heard the pleasant words. In the upper right hand picture he "slicks up" before reporting for his first day on his new job.

Harry knows a trainman's appearance is important so he doesn't overlook the necessity for giving his shoes a bright polish. Then, happy that he's going to work for the Chicago Surface Lines, Harry, with his lunch tucked under his arm, waves good-bye to his wife. It's good to go to work, says he! See story on page 4.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 17

OCTOBER, 1940

No. 7

New Honors for Gardeners

**Prize Winners To Receive Awards For Beautifying Properties
In Annual Competition**

Gardeners who beautified or "dressed up" Chicago Surface Lines properties throughout the city are to be honored at a dinner at the Palmer House, at 6:30 Thursday evening, October 17. The dinner is an annual affair which takes the form of a tangible "thank you" to those who have given their time to the beautification of the car stations, loop and other bits of company property.

Following a short speaking program, trophies will be awarded to the prize winners in each of five classifications.

Purchasing Agent Victor E. Thelin, chairman of the Garden Committee which includes Executive Assistant J. V. Sullivan and Supervisor of Public Relations William H. Bromage, said that the speaking program of the evening will be cut to a minimum.

As planned by the Garden Committee, Mr. Thelin will address words of welcome to the gardeners who gather from all sections of the city.

"I will thank the men for the magnificent work they have accomplished," said Mr. Thelin, "and will briefly outline what we believe can best be done in the years to come."

Appreciation Expressed

"I am sure that every one of the gardeners knows how appreciative we are of the work that each has done. In dressing up our properties, these men have done a thing that is valuable to the system and to the community in which they work. They can take a civic and a personal pride in a job well done."

Mr. Thelin indicated that he would discuss future plans for there is a growing demand that more time and effort be used on properties that are in the public eye, such as the loop area in front of Devon, that at the Madison street terminal and in other suitable locations.

The Garden Committee chairman said that many of the most beautiful gardens on the system, and those requiring the most time, effort and expense, are in such locations that they are wholly or partly hidden from public view. Members of the committee say that if the Noble garden were in a more advantageous location it would undoubtedly draw numerous commendatory letters.

Mr. Bromage, serving his second season on the committee, is expected to speak briefly and Mr. Sullivan will distribute the awards to the winning gardeners.

Because of differing conditions at the various carhouses and loops, blue and red ribbons will be awarded to the best and second best gardens in each of the following groups:

Ribbons Awarded

Group One—(Carhouses whose enclosed area permits of extensive planting of beds, borders and grass plots. These include Burnside, Devon and Noble.)

First prize, Noble; second prize, Devon.

Group Two—(Carhouses whose enclosed area permits only a limited planting of beds, borders and grass plots. These include Seventy-seventh, Kedzie, Lawndale, North Avenue and Armitage.)

First prize, Seventy-seventh; second prize, Kedzie.

Group Three—(Carhouses whose possibilities are restricted to window boxes and beautifying parking strips. These include Limits, Sixty-ninth, Blue Island, Division, Elston, Lincoln, Archer, Cottage Grove, Ardmore, Springfield and Grand and Leavitt.)

First prize, Limits; second prize, Ardmore bus garage.

Group Four—(Loop and station plantings. This classification includes the properties at the Madison and Austin loop, Milwaukee and Imlay loop, 39th and Halsted loop, Vincennes and 80th, Archer and Cicero loop and the Clark-Devon loop.)

First prize, Madison and Austin loop; second prize, Clark-Devon loop.

Group Five—(Particular excellence in growing certain varieties of flowers. In making this award consideration was given to the height of plants, number and size of blooms, conditions of foliage, etc.)

This award was won by Milwaukee-Imlay loop for an unusually beautiful display of *Philadelphus* (Mock Orange) and *Zinnias*.

Guests of honor invited to the annual dinner from the Shops and Equipment Department gardeners included Ben Phillips, general foreman, Fred Meyers, foreman, and Felix Wenslow, Cottage Grove; Rudolph Nebelsiek, foreman, and James Byrne, Burnside; Joseph Gamen, foreman, and Anton Arendt, Seventy-seventh; John Keane, foreman, and Thomas Cusack, Sixty-ninth; Earl Eyer, foreman, and William Henderson, Archer; Charles Holzschuh, foreman, and James Guy, Lawndale; Emil Kuehfuss, foreman, and Sigurd Brath,

Blue Island; Charles Simpson, foreman, and Michael Cahill, Kedzie.

List Continued

John Gillen, foreman, and William Hoey, North Avenue; William Krueger, foreman, and Emil Berecek, Armitage; Jack Laing, foreman, and Frank Stoll, Division; Walter Goddard, foreman, and Ignatz Kajpust, Elston; David Striker, foreman, and Stilianos Krifos, Noble; Allan Bollinger, foreman, and Vital DeZetter, Lincoln; George Chamberlin, foreman, and Joseph Ziaja, Limits; Ernest Phillips, foreman, and Constantine Daus, Devon, and Albert Baker of Ardmore garage.

Other guests of honor invited include H. W. Busch, superintendent of the Building Department, and F. J. Koza; Thomas Blakely, superintendent of the Utility Department, Joseph Dennehy and David Ferguson.

John Leahy, Herman Menconi, Frank Gilson, Antonio Criscione and Charles Ruzick of the Track Department were also invited guests as was L. A. McKeever of the Electrical Department.

THE POLICE ARE SURROUNDED!

They're Hemmed In—By the Street Cars

If one were to be facetious about things he could say, and with justice, that the Surface Lines has the police situation well in hand. As a matter of fact, the police are surrounded—by street cars.

It all comes about because of subway construction work on south State street. Rerouting of street cars has been carried out to such an extent that the Central Police Building at 11th and State is now on an island surrounded by street car tracks and a ditch.

In order to provide street car service for the thousands who use the State street lines, new street car tracks were laid east in 11th street to the alley between State and Wabash, then south in the alley, bearing west, west passing under the Roosevelt Road viaduct and continuing south over leased private property to return to State street some 200 to 300 feet beyond Roosevelt Road.

As a result of that rerouting, the tracks now form a great semi-circle around the police building, north of it, east of it in the alley and then gradually back to State street. Vehicular traffic in State street has been routed through the railroad yards west of State street from a point near Taylor street all the way to 14th street.

The arrangement is expected to last for at least six months. At the end of that time another rerouting operation will be necessary and at that time the tracks will be taken up and relaid in the portion of land that is west of State street proper.

Oh, yes. We forgot to tell you. The sidewalk stays—it's about the only familiar sight there anymore.

Police Captain: "What's the idea, young woman? You were driving 75."

Sweet Young Thing: "Was I really? Isn't that marvelous! And I'm only learning to drive, too."

