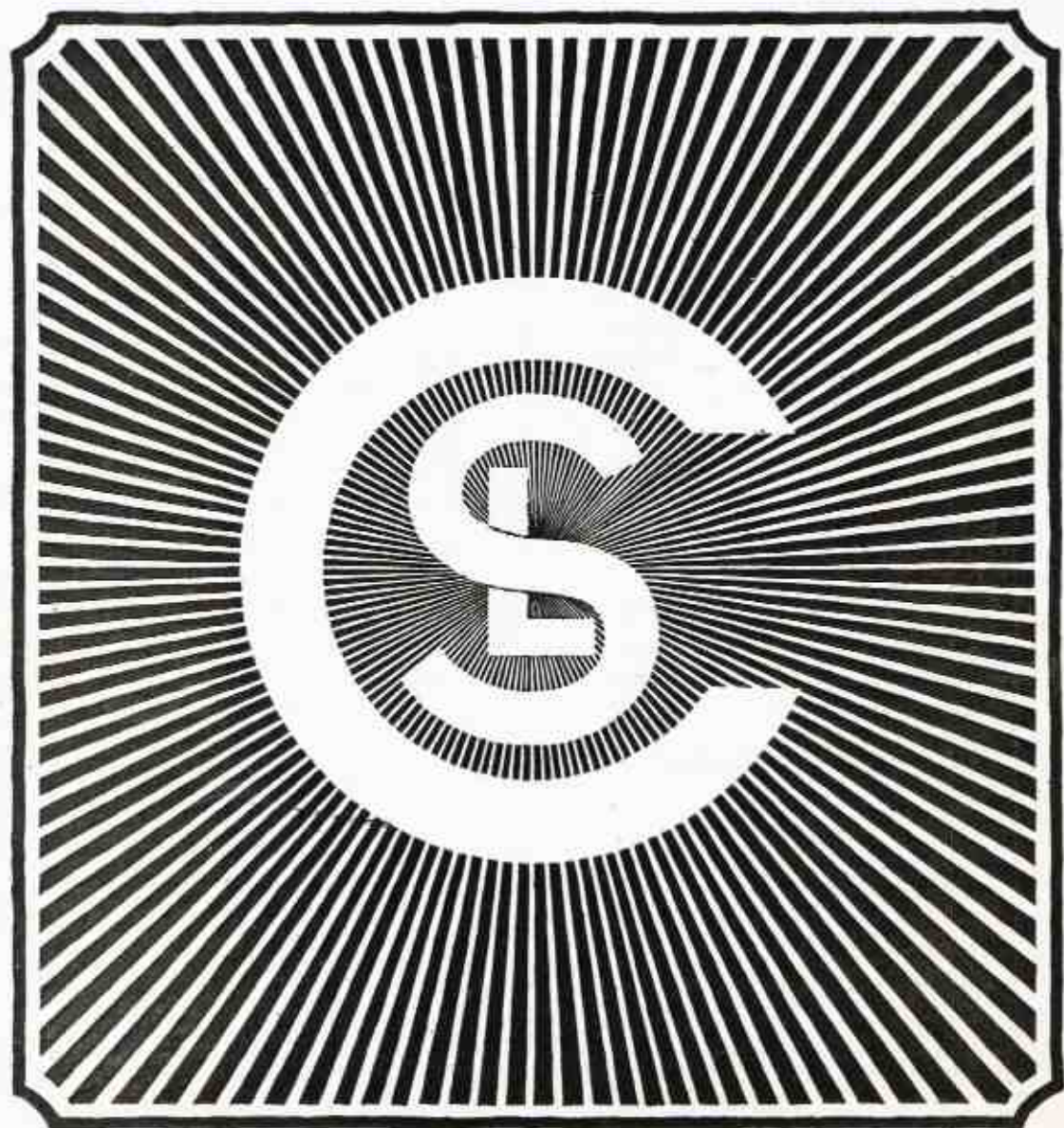


SURFACE SERVICE MAGAZINE

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LOYALTY

-326-

*I*F you work for a man, in Heaven's name, work for him. If he pays you wages that supply your bread and butter, work for him, speak well of him, stand by him and stand by the institution he represents. If put to a pinch an ounce of loyalty is worth a pound of cleverness. If you must villify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But as long as you are a part of the institution do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along you will be uprooted and blown away, and probably you will never know why.

—Elbert Hubbard.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

JUNE, 1926

No. 3

Our Accident Prevention Contest

For February, March and April Combined—Interesting Comparisons—Kedzie in First Place

			Average Percentage
First Place	Division No. 7, Kedzie	.....	53.53
Second Place	Division No. 2, Burnside	.....	52.81
Third Place	Division No. 8, North Ave.	.....	51.99
Fourth Place	Division No. 9, Division	.....	51.25
Fifth Place	Division No. 6, Lawndale	.....	43.71
Sixth Place	Division No. 11, Lincoln	.....	41.57
Seventh Place	Division No. 12, Devon	.....	41.36
Eighth Place	Division No. 5, Archer	.....	38.51
Ninth Place	Division No. 10, Elston	.....	37.77
Tenth Place	Division No. 4, 69th	.....	37.04
Eleventh Place	Division No. 1, Cottage Grove	.....	35.84
Twelfth Place	Division No. 3, 77th	.....	21.55

By VICTOR T. NOONAN,

Chairman, General Advisory Council

The Accident Prevention Contest developed quite a big surprise when the April figures were made up, showing Kedzie in the first place, with the previous leader, North Avenue, in third place. This was no small shock to the Division Superintendents of both Divisions, Mr. Harrington of Kedzie, and Mr. Pache of North Avenue. Superintendent Pache informed the world that when North Avenue got into first place it would hold that place of honor to the very end of the contest. Accordingly, he had a photograph taken of North Avenue carhouse with the green Safety flag, indicating first place, flying over the battlements.

Our good friend, Mr. Harrington, the Superintendent of Kedzie, was the most surprised man when informed that the boys at Kedzie had made a "home run" and slipped a good one over on North Avenue by capturing the first place. Heartiest congratulations to Superintendent Harrington and all the trainmen at Kedzie. You have done good work boys. North Avenue was no easy Division to nose out. And while we are hand-

ing out congratulations we must not overlook Superintendent Altemeier and the trainmen of No. 2 Division, Burnside. This Division was in first place in February and then dropped to third place in March, but in April managed to climb back into second place with the stiffest competition for that place of honor from Divisions Nos. 8 and 9. The Burnside men are not saying much, but they are working with the strongest determination to get back into first place. The above standings are for the combined three months which shows the best averages for all of the Divisions.

But each month a separate record is made up showing what each Division has done in Accident Prevention for that particular month. In April, Division No. 9, which is Division and Armitage, made the best record for April and for this month alone had first place. Kedzie, Division and Armitage, therefore, are the two carhouses over which wave the two green Safety pennants, indicating that Kedzie is first in the Contest and Division and Armitage first with the best record for the month of April.

The figures for the first three months do not show up quite as well as in the

previous two months, in which, in Class No. 1, no fatal accidents or injuries to trainmen, all twelve Divisions had a spotless record. In the chart just put up only ten Divisions showed a clean record from fatal accidents or injuries to trainmen, these were Nos. 7, 2, 8, 6, 11, 12, 5, 4, 1 and 3 in the order of their standings.

Remarkable April Records

In April some remarkable records were made. Eleven Divisions had a clean record in Class No. 1; no fatal accidents or injuries to trainmen. These were Nos. 9, 7, 2, 11, 8, 6, 1, 5, 12, 3 and 4.

Division No. 7 made a fine record in three classifications in which the trainmen earned a clear 100 per cent in each classification. This Division had no fatal accidents or injuries to trainmen. No fatal accidents or injuries to public, and no person injured by being thrown inside a car by sudden start or stop. It is not surprising, therefore, that Kedzie got into first place with such a splendid record as this for one month. Burnside almost duplicated the Kedzie record earning 100 per cent in three classifications—Nos. 1, 6 and 8. In classifications Nos. 6 and 8, Burnside did not have a single person injured in collisions of cars and not a passenger injured by sudden start or stop. Division No. 11 had a spotless record in classifications Nos. 1 and 2. This means that this Division did not injure a trainman or a passenger during the entire month, and to top that off did not have a single injury against it so far as the public are concerned.

Let me say that the Divisions that are making records like this from month to month are quietly helping to boost their own averages in the Contest, and you can keep your eye on such Divisions so far as first place is concerned.

Keep up the good work men! We are entering the biggest and busiest traffic season that these Lines have ever experienced. This month the Eucharistic Congress is going to bring to Chicago, it is expected, a million and a half people from every country on the face of the globe. Surface Lines cars are going to carry eighty per cent of this huge load. The eyes of the world, therefore, will be on our big army of trainmen. This organization has faith that our trainmen

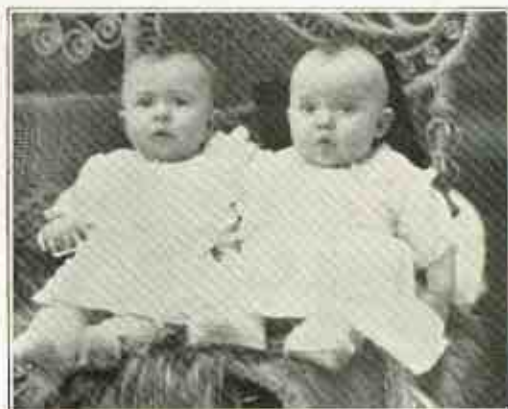
will make the right impression on each and all of Chicago's visitors. Remember what I have often told you, that the personal thought and the personal effort of each man on behalf of Human Safety will bring results and save many from getting injured.

It is very gratifying to note the strong interest which all the trainmen are taking in our great Accident Prevention Contest. We hear about it week after week when the Division Superintendents come down town. That is the good news they bring us—every Division on the system is trying to do its best to help the Accident Prevention Contest. Men, you can do no more than your best. Keep up the good work, you are certainly making a record for the Chicago Surface Lines.

Rule for Drivers

An arm protruding from the car ahead means that the driver is

1. Knocking ashes off a cigarette.
 2. Going to turn to the left.
 3. Telling a small boy to shut up, he won't buy any red pop.
 4. Going to turn to the right.
 5. Pointing out a scenic spot.
 6. Going to back up.
 7. Feeling for rain.
 8. Telling his wife, hell, yes, he's sure the kitchen door is locked.
 9. Saluting a passing motorist or going to stop.
- Gerald Cosgrove in Life.



