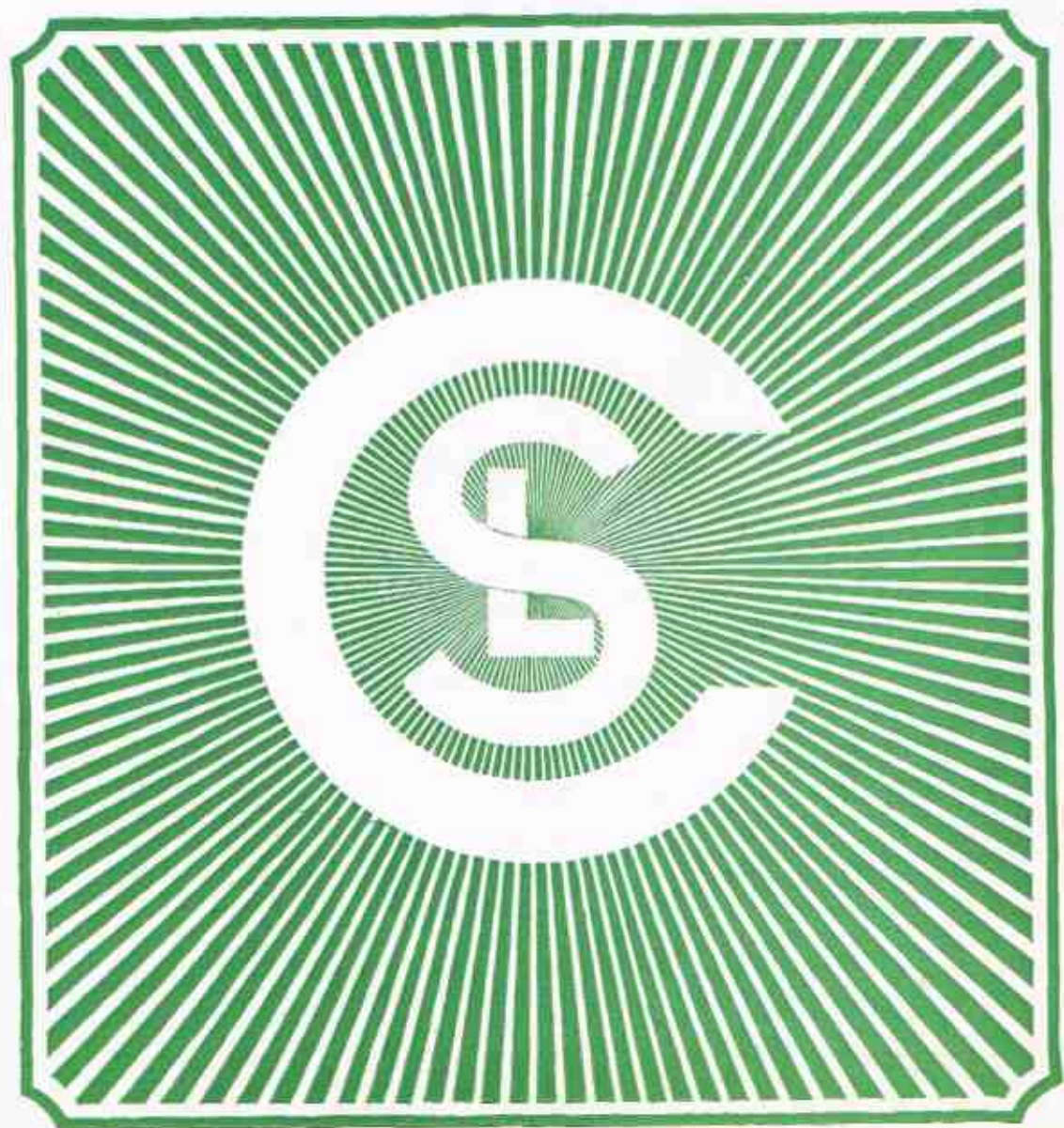


SURFACE SERVICE MAGAZINE

VOLUME 2

MARCH, 1926

NUMBER 12



Initiative

WHAT is Initiative?

I'll tell you: It is doing the right thing without being told.

But next to doing the thing without being told is to do it when you are told once. That is to say, carry the Message to Garcia; those who can carry a message get high honors, but their pay is not always in proportion. Next, there are those who never do a thing until they are told twice; such get no honors and small pay.

Next, there are those who do the right thing only when necessity kicks them from behind, and these get indifference instead of honors, and a pittance for pay. This kind spends most of its time polishing a bench with a hard luck-story.

Then, still lower down in the scale than this, we have the fellow who will not do the thing even when someone goes along to show him how and stays to see that he does it; he is always out of a job, and receives the contempt he deserves, unless he happens to have a rich Pa, in which case Destiny patiently awaits around the corner with a stuffed club.

To which class do you belong?

—Elbert Hubbard.

Surface Service Magazine

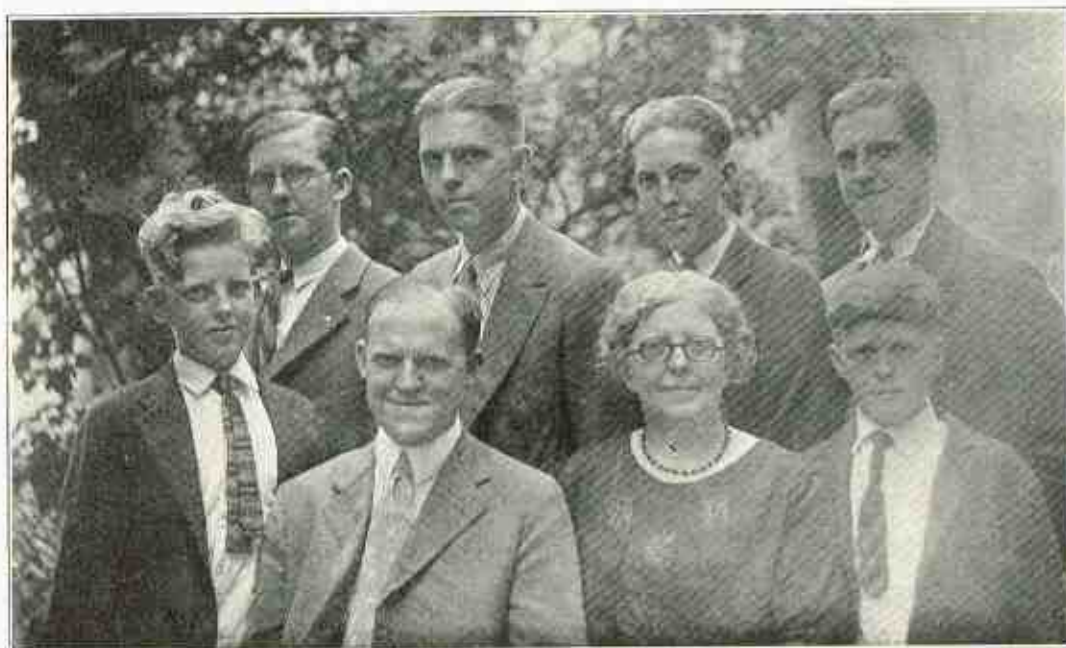
A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 2

MARCH, 1926

No. 12

MR. AND MRS. M. V. MORTON AND SONS



This month our Treasury Department takes pride in presenting through *SURFACE SERVICE MAGAZINE* an exceptional family group. Mr. Morton has long been familiar to those at the main office. Thirty-five years ago next June he applied for the position of office boy for the late J. B. Parsons, then the General Manager of the West Chicago Street Railroad Company. After eleven months as office boy he went into the Treasurer's office, where he has held various positions ever since. He is now the Chief Clerk of that Department. Among his business associates he is known as a veritable encyclopedia of facts, not only pertaining to the Surface Lines but to railroads in general throughout the state and nation. His reputation has long since been established as a vocalist. He is quite a home-man. Mr. and Mrs. Morton may well be proud of their sextette of boys. The oldest, Roscoe W., is a graduate of Illinois University and now an instructor in the Colorado School of Mines; Merville L. also a graduate of Illinois University, is now an accountant; Kenneth G. is a student at the Illinois University; Douglas B. is in High School; Robert J. is in the 6th grade of Grammar School; Herbert B. is in the 4th grade in Grammar School.

Mr. and Mrs. Morton are firm believers in the open spaces of the suburbs as the ideal place to raise children.

Accident Prevention Activities

Trainmen's Meetings Marked by Enthusiasm—Everybody Going Out After a Record for 1926

A record attendance of trainmen, marked the accident prevention meetings conducted by Mr. Victor T. Noonan, Supervisor of Accident Prevention at the sixteen car houses, the meetings being held twice daily during February and early part of March. Practically all trainmen were present at the meetings with the exception of the men who were working, and those who were sick or kept away by some other good reason. Division superintendents and trainmen declared that the talks were the best given so far on the great and serious problem of preventing accidents.

The speaker's remarks were divided into three parts: First, what has been accomplished in reducing accidents during 1925; second, a brief explanation of the Accident Prevention Contest, which will continue for twelve months—from February 1, 1926, to January 31, 1927; third, a discussion of accident causes with definite practical suggestions on prevention.

The trainmen of the Chicago Surface Lines during 1925 made a remarkable record for themselves and this organization—forty-five fewer fatal accidents for the year as compared with 1924. In the same calendar year period, although twenty-five million more passengers were carried than in 1924, there was a gratifying reduction in the number of persons injured, and fatal accidents involving either passengers or trainmen also showed reductions. "Our trainmen, Mr. Noonan declared, "saved forty-five lives in 1925 just as certainly as the Captain and crew of the steamship President Roosevelt saved the lives of 24 seamen from a sinking ship in one of the most terrible storms ever seen on the Atlantic Ocean. That is your record men—your own glorious accomplishment. Be proud of it."

"The Accident Prevention Contest," he said, "is not to add one bit of extra burden to the work you are doing now. The contest is to show our whole organization as well as the public the splendid and remarkable efforts you are making

from day to day to make street car transportation in Chicago not only the best, but the safest in the whole world." He then explained that the division with the best record would be awarded a very beautiful bronze plaque mounted on ebony, to which would be attached a silver all-weather barometer. With this prize would go a beautiful American silk flag, attractively mounted and enclosed in glass. A silk flag will also be awarded to the division second in the contest. The awarding of the prizes at the end of the contest will be made one of the greatest occasions ever held in the history of this organization.

How to Prevent Accidents

Mr. Noonan made the following suggestions on how to be better and safer trainmen:

Do not go in between cars to adjust trolley poles. Three trainmen were killed in 1925 because they ignored this advice.

Motormen should be safety engineers and not allow policemen, trainmen or others to operate front doors or distract them with unnecessary conversation.

The "pull-in trip" should be made the safest trip of the day.

On approaching the traffic signals do not move against the yellow—wait for the green.

Sudden starting and stopping causes accidents. Gongs should be rung before starting cars. Use of hand signals by conductor to public is helpful.

Motormen should see they have sufficient clearances when passing autos, trucks, or pedestrians.

At grade crossings motormen should make it their invariable rule not to start cars up until they have received the signal to go from conductors.

Approaching all switches car operation should be slow and extremely careful.

Importance of thorough knowledge of the Rule Book. It is the text book of the business. Every young trainmen who would advance in this business should get acquainted with his rule book.

Older trainmen who are veterans at

the business should teach the younger men.

Young trainmen should help and also respect the older trainmen.

Importance of telling the truth to superiors. The trainman who can tell the truth is a big man, and he is a dependable man.

A good record helps the trainmen when he has an accident. Young trainmen lose their jobs because of a bad record, "missing," not being punctual, discourtesy, etc.

Right and wrong way to secure witnesses' names after accidents. Passengers should always be approached in a kindly and friendly way when asking for names, and thanked when names have been given. Passengers will always help the friendly courteous traincrew.

All trainmen were asked by Mr. Noonan to act as his personal assistants in this great work of saving human life and limb. The importance of Right Thinking as a basis of safety and success was pointed out.

Will power should be cultivated and fear banished.

"I want to take this opportunity in SURFACE SERVICE MAGAZINE," says Mr. Noonan, "personally and sincerely to thank each and every trainman as well as all the division superintendents for the splendid success of this series of accident prevention meetings. In this word of thanks I want to include our General Superintendent, Mr. Evenson, and his assistants, Messrs. Hall and Quinn, who all did so much to spread in a greater degree the spirit of friendly co-operation which made these meetings by far the best that we have held. They were a great source of encouragement to me and inspired me to put forth even a better effort than I have done in the past. To all the trainmen who were present at the meetings and to those who could not come as well as to the Board Members of Local 241, who, helped by their good advice to the trainmen at the meetings, I am deeply grateful. With such a spirit pervading the ranks of our train organization, I am confident that our trainmen will make this year of 1926 a world's record in the saving of human life and in the prevention of accidents."