TRANSPORTATION AND WAR

Here's a Follow-Up On Wartime Traction in England

In view of a story in the last issue of SURFACE SERVICE MAGAZINE discussing transportation in London under war conditions, the following dispatch is thought to be a timely follow-up. It is from a story by W. F. Ley-smith sent from London to the New York Times:

"Fifty girls are now working as booking clerks in London subway stations, the advance guard of several hundreds. The first batch of trainees for guards' jobs has appeared in the subway stations, shouting shrilly, 'Mind the car doors, please!' pushing the last passengers inside, and giving the motorman the 'right-away.' They are quick, it is said, at memorizing the many complicated changes necessary for passengers to cross London these days.

"These girl subway guards look smart in their trimly cut gray uniforms with peaked kepis like the French military caps, set at a saucy angle. After three months' probation they will receive full men's wages of 55 shillings, 3 pence a week. (Equivalent to approximately \$11.14 in this country.)

"Numbers of women have already taken posts as conductors on the London Transport's 'country' bus services, and preparations are being made to train about 8,000 for the metropolitan area, although none have yet appeared on the city's streets. Applications for war jobs in general show 'bus conducting' is one of the most popular, despite 'the difficulty of keeping on your feet going around corners,' as one put it. It is preferable to standing all day long at automatic machines in munitions factories, they say. Officials say the majority of the girl conductors are quicker than men in mental arithmetic and handling change, although sometimes they slip up on one rule: 'Count three before answering a passenger back.' On some of the 'country' double-decker buses girls are clipping about 600 tickets daily. They are nicknamed 'clippies,' a take-off on the 'nippies' of London's tea shops. They earn 75 shillings a week, or about \$15.20 in United States money.

"Negotiations are proceeding between the main line railways and the porters' union for the organization of a corps of 8,000 women baggage porters to assist passengers between trains and taxis. There is a snag here, however, because the union has many elderly unemployed men on its books and suggests that women relatives of railway men have the first claim on vacant jobs, with a strict limit on the weight of the grips they shall be asked to carry."

There, that brings you up to date on war-time transit, doesn't it?

Legion to Celebrate

Surface Lines Post No. 146 of the American Legion will hold their annual Armistice Day ball at the Ashland Avenue auditorium Saturday evening, November 8, at 8:30 P. M. All Legionnaires, their friends and employes of the Surface Lines are invited to attend.

October 26 Is A Big Date!

Museum of Science and Industry To Open Its Main Doors to Chicago

By RUTH S. JOHNSON
Editorial Assistant

Lights, color, action!

These words do not typify the ordinary museum, but they're key words at the Museum of Science and Industry in Jackson park.

Chicagoans can see this for themselves when the Museum opens its main doors for the first time on October 26 and introduces to Chicago its wonder-world of scientific and industrial miracles.

While a portion of the museum has been open to the public for seven years, the main sections have been incomplete until this time. For ten years the staff of the museum has been assembling the numerous exhibits, which are the gifts of various industries, trade associations and scientific organizations.

And the ten years' endeavors are readily apparent in the wonders that meet the eye. The exhibits cover many fields, including transportation, power, medical science, agriculture, civil engineering, graphic arts, mineral industry, chemistry and physics.

Exhibits Workable

Who doesn't like to push a button or pull a lever and "make the thing work"? This is possible throughout the museum, and where it isn't practical for the visitor to do the operating, there are college-trained lecturers in the various divisions giving demonstrations and lectures at frequent intervals. From raw ore to finished steel sheets, from blank paper and printing forms to finished newspaper, from chemical solutions to plastic spoons—these processes are demonstrated from beginning to end.

The attractive main entrance leads to the central hall of the museum, directly below the large dome of the center building. High up around the dome are the words: "Science discerns the laws of nature. Industry applies them to the needs of man." A large glass case enclosing an exhibit of all the earth's elements is in the center of the hall, and on top of the round case is a huge globe of the earth.

The transportation division which adjoins this hall contains a giant platform on which is

built a working miniature railroad system, with a number of trains in operation. It is a gift of the Santa Fe Railroad and was built at a cost of \$50,000. The platform is constructed with towns and fields similar to the territory through which the Santa Fe operates. In this division are the two cars donated by the Chicago City Railway Company—a horse car and horse and a grip car—together with an early stagecoach, an old railroad engine and other transportation vehicles. Suspended from the ceiling are a number of full-sized airplanes, and on the balcony of the hall are the aviation exhibits.

In a room displaying machines for the creation of electrical and steam power, a million volt surge generator flashes electrical charges so powerful that they splinter a block of wood to bits.

Coal Mine to Re-open

The coal mine of the museum, which has been closed for several years, will operate again beginning October 26. The mine is typical of those operating in southern Illinois and the visitor can take a trip through it for 25 cents.

In one room are metal working machines. A steel rolling mill goes through the process of taking a molten mass, rolling it into steel sheets and then preparing the sheets for transporting. The balcony has an iron foundry in which metal is melted and cast and foundry operations are explained. There is also a model oil refinery in one section, showing the processes required for refining gasoline, kerosene, etc.

The agricultural division features a large diorama with attractive figures of people working in the fields. As the visitor walks by, he sees farmers working with hand equipment in the early ages. Other groups of figures represent various periods in agricultural history and the final scenes show fields being worked with today's modern machinery. Full-size farm machines, both historical and modern, are also on display.



The Museum of Science and Industry (above) will have a gala opening on October 26.

Printing Press Operates

The colorful printing room shows the machinery and processes of letter press, lithography, photo and hand engraving, and binding. A full process rotary press from The Chicago Tribune will be in operation, to be viewed from the balcony above.

Among the numerous other exhibits are the extensive displays in the medical section. For those who would like to know more about the human body and its functions, nutrition, etc., these exhibits afford quite an education. Of particular interest is an old apothecary shop, with all its fancily labeled bottles and queer equipment, and in contrast there is a modern, compact pharmacy.

First Built in 1893

The beautiful building housing the museum was built in 1893 as the fine arts building of the World's Columbian Exposition. After the World's Fair the Field Museum used the building for some years and from 1920 to 1924 it was not used. The exterior of the building was restored with money raised by a bond issue of the South Park Board, the work being completed in 1931. The Museum of Science and Industry was made possible through a liberal gift of Julius Rosenwald in 1926.

The museum is located just south of 57th street in Jackson park, about two blocks east of Stony Island avenue. It is open from 10 A.M. to 4 P.M. Monday through Friday; on Saturday from 10 A.M. to 6 P.M., and on Sunday from 1 P.M. to 6 P.M. Admission is free at all times.

DADDY'LL BE SURPRISED!

Guess Whose Little Man Is Standing In Dad's Shoes



Robert Wagner

Conductor Jacob Wagner, Jr., 6101 South Wolcott avenue, is going to be a mighty surprised man when he sees this little story—and especially so if he recognizes the little man who's doing his best to fill his daddy's shoes.

To be quite frank about it, the whole thing is a conspiracy, a put-up job between the magazine editors and the young man's proud mother, Mrs. Jacob Wagner, Jr.