A Fine Pair to Draw To

Sylvia and Norbert, twin children of Motorman and Mrs. Lawrence Stancel of Devon Station.

Dear Dad—"Send me some money I am broke."

Dear Son—"So's your old man."

Transforming a Pessimist

Surface Lines Conductor Cohn Works a Psychological Miracle on a Grouch

Mr. Dempster Murphy, among other activities, edits the *Inter-Company News-Bulletin*—the house organ for the operating companies of the Middle West Utilities Company. Mr. Murphy recently received a letter from Mrs. B. J. McMahon, night janitress of the Beloit Water, Gas & Electric Company, as follows:

Working for the interest of the Company to the best of our ability means good honest services to the Public and by giving good services to the Public means success to the Company, be courteous to all is my Motto to you all."

In replying to Mrs. McMahon, Mr. Murphy wrote a letter which throws a very significant sidelight on the public reaction to the attitude of a trainman on duty. The communication from the night janitress and Mr. Murphy's reply were printed in full in the *News Bulletin* and SURFACE SERVICE is very glad to reproduce them. Incidentally Conductor Badge No. 9062 who was responsible for transforming Mr. Murphy from a grouchy pessimist to a warm-hearted optimist is Jacob Cohn, of Devon station. Mr. Murphy's reply to Mrs. McMahon follows:

Dear Madam:—One very early morning, a few weeks ago (it was between one and two o'clock), we waited for a street car at the corner of State and Harrison streets in Chicago.

There were several women waiting for a car going in our direction. We imagine they, also, were night janitresses.

It was a very cold morning, and the car seemed interminably long in coming, but eventually it arrived and we all piled aboard. The conductor rang two bells in the approved manner, and the car started on its way. We fished in our pockets with stiff, numb fingers for a nickel and two pennies, and thought what a sad business this thing of living was when one had to ride street cars at such an unearthly hour, and we decided that we didn't like Browning's poetry (you will remember he is the one who said: "God's in His Heaven— all's right with the world!"), and otherwise we felt altogether pessimistic.

This somber state of mind was interrupted, however, by the conductor's greeting to the group of women who were our companion-passengers. He knew them, and he saluted them each by name. "Good morning, Mrs. This! Good morning, Mrs. That! Good morning Mary! Good morning, Estelle! Good morning Helen!" And one of them had been christened Marcella.

His attitude was very business like, but over

and above, it was very cheery and very cordial. It seemed to say: "Here is a nice warm car for you, running right on schedule, and we are glad, the Company and I, that you are using the service this cold morning, and we hope you will find everything satisfactory." All he actually said in addition to his greeting was: "Transfer?"

We are not familiar, Madam, with precepts for employees of the street car company in Chicago, and we don't know whether or not he was violating any rules by being impersonal with the company's patrons. If he was, it really doesn't matter, for a company doesn't mind a rule of that sort being broken if it makes of a customer a friend. You see, he told us good morning, too. And right then and there we warmed up to the street car company for the first time in all the years we have been paying it fourteen cents daily.

We entered the car and quite forgot about the cold and the lateness—or better, the earliness—of the hour. We forgot that a little while before we had been fussing at the Company for keeping us waiting on a bitter morning two or three minutes for transportation. We felt quite bucked up about life in general and street car companies in particular.

All of which means, Mrs. McMahon, that if utility employees would carve unforgettably your motto of "be courteous to all" in their innermost beings somewhere, they could build an edifice of respect and esteem for public service in the popular mind that would make this an essentially more agreeable world in which to live. It means that we think you are entirely right—working for the interest of a company requires not only a little of the employee's heart being put into his or her activity, but all of it.

It means that we are glad you wrote us a letter, for we are a somewhat improved employee—and citizen—for having heard from you and for having met up with Conductor 9062 of the Chicago Surface Lines.

And it means—though this is very inconsequential—that you and he have made us very ashamed of an estimate mentioned earlier in certain writings of Robert Browning, Esq. . . .

Telling Her

Phone Operator—I have your party. Deposit 10 cents, please.

Souse at pay station—Whazzat?

Operator—Please deposit your money.

Souse—Listen, girlic, what I want is conversation from a frien', not financial advice from a (hic) total stranger.—*Journal of Commerce.*

Poor Fish!

Consider the fish . . . If he didn't open his mouth, he wouldn't get caught.—*Jack-o-Lantern.*

The Meter Finds the Man

Records Reveal a Competent Motorman Supervisor to Succeed Hugh Russell

A recent careful examination of the records for the Cottage Grove Avenue Depot, over a period of one year, discloses that the work of the traveling Motorman Supervisor is of importance and is rapidly gaining headway.

At this depot Motorman Supervisor Hugh Russell was transferred to other duties, thus making it necessary to appoint a new man to carry on this work. For the new man, one of the important requisites, together with others, is his knowledge and practice of the principles of good car operation and power saving.

The individual records examined by the Car Meter Division revealed an initial list of two hundred and eight names, the final list presenting eight names.



Supervisor J. Todd

Motorman J. Todd was selected from this list to fill the vacancy, thus extracting a man from the ranks, the basis of which was good car operation and power saving. Supervisor J. Todd's wish at this time being that the trainmen of his Division will continue to advance in this important work.

Scientific coasting may be accomplished in any service and under all conditions without the loss of one second of time.

The following diagram will serve to graphically illustrate these two methods.

Wrong way—To throw off the power and immediately apply the air is a proven power wasting practice, a habit of long standing with many motormen which when stopped immediately changes their records.

Right way—To accelerate smoothly and quickly, then throwing the power off rapidly after the car has attained the proper speed and coasting to a point near the stop before applying the air, saves power, brake shoes, keeps the brakes in better condition and promotes one of the essentials that puts the stamp of public approval on good car operation without requiring one more second of time over the wrong way.

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

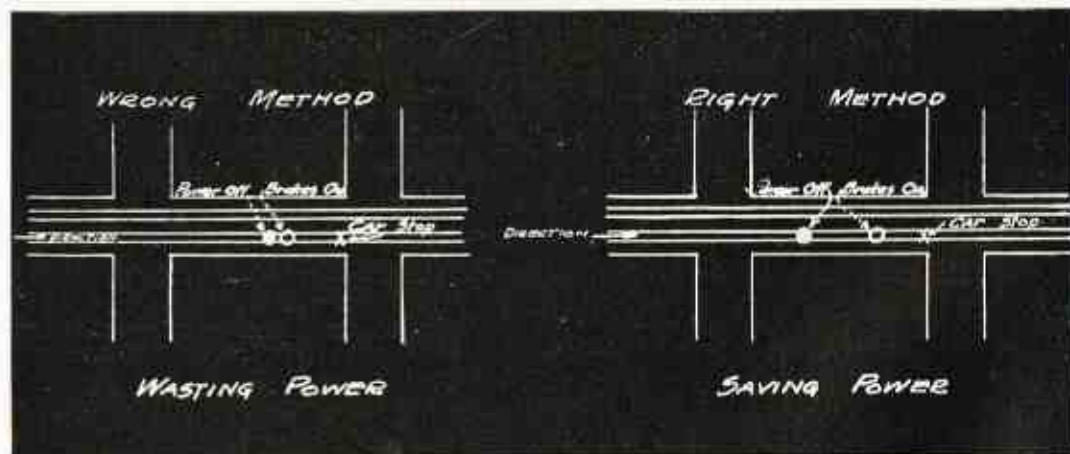
Division	1926											
	Apr.	Per Cent Saving or Loss	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	
Cottage Grove	1	7.29	1	1	1	1	2	2	2	2	1	
Archer	1	6.57	0	0	4	3	6	5	6	6	4	
Devon	1	5.39	9	4	7	7	9	8	8	7	7	
60-Ashland	4	5.22	4	4	4	4	5	3	3	4	3	
Kedzie	5	4.73	5	5	6	5	4	4	4	1	2	
Burnside	6	4.40	0	5	5	6	2	1	1	3	6	
Armitage	7	4.05	7	9	8	9	10	9	12	9	12	
Linds	8	3.87	10	13	13	12	12	12	9	14	13	
77-Vincennes	9	3.63	8	8	8	8	8	8	5	5	8	
Lincoln	10	3.50	8	8	8	8	7	11	11	10	8	
North	11	3.42	11	11	11	10	8	7	7	8	11	
Lawdale	12	3.71	10	12	12	12	13	14	14	12	9	
Elston	13	1.69	12	10	10	11	11	10	10	11	10	
Division	14	3.0	11	14	14	14	14	15	15	14	10	
Noble	15	3.79*	15	15	15	15	15	15	16	15	15	
Blue Island	16	5.47*	16	16	16	16	16	13	13	13	14	

*Loss.

Total Points 45.42

March Points 82.67

April Loss 38.84 points or 45.7 per cent.



The goal for 1926 is 160 total points per month. Our loss for April is no doubt due in a large measure to the severe storm conditions encountered, all during the first of the month, it requiring considerably more power to maintain service such as was rendered on this system under these conditions. Let every motor-man take advantage of the nice weather so that the total points may be sent up well over one hundred from now on.

LEGION TOPICS

The Bunco and Card Party, held Friday Evening, May 21st, proved to be a big success, in spite of the inclement weather. The Club Rooms were crowded to capacity; and judging from the sounds the Ladies had a very enjoyable time playing Bunco for the many valuable prizes donated by the Members and the friends of the Post in the Retail Business. Entertainment was furnished by the Harmony Girls of KYW fame and by the Entertainment Committee under Comrade Lindquist. Refreshments were served—the Post's handsome waiters, Amibler and Gerlach, doing the honors. A big Bunco and Card Party is planned for some date in the near future.

Insurance

The number of inquiries with regard to the reinstatement and conversion of the War Risk Insurance has not been what it should be; and we are afraid that the ex-service men in the Company are not taking advantage of this concession which the Government is offering them in return for their services.

This is a golden opportunity to acquire an Insurance Policy at rates 20 per cent to 30 per cent cheaper than it is possible to acquire the same protection from any commercial insurance company—and at the same time the security back of each policy is greater than the security back of the higher priced policies.

Every ex-service man is urged to give this matter of converting his war risk insurance immediate attention. Act at once as the last date on which this insurance may be converted is July 2nd, 1926.

Bonus—Hospitalization

It has come to the notice of the Officers of the Post within the last month that a number of employees of the Company have not as yet filed for their Federal Adjusted Compensation. Now this is something that should not be neglected. If an ex-service man should die before filing for this Adjusted Compensation, his estate would receive only approximately 1/3 of the amount they would receive had he filed for this Compensation; or in the case of a man with the maximum of service \$500.00 against \$1,500.00 had he taken care of this little detail.

