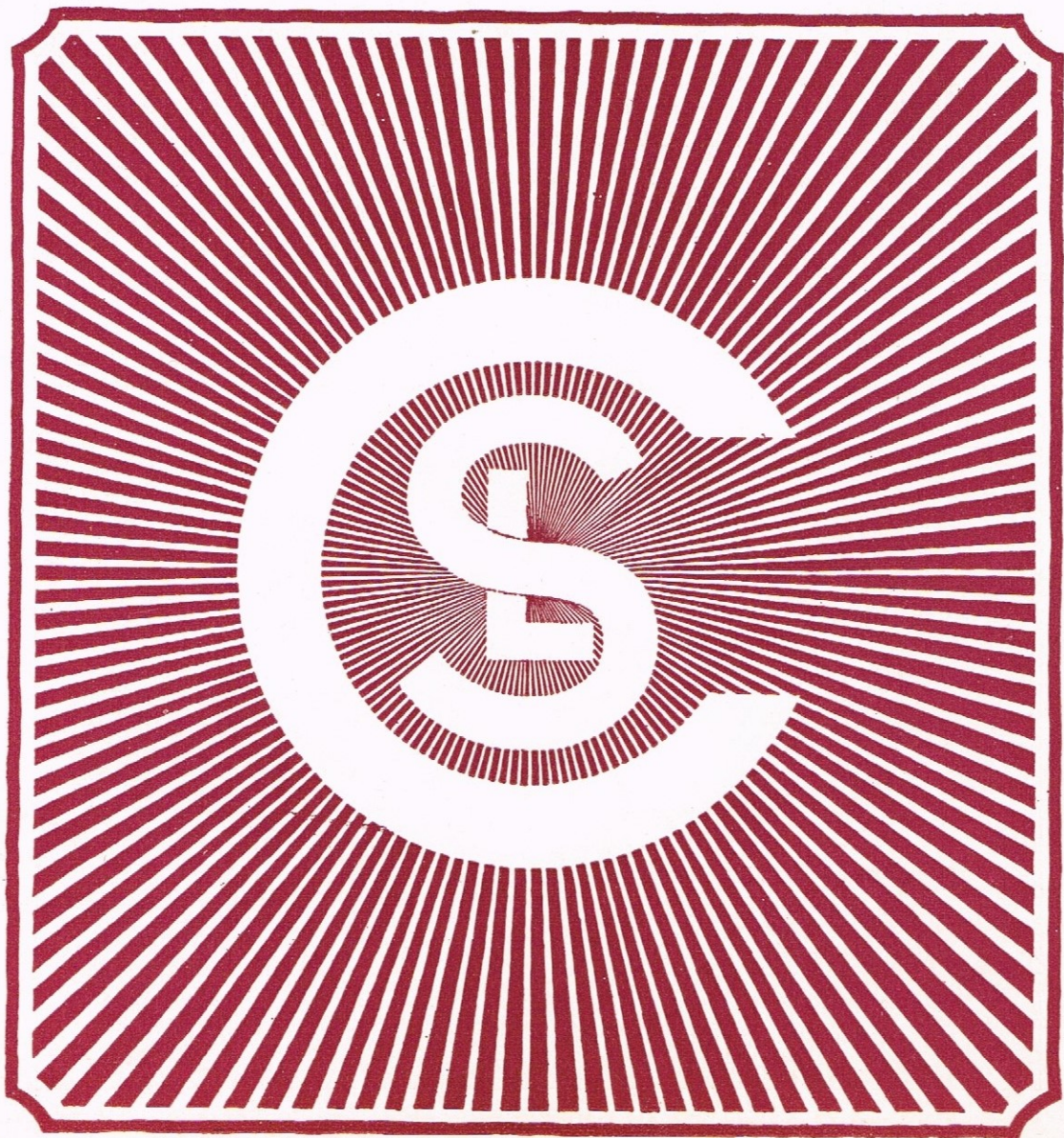


SURFACE SERVICE MAGAZINE

VOLUME 3

May, 1926

NUMBER 2





Surface Lines Champions, Transportation—Seated: Bretschneider, Dixon, Malecki. Standing: Wilberschied, Anderson, Ennerson



Clubhouse Champions—General Office—McCarthy, Sears, Vitalie, Flood, Lewis

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

MAY, 1926

No. 2

Our Accident Prevention Contest

*Standing of Divisions for February and March Combined—
North Avenue Leading*

		Average Percentage
First Place	Division No. 8, North Ave.	61.27
Second Place	Division No. 7, Kedzie	60.74
Third Place	Division No. 2, Burnside	59.10
Fourth Place	Division No. 9, Division	55.67
Fifth Place.....	Division No. 10, Elston	55.55
Sixth Place	Division No. 4, 69th	53.88
Seventh Place	Division No. 5, Archer	52.26
Eighth Place.....	Division No. 12, Devon	50.24
Ninth Place	Division No. 11, Lincoln	42.45
Tenth Place	Division No. 1, Cottage Grove	37.30
Eleventh Place	Division No. 3, 77th	30.82
Twelfth Place	Division No. 6, Lawndale	28.81

By **VICTOR T. NOONAN,**

Chairman, General Advisory Council

Trainmen in all Divisions are to be commended for their splendid efforts in connection with the Accident Prevention Contest, which efforts are plainly seen in the remarkable showing of all Divisions for the month of March. In spite of the fact that March, due to snow and weather conditions, was one of the worst experienced in Chicago in years, nevertheless, the standings in the accident prevention contest show in many respects considerable improvement over February. By the time these comments are printed the charts for February and March inclusive, will be up in the trainrooms.

In order that all the trainmen may know just how the standings are made up each month, let me say that the General Advisory Council, after careful consideration, decided upon the cumulative plan as the best—that is, the best averages of each Division for each month and all previous months will be counted. For the month of March the charts show the standings of each Division, which standings include the best average of each

Division for February and March combined. Thus the exact standing of each Division is shown from month to month.

Let me emphasize also that the accident records are based on the mileage of each Division. In other words, the accidents are figured on each 10,000 miles. In this way the accidents are evenly distributed and the charts are accurate and fair. The size of a Division, the types of cars, the peculiar geographical conditions of a Division are not factors that interfere with the actual standing of a Division in the Contest, because the accidents are figured per each 10,000 miles for each Division.

Men, please remember this very important fact! When you do not have any injuries or any property damages, both of which are chargeable accidents, then your Division is given credit in the Contest.

For instance, in Class No. 1, no fatal accidents or injuries to trainmen or other employes. If your Division has a clean record in this particular class for one month then it is given 100% credit.

All twelve Divisions earned 100% credit in Class No. 1 during March.

Divisions Nos. 9, 7, 2, 12, 10 and 11 earned 100% credit in Class No. 2. That means that these Divisions had no fatal accidents or injuries to passengers or the public.

The showing made by these Divisions in this one class is really remarkable if not wonderful.

Division No. 12 made a record for itself in March, for during the entire month it did not have a person injured or a property damage due to the collision of cars. No. 12 is to be congratulated on this record.

The following Divisions earned 100% credit for having no injuries in Class No. 7, Persons Brushed Off Steps—Cars in Motion:

Nos. 7, 5, 4, 10, 3 and 1.

What I would like to see is some one Division make a showing on the chart of 400%, that would be four classifications without a fatal accident or injury. And if a division should have five such credits for five classifications that would be worth while talking about.

You will notice in the list of Divisions published herewith and their standings that eight Divisions earned over 50% credit on their total averages for the two months of February and March.

In order to stimulate further interest in the Contest the General Advisory Council has decided to hang a flag up over the car house which has the best record each month in the Contest. This flag will carry the emblem of the National Safety Council, which is a white cross on a green background, the emblem of Universal Safety.

I said at the trainmen's meetings that I was hopeful that the trainmen of the Chicago Surface Lines would make a world's record in Accident Prevention in connection with this great contest. After watching the splendid efforts of all of our trainmen during the first three months of the Contest I am more than ever convinced that our great army who serve the public so faithfully and so well will indeed make a record that will eclipse anything that has ever been done along this line by any electric railway anywhere in the world.

Men, our whole organization is watching you from the President down to the office boy. We are all watching you not critically but proudly. We are proud of

the fine work being done by the trainmen in every Division and the management is just as anxious for each Division to make a good record of its own as it is that one Division shall win in the Contest.

Every Division has just as good a chance as any other Division to win. The contest is in its early stages and Divisions are going to move up and down on the chart during the year.

Remember men, that your every thought and your every effort will help to save a life and prevent an injury. Your good will, your own personal interest and your own personal effort from day to day in behalf of human safety will certainly help your own Division to make its own good record.

This whole organization has faith in you that you will "go over the top," as if the success of this whole Accident Prevention Contest depends on each man alone.

TRIBUTE TO SAFETY MOVEMENT

Arthur Morey, General Manager Commonwealth Steel Company, Granite City, Illinois, has this to say: "I have a mighty tribute to pay to the Safety Movement. It is one of the greatest occurrences that has happened in American history—for the reason that it was the beginning of a necessary better day—a closer understanding and relationship between the worker and the employer. Managements and men met with a mutual interest and clasped hands on a recovered personal relationship that may have meant the salvation of this country from possible conditions we do not like to contemplate. As long as the men of America can meet as men and work out their problems together as the Safety Movement has taught them and keep the personal contact with mutual understanding as the basis of citizenship and justice, all will be well. The safety movement was the entering wedge for the present better industrial relations situation. And there can be no question but that the safety idea, occurred about that time as one of the first openings toward better relationships."

Safety Means—Seeing Danger

The nature of safety is, primarily, the visualization or anticipation of danger which induces the exercise of necessary precautions. In other words, safety consists first in seeing danger either with the physical eye or with the mind's eye and then getting out of the way of it, or removing it, and this means mastery of danger.

Ask Him

"Nora, you were entertaining a man in the kitchen last night, were you not?"

"That's for him to say, ma'am. I did my best."

"Collisions Contusions Collusions"

Fakers Exposed and Justice Triumphs at the Legal Department Performance



The wily ambulance chaser and the quick-witted claim investigator clashed in a stirring melodrama at the Club House on the evening of April 21. As might have been expected, the villain got a large dose of what was coming to him and the claim investigator—and justice—won a glorious victory.

If life in the Accident Investigation Department is half as thrilling as depicted, the interior of the solemn looking building on Washington boulevard must be a mighty interesting place.

As the story of villainy was told under the direction of Thomas Hoy the audience saw how a skinned shin on a faker with the aid of a Doctor Skinner and an ambulance chaser can be developed into a first-class skin game.

The skit also afforded an opportunity for "Dr. Jenkinson," impersonated by Dr. John Leeming, to extoll the excellence of the safety first kits in use on the Surface Lines system. It seems that exactly the right lotions and bandages are used in the kits and, judging from the magical effect on the young woman in the play, wonders can be accomplished with them.

As "John Bone," the faker claimant, Arthur L. Ketchum proved his histrionic ability. Jack Casper, the ambulance chaser and Jack Lynch, the faker witness, performed their parts very realistically. Olaf A. Schau, as an honest, but very Swedish bystander, showed considerable ability.

George Erickson, Chicago Surface Lines adjuster, was particularly good in the dialogue at the climax of the play when he produced the "Constable" Fred Weigman and ordered the arrest of the plotters.

The other characters in the skit displayed much native ability and showed the results of careful preparation. They included: Hubert A. Smith as "Sambo", janitor of the little roadside hotel where the scene was laid; Joseph Marshall, the musical hotel clerk; George A. Curwen, the proprietor; Charles H. Collins, a street car conductor; Miss Amelia A. Sikora, an injured girl; Nicholas J. Deutsch, a bystander; Daniel J. Colgan, a truck driver; William J. Eger and C. Richard Moore, investigators; Ernest P. Hoskins, a hotel guest and, last but not least, Ben B. Madden, as "Caesar", Dr. Leeming's funny assistant.

Thomas A. Hoy, in the character of "Talking Kelley", manager of a troop of actors, gave color to the scene.

Among the specialties were several good dances by Grace McCann, Olga Giesler, Thomas F. Larner and Fred O. Felstow. William J. Eger and Otto Geiger presented a Saxophone Duet and a Scotch speciality was given by Douglas I. Middleton. Miss Margaret Harte accompanied at the piano.

Some interesting statistics were given in the form of lantern slides.

Our Annual Banquet

Mr. Elmer Stevens Gave Us the Business Man's Slant on Traffic—A Lively Evening

The importance of street cars in city transportation is fully recognized by the Street Traffic Committee of the Chicago Association of Commerce, Elmer T. Stevens, chairman of the committee, told members of the Surface Lines Club at their annual banquet at the Congress Hotel Thursday evening, April 29.

The cars must move, he said, because the great majority of the people depend upon them. Consequently, Surface Lines engineers have been consulted and their co-operation has been obtained on every major project of the committee.

Mr. Stevens was enthusiastic in his praise of the attitude of the Surface Lines management. The re-routing of cars in the loop district, followed as it was by the elimination of left-hand turns of vehicles, was the first great stride toward clearing up loop congestion. The new co-ordinated light system, designed by Surface Lines engineers, and the restriction of parking has added much to the improvement of conditions.

Elimination of parking on congested streets was advocated as the next important step.

The address by Mr. Stevens was the feature of the program, which was unusually interesting throughout.

Mr. Wilkie as toastmaster kept things lively from soup to nuts—or rather, to quote the menu, from "shrimp cocktail" to "large coffee."

His rhymed introductions of President Blair, Vice-President Richardson and several of the staff officers added much to the gaiety of the evening. Professional entertainers presented a number of musical and comedy features, and the dinner served in the Gold Room was in itself enjoyable.

In response to Mr. Wilkie's verses, President Blair spoke briefly, praising the organization for what it had accomplished during the past year and complimenting Mr. Stevens and his traffic committee on the great work they are doing in the interest of the riding public.

