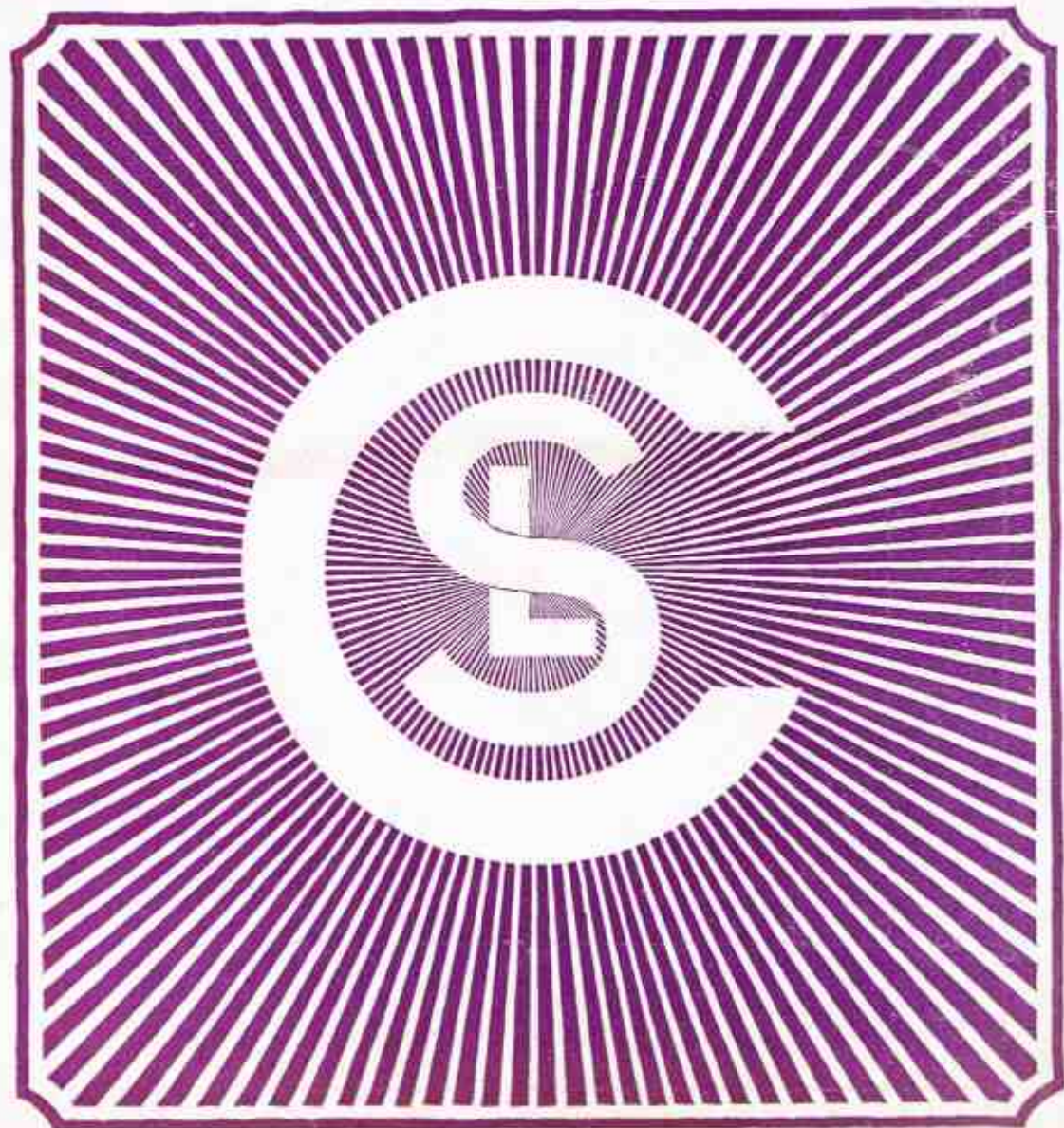


SURFACE SERVICE MAGAZINE

VOLUME 1

SEPTEMBER, 1924

NUMBER 6





“The American’s Creed”

I BELIEVE in the United States of America as a government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign States; a perfect union, one and inseparable; established upon those principles of freedom, equality, justice, and humanity, for which American patriots sacrificed their lives and fortunes. ¶ I therefore believe it is my duty to my country to love it; to support its Constitution; to obey its laws; to respect its flag; and to defend it against all enemies.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 1

SEPTEMBER, 1924

NO. 6

Our Eighth Annual Outing

Nearly Two Thousand Enjoy a Wonderful Day at Dellwood Park



PRESIDENT MALMQUIST STARTS THE PROGRAM WITH A BLAST OF HIS MEGAPHONE.

The eighth annual outing and picnic of the Surface Lines Club and the Women's auxiliary has passed into history, and will remain as a delightful memory for a long time to come.

Skies overcast and threatening greeted the early seekers for weather conditions; and hundreds of hearts sank as they contemplated the possibility of rain. We had been so fortunate in the past with the smiling skies of other years that it was not easy to become reconciled to anything else.

Undaunted by the threatening meteorological conditions hundreds of our members started early for beautiful Dell-

wood; and as the morning progressed and the threatened rain failed to materialize, other groups were encouraged to make a start. By eleven o'clock the gray masses overhead broke into fleecy clouds, and by noon a friendly sun shed its radiance over the park and raised the spirits of everybody to a high pitch of enthusiasm. Sunshine was all that was needed to complete a perfect day.

Only those whose weather fears kept them at home missed one of the most successful outings in the history of the organization. There were 1535 registrations at the headquarters tent and in addition there were some 300 in attendance

who failed to sign in. The total attendance is a record for these affairs.

Program Events

The baseball games between teams representing the various sections of the city were very hotly contested. In the first game the team representing the West Side defeated the South Side by the score of 13 to 10, the Down Town Bunch slipped it over on the North Side by the score of 10 to 9. In the final game the West Side won the Championship by scoring 5 runs to 1 for the Down Town

defeated the Transportation Department team after a desperate pull and only the sterling work of the Shops Beef Trust enabled them to win. The members of the winning team enjoyed their smokes very much but were especially proud when Captain D. McGill was presented with a large Silver Loving Cup. This trophy is to be held by the winners for one year, the team winning it three times to have permanent possession. The Shops lined up as follows: D. McGill, Captain, F. W. Meyers, S. B. Lucas, W.



MR. PETERSON'S METHOD OF BOILING WATER IS NOT WHOLLY APPROVED BY EXPERTS.

crowd. Several Major League Scouts were present looking over the talent and they were especially interested in the work of Pitcher Knobbe, but decided that the Beef Trust and Father Time had beaten them to it. The lineup of the Champions was as follows: 1st base, McKenzie; 2nd base, Hearne; 3rd base, Ebeling; right field, E. Van Wiele, center field, Crump; left field, La Voy, right short, Hobas; left short, Montgomerie; Pitcher, Quigley; catcher, Cavanaugh; 2nd base, Smargle. The above mentioned boys are now sporting some very pretty fobs and several have expressed the wish that next year's prize might be a watch.

Shops Beef Trust Wins

The Tug of War Team representing the Shops and Equipment Department,

Farrow, L. E. Mohrman, W. Goering, A. Carpenter, J. Connor, E. Anderson, A. Martikonis, H. Keller, L. Nystrand, J. Gamen, C. Wasseto, E. J. Sigwalt, W. Krull, J. Johnson, F. Stoll, E. Phillips.

Races and Features

The races were keenly contested and were closely watched by a large crowd of interested spectators. The winners of the various events were as follows:

Boys, 6 to 8 years—1st, Warner Connor; 2nd, Wm. Samp.

Boys, 8 to 11—1st, Meral Watson; 2nd, Geo. O'Sullivan.

Boys, 11 to 14 years—1st, Leonard Chrosnick; 2nd, John Posthumus.

Boys, 14 to 17 years—1st, K. Dewey; 2nd, J. Alt.

Girls, 6 to 8 years—1st, Alice Zetteh; 2nd, Ethel Bresin.

Girls, 8 to 11 years—1st, Katherine Fahey; 2nd, Grace Peterson.

Girls, 11 to 14 years—1st, Leona Boisvert; 2nd, Leona Murray.

Girls, 14 to 17 years—1st, Sophie Malecki; 2nd, Ida Bollinger.

Men, 18 years and over—1st, not registered; 2nd, Wm. Schuh.



ALL SET FOR THE MEN'S RACE.

Ladies, 18 years and over—1st, Erma John; 2nd, Katherine Gerhardt.

Ladies Potato Race—1st, Erma John; 2nd, Mildred Utz.

Men's Shot Put—1st, E. J. Kane; 2nd, Bob Whyte.

Couples Rest Race—1st prize, Mr. and Mrs. Marshall; 2nd prize, Mr. and Mrs. J. Norton.

Relay Race—Won by team representing West Shops.

Greased Pig Contest—Won by Harry Beckford, Jr.

Married Couples Relay Race—Won by Mr. and Mrs. L. Gasper.

One of the most amusing of the feature events was the "Couples' Rest Race" which was won by Mr. and Mrs. Marshall, who evidently were exceptionally tired judging from how quietly they sat



MESSERS. EVENSON, FICK, HUPP AND REFEREE ORDE, IN CONFERENCE BEFORE THE TUG OF WAR.

and went after the work they had to do. James Norton could easily have won first place had he done less talking and more work, but Jim will talk.

It is to be regretted that some of the college football stars were not at the picnic as they certainly could have taken some pointers from the chasers of the Greased Arkansas Razorback. Harry Beckford made a flying tackle which



THE MOST AMUSING CONTEST OF THE DAY—"REST RACE"—BACK TO FIRST PRINCIPLES.

Honeymoon Race—1st prize, Wm. Schenck—Mrs. Tabb; 2nd prize, Mr. and Mrs. Borgstrom.

could not have been surpassed and brought home the bacon. We understand that his fellow employes of the Stable

Department had a very successful Barbecue the following week.

The Honeymoon race was won by Mrs. Tabb and Mr. Billy Schenek. It is hard to believe that Billy folded and packed his coveralls himself and several persons suggested that he had Billy, Jr., help him win.



STRUGGLE IN THE HONEYMOON RACE.

There was considerable talk about the relay race for some months before the picnic and the result was that six teams lined up for this event. After a very hard race Captain Ebeling of the West Shop team managed to finish just about three feet ahead of Eddie Volland of the Junior team of the Clark and Division office of the Accounting Department. It



LINING UP FOR THE TUG OF WAR.

was probably the closest relay race ever held at our picnic.

The ladies potato race had a record breaking entry and it was necessary to run it in heats, which brought together four very fast young ladies for the final.