HERE'S A "FORTY-NINER"

Peter J. Reiter of Lincoln Avenue Station Has Some Interesting Recollections



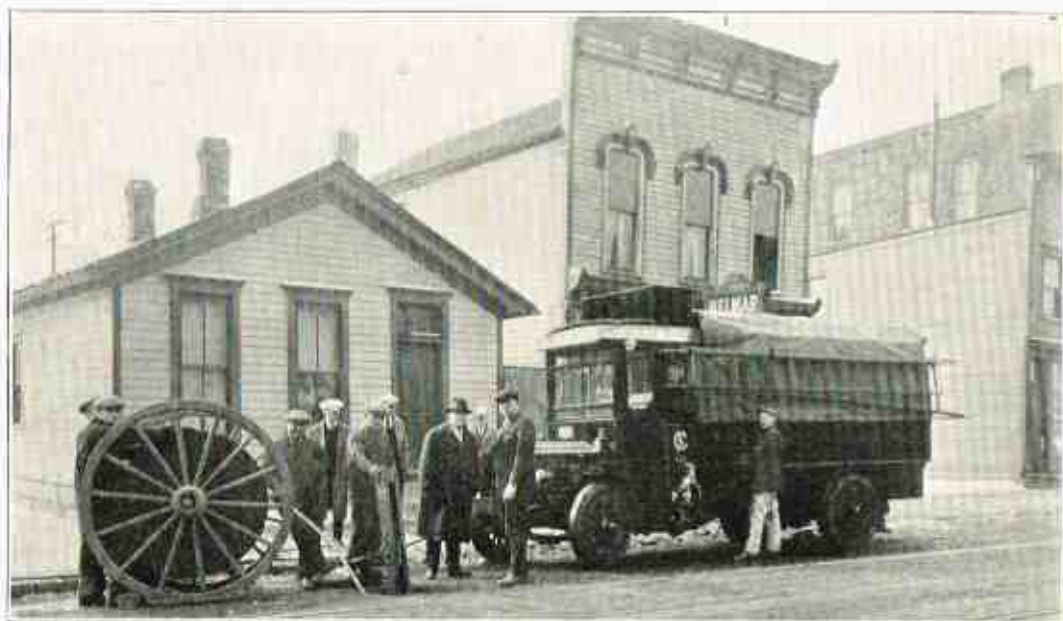
Motorman P. J. Reiter

This coming June, Pete Reiter will have forty-nine years' service in the street car business to his credit. This record is not equaled by any other employe now working at the Lincoln Avenue Station. Former Superintendent Squires of the North Chicago Street Railway Company hired Pete in 1876 to drive a horse car on the Wells Street line running out of the Wells Street Barns at Eugene and Wells Streets. He tells of the first car that ran on Wells Street and how wonderful it was considered. Pete says that in comparison with our present equipment, those early horse cars remind him of chicken coops. Their capacity was not much more than a half dozen passengers, or one fat woman with three children. For six years, he drove the money wagon—then went back on the road. In 1887, Pete drove the first horse car on the Dearborn Street line, a gala event. It ran from Lake and Dearborn to the Polk Street Depot. These cars pulled in at the Limits Barn and the cable cars pulled them down to Dearborn and Monroe Streets. Mr. Reiter remembers well the night of the Chicago Fire. He was a mere lad when living with his parents at 32 Menominee Street. That night he took his dog and went over the river to see the fire. The heat became so intense that it soon drove him back. As all the wooden river bridges were burning, he was forced to return through the LaSalle Street Tunnel. Everybody that could was crowding into the tunnel going north. The hurrying rushing procession of humanity drove horses and cows, and carried trunks, furniture, cats and dogs, in fact every conceivable thing that could be carried. When Pete reached his home it was nothing but a pile of ashes. The old folks had gone and it was three days before he was united with his family. Those three nights, he slept in the old Clark Street burying ground, which is now the south end of Lincoln Park. It was in the fall of the year and cool, but the heat from the big fire kept him warm as he slept. He said he was not lonesome—the cemetery being well filled by the homeless refugees.

Mr. Reiter is a remarkably well preserved man and very active for his age. He resides with his family in Evanston. Mr. Reiter is known as a safe and careful motorman.

Our New Underground Truck

Special Equipment Designed for Use in Installing and Repairing Conduit Cables



During the early history of the Company the trolley wires and a few overhead feed wires were sufficient to supply current for the comparatively few street cars operated at that time. As time went on and expansion took place, more of these overhead feed wires became necessary.

Later on an underground feeder system was installed by means of lead covered insulated cables in conduit lines. This system not only replaces some of the overhead feeders but is being increased as the demand becomes necessary.

At the present time the Companies have about 500 miles of lead covered underground cables which feed the trolley wires, and about 600 miles of negative return cables of various sizes ranging from 0000 to 1,000,000 circular mills in size. There are about 1,500 miles (duct feet) of conduit and over 3,000 manholes.

The equipment formerly used for installing underground cable was very efficient in the handling of the cables during extension work but it was not as efficient as more modern equipment in facilitating speed.

While every precaution is taken to prevent underground cable failures, most of this cable is so concealed that an inspection is impossible and the condition cannot be seen until a failure occurs. A failure means some delay for the street cars, but this is temporary as generally several other cables feed the same line. However, when one cable is out of service the other cables on the same line are overloaded, and the damaged cable must be repaired or replaced as

soon as possible. With all this in view, the engineers in this work studied many means of installing new underground cable and repairing cable failures.

The result of this study is the present underground cable truck shown in the illustration, which was designed and constructed in our own shops.

The old method required various kinds of equipment to replace sections of underground cable when a failure occurred. With this truck all the apparatus necessary to remove, install, and splice underground cable is confined in one unit. The truck not only transports the new cable itself but can, with its new equipment, pull cable and install new cable in a conduit. It is also equipped with a centrifugal pump which can be used when necessary to pump out manholes when they become filled with water.

Word Usage

Teacher—"Give a sentence illustrating the use of the word 'pencil.'"

Isaac—"If I don't wear suspenders, my pants'll come off."

Here lies the body of Archibald Mush;

His death is too sad for description;

He was killed by a mob in a terrible rush

When he carelessly dropped his prescription.

"Halo, St. Peter!"

"You say that he was a fast driver?"

"You bet; he started from New York and in two minutes he was at the Golden Gate."

"Keeping 'Em Rolling"

Devon Avenue Takes Lead for the First Time—Limits Second



Pennant Winning Devon Avenue Carhouse Employees

P. Rudtke, E. Anderson, C. Holzschuh, E. Carlson, E. Krueger, H. Beghyn, A. Sandberg, N. Schaul, V. Boyle, W. Nodus, E. Luttrell, P. Joyce, E. Tholen, L. Vecshalle, L. Skemalis, J. Flasz, J. Janizura, J. Stopa, L. Reilly, J. Rolling, J. Kalza, C. Draznek, C. Kelley, B. McAflunder, J. Lehs, J. Dore, S. Prus, H. McQuinn, J. Mikor, C. Carlson, P. Zielin, L. Pulito, S. Prus, F. Pianski, J. Doyle, T. Carolan, G. Peterson, P. Bonialis, E. Braceman, J. Maminick, P. Schrois-thal, P. Riedos, P. Walsh, H. Feeley, B. Martens, W. Gothan, E. Schmitt, J. Aerens, T. McGlory, F. Nelson.

During one of the coldest months of the year, the carhouse nearest the North Pole, Devon Avenue, captured the honor pennant, which is now flying from their flagstaff in the northern breeze, signifying that the cars from Devon Carhouse were operated the highest number of miles per equipment failure, that is, 17,771, during the month of January, 1926.

As will be noted from the accompanying photograph, the men state that this was made possible by "Loyal Co-operation," which, of course, means co-operation with each other and with the employes of the Transportation Department.

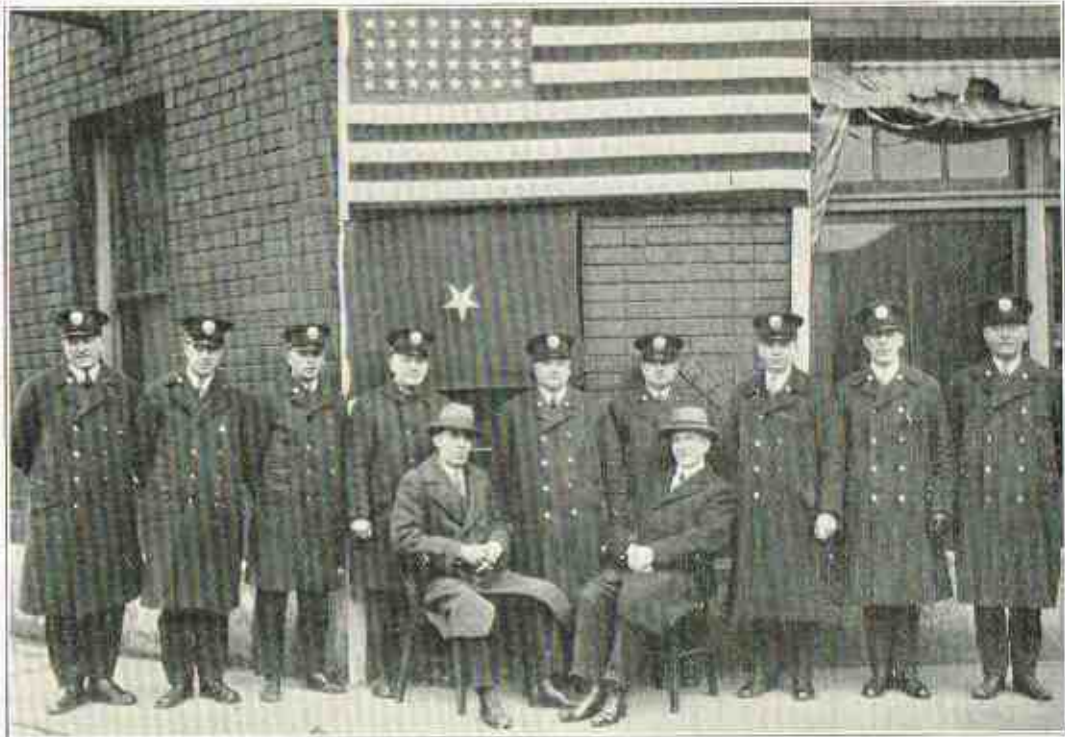
Cottage Grove Carhouse improved its position, by moving from 11th to 5th place, and increased its miles operated per car pulled in, 16.1%.

There was a decrease of 23% in the miles operated per car pulled in during January, 1926, as compared with December, 1925, and while it is appreciated that the cold weather is severe in its effect upon the equipment, contributing to the decrease in miles operated per failure, it is hoped that every effort will be made to send the mileage figures in an upward direction.

The record and relative standing of the various carhouses is as follows:

Rank	Carhouse	Zero Days	Miles operated per car pulled in Jan.	Percent increase or decrease over Dec.
1	Devon	7	17,771	23.9*
2	Limits	15	16,237	28.9
3	Blue Island	16	12,403	13.0*
4	Lawndale	9	10,179	17.5
5	Cottage Grove	7	10,062	16.1*
6	North		8,880	64.3
7	Kedzie	1	8,793	28.7
8	Elston	6	8,582	20.5
9	Division	4	7,015	43.1
10	Armitage	4	6,856	14.6
11	Lincoln	3	6,124	7.9
12	Rockwell		5,570	46.0
13	69th		4,667	21.9
14	77th		4,586	6.9
15	Burnside		4,095	20.3
16	Noble		3,941	66.9

*Increase.



The Twelfth Division Hustlers

Standing left to right: Supervisors, J. J. Hubberts, R. Thomas, J. Conway, F. Stickler, E. P. Miller, J. P. Reynolds, J. Mathley, W. Calderwood and A. Burke. Seated left to right: Division Supt. F. J. Smith, and Asst. Division Supt. R. W. Simpson.

The rank of the various carhouses, by months, for the past year, is as follows:

Carhouse	1926 ————— 1925											
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Devon	1	1	1	1	1	1	1	1	1	1	1	1
Limits	1	1	1	1	1	1	1	1	1	1	1	1
Blue Island.....	4	4	4	4	4	4	4	4	4	4	4	4
Lawnside	4	4	4	4	4	4	4	4	4	4	4	4
Cottage Grove....	5	11	10	8	8	8	8	10	4	11	11	11
North	6	5	6	1	7	7	5	3	1	1	1	1
Kedzie	7	6	8	11	6	9	8	8	8	8	8	8
Elston	8	9	4	5	6	4	11	10	9	9	9	9
Division	9	5	5	12	4	6	6	6	6	6	6	6
Armitage	10	12	7	10	9	1	2	6	2	1	1	1
Lincoln	11	13	12	5	8	7	7	7	7	7	7	7
Rockwell	12	19	5	6	13	8	19	1	1	1	1	1
69th	13	14	14	15	14	15	15	15	15	15	15	15
77th	14	16	15	14	15	14	15	15	15	15	15	15
Burnside	15	15	16	16	16	16	16	16	16	16	16	16
Noble	16	7	11	12	12	10	15	16	16	16	16	16

Says Mike, the Motorman

The other morning a talky guy asked me if I thought the motor truck would ever displace the horse, and I told him I thought it would if it ever hit him.