Songs written for the occasion were sung during the evening, under the direc-

tion of a professional song leader. They were all good and they were sung enthusiastically. Here is a sample, sung to the air of "Smiles":

There are kicks from friendly critics,
 There are kicks that make us cuss,
 There are kicks that have no rhyme or reason,
 Made by pluggers who would boost the bus
 There are kicks about our "bum equipment,"
 Which we know to be a pack of lies,
 But the kicks that fill our hearts with murder
 Are the kicks from the "dead" wise guys."

They can tell you how to do things,
 How the cars should stop and go;
 They can tell you how to run a railroad,
 They are wonders—they'll admit it's so.
 They can solve your traffic problems for you:
 "You are wrong in ev'rything you do,
 Take our tip and you will be successful,"
 Say the guys with the brains of glue.

Let us smile and keep on trying,
 Let us work for all we're worth
 To maintain our well-earned reputation
 As the greatest traction line on earth.
 We have now the public's approbation,
 They're convinced that we are serving well.
 So we'll smile and raise our voices proudly
 In three cheers for the C. S. L.

The entertainers included the Jerome Sisters, Dave Manly, the Tripoli Trio and George Chandler. The Majestic Orchestra furnished the music.

Prior to the serving of dinner, trophies were presented to winners of the bowling tournament.

If You Want to Be Loved

Don't contradict people, even if you know you are right.
 Don't be inquisitive about the affairs of even your most intimate friend.
 Don't underrate anything because you don't possess it.
 Don't believe that everyone else is happier than you.
 Don't conclude that you never had any opportunity in life.

Honeymoon Salad

The newly wedded pair were spending their honeymoon at Niagara Falls, and had stopped to get some light refreshments.

The trim young waitress approached them, and politely asked if they wanted "Honeymoon Salad."

The rather bashful groom asked of what it consisted, and the young waitress answered, "Just lettuce alone."—*Selected.*

Storekeeping Problems Are Important

Storekeeper Joseph Williams, West Shop, Points Out Necessity for Departmental Cooperation



The successful operation of the Surface Lines to a great extent lies in the proper functioning of all departments along the line of their own activity. However, close co-operation of all departments is required to support and assist each other for the one common cause. To bring about this co-operation we should have a better understanding of each other's problems.

Recently an article appeared in this publication which obviously shows what co-ordinated departmental efforts can accomplish, i. e., the world record of street cars in service during the holiday peaks. The Purchasing and Material & Supplies Department had to live up to their part in this accomplishment, in obtaining and distributing material. This feat could not have been accomplished had not all departments co-operated and done their work supremely well.

The Material & Supplies Department was created to specialize in the handling of material and supplies and be able, as far as possible, to have the right amount of material on hand at the right time whether the consumption is regular or erratic, and at the same time keep the stock down to the lowest practical limit; also

guard against accumulating unnecessary and inactive material.

Perhaps the department's greatest problem is to have sufficient material on hand when needed. We should not have the material on hand too soon, for this would increase the investment. We should not receive material too late, for that would mean delay, and delays are sometimes costly. We should not procure more than is required, for that would increase the investment, and in many instances we would be forced to scrap the surplus as obsolete. If we procure less material than required it delays production and interferes with the consuming departments.

Usually the user of material, when thinking in terms of material, considers only the present, his current needs. He is impatient about waiting for material. He wants it so he can lay his hands on it. He feels the flow of material should be never-ending. It is right for him to expect this service and he should receive it.

With the Material & Supplies Department it is entirely different. If we should not have sufficient material on hand to meet the demand the difficulty is due to failure or lack of foresight months before. Today this department is

ordering material that is to be used months hence. When we prepare a requisition for the Purchasing Department we must know long in advance the correct quantity of material to order. It must be definite so the Purchasing Department can place the order. To accomplish this it is necessary to look into the future, which is a difficult matter when conditions are normal, increasingly difficult when they are abnormal.

To maintain an uninterrupted flow of supplies the Material & Supplies Department must somehow visualize the amount of material to order. It cannot be a hit-and-miss amount. Erratic ordering will not do. Of course the department has access to accurate data of past consumption from which our predetermined amount to order is estimated. This is a fairly safe indicator as to standard material, and is of considerable help in timing stock replenishments. However, not infrequently, if we based our future requirements on past consumption, we would in all probability, over- or underestimate same. To order material sufficiently in advance of the time it is to be used requires close co-operation of the using departments. The old truism "more minds are better than one" is particularly true when ordering material.

If the Material & Supplies Department is to order material with the proper degree of accuracy, they should be furnished with all information from the using departments that may affect the future consumption. Situations previously considered can be controlled, making possible uninterrupted service. If the using departments are unable to state the exact quantity of material required, a hint that special work is anticipated or that other work is to be curtailed is helpful when preparing requisition. The kind of advice we sometimes get when stock is depleted, "You should have had twice the amount of material on hand to complete the job," is good if given at the right time. But the proper time for such advice is sufficiently in advance to allow the Material &

Supplies Department ample time to obtain the material.

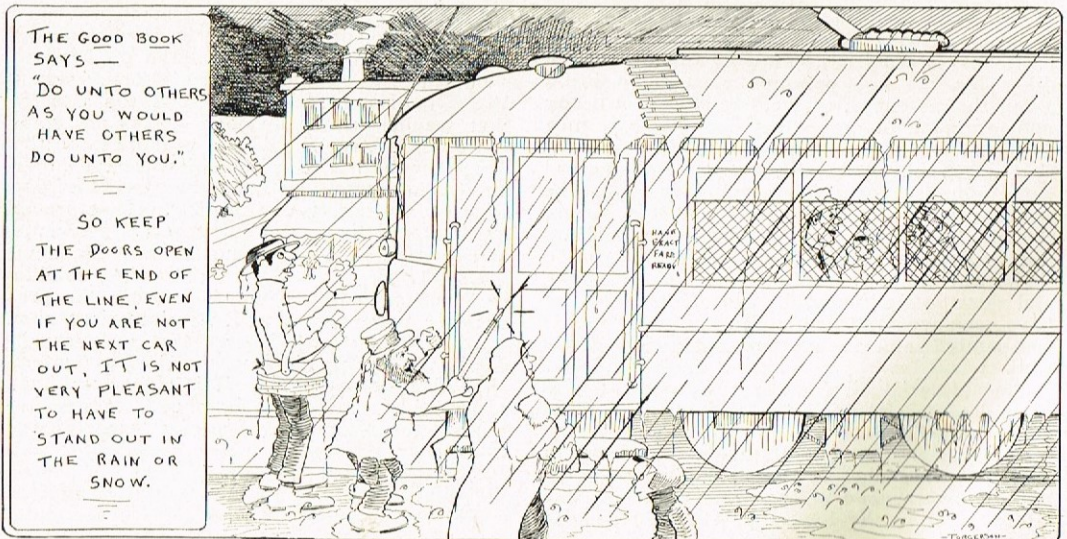
Investment in material and supplies is something that the user seldom thinks about. In most stocks there are a number of dead or slow moving articles. With a little co-operation we could find disposition for many of these items, thereby helping to reduce investment.

Recently, in checking over some of the slow-moving items in a certain storeroom, it was disclosed that there was a certain size of steel that had been in stock approximately 16 years, begging to be used. The reason for not using the steel was that it was larger than the standard size and if used it would be necessary to draw it out to the size desired. The money invested in same amounted to approximately \$518. It should be thoroughly understood that we are losing 6 per cent on such moneys tied up, as well as the added expense of carrying same in stock. This item alone at 6 per cent compounded has cost us over \$797, not taking into consideration the expenditures for inventories, insurance, storage and so forth. The storekeeper in talking it over with the foreman in charge of the using department convinced him that dollar-and-cent facts dictated the advisability of using the steel, and the result was that the foreman, becoming interested, made arrangements to use it, and has also drawn from stock over \$400 worth of other sizes of steel which were considered practically obsolete. This is an example of close co-operation.

We do not wish to minimize the present co-operation from the using departments; rather we wish to solicit closer co-operation. It should be borne in mind that all departments should work for one end, that is, the success of the company as a whole.

Adam's Ad

Whatever trouble Adam had,
No man in days of yore
Could say when he had told a joke:
"I've heard that one before."



A Responsive Public

Instant Recognition of Surface Lines Service Following the March Blizzard

Never in the history of the Surface Lines has there been such an immediate and enthusiastic demonstration of public appreciation as that which followed the storms marking the close of March. The work of our snow-fighting organization in opening up and keeping open practically the entire mileage of the system, not only clearing our tracks but, by the use of long-winged plows providing additional traffic lanes, evidently was regarded as a great public service.

The letters that came to us were from individuals, large and small industrial plants, department stores and commercial establishments all over the city, fuel dealers, dairy concerns and, perhaps most significant of all, the Fire Department.

We have not space to print these letters in full, but we are presenting a typical list selected from among the hundreds of letters received:

Ald. Joseph B. McDonough, Chairman Local Transportation Committee.

C. W. Bergquist, Supt. of Industrial Relations, Western Electric Company.

Ray S. Meyer, Manager Walgreen Company store, 7901 South Halsted Street.

J. X. Galvin, Chairman Traffic Division, Chicago Association of Commerce.

L. Ryerson, Vice-President W. D. Allen Manufacturing Company.

F. B. Thacher, Assistant General Manager, By-Products Coke Corporation.

Michael Heffernan, Lieutenant of Eng. Co. No. 90, Chicago Fire Department.

I. J. Schiller, Chairman Transportation Committee, Lincoln Square Commercial Ass'n.

L. F. Kelly, 2239 Homer Street.

H. L. Kellogg, Secretary, Clearing Industrial Association.

G. Weideman, Secretary, Triangle Improvement Club, 4229 Roscoe Street.

George M. Smith, General Superintendent Interstate Iron & Steel Company.

H. J. O'Neil, Treasurer, the Western Foundry Company, Kedzie Avenue at 36th Street.

Frank J. Bilek, Secretary, South-West Merchants Association.

F. W. Gross, 5816 North Maplewood Avenue.

Herbert Ripley, President H. Ripley Wrecking & Excavating Co., 34th Street and Archer Avenue.

M. T. Kunz, Superintendent Consumers Co.

Adeline Kennedy, 2027 Cortland Street.

Robert L. Stauber, Vice-President North Center Commercial Ass'n.

W. J. Raymond, Secretary McKinley Park Business Men's Ass'n, 3450 South Robey Street.

Frank J. Barker, International Correspondence Schools, 4816 North Western Avenue.

J. T. DeRose, 1440 West 81st Street.

John E. Krauspe.

Herman F. Krauspe.

H. Reid, Secretary W. L. Robinson Coal Co., 5229 Lake Park Avenue.

John J. Hoellen, Alderman 47th Ward, Council Chamber.

C. M. Brading, Secretary Wisconsin Steel Works Council, International Harvester Co.

John Cassidy, 5918 South Lincoln Street.

A. K. Kurtz, Wilson & Co., 4100 South Ashland Avenue.

David McCormac, 7711 South Loomis Street.

F. F. Fletcher, Traffic Manager, Chicago branch, Ford Motor Company.

F. K. Stockton, Treasurer Hanna Engineering Works, 1765 Elston Avenue.

National Theatres Corporation, J. J. Cooney, President.

A. L. Sanger, Manager the Cartage Exchange of Chicago, 431 South Dearborn Street.

Glenn P. Tellefsen, President Greater North Ave. Business Men's Ass'n, 5609 North Avenue.

Devon-Western Improvement Ass'n, W. Tyrrell Sullivan Secretary, 6208 North Claremont Avenue.

Wm. McLaren, Superintendent Pullman Car & Manufacturing Corporation.

R. F. Eagle, Wilson & Co.

John DeKoker, Jr., Jay DeKoker & Co.

Richard DeKoker, Treasurer and Gen'l Manager DeKoker Coal & Material Company.

A. H. Welch, South Water Market Trust, South Water Market.

West Shop Car Wiring Gang in 1913



Three of these men marked with crosses are still at the West Shops: E. Pilug, J. Koutnik and W. Pfaender.

Keeping 'Em Rolling

Elston Flies Flag for First Time—Five Stations Slip Rather Badly



Elston's Husky Car Repair Gang

W. Goddard, L. Nystrand, E. J. McGill, W. Hall, J. Liska, J. O'Leary, T. Urpralis, M. Bochnick, C. Kloster, O. Nelson, J. Glab, O. Trokenbrot, H. Cunningham, T. Brownell, J. Ryan, J. Schneider, J. Nordman, H. Henry, O. Krueger, B. Dhooge, O. Krause, F. Wesby, T. Torchia, J. Piche, P. Donnelley, C. Rasmussen, A. Gregorczyk, J. Majowski, T. Katowski, P. Nagle, F. Simo, J. Pezroinski, P. Gerhardt, J. Kipos, W. Fellsk, S. Melek, J. Polinski, A. Dombrowski, N. Jung, J. Buzinski, G. Pepper, W. Halpin, P. Trieweiler, F. Jensen, A. Blair.



Seated, Div. Supt. R. J. McKinney, Asst. Div. Supt. W. M. Kroll. Standing left to right: A. Reinerts, A. Neurater, A. Lindberg, W. Goodall, E. Belfanz, W. Whitney, J. Hammersmith, P. Berkel.

Cars operating out of Elston Carhouse were operated 32,119 miles per car pulled in during the month of March, 1926. This is an increase of 5,586 miles, or 47.5 per cent over the preceding month, when Elston held second place.

It now appears as though the Lawndale Carhouse is trying hard to beat their record, as they have moved up from the 6th to the 2d position.

Decreases at only 5 of the 16 carhouses were

sufficient to make a 10.6 per cent total decrease for the system. This illustrates the importance of the record made by each individual carhouse in its effect on the record of the system.