After a very close race Miss Ernie John took first place defeating Miss Mildred Utz by inches.

In the horseshoe tournament it was demonstrated that the game of barnyard golf has not as yet become popular with the ladies, as no one competed for the ladies' prizes in this event. The men turned out in large numbers and Mr. Harry Hearn won first place and Mr. C. Jung, second place.

Tennis Enthusiasts

Nine men showed up at the picnic with tennis rackets and equipment and en-



FIELD MARSHALL EVENSON.

tered the singles tournament, viz: Chas. Land, H. Eichin, E. Hoskins, E. Carman, R. Carman, C. L. Altemus, J. C. Nattinger, W. J. Pare and L. A. Heckendorf and while a couple of the entries failed to show up to play off their matches, because of the wonderful lunches prepared by someone or because they were involved in some of the athletic events such as a "still race" or lassoing the greased pig, the others banged the ball around and at the finish there were two survivors, W. J. Pare of the West Shops and L. A. Heckendorf of the Auditing Department.

They did not have time to play off the final match and that was attended to on Saturday, August 23rd, at the tennis courts at Washington boulevard and Western avenue, at which time Mr.

Heckendorf won out 6-4, 4-6, 6-3 after a tight contest. Two good players and worth watching. It might be noted here that Emmet Pare, the younger brother of W. J. Pare holds the Junior National Clay Court Championship and will prob-

In the target shooting contest it developed that there are several expert marksmen in the employ of the company. Messrs. Luebkehan, McCarthy, Kane, and Christensen shooting perfect scores. In the shoot-off Thos. McCarthy took



MR. KATTINGER'S LUNCHEON PARTY.

ably be National Junior Champion next years when George Lott, the Chicago Junior Star, steps out of that class.

The prize offered the Couple married the longest was awarded Mr. and Mrs. John E. Wilkie, with a record of 42 years and five months. Mr. and Mrs. M. H. Reiter were the youngest couple on the

first prize, E. Kane 2nd prize and M. Christensen 3rd prize.

The lucky number of the day was drawn at 5 P. M. and was No. 1782. Miss Alice Byrne registered under this number and if she will apply to Mr. Malmquist she can collect her Five Dollar Gold Piece.



MR. AND MRS. MILTON REITER, WINNERS OF THE NEWLY WED PRIZE.

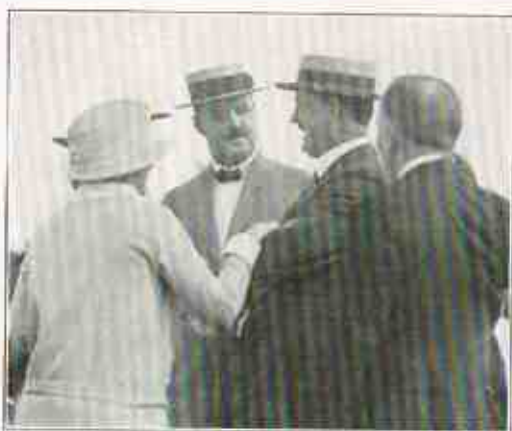
grounds and according to information brought by the various reporters, they were also the most affectionate couple and we feel sure the Pyrex Dishes will be kept busy cooking delicacies for Max.



SCHAGENHAUER AND SCHLITZ (SPETHMAN OF LINCOLN AND McCRACKEN OF BURNSIDE).

Everybody who attended the picnic has at some time or other heard of the famous Schagenhauer Family and we are sure that all had some good laughs at the expense of this famous gentleman and his friend Mr. Schlitz. The clowns, Shorty and Lengthy also contributed to the fun for the crowd.

Among the representatives of the Executive Departments observed strolling about the grounds or among the spectators of the various events were: Mr. Richardson, Mr. Fleming, Mr. Orde,



MR. FLEMING'S PICNIC NECKTIE UNDERGOES CRITICAL INSPECTION.

Mr. Duck, Mr. Hupp, Mr. Evenson, Mr. Hamilton, Mr. McIlraith, Mr. Crews, Mr. Wilkie, Mr. Sullivan, Mr. Noonan and



MESSEURS BALLINGER AND ANDERSON OF LINCOLN AND THEIR FRIENDS.

Mr. Gatrell. They entered thoroughly into the spirit of the day and many wore in their hats with becoming dignity the gaudily colored feathers distributed at the registration booth.

During the late afternoon and evening the Orchestra was kept busy playing for the Dancers and there were plenty of Dancers. As usually Floyd Frank was the sheik of the dance floor but he was

hard pushed for this honor by Messrs. N. R. Alexander and Ben Lindstrom.

Photographic Contest

In the photographic contest the best scene was turned in by Mr. A. J. McKenzie and it surely is a beauty and shows one of the beautiful spots in Dellwood Park. The best group picture was turned in by Miss L. Valentin and these two amateurs are to be congratulated on their good work.

The Children's Welfare Tent was certainly a welcome spot where many mothers left their youngsters in the care of the volunteer nurses. It is almost a certainty that at future picnics this will become a very popular place and we must congratulate Mrs. Naughton and her efficient committee.

The writer regrets being unable to announce the winner of the Men's Race, but as the winner failed to sign his name we are unable to mention him along with the rest of the Prize Winners.

Appreciative Officers

To the Members of the Surface Lines Clubs: I wish to take this opportunity to thank the members of the Picnic Committee for the efficient manner in which they handled this Successful Event. It is a pleasure to be able to appoint a Committee and feel that everyone is doing his and her best.

I also want to thank the members of



The Amateur Photo Contest.

Dellwood Lake, by Arthur J. McKenzie, won the landscape prize. Miss A. Valentine won the group prize with a view of Mr. Schagenhauer headed east. The children's welfare tent

is by John Landeck of the printing department, headquarters by Florence Janke, and the other groups by Arvid Grell and Miss Janke.

both club's for the loyal manner in which they supported us by turning out in large numbers and I hope and am sure that all present enjoyed themselves.

A. W. Malmquist,

President, Surface Lines Club.

To Members of Women's Auxiliary, Surface Lines Club: Our picnic at Dellwood Park is something to remember with pleasure. In spite of threatening weather in the morning we had a wonderful gathering and were rewarded by

the sun coming out and staying with us the rest of the afternoon. I wish to take this opportunity to thank the members of our Auxiliary for their loyal support in helping to make the picnic a success. Special credit is due to the chairmen and members of committees for their splendid co-operation. I am sure we shall all look forward with keen anticipation to the picnic next year.

Mildred Humes,

President, Women's Auxiliary.

Preventing Power Waste

Motorman Hein Leader of the Second Division for August

The most important thing for a new motorman to know is how to start and stop a car. When he has accomplished this, he has learned something relative to the limits of the particular type of equipment and service he may be operating. With the refinement of this basic knowledge, obtained through actual experience, we find a motorman who gives service and saves power.

The operation of a car is divided into four distinct cycles: 1, Acceleration; 2, Coasting; 3, Braking; 4, Stops.

To accelerate a car properly means to operate the controller uniformly and sufficiently fast to keep from wasting an undue amount of current in the resistance and sufficiently slow to keep from slipping wheels and putting undue strain on the electrical and mechanical equipment of the car.



G. M. HEIN

There are many different types and weights of cars, all of which are operated in the same general manner. There is no special rule as to the exact time in which

to feed up the controller on the different cars, as this varies appreciably with the weight of the car, and its equipment and more especially with the condition of the rail. Therefore it is largely a matter of judgment and should be a happy medium between excessively fast acceleration indulged in by some motormen and excessively slow rate of acceleration indulged in by others.

It is good practice after the car has been properly accelerated to throw off the power when it has attained the speed necessary to carry it to the next stop. One of our greatest sources of power waste is the so-called "fanning" of the air, and if the motorman realized the cost of this useless practice he would discontinue it.

Checking the speed of the car between the time of throwing off the power and the actual stop should only be necessary in cases of impending accidents, or obstructions ahead, etc., all of which is left to the good judgment of the motorman in handling his car.

The use of three or more applications of air to stop the car is exactly opposite to the theoretically correct practice. Low brake shoe pressure at high speed with high brake shoe pressure at low speed means a jerky stop, injury to the equipment, and inconvenience to the passengers.

The practice of using one application of air for a normal stop results in high brake shoe pressure at high speed and low brake shoe pressure at low speed. This means a smooth stop, no undue damage to the equipment, and comfort to the passengers. *Good judgment saves power.*

The high average motormen at the Buraside Depot for the month of August in the order named are as follows, the same method being applied to determine the record as heretofore:

Line	Run No.	Name	Badge No.
Entire Division	185	G. M. Hein	4427
93-95 Street	185	G. M. Hein	4427
111 Street	211	M. Duggan	519
115 Street	227	P. Minogue	10743
103 Street	199	J. R. Perks	8055
Riverdale	167	E. M. Deegan	413
Whiting-E, Ctgo.	157	F. W. Uphoff	8455
Windsor Park	77	A. Brown	2205
106 Street	205	O. Johnson	527
Cottage Grove	42	J. Magram	4145
87 Street	192	J. Wynn	7253
119 Street	235	W. D. Kospe	501
Ewing-Brandon	240	T. H. Moppett	567
Hammond	135	W. Sauer	763
South Deering	90	C. H. Toth	899
Extra Men		R. C. Keefer	11523

What Nerve Is

Nerve is that which enables a man seated in a street car to flirt with a woman who is standing.

Not as Easy as It Sounds

There Is a Lot More to Rerouting Than Merely Running Cars Over Different Streets

If the inquiring reporter were to board a car on one of the 35 lines which will be rerouted Sunday, September 14, and ask for opinions on the new routes, he would get a variety of views. Each passenger will judge the rerouting by the way it affects him personally.

He doesn't know how much painstaking investigation was made before the routes were determined upon, and he can't, of course, realize how many weeks have been devoted to the working out of schedules in order that the cars may run smoothly when the new routes are established.

Months before the Illinois Commerce Commission issued the order for rerouting, its traffic engineers with those of the City and the Surface Lines made a thorough survey of the traffic situation in the loop. Experienced checkers collected volumes of data showing the number of riders on the various lines, the number boarding cars at various street intersections, the length of rides and the speed of cars.

With this as a guide, the engineers worked out a rerouting plan and submitted it to the commission. Following an investigation and a full hearing of all interested parties, it was ordered to be put into effect.

That was last June.

Immediately after the order was issued, the engineering department began the construction of some \$100,000 worth of special work necessary for the changes, the shops and equipment department saw to it that the equipment was put into first class condition for the new demands on it, and Staff Engineer E. J. McIlraith with a large extra force of checkers and schedule writers began the laborious task of writing the schedules for the new routes.