Take this matter up at once—blanks may be obtained at Post Headquarters or from any Officer of the Post.

We have also come across a few men who have not as yet received their State Bonus. If

you have had any difficulties in obtaining your State Bonus get in touch with the Officers and we will be glad to assist you.

If there are any men who are entitled to hospitalization and are having difficulty in obtaining same, get in touch with the Officers and we will do everything possible to have your case taken care of: T. E. McCarthy, Commander, 1165 N. Clark St., Sup'r. 1550; C. B. Heath, Adjutant, 78th and Vincennes Av., Stew. 0480; W. C. Krull, Junior Vice-Commander, 3901 West End Av., Ked. 9372.

DEATH OF JAMES STUART

Mr. James Stuart died at his home, 3731 North Francisco Avenue, on the afternoon of May 4, 1926. He had been employed by the company in the Department of Accident Investigation since May 1, 1913. After a few years' experience as an investigator, he was assigned to the Medical branch of the Department, in which position he continued until the time of his death.

Mr. Stuart was a valuable and thoroughly conscientious man and evidenced zeal and devotion to the Company's interests. His place will be difficult to fill and he will be greatly missed by all who worked with him, especially the doctors and lawyers to whom he rendered valuable service.

His funeral took place on Saturday afternoon, May 8, 1926, and was under the auspices of the Masonic Fraternity, many of his friends and fellow-workers being in attendance.

John Leeming.

THE "HEADLESS HORSEMAN"

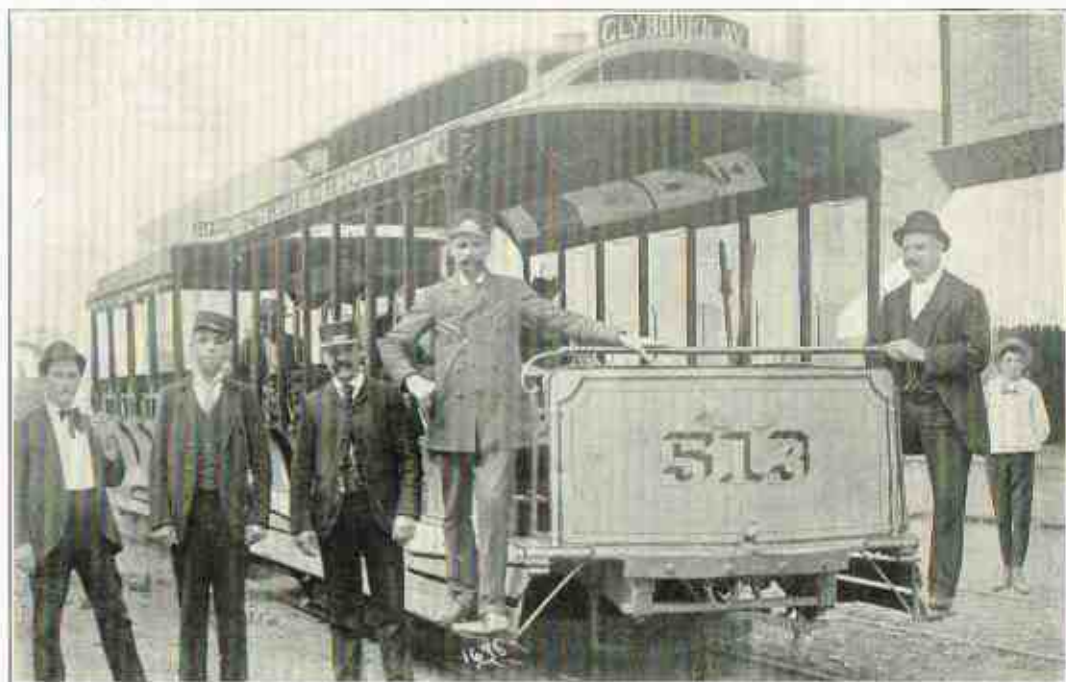
Today He Is the "Headless Driver" Who Is in a Class by Himself

The headless horseman in Washington Irving's "Legend of Sleepy Hollow" was a harmless spook. The "headless horseman" on the streets today is a serious menace. The old "hay burner" which was credited with having horse sense, is disappearing and in its place is the gas-eating creature of enameled tin. It has no instincts of its own and must depend on the driver for intelligence.

To all appearance the headless driver is a normal human being. He has a knob that looks like a head but it functions like a radio when the batteries need recharging. The headless driver so-called takes the pleasure out of driving for careful motorists, spoils the traffic cop's temper and makes the street car men gray headed before their time. He can spot a shapely ankle two blocks away when driving in traffic, but fails to notice a "stop sign." He can hear an invitation to have a drink of pre-war stuff if it's only a whisper, but he doesn't notice the car gong at crossings.

Human beings, whether drivers or pedestrians, are divided into two classes, those who can be educated and those who can't. Fortunately, there are very few in the latter class. Some learn through signs and bulletins, the cheapest way. Some get their education in the hospital or in court. Others have their faults buried with them.

Marshall S. Hungness.



A Clybourn Avenue Grip of Long Ago

Standing on the running board on the right is the late Eugene Crawford, former Superintendent of Larrabee barn, who is still held in affectionate remembrance by old-timers; Henry Luttmer, who is now the No. one conductor at Lincoln Station is the central figure of the uniformed group; the gripman and the conductor of the trail car are not identified.

Mr. Luttmer is number one conductor at Lincoln Station. Entering the service forty-one years ago—January 1, 1885. He started as a conductor on the Clybourn Avenue line. At that time there were only eighteen runs and forty men operating from the Clybourn Barn. In those days the Clybourn Avenue line ran from Fullerton and Clybourn to Clark and Washington and it took forty minutes to do it; today it can be covered in twenty-five. When they approached the viaduct to the Clark Street bridge, tow horses hitched on to help them over. The average receipts in those days were around twenty-five dollars. Conductor Luttmer recalls how the gripmen were expected to get a good start to carry the train around the curve at Clark and Center Streets. Often the train would fail to round the curve and the crew would request some of the male passengers to help push the cars around and across the vault to the next rope. Mr. Luttmer has earned the reputation of being a conscientious, steady worker.

Motorman Peter Zeches, Forty-three Years in Service, Seniority Leader at Limits Depot

Peter Zeches, a veteran of 1883, after spending some forty-three years in the harness, is still active and enjoying the best of health. His first years of service were put in following the horses on the Sedgwick St. line. His car was



Peter Zeches

known as the "dinky" type with no heat and with oil lamps. These conditions prevailed until the road was taken over by the Yerkes management, who had tanks containing oil installed on top of the cars to supply the stove with fuel. After awhile coal stoves were installed, which kept the conductors busy shaking the grate and feeding it with chestnut coal. It seems strange how the people in those days got along without crosstown lines or transportation on North Clark street north of the Limits Depot. On Sundays they had what was known as a dummy train which ran on Evanston Ave. (now Broadway), from Diversey St. to Graceland cemetery, with 10c fares. It was a rare thing to see a street car on the streets after 6 or 7 P. M.

Mr. Zeches states that he was a part of the first crew that worked the first night car on North Halsted St. They had neither a leader nor a follower. Running a night car then was different than it is now. The streets were dark, with only an occasional gas lamp burning. Mr. Zeches states that he cannot imagine what the street car service will be forty-three years from now if it improves in the future as it has in the past.



Conductor M. J. Burke

M. J. Burke, Badge 6414, is the first conductor on the seniority list at Limits Depot.

"Starting in the service of the North Chicago Street R. R. Co. November 11, 1888," said Mr. Burke, "I was on the extra list for only one day. The second day I was assigned to Halsted St. There were only six horse cars on Halsted St. in those days. There were no tracks on Halsted St. north of Clark St. and none south of Clybourn Ave. The terminus then was Fifth Ave. and Randolph St. There were no transfers and our receipts averaged between five and six dollars a day. If a wagon broke down on the track we put a piece of wood on the rail, jumped over on the other track and went back. There was no wreck-wagon service.

"When the cable cars were installed on Clybourn Ave. we trailed with them through the tunnel down town, and many a time we spent half the day in the tunnel when a gripman failed to release his grip on the rope going over the vault. Then came the trolley, which was a vast improvement over the cable. However, they had their troubles in the early stages of the trolley also—particularly in the morning and evening rush hours. If through any cause the cars were blocked so that a long line of them were in close proximity, to start those cars all at the same time was too much of a strain on the electric power, and the consequence was very slow travel. All this trouble is now done away with since they got more power houses over the system. During my service with the companies I have always managed to be on time to take my run out, and I have had no accidents that cost the company a dollar, and no complaint of inefficiency."

To get his wealth he spent his health,
And then with night and main
He turned around and spent his wealth
To get his health again.

—Boston Transcript.

GOING AFTER WITNESSES

North Avenue Continues to Lead, Establishing the Highest Average Thus Far Attained

With an average of 5.43 witnesses per accident, North Avenue entrenched itself securely in first position. Lawndale-Blue Island nosed out Elston-Noble for second place, the three leaders being the only ones to exceed the system average of 3.70. The latter figure, by the way, is an improvement of four points over the March record. Archer, Burnside, 69th, Cottage Grove, Devon-Limits and Lincoln showed from 5 to 25 points improvement over the previous month, Kedzie and Armitage-Division showing distinct losses. The following table gives the comparative standing of the various stations for the first four months of this year:

	April	March	Feb.	Jan.
(1) North Avenue	5.43	4.20 (1)	4.39 (1)	3.75 (3)
(2) Lawnd.-Bl. Is.	4.45	4.20 (3)	4.13 (2)	4.25 (2)
(3) Elston-Noble	4.42	4.58 (2)	3.95 (5)	4.25 (1)
(4) 77th Street	3.61	3.54 (4)	3.53 (4)	3.51 (4)
(5) Archer	3.59	3.43 (5)	3.11 (16)	3.25 (6)
(6) Burnside	3.59	3.34 (7)	3.37 (7)	3.01 (9)
(7) 69th Street	3.47	3.26 (6)	3.22 (6)	3.26 (5)
(8) Cottage Grove	3.38	3.23 (8)	3.44 (5)	3.00 (7)
(9) Devon-Limits	3.30	3.25 (9)	3.00 (11)	3.00 (10)
(10) Lincoln	3.25	3.20 (10)	3.23 (8)	3.77 (12)
(11) Kedzie	3.00	3.25 (9)	3.27 (7)	3.04 (8)
(12) Armit.-Div.	2.81	3.20 (10)	3.22 (9)	3.20 (11)
Average for the System	3.70	3.60	3.49	3.30

MOTORMAN JOHN HOWE, 3449

Champion Checker Player and Veteran Trainman at Archer

The champion checker player of the Surface Lines started with the old Chicago City Railway Co., May 12, 1883, in the old Archer horse car barn, then located at Archer and Pitney. At that time there were only two lines operated from this depot, Archer from the River (or Pitney Court) to State Street, and Halsted Street from O'Neil to 39th Street.