Right Behind Them

"I heard your son was an undertaker. I thought you said he was a physician."

"Not at all, I just said he followed the medical profession."

Magnitude of the Electric Railway Industry

900 operating companies in the United States.
50,000 miles of track.
105,046 units of rolling stock.
673 power plants.
40,000 miles of transmission lines.
\$6,000,000,000 capitalization.
15 million passengers carried annually.
\$1,000,000,000 annual income.

Some Annual Purchases—

\$3,000,000 paint and varnish.
1,500,000 barrels of fuel oil.
16,000,000 tons of coal.
5,000,000 gallons of lubricating oil.
7,000,000 pounds of grease.
2,500,000 pounds of hobbitt.
4,000 other items purchased.

Success Habits

Wear a smile.
Eat regularly, slowly and moderately.
Never be too busy to be polite.
Learn to control your tongue and your temper.

Say good-bye to the worry habit.
Dare to be original.
Keep in tune with your job.
Never stifle your conscience.
Be a team-worker.
Look ahead, not backward.

—Lefax.

Periodic Health Examinations

Dr. Leeming Emphasizes the Importance of Knowing Your Machinery Is in Order

You readers of the SURFACE SERVICE MAGAZINE are supposed to be a body of intelligent men—and women, too. Experience has demonstrated in many ways the truth of this supposition. But how about the exercise of your intelligence in reference to your own general health and bodily condition? Do you consult a dentist once a year to see if your teeth are in good shape? Do you send specimens at times to a laboratory to ascertain whether there is anything wrong with the function of your kidneys? Do you go to a doctor occasionally to have a thorough going-over for the purpose of learning if your various organs are working properly? You probably are aware that an auto owner takes his machine to the shop every year to have it looked over; the same treatment is accorded a steam engine, whether on land or water, and the good housekeeper has her regular annual spring housecleaning.

Carrying out the same idea in regard to the human machine—the most delicate and intricate piece of mechanism under the sun—certainly good judgment and ordinary common sense require that we give these bodies of ours as much attention and care as we give to the various inanimate devices if we expect them to function with efficiency. You must remember that in the case of your bodies it is even more essential that the various parts have the best of attention than in the case of a machine, for with a machine it is comparatively easy to get a new part to replace one worn out or broken by neglect, but in the case of the body the Maker will not take orders for spare parts, so when a piece is gone it cannot be replaced. This thought has moved a great many people to adopt the old motto, "An ounce of prevention is worth a pound of cure," and to seek to avoid the development of difficulties rather than attempt to overcome them after they have taken firm hold upon the system.

We live in a wonderful age—the progress of the past ten or twenty years has been marvelous. When we think of the

long step from telephone to radio, from the horse and buggy to the limousine, from railway to aeroplane mail, we cannot but wonder what the future will produce, and most of us have a desire to live and witness the progress of this most interesting and high-speed age. One cannot add a cubit to his stature, but he may add a span of years to his life if he is the type of man I assumed him to be in my opening sentence.

What I have written leads naturally to the inquiry, how can life be prolonged, and how best can good health be maintained? Most of the diseases and weaknesses which attack individuals can be cured or checked if recognized in early stages, but this frequently means even before they have become known to the individual.

For this reason I am a strong advocate of the periodic examination of employes. I believe, notwithstanding the size of the task and the expense involved, the result would be of such great and lasting benefit to those examined that it would be time and money well spent. This subject of physical examination of people who are supposed to be well is at the present time engaging the attention of medical men in all parts of the country. It is believed to be one of the most valuable aids that is known in the field of preventative medicine. The American Medical Association through its Public Health Committee is advising the practice generally. It is recommended in the schools and homes and in various industries. I strongly urge its use to the employes of the Chicago Surface Lines.

If an individual should be the subject of a minor defect, possibly unknown to him, no doubt an examination would disclose it, and its dangers, if any, could be explained, suitable treatment and conduct advised and the person thereby greatly benefitted by the knowledge gained. Furthermore, if the examination revealed a more serious condition, such as a gradually developing Bright's disease, hardening of the blood vessels, high

blood pressure or a weakness in one of the heart valves, a working man would certainly be in much less danger of complete disability if he had knowledge of his condition and was cautioned and instructed how best to take care of himself.

Take a case like the following for example—L. C. A.—conductor, aged 65 years, weight 212 pounds, employed by company 44 years, examined July 22, 1923, because of "shortness of breath." He had noticed this trouble for two or three years, especially on over-exertion, but because his appetite and general health were good he belittled the symptoms. Examination revealed enlarged heart, hardened blood vessels and a blood pressure of 190. I spent considerable time explaining to Mr. A. his exact condition, the dangers involved, the causes which probably had brought about the trouble, and the proper means of preventing its progress and causing improvement. This man returned voluntarily in six months, and again a few months ago. His weight is reduced, his blood pressure is down, his general health is much better, and he solicits further instruction and advice, expressing himself as being sorry he did not know earlier the importance of a physical examination and the benefit to be derived from the advice he had received.

Many similar cases could be given where men have been examined and found to be affected by certain ailments or physical disabilities unknown to themselves which, if detected earlier, might have been benefitted or cured.

AUTOMOBILE INSURANCE

Fire-Theft-Public Liability-Property Damage and Collision Insurance at Reduced Rates

As previously announced in *SURFACE SERVICE* we have made arrangements whereby it is possible for each of our employees to effect a very substantial saving in any form of Automobile Insurance through Moore Case Lyman & Hubbard, our insurance representatives at 175 W. Jackson Boulevard.

You may, without any obligation, 'phone Wabash 0400, the Automobile Department of Moore, Case, Lyman & Hubbard and they will give you the cost of each kind of automobile coverage for your particular car.

The cost of automobile insurance varies according to the make, type and age of your car, so we are giving you three examples of the

cost of the several forms of automobile insurance.

1926 Buick Standard "Six" Sedan

\$1000.00 Fire & Theft Insurance.....	\$ 11.97
(Includes Coverage of Extra Equipment without additional cost).	
Public Liability, \$5000/10,000 Limits...	25.60
Property Damage, \$1000.00 Limit.....	10.40
Full Coverage Collision.....	118.25
\$50.00 Deductible Collision.....	39.41
\$100.00 Deductible Collision.....	23.05

1925 Dodge Coach

\$800.00 Fire & Theft Insurance.....	\$ 11.00
(Includes Coverage of Extra Equipment without additional cost).	
Public Liability, \$5/10,000 Limits.....	20.80
Property Damage, \$1,000 Limit.....	8.80
Full Coverage Collision.....	87.80
\$50.00 Deductible Collision.....	25.29
\$100.00 Deductible Collision.....	12.39

1926 Four Door Ford Sedan

\$500.00 Fire & Theft Insurance.....	\$ 16.80
(Includes Coverage of Extra Equipment without additional cost).	
Public Liability, \$5/10,000 Limits.....	20.80
Property Damage, \$1,000 Limit.....	8.80
Full Coverage Collision.....	94.46
\$50.00 Deductible Collision.....	26.04
\$100.00 Deductible Collision.....	14.13

The above collision rates are based on the car being equipped with front and rear bumpers. Call Wabash 0400, ask for the Automobile Department and full particulars will be given you.

"WHEN PAPA'S SICK"

J. Schwartz, Day Foreman, Division Carhouse, submits the following bit of verse with a peculiar human appeal. Unfortunately we are unable to name the author:

When papa's sick, my goodness sakes,
Such an awful, awful time it makes,
He speaks in oh, such lonesome tones,
And gives such ghostly kind of groans,
And rolls his eyes, and holds his head,
And makes ma help him up to bed,
While sis and Bridget run to heat
Hot water bags to warm his feet,
And I must get the doctor quick,
We have to jump when papa's sick.

When papa's sick ma has to stand
Right side the bed and hold his hand
While sis she has to fan and fan,
For he says "I'm a dying man,"
And wants the children round him too,
He says he wants to say good-bye
And kiss us all then he will die,
Then mourns and says his breath is thick,
It's awful sad when papa's sick.

When papa's sick he acts that way,
Until he hears the doctor say,
"You only got a cold, you know,
"You'll be all right in a day or so,"
And then we'll say you ought to see
He's different as he can be
And growls and scolds from noon till night
Just 'cause his dinner ain't cooked right,
And all he does is fuss and kick,
We are all used up when papa's sick,

Lining Up the Witnesses

Elston-Noble Still at the Top of the List

Next in importance to the protection of the public and the prevention of accidents is the protection that should be given to the company in the matter of witnesses. In all of the accident prevention meetings that are being held, special emphasis is being laid upon this feature of the trainman's duty. We are doing fairly well, but we are nowhere near the high efficiency that should be reached in our organization. Team work is just as essential in getting results in the witness field as in any other branch of the service.

A recent accident in a western city was observed by a friend of the management who had this comment to make:

"The manner in which the conductor and motorman worked together not alone got splendid results, but reduced the delay to the minimum.

"An auto made a left hand turn and ran into the fender of a stopped car. Not much damage to the fender, but a fender on the auto was badly bent.

"The conductor came forward when he heard the crash and immediately got as busy as the proverbial bee. He was off the car, had the number of the machine, the driver's name, and an exoneration card signed before the man had alighted from the machine. He then helped him straighten his fender, adjusted the car fender, and got back on the car.

"In the meantime, the motorman who was well equipped with cards, had secured the names of six people on the front end of the car, and when the auto pulled over to the curb, the car went on its way. Total delay: three minutes.

"I asked the motorman later how it was that he and his conductor worked so well together in that particular case, and this is what he told me:

"I always have an understanding with my conductors about what we shall do in case of an accident. If I am the one who has the accident, I know that my conductor can do more with the injured party, who, naturally, is bound to feel more or less sore at me. So I let him take care of that end of it, and I try to get as many witnesses as I can.

"If the accident happens on the rear end, I help the injured party, get his name and address, while the conductor notifies the Company operator, if necessary, and gets the witnesses.

"I have always found that when we work together that way, and each one of us knows just what to do, and does it, we cause less delay and get more satisfactory results."

How They Stand

	Jan.	Dec.	Nov.	Oct.
1. Elston-Noble	4.25	4.16 (11)	4.10 (11)	5.83 (2)
2. Lawnd-Bl. Isl.	4.25	3.00 (2)	4.06 (2)	3.50 (3)
3. North Avenue.....	3.75	3.09 (4)	3.92 (5)	3.41 (3)
4. 77th Street.....	3.57	3.07 (3)	3.39 (7)	3.51 (6)
5. 80th Street.....	3.36	3.46 (5)	3.06 (9)	2.94 (10)
6. Archer.....	3.35	3.24 (9)	3.55 (3)	3.42 (7)
7. Cottage Grove.....	3.09	3.21 (8)	3.53 (6)	3.51 (6)
8. Kedzie.....	3.04	3.00 (10)	3.03 (11)	2.99 (9)
9. Burnside.....	3.01	3.09 (3)	3.48 (4)	3.53 (4)
10. Devon-Lincoln	3.00	3.03 (12)	3.18 (9)	2.84 (11)
11. Armit-Diry.....	2.93	2.96 (11)	3.18 (9)	2.06 (8)
12. Lincoln.....	2.77	3.54 (7)	3.21 (8)	3.52 (5)
Averages for the system.....	3.20	3.44	3.48	3.38



Taking a Sun Bath—Alexis, the Year-Old Son of Motorman A. Johnson, Devon



Irene Delores Grannon, 15-Months-Old Daughter of Conductor Richard Grannon of Archer

First Aid to the Injured

Our Medical Adviser Arranging for Standard Equipment and Standardized Practice

The Medical Department has recently been devoting special attention to this subject. A survey has been made of our carhouses, shops, sub-stations, etc., and the equipment on hand for the care of injured employes has been noted and tabulated.

The survey referred to reveals the fact that our first aid equipment might be somewhat improved and our efforts in this direction have not been in enlarging our first aid supplies, but rather in cutting down the amount and eliminating the unnecessary materials, with a view to standardizing the outfits—for example, we are dispensing with the bottles of Tincture of Arnica and Peroxide of Hydrogen, as these two preparations, while useful under certain conditions, have no place in a first aid kit. The purpose in view is to simplify the standard equipment and make each first aid cabinet and first aid box contain the necessary articles only to enable a layman to administer first aid relief in the most common and frequent forms of injury. These outfits will consist of the following standard equipment:

A bottle of boracic acid solution.

A tube of Edison ointment.

Individual cartons of antiseptic absorbent cotton.

Roller bandages of three different sizes.

Adhesive plaster on spools, $\frac{1}{4}$, $\frac{1}{2}$ and 1 inch in width.

Packages of plain gauze sufficient for one dressing in individual sealed packages.

A bottle of Mercurochrome—a new and safe antiseptic to be used in place of Tincture of Iodine.