The special work and equipment were soon ready, but the schedule writing has

required time. It was found necessary to rewrite the schedule covering one-third of the runs of the entire system in order to work out a harmonious service.

Every car on every route has a schedule of its own, as carefully worked out and as strictly adhered to as the schedule of a transcontinental train on a steam road.

The popular impression seems to be that cars just happen along. They don't. They run on schedule, barring accidents and unavoidable delays, of course. They leave the car station, reach given points and return to the car station all in accordance with a time table written for each car.

To work out these time tables for over a thousand cars involved in the rerouting plan was no light matter. The figures compiled for each car look like the national debt of Germany computed in German marks.

The completed schedules go to C. H. Evenson, superintendent of transportation, whose job it is to see that the cars are operated in accordance with them.

How well all this has been planned and executed will be seen on the 14th when the most extensive rerouting ever attempted by the Surface Lines will go into effect as smoothly as though no change had been made.

It is estimated that the rerouting will increase available vehicular capacity in the loop 30 per cent and decrease interference of cars with each other 27 per cent. Twenty left-hand and 12 right-hand turns and two stub terminals in the loop district will be eliminated.

There may be some confusion among car riders at first, but by millions of folders which are to be distributed in the cars, by advertisements in the newspapers and through the efforts of trainmen and supervisors it is hoped to quickly familiarize passengers with the changes.

Recording Their Thoughts

Interesting Results In a Test of Prof. Hazeltine's Thought Recording Devices.

Prof. Hazeltine, who has recently perfected a wireless thought-recording device, was given an opportunity of trying out his machine on the platforms of cars operated by a well known eastern transportation company. The experiment was conducted without the knowledge of the conductors and the results were exceedingly interesting. After the records se-

cured by Prof. Hazeltine had been transcribed the companies selected from these records a number which disclosed two interesting but diametrically opposed views of identical conditions. These were grouped in two classes, A and X. When these are presented in parallel columns they afford food for thought for anyone interested in the business of dealing with the public:

LEAVING THE END OF THE LINE

"A" Class Conductor: "Now, I musn't leave the end of the line sharp, especially this trip, for it's a busy one and my follower is a new man and it's hardly fair to swamp him." *Leaves on time and the beginner following gets through in fine shape.*

"X" Class Conductor: "Here's where Mr. Tenderfoot, my follower, gets his. I'll sneak away about two minutes sharp from the terminal and give him the soaking of his young life." *Leaves two minutes sharp and the beginner brings 'em down on the roof.*

LADY WITH TWO CHILDREN AND A BASKET RUNNING FOR CAR

"A" Class Conductor: "Well! here comes mother and the kiddies bound for the picnic. They'll never catch the train if they miss this car." *Holds his car a moment. Boat is caught and everybody happy.*

"X" Class Conductor: "Wonder what

these people think we run? Accommodation trains? If I wait for her I may get soaked, and I don't get paid for hauling 'em by the ton." *Disregards lady's frantic signals. They miss the train and picnic. (Kiddies heartbroken.)*

FEEBLE OLD MAN TRYING TO BOARD CAR

"A" Class Conductor: "Poor old chap. Looks pretty tired and feeble. Guess I'll lend him a hand getting up the steps. May be old myself, some day." *Helps old man on car. Time saved and passenger pleased.*

"X" Class Conductor: "What do they think a street car is anyway? Old people's home? If this old fellow can't scramble on by himself, he's out of luck." *Gets on unaided. Time lost. Passengers get unfavorable impression.*

IN THE MATTER OF CALLING STREETS

"A" Class Conductor: "Used to wonder why it was I had to give so many late bells; why it was my car was always late. Now, I'm hep. I didn't call streets. I sure do call 'em now, and my passengers show they appreciate it." *Passengers always on rear platform ready to alight as car stops.*

"X" Class Conductor: "Do these guys take me for a ballyhoo at a side show or something? I should be hawling my lungs out calling streets. If they don't know the streets when they see them, they're just plain unfortunate." *Passengers seldom ready to leave care as car stops.*

A TRANSFER PROBLEM IS PRESENTED

"A" Class Conductor: "This transfer, which this lady has just given me is not good going in this direction, but she doesn't look like a transfer beat to me. I'll just ask her if she realizes this car is going down town." *Politely asks her which way she wishes go. Finds out she has become bewildered as to directions, and wants to go out instead of in.*

"X" Class Conductor: "Aha! another one of these old hens who thinks she can 'round trip it.' Not with you Uncle Dudley though. I'm one of these transfer sharks, and I'll tell her where she heads in in good plain United States." *Tells lady transfer is no good and orders her off the car without offering any explanation or finding out if she hasn't made a mistake in the direction she wished to travel.*

STARTING AFTER BEING HELD UP BY TRAFFIC

"A" Class Conductor: "This motorman of mine is keen for his second bell signal. If held up by traffic, and I'm with him there. I don't want anyone spilled off this back platform through any negligence on my part." *Always has an understanding with his motorman about the second signal and plays safe.*

"X" Class Conductor: "Guess this controller twister out in front thinks I'm dead stuck on dallying with the bell cord. Always gonging me for a second signal if he gets held up in traffic. One's all he'll get out of me." *Lady tries to board just as car is starting without second signal. Before conductor can reach bell cord lady is thrown and injured.*

TURNING IN REMITTANCE AFTER COMPLETION OF RUN

"A" Class Conductor: "Gosh darn it! Here I am a quarter over in my change. Mist have been a mistake in my remittance, so I'll count it over. I do hate to decorate that short list for I know the trouble it causes all around, and furthermore, a conductor with a reputation for being inaccurate never advances much." *Counts his cash*

over, finds his error and keeps off the short list.

"X" Class Conductor: "Three thin little dimes over in my kick, but if anyone thinks I'm going through that stack of chicken feed again, they've got me wrong. Plenty of people paid to count this junk, so I should worry." *Turns in short and causes extra work for just seven different people.*

Thirteen Five-Cent Cities Left

There are now only 13 cities in the United States, of the 288 having a population of 25,000 or more in which the original 5-cent fare is in force, says an article written by J. A. Millon of the Statistical Department, American Electric Railway Association.

In January, 1920, there were 58 cities where the original fare of 5 cents was still being paid.

There are now 41 cities with a 10-cent fare; there were 23 in January, 1920.

There are 2 cities with a 9-cent fare; there were none in 1920.

There are 46 cities with an 8-cent fare; there were 14 in 1920.

There are 65 cities with a 7-cent fare; there were 58 in 1920.

There are 42 cities with a 6-cent fare; there were 71 in 1920.

Since, of course, none of the 6-cent cities went to lower rates, they went up beyond 6

cents. There were 29 of them that were forced out of the 6-cent class in the 4 years from 1920 to 1924.

What Could Be Meana?

There was a thin maiden named Leua,
Who bought a new vacuum cleana,
But she got in the way
Of its suction one day
And since then nobody has seena.

—Exchange.

You Can't Blame Him

Departing Passenger: "This is miserable street car service."

"Conductor: "Why, what's the matter? Couldn't you get a seat?"

Departing Passenger: "Sure, I got a seat; but my wife had to stand up all the way."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

Chicago

Volume 1 September, 1924 No. 6

John E. Wilkie - - - - - Editor

C. L. Altemus - - - - - Assistant Editor

WE CAN DO BETTER

During last month the Surface Lines carried over 66,000,000 revenue passengers and approximately 47,000,000 transfer passengers, a total of over 113,000,000. During the same period there were 331 letters of complaint received at the general offices from patrons who felt that they had cause for criticism of the service or of specific acts of discourtesy on the part of trainmen. It is doubtless true that not every dissatisfied car rider took the trouble to bring his grievance to the attention of the company; but from any viewpoint one must conclude that the service as a whole and the treatment generally accorded the millions who use the Surface Lines was satisfactory. Three complaints for each million passengers carried does not look excessive, but it can be bettered. Discourtesy, quick starting and passing up are still the chief causes of dissatisfaction. These can be materially reduced if it is realized that the car riders are our customers; that contented customers can be assured if we remember that they are to be shown consideration; that they are to receive polite answers to their questions; that their safety in boarding and alighting is to be protected and that our cars are on the street to give service.

WE CUT A LARGE FIGURE

A recent study of figures from 19 of the largest electric railway properties in the United States shows that we of the

Surface Lines have much to be proud of in the extent of our system. These companies last year hauled 6,700,254,037 revenue passengers—of which the Surface Lines (824,850,103) carried almost one-eighth. We lead the list also in amount of earnings and expenses, as well as in car miles and car hours, miles of track and number of cars.

CAN YOU STAND JOSHING?

What constitutes true greatness? Many items, no doubt, but among them there is a certain quality without which the biggest man in the world is not truly great. It is the ability to assimilate a josh. Can you stand being joshed? If you cannot, for heaven's sake learn how—no matter who does the joshing. Can you stand being joshed about anything? If not the thing you cannot be joshed about is the indicator of a certain weakness in your makeup.

But why does inability to assimilate a josh mark a man as a mental fly-weight?

Just because it is part and parcel of a character weakness which has several other ways of expressing itself. "Sensitiveness" for instance, the feeling of being abused; inability to accept adverse criticism. Some men and some women are easily insulted, and what a mess they can make out of the society in which they move. This proneness to insult has often been mistaken as a mark of a fine sense of honor. It is nothing of the sort. It is the mark of mental shallowness.

The trouble is we are offended if everybody does not take us as seriously as we take ourselves—and we take ourselves too seriously.—*Exchange*.

Some Safety Rhymes!

Here lie the remains of Percival Sapp,
He drove his car with a girl in his lap,
Lies slumbering here, one William Blake,
He heard the bell but had no brake,
Beneath this stone lies William Raines,
Ice on the hill, he had no chains,
Here lies the body of William Jay;
He died maintaining his right of way,
John Smith lies here without his shoes,
He drove his car while filled with booze,
Here's Mary Jane—but not alive—
She made her Ford do thirty-five.

Winning the Public

Success and Growth of Electric Traction Depends Upon Employes

"Larry Dunlay" the versatile contributor to the *Union Leader* whose knowledge of street railway affairs is born of practical platform experience, does not hesitate to talk "cold turkey" to his trainmen associates. "Larry" is a good deal of a philosopher and a close student of human nature. His slant on transportation matters is always interesting and usually highly constructive and progressive. He has observed the changes in conditions due to competition for the fares of riders, and he sees the growing necessity, for salesmanship on the part of the train crews. He delivers a message to his fellows which cannot fail to impress them with its plain common sense. The trainman who deliberately antagonizes the public is not only imperiling his own job but he is blocking the progress of the industry.