Mrs. Wagner snapped this picture of her son, Robert, and Papa Wagner has never seen it before. She wanted to surprise him and we don't blame her.

Robert just turned three years old on the 13th of this month, so he has to get a bit older before he can really fill his daddy's shoes. But until he does

grow larger he's making a valiant effort.

We'll bet dad will like the picture.

IT'S GOOD TO GO TO WORK

Harry Lemm Is Called—The Story of a Promise Kept

(See Inside Cover Pictures)

This is a story about Harry Lemm of Division.

It is the story of a promise that was kept and of a faith that was justified.

Harry Lemm went to work for the Chicago Surface Lines just last month, on September 26, to be exact. There is nothing particularly startling about that and Harry Lemm is just like a lot of other young fellows who also started to work for the Surface Lines recently. You can call Harry a symbol of all those other fellows.

The real story of Harry and the fellows like him starts 'way back several years ago, in 1937, when things were even tougher than they are now. On February 2 of that year, Harry Lemm applied to the Chicago Surface Lines for employment in the train force. There was no place for him at that time, but his application was accepted and filed away against the day it would be needed.

When the application was taken and had been checked, Lemm was told that he would be called up for consideration when and if the Surface Lines needed men. It was a promise given him by system officials.

The promise must have had more than a ring of sincerity to it for Harry Lemm believed it. He had faith that he would be called some day. Meanwhile, he went on working at various jobs with little chance for achieving security for himself, his wife and his two small children.

Some of the jobs paid rather well, but they didn't seem to be the type that would last a man as long as the man was able to last. Harry Lemm kept hoping and trusting that he would be called by the Surface Lines.

In the meantime many things were happening. Fewer people were riding street cars. In 1938 came the period which was known as the "recession"; when business fell off so drastically.

Then instead of putting men on, the Surface Lines was forced to lay men off—for the first time in the history of the companies. Approximately 500 were laid off because of poor business.

Deaths, resignations and other factors finally reduced the train force materially. Business began to get a little better, not much, but still showing a small gain. The men who had been laid off were re-hired. And then came the day Harry Lemm had been waiting for . . . the day when the Surface Lines needed some extra men. That was the day he was called.

The Surface Lines had kept a promise. A faith had been justified.

On the 26th of last month, Harry Lemm and some other fellows like him went to work for the Chicago Surface Lines.

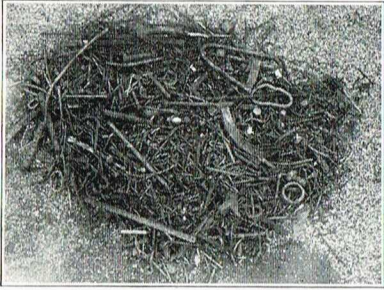
They're glad they are at work for they know that no applications have been taken for over three years. They know, too, that it will be some time before any other applications will be taken.

Magnetized Bus Used

Suspended Magnet Pulls Scrap Metal From Streets of Bus Routes

Did you ever wonder what happens to old hairpins? Or discarded paper clips?

Engineers in the Shops and Equipment department think they have found a partial answer to both questions as a result of experiments conducted last month.



Here's part of the scrap . . .

And as proof of that they point to the many pounds of such metal which has been picked up by a magnet suspended from one of the 26-passenger White buses of the Chicago Surface Lines.

Of course, the hairpins and the paper clips don't cut automobile tires to the extent that nails, spikes, bandsaws and other things do, but, by number, they constitute the great majority of single items picked up by the magnet.

By weight, the hairpins and paper clips make up only a very small part of the more than 1,000 pounds of scrap metal which has been removed from the streets over which Surface Lines buses operate. Such an accumulation makes it probable that the operation will be conducted from time to time over all Surface Lines bus routes.

Is New Practice

As far as is known, this is the first attempt on the part of a private organization to pick up such harmful scrap from the city streets. There have been occasions in the past where state or city governments have moved magnets over the surface of heavily traveled traffic arteries. In every instance surprisingly large quantities of metal were picked up.

In the case of the Surface Lines, the pickup of scrap iron on the street has two or three objects in view. There is a certain amount of wear and tear caused to the tires by

these objects if run over time after time, and also the tire may be cut deeply enough to start a break in the fabric, which in time may cause serious trouble. There is also delay to passenger service that occurs from buses which have tires punctured while in service. It is the attempt to remedy the passenger delays and tire injuries and obtain a reduction in tire wear that have motivated the Surface Lines in removing the scrap from the street surface.

In an effort to rid the streets of such dangerous metal scrap a Surface Lines bus with a suspended magnet has covered 158 miles of bus routes and picked up approximately 1,200 pounds of scrap! On certain lines the magnet picked up as much as 20 pounds per mile. From that high point the pick-up dropped to as low as 1 pound per mile. A rough average for the entire system would indicate about 7½ pounds of scrap metal scattered over every mile of Surface Lines bus routes. The Central avenue route produced approximately 10 pounds per mile while the Narragansett route doubled that figure with a yield of 20 pounds per mile.

Bar Acts As Magnet

In operation the bus appears much as any other Surface Lines vehicle with the exception of a large magnetized bar which is suspended from the bus to a point approximately two inches from the street. Batteries to magnetize the bar are carried inside the bus. The bar which serves as a magnet is made of track brake coils from the Madison street cars with special shoes attached. The batteries are capable of lasting for a full day's run and are then re-charged.

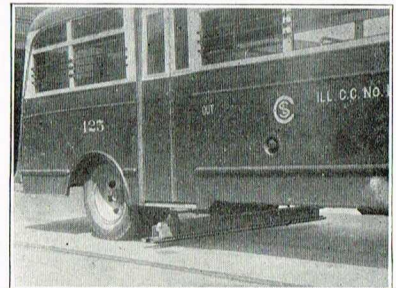
The bus is manned by a regular driver and shop man and travels along the regular routes at a very low rate of speed. Every half-mile or so, depending upon the amount of metal picked up, the bus is stopped. Then small light-weight troughs of compressed card-board are placed under the magnetized bar. By cutting off the power the bar loses its magnetic force and the accumulated metal drops to the trough from where it is transferred to barrels.

The bus has been run out of Ardmore, Limits, North Avenue, Archer and the Seventy-seventh street stations and has covered all routes served from those stations. Periodically, it is planned, the routes will be gone over by the magnetized bus.

It's another case of Surface Lines service—the private automobile owner profits, too!



. . . and here's some more . . .



. . . and here's the magnet!

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

CHICAGO

Volume 17 October, 1940 No. 7

William H. Bromage Editor

Hollis F. Peck Associate Editor

BUSINESS RECIPE

When noon time comes we're in the habit of dropping in on a nearby lunch counter. It isn't a very attractive place, the prices are a bit higher than they should be and the food is decidedly mediocre. On top of those dubious distinctions, it's sort of a place where habit dictates that one add a tip to the cost of a too-high priced meal.

Logically, one might immediately reason that a man is slightly "balmy" to patronize such a place.