John had charge of a string of horses from May, 1883, to October 1, 1886, when he was made a horse car driver, and from the horse car driver to motorman when the lines were electrified. It was at the old barn, when John was on the extra list, that he learned the game of checkers, and in a few years' time became champion checker player of the city railway lines. With this reputation he became affiliated with a checker club, and we may add that this same checker club, known as the South Side Checker Club, has become famous the world over, having had the best players of the land play around their tables. At the present time John is one of the directors of said club.

John has met and played with the best of them from all parts of the world and is considered by experts as an authority on the game. He holds the championship of the Surface Lines at the present time.

John has a wife and five boys, two of whom are practicing lawyers. John, junior, holds the championship of the State of Illinois at the present time.

John is always willing to enter into a contest and to instruct anyone who may ask for advice on the game.

John is holding second place on the seniority list in service of the Archer depot and is still active and on the alert.

A 1926 Baseball Trophy

Mr. Richardson Puts Up Another Cup—News of the Sport

All of the baseball fans will experience a thrill in knowing that there is to be another Richardson Trophy this year, to be awarded to the champions of the Surface Lines. It will be a cup equal in every respect to that donated by Vice-President Richardson last year and, as in 1925, will remain the property of the winning team. There will also be individual prizes for the members of the championship nine.

The Trophy, as soon as properly engraved, will be placed in an appropriate cabinet and sent on its way for exhibition purposes to all of the car stations. Formal notification of the donation of this Trophy has been forwarded to the Chicago Street Car Men's Baseball League by Mr. Richardson.

will be composed of sixteen clubs, eight in the north and eight in the south divisions. This includes Hammond, Ind. Every team will be in uniform this season. The opening games were played May 5th at 10:30 A. M. At this time of the year there is always an air of mystery regarding the makeup of the various teams. The new arrivals are the unknown quantities and each manager endeavors to spring a surprise or two.

Scheduled Games—North

May 12—Div. Ten vs. Devon, Kedzie vs. Armitage, Lincoln vs. North Ave., Limits vs. Division.

May 19—Devon vs. Kedzie, North Ave. vs. Armitage, Division vs. Div. Ten, Limits vs. Lincoln.



Sixty-Ninth St. Baseball Team—Season 1926.

Sitting from left to right: James Blair, 1st B.; P. Gier, R. F.; F. J. Konczal, Catcher; W. F. White, L. F.; R. J. Cummings, 3d B.; G. Hurita, Pitcher. Middle row: F. G. Fassnacht, C. F.; A. J. Gaffy, President of League; J. O'Mara, Coach. Standing: Chas. Joyce, Utility; B. Beggan, 2d B.; T. E. Adams, Utility; S. G. Irvine, Div. Supt.; E. F. Gross, Manager; G. E. Bodecker, P.; H. Mudra, S. S.

The first meeting of the Chicago Street Car Men's Baseball League for the season of 1926 was held April 23, at the Ashland Boulevard Auditorium. The following officers were elected for the year 1926: President, Albert J. Gaffy, 69th St. Depot; Vice-President, John H. Rau, Central Division; Secretary, A. J. Neuraute, Noble Depot; Treasurer, A. T. Reiners, Noble Depot. After serving in the capacity of League President for a period of ten years, Mr. W. T. Ewers, retires this year. He leaves to his credit an excellent record of business management as seen in the well organized league of today. The new president, A. J. Gaffy, comes well recommended and predicts a banner year for the league this season. The other officers are the same as last year. Among the decisions reached were the following. The League

May 26—North Ave. vs. Devon, Armitage vs. Division, Div Ten vs. Lincoln, Kedzie vs. Limits.

June 2—Limits vs. Devon, Div Ten vs. Armitage, Lincoln vs. Kedzie, Division vs. North Ave.

June 9—Devon vs. Division, Lincoln vs. Armitage, Limits vs. Div Ten, Kedzie vs. North Ave.

June 16—Devon vs. Lincoln, Armitage vs. Limits, North Ave. vs. Div Ten, Division vs. Kedzie.

June 30—Devon vs. Armitage, Kedzie vs. Div Ten, Limits vs. North Ave., Lincoln vs. Division.

July 7—Open date.

July 14—Devon vs. Div Ten, Armitage vs. Kedzie, North Ave. vs. Lincoln, Division vs. Limits.

July 21—Kedzie vs. Devon, Armitage vs. North Ave., Div Ten vs. Division, Lincoln vs. Limits.

July 28—Devon vs. North Ave., Division vs. Armitage, Lincoln vs. Div Ten, Limits vs. Kedzie.

Aug. 4—Division vs. Devon, Armitage vs. Lincoln, Div Ten vs. Limits, North Ave. vs. Kedzie.

Aug. 11—Lincoln vs. Devon, Limits vs. Armitage, Div Ten vs. North Ave., Kedzie vs. Division.

Aug. 18—Devon vs. Limits, Armitage vs. Div Ten, Kedzie vs. Lincoln, North Aves. vs. Division.

Aug. 25—Open date.

South

May 12—77th St. vs. Blue Island, Hammond vs. Burnside, Archer vs. 69th St., Lawndale vs. Cottage Grove.

MAY 19—Blue Island vs. Hammond, 69th St. vs. Burnside, Cottage Grove vs. 77th St., Lawndale vs. Archer.

May 26—69th St. vs. Blue Island, Burnside vs. Cottage Grove, 77th St. vs. Archer, Hammond vs. Lawndale.

June 2—Open date.

June 9—Blue Island vs. Cottage Grove, Archer vs. Burnside, Lawndale vs. 77th St., Hammond vs. 69th St.

June 16—Blue Island vs. Archer, Burnside vs. Lawndale, 69th St. vs. 77th St., Cottage Grove vs. Hammond.

June 23—Lawndale vs. Blue Island, 77th St. vs. Burnside, Archer vs. Hammond, Cottage Grove vs. 69th St.

June 30—Blue Island vs. Burnside, Hammond vs. 77th St., Lawndale vs. 69th St., Archer vs. Cottage Grove.

July 7—Open date.

July 14—Blue Island vs. 77th St., Burnside vs. Hammond, 69th St. vs. Archer, Cottage Grove vs. Lawndale.

July 21—Hammond vs. Blue Island, Burnside vs. 69th St., 77th St. vs. Cottage Grove, Archer vs. Lawndale.

July 28—Blue Island vs. 69th St., Cottage Grove vs. Burnside, Archer vs. 77th St., Lawndale vs. Hammond.

Aug. 4—Cottage Grove vs. Blue Island, Burnside vs. Archer, 77th St. vs. Lawndale, 69th St. vs. Hammond.

Aug. 11—Archer vs. Blue Island, Lawndale vs. Burnside, 77th St. vs. 69th St., Hammond vs. Cottage Grove.

Aug. 18—Blue Island vs. Lawndale, Burnside vs. 77th St., Hammond vs. Archer, 69th St. vs. Cottage Grove.

Aug. 25—Open date.

Where They Play

Chicago street car men's baseball league, managers and grounds for season of 1926:

NORTH SIDE

Armitage—Municipal Ball Park, Logan and Elston Ave. Mgr., Ceroneo, 1340 Ohio St. Tel. Hay 3319.

Devon—Chase Park, Leland and Clark St. Mgr., A. H. Klein, 1706 Albion Ave. Tel. Sbel. 0335.

Division—P. Bartell, Division Depot, Division and Western Ave.

Elston-Noble—Logan Square Ball Park, Elston and Addison. Mgr., L. Quetchke, Elson Depot, Elston Ave. and Addison.

Kedzie—Pyotts Park, 47th and Lake St. Mgr., G. Gazzolo, 5438 Lexington St.

Lincoln—Wells Park, Montrose and Lincoln Ave. Mgr., A. Sommers, 5831 Byron Ave. Tel. Pal 2895.

Limits—Stanton Park, Clybourn Ave. and Larrabee St. Mgr., L. Beckers, 1467 Sherwood Ter.

North Ave.—Cermak & Mills Stadium, Kilpatrick and Lake St. Mgr., E. Guech, 2922 Allen Ave. Tel. Albany 5924.

SOUTH SIDE

Archer—Ball Park, Central Park and Archer Ave. Mgr., F. W. Schultz, 4541 Albany Ave. Tel. Laif. 0237.

Blue Island—Cermak Ball Park, 26th and Costner Ave. Mgr., E. Taube, 2209 Washington Blvd. Tel. Seeley 2235.

Burnside—Bessemer Park, 8086 S. Chicago Ave. Mgr., J. Britten, 817 E. 76th St. Tel. Tri. 7095.

Cottage Grove—Boyer Play Grounds, Root and Union St. Mgr., J. J. Casey, 1321 W. 67th St. Tel. Went. 4662.

Hammond—Turner Field, Michigan and Sold St. Mgr., Wm. Hilbrick, 325 Henry St., Hammond, Ind. Tel. 3980 Trainroom.

Lawndale—Jones & Baumracker Park, 22nd and Kostner Ave. Mgr., M. McGinnis, 1626 S. Morgan St.

69th St.—Ball Park, 56th and Robey St. Mgr., E. Gross, 2022 W. 69th Pl.

77th St.—Grand Crossing Park, 70th and Engleside Ave. Mgr., G. Grassel, 77th St. Depot, 77th St. and Vincennes.

How They Stand—Including Games of May 19

NORTH DIVISION				
Team	Played	Won	Lost	%
Lincoln	3	3	0	1000
Devon	2	2	0	1000
North Ave.	2	1	1	500
Kedzie	2	1	1	500
Armitage	2	1	1	500
Div. Ten	3	1	2	333
Division	4	1	2	333
Limits	3	0	3	000

SOUTH DIVISION				
Team	Played	Won	Lost	%
Burnside	3	3	0	1000
69th Street	3	2	1	667
77th Street	3	2	1	667
Blue Island	3	2	1	667
Archer	3	2	1	667
Cottage Grove	3	1	2	333
Lawndale	3	0	3	000
Hammond	3	0	3	000

"I think, George," said Mrs. Binks to her husband, "I'll ask the people next door to have dinner with us on Sunday."