SURFACE SERVICE is glad to reproduce a significant section of "Larry's" article on the "Need of a New Spirit" appearing in the *Union Leader* of August 30:

The automobile has produced a transformation in the transportation industry. Vehicles for riding are now increasing faster than the road space to carry them. Competition between the different carriers—electric railway, motor bus and taxicab—is keen. Each has its place in the business, and will gradually find its level, serving to the best advantage in its particular sphere. As present motive power goes, nothing can displace the electric railway for cheap and efficient transportation of great numbers of people. But it will have to show efficiency to maintain its patronage. This is completely driving out the old spirit of indifference in management. Wise executives are now coaching the get-together spirit with employes all down the line, and they must get together in this business if we are going to hold our own. I sometimes feel that some of our fellows haven't

grasped the new condition. It used to be that people had to ride on street cars or walk. It's no longer that way. If the street car runs by them, they can go to the bus, and if needs be hail a taxi.

"Have you ever noticed," continued this keen observer, "how the bus fellows and taxi drivers look for business? They have an eye out for prospective riders and will actually stop and wait for them, and smile through the whole operation. Don't you think that takes with the public? Well, it does, and passengers care nothing about the extra fare, just so they know they are being treated right. That's the change that we must get into our system. I know it's hard, because we street car men were trained in a different school. It was as natural to get away from carrying passengers as it was to eat, and it was some satisfaction to soak our follower, and none of us had any wings when it came to closing our eyes at waving hands on the sidewalks, and getting away from transfer points. It went with the business, because there wasn't any competition. When we do this nowadays, we are killing our own game, and putting ourselves out of a job. That's plain talk, but it's cold truth. Of course, there isn't any sense in blocking the street waiting for people when cars are plenty, but when they are scarce we should use some judgment. When we fail to cater to passengers nowadays we are driving business away and injuring ourselves. In fact, because of the old school we went through as a non-competitive business we are the only group in the transportation field today, where the spirit of some is to run away from patronage, and without patronage we couldn't exist.

"No, it's a wrong policy, fellows," continued the speaker, "and there's got to be a change of spirit in this respect if the street car business is going to hold its own."

Car Men's Baseball League

North and Archer to Play for the League Pennant This Month

The late spell of rain, particularly on Wednesdays, played havoc with the league schedules. There are quite a few games to be played on account of the weather and ground conditions. These will probably be played before the September number of the magazine is issued.

The championship series between division winners will start not later than September 17. It is almost unnecessary to state that these games, for the supremacy of the league, will be very hot contests.

Bulletins will be posted all over the system announcing the dates and locations of these games.

NORTH DIVISION SCORES

Games of Aug. 13th

North Ave. won from Devon 19 to 5.

Division won from Kedzie 23 to 9.

Games of Aug. 27th

Noble won from Devon 15 to 5.

Lincoln won from Kedzie 18 to 6.

Division won from North 11 to 9.

Noble Wins Double Header from Lincoln at Welles Park

Pitcher Daisy of the Noble-Elstons defeated Lincoln in a double header at Welles Park on Aug. 13. First game, 9 innings, 6 to 0; second game, 7 innings, 12 to 0. Daisy pitched 16 innings without a run being scored on him, struck out 22 batters, gave 5 hits; issued 2 bases on balls and only one man got as far as third base.

FIRST GAME

	AB	R	H	PO	A	E
Noble	4	2	2	2	2	1
Peterson, 2b	4	0	1	0	0	0
Mrugacz, lf	4	1	0	0	2	1
Szudarski, 3b	4	0	1	2	2	0
Hlava, ss	4	0	1	2	0	0
Tanzor, rf	4	1	0	2	0	0
Manikowski, lb	4	0	1	4	0	0
Pelkowski, cf	4	0	1	0	0	0
Reindl, c	4	1	2	16	4	0
Daisy, p	4	1	2	0	1	0

Total 37 6 10 27 12 2

	AB	R	H	PO	A	E
Lincoln	4	0	1	1	1	1
Shaller, ss	4	0	0	1	1	1
Elie, 3b	4	0	0	1	2	0
Johnson, rf	4	0	0	0	0	0
Sullivan, cf	4	0	1	3	0	0
Gardner, 2b	4	0	1	5	2	1
Kannally, lf	4	0	0	1	0	0
Wold, lb	4	0	1	9	1	0
McDevitt, c	2	0	0	7	2	0
Dempsey, p	2	0	1	0	3	0

Total 30 0 4 27 12 2

	R	H	E
Noble-Elston	6	10	2
Lincoln	0	0	0

Struck out: By Daisy, 16; by Dempsey, 7.
Base on balls: Off Daisy, 2; off Dempsey, 1.
Home run: Daisy.

SECOND GAME

	AB	R	H	PO	A	E
Noble	4	2	3	3	2	0
Reiter, 2b	4	2	1	1	0	0
Mrugacz, lf	4	1	2	0	2	0
Szudarski, 3b	4	3	3	1	2	0
Hlava, ss	4	1	2	1	0	0
Tanzor, rf	4	0	0	7	1	0
Manikowski, lf	4	0	0	0	0	0
Pelkowski, cf	2	1	1	1	1	0
Peterson, cf	2	1	1	6	2	0
Reindl, c	3	1	1	1	2	0
Daisy, p	3	1	1	1	2	0

Total 32 12 14 21 12 0

	AB	R	H	PO	A	E
Lincoln	4	0	0	1	2	0
Shaller, ss	2	0	0	1	2	0
Elie, 3b	2	0	0	2	0	0
Johnson, rf	3	0	0	2	0	0
Sullivan, cf	3	0	0	1	2	0
Gardner, 2b	3	0	0	0	0	0
Kannally, lf	3	0	0	0	0	0
Sommers	0	0	0	0	0	0
Wold, lb	3	0	1	5	1	0
McDevitt, p	2	0	0	1	3	0
Dempsey, c	2	0	0	8	1	0

Total 25 0 1 21 11 0

	R	H	E
Noble-Elston	2	5	2
Lincoln	0	0	0

Struck out: By Daisy, 6; by McDevitt, 6.
Base on balls: Off Daisy, 1; off McDevitt, 1.
Home run: Hlava.

SOUTH DIVISION SCORES

Games of Aug. 13th

Lawndale won from Cottage Grove 13 to 7.

Archer won from 77th 7 to 5.

Game of Aug. 27th

Burnside won from 77th 18 to 5.

Burnside-69th—Aug. 13th

	AB	H	R	E
Burnside	4	3	2	0
Crimson, 3b	4	2	1	0
Underwood, lf	6	3	1	1
Lynch, rf	5	2	0	1
Andrusco, ss	5	1	1	0
Jellison, 2b	5	1	1	0
Davis, c	5	1	1	0
O'Brien, 3b	2	0	0	0
Hurita, p	5	2	0	0
Mossman, lf	3	2	2	0
Gorman, cf	5	4	4	0

Totals 48 20 12 2

69th Street

	AB	H	R	E
White, cf	4	1	1	0
Gier, lf	4	1	0	0
Brightmore, c	4	0	2	0
Mudra, ss	4	0	0	0
Joyce, 2b	4	1	0	0
Blair, 3b	4	0	0	0
Alsen, lf	4	1	1	0
Laurey, rf	4	0	1	0
Gradt, p	4	1	0	2

Total 36 5 5 2

	R	H	E	
Burnside	2	1	0	0 1 2 0 2 4—12 20 2
69th Street	0	0	0 1 0 0 0 1 0—5 5 2	

Street Car League—Club Standing, Including August 27th

NORTH DIVISION

	W	L	Pct.
North Avenue	11	1	.917
Noble Street	10	2	.833
Lincoln Avenue	6	6	.500
Division Street	5	7	.417
Kedzie Avenue	4	8	.333
Devon Avenue	0	12	.000

SOUTH DIVISION

	W	L	Pct.
Archer Avenue	9	2	.818
Lawndale Avenue	9	2	.818
77th Street	5	5	.500
69th Street	5	5	.500
Cottage Grove	3	6	.333
Burnside	3	7	.300
Blue Island	2	7	.222

Watch Your Money

The raising of U. S. currency above its face value by unscrupulous individuals has become so general during the past few years that the secret service has issued a general warning to all who handle large sums of money to give close watch to all currency accepted. Hotels, banks and merchants are generally the ones who receive most of the raised money.

Ninety per cent of the money in circulation in the United States is in the form of federal reserve bank notes. Ninety-five per cent of the raised currency in circulation is in these same notes. Crooks succeed in changing the figures and the letters, but they can't change the portraits. If bank tellers, department store cashiers, railroad ticket sellers and others who handle large sums of money would memorize the portraits which appear on the different denominations of Federal reserve bank notes there would be very little passing of raised currency. This ought to be easy because the portraits



Division Street Team.

Seated front row, left to right: S. Mrugacz, 2 b.; A. W. Anderson, 1 f.; T. Connihan, c. f.; G. Leetz, 3 b.; J. Eckles, c.; J. Mieke, r. l.; J. Angarola, s. s.; O. Brunner, p. and 2 b. Standing: S. Dymon, s. s.; M. Christ, 1 b.; G. Steffars, p. and 1 b.; J. Hradek, Mgr.; J. G. Johnson, r. l. and c.; E. J. McCarthy, r. l. and c. f.; W. Sorge, 2 b.

A Fatal Error

The following news item appeared in a metropolitan newspaper recently: "Ikey Ikestein accidentally drove his car into the parade of the Ancient Order of Hibernians. He would have been thirty-eight years old next October."

which appear on these bills are ones which everyone remembers from school days. They are: On a \$1 federal reserve bank note, Washington; on a \$2, Jefferson; \$5 Lincoln; \$10, Jackson; \$20, Cleveland; \$50, Grant; \$100, Franklin.—Southwest News.

Departments and Divisions

Engineering

Mr. Michael Korosy has joined the long list of suburbanites, having bought a new home in Franklin Park. We wish him every success and much happiness, but hope he won't get hurt in the rush to catch the 5:15.

Mr. F. J. Koza, our Chief Draftsman, has returned from his vacation looking very well rested and as brown as a berry. He said the weather did not interfere with his vacation in the least as he played golf in his hip boots and used his fishing tackle.

Mr. L. J. Boisvert is spending his vacation seeing the country in his touring car, especially that part of the country around 63rd Street and Central Park Avenue.

Miss Isabel McGinnis is spending her vacation at Channel Lake, Antioch, Ill.

Miss B. K. Buehler has been spending her vacation touring the Eastern States. From the postals received at the office we judge she is not missing many places.

boat lines. Probably he figures on lining up the best route for his next year's vacation.

Mr. J. W. Hewitt and his family spent a pleasant two weeks at Bangs Lake. He reports nearly catching a fish.