That may be true, but just to analyze a bit more fully, let's consider the positive advantages of the establishment.

Obviously, one advantage arises from its convenience—it being hardly more than a few steps from where we work.

The second, the most important and the *only* other advantage we can think of is the *service*. The service is top notch, friendly, courteous and obliging. The waitresses know their patrons and make their patrons feel that they, the waitresses, are personally pleased that you chose to eat in the restaurant in which they work.

The selling then, you see, is done by personalities. Those waitresses are the biggest asset of the restaurant. People come and come back again because they appreciate the warm-hearted, friendly service which characterizes the place.

Trainmen, the salesmen of the Surface Lines, are the biggest of our intangible assets. They too can sell patrons on the service just as the waitresses sell patrons on a restaurant.

Courteous, friendly, obliging trainmen

can do more to sell the Surface Lines to the people than anyone else. If we are to regain the traffic that has drifted away to the private automobile it will be done by the trainmen. They will do it by being kind, obliging, courteous and ever willing to give good service. By sheer force of personality, they can help business. And, as Surface Lines employes, trainmen know that what helps business helps them.

BLOWS ARE BOOSTS

Theodore Roosevelt—the Roosevelt of another day—owed much of his great popularity and success to his ability to bounce back after every blow. He wasn't born with that knack, either. He developed it. As a frail boy he absorbed a good beating from another youngster and made up his mind to learn to fight, to shoot, to play tough games with the strongest and to give more than he received.

If it hadn't been for the blows he took as a terrified youngster, and the resolve he carried through, he might not have insisted on finishing a political speech after a would-be assassin put a revolver bullet in him. In fact, he might never have been asked to make the speech, nor ever have been known outside a small circle of friends. And he might have missed the fullness that life brought him as a result of that early licking.

Theodore Roosevelt had the impetus of defeat to build upon. He knew what he meant when he said: "The law of worthy life is fundamentally the law of strife; it is only through labor and painful effort, by grim energy and resolute courage, that we move on to better things."

EMPLOYEES RELIEF FUND

September 1940

The Surface Lines Employees Relief Committee received seven applications for relief during the month of September. After investigations were made two of these were approved for assistance. There were 226 active cases on the relief rolls at the end of the month, 13 having been removed by death or other causes.

Including the \$9,445 spent during the month of September, a total of \$1,505,390 has been paid out of the Surface Lines Employees Relief Fund for assistance of employes since the organization of the committee.

At Last—Complaint List Drops!

**Trend of Months Reversed as Fewer Complaints Are Recorded—
Commendation List Up, Too**

For the first time in many months a compilation of complaints shows a decrease in the number as compared with the same period of a year ago. For that reason the complaint list of September was cheered as it revealed 463 complaints as against 477 in the same month of 1939.

Cheering, too, were the figures which revealed a gain in commendations. From the 30 received in September, 1939 the total for the same month of this year grew to 39.

"I have never ridden behind such a good motorman," said a commendation from Mrs. Edward Hanlon, 1142 East 64th street. "He did not stop suddenly and throw people off their feet, nor did he start with a jerk. He did not race ahead and then try to stop on a dime, nor did he ring his bell as though he was going to a fire."

That fulsome praise from Mrs. Hanlon referred to Motorman Willard W. Wadstein, badge No. 2815 of Seventy-seventh.

Mary I. Carr, 1620 Cornelia avenue, wrote to commend Conductor Reginald A. Shewry, badge No. 1196 of Cottage Grove, for the pleasant manner in which he gives directions and calls streets.

Helps Sick Passenger

Conductor Lawrence C. Hodapp, badge No. 2560 of Seventy-seventh, was praised for the aid he gave a woman passenger who fainted on his car. The commendation came from Mrs. A. Graney, 301 Swann street, who witnessed his kindness.

"Excellent service" given by Conductor Gregory H. Stephenson, badge No. 2698 of Kedzie, was praised in a letter from Leo Hirsch, 3171 West Madison street.

Conductor Louie D. Filan, badge No. 2346 of Cottage Grove, was termed as deserving of "especial mention for courtesy and kindness" in a communication from Mrs. J. L. Houston, 1031 East 45th Street.

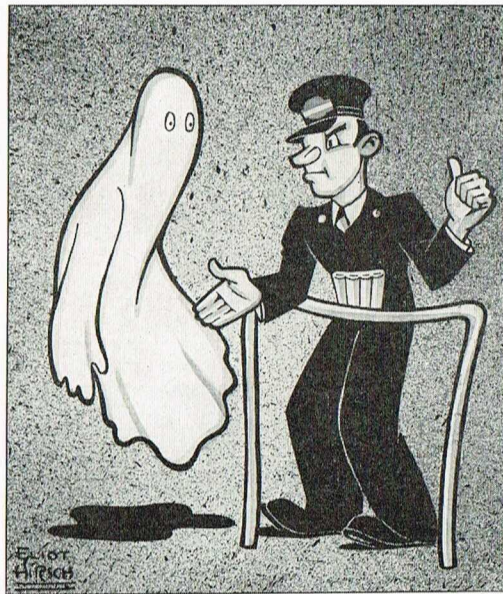
D. S. Hay, 208 South La Salle street, wrote approvingly of the courtesy and service given by Conductor William J. Youts, badge No. 12734 of Seventy-seventh.

Mrs. L. DiDomenico, 2914 North Spaulding avenue, wrote with thanks for the return of her purse which had been found by Conductor Daniel J. Gillespie, badge No. 3804 of Kedzie.

In a similar case, Conductor Frank P. Schultz, badge No. 11448 of North Avenue, was thanked for returning a bag to Mrs. Julia M. Becker, 524 North Pine avenue.

Writing of his pleasure at being thanked for the payment of a fare, John Zima, 1742 West Superior street, suggested that more conductors emulate the courteous practice which he attributes to Conductor Anton T. Mokstad, badge No. 3332 of North avenue.

TROLLEY SPARKS



"Hallowe'en or no Hallowe'en! Come across with seven cents or walk back to the cemetery!"

"Driver Very Polite"

"This driver is very polite and always waits a reasonable time for passengers to board," said the commendation of William J. Cummings, 4408 North Long avenue, in praise of Operator Patrick Casserly, badge No. 1054 of North avenue.

Motorman Peter Soraghan, badge No. 3815 of Seventy-seventh, was thanked by Mae E. Higgins, 7944 South Bishop street for the return of a purse she had given up as lost.

Courtesy shown to an elderly woman brought praise to Conductor Albert Sasek, badge No. 9202 of Sixty-ninth, from Mrs. H. Flohr, 6215 South Mason avenue, who witnessed his kindness.

Telling of kindly consideration shown her, Mrs. Harry E. Bestow, 6112 South Rockwell street,

praised Conductor Thomas W. O'Brien, badge No. 4904 of Sixty-ninth.

Conductor William H. Thompson, badge No. 1846 of Sixty-ninth, was thanked and repaid for a fare he advanced Julios Caligiuri, 3702 Broadway.