"Why?" asked the husband.

"Well, the butcher left their meat here by mistake, and it seems only fair."—Tit-Bits.

Keeping 'Em Rolling

Blue Island Wins Again—Flag Won by Seven Carhouses in Seventeen Months



Leading Repair Crew at Blue Island

H. Hale, H. Sickert, G. Edmonds, M. Burke, J. Piantkowski, O. Cory, J. Hozek, M. O'Brien, C. Wilke, J. Jennings, W. Hovok, W. Slovenski, J. Lenon, A. Caroline, E. Clark, W. Ginsburger, T. Zok, P. Remkins, J. Kohout, J. Solis, T. Waitkus, T. O'Brien, J. Murphy, J. Younski, G. Casenski, P. Adamviesz, P. Buslin, D. Caprongri, A. Rodio, G. Moines, J. Drowband, M. Protopot, M. Shoppelle, G. Tilio, W. Grunpos, J. Crenin, A. Protitot, D. Sullivan, A. Sheamat, A. McCarthy.

Blue Island tops the list of carhouses in the pull-in contest, for the month of April, with a record of 28,478 miles, winning the blue pennant for the third time.

April, 1926, marks the 17th month that the flag has been in existence, and during this time, it has visited only seven of the sixteen carhouses. These carhouses are as follows: Armitage, 4 times; Blue Island, 3 times; North, 3 times; Division, 3 times; Limits, 2 times; Devon, 1 time; Elston, 1 time.

The flag would like to fly at the other nine carhouses also, and they should study their records as shown below, and make special efforts to discover and correct defects before failure of the equipment actually occurs. Consistent co-operation with the Transportation Department is also of assistance in this work.

Noble is to be congratulated for the increase in mileage of 223.3 per cent, which enabled them to move from the cellar to the 11th floor.

We are also pleased to note that the mileage for the entire system increased 35.5 per cent.

The record made by each carhouse follows:

Rank	Carhouse	Zero Days	Miles operated per car pulled in for April	Percent increase or decrease over March
1	Blue Island	10	28,478	47.6
2	North	8	26,673	34.8
3	Elston	15	23,303	30.0*
4	Kedzie	2	19,677	14.3*
5	Lawndale	16	18,687	24.6*
6	Division	16	18,192	18.8
7	Limits	14	17,229	4.8
8	Devon	6	15,590	12.3
9	Cottage Grove	6	13,263	16.6
10	Lincoln	9	13,014	32.2
11	Noble	17	12,613	223.3
12	Rockwell	1	11,524	34.4
13	Armitage	5	9,991	9.7*
14	69th	..	7,756	16.6*
15	Burnside	..	5,255	20.8
16	77th	..	3,981	80.8

*Decreased.

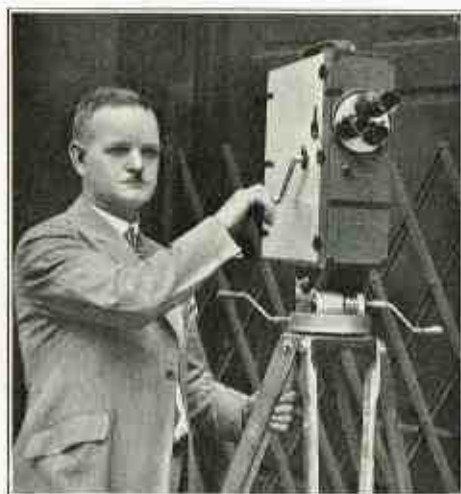
The rank of the carhouses, for the past half-year, is as follows:

Carhouse	1926			1925		
	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.
Blue Island	1	5	1	3	8	3
North	2	4	8	6	2	6
Elston	3	1	2	8	0	4
Kedzie	4	3	4	7	6	9
Lawndale	5	2	6	4	4	12
Division	6	7	3	9	5	5
Limits	7	6	7	2	1	1
Devon	8	8	5	1	3	2
Cottage Grove	9	9	9	5	11	10
Lincoln	10	11	12	11	13	13
Noble	11	15	15	16	7	11
Rockwell	12	13	11	12	10	8
Armitage	13	10	10	10	12	7
69th	14	12	14	13	14	14
Burnside	15	14	16	15	15	16
77th	16	16	13	14	16	15

SPEEDING UP CAMERA WORK

Photographer Millar Gets Into Action Quickly With New Automatic

The new automatic movie camera gets the picture while the others get ready. It is ready to use at an instant's notice. When word is received that an important scene must be "shot" at once, there used to be great hustle and bustle as preparations had to be made and an extra assistant needed to help carry the camera outfit weighing approximately seventy pounds; this has been completely changed for the better.



The Old Way

"Now," says Photographer Millar, "we have the advantage from the word 'go' because we have no 'equipment' to assemble; we are not burdened with a bulky tripod stand or heavy camera, I simply grab up my seven-pound automatic camera and dash away with it fully equipped to take the picture without requiring the help of an assistant as before.

"Arriving at the scene to be photographed, I go right to work; no time wasted unpacking a heavy, cumbersome outfit, setting up the tripod

stand, loading magazines, threading camera, etc., regardless of what the action or where it is taking place, I am sure of getting it because I am prepared.

"In our particular line of work our aim has been to avoid being noticed by the public while making movies, this objectionable feature is overcome, first, by replacing the attractive camera and stand we have been using, with the small, quiet-looking portable camera shown in the illustration; secondly, by discontinuing the work of turning a crank-handle, this new camera being automatic all that is required to start



The New Way

the mechanism moving is a slight pressure by the thumb on a button conveniently located near the handle; in fact, it is difficult for an observer to realize that a motion picture is actually being made.

"Although comparatively light of weight and easy to use this automatic camera has the photographic flexibility of cameras costing thousands of dollars and in many ways too numerous to mention here it will greatly facilitate our work in the photographic department."

CRIPPLED FOR LIFE

Crippled for life! What does it mean?
Just three little words, but Oh—
They tell of a man in the prime of life,
Who has suffered a heavy blow,
They tell of days of bitter pain,
And hours of weeping too,
And they make you wish there only was,
Something that you could do.

"Crippled for life" you see the man,
As he sadly shakes his head,
And then like a dream you seem to see,
A safety news on his bed,
And you see him read awhile and then
You seem to hear him say:
"If I paid attention to safety news,
I wouldn't be here today."

Selected and submitted by Marshall S. Hungness.

SURFACE SERVICE MAGAZINE

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John E. Wilkie - - - - - Editor
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THE UTILITIES' STORY

SURFACE SERVICE has referred frequently to the work of Surface Lines' representatives in spreading the story of transportation among neighborhood organizations, improvement clubs, schools and industrial organization employees. This work began in a very small way but has grown tremendously with gratifying results. A weekly report covering May 15 to 22 submitted by the Secretary of the Speakers' Bureau of the Illinois Committee on Public Utility Information makes an interesting comparison between ten months of 1924-25, July to April, inclusive, and the same ten months in 1925-26. A year ago in the ten month period, there were 1,572 talks on public utility problems before audiences aggregating 261,559 persons. During the ten months just completed, there were 2,765 talks with an aggregate attendance of 591,130. Many of these talks, as in our own case, were accompanied by the exhibition of moving pictures or still slides, and the interesting character of the talks has created a demand for additional engagements which will keep the members of the Speakers' Bureau actively employed in new fields.

The importance of this work, of course, lies in the sympathetic interest created in the varying problems of the great organizations upon which the public is dependent for transportation, light, heat and telephone service. Knowledge of these problems and the opportunity afforded to listen to the men whose daily activities are devoted to the service of the public goes a long way to establish the sincerity of the various managements in maintaining the highest possible efficiency in their respective enterprises.

Altogether it is a rather remarkable educational demonstration.

WHAT THE INDUSTRY REQUIRES

Lower Taxes and Traffic Relief Greatest Needs
of Electric Roads

"Taxes and traffic congestion are two of the most serious problems that face the electric railway," says Lucius Storrs, Managing Director of the American Electric Railway Association.

"The average taxes of electric railway, according to the United States Census office, amounts to 55% of their total net earnings. Many of these impositions, especially those for paving, sprinkling and cleaning streets are wholly unjustified.

"Two states and some 50 cities have relieved companies of paying costs, and all should do it. Certainly it is unfair to ask common carrier transportation companies to provide paving for their worst competitors—the private automobiles—to wear out.

"Four out of every five persons who ride in any sort of vehicle travel on electric railway accommodations, yet they are being badly delayed by the vehicles of the one-fifth who travel in other conveyances. This four-fifths majority is entitled to speedy transportation through traffic congestion, and the industry proposes to see that their rights are observed. In some cities police compel autos, trucks and slow moving vehicles to keep off the tracks. It should be done in all cities."



With the Wildflowers

Eleanor Spolec, 14-months-old Daughter of
Frank Spolec, West Shops Tin Shop



Forty-Three Years Ago

This picture was taken in front of the Halsted Street Car Barns at O'Neil and Halsted Street. Thomas H. Heffernan is the driver; E. L. Maguire (now Division Superintendent) is the conductor; standing in the doorway is Thomas Bowler, car placer; leaning against the car without his hat is Robert Herart, station foreman, at that time; Thomas Hacket, changer, is leaning out of the window, and Peter Berry, a car washer, is the man alongside with his sleeves rolled up.



A Devon Ball Team Twenty Years Ago

The boys posed in the ball park on the east side of Clark Street opposite the Station. Top row, from the left: First, Lee McCann; second, W. Brandt; fifth, Lloyd Miller; seventh, Al Salling; eighth, F. Brandt. Lower row: Second, J. Urban; fourth, Shuhder; sixth, O. L. Dilworth, Captain.

"The Code of a Good Sport"

1. Thou shalt not quit.
 2. Thou shalt not alibi.
 3. Thou shalt not gloat over winning.
 4. Thou shalt not be a rotten loser.
 5. Thou shalt not take unfair advantage.
 6. Thou shalt not ask odds thou art unwilling to give.
 7. Thou shalt always be ready to give thine opponent the shade.
 8. Thou shalt not under-estimate an opponent, nor over-estimate thyself.
 9. Remember that the game is the thing, and that he who thinketh otherwise is a mucker and no true sportsman.
 10. Honor the game thou playest for he who playeth the game straight and hard wins even when he losses.
- The Open Road.

There's at least one of these back of every accident:

I don't know.