The 69th and Ashland Carhouse made the greatest improvement, having increased their mileage 80.7 per cent.

The following gives the record of each carhouse for pull-ins chargeable to equipment failures:

Rank	Carhouse	Zero Days	Miles operated per car pulled in for March	Percent increase or decrease over Feb.
1	Elston	17	32,119	47.5
2	Lawndale	16	24,770	58.4
3	Kedzie	6	22,961	30.0
4	North	5	19,785	68.2
5	Blue Island	17	19,589	25.4*
6	Limits	14	16,445	15.1
7	Division	12	15,309	22.7*
8	Devon	6	13,879	18.8*
9	Cottage Grove	10	11,374	23.2
10	Armitage	8	11,070	21.1
11	Lincoln	3	9,841	46.1
12	69th	1	9,303	80.7
13	Rockwell	..	8,574	18.8
14	Burnside	1	4,351	7.0
15	Noble	3	3,901	17.1*
16	77th	..	2,202	61.3*

*Decrease.

The rank of the carhouses, by months, for the past half-year, follows:

Carhouse	1926			1925		
	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.
Elston	1	2	8	9	4	3
Lawndale	2	6	4	4	12	7
Kedzie	3	4	7	6	9	11
North	4	8	6	2	6	1
Blue Island	5	1	3	8	3	9
Limits	6	7	2	1	1	2
Division	7	3	9	5	5	12
Devon	8	5	1	3	2	4
Cottage Grove	9	9	5	11	10	8
Armitage	10	10	10	12	7	10
Lincoln	11	12	11	13	13	5
69th	12	14	13	14	14	15
Rockwell	13	11	12	10	8	6
Burnside	14	16	15	15	16	16
Noble	15	15	16	7	11	13
77th	16	13	14	16	15	14

CONSIDERATION FOR CHILDREN

How They Handle Half-Fare Cases in Winnipeg—Worth Thinking About.

In a recent bulletin to its conductors the Winnipeg (Canada) Street Railway gave special directions for dealing with child passengers. It is here presented in full and might well guide our own crews in half-fare cases:

The fourth paragraph of Rule No. 42 on Page 15 of the Rule Book reads as follows: "A child

of tender years, a person of unsound mind, or a person in such a feeble or helpless condition as to be unable to take care of himself must not be ejected. Make no attempt to eject a passenger if in doubt."

The rules of the Company permit children under five years of age, when in charge of an older person to travel free. Occasionally cases are reported to us where conductors have questioned the ages of children boarding their cars, and have given them the option of either paying a fare or of leaving the car, and in case the child is traveling with another older child it is possible that neither will have another fare in their possession.

This is contrary to the spirit of kindness and courtesy which should at all times characterize a conductor and it is also in violation of the letter of our ruling as laid down in the above paragraph. It is inflicting an undue hardship on small children to make them get off a car at a point probably unknown to them and to expect them to make their way either to their destination or back home again on foot.

If you have any reason to believe that a child is over the prescribed age, and the child is not traveling with a grown-up person, but is in charge of an older child, you should take its name and address and turn a report in to the Superintendent of Transportation, permitting the child to complete its journey.

In this, as in all other cases, it is expected that our employees use their best judgment in the application of the rules laid down by the Company.



Bonnie Jane and Betty Faye Allee, twin daughters of Motorman and Mrs. O. C. Allee of 69th Street.

LINING UP THE WITNESSES

North Avenue Retains First Position With a Substantial Increase, With Elston-Noble Second

It is quite apparent that the importance of supplying our Legal Department with essential information is becoming better understood by our trainmen, for the tabulated returns for the month of March show a marked improvement over the previous periods. North Avenue held its lead with a handsome increase from 4.30 to 5.30 witnesses per accident over February. Elston-Noble, which was third in February, nosed out Lawndale-Blue Island for second place with 4.58, Lawndale pressing them closely with 4.20.

Although some of the Divisions showed an increase over February, the general average of the system was so much greater that the higher figures failed to hold them in their earlier rank. Only four of the divisions failed, and then by only a small fraction, to equal or exceed the figures for the previous month. Kedzie and Devon were tied for ninth place and Lincoln and Armitage tied for tenth place.

How They Stand

	Mar.	Feb.	Jan.	Dec.
1. North Avenue ..	5.30	4.30 (1)	3.75 (3)	3.69 (4)
2. Elston-Noble ...	4.58	3.95 (3)	4.25 (1)	4.16 (1)
3. Lawndl.-Bl. Isl. .	4.20	4.13 (2)	4.25 (2)	4.00 (2)
4. 77th Street	3.54	3.53 (4)	3.51 (4)	3.67 (5)
5. Archer	3.43	3.11 (10)	3.35 (6)	3.26 (9)
6. 69th Street	3.36	3.32 (6)	3.36 (5)	3.46 (6)
7. Burnside	3.34	3.27 (7)	3.01 (9)	3.29 (3)
8. Cottage Grove ..	3.33	3.44 (5)	3.09 (7)	3.31 (8)
9. Kedzie	3.25	3.27 (7)	3.04 (8)	3.00 (10)
9. Devon-Limits ...	3.25	3.00 (11)	3.00 (10)	2.93 (12)
10. Lincoln	3.20	3.23 (8)	2.77 (12)	3.44 (7)
10. Armitage-Div. . .	3.20	3.22 (9)	2.93 (11)	2.96 (11)
Averages for the system	3.66	3.49	3.39	3.44

Ivory vs. Iron

Better keep your head inside the window.

Passenger—I can look out the window if I want to.

Conductor—I know you can. But if you damage any of the iron work of the bridges you'll have to pay for it.—Good Hardware.

THE LANGUAGE OF FRIENDSHIP

Talk in the language of friendship and walk through the world as a friend;
 Don't set yourself up as too big to be kind, with nothing whatsoever to lend.
 The soft-spoken word is the surest, the speech that is gentle is best,
 And the arrogant voice of displeasure and pride is nothing but hatred confessed.

Don't snarl at the stranger who greets you; he may be a friend in disguise.
 The boy who comes into your office, tomorrow to greatness may rise.
 And he shall remember your manner the day that he called upon you,
 And know from the tone of your greeting your worth, and your character too.

Talk in the language of friendship, the greatest of men can be kind;
 Be patient with youth that is trying, complaint is so easy to find
 That men of the big vision scorn it, and men that have come to their best
 Give never an arrogant order, but gently and softly request.

Talk in the language of friendship and walk in the way of a friend.
 We shall all look for kindness and mercy when the struggle called living shall end.
 And it's easy to win men to service and easy their friendship to reach
 If only you're kindly of manner and gentle and thoughtful in speech.

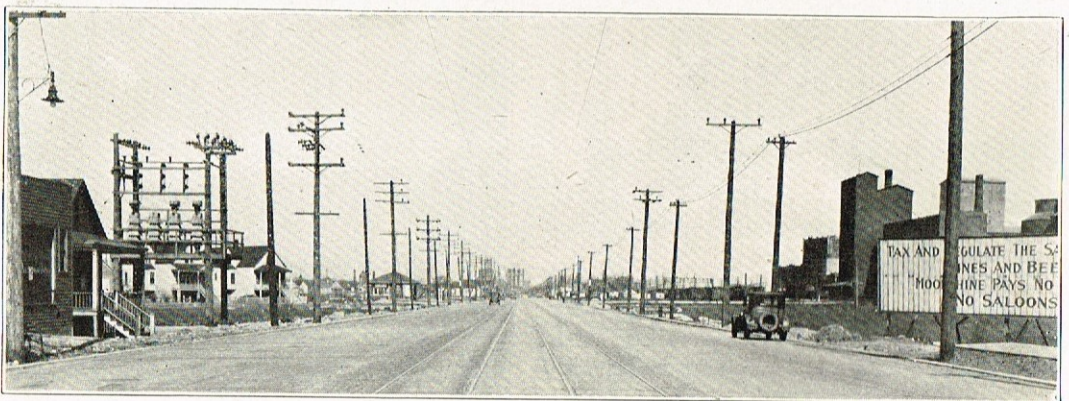
—Selected.

Superintendent: "You big bonehead, you've got us into a damage suit. I told you to fire that man—not to hit him with an ax."

Swedish Foreman: "Well, boss, dose ax she have sign vot say, 'For Fire Use Only,' so I used her."

A New Kind

"That boy looks like a musical sort of fish."
 "Yes, he's a piano tuna."



A Fine Bit of Roadway

We wonder if readers of SURFACE SERVICE MAGAZINE can identify this stretch of concrete. It will be noted that the paving between the tracks is also concrete.

MUTUAL APPRECIATION

Conductor Gus Reuter Likes His Passengers and They Like Him

In a recent issue of "The Lincolnite," the leading neighborhood paper of the North Side, Conductor Gus Reuter was made the subject of an interesting sketch.



Conductor Gus Reuter

"I think it's the best and most promising district in Chicago," so says Mr. Gus Reuter, speaking of the Devon-Western section. "I think the people who live in the district are still more wonderful. They're so neighborly, courteous and kind. It's a pleasure to serve them," continued Mr. Reuter, who for the past three years has carried thousands of the residents to work and thousands of children to school as conductor on the morning run of one of the Devon Ave. cars. Reuter is well qualified to make such statements, for as one of the oldest men in point of service of the Chicago Surface Lines he has seen new sections spring up all over Chicago and has watched the number of car riders in a district increase from a very few to thousands. Reuter was the first man to bring a car over the Clark street bridge. This was one of the old horse cars. He also drove the first horse cars to go as far north as Southport Ave. and also one of the first to bring the cars as far north as Devon Ave. He has been an observing witness to the growth and development of the north side of Chicago.

Mr. Reuter has worked for the street car company for nearly thirty-seven years on horse cars, on cable cars and on electric trams. He went to work for the old North Chicago Street Railway Co., continued his service when the company became the Union Traction Co., and then merged into the Chicago Surface Lines. "The Chicago Surface Lines is the best corporation in the world to work for," commented Reuter, "and not once in my thirty-seven years of service have I ever regretted being in its employ. The Surface Lines give the people of Chicago an excellent transportation service. Especially on the Devon lines is service good. The cars run as regularly as clockwork."

Nearly everyone in the Devon-Western district knows Gus Reuter. They know him as a most courteous gentleman, helping the school children on and off the cars, seeing that they cross streets safely, holding his car for some tardy car rider, assisting women on and off the cars, rendering pleasing service to the car rid-

ers of the district. Gus Reuter has a good-morning smile for everyone and everyone has a smile for Reuter.

Mr. Reuter lives at 3251 Broadway. He has one daughter, Sister Agnita, a teacher in the Dominican convent in Detroit, another, Mrs. Agnes Carlson, who lives in Beverly Hills.

Printing Plant Philosophy

If time be of all things the most precious, wasting time must be the greatest prodigality, since lost time is never found again; and what we call time enough always proves little enough. Let us then be up and doing, and doing to the purpose; so by diligence shall we do more with less perplexity.

Hanging over a busy friend's desk we saw the following little bit of sentiment, which we thought quite well taken:

O, I'm 17 when I'm sunny,
And I'm 70 when I'm sad;
So, I'm 40 when I'm sensible,
But nothing when I'm mad,
So, keep your temper,
Nobody wants it.

A Chinese newspaper contains this letter from an applicant for work: "Sir: I am Wang. I can drive a typewriter with good noise and my English is great. My last job has left itself from me, for the good reason that the large man has dead. It was no account of no fault of mine. So, honorable sirs, what about it? If I can be of use to you, I will arrive on the same date that you should guess."

A man is relieved and gay when he has put his heart into his work and done his best, but what he has said or done otherwise shall give him no peace.

A political candidate was incensed at certain remarks which had been made about him in the leading paper of the town. He burst into the editorial room and exclaimed: "You are telling lies about me in your paper and you know it!" "You have no cause for complaint," said the editor coolly, "what would you do if we told the truth?"

P. Brower.

Modernized Jingle Bells

Blow that horn, blow that horn, jump upon the gas.

Oh, what red hot fun it is, another car to pass!
Roaring down a concrete road, the surface sure and fine.

Give her all that's comin', kid, we're touching eighty-nine.

Ninety-five the meter says, the speed laws all are hash,

Holy sweet patootie, but we're heading for a crash,

Toll, oh bells, toll, oh bells, keep tolling all the day,

For another sorry dumb-bell's busy being laid away.

—Cornell Widow.

SURFACE SERVICE MAGAZINE

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John E. Wilkie - - - - - Editor
C. L. Altemus - - - - - Assistant Editor

"2.97 OF THE GROSS"

At the recent Company Night, sponsored by the Legal and Accident Investigation Departments, there was an incident which, so far as we know, has never before been equaled as a spontaneous and remarkable tribute to the efficiency of a department. During the first part of the program a number of slides were exhibited, illustrating statistically their general activities. The last slide of the series showed that their cost, including the settlement of claims of every character, expenses of investigation, salaries, rental of outside offices, court costs—in fact every expenditure involved in the administration of these large and highly important departments, aggregated but 2.97 per cent of the gross receipts.

Instantly, as the significance of these figures was grasped by the audience that packed the hall, there was a burst of applause that was maintained for several seconds. It is doubted if a statistical slide containing less than 50 words and only the three figures "2.97" was ever before similarly greeted. It was a fine exhibition of quick and sincere appreciation of a great accomplishment modestly and simply conveyed. It was something that doubtless warmed the hearts of General Attorney Kriete and his associates, who were present; and they are to be congratulated upon an accomplishment which we believe has not been equaled or even approached on any other large property in the country. It shows a sagacity, efficiency and conservatism in administration that entitles them to the whole-hearted congratulations of the entire Surface Lines' organization.