Courtesy Appreciated

Mrs. Charles Rogers, 4717 South Kolin avenue, wrote of courteous service shown her by Operator Fred W. Heedt, badge No. 10548 of Archer, whom she commended.

"It seemed so nice to see such a polite conductor," wrote Sharlet Lange, 5861 North Mantion avenue, in telling of the assistance she had seen Conductor Louis A. Keeshan, badge No. 11112 of Noble, give to a blind passenger.

The "quick action and thoughtfulness" of Operator Russel R. G. Nery, badge No. 8330 of Devon, was praised in a letter from Howard C. Weber, secretary of the Edgebrook Community Association, 6519 Algonquin avenue.



TRAINING FOR WORK

"Working for the Surface Lines" means men have been trained for their jobs. Shown above are new employees as they spend their first morning in the class-room. This picture, first of a series of three in this issue, shows the "rookie" trainmen as they are taught the meaning and the value of company rules. The rules, as Superintendent Hall explains, were drawn to protect the individual trainman, the public and the quality of the service which these new men are entering.

The next step in the student training course is illustrated on the lower right hand corner of this page.

KEDZIE TAKES SOFTBALL TITLE

Win Two From Lawndale For System Honors

(See Back Cover Pictures)

Softball championship honors for the Chicago Surface Lines are back at Kedzie depot again, even as they were in 1938. The powerful Kedzie sluggers, title holders in the North Section of the league, drubbed Lawndale, South Section champions, in two straight games to win the honors.

Cottage Grove beat Noble 5 to 3 to take third place honors for the season's play. Noble went ahead 3 to 0 in the first inning but the Cottage Grove team tied the game in the third and scored two in the eighth to win.

Lawndale, trailing by one game as the teams met on Sunday, September 8, started out as though they would tie up the series and the game was nip and tuck for the first five innings. In the sixth the latent power of the Kedzie sluggers broke loose and a barrage of base hits drove eight runs across the plate to put the game and the title on ice. It was the second title in three years for the Kedzie crew. They won in 1938, lost to Noble in 1939 and won again in 1940.

Within a few weeks the champions will be presented with the W. A. Hall trophy, emblematic of the system championship.

The Kedzie champions pictured on the back cover of this issue are, from left to right in the back row: Leonard Lasky, Ed Lang, Superintendent of Transportation W. A. Hall, James McMahon, Stationmaster Thomas Fahey, George Howlett, John Furlanetto, Arthur Lucas and John Kane.

In the front row, from left to right are John Griffin, Martin Huska, George Fischer, Thomas Durack and James Craney.

The Lawndale players in the front row are, from left to right, Manager David Daly, Harry

Gennett, Edward O'Keefe, George Brichacek and Edward Olsen.

In the same order in the center row are Joseph Cizek, Superintendent of Transportation W. A. Hall, Stationmaster Thomas H. Eigelsbach, Charles Carter and Harold Dammann.

From left to right in the back row are Anthony Esones, Lawrence Fremgen, Earl Manshrek, John Pavelka and John Riordan.

OBITUARY

Deaths on the System from September 1, 1940, to September 30, 1940

Transportation—Archer: John L. Long, employed February 23, 1906, died September 24, 1940.

Armitage: Edward A. Cabanski, employed May 17, 1902, died September 18, 1940.

Blue Island: Frank Hordovsky, employed May 18, 1918, died September 18, 1940.

Burnside: Frank G. Milbauer, employed October 19, 1907, died September 9, 1940.

Devon: Albert H. Gloede, employed April 6, 1891, died September 15, 1940.

Lawndale: Herman O. Buller, employed March 24, 1894, died September 2, 1940.

Lincoln: Charles H. Almgren, employed July 3, 1912, died September 20, 1940; Arthur A. Keevil, employed August 16, 1912, died September 10, 1940.

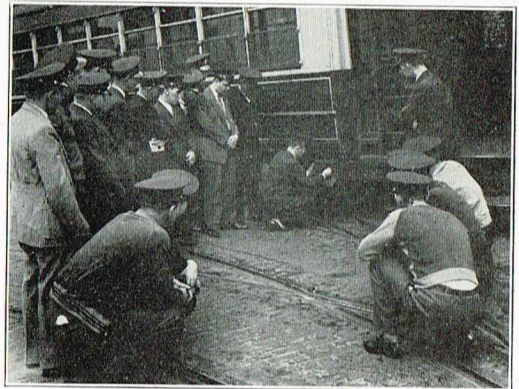
North Avenue: Christ J. McCormick, employed March 16, 1900, died September 1, 1940.

General Office—Paul L. Larson, employed June 1, 1923, died September 14, 1940.

Shops and Equipment—Devon: William J. Gothan, employed November 17, 1922, died September 5, 1940.

Lawndale: Jeremiah Lyons, employed December 1, 1908, died September 20, 1940.

Track—Charley F. Keim, employed October 1, 1925, died September 13, 1940; Joseph Rusky, employed June 15, 1927, died September 15, 1940.



FUSES SOMETIMES BLOW OUT

Fuses sometimes blow out and new men must know how to cope with the situation. Thus in this picture, second of the three appearing in this issue, the training class becomes acquainted with various parts of the equipment—the fuse box, in this instance.

See page 11 for another phase of the student's training program.

Departments and Divisions

Accident Investigation and Legal

On September 21, 1940, the Red Star Inn on North Clark Street was the scene of the birthday party given for Mrs. Grace Schmude by eleven of the girls at "600." The German cooking was so good that they almost forgot to present Mrs. Schmude with the beautiful blue "Mr. and Mrs." towel set. Another calamity was narrowly averted when Mrs. Schmude almost forgot to open her gift due to the excitement following an announcement by Miss Margaret Harte of her wedding to take place on Columbus Day, October 12. The lucky man will be Mr. William Malloy.

M. J. McDermott was sporting a broad smile on September 26 and boasting of the arrival of a baby brother for Mike, Jr., now nearing three years of age, at St. Catherine's Hospital in East Chicago, Indiana.

Statementman Peter W. Sepic and Miss Lorraine Kirchner were married on Saturday afternoon, September 28, and left that night for a vacation and honeymoon at Potawatomi Inn, Pokagon State Park, Angola, Indiana. A card received on September 30 by "Investigator" and signed by Sepic included among other comments, "Don't wish you were here."

The Bowling League started on Friday night, September 20, with six teams going strong. The girls at "600" organized two teams and



TACKLING THE TROLLEY POLE

Having "learned the business from the bottom up" the new students also learn it "from the top down." In this picture, the last of a series in this issue, the new men "tackle" the trolley pole as they would do in case a trolley rope broke.

Simple things like a blown fuse or a broken trolley rope may result in delays to the service. Thus the student's training course, said Superintendent Hall, stresses the importance of maintaining service at all times and under all conditions.



HERE'S THE CULPRIT!