I don't care.

I forgot.

What's the use?

It can't happen to me.

I can look out for myself.

This safety stuff is all "holoney."

Manly Defiance

Boss—"Did you collect that bill?"

Jenkins—"No, sir. He kicked me down a flight of stairs."

Boss—"You go back and get that money. I'll show him he can't scare me."

A Flapper

A flapper is one who bobs her hair, powders her nose and says to herself: "Clothes, I am going down town; if you want to come along, hang on."—Chicago Blade.

Today and Tomorrow

Little Willie was of an inquiring turn of mind. He was always asking questions.

"Daddy," he asked one day, "is today tomorrow?"

"No, my son, of course it isn't tomorrow," was the reply.

"But you said it was," murmured Willie.

"When did I say today was tomorrow?" asked father.

"Yesterday," answered Willie.

"Well it was. Today was tomorrow yesterday, but today is today, just as yesterday was today yesterday, but is yesterday today and tomorrow will be today tomorrow, which makes today yesterday and tomorrow all at once. Now run along and play."

A Big Surprise Ahead

"What are you doing, Mabel?" asked her fond mother.

"I am knitting, mother, -dear," replied the young woman. "I heard Jack say the other day he was afraid he'd have to buy a new muffler for his car, and I thought I'd knit him one as a sort of surprise."—Stanley Magazine.

Father—"Johnny, did you ever see that young fellow kissing sister?"

Johnny—"Father, I cannot tell a lie. That's the way I got my radio set."

Does This Mean You?

The following which really hits home wherever it is read, we hope will carry some weight with everyone who reads it, spurring them on to pay more attention to Our National Anthem. Oh, say, can you sing from the start to the end? What so proudly you stand for when orchestras play it:

When the whole congregation in voices that blend

Strike up the grand hymn, then torture and slay it?

How they bellow and shout, when they're first starting out,

But the dawn's early light finds them floundering about!

'Tis the Star Spangled Banner they're trying to sing,

But they don't know the words of the precious old thing.

Hark! The twilight's last gleaming has some of them stopped,

But the valiant survivors press forward serenely To the ramparts we watched, when some others are dropped,

And the loss of the leaders is manifest keenly; Then the racket's red glare gives the bravest a scare

And there's few left to face the bombs bursting in air!

'Tis a thin line of heroes that manage to save The last of the verse and the home of the brave.

This Can Be Done Once Only

A Hebrew storekeeper, much to the surprise of his brethren, suddenly decorated his window with a gorgeous new blind. It was the admiration and envy of all his neighbors.

"Nice blind of yours, Isaac," remarked one of them.

"Yes, Aaron."

"What did it cost you, Isaac?" remarked one of them.

"It didn't cost me nothing. My customers paid for it."

"What! Your customers paid for it?"

"Sure, Aaron. I put a needle box on my counter, 'For the Blind,' and they paid for it."

He rose with great alacrity

To offer her his seat;

'Twas a question whether she or he

Should stand upon his feet.

"Isn't it dangerous to be on a street car when it's lightning?"

"I don't think so. You see, the motorman is a non-conductor."

The Maiden's Prayer

"Dear Lord, I ask nothing for myself! Only give mother a son-in-law."

A Good Shot

"I suppose your wife misses you a great deal?" inquired a lady of a commercial traveler.

"Well, no; for a woman, she has remarkably straight aim."

Bouquets for the Boys

Conductor Eddie C. Lipsey, badge No. 328, of Division Street was highly commended by Mr. A. R. Hammerstrom, Credit Manager, W. A. Wieboldt & Company, for assisting an elderly woman from his car and guiding her safely to the sidewalk.

Conductor Albert Hemmergren, badge No. 1278, of Cottage Grove, looked after his passengers so carefully and saw that doors were closed on the cold days that Miss S. W. Sayre, 954 East 55th Street made his courtesy the subject of a commendatory letter.

Conductor Edward J. McEvilly, badge No. 1332, of Lincoln, was so interested in giving explicit directions to a woman with three small children, who was transferring in an unfamiliar neighborhood, that he enlisted the services of a friendly fireman who was transferring at the same point to make certain that his passenger took the right car. His action was observed by Miss Helen Anderson of the Central Branch of the Y. W. C. A., 59 E. Monroe Street, who wrote that she felt his courtesy was appreciated by everyone.

Conductor Patrick McNugent, badge No. 1344, of 77th Street, is complimented by Mr. Walter J. H. Bremer, Room 1330, 166 W. Jackson Boulevard, for his patience and courtesy in the discharge of his duties on the Halsted-Archer-Clark Street service. He was careful to see that passengers were fully informed with reference to the routing of his car, and was particularly considerate in the case of a passenger who had misplaced his transfer.

Conductor Oren O. Campbell, badge No. 1816, of 77th, when handed two one dollar bills stuck together promptly discovered the fact and returned the extra bill to his lady passenger. This incident was observed by Mr. F. J. Brennan, 32 North State Street, who congratulated the company on having in its employ a conductor of this character.

Conductor Arthur W. Kurth, badge No. 2544, of Lawndale, was complimented by Mr. Amos Cohen, 2164 Ogden Avenue, for the clearness with which he calls streets and the care he exercised in seeing that his passengers were safely on the car before giving the starting signal. Mr. Cohen said that he heard a number of passengers personally compliment this conductor as they left the car.

Conductor August F. Breinig, badge No. 2774, of Limits, was commended by Mr. Ernest S. Bain, 3510 West 60th Street, for his general courtesy to his passengers.

Conductor Joseph G. Kasper, badge No. 3550, of Devon, is described by Miss E. Siegel, 3126 West 15th Street, as the most courteous and honorable conductor she had met in ten years. Miss Siegel was one of seven young women boarding Conductor Kasper's car, paying the fares for all of them. She put the change from a dollar bill in her purse and a moment later,

the conductor entered the car and informed her that he had deducted nine fares instead of seven, returning the fourteen cents to her.

Conductor Edward F. McMahon, badge No. 4956, of Cottage Grove, is praised by Motorman W. B. Harvey, badge No. 2577, of Burnside, for assistance rendered due to an accident. Conductor McMahon was "dead-heading" on Motorman Harvey's car when the accident occurred, and immediately busied himself by passing out witness cards and getting signatures. The delay of traffic was thereby materially shortened, and Motorman Harvey knows that the assistance was appreciated by all of his passengers.

Conductor Comprecht Hoogstraal, badge No. 5338, of Burnside, handled an unusually heavy crowd at 63rd and Cottage Grove in such a manner as to win the admiration of Mr. H. I. Mollitor, 8154 Maryland Avenue, and other passengers who openly praised his good work.

Conductor Emil J. Smetana, badge No. 5836, of Kedzie, was the subject of a very complimentary letter from Mr. Frank J. Taylor, 397 East 32nd Street, who commented on his general courtesy and his humane consideration for his elderly passengers and school children. Mr. Taylor considers Conductor Smetana a credit to the organization.

Conductor George Eichaker, badge No. 6308, of Lincoln, has as a frequent passenger Miss Susie Peterkin, 3441 North Robey Street. Miss Peterkin is blind, and after six years' experience on this line, she has written us a rather wonderful letter commenting on the general character of the service she has received and especially commending Conductor Eichaker for his discretion and consideration particularly when his car is crowded. Her letter discloses the powers of observation much keener than the average person who is not handicapped as she is, and her letter is appreciated quite as much by the management as it is by the special employe she names.

Conductor Peter Martin, badge No. 7546, of Devon, through the assistance rendered a crippled gentleman, helping him from the car and to the sidewalk without loss of time inspired Mr. H. H. Anderson, 1522 Cullom Avenue, to write and tell us how much he appreciated this sort of service.

Conductor Rudie F. Weilbacher, badge No. 7774, of Devon, is thanked by Mrs. John E. Wilkie, 2948 Pine Grove Avenue, for promptly stopping his car when he discovered that Mrs. Wilkie and her companion had been separated by the intervening line of traffic when boarding his car at Washington and Wabash Avenue. As it was just beginning to rain and neither lady had an umbrella, the conductor's actions were doubly appreciated.

Conductor Ralph A. Victor, badge No. 8426, of Burnside, is complimented for his general courtesy by a patron who wishes all conductors were equally considerate.

Conductor George A. Getting, badge No. 8892, of Burnside, was given a five dollar gold piece in error, promptly discovered the mistake and returned the coin to Mr. M. H. Moeller, 917 East 47th Street, who sent us a fine letter of appreciation.

Conductor Isaac Grice, badge No. 8894, of

Lawndale, upon finding that his boarding passengers were being crowded by the driver of a Hydrox Ice Cream truck, promptly forced the truck driver to stop until the passengers were safely on his car. The protection offered to his passengers by Conductor Grice was described in most complimentary language by Mr. N. H. Brown of the Dean Company, 2200 South Crawford Avenue.

Conductor Charles T. Toehlke, badge No. 9150, of 77th, was particularly helpful to a lady passenger with her arms full of bundles and accompanied by a small child. He helped her off the car and carried the child to the curb through rather dangerous traffic. This incident was observed by Mr. R. A. Ilg, of the Ilg Electric Ventilating Company, 2850 North Crawford Avenue, who wrote us in commendation of Conductor Woehlke, and as Mr. Ilg's rather heavy correspondence with the company has been chiefly with reference to unsatisfactory service, his letter was particularly acceptable.

Conductor Charles E. Hicks, badge No. 9270, of 77th, was commended by Mr. E. N. Baty, of the Chicago & Cook County Bankers Association, for the specially courteous treatment accorded to him and other Surface Lines passengers on the 79th one-man car.

Conductor James T. Conway, badge No. 11266, of Burnside, is commended by Mrs. Rose Smith, 3980 Cottage Grove, for the consistent courtesy and consideration shown to his passengers.

Conductor Walter Malczewski, badge No. 11736, of North Avenue, received a grateful letter from Miss Agnes M. Seaman, 5501 Augusta Street, following the recovery of her bank book and money which was dropped on his car. As the amount recovered was for a payment that had to be made the following day, Miss Seaman was saved a great deal of worry and anxiety by the prompt recovery of her property.

Conductor Carl A. Roggerman, badge No. 11984, of North Avenue, is commended by Mr. William R. Shelt, 847 North Cuyler Avenue, Oak Park, who describes himself as "one of the older people," because of the clearness with which the streets are called and because of the affability and courtesy of our representative.