This is all that is necessary for each kit except a pair of scissors—pins and safety pins are unnecessary, the narrow adhesive plaster is safer and better for holding the dressings in place, and with these materials a layman who is properly instructed can administer the best form of first aid that is known to all kinds of wounds, cuts, bruises and emergency injuries.

I have already demonstrated and illustrated the use and value of this equipment to superintendents and foremen in some of our departments. I am ready to

continue doing so at any carhouse or other headquarters if arrangements can be made. This same instruction has been given to small groups who were sent to the Medical Department—1404—Illinois Merchants Bank Building, and this method has been utilized by the wreck wagon department as well as by the west and south shops. The instruction consists of explaining how to care for an injured person until medical or hospital aid when necessary can be furnished.

The two most important first aid requirements in the large majority of wounds are to check hemorrhage and prevent infection. The classes or small groups are instructed to tell the difference between bleeding from an artery—when the blood spurts with every beat of the heart—and bleeding from the veins, where blood simply oozes. In the former case—a spurting blood vessel—pressure must be applied on the limb between the point of bleeding and the heart—a simple method of accomplishing this is to take three or four layers of the largest size gauze bandage in the first aid outfit, tie it loosely around the limb above the point of bleeding, pass a stick between the skin and the bandage and twist it until the pressure exerted is sufficient to stop the bleeding, keeping up this pressure until medical aid is obtained. When the blood simply oozes slowly from the wound and does not spurt, apply pressure with a pad of absorbent cotton soaked in boracic acid solution until the bleeding stops.

When the hemorrhage has been controlled the next important step in first aid treatment is to apply a dressing to the wound that will remove any infection that may have entered and prevent further contamination of the wound by the germs of disease which are always present in the atmosphere. The directions for accomplishing this end are as follows:

Do not wash a flesh wound with soap and water, because by doing so there is danger of spreading the infection that may be already in the wound. Paint the raw surface with a 2% solution of Mer-

curochrome, which is found in every first aid outfit, and after this is done use a piece of gauze or absorbent cotton large enough to cover the part involved and soak it with the Boracic Acid Solution before applying it to the wound, then bandage it snugly in place with a roller bandage. This solution of Boracic Acid is a very simple and harmless antiseptic—it may be applied in full strength to every wound—in cases of eye injury simply soak a wad of absorbent cotton with the solution and bandage it over the injured eye as a temporary first aid dressing.

Further instruction is also given in reference to the temporary first aid treatment of fractures as well as in the performance of artificial respiration and in

the correct method of applying Edison Ointment to electrical and other burns.

The purpose of this work is to standardize and simplify our first aid outfits and also to give instruction more freely to our employes by various methods in the use of the outfits.

Jno. Leeming.

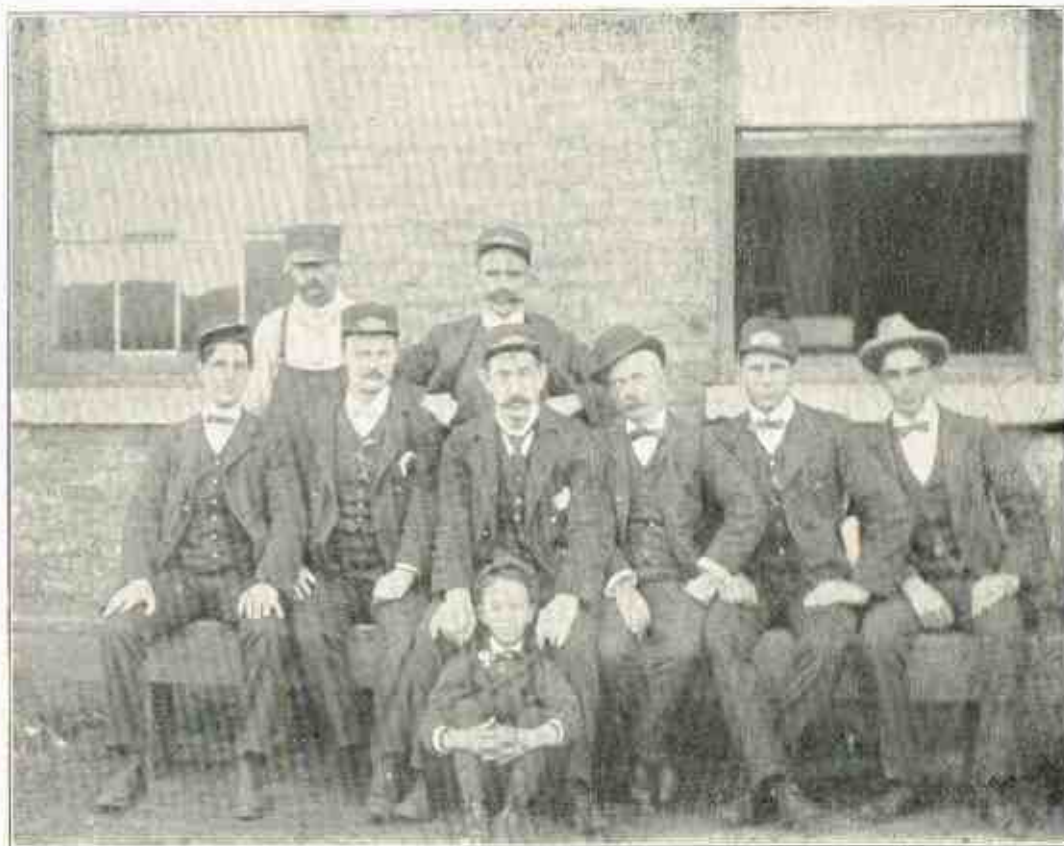
Popularity

"A good chef gets more than a college professor."

"Why shouldn't he? A lot more people take his courses."—Boston Transcript.

Prohibition Item

"A deep orange monkey fur is now popular," says a fashion paper. A friend of ours remarks that if he ever saw a deep orange monkey he would stick to soft drinks.—Exchange.



OLD TIMERS AT BLUE ISLAND

This photograph taken in 1898, includes William Mouse and Hugh Cullen, standing at the back, and left to right seated—A. Viland, N. Simon, J. McLaughlin, E. L. Maguire (now Division Superintendent), A. Johnson and C. Fletcher. The lad was Timothy O'Leary, nephew of Motorman P. Murphy No. 1, of Blue Island.

SURFACE SERVICE MAGAZINE

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

OUR SPEAKERS' BUREAU

The Speakers' Bureau of the Chicago Surface Lines organized in connection with the activities of the Illinois Committee on Public Utility Information has been remarkably developed by Mr. Crews, Supervisor of Publicity. Perhaps the last place in the world one would look for a public speaker would be in the rank and file of busy men specializing in transportation. But in examining closely it was found that the men who had mastered the details of the particular job with which they were identified were full of their subject and had no difficulty in "talking shop."

To one who has only the outside view of electric transportation, the inside story was only vaguely suspected or entirely unknown. And in the belief that there was a tremendous human interest element in the every-day problem of providing 5,000,000 rides to the patrons of the Chicago Surface Lines, a score or more of men representing every branch of the service were recruited to carry our message to the public. Oratory was not essential; what was wanted was a plain, unvarnished narrative of the day's accomplishments, and coupled with this, the presentation of statistical facts that would convey a realization of the magnitude of the property whose continuous operation is so essential to the city's business and industrial life.

This is the work that is being carried on in so creditable a manner by the members of the Speakers' Bureau all over the city. Schools, improvement associations, civic societies, women's clubs and employes of industrial plants are getting our message in a way that can not help making friends for the organization. And

it is being demonstrated daily that an intelligent comprehension of the sincerity and earnestness of those identified with the management of the Surface Lines in a determined effort to give Chicago the best transportation in the country inspires a respect and friendly interest that is of inestimable value to our great enterprise. It is a wonderful work well done.

"KNOW YOUR COMPANY" NIGHT

Electrical Department To Put on Attractive Show March 24

The Electrical Department has collected a galaxy of talent and is hard at work rehearsing for its second departmental show, Wednesday evening, March 24, at the Club House. Everybody who attended last year's entertainment by this Department will recall some of the interesting features on the program and it is understood that this year these will be far surpassed. Many surprises are promised and there are mysterious references to the thrills that will be experienced when the "Welcome Committee" is met at the door. The startling announcement that during the evening a million volts will be "eaten," suggests a spectacular stunt. The managers of the program throw out the intimation that those who wish good seats should be at the Club House early, for a record crowd is expected.

Want to Learn

There are five things in life which we ought to learn. Here they are:

1. Learn to laugh. A good laugh is better than medicine. When you smile or laugh, your brain for a moment is freed from the load that it ordinarily carries.
2. Learn to tell a helpful story. A well-told story is as welcome as a sunbeam in a sick room.
3. Learn to keep your troubles to yourself. The world is too busy to finger over your ills and sorrows.
4. Learn to stop croaking. If you cannot see any good in this world, keep the bad to yourself.
5. Learn to greet your friends, with a smile. They carry too many frowns in their own hearts to be bothered with any of yours.—*Patton's Monthly*.

Economical Chauffeur

"Is your chauffeur economical?"
"Very; he never runs the cost on more than two wheels or three cylinders."

Real Mass Transportation

Things Happen When the Whistle Blows at The Western Electric Company's Plant

The world's greatest telephone equipment and cable manufacturers known as the Western Electric Company occupies an area of 160 acres at West Twenty-second Street and Cicero Avenue. To partly realize what the transportation problem has been at this point at 5 P. M., just try to imagine the entire population of the city of Elgin pouring out of large buildings, the major portion to be furnished immediate street railway transportation. During the busy season there are about forty thousand persons employed there. Regularly at 5 o'clock each day, excepting Saturdays, Sundays and holidays, the tracks in front and on the side of this huge plant are filled with cars. The trainmen on these cars, the supervisors, and the front-end collectors are on their toes ready for action. When the crowd comes out they quickly line up, and, from 5:01 until 5:22 cars are loaded and dispatched with clock-like precision at the rate of two every thirty seconds. After 5:22 cars leave two every minute until 5:31; from then on until 6

o'clock they have a three-minute headway. At 6 o'clock two more strings of cars are on hand ready for the office help. This schedule is maintained not withstanding the great number of automobiles continually passing at this hour. Now back of all this regularity there are two outstanding factors: First, the co-operation of the Western Electric employees, whose behavior is such that it permits the easy operation of the system; Second, the past efforts of the following men who reduced this problem to a demonstration of scientific street-railroading: W. A. Hall, Wm. Pasche, B. W. Bolger, T. Eigelsbach, John Ford, O. Budoff and E. Gagler. The Cicero Avenue line is in the eighth division under Wm. Pasche, with Supervisor M. W. Bain, carrying on the work formerly handled by O. Budoff and E. Gagler. The Twenty-second Street line is in the Sixth Division under E. L. Maguire, with Supervisor John Ford who has successfully handled this job for ten years.

PRAISE FOR SPEAKERS' BUREAU

Mr. Richardson Addresses the Members at a Luncheon

Members of the Surface Lines Speakers' Group, at a luncheon at the Hamilton Club on March 1, heard an interesting talk by Mr. Richardson, in which he praised the work the speakers are doing in helping the public to a better understanding of the problems of street car operation.

He pointed out the growing importance of the street car in city transportation and the recent achievements of the Surface Lines in providing increased service to meet the greatest demand in the history of the system. Riding has been encouraged, he said, by anticipating the demand and being ready to meet it when it comes.

An audience of more than 11,000 persons heard Surface Lines speakers during

the month of February. Talks were made at 22 schools, 4 lodges and 12 civic or commercial organizations. At most of the meetings the "Magic of Transportation" was shown.

The eagerness of the public to hear about the street car system of Chicago is evidenced by the increasing number of requests for speakers and the film.

The schools take a lively interest in the motion picture. At one school in Cicero following the showing of the picture and the delivery of a talk, the pupils wrote letters to the management expressing their individual appreciation of the opportunity to learn more about street car operation. A commercial school showed a similar interest by having its students write expressing their opinions of the talk and picture.

Button-in

Diner—Waiter, there's a button in my soup.
Waiter (ex-printer)—Typographical error, sir; it should be mutton.—Lehigh Burr.

KYW Broadcasts for CSL

Surface Lines Club Members See Radio Stars in Action

Whenever the voice of Sen Kaney sings out over the home set, "This is KYW, Westinghouse—Chicago Evening American station," members of the Surface Lines Club who were at the club house on the evening of February 17 will now be able to visualize the announcer as he stands before the microphone.

And in person he fully justifies the pleasing impression his voice has made on the thousands of listeners-in.

That was true also of the well-known KYW artists who appeared on the program with him and from 8 to 9 o'clock used the Club House stage as a broadcasting studio.

It was a lot more fun to see Lee Sims "tickle the ivories" than merely to hear the tintintabulation of the piano over the loud speaker.