That caption—"Here's the Culprit"—doesn't refer to the estimable gentleman pictured with the rabbit. The gentleman is William Krueger, foreman of the Armitage shops, and the culprit is the rabbit he holds.

When the Garden Committee visited Armitage recently they found only one really good marigold plant left. All others were ruined. The Committee dubbed the foreman as "Alibi" Krueger until he produced the evidence of what had destroyed his other plants.

Now, even if we can't show you the effect on the plants, we can show you what caused it all.

are using the two remaining alleys available on Friday nights. It begins to look as if there will be some individual competition between the girls and the fellows, even if there can't be team competition.

Even before the publication of our last magazine, two of our old timers who were described as being away due to continued illness had come back strong and were very much on the job. Needless to say, we were glad to see Attorney John F. Golden and Locator Lin Chamberlin looking so well and feeling so fit.

Captain Leigh H. Hunt was called out for special duty for a five-week period at Fort Sheridan this summer. He served as Adjutant of the Citizens Military Training Camp, attended by 1600 boys and men. The assignment enabled him to return to Chicago in ample time to celebrate the arrival of Jacquelyn Edith at Passavant hospital on Friday, September 13. The little lady is the second child of Mr. and Mrs. Hunt, the first being Leigh, Jr., three years old.

Investigator.

Accounting

A large group of our office force enjoyed that healthful sport, horseback riding, on the bridle path in Lincoln Park on Monday evening, September 23, and from comments made by members of the party, a pleasant time was had by all.

We are glad to note the return of Mrs. Mary Stommer of the stenographic division, who had a tonsillectomy performed at the Presbyterian hospital on September 19.

The many friends of Miss Marjorie Flake of the blue transfer division are offering good wishes, since she received an engagement ring from Charles Wright.

Mrs. Andrew Morgan was given a Nesco automatic roaster and Miss Charlotte Muhlofer, dresser lamps as farewell gifts from their associates recently.

"Many Happy Returns of the Day" were extended to Marie Chevalier, Hildegard Ruedt, Lillian Oesterrich, J. J. Ruberry and John J. Beatty, all of whom celebrated birthdays during the last month.

Our deepest sympathy is extended to Mrs. Marjorie O'Keefe, whose father passed away September 28.

Congratulations and much happiness is our sincere wish for Miss Norma Karlson and K. E. Smith, who were married on Saturday, September 14. Mrs. Smith was guest of honor at a dinner given by her friends September 24 at the Italian Village. Mrs. Smith was the recipient of a chest of silver as a wedding gift.

Thomas F. Coan.

Electrical

Norbert Rolnicki, helper at Lill Avenue substation, came to work with a big smile on September 11 and started to pass the cigars around. The smokes were in honor of the 10-pound baby boy born that morning. Congratulations to the proud parents and best wishes for the baby.

Albert Morf dropped out of the Bachelor's Club when he was married September 26. Our best wishes go to the happy couple.

Matthew Henry Trew of the emergency line crew stationed at Van Buren and Jefferson retired from service October 1 after 54 years with the company. Matt, your many friends wish you and Mrs. Trew many years of happiness.

Robert Nitschke, one of our linemen, met his death in an auto accident on October 1. Our sincere sympathy is extended to his family.

October 5 was a happy day for John Becker of the electrolysis division, for on that date he took Miss Dorothy Jones as his bride. Fellow workers presented the newlyweds with a present and heartiest congratulations.

Fred Henningsen, maintenance electrician, went vacationing through the Smoky Mountains, Washington, D. C., and way points. Fred didn't get any invitation to call at the White House.

The fact that Fred didn't get any White House invitation may have had something to do with Paul Murray's vacation. Murray toured the southern states with hopes of converting the Solid South prior to November 5.

Murray, a member of the testing division, is one honest fisherman. A postcard he sent shows just what he caught: one minnow, one eel, one turtle, one tin can, one shoe, etc., etc.

Billy.

Schedule and Traffic

Dorothy Peacock has returned from a pleasant vacation spent in a tour of the west. She reports that the high spots of the trip were the Grand Canyon, Colorado Springs, Los Angeles, Catalina Island and San Francisco.

It is with regret that we record the death of John Crennell on October 1, following an illness of seven months, including two months in Augustana hospital. He was buried in Zeigler,

Illinois, October 4, John Crennell had been a member of the Schedule and Traffic Department as a traffic clerk for about four years, and during that time he made a large number of friends who will miss him greatly.

We have two expert heating men in this department—Norman Johnson, who will soon have all the facts and experience on oil burners at his finger tips, and Joe DeGrazia, who has been wrestling with the problems of stoker installation. Just see these men if you have any questions on these subjects.

Your correspondent is now bragging about his son, Charles Michael Dutton, born on September 2.

L. C. Dutton.

Shops and Equipment

South Shops: Vacation Notes: The leisure vacation hours of 1940 now belong to the past, and we have our last few vacations to report—Charles D. Mack, shop superintendent, toured Louisiana, Florida, etc.; A. H. Williams, W. A. Goering and J. N. Canavan chose Wisconsin for their vacations; J. J. Sake went up to Michigan; J. F. Biehl visited Milwaukee; E. J. Rooks motored to Boston and New York City; F. E. DeWitt and the boys took in Michigan, Indiana and Wisconsin, and E. H. Torluemke, J. N. Jardin, A. C. Lindquist, C. S. Buza and J. P. Birmingham, favored our home town "Chi".

One of our "old timers", John Anderson, of the woodmill department, passed away on October 1. Mr. Anderson started with the Chicago Surface Lines in October, 1882, but had been on the sick list for the past 12 years. We extend sincere sympathy to his bereaved family and relatives.

To the family and relatives of Joseph Crooks, car wiring department, who passed away on August 14, after a long illness, we offer our deep sympathy in their bereavement.

Sincere sympathy is offered to Thomas Thacker, car repair department, upon the loss of his father.

Wedding bells have been ringing during the past couple of months—we have three new bridegrooms in our midst. Edward Lindquist, motor repair department, Heinz Doering, blacksmith department, and John Genutis of the truck department. Congratulations and felicitations are offered to the happy brides and bridegrooms—may the sea of matrimony be free of storms and may you have a long and happy wedded life.

Quite apropos after the foregoing item is the announcement that Charles Brown, paint department, on September 10 celebrated his golden wedding anniversary. Mr. and Mrs. Brown received about 300 guests at the Englewood Masonic Temple hall. After the celebration they left for the Smoky Mountains, on their second honeymoon.

Burnside: We take pleasure in announcing that on September 7, our popular clerk, Albert Rehling and the lovely Miss Marie Popek, were married. Following a beautiful reception the happy young couple left for Miami, Florida, on their honeymoon. They are now at home to their friends at 7125 South Washtenaw avenue. The cigars, Al???

At this time we wish to offer congratulations and best wishes to Mr. and Mrs. Paul DiMalta, upon the arrival of a fine, bouncing, baby boy weighing 8½ pounds, born on August 18.