THE EUCHARISTIC CONGRESS

The Surface Lines' organization is looking forward to the Eucharistic Congress to be held here next month with lively curiosity. Estimates by those familiar with the arrangements for this very important occasion seem to have warranted the prediction that there will be poured into the city an army of visitors more than a million and a half strong—probably the greatest gathering during a short period that any city in the world has known.

There are special programs for individual days at which the estimated attendance runs from 600,000 to 800,000. Ceremonies at Mundelein, a suburb to the north, are expected to draw a throng of close to a million. Traffic experts representing all of the transportation agencies—steam, electric and gas—have been working for weeks on plans for moving these enormous masses to and from the various centers of interest; and thus far are only hoping that they will be able to accomplish the impossible.

With nearly two million visitors added to the normal pedestrian congestion in our streets, there are many who wonder to what extent vehicular traffic may be affected. Some pessimistically inclined feel that there can be no circulation of vehicles under the conditions. But while the task is a staggering one, the Surface Lines, fully appreciating its responsibility to the public, is planning to do its full duty, with every member of the organization determined to do his share in meeting the greatest emergency that has ever confronted a transportation agency.

Safety

- The Principle of Safety— **IS LOGICAL**
 The Motive of Safety— **IS HUMAN**
 The Purpose of Safety— **IS CONSTRUCTIVE**
 The Reward of Safety— **IS SUCCESS**
 The Price of Safety— **IS EFFORT**
 —The Texas Company "Lok Box."

Force of Habit

Passenger (formerly telephone girl)—"Porter, why didn't you call me as I told you?"
 Sleeping-Car Porter—"Ah did, lady. Ah sho' did. Ah sade 'Seben-thirty, ma'am,' and you sade 'Line's busy.'"—New Haven Register.

AUDITOR W. H. KENNEDY



SURFACE SERVICE presents herewith a very good likeness of our new Auditor, W. H. Kennedy, who came to the Surface Lines from the Western United Corporation at Aurora. Previous to that he was for five years assistant treasurer of the Savannah Electric & Power Company, Savannah, Ga. He has been connected with Stone & Webster properties for 25 years, serving in addition to those mentioned, with the Lowell Electric Light Corporation, Lowell, Mass.; Edison Electric Illuminating Company, Brockton, Mass.; Electric Light & Power Company, North Abington, Mass.; Cape Breton Electric Company, Sydney, N. S.; Keokuk Electric Company, Keokuk, Iowa, and the Houghton County properties, Houghton, Mich.

Safety Committee for Eucharistic Congress

The authorities in charge of the Eucharistic Congress have appointed Mr. Victor T. Noonan, our Supervisor of Accident Prevention, to be Chairman of the General Committee in charge of Safety for the Congress. Mr. Noonan, who is also a member of the Mayor's Safety Commission, has appointed as members of this special committee to have complete charge of all Accident Prevention plans for the Congress:

Mr. Sidney J. Williams, National Safety Council;

Mr. M. A. Collins, Chief of Police;
 Lieut. David Flynn, Traffic Division, Chicago Police Department;
 Alderman Thos. J. Bowler, Chairman Mayor's Safety Commission;
 Mr. Jos. X. Galvin, Chicago Association of Commerce;
 Mr. Royal N. Allen, Chicago Motor Club;
 Mr. Chas. McDonald, Sec'y Chicago Safety Council;
 Mr. C. H. Evenson, Chicago Surface Lines.

This Committee will co-ordinate and unify all the activities of the above organizations in behalf of Public Safety during the Congress, and will see that proper educational steps are taken. Other public organizations, including representatives of the steam railroads and the taxicab companies, will be added to the Committee.

IMPORTANCE OF GOOD WILL

Excellent Advice from a Prominent Union Official to Electric Trainmen

The *Union Leader*, official organ of Divisions 241 and 308 in Chicago, made the following significant statement on the front page of the issue of May 1:

"The electric railway companies of Chicago and surroundings are selling a union product 365 days in the year. The service they sell is all union. These companies employ nearly 25,000 union members, with union conditions of employment and the highest wages in the industry. They must meet the competition of non-union bus and taxi companies. Are we doing our best to promote the sale of union service, or are we driving patrons away to the non-union buses and taxis? Read the practical article, "Boost Our Union Roads," written by an old experienced Amalgamated official, which appears in this issue. He deals with his subject in a manner that drives the truth home."

Martin Johnson, executive board member of Division 308, makes an admirable argument in the course of which he says:

"Good will is one of the greatest business assets. We all know of business houses and firms that the good will could not be bought for all the money that is invested in the enterprise. Let us get into that class. The public now demands a higher standard of service than ever before since the advent of motor vehicles, and the elevated and surface lines of Chicago have the best service in the world. We can get the good will of the public by changing our attitude toward it and giving the smoothest and most courteous service possible. If we all do our work *right*, and above all do it cheerfully and not be afraid to let people know we are trying to please, it will only be a short time before they will become boosters, and it is a well-known fact that the best advertising medium is a satisfied customer or patron."

Bouquets for the Boys

The Devon-Western Business & Improvement Association, when writing Superintendent Evenson a letter commending the Transportation Department for its efficiency during the March snow storm, paid a particularly high tribute to Supervisor Charles J. Doherty for the manner in which he handles traffic at the Clybourn-Belmont-Western intersection. Another letter, highly complimentary of Supervisor Doherty, was received from George W. Lund, 2441 Belleplaine Avenue.

Conductor A. R. Keller, badge No. 8738, of Lincoln, received a grateful letter from Attorney Elmer R. Noesen, 2353 Montrose Avenue, enclosing a cash remittance in appreciation of Conductor Keller's prompt turn in of Mrs. Noesen's pocket book containing cash and other valuables.

Conductor Clarence M. Klampf, badge No. 14096, of Burnside, who was observed to go out of his way to help young mothers on and off his car, received an appreciative letter from Miss Jessie L. Moller, Secretary to the General Manager of the Western Union Telegraph Company.

Conductor M. J. Keane, badge No. 2026, of Archer, through his prompt turn in of a brief case was highly commended by Lieut. Colonel Sherrard Coleman, of the Quartermasters Department, 1819 West Pershing Road. Col. Coleman's letter concluded, "Please convey my appreciation to those concerned and incidentally, I might add that of all the different street car systems I have seen in my travel in the United States, the Chicago Surface Lines have given me the best service."

Conductor William J. Curtin, badge No. 3260, of Archer, carries the teachers of the Sherman School among others on his run on 51st Street. Recently 19 of these teachers joined in a letter referring generally to the motormen and conductors of that line; but emphasizing the particular courtesy and consideration shown by Conductor Curtin.

Conductor Frank Susralski, badge No. 3784, of Devon, was commended by Mr. F. A. McMorrow, 561 Surf Street, for the clearness with which he called the streets and for his politeness to his passengers.

Motorman Charles Franks, badge No. 5971, of Lincoln, was commended for his courtesy by Mrs. Darfler, 4501 North Troy Street.

Motorman Raymond J. Fowler, badge No. 12769, of 77th, was highly commended by Frank F. Zorn, 2942 Lincoln Avenue, and Albert H. Suhr, 3115 Seminary Avenue, for the skill with which he operates his car and for the great care that he exercises when approaching a vehicle that was close to his car. By slowing up and making a personal inspection of the exact situation, he was able to see that neither any person nor his car was injured.

Conductor Arthur E. Crawford, badge No. 4754, and Motorman James E. McPhail, badge No. 11189, of Burnside, came in for a double-barreled letter of commendation from Mrs. Jen-

nie C. Harvey of the Libby, McNeill & Libby organization for their consistent courtesy in dealing with their passengers. "We like to see men of their type," her letter concludes, "it makes our ride home seem shorter and far less cumbersome—somehow we don't mind the crowds."

Motorman Hans Jacobsen, badge No. 6497, of Cottage Grove, earned the gratitude of Mrs. Alendrews, who says in her letter that she is 78 years old; that she is quite lame; and that Motorman Jacobsen, with whom she has ridden a number of times, always assists her when she is leaving his car.

Motorman Charles L. Demars, badge No. 2067, of 77th, was commended by Mrs. Woods, 229 West 59th Street, for the smoothness and care with which his car was operated.

Conductor Hugo A. Wankel, badge No. 13674, of Limits, when one of his passengers dropped a token on a crowded platform, located it, picked it up and handed it to Mr. John Hawkins, 1036 14th Place. Mr. Hawkins thought this was "mighty nice of him," and in reporting the incident also commented on Conductor Wankel's pleasant manner of dealing with all of his passengers.

Conductor Edward Romberg, badge No. 12122, of Lincoln, through his assistance to an elderly lady boarding his car and through calling his streets distinctly attracted the favorable attention of an enthusiastic correspondent.

Conductor Walter Johnson, badge No. 11724, of Lincoln, in addition to bearing the name which is known the country over by baseball enthusiasts, promptly turned in a pocket book left on his car. Miss Pearl E. Dehnert of the Union Special Machine Company of 400 North Franklin Street, the owner of the pocket book, following its recovery wrote an appreciative letter with an enclosure for the purchase of "a few smokes."

Conductor Ewald R. Anderson, badge No. 11670, of Lincoln, is highly commended by Mrs. Cornelia M. Flower, 2440 North Racine Avenue, who is grateful because when returning from the hospital she was very carefully helped aboard and off his car. She conveyed to him her heartfelt thanks for his assistance.

Conductor William J. Wright, badge No. 11612, of Kedzie, was complimented by A. D. Terbush of the Department of Accident Investigation for the assistance rendered to a blind passenger who was helped off the car and led safely to the curb.

Conductor Anthony Egan, badge No. 10792, of 69th, through his care in seeing that a little kindergarten passenger when helped off his car at the A. O. Sexton School, is put in charge of the cadet officer, won the gratitude of Mrs. L. E. Willcox, the mother of the child, 6204 South Michigan Avenue.

Conductor Percy D. Wiseman, badge No. 10710, of North Avenue, is complimented by Miss Frances E. Seidl, 2242 Leland Avenue, for calling the streets and cross lines so distinctly as to keep every passenger advised of their whereabouts.

Conductor John J. Novak, badge No. 9764, of Blue Island with Mrs. Backall, a passenger, on that she had left home in an emergency without her purse, paid her fare and permitted

her to continue her journey performed an act of courtesy which was recognized by Mr. Backall, who is identified with Bisno & Padorr, 1309 Ashland Block.

Conductor James Robinson, badge No. 9588, of Cottage Grove, observed that a suit box which had been forgotten by one of his passengers was picked up by another passenger with the apparent intention of carrying it away. He prevented this and shortly after his car was overtaken by Mrs. Belle Avery, 4350 South Michigan Avenue, who had commandeered a taxi cab and had chased the car as soon as she noticed her loss. She sends an appreciative letter reporting the incident.

Conductor Joseph Comella, Jr., badge No. 9404, of North Avenue, was highly complimented by Major R. E. Hughes, 3660 Michigan Avenue, for the neatness of his appearance, for his general efficiency and for his consideration for all of his passengers particularly women and children who were always assisted on and off his car.

Conductor Timothy P. O'Donnell, badge No. 9308, of Kedzie, is characterized as "one of the most polite and gentlemanly conductors on the Harrison Street line." He never misses calling out the streets and this with other commendatory features was made the subject of a letter from A. Jackson, 3205 West Harrison Street.

Conductor Charles E. Hicks, badge No. 9290, of 77th, who operates a one-man car on 79th Street, has a particularly pleasing way of looking after the interests of his passengers; and Mr. E. N. Baty, of the Chicago and Cook County Bankers Association, 208 South LaSalle Street, who has ridden with Operator Hicks a number of times, sent us an enthusiastic letter congratulating us on having a man of this type in our service.

Conductor Fred M. Ries, badge No. 7216, of North Avenue, was commended by Purchasing Agent V. E. Thelin of the Surface Lines' organization for his care in seeing that intending transfer passengers were accommodated on his car.

Conductor Frederick J. Schmidt, badge No. 312, of 69th, was helpful to a blind man, finding him a seat and helping him off at a crowded corner. This was noted by Henry Garden, 6756 Clyde Avenue, who made it the subject of a flattering letter.

Conductor Leo J. Cadieux, badge No. 2464, of Archer, is the subject of a commendatory letter from William Horn, 4224 South California Avenue, who comments on Conductor Cadieux's neat personal appearance and his interest in his passengers. His assistance rendered to passengers of advanced years was especially mentioned by Mr. Horn.

Conductor Peter J. Sanders, badge No. 2308, of North Avenue, was handed a one dollar Canadian bill by Mr. H. A. Wardorf, 153 Institute Place, which happened to be all of the money Mr. Wardorf had at the time. Conductor Sanders permitted him to remain on his car, paid his fare and later on received a letter of sincere thanks from Mr. Wardorf with ten cents to cover his fare.

Conductor Patrick J. Quealy, badge No. 970, of Noble, picked up a letter addressed to Mr. Edward J. Cagney, 48 North Lotus Avenue, and saw that it was promptly returned. Mr.

Cagney's letter advised that the letter was a very important one and expressed his appreciation of the prompt manner in which Conductor Quealy acted.

Supervisor Thomas Newell came in for a sincere bit of praise from W. K. McIntosh, President of the Liquid Carbonic Company. Mr. McIntosh referred specifically to Supervisor Newell's sincere interest in the car riding public—assisting them in every possible way in addition to looking after his regular duties as supervisor.

Motorman Thomas J. Robinson, badge No. 12937, of Devon avenue, was commended by Mr. Theodore Hedberg of 1435 North Maplewood avenue, for the manner in which his car was handled and for his courtesy to his passengers.

Conductor George Bixter, badge No. 454, of 77th street, won the approval of Mrs. H. Breves of 3501 Fifth avenue by his general politeness to all of his passengers, including herself.

RUNS IN THE FAMILY



Merlie and Junior Warnstedt, 3½ year twin children of Motorman and Mrs. Charles G. Warnstedt of Division station. This is the third generation of twins, Mrs. Warnstedt and her mother each being one of twin children.