Likewise, radio fans must have realized what a wonderful benefit a visual broadcasting appliance would be when

they saw the Harmony Girls in all the glory of their pierrette costumes. Hearing them sing, and play over the radio is delightful, but seeing them is really a treat.

Then there was Uncle Bob. He didn't tell a bedtime story, because he already had put to bed his 50,000 children, but he did do that funny little "B-r-r-r-r-r, it's cold" at the last. (Wonder if he always shakes his fat self that way when there's no audience present?)

Loos Brothers with their jazzy songs, and Lola Juhl and Betty Baker were all good.

In fact, it was as fine a program as KYW has given in a long time and Elmer Douglas of the Chicago Tribune, who was listening in, says it was "a remarkably clear broadcast."

Following the hour of broadcasting C. W. Horn of the Westinghouse Company spoke on radio broadcasting and showed some interesting lantern slides.

Domestic Science

Give me a spoon of oleo, Ma,
And the sodium alkali,
For I'm going to make a pie, Mamma!
I'm going to make a pie:
For Dad will be hungry and tired, Ma,
And his tissues will be decomposed;
So give me a gram of phosphate,
And the carbon and cellulose.
Now give me a chunk of casein, Ma,
To shorten the thermic fat,
And give me the oxygen, Ma,
And look at the thermostat.
And if the electric oven is cold
Just turn it on half an ohm,
For I want to have supper ready
As soon as Dad comes home.

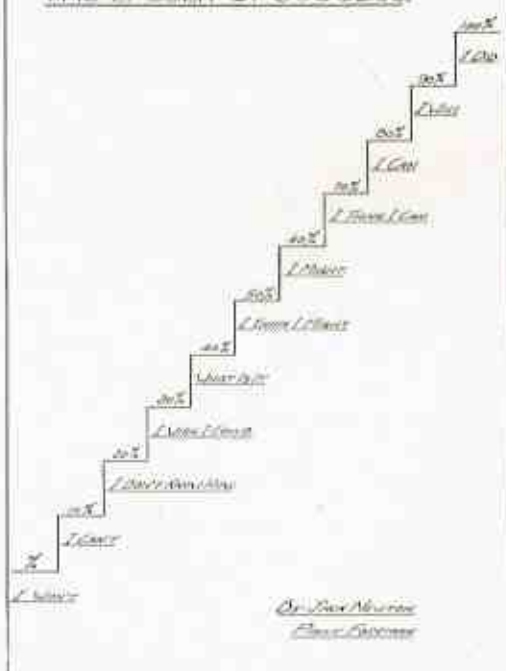
—Farm Journal.

Oh! Yes You Can

You can always tell a barber
By the way he parts his hair;
You can always tell a dentist
When you're in a dentist's chair.

And even a musician—
You can tell him by his touch.
You can always tell a printer,
But you cannot tell him much.

THE LADDER OF SUCCESS.



JERRY LEARNS SOMETHING

A Motorman Recently from a Southern City Gives His Friend George a Few Points

Chicago, Ill., Feb. 18, 1926.

Dear George:—

I'll bet you are some surprised to see where this letter is written, George, but you're no more surprised than me. It's all been pretty sudden, George, and I don't know whether I'm going to like it.

You remember old man Small, George, that used to come see me and stick around the house and bring my lunch out to me on the 11:40 trip, well he was my uncle and he died, George, and left me a house and a couple of lots on Congress St. up here in Chicago. So here we are.

Well, George, the first thing I did was to hunt a job, and of course I headed straight for the nearest car barn. Believe me, George, it's hard to give up eight (8) years' seniority, and have to go back and buck the board. Well, they sent me to the employment man, and we had some session, George, and he knows more about me than I do by the time they got through punching my chest and looking at my eyes and everything.

Then they sent me to school. Can you imagine that, George. Here I've been running a car eight years, and they put me back in the Kindergarten class. But this is a real school, You remember old Bill Peters, George. He broke me in you know, and I can remember him saying, "Kid, this here makes it go, and this here makes it stop." That was the way we went to school in those days, eh, George? But this one—man—I found out some things I never did know about street caring.

Well, George, I finally got through with it, and reported out at the Kedzie barn. Most of the fellows bucking the board were young ones, George, but they was a few old war horses like me, too, and I we swapped a lot of lies about how good we were.

Well, George, I finally got a run, the guy making it being sick or something, and I started out after my car, and George, I was just as nervous as a cat. But I climbed on and took my meter reading—oh—I forgot to tell you, George, they've got meters on every car here, over 3,500 of them just like down South. So I settled back and says to myself, "Here's where I show them how a real motorman saves power." Well, George, I thought I knew that line pretty good, being broke in on it a lot. But I got out about three miles and a inspector climbs on, and he looks at me, George, and looks at my badge and looks in his book, and looks at his watch and looks at me again, and says, "What's the matter, old timer, can't you cut it?" Well, George, I pulls out my watch and here I was two minutes late on a three-minute line. I'd been running just like I used to down South, and forgot the fast time. So I started in and George I showed that guy something about making up time. And I was thinking all the time that I sure was burning up the juice, and if I had saved any by taking it easy it was all gone now. Well, I got back on time, George, and that's not as easy as it was in the old days, what with people thicker

than flies in summer, and me being late, and getting a lot of the fellows load behind me. But it taught me one awful good lesson, George, and that is when you're running a fast line with cars coming along every two or three minutes, and you get a little behind time, you're going to pick up a lot of people who belong to the guy behind you, and who am I that I should do that fellow's work. And of course you have to use a lot more power. You sure can't save power in this man's town by running late, George, or in any other town.

Well, George, I finally got through, and I took my meter reading again and when I got back to the barn I figured it out like we used to and George, I purty near fainted. Why, I'd used (378) Kilowatts. And the most I ever used down South was (189). Well, I got talking with some of the gang and they said that wasn't so bad for an extra man what didn't know the lines or the cars very good. They said the cars was a lot heavier, and faster too, and a lot more people all over the place and of course it took a lot more power.

But I can see right now where I used a lot of power I had no business to use, not knowing the line very good, and if I ever get a regular run, George, I'll show these guys what that meter and me can do when we get goin'.

The Missus likes it fine here, George, but she's a little lonesome for the old crowd, but I guess there's a lot of fine people here after we get settled down more. So good bye for this time, George, and don't let the cow kick you again.

Jerry.

Standing of Surface Lines Stations in Power Saving

The following classification of the depots has been prepared for the benefit of our motormen, showing the standing of each on a comparative basis.

It takes but very little improvement by all of the motormen of a depot each month to advance its position. Run on time—save power.

In the order named the depots rank:

Depot	Jan.	Dec.	Nov.	Oct.	Sept.
Archer	1	1	3	2	10
Elston	2	2	2	3	5
Limits	3	6	4	5	2
Cottage Grove..	4	3	7	8	7
Lincoln	5	7	5	13	13
77-Vincennes ..	6	4	6	9	9
Blue Island.....	7	5	1	1	1
69-Ashland	8	8	11	7	6
Devon	9	13	15	14	15
Noble	10	12	9	10	8
Division	11	10	10	4	4
Burnside	12	9	8	6	3
North	13	11	12	11	11
Armitage	14	15	13	16	16
Lawndale	15	16	16	15	14
Kedzie	16	14	14	12	12

All car operation is based on the entire four motor equipment of the system.

Worth Their Salt

"Do all the women of your intellectual advancement organization make speeches?"

"Oh, no, the more useful ones make tea and sandwiches."—The Christian-Register.

Bouquets for the Boys

Motorman R. Pattison, badge No. 5767, of Devon, is a master of his controller and air brake. The smoothness with which he accelerates and decelerates his car makes riding with him a pleasure for his passengers. Mrs. John E. Wilkie, 2948 Pine Grove, who has ridden with Motorman Pattison a number of times, has commended him for his skill and says she is under obligations to him for making travel on his car a comfort.

Conductor Henry Umlauf, badge No. 3846, of North Avenue was made the subject of a highly complimentary letter by R. J. Rosenberger for averting what might have proved to be a serious accident to an elderly lady passenger when she stepped in the path of an oncoming car.

Edward Weisman, 1341 South Harding Avenue, commends Conductor Samuel C. Berry, badge No. 10536, of Lawndale for the special consideration he showed to a woman passenger in escorting her to the sidewalk; also complimented for his neat personal appearance.

Conductor Herman Runnfeldt, badge No. 344, of 69th was the subject of a commendatory communication from Sam Litt, 1022 Wallen Avenue, in calling the various streets loudly and distinctly.

Motorman Harry S. Costello, badge No. 11303, of North Avenue earned the gratitude of Miss Madge G. Rodgers in charge of the Winchell Continuation School, 1250 West Lake Street. His prompt and courteous manner in handling his car each afternoon at 4:30 is much appreciated by the teachers and pupils of the school.

Conductor Edward Tye, badge No. 8994, of Lawndale won the favorable attention of Morton P. Pearlman of Alward-Anderson-Southard Company, 925 West Chicago Avenue, in giving out information to foreign patrons, assisting them on their journey.

Miss A. King, 104 South Michigan Avenue, was overwhelmed with gratitude for the special kindness shown by Motorman Walter Holderness, badge No. 6275, of Lincoln in these days of speed and "age of iron."

Mrs. L. R. Smith, 5510 South Michigan Avenue, wishes to commend Conductor Robert E. Roth, badge No. 3708 of 77th for the assistance he rendered when she slipped and fell in attempting to board his car.

Conductor Josiah W. Holladay, badge No. 1196, of Cottage Grove was the subject of comment in a letter from Maude Blake, Branch Librarian of the Public Library at 4021 West North Avenue, describing the courteous treatment he showed toward a foreign woman passenger in assisting her on and off of his car and also readjusting her bundles which she carried. Mr. Holladay thinks that such acts are of more value than any publicity agent.

Mrs. Rose M. Stygar, 1013 North Francisco Avenue, sent in an appreciative communication

commending Conductor Arnold L. Abel, badge No. 6902, of North Avenue for the politeness and courtesy he displayed in lifting her three-year old daughter on and off the North Avenue car. Mrs. Stygar states that the men on this line are in a class all by themselves.

Conductor John A. Lynch, badge No. 9402, of Burnside was made the subject of a most complimentary letter by G. L. Frieholdt, 2223 East 70th Place, stating how favorably he was impressed by the courteous manner in which he answered questions directed to him and for the good judgment he displayed in each case. Conductor Lynch is also complimented for his neatness in appearance.

Conductor Patrick Daly, badge No. 6574, of Devon won the praise of R. C. Shaw, 123 West Polk Street, and his wife for his clear enunciation in calling the various street intersections on the Through Route No. 22 service.

Motorman John J. Kelly, badge No. 5613, of 77th receives very favorable comment from J. C. Lytton of Davis Dry Goods Company for the perfect manipulation of his car in avoiding striking a woman who was jay walking across State Street. The attitude which the motorman took in keeping cool and not losing his temper was most remarkable, Mr. Lytton thinks.

Walter F. Wallace, 522 South Clinton Street, wishes to commend Conductor William H. Schroeder, badge No. 9662, of Blue Island for the solicitous manner in which he directed one of the passengers on his car.

E. Sherman, 116 East 36th Place, expresses his gratitude to Conductor Richard J. Batzer, badge No. 8492, of Cottage Grove for his honesty in returning a purse containing \$7.00.

Mrs. Vera J. Dresser, 6932½ North Paulina Street, appreciated the assistance rendered to her by Conductor Frank G. Cuddy, badge No. 4160, of Cottage Grove when she was carrying her baby.

Conductor Roy Codner, badge No. 9942, of Burnside was the subject of a highly complimentary letter expressing the thanks of himself and a group of friends on a cold evening for the accommodation he displayed by waiting in the middle of the block for them.

Miss Grace F. Crossley, 1021 East 46th Street, observed an act of courtesy shown by Conductor Harry C. Cross, badge No. 10056, of Cottage Grove when he helped an old lady in boarding his car and to a seat.

Conductor Edward H. Crumberland, badge No. 6062, of Elston was the subject of praise in a letter written by M. Lindenace complimenting him for his general efficiency in performing his duties.

E. Wentz, 5631 South Sawyer Avenue, writes in to say that Conductor John F. Moran, badge No. 14274, of Kedzie is always careful in seeing that a number of girls who board his car daily are safely aboard before giving the starting signal. He also wishes to commend him for the courtesy he extends to these young ladies.

Conductor Charles A. Gylling, badge No. 2398, of 77th attracted the favorable attention of Henry J. Chandler, Hoops Tea Company, 3513 South Halsted Street, by the courteous and gentlemanly treatment accorded to passengers and for the consideration he shows to those afflicted and women with small children.

R. E. Campbell, 8 South Dearborn Street, wishes to thank Conductor J. Robinson, badge No. 9588, of Cottage Grove for the dime he loaned him when he found himself on the car without small change.

Motorman W. J. Carroll, badge No. 13081, of 77th received the sincere thanks of Harry E. Collins, 7501 Stewart Avenue, for giving his wife a dollar, as she had forgotten her purse.