Elsie S. Frank.

West Shops Bowling League

The West Shops Bowling League is off to a fine start this year, and has provided many thrilling games since starting just a few weeks ago.

The standings of the teams are as follows: First place is held by the Indians, who are followed by the Dodgers, Yanks, Cubs, Giants, Sox, Tigers and the Reds in that order.

The three men highest in the individual averages are, Harold Ebeling with 173, Kenneth Palicki with 170, and John Bednarik with 168, while in the individual high three games series the leader is Palicki with 586; second and third places being held by Edward Natzke—575, and Harold Ebeling—565.

In the individual high single game scores, Palicki is out in front by 29 pins with 231, followed by Natzke with 212, and Albert Linn with 210.

Kenneth Palicki, Secretary.

Transportation

The sympathy of the department is extended to Dispatcher Kenneth Williams on the recent death in his family.

Supervisor Albert Luetlich of the Central Division has been laid up because of illness and is now at the Speedway hospital. We all wish you a speedy recovery, Albert.

Supervisor Louis C. Bartelheim of the Central Division reports that he had a very enjoyable vacation. Not being a very good fisherman he came back with a good—story!

Andy.

Around the Car Stations

Archer

Conductor Arthur Krueger is the proud father of a daughter born September 26. Arthur is now the father of two boys and one girl.

Motorman T. B. Jamieson sent in a card from Boston, Massachusetts, where he and his wife were attending the American Legion Convention.

Our sympathy is extended to Motorman Herman Miller on the death of his daughter September 1.

Supervisor William F. Wright and wife traveled some 5,000 miles via auto on his vacation touring Yellowstone, California, Catalina Islands, New Mexico and Colorado. He reports a wonderful trip and is now home to recuperate.

Another of Archer's veterans, Motorman John Long, died September 24, of a sudden heart attack. John was well known to all the boys of Archer depot who will greatly miss him. To his wife and family we extend our sincere and deepest sympathy.

Motorman A. L. Cook and wife sent a card from Windsor, Ontario, after stopping over in Detroit, Michigan, where they traveled on their vacation. Alvin says if the subway is to look like the tunnel between Windsor and Detroit, he will put his O. K. on it.

We extend our sympathy to Motorman Paul Fisher, whose daughter died recently.

Our chief clerk, Bernard Malloy, who has been on the sick list for many months, is up and around again and is allowed by his doctor to take short walks of two blocks each day. Keep up the good work, Barney, and we will soon be seeing you.

One of Archer's veterans, Motorman Henry Heidorn, who has been on the sick list since last January, is again at work. The boys welcome your return.

Dusty.

Blue Island

Clerk Ted Hoellen returned from a five-week tour of the West Indies and tells us that he had the most enjoyable time of his life.

Conductor and Mrs. James Holdych were honored at a surprise twenty-fifth wedding anniversary party in their behalf, sponsored by their children, Irvin and Lorraine Holdych, on Saturday, October 5, at the New Lorraine Ball Room. Many relatives and friends joined them in a very enjoyable evening.

Conductor Arthur Brindley was presented with a 6½ pound daughter on September 15, and Conductor Peter Camer reports he is grandpa to a grandson born September 3. Congratulations!

We all welcome our new day receiver, Nick Grimaldi, and wish him the best of luck in his new position.

We also welcome to our station the following new motormen: John L. Dunning, John C. King, George W. Ulbas, Parnell B. Murray, Arthur S. Holtan, Andrew P. O'Donnell and Frank J. Kafka. We wish them the best of luck and hope they enjoy their new jobs.

C. P. Starr.

Burnside

Clerk Harry Swanson made a 500-mile trip to the secret spots of Wisconsin where the game fishing is at its best. After two long weeks of casting and other mysterious tricks of a full fledged fisherman, Harry returned with two cans of sardines and five pounds of lutfsk. Better luck next time, Harry.

Last week Operator Patrick J. Concannon had a lady passenger fall to the street after alighting from his car. Mr. Concannon was able to give his passenger more than the necessary assistance due to the good cooperation of his fellow worker, Operator Robert J. Stephens, who was nearby and off duty at the time. Bob took charge of the car and assisted him in every way possible, thereby eliminating a lengthy delay. Mr. Concannon expresses his appreciation to Mr. Stephens for his services.

The garden season is coming to a close, but we must not pass up this opportunity for congratulating our barn foreman, Rudy Nebelsiek, and his able assistants for the good work done this year. The garden was more beautiful this year than ever before. Many new varieties of flowers and plants were present. Many thanks for your efforts and a bigger and better garden next year.

William D. Frank.

Cottage Grove

Hearty greetings are extended to the new men placed on our extra list. May your stay be a long and pleasant one. If there are any questions, just ask any of the fellows—they'll be glad to help you.

At this writing Motorman J. C. Stuart is

sojourning in Texas but will be back shortly after this reaches print.

Cottage Grove bowlers are in first place after a hard struggle. Come out and root for the lads, every boost helps.

An 8-pound bundle of happiness arrived at the home of Motorman E. J. Moran on October 3. No cigars are in evidence, but a happy smile graces the countenance of daddy.

Gale Hruska contends that a best two-out-of-three rotation tournament would be just the thing. Any opinions on the matter would be appreciated by the recreation committee.

After watching the daily papers for the past few months, the thought comes to my mind that it's great to be an American despite what various agitators would have you believe.

On Percy's recent tour in the East he noted a bill-board in Pennsylvania with this slogan: "Accidents are evidences of inefficiency." Think it over!

Ostet.

Division

The vacation season is just about at a close, so we've only a few to report on. Chief Clerk Gene Peterson motored through Peoria and Galesburg and reports nothing more than having shot a few rounds of golf.

Motorman Fred O'Day drove to Florida and then flew to Cuba to spend a portion of his vacation.

Combination Receiver Frank Pasche steered his Plymouth through northern Wisconsin, and on his return found he was promoted to receiver at Devon. Good luck, Frank.

The following men are still on the sick list: Conductors John Stromblad, Robert Stacey, George Skon and Motorman Stanley Strychalski. Try to drop in and cheer them up with a short visit.

"Artie-W."

Kedzie

The home of Motorman William Staunton was a place of much merriment on Saturday, September 21, when the happy couple celebrated their silver wedding anniversary at a party given by their children. Singing, dancing, wining and dining was the order of the evening. "Smiling" Bill Mahoney was there with his accordion and along with John Naughton and James O'Shaughnessy sang songs galore. Our board member, Robert Stack, gave a nice little talk on the Staunton family and presented each with \$25.00 in silver as a token of esteem from the many friends of the family.

Congratulations to our softball team who won the Championship for 1940 by winning two straight games from Lawndale depot in the "Little World Series." Our team played great ball all season and much credit is due to Manager John Furlanetto for the splendid way he led his team to victory. The boys are now looking forward to the banquet and the presentation of the trophy by Superintendent of Transportation William A. Hall.