A Hard One to Handle

Patricia had just arrived from Ireland and hired herself out as a nurse for a large family of children. That evening the mistress told her that she was going out and to be sure that all the children were put to bed promptly at nine. When the mistress returned she asked Patricia how she had gotten along with the children.

"Foine," she replied; "but Oi had a time with 'at oldest boy—the red-headed one. He—"

"The red-headed one," shrieked the woman, "why, that was my husband!"—*Back Fires.*

CLUB SPARKS

The club year started off with a bang. A dance on February 27 was the first entertainment of the year. Mr. Cammack and his committee are to be congratulated on the fine music, which was a seven-piece Benson Orchestra; the new and fresh appearance of the serving table; and, say, did you taste the punch? Well, if you didn't, you sure missed something good. The lighting effects and those moonlight dances to the wail of the saxophone, mingled with the six other pieces, was one of the hits of the evening. The dance was very well attended and a good time was had by all.

Another dance was given on March 27, which had as its feature a Charleston contest. This was a very interesting event and closely contested. Prizes were given to the two winning couples. The five-piece orchestra was about the best to be had, and they certainly turned out the music.

Ben Lindstrom and his committee are to be complimented on the fine dance and Charleston contest, which was put on so nicely. The large turnout which attended and stayed until the stroke of one, all showed they had a very enjoyable evening.

The club has an interesting program for the year and there will be some surprises for you. A Bunco, Five Hundred and Bridge party will be held at the Club House on the 25th of May.

The Club Picnic will be on July 17 at River-view Park, so you better get busy and tell the wife and kids about it. Also remind your fellow workers, as we do not want to overlook anybody on this occasion.

H. F. Hoger.

Final Standing of Major League Teams and Individuals for Year 1925-1926

Teams	Games			High	Total	Avge.
	Won	Lost	%			
Transportation	63	12	.840	1,029	67,678	902
Electrical	51	24	.680	985	63,734	850
Accounting	39	36	.520	1,002	59,988	833
Shops	33	42	.440	971	62,044	827
Engineering	21	54	.280	936	59,837	798
Time-Table	18	57	.240	932	58,951	786

INDIVIDUALS

CLASS A

Bowler	Team	Games	High	Total	Avge
*Wilberscheid	Transportation	66	252	12,638	191.4
*Emmerson	Transportation	51	248	9,394	184.1
*Anderson	Transportation	62	245	11,358	183.2
*Malecki	Transportation	60	238	10,907	181.8
*Rogers	Electrical	74	268	13,406	181.2
*Dixon	Transportation	63	242	11,361	180.3
*Rubey	Shops	69	264	12,422	180.0
*Fish	Accounting	66	232	11,744	177.9
Davis	Electrical	72	244	12,763	177.3
Breitschneider	Transportation	51	246	8,742	171.4
Jann	Accounting	71	222	12,134	170.9
Schroeder	Electrical	65	218	10,996	169.1
Sigwalt	Shops	30	213	5,064	168.8
Pfau	Time-Table	72	236	11,893	165.2
Schenck	Electrical	53	220	8,401	158.5

CLASS B

*Schick	Electrical	59	224	10,058	170.4
*Stack	Accounting	62	211	10,338	166.7
*Ambler	Engineering	72	211	11,971	166.3
*Luebemann	Accounting	61	216	10,107	165.7
*Ebeling	Shops	69	211	11,377	164.8
*Cammack	Time-Table	75	242	12,345	164.6

*Neusel	Shops	65	215	10,673	164.2
*Boal	Time-Table	63	222	10,257	162.8
Platt	Engineering	64	208	10,367	162.0
Wilson	Accounting	57	202	9,200	161.4
Bonhomme	Engineering	71	227	11,359	160.4
*Wendt	Shops	69	242	11,039	160.0
Isaacson	Engineering	72	224	11,437	158.8
Stipati	Engineering	33	207	5,166	156.5
Porten	Shops	45	215	7,001	155.5
Sedlack	Time-Table	75	197	11,544	153.9
Reiter	Accounting	19	202	2,802	147.4
Bell	Time-Table	75	191	10,768	143.6

*Prize winners.

High Team Average	Transportation	973 2/3
High Team Game	Transportation	1,016
High Individual Game, Class A	Rogers	268
High Individual Average, Class A	Anderson	221
High Individual Game, Class B	Wendt, Cammack	242
High Individual Average, Class B	Schick	206

CLUB HOUSE BOWLING LEAGUE

FINAL STANDING

Teams	Games			High	Total	Avge.
	Won	Lost	%			
Acc't Inves.	54	21	.720	859	57,684	769
Gen. Office	54	21	.720	918	56,243	750
Track	48	27	.640	908	55,356	738
Accounting	34	41	.453	843	53,023	707
South Shops	26	49	.347	871	50,233	699
West Shops	9	66	.120	751	44,828	650

INDIVIDUALS—15 OR MORE GAMES

Name	Department	Games	High	Total	Avge.
†Eger	Acc't Inves.	62	232	9,998	161.26
*Flood	Gen. Office	75	221	11,921	158.95
*Volland	Accounting	72	216	11,439	158.88
*Nattiger	Acc't Inves.	75	197	11,842	157.67
Karaolich	Track	48	210	7,556	157.38
*Vitale	Gen. Office	72	198	11,303	156.99
*Ploner	Acc't Inves.	66	209	10,300	156.06
*Abbott	Track	75	252	11,707	156.00
Schlachter	Track	18	201	2,801	155.56
*Hewitt	Track	72	225	10,966	152.24
*Colgan	Acc't Inves.	75	208	11,384	151.79
*Sears	Gen. Office	57	205	8,606	150.98
*Gargel	South Shops	66	191	9,932	150.48
*Lewis	Gen. Office	75	229	11,170	148.93
Hoskins	Acc't Inves.	72	213	10,561	146.68
McCarthy	Gen. Office	57	196	8,285	145.35
Wolfe	Track	51	196	7,387	144.84
Dahl	Accounting	30	189	4,297	143.22
Malmquist	Accounting	39	181	5,556	142.49
Gibbs	West Shops	27	193	3,841	142.26
Cotter	Track	50	196	6,098	140.00
Bollinger	West Shops	21	194	2,926	139.33
Johnson	Accounting	75	212	10,361	138.15
Powers	Accounting	63	201	8,680	137.78
Landeck	West Shops	47	176	6,351	135.13
Figg	West Shops	44	181	5,854	133.05
Bloom	South Shops	36	164	4,645	129.00
Hintz	West Shops	36	190	4,603	127.86
Richardson	South Shops	51	189	6,456	126.59
Garite	West Shops	30	215	3,610	120.33
High Team Average—3 Games	Acc't Inves.	818 2/3			
High Team Game	General Office	918			
High Individual Average—3 Games	Abbott	205 2/3			
High Individual Game	Lewis	229			

†Eger bowls with a maximum of 165 pins.

*Prize winners.

Women's Auxiliary

The newly elected officers and board of directors of the Women's Auxiliary for the coming year are as follows: President, Miss Marie C. Sullivan; Vice-President, Miss Ruth E. Wolgast; Secretary, Miss Hildur Carlson; Treasurer, Miss Agnes Hume. Directors: Accident Investigation and Legal, Miss Margaret E. Harte; Building, Mrs. Mary J. Thierkauf; Car Meter, Miss Catherine Miller; Electrical, Miss Adelaide V. Hogan; Executive, Miss Agnes Hume; Financial-Downtown, Miss Betty Birchwood; Financial-North Side, Miss Hildur Carlson; Material and Supplies, Miss Bessie Cameron; Purchasing, Miss Ruth E. Wolgast; Schedule and Traffic, Miss Esther O. Sandstrom; Transportation, Miss Irma E. Jahn; Track and Roadway, Miss Mary Ruth Riley;

West Shops, Miss Lydia M. Anderson; South Shops, Miss Ethel Johnson.

At the first meeting of the new Board the following were appointed chairmen of the various committees:

Membership, Miss Mary Wiley; Program, Miss Betty Birchwood; Bowling, Miss Marion Micetic; Golf, Miss Esther Kellerman; Gymnasium, Miss Georgia Smith; Swimming, Miss



Miss Marie Sullivan, President

Gizella Lachata; Tennis, Miss Irma E. Jahn; House, Miss Lulu E. McCormick; Dance, Miss Olga Giesler.

Banquet

A very festive air pervaded the large auditorium of the Club House on Thursday evening, April 15, when the annual banquet of the Women's Auxiliary was held and the following menu was served:

Mixed Olives	Celery
Fruit Cocktail—Wafer	
Cream of Celery—Saltine	
Half Roasted Milk Fed Spring Chicken	
Spiced Giblet Gravy	
Potato Crotons	Buttered Asparagus Tips
Hot Parker House Rolls	
Pineapple Salad—Cheese Dressing	
Fresh Strawberry Parfait	
Macaroons and Assorted Cookies	
Coffee	
Salted Almonds	

Dozens of gay colored balloons floated lazily over the tables, having been cleverly attached to the slender stems of the water goblets. A number of the balloons had escaped their moorings and were suspended in the air at the ceiling. The tables were also attractively decorated with baskets of spring flowers, and a rose and cunning doll as favors at each plate. There were one hundred and five girls present and it was a most happy gathering.

Before the dinner and between courses, community singing was enjoyed, music being furnished by Lonis Bohlin's orchestra. The first song in which the group joined was a clever number specially prepared for the Auxiliary by Mr. Wilkie. Other popular songs were sung throughout the evening, and Mr. Bohlin qualified as the leader of a community chorus as well as of the orchestra.

Immediately following the dinner Miss Humes named tellers to count the ballots for president and directors, and while awaiting the results reports of officers and chairmen of committees were read.

Prizes for the bowling tournament of ten

games were awarded as follows:

Average	
First prize, Miss Grace Dean.....	134.6
Second prize, Miss Mary Wiley.....	120.7
Third prize, Miss Lydia M. Anderson.....	111.5
Fourth prize, Miss Mildred Humes.....	106.3
Highest score prize was awarded to Miss	
Grace Dean	173

Following the announcement of the newly elected president and directors an interesting program was presented consisting of an Overture by Bohlin's Orchestra, readings by little Miss Virginia Rexroth, vocal solo by Miss Viola Schumacher, and an exhibition of the Charleston by Misses Bernice Walper and Viola Ficks, after which the orchestra continued to play for dancing.

LEGION TOPICS

The dance held April 10th was a financial, as well as a social, success. Over 250 friends of the Post assembled at the Metropolitan Masonic Temple and enjoyed the music and dancing. Judging from the remarks of those in attendance our first event augurs well for the future social activities of the Post.

Bunco and Card Party

Friday evening, May 21st, will be Ladies' Night to take the form of a Bunco and Five-Hundred Party to be held at the Post's quarters at 40 So. Clark St., fourth floor. All ex-service men and their ladies are invited to attend. A large list of prizes has been donated and the entertainment committee is planning a program for this event. Donations for this event are 35c.

Insurance

The Post is in possession of all the information available in connection with the reinstatement and conversion of war risk insurance policies, and are in a position to furnish this information to all ex-service men. Following is a brief summary of the conditions in regard to this insurance.

Any ex-service man, upon application and passage of physical examination by the Government doctor (which examination is free), may take out a policy in any sum, but not greater than the sum of his war risk insurance policy, in any of the following types of policies: Ordinary Life, 20-Payment Life, 30-Payment Life, 20-Year Endowment, 30-Year Endowment, Endowment at Age of 62.

These policies contain all the features carried by the ordinary life insurance policy, such as cash value at the end of a certain period, paid-up insurance, extended insurance and also total and permanent disability features.

In reinstating this insurance applicants must go in at their present age. Premiums may be paid monthly, quarterly, semi-annually or annually. The usual period of grace of 31 days is granted in the payment of all premiums. The United States Government is the issuing party (stands back of each policy). The usual dividend features connected with any insurance policy are included in these Government insurance policies. Proceeds of these policies are

protected against all taxation and claims of creditors. Total and permanent disability features are included in these policies without any additional charge and provide for a payment of \$5.75 per month per thousand, payable as long as the insured remains so disabled. Payment of premiums is waived during the period of this disability.

Figuring the average age of ex-service men to be around 34, following is the premium rate per thousand on the annual payment basis:

Ordinary Life, \$19.49; 20-Payment Life, \$26.93; 30-Payment Life, \$21.85; 20-Year Endowment, \$40.16; 30-Year Endowment, \$26.22; Endowment at Age of 62, \$28.00.

A slight additional charge is made for payments made monthly, quarterly or semi-annually. These rates, we understand are from 20 to 30 per cent cheaper than is charged by the ordinary life insurance company. No commission or office expense whatsoever is allowed by the Government in connection with this insurance.

Any additional information desired with regard to this insurance may be had at the Post quarters. The last date on which this insurance may be reinstated and converted is July 2, 1926.

Departments and Divisions

Engineering

Mr. Hugo Schmidt met with a serious accident recently, being struck by a taxicab. We all hope for a speedy and complete recovery.

Harry Abbott of the Track Department Team in the Club House League, surprised everybody, including himself, when he went wild in the last series of the season. Harry got 617 pins for the session with a high game of 252. This is the highest series ever bowled in the Club House League. Harry was so pleased that he went home and took his own picture. These pictures will be on sale to the public shortly.

The Park Ridge boys, Alec and Ben, have put away their boats and are sharpening up their lawnmowers and rakes. They are expecting a heavy grass crop this summer.

You may think you have seen all of the Charleston steps, but ask Ben Lindstrom to show you the Park Ridge series.

Phil Krebs, the sunny dispositioned "Trouble" clerk of the Track Department, is making quite a name for himself as a Charleston expert.

Transit.

Accounting—Downtown

Lester Hill had one week of his vacation to move.