Conductor John J. Higgins, badge No. 3230, of North Avenue is given notable mention in a letter of commendation from W. L. McMenimen of the U. S. Railroad Labor Board, Chicago. Mr. McMenimen has traveled on surface cars in other cities and abroad, but never has received such courteous treatment as given by this conductor.

J. F. Hohenadel writes in to say that both Conductor Harry Anderson, badge No. 5618, and Conductor Clarence Hansen, badge No. 10410, of Elston are courteous and considerate at all times.

Mrs. G. Boursier, 1213 North Dearborn Street, states in a letter that it is a pleasure to ride with Conductor Fred Thorgersen, badge No. 8342, of Division.

Conductor James B. Leibforth, badge No. 13958, and Motorman Timothy Sullivan, badge No. 13229, both of 69th, receive the hearty praise of Miss Gladys Birdsly, 6143 Ellis Avenue, in a commendatory letter for the cheerful and courteous manner they perform their daily tasks, furnishing information, calling streets distinctly, assisting disabled passengers, etc.

Motorman George Johnston, badge No. 8739, of 77th, who witnessed a collision involving the automobile driven by William R. Conrad of the Mutual Life Insurance of New York, is the subject of a complimentary letter. Motorman Johnston's observation of the accident saved Mr. Conrad from a lawsuit, as he had the right-of-way.

Supervisor Charles Doherty of Armitage receives the gratitude of Guy C. Duff, 4111 North Maplewood Avenue, for the splendid service being rendered on Clybourn Avenue and Western Avenue north of Belmont. Mr. Duff mentioned in his letter that the Surface Lines is to be congratulated for having in its employ so efficient a man as Mr. Doherty.

Miss G. Slater, 814 West 62nd Street, sends in a complimentary note commending Conductor A. W. Pearce, badge No. 2066, and Motorman O. Hansson, badge No. 3189, of 77th on being so trustworthy.

Conductor Patrick Cagney, badge No. 2910, of Kedzie is the subject of a letter of commendation from "A Patron" for his honesty in returning a one dollar bill to the passenger who inadvertently handed him a two dollar bill under the impression that it was a one.

One Often Follows the Other

"See here," said the angry visitor to the reporter, "what do you mean by inserting the derisive expression 'Applesauce' in parenthesis in my speech?"

"'Applesauce?' Great Scott, man, I wrote 'Applause.'"—Boston Transcript.



Richard Cerney, 6-Months-Old Son of Jerry Cerney, Wireman, West Shops



Clarence Umlaub, Jr., 6-Months-Old Son of Clarence Umlaub, Carpenter, West Shops

CLUB SPARKS

New Directors Elect Officers

At the annual election of directors of the Surface Lines Club, the following men were elected to represent their departments for the year: Accounting Department, A. C. Jann; Accident Investigation, M. Deutsch; Car Meter, P. W. Voss; Executive, L. J. Dixon; Electrical, P. Murray; Engineering, B. Lindstrom; Legal, D. Colgan; M. & S. North & West, A. D. Martin; M. & S. South, H. Hoyer; Purchasing, B. V. Hintz; Secretary & Treasurer, A. P. Andresen; S. & E. North & West, A. Bollinger; S. & E. South, C. B. Heath; Schedules, H. B. Cammack; Transportation, L. E. Bohlin.

The first meeting of the Board was called immediately following the final meeting of the outgoing Board on February 2nd, 1926. At the meeting the following officers were elected: President, C. B. Heath; Vice-President, Nick Lentsch; Secretary, A. D. Martin; Treasurer, L. J. Dixon.

Parkway Bowling League

Standing of teams and individuals as of February 18th, 1926:

Teams	Games			High	Total	Ave.
	Won	Lost	%			
Transportation	48	16	.660	1,016	51,642	895
Electrical	40	17	.700	950	48,507	849
Accounting	37	30	.574	1,002	44,611	824
Shops	30	31	.494	971	47,397	830
Engineering	16	41	.281	894	44,358	787
Time Table	13	44	.298	932	44,538	789

INDIVIDUALS

CLASS A

Bowler	Team	Games	High	Total	Ave.
Wilierscheid	Transportation	51	244	8,628	183.8
Anderson	Transportation	48	245	8,992	187.2
Rubey	Shops	51	241	9,279	181.9
Rogers	Electrical	56	208	10,152	181.2
Engressin	Transportation	39	248	6,516	181.0
Fish	Accounting	49	232	8,688	175.9
Dixon	Transportation	48	242	8,575	178.4
Meleeld	Transportation	45	235	8,035	178.3
Davis	Electrical	57	244	10,031	175.9
Brestschneider	Transportation	30	240	6,707	173.5
Schroeder	Electrical	51	215	8,668	169.9
Jann	Accounting	55	227	9,000	169.8
Sigwalt	Shops	37	247	6,541	168.1
Pfann	Time Table	57	235	9,682	168.4
Schenck	Electrical	44	220	6,965	158.2

CLASS B

Schick	Electrical	47	224	1,901	168.1
Neusel	Shops	59	215	8,279	164.9
Tark	Accounting	46	211	7,420	164.8
Eisling	Shops	54	211	8,877	164.4
Lanckmann	Accounting	43	200	7,000	162.8
Boal	Time Table	45	222	7,262	161.8
Andler	Engineering	54	211	8,705	161.2
Wilson	Accounting	39	202	6,283	161.1
Plant	Engineering	51	200	8,199	160.7
Cammack	Time Table	57	226	9,162	160.7
Wendt	Shops	51	242	8,092	158.6
Perten	Shops	30	215	4,771	157.9
Towson	Engineering	54	224	8,488	157.1
Bonhomme	Engineering	52	221	8,200	156.5
Sibart	Engineering	30	190	4,555	155.1
Sedlack	Time Table	57	197	8,542	149.8
Reiter	Accounting	18	202	2,654	147.6
Bell	Time Table	57	194	8,344	146.2

High Team Average	Transportation	895
High Game Average	Transportation	1,016
High Individual Game, Class A—Rogers		268
High Individual Average, Class A—Anderson		224
High Individual Game, Class B—Wendt		242
High Individual Average, Class B—Schick		200

Parkway Bowling League Notes

Capt. Pfann and his Colts from the Timetable Department made Dixon's All Stars go the limit to win February 11th.

Stipati of the Engineers was strong and stepped on gas for three large games on February 11th.

Rubey is slowly but surely creeping up on the leaders. We are always interested in Mike's score as he learned the game on our Club House Alleys.

Luke says wait till next year, as he expects to practice new footwork during the summer.

Wee Willie seems to be lost in the shuffle. What's the trouble, Bill?

Wendt and Boal went to bowl but Boal went and Wendt bowled.

The All Stars have yet to wipe out Rogers' high game.

Women's Auxiliary

A broken heart usually brings sorrow, but a broken heart brought joy to two girls at the party given on Thursday evening, February 18th, at the Club House by the Accounting-Downtown Department. Hearts had been hidden about the room, and when the order to hunt them was given several hearts were recovered from every conceivable place, those having a number on them bringing the finder a prize. The second prize was a double one, and the finder of each half of the broken heart received a dainty "hanky" for her efforts.

The party was a George Washington party, and prizes were given to those who made the longest list of words from the letters contained in the word "Washington." George was also the model (in one's mind) for the photograph drawing which brought another prize, some of the pictures being so funny as to bring forth peels of laughter.

Delicious refreshments were served, and the candy cherries again reminded one of the honest boy.

The party was preceded by the regular monthly meeting.

Announcements

Thursday evening, March 18th, regular monthly meeting and "Entertainment" in charge of the executive department.

Thursday evening, April 15th, banquet, annual meeting and election of president and board of directors for ensuing year.

Every Thursday evening, except third Thursday of each month, gymnasium and swimming classes—also bowling. There is still time to enter the annual bowling contest—come and try for a prize.

Wholly Unnecessary

"What is that stuff you are going to give to my husband?" asked the agitated wife of Pat Gandolf. "An anaesthetic," said Dr. Kern. "After he has taken it, he won't know anything." "Then don't give it to him," she exclaimed. "He doesn't need it."

Teacher—"Who can describe a caterpillar?"
Tommy—"I can, teacher."
Teacher—"Well, Tommy, what is it?"
Tommy—"An upholstered worm!"

Departments and Divisions

Engineering

Tony Vitalic, Timekeeper in the Track Department, put his signature on one of the Tribune's \$100.00 checks recently, and sent it in for approval. They evidently approved it for in the next Sunday's sheet they had Tony's picture, all dolled up in his wedding suit as one of the \$100.00 winners.

Grover Gramm was confined in the hospital recently, due to an operation. Grove is back at work again, almost as good as new.

Mrs. Rybacki, who was severely injured by a taxicab several weeks ago, has returned to work.

Electrical

Mr. Klatt's automobile was somewhat damaged by fire early last month. The car next to it in the garage caught fire, due to a defect in the wiring, and before his car could be removed to safety the flames scorched the top, cracked three windows on one side, and blistered the paint considerably. No other damage than this was done to the car.

Clifford Cloonen upon several occasions has been seen trying to get away from two very beautiful young ladies in the main lobby. What chance has a handsome man like Cliff, got anyway?

Jim Smith says that it is so healthy in the town that he came from that they had to shoot a man to start a graveyard.

Mr. Tom Allen has been temporarily transferred from Grand and Leavitt street to the downtown office.

We take great pleasure in welcoming to our ranks Mr. Homer H. Geymer. Mr. Geymer is employed as a testing engineer.

H. Essington.

Accounting—Downtown

Mr. Edward "Nick" Mark claims he got London on his super-iodine. "So did your Aunt Emma" Nick.

Mr. Otto Stack during the international broadcasting week worked so feverishly at this set that he was rewarded by getting Hung'ry.

Miss Loretta La Badie commenced Thursday, February 14, and Mrs. Herbert Mason commenced Tuesday, January 28, to fill the positions made vacant by the resignations of Miss M. Johnson and Mr. E. Johnson respectively.

An epidemic of severe colds swept through the ranks, necessitating as high as ten persons to be at home taking treatment, and some are still confined at home convalescing.

Miss Ada Marsden spent one week of her vacation at the Mardi Gras in New Orleans.

Accounting—North Side

We wish to extend a cordial welcome to our new co-worker, C. Skrickus.

Any showhouse desiring the services of high-class ushers see Mr. A. W. Malmquist and M. H. Reiter. They gained their experience and

became invaluable to the Sunday Evening Club at Orchestra Hall.

Best wishes and congratulations: Roy Wilson in winning the heart of Miss Annabelle Saundley, a former Surface Lines girl.

S'matter Helen? St. Patrick's Day isn't until March 17th. What's the idea of all the green?

G. Kinsman would like very much to know how much one-tenth of a cent a week at 8% compound interest will equal in 100 years.

Last week we witnessed the sad parting of two dear friends, namely Harold Holger and Lizzie Ford. Miss Ajax has supplanted Lizzie in his affections.

Miss Mary Wiley, our chief stenographer, has been transferred to the downtown office as secretary to Mr. Kennedy. Although we are glad to see her get this promotion we regret very much to lose the companionship of one so congenial as Miss Wiley.

Miss Betty Williamson resigned on February 13th to accept another position. Her leaving breaks up the department star dancing team, the Williamson-Wiley combination.

Who is the department's most lonesome "W"?

The 1935 Board of Directors of the Club presented the outgoing president with a very beautiful stick-pin and cuff links as a token of appreciation for services rendered.

Miss Marie Sullivan has succeeded Miss Wiley as Mr. Malmquist's stenographer.

Mr. Lovell Powers came mighty near being taken to Fort Leavenworth with a trainload of convicted persons. Close shave for grandpa.

Leon Salisbury entertained Jean and his girl and tried to tune in on Europe and all he got was canary whistles from static.

Thomas F. Coan.

Shops and Equipment—North and West

Mr. O. H. Jorgensen resigned as chief draftsman of the Shops and Equipment Department on February 13th to accept a position with the Pullman Company. We wish him success in his new work.

Miss Alice Harty's engagement was announced recently when she appeared at the West Shops wearing a beautiful diamond ring. We wish her much happiness.

On February 1st William Wiggins, watchman at the West Shops, and the oldest employe in the department, was injured in an accident on his way home from work.

Mr. C. W. Simpson, day foreman of the Lawdale carhouse, was struck by an automobile when returning to his home from the carhouse. Mr. Ben Phillips' young son was the victim of a similar occurrence.

We regret these accidents and hope that the recoveries will be rapid and sure.

Theodore Geis, supply car motorman at the West Shops, is the smiling and proud daddy of a brand new baby girl, who was born on January 30th.

W. Taylor, day freman at Kedzie, was taken sick on February 9th with a severe attack of neuritis. Latest reports are that he is doing fairly well.

D. Hennessy, repairman at Kedzie, expects to undergo an operation soon and will be glad to see his friends during his stay at the hospital.