Conductor Michael H. Tierney, badge No. 12092, of 77th, stirred the admiration of Mr. Jerry A. Nelson, 372 West Grand Avenue, when he took the trouble to go inside of his car and lead two blind passengers to the platform and then helped them to the street and conduct them to the sidewalk. Mr. Nelson says he suspects that Conductor Tierney sneaked a silver coin into the pocket of one of his blind passengers as he left him.

Conductor Albert T. Roseland, badge No. 12302, of 69th, is described as deserving of special mention not only for his courtesy but for his good salesmanship by Mr. Stephen C. Ryan, 7827 South Aberdeen Street. This passenger had a train to catch and on the advice of Conductor Roseland abandoned his original plan of transferring to the "L" and found that he made better time by sticking to the Surface Lines. "I made my train and had ten minutes

to spare," says Mr. Ryan; "my day was saved and I was most favorably impressed not only by the conductor but by the Surface Lines service."

Conductor William Thomas Vestal, badge No. 12480, of 69th, has had as a frequent passenger, Miss Jessie Mather, 6043 Prairie Avenue. Miss Mather writes that as a result of a severe illness it is difficult for her to move rapidly; and while she has always received consideration from our various trainmen, she has found Conductor Vestal particularly ready with assistance and a kind word and a smile. She concludes her letter with a general commendation of all of the 67th-69th Street crews.

Conductor Charles W. Eckart, badge No. 5126, and Motorman Fred Schafer, badge No. 2682, of Lawndale, are commended by Mr. J. C. Brown, Scout Executive, 5204 West 25th Street, Cicero, because of their courteous and gentlemanly service given to Mr. Brown and his boy scouts on a recent special trip from Cicero to Drexel Park.

Motorman Everett E. Major, badge No. 2965, of Devon, by his promptness and skill avoided a serious accident at Broadway and Roscoe, northbound, on the afternoon of May 12th, and his cool headedness writes Mr. M. J. Qualey, 1902 Lunt Avenue, undoubtedly saved the lives of a truck driver and his companion who had skidded in front of Motorman Major's car.

Motorman Nicholas Thomas, badge No. 4167, of 60th, noticed a pocket book lying on the street near the car track, recovered it and saw that it reached its owner, Mr. Lee Shell, conductor of the Lee Shell Orchestras, 7536 South Peoria Street, and as a consequence was gratefully commended by the owner.

Motorman Cornell A. Kretsmery, badge No. 5275, of Lincoln, found a roll of bills on his car, turned it in, and the owner, Mr. John A. Hamm, Conductor, badge No. 6562, who had lost the money, addressed a letter of thanks to Supt. Evenson to be transmitted to his fellow employe.

ALL EMPLOYEES ARE INVITED

to the

Surface Lines Club

Tenth

Annual Picnic

to be held

Saturday, July 17, 1926

at

Riverview Park Picnic Grove

Reserve this date now

CLUB SPARKS

Women's Auxiliary

On Thursday evening, May 20th, a well attended meeting was held at the Club House to celebrate the installation of the new officers and directors. The outgoing President, Miss Mildred Humes, presided, with the old and new Board of Directors on the stage. The installation was inspiring, full of dignity and will long be remembered.

The new President, Miss Marie Sullivan, was received with great interest as she accepted her office.

Our hall was decorated with beautiful roses, and our outgoing and incoming presidents were each presented with a beautiful basket of roses and spring flowers. Our charming and dearly loved outgoing president was given a unanimous vote of thanks for her loyal and faithful services during the year and also presented with a handsome traveling hat box.

After the formal exercises of the evening the meeting was turned over to Miss Marie Krausman, Chairman of the Entertainment Committee, who had planned a varied and most pleasing program. Miss Viola Schumacher rendered two lovely vocal solos; Miss Marie Ludwig, harpist, played several exquisitely beautiful selections; three little girl dancers in adorable costumes looked like fairies, and a small lad demonstrated some acrobatic stunts and danced for our amusement.

Ice cream in the form of roses and dainty cakes helped to make this one of our usual pleasant monthly get-together meetings. Let us all cooperate with our new President to make this a successful year.

Departments and Divisions

Electrical

We have heard of young men meeting their best girls after work and having a nice quiet picnic lunch in the park but we never before heard of a young man meeting his best girl after work and having their picnic lunch together in the front row of a movie theatre (Oriental Theater). This sure is a new one on us and we wonder how they managed the coffee and the ripe tomato sandwiches. If you would like to know more of this matter get in touch with Tommy Walsh at the downtown office.

We understand that Homer H. Geymer is thinking seriously of getting married. That's the boy, Homer get married and settle down, for wedded life has made many a good man better.

We have also learned that Leo Purcell is thinking of joining the ranks of the wedded—same advice to you Leo.

Have you seen Gene Miley's new Auburn 8-88? If you haven't you ought to for its a beauty. Life is going to be rather uncertain for the Wisconsin muskies from now on.

Paul Murray has graduated from the ranks of the ordinary broadcast listeners and is busy building himself a low wave telegraph receiving and transmitting set and learning the international code. H. Essington.

Car Meter Division

Recently we were paid a visit by one of the sages of the trainmen, Motorman Con Toomey, who could remember Way Back When. He was accompanied by his son handsome Bill



Con Toomey



Bill Toomey

Toomey, Motorman Supervisor at the Kedzie Depot.

Mrs. Snyder is absent on account of illness. We hope that by the time this goes to press she will be back on the job again and in her usual good health.

Three of our good looking girls were assigned to a new task early in May and upon making inquiry of its purpose and on being informed that they were looking for a man, the work was completed in double quick time. Elsewhere in this issue you will find the result. We think he is good looking and Mr. Anger states he has other good qualifications. Here's to the success of our new Motorman Supervisor, Mr. J. Todd of the Cottage Grove Depot.

If your luck isn't good, put a "P" in front of it and try again.

Permanent waves seem to be having a wild run in this Department and if the same speed is maintained it won't be long before everybody has one. Let's hope Paul Pompien and George Cassel don't follow suit or the girls won't do any work and the boys might get conceited.

Will everybody please take notice that the Car Meter Division "Made" the greater part

of the back cover of the Surface Service Magazine for the month of May? In commercial magazines this page is very highly rated and we are proud to have it allotted to us in our Magazine.

Mr. Anger's daughter Carol, who is a student at the Northwestern University, received a copy of the Surface Service Magazine for May and it seems that she received a copy in which Mr. Anger had marked several items concerning Motorman Supervisors at the different car stations and which he intended using for himself. After reading it Carol telephoned home and wanted to know if her Dad thought she might be interested in any of these men.

Miss Evelyn Schiemann receives letters quite regularly from her boy friend who's headquarters are in Wisconsin. We're not making any bets but something tells us that there will be Wedding Bells around here pretty soon.

Ruth Brokopp.

Material and Supplies

Bill Dignan is seriously ill at his home. We wish him a speedy recovery.

Jerry Page is the proud father of a baby boy. Jerry celebrated the arrival by borrowing his father's car and learning to drive it. The trees and telephone poles in the vicinity of 147th and Halsted Sts. are all badly scarred as a result.

Ed Hoger has just finished building a porch on his home. Ed experienced considerable difficulty in fitting the porch so he moved the house over a little. If you have any work along that line Ed would like a chance to bid on the job. It would be a good idea to rent a few rooms at a hotel during the construction, however.

W. Phillips came to work on May 22nd with a real nickel cigar in his teeth. The reason for the fireworks was that he started on his vacation that day.

The hunch at Halsted Yard were recently given an exhibition of speed that would make "Bubbling Over" look like a grocery store plug. The impromptu demonstration was given by none other than A. J. Stockley. A negro employed in the Stock Yards got into some trouble and the police were called. He got away from them and ran into the Storeyard. Stockley was standing in the aisle when he saw the negro running towards him. Thinking he was chasing him he immediately started to show his heels. After a while Al started to tire, but was saved by the timely arrival of the police. He now claims the reward is his because he kept the negro occupied until the arrival of the police.

R. E. Buckley.

Accounting—Downtown

Mr. Herbert Mason has been transferred to the Executive Dept. We wish him success.

We wish to introduce two new members of this department: Miss Jean Marshall as Pay Roll clerk and Miss Mary Erickson as stenographer.

On May 8th the stork called at the home of Mr. and Mrs. W. F. Lange. They were the recipients of a bouncing baby boy. To Mr. and Mrs. W. F. Lange we extend our best wishes and congratulations.

Mr. Lester Hill has been on the sick list for the past week. We hope he recovers speedily.

The best wishes of her many friends in the Accounting Department follow Miss Dean Myers, who was united in marriage to Mr. E. A. Rock on Tuesday May 4th at St. Clements Church.

Misses Josephine Dooley, Janet Coles, Edith Coles and Mr. J. Heraty have returned from their vacations and report having a splendid time.

Mr. A. J. Knobbe, Mr. W. F. Lange, Mr. H. A. Prater, Misses D. Killham, A. Kniffen and M. Vojtas are away on their vacations. We hope they are getting a full round of pleasure and recreation.

Clark and Division

Edna Karus came back from her vacation looking very fit. The reason being that she had her tonsils removed.

We have three new co-workers in our midst—Rose Kleefeld, Elsie Paige and Emily Ronick. Welcome, girls.

Lillie Valentin, who has been with the Company for the past ten years, has resigned to go into business for herself. Here's to her success.

Maybelle Winholt has been home sick for the past two months.

The "Golf Bug" has added another victim to its list. No one else but Mr. Sloane, who has just returned from his vacation.

"Let it rain! Let it pour!

We haven't straight hair any more!!!"

Thus sayeth O. Waggy, M. Sully, and Ole Olson bedecked in their new permanents.

Thomas F. Coan.

Shops and Equipment—North and West

West Shops: Mr. H. H. Adams is the proud grandfather of twin girls born to Mr. and Mrs. H. H. Adams, Jr.

The long-expected addition to Mr. E. J. Sigwalt's family has arrived, and it's a Buick sedan! Appropriate eulogies were performed by the West Shops office force for the 1915 buggy, when it faded out of the picture.

Mr. Charles Berglund, car trimmer, expects to leave for a trip to Sweden the end of May, on a 90-day furlough.

Mr. John Ernst, passed away on April 28th, after having been afflicted with rheumatism for some time. He was in the service of the company 36 years, having been employed in March, 1890, as a car repairer at Racine and Center. He came to the West Shops in 1900, where he has been employed as a carpenter. He was 68 years old. Some of his friends from the shop who were seen at the funeral were Mr. and Mrs. Frank Abel, Henry Schippers, Ed. Peterson, Herman Gaida, Anton Nyeschleb, Valentine Grass, Walter Kortmann and Frank Gauz. Mrs. Ernst and the family have our sincere sympathy.