Miss Ada Marsden has taken a leave of absence on account of illness.

Wm. Folta, Herbert Rohde and Walter Garstke promoted.

L. J. Francoeur has recovered his violin and case.

Many of the girls of the department appeared at work Thursday, April 15th, robed in much finery prepared to partake of their Annual Club Banquet in the evening.

Miss B. Birchwood was elected director of this department in the Surfaces Lines Club, Women's Auxiliary.

Clark and Division

We understand that Miss H. Carlson would have been a sure winner in the Charleston contest held at the Club recently if Trixie had only survived the strain of strenuous rehearsals.

Mr. Harold Sprenger has returned to work again after a six weeks' absence from the office, during which period he made a trip to the hospital, underwent several operations and spent the last few weeks pestering his wife. Glad to see you so well again, Harold.

Mr. Sloane was injured on his way to the office and was home for a short period.

During April, Messrs. Reiter, Kinsman and Lynn were transferred to the downtown offices of the company; the first two to the Accounting Department, and the latter to the Chief Engineer's Office.

The "moving" epidemic is still in the department. We hope by the issue of this magazine that A. W. Malmquist is settled in his new bungalow.

A. E. Johnson claims the roses are in blossom out in his new home-town, Elmhurst.

The department is very proud to have our genial little stenographer, Miss Marie Sullivan, elected President of the Women's Auxiliary and wish her success in this new undertaking. If Irish wit and hard work can bring success, the Auxiliary is due for another large year. Miss Sullivan has entirely recovered from her recent auto accident.

Thomas F. Coan.

Beg Your Pardon

Inadvertently an "s" was added to the "Mr." in a departmental paragraph relating to Herbert Mason of the Accounting Department, and as there is no "Mrs." Mason as yet, the error resulted in considerable good natured jolly of the victim of the mistake. SURFACE SERVICE apologizes for this typographical blunder.

Material and Supplies

We wish to extend our most sincere sympathy to Mr. Alex Magee in his bereavement over the death of his wife.

There is an old adage to the effect that it does not pay to carry all your eggs in one basket. Mr. A. Linn, however, has a revised revision to offer namely: "Do not carry all your eggs in one Can." The other day Linn and the Mrs. drove out in the country for a supply of fresh eggs. On the way home he hit a rut giving the car such a jolt that Mrs. Linn bounced up and then down on the basket of eggs smashing every one. No doubt they had scrambled eggs for a week.

Since the Sox won the first four (4) games Charley (Lee Chong) Jung wears a happy smile. He has visions of the old pennant flapping in the breeze.

WANTED: A good mechanic to assemble a Willys-Knight machine. The parts are in good condition and all complete. The union scale will be paid to the party qualifying. This car was taken apart by a certain gentleman who appears to have lost the combination. Apply to H. F. HOGGER.

Bessie Cameron was the "belle of the ball" at the dance given by the Surface Lines Post of the American Legion. Her dance card could have been filled three times over.

James Gillispie was also quite a social lion at the dance. Jim is very proficient at the Scotch Charleston.

Ethel Johnson is about to become the owner of a Nash Sedan, which is being presented to her by her father. Send in your names, boys, for a ride, but be careful and don't get killed in the rush.

There is an embryo physician at the South Shops. Dr. Smiley was overheard advising a patient who had a pain in the shoulder that if it was three or four inches lower he could put a plaster on it. However, he failed to state how the sufferer could move the pain into the proper position for treatment.

Henry Schippers who was on his vacation during the week of the big blizzard spent his time digging a path to the carline so he could get back to work after the vacation was over.

Gus VanHorn who operates the Electric Locomotive at 78th Street Yard is sitting on top of the world. His locomotive has been newly painted and overhauled.

Spring has at last arrived. Charlie Collins has shed his overcoat.

A report has been received from a reliable source that Otto Hoger was seen looking over his fishing tackle. He has already promised two of his friends a box of fish when he goes on his vacation but if he catches as many as he caught last year they might just as well order the groceries now. A. J. Stockley: Please take notice.

John Vihnanek who is considerable of an athlete has developed a new training system. Before he races he consumes large quantities of garlic. Red has not disclosed whether the idea is to give him strength or to weaken his opponents.

Bob O'Brien has been transferred to the South Shops where he is to learn the Machinist's trade. We wish him success.

Marion Micetic gave a surprise party on herself, April 10th, 1926. The occasion was her birthday. A good time was had by all.

CORRECTION:—Last month we reported that Leo Goldberg had left the employ of the company to engage in the printing business with his brother. We were misinformed, however, as it was the Furniture Business.

R. E. Buckley.

Car Meter

We're certainly proud of Miss Bernice Walper, Surface Lines' Champion Charleston Stepper and everybody's telling everybody else that she belongs to the Car Meter Division. Hop to it, Bee, we're all with you.

Miss Grace Dean comes in for her share of the honors too. She heads the list on the Bowling Team, receiving first prize for her efforts in the recent tournament.

Miss Catherine Miller is our new Director, succeeding Miss Grace Dean. She takes a great interest in the work and we know she'll make a success of it.

A most enjoyable time was had by all those who attended the banquet at the Club House

on the 15th of April. That was a red-letter day for all of the girls and this Department was well represented.

Miss Catherine Devins has such a happy expression on her face lately that it sets us all to wondering when the big event is coming off. Let us in on it, will you Catherine?

Miss Ella Gehrke, chief clerk of this Department, deserves honorable mention for the efficient manner in which she handles the work. She understands all of the work and is well qualified for the position she holds.

Supervising Traveling Motorman H. Russell, connected with the Car Meter Division, we note is somewhat of a poet, as well as a good Instructor, as he leads the power saving contest.

Now that summer is coming around again, the main topic of conversation seems to be vacations. If everybody has as good a time as they expect to, there will be a lot of contented people around here next Fall.

Ruth Brokopp.

Electrical

We wish to introduce two new members of this department: Mr. M. M. Puetz is employed as draftsman and Mr. Robert O'Hare as office boy.

Clifford Cloonen, who formerly was employed as office boy, has been transferred to field work in the electrolysis department.

Have you heard "Hay! Hay! and How!" by Paul Schwab? The same famous composer is now working on "Oh! How the Birdies Sing!"

Talk about your styles from Paris. Charlie Watson and Tommy Walsh have blossomed out in nice new smocks, giving to the department a real Latin-Quarter air. Why go to Paris?

H. Essington.

Shops and Equipment—North and West

West Shops—A bundle of sunshine arrived at the home of A. Janke, specialist in the Machine Shop, on April 12th. It's a girl!

C. O. Sandberg, Draftsman, better known as "Sandy," resigned on April 1st, after about 12 years of service, to accept a position with the Cummings Car and Coach Company at Paris, Illinois. His many friends at the shop will miss him, and their best wishes go with him for success in his new work.

Matthew Byrne, pipe fitter, was struck by a truck in Cicero on April 7th, and severely injured. He was taken to the St. Mary of Nazareth Hospital, 1120 N. Leavitt Street, where he will have to remain for several weeks, and we are sure he would appreciate a visit from some of his friends. The boys wish him a speedy recovery.

J. Koss, switchman, has been ill for over a month. We hope that he will soon regain his health.

According to rumors circulating in the shop, Mr. Joseph Denault is contemplating a honeymoon trip to Hollywood.

Frank Horvat of the Armature Room underwent an operation at Mercy Hospital recently. All the boys wish him a speedy recovery.

It has recently been discovered that Walter

Krull is a repairman—not of cars, but of watches and clocks.

Mr. T. E. Hagen, the "Dean" of the Paint Shop, is back at work again after a slight illness.

Mr. George Turton is planning a trip to Merrie England in June. Mr. Newton is the one responsible for calling it "Merrie."

Twenty years is a long time to be away from home, and Mr. Joseph Ralinousky is planning a visit to his mother in June, whose home is in Czecho-Slovakia.

Armitage—The past month has been a "thriller" for Foreman H. Keller of Armitage. He made the quickest move of his life when a horse pulling a milk wagon ran down into a pit where Mr. Keller was inspecting a car. This was not enough, so his Cadillac coach ran through a fence and into a farmer's pasture. He would like to trade for a slow horse and a buggy.

John Foster, repairman, is playing safety first for his coming fishing trips. He is taking swimming lessons in his bath tub at home.

The boys at Armitage are sorry to lose our Charleston teacher, Leo Hoehn, who was transferred to Limits, and Teddy Hildebrant, our golden voiced tenor, who went to Devon. Good luck to you both.

Kedzie—The new 4-door Ford sedan owned by J. Solas resembles a Christmas tree when all the colored lights with which he has it equipped are lighted.

The "Flu" had Mr. W. Krueger, Day Foreman at Kedzie, in its grip when the big snowstorm broke, but after watching the snow for two days from inside he came out to work again and got into the second half of the storm.

Devon—We regret to hear of the death of the brother of Mr. Paul Radtke, Day Foreman at Devon.

Devon was sure of having a sheik, but C. Draznek weakened, and shaved off his promising mustache.

C. Holzschuh has gone to the expense of protecting his Ford business with a fire insurance policy, so that everyone is expecting a fire sale in the near future.

North Avenue—Wm. Westfall, repairman at North Avenue, is the proud daddy of a 10-lb. baby boy. Congratulations!

We are glad to see F. Reinke, H. Gillespie, T. Griffen and J. Maloney back again. They have been sick for some time. We also wish a speedy recovery to J. Lyons and S. Vergos, who are now ill.

Now that spring is here, the boys at North Avenue repair department plan to make the picturesque appearance of the station better than ever. We understand Mr. Gillen is quite a florist.

J. Strand, car placer, is sporting a new Overland sedan.

Henry Pauly, car placer, is planning a trip to Germany this summer. We understand Louis Conrade, car cleaning inspector, is to accompany him (?).

Elston—Elston has finally had a chance to see what the flag looks like. Better late than never.

C. Jeffers, inspector, is on the jury. He says some of the cases (or ladies?) are very interesting.

A broken spring can cause a good deal of delay. Mr. T. Brownell discovered this recently when making an auto trip.

All carhouse foremen paid Elston a visit on their tour of inspection. Too bad they came too late for lunch, as Mr. Krueger was host when we visited Kedzie. Come early next time, boys.

Noble—Dave Vergruyse, car placer at Noble, is riding a bicycle instead of street cars. What's up, Dave?

Hugh Pettigrew is practicing bone-setting. He put one in place on Carlson's back and knocked three out. You're doing well.

John Grant, stock clerk at Noble for four years, has been transferred to similar duties at Armitage.

Surface Lines night life lost an earnest devotee, when F. W. Carlson assumed his new duties as Asst. Day Foreman at Noble.

The spirit of the men of Noble seems to indicate a strong desire backed by work, to remove the carhouse from its rather lowly position in the flag race.

Steve Kripos, car cleaner at Noble, returned to work after a month's absence due to a severed artery in his arm, which nearly removed him permanently from our midst.

Blue Island—Blue Island lost the flag last month, but is still in the field to win it back. Our record for September, 1925, of over 33,000 miles has not been beaten.

The increase of 25 cars the first of April keeps the boys stepping, especially our car body man, O. Cory. Everyone is busy cleaning, painting and getting ready for summer.

L. M. Anderson.

South

As this is written, Mr. Alton is confined to the Illinois Central Hospital for observation. It is hoped that by the time the magazine is off the press he will be back on the job.

Walter Lowe is getting to be somewhat of a bowler. He recently had a 300 score (300 for three games).

J. Von Huben, 69th Street, is the proud possessor of a new Ford sedan. We understand his off-days are spent in receiving instructions in the operation of the instrument.

After the recent snowstorm subsided on April 3, 1926, the stork paid a visit to the home of Assistant Day Foreman Henry Stuewe (Rockwell), leaving a ten-pound boy. Mother and baby are doing nicely.

We are very glad to report that W. L. "Doc" Hodgson, Armature Winder, is improving. It is hoped that his condition will soon be such that he can return to work.

Roy Lender, Truck Repairman for a number of years, has resigned to enter the butcher business.

We were sorry to learn of the death of the mother of John Koch, Machinist, South Shops. J. Fitzgerald and A. Ormond, 69th Street, are busy polishing up their golf clubs for the coming season.

Harvey Jones, Motor Repair Department, has returned to work after a brief illness. It is also reported that Harvey is the proud daddy of a baby girl born recently.

We have been told that when a woman motorist holds out her hand, you can be sure that

she is either going to turn to the right, to the left, stop, or back up.

For two weeks the painters and whitewashers were busy cleaning up the Printing Department. Now that it is all over, it looks fine.

L. Lawler and S. Korbakis, 69th Street, are back on the job after a long seige of double pneumonia.

J. Butursis, Car Repairer, recently transferred from Cottage Grove to Burnside, does not find the climate so congenial at the new location.

Charley Riley, Machinist, now lives at 94th Street and 54th Avenue, Oak Lawn. He recently purchased a new Chevrolet, which possible has something to do with the decision to widen 95th Street.

We were sorry to hear of the resignation of J. "Scotty" Richardson, who was car repairer at 77th Street for a number of years. "Scotty" is to make his future home in California.

William Westerling and Martha Post, both employed in the Printing Department, were married on April 7, 1926. "Bill" furnished the cigars for the boys, and Martha supplied candy and pie to the girls. Bill says all his friends are cordially invited to pay them a visit. The happy couple will make their home at 10619 Perry Avenue.

A. Daly, 69th Street, thinks the first three months of a child's life are the hardest on the father.

We are very glad to report that Miss Price's condition has greatly improved. From present reports, she will soon be able to resume work.

R. Mahieu, Burnside, suffered a very painful injury when he slipped on a banana peel.

We understand C. Boster, 69th Street, has reformed from playing Bunco. He thinks it is too hard on the nerves.