Mr. N. R. Alexander also took his vacation at Bangs Lake in his cottage. From the pictures he brought back we think he caught Hewitt's fish.

Mr. Otto Fischer is now convalescing after a siege of sickness. Next month we hope to be able to say that he is back with us again.

Mr. M. S. Gerred has joined the ranks of the benedicts. Congratulations Merle we wish you and Mrs. Gerred all happiness.

Have you heard Gus Rohde's Band? If you haven't do so at your earliest convenience; you should not miss this musical treat. The band can be heard in weekly concerts at the Dearborn St. Wreck-wagon station where it is constantly under the careful guidance of none other than the great musical genius Gus Rohde himself.

Schedules and Timetables

To put into effect the rerouting plan of the Illinois Commerce Commission, it was necessary to prepare and adjust sixty-three schedules within the last four months.



Mr. R. J. Rumatz of the Track Department Office has just returned from an interesting trip on the Great Lakes.

Mr. E. S. Platt, Tie and Material Inspector, spent his vacation trying out all the different

New schedules to adjust the service have also been prepared for 35th Street, 39th Street, 43rd Street, 47th Street, 51st Street, 75th Street, 79th Street, Grand Avenue, Irving Park Blvd., and South Deering.

This work covers over one-third of the system in number of runs, and is a tremendous lot of work for so short a time. We congratulate ourselves.

Accounting—Downtown

Miss Ada Marsden has joined the hobbled hair ranks. Who will be next?

Miss Magdolen Leon spent her vacation at Sister Lakes, Michigan. Enjoyed the bathing and eating hot dogs.

Miss Della Killham returned after two weeks' outing at one of Michigan's popular summer resorts. It evidently rained much, as she did not put on the familiar sun color.

Miss Helen Ruberry spent a week of her

through Wisconsin and Minnesota. He had everything for a comfortable camp except a boat, which is much needed.

Miss Frances O'Leary has returned from a very interesting vacation, a trip by auto to Starved Rock and Hudson Lake. Frances is now planning where to spend her next vacation.

Miss Josephine Dooley reports a wonderful vacation spent at Yellowstone National Park.

Accounting—Clark & Division

R. T. Fick just returned from a tour through the states in his new "Rolls Royce". He claims that the weather was rather wet, and that was the cause of his being detained a half day, glued in the mud.



Archer Team.

Standing, left to right: Schultz, Mgr., 3 b.; Hogan, p.; Fox, Capt., 1 b.; Aichiam, 2 b.; Hager, r. f.; Conlan, c. I. and p.; Pelton, I. I. and p.; Hansen, utility. Seated, left to right: Oakey, utility; Daley, r. s.; Begy, coach; Grannan, c.

vacation down in Old Kentucky. A great place in warm weather. She could enjoy this year very well.

Miss Juliet Peletrin has been through unfortunate circumstances recently, having lost two members of her family brother and father. We extend our sympathy to her and family.

Miss Genevieve Hogue was operated on for appendicitis, Thursday, August 14th at Frances Willard Hospital. Miss Hogue is doing splendidly.

Miss Myrtle Turn returned to work Tuesday, August 20th after an illness of several weeks. We extend our sympathy to Miss Turn and family for the loss of her sister, who died on August 11th.

Mr. P. W. Sears started a vacation trip

B. Williamson says she spent most of her two weeks' vacation anchoring the boats during the many storms at her summer home at Lake Geneva.

A. Ronayne and E. Volland have also returned from their vacation.

There is no doubt that this department intends to back its president. This was shown by the fact that the entire department was present at the picnic with the exception of two.

Mr. and Mrs. M. Reiter won the prize for the couple married the shortest. They were also the most lovable couple on the grounds.

H. Sprenger claims that his feet are not mates, and that was the reason for that terrible tumble he took in the relay race.

Since the picnic, Mike Rubey has been giv-

ing lessons on how to do a graceful summer-sault in the middle of race. Ask Mike, he'll show you.

Electrical

A daughter was born August 20th to Mr. and Mrs. Otis Murphy. Mother and daughter are doing well.

The owl reporter has been busy making certain investigations which have not been entirely without success. It appears that the principals in the case this time are a Mr. C. H. Clooner, many balmy moonlight nights, a much secluded bench in Lincoln Park; countless bags of popcorn and peanuts, and last but not least a beautiful and alluring maiden.

at a record rate in spite of reports that all the roads were washed out and wires down from the terrific winds. Mr. George Lyall and his wife landed at Eagle River, Wisconsin. Julius and Julia Lellinger went to Three Lakes, Michigan accompanied by Miss Lulu Sanders. Margaret Meagher went to the Dells, Wisconsin and we understand that Frank Felstow was at Kilbourne, Wisconsin. Frank "claimed" he was hiking most of the time. Margaret Harte landed gently in Des Moines, Iowa, and came back full of pep. Just got a postal from Jack Caspar. He states that the street car service in Detroit does not compare with that of Chicago. Well, that's nothing—that's a municipally operated line.



Cottage Grove.

Standing, left to right: N. P. Westgard, r. c.; E. W. Fay, l. l.; J. Kubulein, c. f.; E. R. Larson, s. s.; E. Healy, 1 b. Middle row: E. L. Kollerschke, utility; D. J. Davies, Mgr.; J. H. Payne, 3 b. Frontrow: J. B. Villiers, 2 b.; J. J. Casey, c.; A. Oesterreich, p.

A. J. Katte drove to his summer cottage in his new Lincoln Jr.

Miss Wardine Sheldon has returned from a very pleasant vacation spent in Evansville, Ind.

Chas. Murphy, who has been employed in this Department for over thirty-two years, died recently at his home in this City.

Legal and Accident Investigation

We have not detailed the various trips made by various members of our department during their vacations but herewith is a slight summary of the amount of territory covered. "Ory" Gilbert took a flier to the Jackson Hole Country in Wyoming and sends a card showing snow covered peaks on which he states "This is as near to heaven as I ever expect to get".

Miss Florence Janke with her father Nathaniel who is one of Mr. J. Z. Murphy's employes, her mother, aunt and uncle took an automobile trip as far north as Toronto, including Niagara Falls, Buffalo, Erie, Pa., and Cleveland.

Mr. Olaf Shan drove to LaClaire, Wisconsin,

George Thornton drove as far west as Omaha. Ernie Hoskins spent all his vacation money for gas and oil. Michigan visitors were, C. R. Rood Higman Park and Benton Harbor; Mary Beatty, Grace McCann, Saugatuck, Helen Johnson, Mrs. Vaughan. Harriet Oliphant "tripped" through Iowa. Alice Donegan looked for hot weather at St. Louis and then at South Haven, Mich. "Ed." Healy worked out on Twin Lakes, Wisconsin. Frank Gattrell went through Michigan via Detroit into Canada. Hubert Smith gave the flappers at Grand Beach, Mich., a thrill by spending a couple of weeks there. "Nick" Casey wrote from Crandon, Wisconsin, that his second week there was quite enjoyable as it had only rained once a day and the fish were "almost" biting. Sylvia Oppenheim boated to Wisconsin and Michigan.

Leo Kearney sat at the front window with his golf sticks handy watching the rain. Lou Altemus was picking cherries at Marionette, Wisconsin. O. M. Ross "trotted" and "stepped"

up Pike's Peak, through Denver, the Garden of the Gods, Manitou Springs and Colorado Springs. Marty Kavanagh made Atlantic City and New York. Jack Lynch drove to Salem and Camp Paddock Lake, Wisconsin. C. R. Moore cast for bullheads at Crystal Lake, Illinois. Harry Babcock warmed up in St. Louis. "Bill" Eger emulated Andy Gump's luck with the fish at Sturgeon Bay and Jackson Port, Wisconsin. "Slim" Ketchum raised the water at the Dells in Wisconsin and at Stone Lake, Indiana, every time he stepped into the water. George Capithorn was up in the North Woods of Michigan. John P. Jarvis states he was at Kankakee (on a farm) and also at Kenosha Wisconsin.

Walter Donovan stuck it out at the Democratic Convention until his vacation was over. "Shorty" Connors went to Muskegon, Mich. Thos. Breen drove to Montreal and also through New York. John Muir spent some time on a farm in LaSalle County, Ill. We don't believe John did much more than sit in the shade and drink buttermilk. Linn Chamberlin spent two weeks at Birmingham, Alabama. John W. Walsh visited California and the Canadian Rockies. Frank Campbell is going to Milwaukee for old times sake but not for the same old reason—and then across the Lake a bit. W. O. Holton is easing bass out of several lakes in Michigan.

Now if this correspondent has missed anybody, it must be admitted he tried hard not to.

A resident of Two Rivers, Wisconsin, visited a member of the Department of Accident Investigation and learning our member was employed by the Chicago Surface Lines, inquired the nature of his employment. Then he said, "Do they need a man just to look after accidents?" This proves nothing except that when we look at Mars we have a very faint conception of the meaning of things that are visible to us.

Shops and Equipment—North and West

The Shops and Equipment Department are rather proud of their participation in the events at the picnic. One of the features won by our Department was the Tug of War. West Shops did their share to make the day a success by winning the final indoor baseball game from the Downtown Office. We also finished first in the relay race, and Mr. Harry Hearn won the Horse Shoe Championship.

Miss J. McCarthy returned from a two weeks' vacation spent at Twin Lakes, Wisconsin. What she found at Twin Lakes to give her the courage, we don't know, but she came back with her hair bobbed. The score at the West Shops is now 4 to 2, in favor of the Bobs.

Miss L. Anderson is spending her vacation on a farm in Ogema, Wisconsin, learning to master the intricacies of driving a flivver. We are sorry for the cows, pigs, chickens etc., but the latest bulletin states that a general warning has been sent out to the farmers to keep their stock under cover for another week.

Mr. C. Larson of the Engineering Division, has returned from a two weeks' vacation.

Mr. J. Newton Paint Shop Foreman, left for a three months' trip to England where he expects to visit relatives and friends.

Mr. O. M. Glasgow, West Shops, better known to his many friends as "Shorty" has returned from an extended automobile tour of the East including Washington, D. C. Besides having a fine trip, Shorty has established a new record for crossing the mountains in a Ford. He came back with the same transmission linings that he started out with, and in good working order.

Congratulations and best wishes are extended to John Koss, West Shops Transfer Table Operator, who was married on August 6th.

Our sympathy is extended to the relatives of Mr. J. Dore, one of the veteran employees of the Paint Shop, who passed away Saturday, August 23rd after a long illness.

Mr. Thomas Donohue, Assistant Day Foreman at Kedzie Carhouse, is back from his vacation and is looking good.

Mr. William Krueger, Day Foreman at Kedzie Carhouse, made a successful vacation trip to Niagara Falls and back by motor.