Several days ago P. O'Rourke at Kedzie furnished considerable amusement for his foreman and some of the men. He was so interested in his work that he forgot he wanted to get off early and at 3 o'clock he rushed up to Mr. Krueger and said, "I would like to get off at noon today to buy a new suit."

The recent snowstorms and subsequent extra work with the snow-sweepers played havoc with some of the men. A McGuire, repairman at Kedzie, was married on February 16th. The first day after the honeymoon he kept his wife waiting two and one-half hours. The boys wish Andy luck, and state that they all smoke good cigars.

Mr. Collins, another repairman at Kedzie, also stayed to take care of the sweepers, and when he reached home was met by the nurse, who told him it was a 9-pound boy. Congratulations from the boys, and thanks in advance for the cigars.

Now that Devon has a second-hand Ford dealer, P. Radtke was seen inspecting some scrap iron and junk. The men are asking "what's up, Paul?"

It is rumored that C. Holzschuh is also interested in the second-hand Ford business and that he was observed hauling some around that resembled Rolls-Royce specials. Charley Draznek hitched his 1914 model to a telegraph pole as a result of watching the sidewalk instead of the street.

The boys at Devon were promised a treat for Monday evening, February 8th, as Frank Ptanski was hunting rabbits the day previous. However, he came to the barn empty-handed with the story that the rabbits were stolen, but suspicions are that the butcher shops were all closed on Sunday.

Fred Carrell, pipe fitter at the West Shops, has had his home wired for electricity. This explains the mysterious fact that Fred has been offering candles free of charge to anyone desiring them.

L. Anderson.

Shops and Equipment—South

It is with deep regret that we report the deaths of the following employes in the department: James Summers, South Shops; H. P. Jurgensen, South Shops; William Newton, South Shops; J. Griffith, 69th Street.

On March 17th R. C. Marsden will celebrate the fortieth anniversary of his employment with the Chicago Surface Lines. Bob is getting on in years, but he can still move along as fast as some of the younger generation.

We are sorry to learn of the sickness of Mr. Lucas' wife and hope for a speedy recovery.

Joe Hecht has finally decided to turn in his Ford for an automobile. He now drives a Nash sedan.

P. Dymosh, who recently sustained an injury to his eye, has returned to work at 69th Street.

We desire to congratulate Mr. Heath upon his election as president of the Surface Lines Club for the year 1926 and wish him an abundance of success.

J. P. McCauley.

Around the Car Stations

Cottage Grove

The only pleasant feature connected with reporting the sick is the fact of those afflicted are getting better. We are safe in stating that Robert Beldam, James Norton, Thomas Kennedy and C. E. Jackson will regain all their old time health, vigor and pep in the near future and this indeed is a message of cheer for the boys of the First Division.

That there is an improvement in our cars and all equipment recently is noticeable. Prompt and willing action is taken in every emergency that presents itself. The writer has observed remarkable incidents in reference to this. A motorman might be satisfied to take a car out with some little defect but the management insists on the needed repair before car going on street.

The writer while a lad serving his apprenticeship on a vessel was suddenly stricken and confined in a hospital on the west shore of Lake Ontario and was for a time helplessly sick, when the tide turned in his favor. One summer's evening he was conscious of the strains of an old familiar song. He struggled on a crutch to the window and listened to the sweetest music it was or ever will be his experience to hear. Lonesome, sick and homeless, the circumstances were such that every note went straight to his heart, "Silver Threads Among the Gold" played by an old Italian on a hand organ. The writer has enjoyed a little grand opera and splendid singers in recital but the memory of that dear old song played on the street organ will survive as long as life lasts.

Conductor McCarthy, who passed out of our lives a few years ago, can be readily recalled for his strict and honest acquittal of all his responsibilities. It is told of him that on finding a quarter on the street he promptly rang up five fares. This incident is vouched for by Jerry. One of his horses went lame while operating the cannon ball on South Chicago avenue. Mac approached the telephone booth, opened the door and without removing the receiver called "Hello, this is McCarthy, send a horse out, good bye." He wondered why he never got the horse.

James Calder.

Seventy-Seventh

On February 5th the Club held its regular monthly meeting. Fred Richter and Herby Knapp brought in quite a number of new members, reporting that there are others looking to enroll. To those wishing to join the Club see Chief Clerk Owen Duncan for information.

Some more tears for the boys. The Willette-Chapelle wrestling match has been called off. Chapelle states he is too busy. Also that Willette is too heavy. Ed. will have to look some other place for an argument. Go to it Ed., we are still willing to back you.

Through an oversight some of the floor committee of the Buckley Benefit Fund were omitted. The following is a corrected list, namely D. J. McNamara, R. P. Ellerbeck, J. Lowery, J. Hogan, C. L. Demars, C. Abt, J. H. Smith, P. McCann, T. Kincaid, Jerry and Willie Madigan, W. Lake, P. McIngent, J. J. Doolan No. 2, M. Morrissey, J. Leavey, J. P. Kerrigan, J. Nerney, J. Hood, M. Donnelly, J. Handly, B. J. Hebler and C. A. Gylling.

A son of Receiver Geo. Miller received very serious injury by being run down by an auto.

Art Kattar made a phenomenal run of seven straight strikes while bowling the other evening. Some bowler, Art.

Ed. Welty says, Wait till next year.

Conductor Roy Patterson is now at home showing improvement and from all accounts will not be back to work for some time. Pay Roy a visit, he will be glad to see you.

The Accident Prevention meeting of February 18th was postponed on account of a baby blizzard. Notice will be posted later as to date of next meeting.

Conductor Lou Miller is in Michigan. Some say Lou went down to catch a groundhog. We wonder if Lou is still holding the bag.

John Natelborg, our traveling motorman supervisor is making a great showing for our division. Let's get behind John for another good move and over the top.

Motorman L. E. Jordan is spending his time these cold days down at Palm Beach, Florida, enjoying the sunshine.

February 16th, the big night at the Ashland Auditorium, we were all there. Nuf said.

Conductor Henry Huisken is visiting relatives down in California and F. C. Moor is doing likewise in Washington.

The bowling league standing of February 10, 1926:

Team	Win.	Lose.
Fisher Colts.....	36	27
Clowns	35	28
Pirates	29	34
Hopeless	26	37

It is with deep regret we beg to report the deaths of relatives of the following trainmen of our division, namely: Father of Starter J. A. Volkart, mother of Conductor M. Conway No. 1, wife of Motorman M. Coughlin, brother of Conductor Dan Whitenack, mother of Conductor M. W. Neumann, also the mother of Conductor Paul Stern, also one of our oldest trainmen, Motorman A. Anderson. To the above mentioned relatives we extend our heartfelt sympathy.

C. A. Gylling.

Sixty-Ninth

We wish to call the attention of the men at this depot to the wonderful piece of work that was done by two of our own men, Mr. Geo. Macfay and Mr. Aug. Reese, in the process of retouching of our wonderful display of pictures which we have at this depot and trust that this work will be appreciated by all. And also wish to thank Mr. M. B. Quinn for his wonderful work in having selected these pictures for our Club room at the time they were purchased.

A. J. Goldrick was a passenger on the now famous "Roosevelt" ocean liner and we will

look forward to his version of the bravery and courage of the Roosevelt crew, upon his return to this city from Ireland.

A. V. Johnson enroute to California sends cards to us from Ciudad Juarez, Mexico. Apparently he is seeing all the sights.

H. G. Hubbard is the proud papa of a brand new 9½-lb. boy, born last pay-day. O. H. Anders is the proud father of an 8-lb. girl born February 6th.

Here is another name for the hall of fame. Bill Messner worked 18 straight days. If you see any buttons lying around the paymaster's window on pay-day you will know they popped off Bill's coat as he felt quite chesty. After working that long Bill says he felt like a bottle of near beer. He had no kick coming. He can now talk three languages, Mexican, Jewish and Polish, (mostly Polish), working through route No. 4.

Mr. Noonan, supervisor of Accident Prevention, gave us a fine talk on Accident Prevention on February 23rd. A large crowd listened attentively.

We very much regret to hear of the deaths of the following: the wife of Conductor C. Curtis, the brother of Conductor James Mouchan, the baby of Conductor Frank Grabianocki. We extend our sympathy to them in their bereavement.

Conductors having the misfortune to be continuously on the shortage and over list (and there seems to be an epidemic of it lately) are politely requested to pay as much attention to the figures in their trip sheet as they do on the street. Wow!

Get set for St. Patrick's day, Wednesday, March 17.

W. L. Pence.

Archer

Archer has lost one of its old timers, Conductor Patty Barrett. He was one of the early pioneers, having entered the service of the old Chicago City Railway Co. on April 21, 1893. A loyal and faithful worker leaving a record to be proud of. He had many friends among his co-workers and held high in esteem by all who knew him. Archer depot extends deepest sympathy to his family.

Hurray for Archer! Another laurel. Say boys, have you noticed the rating of Archer depot on Power Saving in last issue for Surface Service? Great credit is due each trainman in the effort in putting it over and we are sure our traveling motormen, Supervisor Wessel, who has done his utmost in attaining this Power saving record for Archer. It is the persistent application of Otto that has reaped the harvest. Don't feel mistreated when he is trying to help you, and with your assistance Archer will not only attain but hold its laurels.

Of the Twelve Divisions on the Surface Lines, Archer depot is the only Division known to have two names. Why is it that we are referred to by some departments as "Rockwell" depot when the front of depot faces Pershing road and Archer avenue. The name "ARCHER" runs back over a half century and to most of us "ARCHER" is too near and dear to us to be nick-named after a side street.

Motorman John Horan is seriously ill at the County Hospital where he was taken several weeks ago for an operation the doctors term as "Puss bag on his lungs." We are all with you John and wish you a speedy recovery.

Say boys have you noticed the new signs "RUN SLOW" over the fire doors between the bays. Let us observe these signs and avoid a possible accident.

Supervisor John Rau of the Central Division made Archer a visit on January 24th. He says he still has a warm spot in his heart for Archer and those he left behind. John, the latch string is on the outside and you are always welcome.

Congratulations are now in order. A very fashionable wedding took place on Wednesday, February 10, 1926, at Nativity Church. The groom was no other than our good looking conductor, Joseph A. Wright, the bride Josephine Tobin. Joe being so young looking was obliged to make three trips to the City Hall to convince the license clerk he was of age. Congratulations are extended. May love, happiness, success and all the trifling things that go to make a happy home be at your disposal.

Conductor George Grindler is now the proud daddy of three boys. The third baby made his appearance January 21, 1926. Boy and mother doing nicely.

Motorman John Boehlke after eleven years of seniority resigns to go in the meat business for himself. John says he got his start with the Surface Lines and made the dollar count as the years rolled by. Here's wishing you success in your new undertaking.

Our Chief Clerk Barney Malloy has been on the sick list for several weeks. January 23 he was taken to the hospital for observation where he was kept for several days. He has since had an operation for sinus trouble.

For instructions on the new automatic telephone, see Supervisor Terry McMahon. He is an efficient expert when it comes to juggling figures. Terry says he has more jobs than Heinz has pickles.

Stop—Look—Think—Listen—Have we stopped for the minute and carefully read the place card posted in our train room on Accident Prevention? Have we looked carefully over every word? Have we been thinking just what accident prevention means to each one of us who are handling the traveling public, and as individuals what have we done to prevent a possible accident since reading this card? Listen, boys and fellow workers, as employees of Archer depot, let us do our best and when our best is obtained let us make the best better and when the reward in this contest is handed out Archer will without a doubt head the list.

Conductor Frank I. La Velle has been confined to St. Paul's Hospital with inflammatory rheumatism for six weeks. While he is now out and around and greatly improved, he is still under the doctor's care. We are all wishing you a speedy recovery and hope to see you back on the job soon.

Supervisor George Zimmerman on January 24th, 1926, celebrated his forty-five years' of married life. An elaborate dinner was pre-

pared for the occasion and his children and grandchildren were present to participate. Here's wishing you another forty-five years' of happy married life.

Conductor William Cawley was reported sick January 27th, 1926. We learn since he is confined to his bed with double pneumonia. We are all with you BILL for a speedy recovery.

Oh! what a difference the new "STOP and GO" signal lights recently installed in the loop have made to improve our service in the outlying districts. Say, boys, let us live up to instructions. Start on the GREEN light. The YELLOW is only a forerunner for you to be ready when the green light appears. Govern yourself accordingly and you won't be on the ivory list.

Conductor F. C. Krueger who has been laid up with rheumatism for the last two months is out around and will soon be back on the job as good as new. We are glad to know you are improving.

Have we all noticed the new chart, a diagram of our Standard car, showing the different parts giving correct names for each. From now on we should have better reports when signing in our cars.

Another stork story. A bouncing baby boy, nine pounds, arrived at the home of Motorman William F. Hansen, Saturday, February 20th, 1926. Bill always wears a smile, but Gee! you should see him today. Mother and baby reported doing fine. Bill says the stork is a mighty fine bird.

Dusty.