A. Ziegelmier, Machinist, has acquired a Dodge sedan, much to the delight of the young ladies of Washington Heights.

We are glad to see G. Crawford back on the job after a recent attack of the "flu."

Guy Bright, Carpenter, who was recently operated on for appendicitis, has recovered.

Our Pattern Man, Jules Graiser has decided to move again. His first night's experience in his new home was very unsatisfactory. He reported for work at 6:30 the following morning, and stated that the noise was so terrific that it reminded him too much of reville in the navy.

We are glad to see G. Dalton, 77th Street, back to work after a slight illness.

Henry Heck, Car Wiring Foreman, has resumed work after an attack of the "flu."

As we go to press, we are shocked to hear of the sudden death of James Reid, Paint Mixer at the South Shops. "Jimmie" was very well liked by all his associates, and his death will be keenly felt by all who knew him.

The attention of the employees is again directed to the bulletin boxes which are placed in the various departments to receive Accident Prevention Suggestions. P. J. McCauley.

A New Meaning of "C. S. L."

Conductor Michael H. Tierney, badge No. 12092, of 77th, has discovered that in addition to standing for Chicago Surface Lines, C. S. L. might well stand for "Courtesy Saves Lives." This is a good thought and may well be borne in mind by everybody.

Young Husband: "Well, I have just paid the Doctor some more money on his bill."

Wife: "Oh Goody, two more payments and the baby is ours."

American, to another American: "Now tell me, do Englishmen understand American slang?"

"I guess some of them do—why ask?"

"Well, my youngest daughter is to be married in London and the groom-elect cabled me to 'come across.'"

Around the Car Stations

Cottage Grove

Before the next Surface Service Magazine reaches us the best game on earth will be in full swing. Is the First Division contingent downhearted? They are not, and are anxious for the popular slogan "batter up." I have never seen them get away to a better start. Even Jerry has remarked the unusual pep, individually and collectively, and has stamped the team with his seal of approval. The big chiefs of the First Division will go the limit to help bring home the bacon. Their slogan is: "Play the game like gentlemen and true sportsmen, win or lose. Let's go!"

The last snow storm of the season descended like a thunderbolt out of a clear sky but did not catch us napping. During the storm one of our brothers, R. R. Stennett, received a painful injury, but everything possible was done and is being done to minimize his suffering.

While C. Marks was helping to subdue the storm the dearest and best companion on earth, his wife, passed into eternity. The sympathy of the chief executives of the First Division and their assistants and all the brother members of No. 241 is extended to him.

We cannot stay the hand of fate but realize our loss keenly as one by one the old guard pass out of our lives. Joseph Halladay whose death occurred recently, was tried and true. We did not have the honor of knowing him in his youth but we did know him as a man, an upright, honest personality, who lived his life straight, honest and square, surely a man cannot acquit himself more honestly than this.

It has been our experience that when defective cars are reported in the official way the needed repairs are made promptly and effectively. Better equipment makes for better service.

James Calder.

Burnside

The bi-partisan alliance consisting of Mayor Looram of Chesterfield and Treasurer "Buddy" Deam of Pullman is functioning very smoothly. The residents of the 11th St. Line can testify to this effect. They have decided to appoint A. H. Cochrane, known to the politicians as "Pork Chops" as Chief of Police. Watch yo' step.

Motorman H. E. Smith missed a few days

ago. The clerk asked him why he came late. Of all the excuses this one is the latest: He says he forgot to throw the overhead so he remained underneath.

Conductor Ford was missed the other day. Supervisors were asked to aid in the search. Supervisor Miller stationed at South Chicago thought the wind had suddenly turned to the east off Lake Michigan and on looking up saw Conductor Ford staggering down the street with a load of FISH.

W. Frank.

One of the worst snow storms the Surface Lines has had to contend with during the past eight years was met with loyal co-operation by all employees at the Burnside Depot. By hours of strenuous effort we were able to keep the lines open.

Credit must also be given to Lieutenant A. F. Patten of the Kensington Police Station and Lieutenant H. F. Ryley of the East Side Police Station who with the assistance of their flivver squads cleared two of the main streets in this division; viz., Michigan Avenue in Roseland and Ewing Avenue on the East Side, of automobiles so as to allow snow plows to push the snow back to the side walks making the way clear for all traffic.

E. H. Altemeier.

Seventy-Seventh

Conductor Geo. Grassell has been elected manager of the baseball team for the coming season.

The ball players have been out warming up quite a bit with the weather conditions against them. From all accounts we expect to hear some great results this year.

The collection for the ball players, taken up was a great success and the executive board members wish to thank the boys who assisted them in their endeavor. They also wish to thank the boys who contributed to the fund.

Supervisor John Natelborg has been appointed Club director in place of Pete Nevins who resigned from the service.

With the coming of spring the bowling league has closed its season with the final standing of the teams as follows:

Team.	Won	Lost
Fisher Colts	43	32
Clowns	40	35
Pirates	37	38
Hopless	30	45

The bowlers state they had a great time and hope that the league will be continued next fall.

The instructions received from Mr. Johnson in charge of the instruction car and his two able assistants, Supervisors J. O'Connell and John Natelborg should help to make our work more efficient and more agreeable.

Conductor Dick Bond is still confined at Speedway Hospital. A word of cheer will always be welcome or better still a little visit works wonders.

Did you notice the pool tables have been repaired and refinished? Let us try to keep them looking good by taking care of them as if they were your own property.

In the Accident Prevention chart posted our division is in a position not usually occupied by us. There is an old saying, "Don't be last and you won't have to shut the gate." What

do you say if we let somebody else shut the gate.

Conductor A. Piker wants to know what constitutes a fisherman. One which goes out with a rod or one which goes to the fish market or one which catches them under the long seat and then invites his friends to the feast.

The latest thing in the Radio world, a crystal set that can bring in any state in the Union. Ask Receiver Geo. Miller all about it.

Conductor M. H. Tierney, our champion bouquet boy, is in the swim again, more power to you.

We extend our sympathy to J. F. Krizek and J. Mensik in their bereavements.

C. A. Gylling.

Sixty-Ninth

A distinction we're certain no other station boasts, Motorman Richardson and Conductor Blair. They worked run 383 together for the past three months. Did anybody recognize them?

Another co-incidence: D. Burke wears badge No. 1926. He'd like to have it changed to 1927 next year.

We are sorry to report the death of the father of Motorman J. J. Hanlon who passed away March 15th. Also the mother of Conductor J. Cermak, who passed away March 11th. Also the father of Conductor J. F. Manena, and the son of Motorman P. Carey. Also the wife of Motorman T. Cassidy. Motorman J. Malone who has been ill since 1923 passed away April 15th. Conductor T. A. Glennon's wife passed away during the month. Division No. 4 extends sympathy to you in your bereavement.

The instruction car in charge of Mr. J. M. Johnson, was with us for ten days the past month. Mr. Johnson's instructions have been found very helpful.

Who said the days of chivalry are dead? If somebody doesn't interfere Henri Jurgensen and Snooky Davis are scheduled to fight a duel in the near future and all on account of Meggy Joyce.

Some sure signs of spring: Talks of mushroom hunting by Motorman Frank Sommer; Martin Geary has a close hair cut. House cleaning at the station, trainrooms have been redecorated with chocolate, tan and cream paint. Motorman Teufel buys a garden spot, fence and all. John Trafkan looked his fishing tackle over. The boys are coming in and reserving vacation periods.

Gus Johnson made a call on his old friend, Charlie Anderson, out at 1349 Artesian Avenue.

A 9-pound baby girl arrived at the home of Mr. and Mrs. J. Kelly, March 13th. A 10½-pound boy arrived at the home of Mr. and Mrs. Berzek, March 9th. Other arrivals were Motorman T. J. Gavin, a 9-pound girl, born March 4th, and E. P. Burger an 8-pound boy, born March 20th. J. J. Loughran a 9-pound boy, born April 16th; J. I. Lyons, a 9-pound boy, born April 1st and Motorman G. J. Flynn, a 10-pound boy, born April 1st.

One day this month J. Magee was seen walking west on 63rd street, carrying a suit case tied up with bull rope. The boys would like

to know what was in it that was so heavy. Please let us know, Jack.

Conductor V. P. Chekala, Motorman Glynn and Conductor M. J. McGowan were married during the month of April. We wish them every matrimonial bliss.

W. L. Pence.

Archer

Like the wolf in the night came the snow storm on March 30. Nevertheless the boys of Archer depot were equal to the occasion. It was the loyalty of the men sticking to their posts that brought results and as our reward we have gained the good will of the traveling public.

Our receivers are much elated over the new Johnson Electric driven penny machine which was recently installed, much better and quicker work is accomplished with the new machine.

We had better watch our stop now. Conductor Walter Kravetsky, known as States Attorney, has been appointed on the Police Department at the House of Correction. We are wishing him success on his new appointment.

Conductor A. La Barge reports a new arrival at his home. YEP, it's a 10-pound baby boy, born March 21st, and his name is Harlow Calvin.

Supervisor John Rau of the Central Division called in and offered his able assistance which was greatly appreciated during the snow storm of March 30-31. John was put in charge of "JUMBO" our tank wing and opened up our 39th Street line between Ashland and Western Avenue. John was a sticker and stayed to the finish, admitting there were no 48-hour runs at the Central Division.

We are falling short on witnesses. Accidents are costly, and we need not be an attorney to know that witnesses are necessary. Whether it's your fault or the other fellow's fault get witnesses. In all cases witnesses are most necessary to make proper adjustment. Let us, as individuals, do our bit and by so doing Archer will rank among the foremost.

We are glad to see Matt Deters, one of our receivers, back on the job after being laid up for several weeks with an attack of double pneumonia.

It becomes our sad duty to report the death of Conductor George Labine who died March 2, 1926, after a short illness of pneumonia. George was one of our old employes having a seniority dating November 1, 1904. He was well liked and had many friends among his fellow workmen. Our sympathy is extended to his family.

Sure signs of spring: Motorman M. R. Shattuck has mowed off his full crop of winter beard.

Motorman A. Henry is wearing a broad smile, the result of a 9-pound baby boy, born March 23.

Motorman R. McVady, one of Archer's old-timers, is in the Mercy hospital, having had a bad case of diabetes. The boys of Archer depot wish him a speedy recovery and hope to soon see him back on the job.

Our attention is called to the number of rear platform accidents we are having. Every body these days is looking to us for accident prevention work. By looking and making sure

before the go ahead signal is given, we know that most of the accidents can be eliminated. Let us avoid a possible repetition.

The stork has been doing wonderful work at Division 5 since last issue of Surface Service. Here's another. Motorman Harry Giblin reports a bouncing baby girl at his home, born March 15.

Our sympathy is extended to Motorman Barney McEneny on the death of his wife, who passed away March 23rd after several weeks of ill health. Funeral services from St. Agnes Church.

Boys, get your HAM-AND at the depot. From all accounts the new Sandwich and Pie vending machine recently installed at Archer depot has been well patronized. The one sponsoring the machine had an eye for the inner man.

The father of Conductor Edward F. and Thomas J. Green, died April 16. Our sincere sympathy is extended to them in their sorrow.

Motorman Tom Flaherty now enjoying retired life after many years of service having a seniority dating July, 1887, dropped in on the boys April 7th, and made them a visit. Says he is enjoying perfect health at the age of eighty-seven. We are always glad to see him.

The boys at Archer depot extend their sympathy to Conductor Wm. C. Buckner on the death of his mother who died March 25.

Say, boys, have you noticed the monthly thermetrograph chart and our standing for the first month in the Accident Prevention contest? While we are fourth in the race we are in running place and a good show for the finish.

Conductor J. W. Lannon had the misfortune of losing his 8-year-old son, who, on his way home from school, April 16th, was run over and killed by an auto. Our sympathy is extended to the parents.

Conductor Frank Marciniak, who has been confined to his home for several months with ulcer of the stomach, is out around. We are glad to see him improving and hope to see him back on the job soon.

Motorman Anthony Pocius reports the death of his mother Friday, April 9, who was buried from his home, 7002 S. Rockwell Street. The boys of Archer extend their sympathy.

Dusty.

Lawndale

The Lawndale stork express was late for the month of March, as it arrived in the snow storm with a sled bringing Clerk Girard a baby girl. Mother and baby doing fine.

Since the Cervia Service lunch machines were installed at our depot we have developed a Hungry Contest. Conductor Hanna has developed an awful appetite. He was seen continuously walking around the train room with a sandwich in one hand a piece of pie in the other, and after eating this way for about an hour he finally was seen going across the street to the restaurant. Motorman B. Ponzo, W. Schmidt, M. McGinnis, C. Piskac and O. Diven, also Conductors W. Franks, P. Croughan, G. Harrington, M. Durkin and a few more were sampling the machines and you see by their faces that the eats were good. We are hoping

that Piskac don't get one of his awful appetites like he did one night when he went into a restaurant and had a regular Hamburger steak supper with all the trimmings; then about a half hour later devoured 4 pounds of shrimps and 2 sandwiches. Now if there is any other depot that can beat this we would like to hear from them. The boys are all looking for hot coffee and tobacco machines now.

Boys, again we are giving you the warning: Stay on your car to put on the trolley. Here is another case where the auto stopped behind the car and Conductor J. T. McCarthy, who has been in service since 1884, saw this auto stop and then took a chance and got off his car and while he was in the act of putting the trolley on, along came an auto truck and run into the standing auto which in turn crushed McCarthy against his car, bruising his left leg very badly. Now, boys, is it not time we were waking up when something like this happens? You can always get another car but you cannot put new limbs on your body once they are off. Beware. Look before you leap.

We have been in second place in the witness contest for the past three or four months, but for last month we dropped into third place. Now, let us get together and get on top. It can be done. Let's try.

Wm. Hackbarth.