South Shops and South Division Carhouses

The sympathy of the Department is extended to the bereaved family of Joseph Pelatrina, who died on August 3, 1924. For the past five years, Mr. Pelatrina was employed as Machinist at the South Shops.

Mr. Bolton and Mr. Keane, 69th Street, have returned from Niagara Falls, where they spent their vacation.

Congratulations are now in order for Miss Mildred Hansen, who was married on August 23, 1924, to Mr. Lloyd Moir, formerly employed as conductor at the Burnside Car House. We are glad of this opportunity to extend our very best wishes.

It was indeed very gratifying to see the large number from the Department who attended the annual Picnic at Dellwood Park.

Our Pattern Maker, J. Gerber is the proud possessor of a very fine greyhound. It is his duty each morning and evening to cover about five miles, in order to properly exercise the animal. We suggest that John Sake endeavor to get a stand-in with Mr. Gerber—possibly he would permit him to take the dog for a few jaunts.

On August 9th, Mr. Altou motored to Camp Custer, Michigan.

We are glad to report that Frank Meskewicz, our Crapeman, has returned to work after a brief illness.

Circumstances beyond the control of our Base Ball Manager, prevented him from attending the Picnic, otherwise, we believe the result of the game with the West Shops, would have been different.

J. Seaman, South Shops, and J. Brown, Rockwell, motored to Yellowstone Park, with their families, for their summer outing.

Material and Supplies Department

Romeo Peltrin passed away July 27th, 1924, at the Lakeside Hospital after a long illness. We wish to extend our sympathy to his bereaved family and friends.

J. Gillespie is in the Michael Reese Hospital recovering from a serious operation.

Joe Williams has returned from his vacation which he spent at Starved Rock and Wisconsin. Fred Getz spent his vacation at Niagara Falls

and Canada. Are you looking over ground for a honeymoon trip Fred?

Eng. Jensen is a booster for Chicago as a Summer Resort. He spent his vacation at the baseball games and shows.

Have you noticed that Herb Hoyer has been kicking about Chicago's traffic system lately. The reason is that he has just acquired a new Willy's-Knight.

Andy Martin became so enthusiastic when the West Shops won the ball game at the picnic that he planted a kiss upon the brow of the man standing next to him.

Jane Mitchell spent her vacation in the devastated region of Antioch, Ill.

Erna Karge returned from her vacation which she spent searching for thrills in an aeroplane.

Mary Topolinski came to the picnic all dressed up in a nifty riding habit to ride the ponies on the Merry-go-round.

Cottage Grove

The writer has had the honor of operating a car a good many years in the First Division, and wishes to go on record as stating that schedules are being more strictly observed now, than at any other time during his street car experience.

Good service naturally follows this condition and there also seems to be more harmony between man and man. The equipment is kept in first class condition, and the traveling public respond more readily to little acts of courtesy extended to them during a day's work.

Now, if this article appears optimistic, it is exactly the way the writer feels, and he has a hunch that it is the proper way to approach a day at our duties.

Have you noticed, while operating a car, that the manner of the operator reflects on the operation of the car? Observe an operator when the circuit breaker blows, slam the same back mad as a hornet, and you will find that his car will set up in the same manner. Observe another operator, under the same circumstances and conditions, nurse his car, cool and collected. His passengers will reach their destinations in a pleasant frame of mind, and no serious delay will occur while the second operator is in charge.

There are plenty of good operators, both young and old, who handle the equipment with care. This makes satisfied passengers and is one of the reasons that Chicago is obtaining splendid street car service.

When an operator is going down the long, long trail, over the river and far away to Howard and Clark, with a hard rull ahead, a good conductor is as welcome as the flowers in May.

Burnside

Mr. A. H. Cochrane wishes to thank the boys of Burnside Office for the beautiful floral offering and expressions of sympathy received following the recent death of his brother.

A great improvement is noticed at the Railroad grade crossing at 94th and Cottage Grove, due to the Nachod Timer installed at this point which is doing away with a great many unnecessary delays.

Conductor Elmer J. McCarthy has returned from a motor trip to Duluth, Wisconsin. He says his Baby Lincoln took him there and back without even a puncture.

Conductor Chas. Gearhart went one better, by motoring to Pikes Peak, Colorado, and back, bringing back with him some relics which are on display at this office.

Motorman Henry Anderson having explored the entire Great Lakes region is back on the job and says he is good for another year when he will attempt to explore America.

Motorman Nels Magnuson another of Burnside's "Old Reliables" is resting up at Port Wing, Wisconsin.

Conductor Curtis Best returned from Lady Smith, Wisconsin, by auto and it only took half the time to motor back than it did to go there.

You should have seen the bears up there, says Mr. Best. "Oh, no, bears ain't afraid of me." This is probably the reason for his quick return. How about it Curtis?

Motorman Thos. Moppett, a Burnside veteran, being in service 32 years, is spending his vacation at Paw Paw Lake. Best wishes for an enjoyable vacation Mr. Moppett.

We are all glad to see Motorman Ed. Kelly another 32 year service veteran back again, having been on the sick list for the past 30 days.

Sixty-Ninth

C. D. Nayder made a dash out on the west end of 63rd Street and those who saw him declare he should be signed up for the Olympic games next year.

Frank Suma not wishing to miss on Monday, Aug. 18th, hopped onto his boy's bicycle and got to work on time. Good advice Frank, but how might J. Carney and P. Williamson do? Fortunately they do not miss.

Howard Harris has just returned from Canada by auto. O. F. Nylander has left for a long stay at his father's farm at Himeryd, Sweden. U. S. Gillis writes in and says that "Catman, Arizona, has the grandest trails he ever saw." E. Jones is visiting his mother in Shell City, Mo. M. E. McInerney says its very muddy in Iowa. H. L. Manke, Van Buren, Indiana, writes in that Indiana got too much rain. J. Wach came back from Irons, Mich., to get auto parts, as he struck a tree. T. Calkins says "Pikes Peak is falling" as he brought two feet down with him. The Burgeson Brothers claim that a trip to the Falls in their auto is fine. Mr. Walsh had a good time in Rochester, N. Y.

Otto Davis prefers pie for dessert. Why he even rides a pie wagon to work.

Some one remarks that Wm. Priebe, our traveling motorman is a little thin since he spent his vacation at Starved Rock.

Motorman T. O'Rourke back from the East says of Massachusetts: Their car fare is more than ours owing to the fact that their towns are very close together and a fare is collected in each town.

We extend our heartfelt sympathy to Mr. H. Jurgensen and family in the loss of their dear wife and mother, and to Mr. M. E. Magnuson in the loss of his dear mother and to Mr.

F. Strasser in the sad loss of his father, August 16th.

Our Employe's club picnic at the Forest Preserve, July 30th, proved that many like just such an outing, especially the ladies and children who even asked that it be an annual affair. We do know we had some fun and could have eaten a couple of more loads of ice cream. It also showed the Mr. R. Booth and Mr. Jas. Duffy, the "Avery" and "Walt" type of runners were by far the most interesting winners in the races, and that Mr. C. Stitt, and Mr. C. Joyce were the best 3 legged runners about. Everyone agrees our Chief of Police, Mr. C. Stout was a knockout and Mr. V. Konetski thinks that three bases are a plenty on any ball diamond.

Mr. W. H. Cohen, our night repair foreman, says it was a mean trick not to offer a prize for the largest family group present at the Dellwood picnic. He was present with 14 members of the Colan family, the youngest a boy 11 months old.

Archer

A. J. Hansen's leg is not healing very well. It is feared he will have to go back to the hospital again, and have some more skin grafted on it.

Jerry Horan, is gaining strength very slowly, will not be able to return to work for quite a while yet.

F. H. Price, looks fine in his new policeman's uniform. If he makes as good a policeman as he did a motorman his beat will be well protected.

Mike Lewandowski and a large party of friends attended the Surface Lines Club Picnic, at Dellwood Park, on Saturday Aug. 16th. Mike says he had a good time. He entered in the horse shoe pitching contest, and the shot put contest, and the only thing that kept him from chasing the greasy pig, was that they did not have any overalls big enough for him.

Our baseball team is going along very nicely. The boys still have great hopes of capturing the cup. Boosters get out and show the boys you appreciate their fine work.

Lawndale

The sympathy of the men of Lawndale Depot is extended to Conductor Jos. Konkol who has the great misfortune of losing his wife, but a short time ago, and his 10 year old son in Lake Marie July 30th by drowning.

Once more death claims one of our young trainmen, Conductor Daniel J. O'Connor, who was killed by being struck by an automobile at the Roosevelt Road Bridge. Other trainmen should bear this unfortunate accident in mind, and always look for the automobile that may be rushing towards them and perhaps in the hands of a "speed maniac," before stepping off car or sidewalk. The men of Lawndale extend their sympathy to the relatives of Conductor O'Connor.

Some proud "Daddies" around Lawndale Depot these days, since the last issue of the "Magazine," and they are all boys, too, and if you haven't heard, here they are: Conductor

P. Clarke, Motorman Thos. Lonergan, J. Gancarz and M. Shea.

Mothers and babies are all reported as doing well.

Division Superintendent Maguire is spending his vacation at his summer home in Michigan. A special wire, direct from Chicago, supplies him with the doings and scores of the Lawndale, Sox and Cubs ball teams.

Motorman M. Boggan received his first pension check after waiting 27 years, and is justly proud. Motorman Boggan is a Spanish War veteran.

Supervisor J. Milton has returned to duty, after spending his vacation in Michigan. John drove his Crow-Elkart all the way and said it performed like a two-year-old, and we believe him, as he was kind enough to give us a lift to the picnic, and the Crow flew like a bird, of course.

Conductor Tim Reilly was painfully injured last week by being struck by an automobile, at Morgan and 22nd Streets. Late reports are that he is doing nicely.

Supervisor Madison is spending his vacation in Wisconsin teaching his Briscoe to climb the "Steep Ones."

Clerk Chas. Karschnik is visiting his uncle's family in Minnesota and reports that he is learning a new trade: that of milking cows.

Blue Island

The following are proud fathers at Blue Island Depot: To Motorman Kowske, a boy on Aug. 16th; to Conductor Kral, a boy on July 30th; to Conductor Paradowski, a girl on July 23rd; and to Motorman Pontarelli, a boy on July 28th.

Joe-Joe, our handsome Transfer Clerk, while motoring to Pasadena, California, found that he would not be able to make it in two weeks (there and back), so he wired Act. Receiver Eckart for advice. Eckart wired back for him to get a set of car wheels from the Santa Fe Railroad, put them on his machine and use the railroad tracks. Joe did as Eckart advised and made the trip alright, but now the Santa Fe Railroad is after Joe to pay them for the use of their tracks.