Many are the brave men these fine Autumn week-ends who are falling just like the leaves and are marching to the tune, "Here Comes the Bride." Motorman Michael McCarthy was married August 30; Motorman Richard Collins, September 7; Conductor Pierce O'Brien, September 21; Motorman James Craney, October 5, and Motorman "Bob" Marosits and Conductor John P. Clarke have set their dates for

October 12. Here is wishing happiness to all the newly-weds.

Clerk Nicholas Grimaldi gave his daughter in the bonds of matrimony September 28. An elaborate reception was held in Mirror Hall, 1136 North Western Avenue, where a good time was had by all. Congratulations to Mr. and Mrs. Ariano.

Motorman Bernard Maguire is the proud daddy of a baby born September 26. Congratulations.

Clinton Sonders.

Lawndale

While visiting the Twin Cities John E. Mondike intended to travel to one of the famous lakes of that state. Thinking the name sounded good, John boarded an eastbound Minnehaha street car—the "ha-ha" was on John. He rode for several miles and at the end of the journey he was at Stillwater State Prison, instead of Minnehaha Falls at the other end of the line. However, he did not find any of his friends in the bastille.

Patrick J. Walsh, one of our noble characters, needed a wreck wagon. He ran in a drug store and telephoned his home phone number!

Michael J. Hanley, after a truck side-swiped his car and kept going, borrowed a passing bicycle and at the tremendous rate of 35 miles per hour chased the driver two miles. When he caught up, he found he had the wrong truck.

Supervisor William Wright of Archer station sent cards from Catalina Island and Mexico.

Henry Ehrich sent a card from West Bend, Iowa, and Arthur Payne wrote from Perry, Iowa. Wallace Lumppe sent one from Duluth, Minnesota.

Much has been said about Ed Havlicek owning a goat farm in Stickney, but it was always denied. To the left is a "sneak photo" disproving all denials. This goat happens to be the pet of the flock, bearing the name "Astor."

Guess Who?



Got His Goat!

pet of the flock, bearing the name "Astor."

Lincoln

One of the prettiest of late summer weddings took place at 2 P. M. September 14 at the Lutheran Church of the Redeemer, when Clerk Russell Gunderson and Miss Orrell Ogan were married. After the ceremony 50 guests were entertained at a reception at the Graemere Hotel, after which the newlyweds left on a tour through the Smoky Mountains. The happy couple received many lovely wedding gifts and the best wishes of their many friends and relatives. We wish to add the congratulations of the boys at the station.

Our sympathy is extended to the family of Conductor Matt C. Almgren, who passed away at Henrotin Hospital September 20. The funeral services were held from the chapel at 3157 North Clark Street, with burial in Ridgewood Cemetery.

Henry Spethman.

Noble

Saturday, September 21, was a big day for Clerk William Lahey, for on that day he was united in marriage to Miss Bernard at Our Lady of Sorrows church. The reception in the evening at O'Connor's hall at Homan and Madison was attended by a large group of his friends from this depot, including your correspondent who met and renewed acquaintances with many old-time friends from Kedzie depot, where the groom's father, Edward Lehey, is a conductor and Executive Board Member of Division No. 241. Congratulations are extended to this young couple and the best of luck in their new venture.

Congratulations are also in order for Receiver Herman Suhr, who has completed 50 years of service. A few of these years were served at Kedzie depot, but the majority have been served right here at Noble depot, where he had the most thrilling experience of his life in the attempted hold-up of 1925.

That noise that you hear outside the receiver's window every morning at 11 o'clock is just a friendly argument between Conductor John Harazin and Receiver Charles Vanek as to who has the best automobile. John just purchased a new Pontiac in order to make short trips to Cicero. These trips were recommended to John by Vanek, who informed him that the best duck and dumplings could be had there. The co-pilot of this new Pontiac is none other than Motorman Richard Kempniak, who we understand takes over when it is necessary to back up, and who insists on three bells from John when doing so. Vanek states that he got a robot to do the driving when he purchased his new Oldsmobile.

The softball team from this depot finished in third place this year, but promises to make a better showing next season.

Bill Kelly, former clerk in the repair department at this depot, has been promoted to clerk in the bus department at North Avenue. Congratulations and success in your new position.

Postcards were received from the following vacationists during the vacation season that just closed: Conductor John Jendrzek spent his vacation digging post holes on the old homestead at Staunton, Illinois, ably assisted by Conductor Porcell; Conductor Stanley Wilewski had difficulty keeping dry while fishing at Wauconda, Illinois; Motorman Brietze tried farming at West Branch, Michigan; Conductor Paul Totzke was aide-de-camp to none other than Paymaster Captain U. G. Lee at Danville, Illinois, where they attended the state convention of the American Legion as representatives of the Surface Lines Post.

Night Clerk Remack made the most of a rainy vacation by making short trips, one of which was to Illinois White Pines Forest State Park at Oregon, Illinois. Motormen John Wallace, George Braham and Conductor John Mahoney spent a week at Waupaca, Wisconsin. Motorman Stanley Czapiewski and family

motored to Webster, South Dakota, and spent the vacation with relatives on the farm. Conductor Louis Blesch and family went street car riding in Minneapolis, Minnesota, and Conductor Andrew Iverson tried the hills in Kansas City, Missouri.

Sympathy is extended to Motorman Arthur Schmidt, who was called back from his vacation by the death of his mother.

Ed Devine.

Seventh-seventh

During the course of a vacation jaunt, Conductor Pete Conraths stopped at Rockaway Beach, Missouri. While inspecting the local attraction, he found himself in the hole. The attraction, Marvel Cave; the hole, 600 feet deep. Pete was flabbergasted!

The Illinois Federation of Labor meeting at Rockford found Conductor Bill Gill of Seventy-seventh representing labor's press. He says it was an inspiring confab and a huge success and we guess Bill knows success when he sees it. Incidentally, he found Rockford interesting, too.

Matrimony was the chief vacation attraction for Conductor Charley Kamin this year. All hands wish him lots of luck.

A young fellow who spent a similar vacation some time ago was Conductor Freiberg, and we are beginning to suspect that Cupid is monopolizing the spot light and pushing the old-fashioned fishing vacation around a little. Well, as Freiberg would say, "Who wants to be old-fashioned, anyhow?"

Sickness recently laid low the jovial Supervisor Frank Flannigan, but it's hard to keep a good man down. He didn't stay low very long and is now well on his way to recovery. Frank's got a strong chin, and he keeps it up most of the time—and shouldn't we all!

Walter F. Story.



Mr. and Mrs. William Staunton
(See story in Kedzie notes)



THEY'RE CHAMPIONS—EVERY ONE!

You can call these groups the champions—for they are. The Kedzie softball team (above) took both the North Section and the system title honors. The Lawndale team (below) won the South Section championship but lost to Kedzie in the play-off for the system title. The players are identified in the story on page 10.