Blue Island

Motorman H. Greishaber was presented with a 10½-pound boy on April 10th, and Conductor T. Dolan with an 8-pound boy on April 14th. Congratulations.

We extend our sympathy to the following: Motorman F. Peterson in the loss of his father; R. Struwe in the loss of his father-in-law; G. Korak in the loss of his sister, and C. Mikrut in the loss of his infant daughter; G. Chvatal's infant son and J. Finnegan's infant son.

Motorman J. Swickard is very lonely at the Municipal Tuberculosis Sanitarium and would appreciate a visit from the boys. Cheer him up, boys, and visit your old friend.

Have you heard of the new subdivision out at 125th and 72nd Avenue, called the Barbour-Carlson Manor. See Sam and Andy for more particulars, or their salesmen, Snaird and Solomon.

Andy Ross is back on the job after a long spell of sickness. Good luck, Andy, and we hope you will be able to work again.

In our last issue we failed to mention our old friend Mr. J. M. Johnson who visited us with his instruction car, March the 3rd to 9th. His instructions were very interesting and educational and he was warmly welcomed by the trainmen who attended his classes 100 per cent some taking in more than one class. Hope to see you again soon, Mr. Johnson.

Mr. Cilian is back with us again, after spending considerable of his time at Elston Depot. Welcome back, John.

Manager Taube, sure some hustler, has the boys out almost every day and says we must win the Cup this year. Hope you do, Elmer.

We wish to congratulate the following newly-weds: T. Hupke and L. Szacik. We wish you luck and success and don't forget the smokes.

A new supervisor added to our ranks—Mr. Jas. Powers. We wish him good luck and success in his new duties.

Brush up on the witnesses and cut down on the accidents. We hold third place in the contest for March, so let's get to first place and stay there. We know you can do it, so work hard and prove you can.

C. P. Starr.

Kedzie

All doubt as to Supervisor Wm. Leudtkes' ability as a toe dancer was removed when he gave a demonstration during the recent snow storm while hopping from one blockade to another, he hopped into a snowback and was in the repair shop (hospital) for a few days. Would advise you, Bill, to look out for the snow banks hereafter, they might look soft, but you know the old saying: "Look before you leap."

Conductor T. Durkin (not "Tommy") committed the crime of matrimony last month. The usual sentence, "Life"—no time off for good behavior.

Our friend J. D. Barlow took off enough time between snowstorms to get married and came back to work with a broad grin, said grin was quickly wiped off, however, by the hard-hearted caller who gave him a sweeper for fifteen hours. We guess he made it all right with his better half when he turned in his pay check on pay day.

Now that the winter is over and fine weather is here let us get together and give our traveling motorman, Wm. Toomey, all the help we can on power saving. If we put our minds to this work we can put Kedzie depot in first place. We have not got far to go as we are in sixth place now.

The baseball season seems to be getting under headway and there seems to be more pep in the bunch than in previous years. Every one sees a winning team for the season and the result means a big bunch of players trying out for the team.

New arrivals during the month. W. A. Stege reports an 8-pound baby boy and J. P. Harte an 8-pound baby girl.

Motorman J. Foy died April 13th, having been sick for several months. His many friends extend their sympathy to his bereaved parents.

K. S.

Noble

The trainmen of Noble Depot wish to extend their heartfelt sympathy to the family of Conductor Frank Liss who died April 1st, due to being struck by an automobile at railroad crossing.

The sympathy of our men is extended to the following trainmen: Conductor D. Hayes, whose mother died March 21, 1926; Motorman M. Madden, in the death of his sister on March 25th; Conductor J. Rammel, in the death of his brother on April 12th; Motorman H. Gierahn, in the death of his father on April 16th.

Conductor Van Spankeren was married on April 10th. He passed out the cigars and he requests that anyone who has not received one to see him at once.

Boys, if you wish to hear a good story, have Conductor S. Guido on Run 77 tell you the one

about the dog that wished to commit suicide in front of his car.

Now that the sunshine days are here let us get out our new uniforms and look as neat as possible. Plenty of shoe polish free.

Well, boys, we are still lagging in witnesses; the boys of Elston did fairly well last month, so let's go.

The leaders in witness last month were: D. Reilly, 18; A. Mase and S. Repinski, 16; A. Hultman and H. Gierahn, 14.

Albert J. Asp.

North

We of North Avenue are justly proud of our position in the greatest contest of them all. Accident prevention, the saving of life, limb and property is of such far-reaching and vital importance to all concerned that to lead in this contest is honor indeed. Only through co-operation of trainmen and management could this leadership be attained. We aim and hope to hold our high place with an ever-increasing percentage.

Again we lead in "Lining Up the Witnesses" with a huge gain in percentage. We're going right ahead. We told Elston-Noble, our ancient rivals, that we were out to show them the way and we have arrived. And now it seems we must take in more territory. Los Angeles is not too big for us. What league are they in any way? Right at 'em, lads, ten or more to a report and we'll register 'big! Co-operation will do it.

The blizzard which hit Chicago the last of March gave North Avenue a chance to show the stuff of which it is made. By keeping one jump ahead of the storm all of our lines were kept open. Everyone gave his best in the battle with the elements, not only the men who did valiant service with the snow equipment but also those men who "carried on" in the passenger service against great difficulties. The mechanical department under Foreman Jack Gillen, overhauled each snow machine from trolley wheel to truck wheels as it was brought in for the crew's "fall-back" with the result that every sweeper and plow went out in fighting trim. Andy (Snow) Johnson and his gangs kept switches open and salted, and bays cleared. Even the restaurants did yeoman service in supplying the inner man to great satisfaction. It was a glorious fight. Co-operation won.

Sympathy is extended to the family of Conductor Thicket who was buried Saturday, April 18, at Montrose Cemetery under Masonic auspices. Taps were sounded over the grave. He was a World War veteran.

Conductor Bradley, confined in the hospital for a number of weeks as the result of being stuck by an auto while putting up the trolley, is back at work.

A collision of cars put Conductor Pat Curran in the hospital for two months, but he is back on the job again as chipper as ever. Glad to see you back, boys!

Martin Jensen of the mechanical department places 223 cars from 5:50 p. m. to 7:10 p. m.—a period of eighty minutes. That's stepping on it.

Shirley Ilene Carlson arrived at the home of Conductor Henry Carlson, March 20. Henry

says the young lady is well behaved and that he has not had to do floor duty to date.

And here is Conductor J. J. Moran No. 1 who reports a lusty 10-lb. boy born Feb. 8.

Conductor Harry Albrecht announces a girl born April 9, weighing 7 lbs. Good for Harry!

Here's one for the motormen, too. Motorman W. Roggatz is the proud papa of an 8-lb. boy which arrived April 16.

And that isn't all. Supervisor Harry Dilloa with an immense smile announces that he is the proud father of a fine 9-lb. boy born March 28. Mothers and infants doing fine. It should be a great year for the baby carriage line, down on North Avenue's furniture row.

Sympathy is extended to Motorman H. Camrow in the loss of his father and to Starter Moir who by the same death loses his grandfather.

While in North Dakota last summer Conductor E. Kaps captured a white gopher whose rarity is evidenced by the fact that the people of that section came from miles around to see it. Ernie keeps the gopher in a cage. It is very tame and a great pet.

Three North Avenue men were on the bowling team which copped the pennant for the Transportation Department.

And here are two more babies for the motormen: John Dolan reports a boy, born April 7, and P. Jensen No. 2 a boy, born April 18. The motormen certainly did fine this month.

And that brings us to the question of power-saving in which we aren't so good. Last month we stood like this—11. What we want to do is scrub out one of those ones and make it look thus—1. We can do it. We're good at everything else. And if they give a flag for every contest, we'll need the North Pole to fly them from.

The one bit of grief due to the storm was that they used the receivers Dalton to add up the meal tickets and it's never been the same since.

C. A. Knautz.

Lincoln

Congratulations to the proud fathers and mothers who have increased the population of Chicago in the last month! They are Mr. and Mrs. J. Collins, a seven-pound son born March 24; Mr. and Mrs. E. Bruns, a ten-pound daughter born April 1, and Mr. and Mrs. Bock, also a daughter born Saturday, April 17. Mothers and babies doing well.

The Lincoln ball team played a seven inning practice game with the Devon team Friday morning, April 23, at Wells Park, and after a fast game defeated the Devons 4 to 2. With the new lineup and the speedy playing that was done by all, it looks as though the Lincoln team, if they keep up the good work, ought to make a very good showing. The players wish to thank the men who showed the spirit of base ball and donated for the sport. And now what they are asking is for the men to come out and root for the boys, which will give them more encouragement.

The old saying is a poor beginning as a rule means a good ending. Burnside is to be congratulated for heading the list for accident prevention, but it does not mean that no one else can get the lead, so if the Lincoln boys are

careful and do their best to prevent accidents, and also try their best to get more witnesses, which is of great importance to the company as well as yourselves, there is no reason why the Lincoln boys cannot climb to the top and lead the list.

We extend our sympathy to the family of J. P. Bostrom, who passed away and was buried Saturday, March 13, from Hulten Chapel, 3176 N. Clark St., to Graceland Cemetery; also the family of Charles L. Schultz, who was buried March 29 from Westphal's Chapel, 3807 Lincoln Ave., to Eden Cemetery.

H. Spethman.

Limits

Our old friend, Harold Wm. Weddel, formerly a clerk in the office and starter, has broken in as a conductor and is now on the list. Harold held a commission as an aviator with the Canadian forces in the late World War.

John Memphis got married here recently and held the wedding reception at the Hotel La Salle.

Frank C. Evans is to be married May 8th, 1926, to Miss Irene Anna Kroper at St. Francis Xavier Church at 10 A. M. Father Goldsmid will officiate.

L. M. Kirchwehm is "daddy" to a little baby girl, born April 19, 1926. Mother and baby doing fine.

Walter Kromie was married April 10, 1926, to Irene Gesen at St. Bartholomews and ever since he has been humming "I Want to Go Where You Go, Do What You Do, Smile When You Smile Then I'll Be Happy." Good luck, Kromie.

E. G. Rodgers.

POWER SAVING POINTERS

Importance of Following Suggestions of Traveling Motormen.

If the motormen and the conductors of this system will make power saving the issue upon which they would be willing to have their knowledge and ability of car operation judged, they would, in a very short time, reach the very pinnacle of good operation and add a bright star to their already brilliant banner of excellent achievements.

Possibly in no other line of endeavor does such important work depend solely upon the good judgment of the man performing it; and upon his performance rest the safety, comfort, care of the people, and his own reputation, as a good car operator.

The duty of the supervising motorman is to acquaint you with some of the best principles of car operation and when he gets on your car pay attention to what he has to say and what he does, for something can always be learned from the other fellow, particularly when he is especially detailed to help you. A few of the outstanding points of good car operation and power saving may be summed up as follows:

- Start smoothly.
- Don't run on resistance.
- Coast whenever possible.
- Run on time.
- Stop smoothly.

As the meter sums up and takes care of all the small savings, as well as the large ones,

coast whenever and wherever the opportunity presents itself. In the following version of John Burke, motorman at the Cottage Grove Avenue depot, he sets forth a consistent and wise method for the practical coasting of a car if every advantage is taken throughout the entire time of your run:

"If you want to save the kilowatts,
Put the controller to the post,
And when the wheels start humming,
Then throw her off and coast."

Cottage Grove Increases Its Lead

The following table has been arranged for the benefit of our motormen and shows the standing of each depot on the basis of the greatest gain in power-saving when compared with the first operating period of the depot, the per cent column showing the amount, thus determining the rank of the depot on the system:

Division	1926												1925															
	Mar.	Per Cent Saving or Loss	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	May	Apr.	Mar.	Per Cent Saving or Loss	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	May	Apr.	Mar.	
Cott. Grove....	1	12.40	1	1	1	1	2	2	2	1	3	5	5	5	5	6	6	3	3	6	5	5	5	6	6	3	3	
77-Vincennes ..	2	9.31	2	2	2	3	3	6	5	5	5	5	5	5	6	6	3	3	3	3	3	3	3	3	3	3	3	
Burnside	3	9.06	5	5	6	5	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
69-Ashland	4	8.52	4	4	4	4	3	3	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Kedzie	5	7.91	3	6	5	4	4	4	4	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Archer	6	7.82	6	3	3	6	5	6	6	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Armitage	7	6.52	9	8	9	10	9	12	9	12	8	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Lincoln	8	6.33	8	8	8	7	11	11	10	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8	11	8
Devon	9	5.81	7	7	7	9	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Lawndale	10	4.89	12	12	13	13	14	14	12	9	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
North	11	4.82	11	11	10	8	7	7	8	11	9	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Elston	12	4.48	10	10	11	11	10	10	11	10	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Limits	13	1.84	13	13	12	12	12	9	14	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Division	14	0.33	14	14	14	14	15	15	16	16	15	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Noble	15	3.13*	15	15	15	15	16	16	16	15	15	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
Blue Island....	16	3.24*	16	16	16	16	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18

*Loss.
Total Points83.67
February Points67.45

March Gain16.22 points or 24 per cent

The goal for 1926 is 160.00 total points per month. The motormen of this system are well on their way to accomplish this record. Let everyone do his bit to put his Division on the map.

Ye Canna Beat It!

A Scotchman found it necessary to notify his wife that he might not be home that evening, in which case he would phone her. This is what he told her:

"I'll ring you at 6 o'clock. When you hear the bell you'll know it's me. Don't answer it and I'll get my nickel back."—*Key Notes.*

Exercise

Friend—Steady! You barely missed running over than man. If he hadn't jumped—

Lady Driver—Oh, that's all right. It was my husband, and the doctor said he needed exercise.—Answers.

He Knew

Mary's Beau—"Is Mary your oldest sister?"
Little Brother—"Yes."
Mary's Beau—"And who comes after her?"
Little Brother—"You and a couple of other guys."