Our Head Receiver, Dave Jones, is back from his vacation which he spent at Bay City, Michigan, where he enjoyed himself very much. Glad to see you back, Jones.

Combination Clerk and Receiver Quaid is spending his vacation in Benton Harbor, Mich.

During the last rainstorm, on Aug. 6th, Conductor Kopshever had his alarm set for 4:30 A. M. and when it went off he jumped out of bed as usual and into a foot of water. He had to dress outside and come to the depot to "get off," to move his furniture out.

Wm. C. Winter has found a new relief for hay fever and claims he feels much better than in the past years. Thanks to Motorman Joe Sykora.

Kedzie

When Supt. S. G. Irvine was on his vacation we still bet he was wondering what he had done to have been treated the way he had, for

Providence sure spoiled that song, "It Ain't Going to Rain No More."

Receivers Otto Jurewski and Rudolph Schultz, the fisherman receivers, were seen digging for worms with a flashlight in a cinder pile at 3 o'clock in the morning. Their efforts were not entirely futile for Otto caught a two-inch perch.

Conductor Geo. O. Dell while on his vacation in Wisconsin sent us a snap-shot of himself and a large string of fish. We did not see any fish poles in the picture, but we did see a shot gun. If you don't mind, George, will you tell us how you caught them?

Wm. Toomey, who spent his vacation at St. Charles, says he had a most enjoyable time in the cottage, for they were marooned in it by the ever-rising St. Charles River.

Armitage—Division

Red Kuzins thought he put it over on the boys. Yes, sir, he was married August 20th in the morning.

When Hoff eats lemons he puts sugar on the floor.

Receiver White will tell why the shops won the tug of war.

Owing to the great strain teaching the Tug of War Team, our Asst. Receiver, W. K. White, was so worked up about it he was all confused about what course to take to get to Dellwood Park. In some way he was misdirected, landed at Glenwood Park and was looking around the grove when he discovered he was in the wrong place. He made himself at home for a while. Upon asking some of the picnickers, he was informed that this picnic was given by the Printers. He started home but found it too late to get to Dellwood Park, so he went home disappointed.

Noble

J. Olson No. 2 worked a day car, Sunday, Aug. 17th, and then went home and went to sleep. We woke up thinking it was work day time and came running to the Depot all out of breath, thinking he missed. What's the matter, Olson?

Our assistant foreman, Mr. Nelson, had so much bad luck with his auto that he sent his son down to Salusk's Junk Shop to see if he could trade his auto for a generator.

Lincoln

Mike Curran has been having a hard time to get a hat to fit him since the stork brought him another son. He now has five boys. Mother and baby doing well, and we all wish them good luck.

A. Sage is still there with his feet. The young sheiks may be there with the jazz dancing, but Al and his sister-in-law, Mrs. Hamlin, captured the prize for best waltzing at a picnic held at Morton Grove, Aug. 9.

Two more of our comrades have passed away—John E. Johnson, a motorman, and R. Ryon, our ex-supervisor. We all extend our sympathy to both families.

Limits

Well, it looks like wedding bells for Conductor Cook. Just when the event will transpire is problematical, as Cooky is rather reticent regarding information.

Mr. Hill has just returned from an extended automobile tour from Chicago to New York, Atlantic City and Washington, D. C., and back via the Lincoln Highway, visiting the principal industrial cities of the country. As Mr. Hill points out, 70 per cent of the industrial activity of the United States is carried on east of the Mississippi and north of the Mason-Dixon Line. He was surprised at the network of hard surface roads encountered on this trip, which he attributes to the fact that 4,400,000 automobiles were produced last year, the greater portion of which were distributed in this section. He was also surprised at the amount of freight traffic carried by automobiles and the effect of the short haul had upon the public carriers, stating that electric interurban lines are making a very strong effort to secure a portion of this traffic, inasmuch as automobiles and good roads have somewhat decreased their revenue. He further states that it is evident that good hard roads and automobiles are cutting into the electric transportation systems of the smaller municipalities of 30,000 and under, the larger industrial cities not having the parking space.

Benny Beuson is at the German American Hospital, corner of Diversy and Halsted St. Paddy O'Connor visited him recently and states that he is doing as well as can be expected. Don't fail to pay him a visit.

Devon

Among the many at Devon who will have one more mouth to feed is Mr. Thos. Filman, and it is a girl. Mother and baby doing nicely. Good luck, Tom. We also heard that "Clans Johnson" (Real Estate Johnson) is the daddy of a girl. We will have the smokes on the new arrival (maybe).

Mr. Cibick has returned from Phoenix, Arizona, where he stayed for a few months with his daughter. He reports the weather very warm there—120° in the shade, but very little shade to be found. Welcome back, "Ci"; glad to see you again.

We have noticed Oscar Wilson is back on his run again after being off a long time on account of illness. How does it feel, Oscar, to be at work again?

Sounds Reasonable

"As I understand it," said the heathen, "you propose to civilize me."

"Exactly so."

"You mean to get me out of habits of idleness and teach me to work."

"That is the idea."

"And then lead me to simplify my methods and invent things to make my work lighter."

"Yes!"

"And next I will become ambitious to get rich, so that I won't have to work at all."

"Naturally."

"Well, what's the use of taking such a round-about way of getting just where I started? I don't have to work now."—Washington Star.

Bouquets for the Boys

Motorman Becker, Sixty-Ninth

August 4, 1924.

Chicago Surface Lines,

Gentlemen:

I would like to say a word in favor of Mr. F. C. Becker of 4931 S. Ashland Avenue who is in your employ as a motorman out of 69th and Ashland Barns. I had the misfortune recently to lose my purse containing considerable money and papers. Your motorman found it on the street, as I lost it out of an auto, and turned it in at the barns, when your chief clerk notified me. I felt it my duty to sound a word of praise for a man who is so honest.

Respectfully,

MRS. AGNES MAESER,
3640 W. 65th Street.

Conductor Merker, North

Austin, Ill., Aug. 8.

Chicago Surface Lines,

Gentlemen:

I hereby tender my heartfelt thanks, through you, to Conductor No. 368 for his honesty and promptness in turning in to the offices of the North and Cicero Car Barns, after taking the trouble to report to the Western Electric Company's police, a valuable musical instrument, that is, to me, a working man, which I left in a south-bound Cicero Avenue car on the morning of August 7th. It does one good to feel there are still honest people left in this world, and especially amongst the men who serve the public. Also, it is conspicuous to anyone traveling the Cicero Avenue cars during rush hours, the courtesy extended and the general good feeling between conductors and passengers often during great difficulties. Trusting that one day I will be able to repay in one way or another and reiterating my thanks.

Yours truly,

C. F. HUNT,
Western Electric Plant.

Conductor Ganschow, North Ave.

August 8, 1924.

Dear Mr. Ganschow:

Please accept my sincere thanks for your kindness in turning in my hand bag which I lost last Tuesday. The keys were the greatest value it contained, and it saves me quite a lot of trouble to have them returned. Thanking you again for the favor, I am, very sincerely yours,

B. A. LYNCH,
3223 W. North Avenue.

Conductor Wold, Lincoln

August 7, 1924.

Chicago Surface Lines,

Gentlemen:

This evening while coming home from work about 11:45 P. M. on the Fullerton Avenue car, I was very much impressed by the way the

conductor, number 12534, of the car treated his passengers. I do not think he was so patient because he felt it was his duty, but because he found joy in doing it. When passengers alighted from his car he cautioned them about getting off before the car stopped completely and many other little thoughtful and helpful hints were given the passengers by him.

Sincerely yours,

MISS GRACE SANDERS,
2403 N. Albany Avenue,
Chicago, Illinois.

Conductor McTierney, Seventy-Seventh

August 8, 1924.

Chicago Surface Lines,

Gentlemen:

I wish to have you commend your conductor No. 12092 on Clark and Howard Streets car for the kindness and courtesy shown me on the evening of August 5th during the terrific rainstorm. Consideration was not only shown to me but to other passengers as well, and I feel certain he handled the situation of closing windows and assisting passengers on and off the car as efficiently as it is possible to do so. Please accept my appreciation of the service rendered.

Very truly yours,

VIOLA A. RENZ,
1325 Waveland Avenue.

Conductor Calford, Limits

August 8, 1924.

Chicago Surface Lines,

Gentlemen:

On Tuesday evening of this week I rode on a southbound State Street car from Division and Wells Street. At Cedar Street an old lady boarded the car and after paying her fare, exclaimed, "O, my parcel!" Conductor, badge No. 5786, looking out into the street saw parcel about six or seven houses north of where the car was. He pulled the cord, which caused motorman to stop, and 5786 ran for parcel and was back on car in less time than it takes to note it. His voice was so kind and he was so gentle with this dear old lady, I feel it is only fair to him you should know about his generous action. I commend him most heartily to your consideration.

Respectfully,

MRS. JULIA D. WILLIAMS,
36 E. Walton Place.

Conductor Dorgan, Seventy-Seventh

August 11, 1924.

Dear Sir:

For the past month I have intended writing to you but having so many duties to attend to just could not find time. If it had been a complaint I suppose I would have found the time, that is usually the way.

It was on a Halsted Street car and Conductor 4834 sure is a very courteous young man and a credit to the company. I sent him a little change to have a smoke. I do not know his name, so I sent it to Conductor 4834 at 77th and Vincennes.

If convenient, please let him know I wrote

regarding his kind act, for if it had been anything against his record I know he would hear about it.

Very truly yours,
 MRS. F. WILLIAMS,
 6135 So. Campbell Avenue.

Conductor Miller, Seventy-Seventh
 August 16, 1924.

Chicago Surface Lines,
 Gentlemen:

As it seems right to give commendation when deserved by the conductors and motormen under your supervision, I wish you please to commend Conductor 4360 for his honesty in returning a velvet bag with several dollars and articles of value to the owner, also for his genuine courtesy in directing two women to their proper destination.

On August 15th, about noon perhaps, a little later we took a car on North State Street marked 119th street number 6029. As it was not the car we should have taken the conductor advised our transferring at a cross line. We changed at 63rd Street, as did also the conductor and motorman about 1:15 P. M. Before taking the next car it was discovered that one had dropped her velvet bag in the car gone on. The conductor and the motorman, who were still at the corner, very courteously advised us to take the next 119th Street car and explain to the conductor. Well, he too was most courteous, advising us to wait at 111th Street for the return of 6029.

When Conductor 4360 saw us he told us he had the bag and was returning it to the proper person safely so it could be called for.