Blue Island

The following trainmen were presented with new arrivals: Dec. 12, to H. Wruck, a 7½ pound girl; on Jan. 6, to J. Fatla, a 10 pound girl; on Jan. 13, to M. Finklestein, a 7 pound boy; on Jan. 20, to E. Hauser, an 8½ pound boy; on Feb. 5, to W. O'Malley, an 8½ pound boy, and on Feb. 13, to O. Kowske, an 8 pound girl. Congratulations boys.

We all extend our sympathy to Motorman W. O'Malley in the death of his wife who gave birth to an 8½ pound boy. We wish the boy the best of health and the best of luck as he grows up.

Our sympathy is extended to the following and their families: L. Karachnik in the loss of his mother-in-law; S. Blachowski in the loss of his infant son; E. O'Neill in the loss of his father; J. Lostovka in the loss of his brother, and T. Nolan in the loss of his aunt.

Henry Kolly, one of our most liked conductors, resigned his position Jan. 21, after having 39 years of service. Ill health was the cause. We are all sorry to lose him and wish him good luck and better health for the future.

One day when it was raining pretty hard Manager Gach called up and asked if the sweepers were going out as he would like to take one. A few days later it snowed very hard and Gach came down after the snow was all plowed and swept and said, "I didn't know it was snowing, why didn't you call me?" He must have been dreaming about rain this day.

Blue Island has three Musketeers, Haider, Hayes and Hoglund and Margielewski as the captain.

Tom Nolan is in the ring for manager of the baseball team and Gach has presented him with a rabbit's foot for good luck.

The Accident Prevention Meeting at this depot on Feb. 19th was attended by 400 trainmen. Some attended the afternoon meeting and the balance the evening meeting and those who could attended both meetings and all were very interested in Mr. Noonan's talk and have promised Assistant Superintendent Eigelsbach that Blue Island Depot will be at the top of the list in the Accident Prevention Contest. Get busy boys and keep your promise. Two days gone by and no accidents. That shows we are going to head the list so let's cooperate and keep up the good work. And last, don't forget the w-i-t-u-e-s-s-e-s as they are what counts.

C. P. Starr.

Kedzie

The four brave recruits who dared the storms and high seas to hear wedding bells chime in their behalf are none other than Jas. Curran, our noted dancer, smiling Eddie Doyle, M. Pawlicki, who dares anything once, and A. Deatley of football fame. Good luck, boys, and plenty of it.

Brother Stork is still busy. A. J. Boss reports a young lady arrived at his home and J. B. O'Leary reports a trainman at his abode.

We note with regret the deaths of E. A. Tift, Sam Meyers and Fred Shaughnessy during the month. Mr. Tift was the oldest conductor in service at this depot. During his service he saw the street car system develop from the lowly horse car to the car of today and the Surface Lines from a few miles of trackage to its present size, the largest system of its kind in the world. The sympathy is extended to the bereaved families.

The bicycle races held at the Coliseum was the craze of the month at this depot, and it is reported that owing to the great number of fans here, that they had something to do in having Paddy Harmon to build his stadium on the west side a few blocks from the depot.

Oscar Hansen, our handsome receiver, has proven his ability on the Johnson money counting machine. Oscar took in over ten thousand dollars (\$10,000.00) last Saturday afternoon. We say that is going some. Can any one beat that, if so let's hear from you.

C. Sonders.

North Avenue

On Monday, February 15th, North Avenue had the pleasure of hearing Mr. Noonan speak at two packed meetings. The boys were particularly interested in Accident Prevention contest, launched February 1st. Just as Mr. Noonan stated, this will be a hard division to beat. Also present at the evening meeting were Mr. Hall, assistant superintendent of transportation; Mr. Joseph Kehoe, of Division 241; Mr. Clancy and Mr. Ross, executive board members. Music was furnished by Mr. Condelis and his concertina.

Many homes were saddened by the loss of loved ones during the past month. Motorman Henry Carr lost his wife and his father within a week. Conductor J. Laughlin's brother died February 2nd. Conductor E. Froehlig's one-year-old daughter died January 12th. Motor-

man W. Christenson's mother died January 25th. Conductor C. Delaney lost his father January 28th. Conductor J. B. Johnson No. 2 lost his mother January 31st. The daughter of Motorman A. Coguillette died January 23rd. Conductor W. Christopher's father passed away January 2nd. Motorman J. Lundin died in Sweden, January 19th. The sympathy of the North Avenue men is extended to the bereaved in their sorrow.

A baby arrived at the home of Motorman H. Salisbury, February 17th. We haven't learned whether it is boy or girl, but we do know that it is an event of great moment, inasmuch as it makes Motorman F. Salisbury grandpa.

One of our new conductors, none other than H. Heck, took the big step January 19th. He is now a quite proper, happy and well fed husband.

Those moans and groans, squeaks and grunts emitting from the gymnasium now and then are caused by Manager Gach putting the candidates for the baseball through their daily dozen to get them in trim for the coming race.

C. A. Knautz.

Noble

The boys wish to extend their heartfelt sympathy to Motorman P. Puralowski whose mother died January 14th at the age of 73, also to Conductor W. Sanborn whose mother died January 29th.

The following trainmen became proud fathers: Conductor J. Schroeder, a 11½ pound boy, February 3rd; Motorman C. Odegard, a 9½ pound boy, February 7th; Conductor T. Blaige, a 8½ pound boy, February 11th; Motorman J. Hoffman, a 8½ pounds boy, February 13th; Motorman M. Taylor, a 9 pound boy, February 17th.

All report mothers and babies doing fine. Congratulations boys. Motorman C. Odegard passed out the cigars, how about the other proud fathers?

Our 78 year old sheik, W. Botcher, is now flagging at the Cortland Street Railroad crossing. Look him over boys.

Conductor L. Pawlak was struck and injured by an auto truck on February 3rd and is now at home, would be glad to see some of his friends.

Supervisor W. Whitney was injured on February 1st. He is at home and would be glad to have some of his old time friends pay him a visit and help him pass the time away.

Elston and Noble started the new year by holding the lead in the witness contest. With a little more help from the boys at Elston we are sure we will be able to hold the lead throughout 1926. The leaders in witness getting at Noble for month of February were: D. Larisey and H. Hansen, 30 witnesses; M. Nosalik and J. Lowinski, 19 witnesses; E. Radejefski and J. Walsh, 15 witnesses.

A. J. Asp.

Lincoln

The men of the station are very well satisfied with the new traffic light system. There is no longer partiality shown the street cars having their turn the same as motorist and there

doesn't seem to be the delay through the loop that there formerly was.

We had our accident prevention meeting Feb. 10 and the meetings were well attended. Mr. Hays, our superintendent, made a few remarks after which Mr. Noonan lectured on accidents, his remarks being very interesting. The boys of the station will make an effort to come in 100 per cent, and the only and best way to play this game is "Always Be Careful."

Radio fans, here is your chance! H. Scanlon, conductor, who is an expert on radio, who builds and makes a study of them, will be very pleased to give any information regarding radios. And it is very interesting to hear the conversation every morning between Tom, our day clerk, and Conductor Scanlon in regards to the many different stations they are able to reach each evening.

Secrets are as hard to keep among men as they are among women. Our friend, Larry Dellemaria, who is to be our first baseman in our 1926 ball team, was married February 9th. He tried to keep it a secret but such things can't be kept under cover. Here is health, wealth and happiness to the bride and groom. Better late than never.

H. Spethman.

Limits

Conductor Martin Dempsey, who recently became engaged to Miss Clifford, is now wearing a wrist watch, and we understand he has purchased one for the young lady herself.

Joe Conners has also purchased a beautiful wrist watch. Joe said the watch cost him a whole ringer, but, he says, the young lady is worth it and then some. We may soon expect Joe to be traveling in double harness. His many friends are anxiously waiting for news. With best of good wishes and luck.

Paddy O'Connor wishes to take this opportunity to thank those who devoted their time to the sale of tickets for the Buckley Benefit. He was immensely pleased with the enthusiasm of the workers and the rapid sale of tickets. Due to the untiring efforts of Paddy and his co-workers, the Limits sold as large a percentage as any other station.

Motorman Chris F. Dennis is hooked to give an exhibition of Irish jigs and clog dancing to the tune of the celebrated Irish melodies "Geese in the Bog" and "A Stack of Barley," to be held under the auspices of "The Friends of Irish Freedom." Friends of Chris inform your correspondent that back in Ireland, County of Cork, and Township of Bantry, Chris won the championship of the County at the County Fair, held in August, and has long been known as an exponent of Irish culture, art and folklore. We understand that Pete Dever has consented to give a travelogue of his recent trip to Ireland and Motorman Sharkey is practicing "Mother Maclree," which he intends to render in his rich, melodious tenor voice for which he is famous. For further particulars see the above-mentioned gentlemen.

Motormen, attention! In rainy weather the rubbing of a little tobacco up and down the outside of the window will give you a good, clear vision. Any kind of tobacco that becomes thoroughly moistened, rubbed vertically, accomplishes the desired results.

Mr. Noonan gave one of his heart-to-heart talks on Feb. 5th about the man and his job and how to avoid accidents, both of which lectures were well attended. Paddy O'Connor, Joe Hubbards, traveling motormen, and Bill Hunt gave some very good, sound advice to the men which was fully appreciated. Both meetings were a huge success. We are anxiously looking forward to the time when Mr. Noonan can again favor us with another talk along the same lines.

E. G. Rodgers.

The Doctor's Lament

Last night when others were at rest
I rode about and did my best
To save some patients called by fate
From traveling through the Golden Gate.
This morning when the news I spied,
I thought they might as well have died:
"Two Hundred Injured in a Wreck,"
"Man Falls, Sustains a Broken Neck,"
"Two Drown While Rocking a Canoe,"
"Grade Crossing Murders Twenty-two,"
"Five Killed by Falling Aeroplane,"
"Three Shot by Moron, Now Insane,"
"Gas Blast Takes Lives of Twenty-three,"
"Two Die 'Neath Falling Apple Tree,"
"Six Lynched in Riot in the South,"
"A Thousand Die in Desert Drouth,"
All night I toiled to save one life,
And millions die in useless strife;
What can it help to make one well,
While thousands harken to death's knell?
What boots my little recompense?
Why can't the world have common-sense?

—Journal of the American Medical Association.

Love Song of the Volt

Come, my Ampere, let us wander
Down the sixty-cycle line.
We will build our love nest yonder
In the rectifier's brine;
Or if you prefer detectors,
We will oscillate that way;
Past the realm of wave selectors,
Hand in hand—what do you say?

Gliding through the horse-power motors,
Stepping past condensers, too,
Dancing by the whirling rotors;
Lighting audion bulbs anew,
Dear, our love will be potential;
Your a-c as you were ever;
To my life you are essential;
Our connection none shall sever!

Is your love, then, alternating?
Do you hold me at a distance?
Why the constant vacillating?
Why do you put up resistance?
Come and give yourself to me, dear,
We will build our cozy home
Where we—Hark! What's that I see, dear?
Quick! let's fly! Here comes an Ohm.

—Powergrams.

The Passing of Romance



Modern science is taking the romance out of the region "where the River Shannon flows." A huge hydro-electric development project has been started on the river. Other romantic and historic spots are being stamped with the progress of science. Gasoline motor cars now churn up the mud on the road to Mandalay; a railroad runs through the famous Nottingham forest, and a large dam is being built on the Jordan river in Palestine.

There's a dam that stops the water where the Shannon used to flow,
And a concrete road that leads to Mandalay;
Though Maclure still stands for mother, Erin's gal you'd hardly
know;

Silver threads among the gold are bobbed today,
Annie Laurie runs for gov-not, on her glib-tongued promise true,
And My Bonnie lies — for lying's all the rage;
While my Irish Rose gets wilder on the stuff of modern brew,
As My Nellie Gray — the darling — strikes for wage,
Now the famed Old Caken Bucket can't get by the board of health,
And the bank along the Wabash breeds the chills;

Touch me not, Last Rose of Summer, for hay fever lurks in stealth,
And Young Charmers, so Endearing — that's what kills!
Down upon the Swanee River — "Buy a Lot, You Can't Go Wrong,"
And it's near to where the wealthy Old Folks play;

While "I Love You, California," is a sentimental song,
What they really love is tourists, come to stay,
O, that Long, Long Trail a Windin' isn't windin' any more,
In no shady lane can lovers go alone;

For they've straightened out the highway, while the autos hang and
roar,
And the "Lane" is now an anti-parking zone.

Now I can stand for sub-division' on the southern Swanee shore,
And the bliss of Lover's Lane I'm game to lose;
Modern science is a blessing — most romantic days are o'er,
But when they dam the River Shannon, dam's the proper word
to use.

—*Illinois P. & L. Current Topics.*

A REAL COMPANY NIGHT



The Electrical Department

Will Present

A Special Program

with

Home Talent of a High Order

AMUSING!

THRILLING!

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Surface Lines Club House

Wednesday Evening, March 24

at 8 O'Clock

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