We were treated with such courtesy and sincere kindness that we felt it but right to inform you, as an expression of appreciation of your efficient supervision and your men's efforts to do the right thing at all times. We doubly appreciated the kindness, as one woman was not young and the other had just recovered from a serious accident (a broken limb); therefore neither was very spry.

I regret not having the numbers of all who were so helpful to us, but I hope you will express your approval of their work.

Respectfully and gratefully yours,
 MISS ALMA M. MORTIMER,
 MISS SARAH O'BYRNE,
 1916 Hudson Avenue.

Conductor Maloney, Blue Island
 August 16, 1924.

Chicago Surface Lines,
 Gentlemen:

The following incident I believe you will be interested to hear of and give proper credit to. As the writer got off of car No. 1333 on the 16th and Kenton at 16th and Crawford at about three o'clock in the afternoon of August 14th, a large, heavy-set woman with both arms full of bundles came running to catch the car. The motorman had evidently not noticed her but the conductor did. He immediately signalled the motorman to come to a stop after he had made the crossing and signalled to the woman that they would wait for her. The same conductor has been very courteous and concise in giving the writer the information he asked for,

and his whole attitude was that of trying his best to be courteous and be of service. There were at least two patrons of your lines that were pleased with him, at any rate.

Yours very truly,
 E. A. STAVRUM,
 c/o H. E. Lesau Adv. Agency,
 37 W. Jackson Blvd.

Conductor Wagner, Elston
 August 12, 1924.

Chicago Surface Lines,
 Gentlemen:

Just a line to call your attention to the honesty and courteous act of your conductor, No. 11700, on car No. 1634 northbound on Elston Avenue on the night of August 11th, at about 9:10 P. M. A very well dressed man and lady got on the car at Kedzie, entered and sat down. The conductor came in with a very expensive-looking hand bag asking this lady if it was hers; she said yes and took it; the conductor then smiled, tipped his hat again and walked back. The reason I write this is the lady never as much as thanked him; she acted as though he had handed her a transfer. People are quick to kick but slow to praise.

Yours for more men such as Mr. 11700,
 R. IVERSEN,
 2715 N. California Avenue.

Conductor Essen, Motorman Breitenbach, Elston
 August 14, 1924.

Chicago Surface Lines,
 Gentlemen:

It gives me great pleasure to write you of the kind consideration given a poor blind man by the conductor and motorman of a west-bound Irving Park Car on the evening of August 14th, the run number of the car was 158. May they continue the good work.

HENRY J. WESPER,
 1248 N. Whipple Street.

Conductor Warren, Sixty-Ninth
 August 17, 1924.

Chicago Surface Lines,
 Gentlemen:

This letter is just to commend Conductor No. 2456 on car No. 5531 traveling west on 63rd Street, who certainly is the best conductor on any Chicago car I have ever been on, and I have traveled all over the city for a number of years. He was courteous, he had a smile and was of all the assistance he could be. He called his streets clearly and when we went under the State Street viaduct he turned the lights on, which is a help to those reading and also prevents the work of pickpockets who are altogether too numerous. The main point which shows intelligence was when he called the Englewood Station he specified what trains went through it. The motorman, who's number I didn't get, was a careful man and held fast to his "Safety or Sorrow" teaching. Yours for more men like these and better surface transportation.

Link Belt Co.,
 M. H. KROBER,
 Sales Department.

Motorman Knorst, Devon

August 23rd, 1924.

Chicago Surface Lines,
Gentlemen:

I cannot help but commend the service of Motorman No. 12269 who brought me out from the loop in car Broadway No. 3103. This afternoon he saved a life by skill in handling his car when a woman with a baby walked in front of it when the car was coming north at a good rate. This was at Barry and Broadway. Really all in the front of the car were astonished that the woman and baby in a buggy were not hit. This motorman may be depended upon in a crisis.

Very truly yours,
F. K. GILLETTE,
534 Belmont Avenue.

Conductor Van Dee, Lincoln

August 23, 1924.

The Chicago Surface Lines,
Gentlemen:

I wish to call your attention to a most remarkable deed of courtesy and helpfulness extended to me by a conductor on a Fullerton Avenue car on the morning of August 10th. I arrived in Chicago to visit relatives living over two blocks from the end of the Fullerton Avenue car line. Having a heavy suit case to carry, this conductor assisted me from the car and carried my suit case all the way to my sister's home. The cheerfulness with which this act was performed and the needed help which was so readily tendered has made my visit to Chicago one that will always be remembered.

Kindly convey again my thanks to this conductor (number 2752) and let him know how much I appreciate his kindness.

Very sincerely yours,
Mrs. E. MORRISON,
607 East Jefferson Street,
Bloomington, Illinois.

Conductor Moser, Armitage

August 26, 1924.

The Chicago Surface Lines,
Gentlemen:

I desire to commend your Conductor No. 7814 on the Milwaukee-Gale morning run, for honesty and also for the conscientious manner in which he discharges his duties.

Yours truly,
A. M. HAROLD,
c/o McGillvray, Eames, Vaughan & Tilley,
Lawyers, Title and Trust Building.

Conductor Elie, Lincoln

August 26, 1924.

The Chicago Surface Lines,
Gentlemen:

How would you like someone to smilingly hand you a dollar bill? This is what happened to me this morning. I boarded a northbound car at the La Salle Street tunnel and handed the conductor, No. 12426, what I thought was a dollar bill and he tendered me the change. After taking my seat in the car the conductor came in and in the most matter of fact and courteous manner handed me a dollar bill which I had given him in excess. It is a pleas-

ure to report this incident. It goes to show the splendid effect of a good home training and loyalty to the company. Extending my appreciation and thanks through the company, I am
Very respectfully yours,

H. A. GOULD,
1130 Lake Avenue,
Wilmette, Illinois.

Conductor Thomas Happe of Devon

How pleasant the thrill that old "Clarkey" does feel,

When he's bounding along o'er those ribbons of steel.

For well does he know he has nothing to fear,
When "Happy" my "Connie" is guarding the rear.

Oh he is the Laddie, of whom I am proud,
For he is the boy who can handle the crowd,
He packs them so snugly, they never get sore,
And we take them all safe to the port of Ardmore.

John Clark No. 2
Devon Station

Conductor Kluck, Devon

Aug. 14, 1924.

Chicago Surface Lines,
Gentlemen:

The other day I got on a Clark St. car which was very crowded. In getting on the car everybody was pushing and I almost got left on the street, when the conductor gave me his hand and pulled me on the car, which I thought was very nice of him. I wish to thank him, too. I do not know his name, but his badge number was 4404. Thanking him again, I remain

Very truly yours,
Mrs. M. S. BAUNKE,
634 W. North Ave.

Conductor Wall, ElstonChicago Surface Lines,
Gentlemen:

Aug. 15, 1924.

I wish to commend Conductor, badge No. 4782, Montrose line, for his courteous attention to an elderly woman. Incidentally he had a pleasant look for the others on his car; and, personally, I feel that many of your employees set a good example for some of the rest of us, but we often neglect to mention it.

Yours truly,
CHAS. W. STEERS,
2122 Sunnyside Ave.

Twenty-Five Years Ago

A survey of the large cities on the use of automobiles, of which there are several in Chicago, reveals the following facts: New York has 150 to 200 machines; Cleveland has 12; St. Louis has 6; Minneapolis and St. Paul, none; Philadelphia, less than 50; Indianapolis, 3 private machines, some delivery wagons; Washington, 1 (for advertising purposes); all California, 3. Boston has two or three cabs, but Back Bay folks are ordering machines. In Philadelphia cars are not allowed in the parks.

Our Athletic Program

The Committee on Athletics wishes to announce that the Fall Program will be started the later part of September, the exact dates to be announced by bulletin at a little later date. We are especially anxious to have more of our members take advantage of the opportunity of learning how to swim and wrestle and keeping fit, than have turned out in the past.

During the Fall a Tournament will be conducted in both swimming and wrestling and medals will be awarded to the winners in the various events.

Two Horseshoe Courts are now under construction at the Club House and as soon as arrangements can be made a Tournament will be conducted. Two men teams wishing to enter this event please notify me at once.

R. T. Fick,
Chairman.

Bowling

The Surface Line's Club Bowling League will open its season at the Parkway Alleys on Thursday, September 18, 1924. Captains of the various Department Teams kindly send in their team entries to me at once, in order that the Committee will be able to arrange the schedule.

Leo Davis, Chairman,
Clark and Division.

Tennis

Plans are under way to make the coming annual Tennis Tournament one of the main events of the season. The Club courts are in excellent shape and new locker facilities have been provided. We are looking forward to a great tournament, so get out all you racket wielders and get into shape for the big show. Dates will be announced in the near future.

H. M. Essington,
Chairman Tennis Committee.

Conductor (receiving half fare)—"How old is your little girl?"

Little Girl (beating her mother to it)—"I'm 11, and mother will be 40 next month."

Motorists! Paste This on Your Windshield.

Fewer automobile accidents would occur if motorists traveling the streets and roads of Indiana realized the tremendous amount of ground they cover per second even within the speed limit.

A lately compiled table reducing speed to feet traveled per second, follows:

10 miles per hour covers	14.66 feet per second.
15 miles per hour covers	22 feet per second.
20 miles per hour covers	29.33 feet per second.
25 miles per hour covers	36.66 feet per second.
30 miles per hour covers	44 feet per second.
35 miles per hour covers	51.33 feet per second.
40 miles per hour covers	58.66 feet per second.
45 miles per hour covers	66 feet per second.
50 miles per hour covers	73.33 feet per second.
55 miles per hour covers	80.66 feet per second.
60 miles per hour covers	88 feet per second.

Lady—"Can you let me have two first-class rooms?"

Hotel Clerk—"Yes, Suite One."

Lady—"Sir!"

Nuts for Two

Phyllis—"I had such a lovely nut sundae."

Frances—"I have one calling tonight."—London Mail.

Ruth Gets Off One

Ruth rode in my new cycle car

On the seat in back of me—

I took a bump at fifty-five

And rode on ruthlessly.

—St. Augustine Record.

It's What We Do

It isn't the job we intended to do,

Or the labor we've just begun,

That puts us right on the balance sheet,

It's the work we've really done.

Our credit is built upon things we do

Our debt, on things we shirk;

The man who totals the biggest plus,

Is the man who completes his work.

FRIENDS O' MINE

I look upon my passengers

As good old friends of mine.

I like to see them every day,

And greet their hailing sign.

Of course I don't know all their names,

It matters naught to me;

I know their faces, that's enough,

And they are friends to me.

And when they hop upon my car,

I greet them with a smile,

For some will say, "Hello, old Pal,"

Ain't that the friendly style?

But some will never say a word,

For them the sun don't shine;

But I am pleasant to them all

Because they're friends o' mine.

—Exchange