Dan Egan has joined the Drafting Room force again, after an illness of several months.

A baby daughter was born to Mr. Edward Boegen of the Armature Room on May 24th.

An old Machine Shop employe, Mr. Moses Castle, passed away on May 6th, at the age of 61 years.

The Paint Shop lost an old employe when Mr. George Turton resigned on May 3rd, after 26 years of service.

Mr. Charles O'Shea, youngest son of our

genial striper, Wm. O'Shea was married to Miss Agnes Lilla on May 4th.

Blue Island: Our stock clerk Joe went home recently and found that his folks had moved. He had to ask the neighbors where he lived.

One of our painters does not want his picture taken. What is the reason, Mike?

Elston: J. Ryan, repairman, we understand is in the market for a bungalow. Who is the lucky one, Jim?

P. Triewieller is on the sick list. We hope to see him back soon.

H. Cunningham, inspector, was left an orphan Chevrolet. To date no one has called for it.

Devon: The warm weather brought the stork north and left a 10-pound baby boy at the home of L. Reilly, repairman.

Noble: Steve Martkonis had a birthday party on Saturday, April 8th. It is understood that a certain Mrs. Berenice Zalinos did not hinder the boys from having a good time.

Noble is proud of its progress in the pull-in contest, and hopes to win the flag soon.

Kedzie: An 8-pound baby boy has come to stay at the home of George Strickland. He was born on May 5th. Thanks for the cigars.

Anyone wishing to know the speed and traffic laws should consult J. Gamien at Kedzie or F. Martkonis at Lawndale. Either one is a qualified expert, now.

Robert Powell has moved out to no-man's land. Lots of work around a new bungalow. What say, Bob?

W. Ward had a fire at his home recently, caused by crossed wires. He pulled the fuses and had the fire out before the firemen arrived. Good work, Bill.

P. O'Rourke was called home at noon the other day by mistake. Patty is still trying to find out who called him home.

Lincoln: Mr. Bollinger, the club director for the North and West Division, advises that our city is in need of more life savers and that club members can qualify for this work if they join the Monday evening swimming class. Instruction at 6:00 P. M. at the clubhouse.

North: Sincere sympathy is extended to Mrs. M. Grundhoefer in her bereavement in the death of her husband, M. Grundhoefer, repairman.

We wish a speedy recovery to T. Griffen and A. Jeschke, who have been ill for some time.

Martin Jensen, Asst. Night Foreman, recently was able to furnish 3 pints of blood for transfusion to his mother. We hope for a complete recovery.
L. M. Anderson.

South Shops and Carhouses

Miss Irene Kamradt was married on Saturday, June 5th., 1926. Mr. Walter Horn was the lucky man. We extend all good wishes to the bride and groom, and hope that their wedded life will be a long and happy one.

J. Ryan, Watchman, Cottage Grove has resumed work after an illness of several months.

Dick Hauptman, Machinist, is back on the job after a minor throat operation.

J. Van Huben, 69th Street, said that he would like to take Henry Dentzman and his family for a pleasure trip, but as he has only a Ford Sedan, he does not think he could accommodate the entire family.

We sympathize with H. E. Johnson in the loss of his mother, who died on May 13th, at Hobard, Indiana.

We are happy to report that Mr. Alton's condition has somewhat improved.

E. Eyer, our bachelor Assistant Day Foreman at Cottage Grove is sporting a new Oakland Coach.

We are wondering when the race between Karl Rathert, Machinist and F. Marthaler, Welder, is going to finish. They have been running around the Shop for the past month.

F. Wittkoski, Car Cleaner, Rockwell, is the proud owner of a new Ford Sedan.

The Paint Shop Fish Nuts broke the ice recently at Grass Lake and came home with a nice bunch of snakes as the bass.

M. Barowsky, Handyman has retired after 15 years' service.

Sickness has confined G. Wick, Machine Department, to his home for the past few weeks. We hope for a speedy recovery.

We are sorry to hear of the death of A. Budwit, repairman, 69th Street.

J. Hesler, Curtain Department has returned to work after having been laid up for a brief period with an injured hand.

Sam Dahner, Truck Department is the proud daddy of an 8-pound boy, born May 18th. Mother and baby are doing nicely. Congratulations.

Some of the boys at Rockwell are wondering how W. Brown can stop a ground ball.

Richard Braun, Truck Repairman, who suffered a very painful injury has fully recovered, and is back on the job.

The Repair Department at Burnside regret the death of Frank Margarella's mother-in-law, who was struck by an automobile on May 15th.

Jake Vos, Machinist, is building a new home in Roseland.

J. Madigan has purchased a complete set of Golf Clubs and has challenged J. Fitzgerald and A. Ormand for the 69th Street Prize.

For wrecking garages and fences, call on Joe Hecht, Jr. We understand he is an expert in that line with his father's Nash.

B. Reitsma, Tinner, has left for Holland, where he is to spend a four-months' vacation. He is to visit his old home at Napeldoon. We wish him a pleasant voyage and a good time.

We are glad to see F. Leonard, Car Cleaner, Rockwell, back on the job.

W. McHroy, Machinist, is sporting a new Hupmobile Touring car.

Mr. Brower states that the contemplated addition of another month to the calendar would be very welcome, as it would mean that much longer between income tax payments.

We are told that E. B. Winter, former Painting Department Foreman, is planning a visit to Chicago during the month of June.

J. P. McCauley.

Accident Investigation

The wife of John E. Muir, of this department, passed away on April 2, 1926. The burial took place at Ottawa, Ill., where Mr. and Mrs. Muir resided before coming to Chicago.

Members of this department extend their sin-

ere sympathy to C. E. Stenning in the loss of his wife, who passed away May 7, 1926.

Our department suffered the loss of a tried and true employee when James Stuart died on May 4, 1926. Mr. Stuart had been at work a short time before his last confinement, and it was hoped he would continue to improve. He was covered by a \$5,000.00 employee's term insurance policy and this has been paid to his widow.

Fred Payne passed the cigars around recently in honor of the arrival of a young lady who is to bear the Payne colors under the name of Anne.

William Henderson took a week's vacation recently and returned with such a lopsided arrangement on the left side of his face that he had to add a couple of days more so that his face could recover its normal balance.

Harry P. Neuberger and Hanna Hanson were married May 13, 1901, and celebrated their silver wedding anniversary on May 13th at their home in Hinsdale, Ill. We trust that the silver will turn to gold. Mr. Neuberger has been with our company for fifteen years.

Mrs. Bessie Lynch decided that she liked the name Michels pretty well so she took Mr. Fred Michels into her confidence and contracted to answer to the name of Mrs. Michels beginning April 3, 1926.

Daniel R. Burke has been confined for some time because of trouble with an ankle which was injured some years ago. He is now ready to return to his post.

Miss Louis Eland is back at work having recovered from an attack of blood poison which developed in her right hand. Nat.

Around the Car Stations

Cottage Grove

It was the writer's experience to observe an accident recently, now we all realize that the train crew on whose car the accident occurred is under a nervous tension and help from the brother employes in a crisis of this kind is greatly appreciated. I observed two brothers in action in the accident I write of and they got splendid results. No idle discussions with the side walk lizards but real help to their brothers and likewise the service.

Our popular humorist and cartoonist Watt Rider is admired particularly among the street car men and Jawm, Sidney and Tad better look to their laurels, the last one illustrating the victim of the cough spraying his defiance to the world and the look of disgust and agony on his fellow passengers face could not be excelled by any cartoonist in the country.

The demonstration and advice we all received at our depot recently for the benefit of the service was all to the good, particularly Hugh Russell's practical and instructive appeal. Hugh talks straight from the shoulder and gets results.

The First division has a good ball team for

1926 probably as good as any in the league and it will be necessary for us to do more than attend the games and shout encouraging words. These boys, members of the team are sacrificing a lot. We ought to be prompt to sacrifice a little. Let us devise ways and means to meet this emergency. Suggestions are in order.

The club's entertainment and dance that occurred on the evening of May the 8th was a success. A pleasant and happy evening was spent by all that were fortunate enough to attend. The high spot of the evening was the clever and artistic dancing of the beautiful and talented Knapp children. Our popular president, Mr. L. Grant and the resourceful Mr. Osterbosch managed the entertainment in a way that could not be excelled.

Jas. Calder.

Burnside

The following note was forwarded to this depot by "The Girls of the Illinois Steel Company" at the South Chicago Plant: "We boarded car No. 3309 at 92nd and Commercial at 7:50 A. M. on May 3rd, 1926, and could not help take notice to the conductor and motorman who were in charge of same. They were the cause of many a jumping heart up at the office today. 'Old Ruddy Valentino' is a cast-off beside these trainmen." After investigation we found them to be Conductor J. N. Lally badge No. 13050 and motorman J. Daley No. 3 badge No. 163.

Motorman A. Hanson badge No. 165 has been off sick for some time. We are glad to report that we received communication from him stating that he is gaining his health and hopes to return to work soon. He has the good wishes of all the boys.

Little Jean Mary, weight 9 pounds, arrived at the home of Mr. and Mrs. L. C. Denby on April 22, 1926. Mother and baby doing fine. Congratulations.

Some time ago all employes of the street car company were vaccinated. In some cases it is believed the Doctor used a phonograph needle by mistake. Count your money right before turning in.

Mr. Martin Theis our Custodian at the depot has lost his "Teddy Roosevelt" hat. Notice the new one.

Chief Instructor Johnson visited the depot the beginning of the month with the elaborate instruction car. Mr. Johnson possesses patience in a rare degree, which combined with a wonderful flow of explanatory oratory made the problem of the street car profession appear simple. Everyone at the station has greatly profited by Mr. Johnson's visit.

It is with profound regret that we have to report the untimely death of one of our most popular conductors by an accident that was tragic in its suddenness. Conductor Wm. A. Michelsen was liked by all and will be long missed. W. D. Frank.

Seventy-Seventh

The base ball season is on full blast, with plenty of rooting. Last season we brought home the bacon. This season we want The Pennant. The opening game with Hammond was largely attended. Supts. Jones and Lawrence also attended. The weather was fine and the game was enjoyed by all. We take our

bats off to the Boys of Hammond for their sportsmanship.

Ed. Willette has not heard anything from his challenge to date, so we will have to put Ed. on the ice for the time being.

Our old friend Chas. Abt has left us to join the Police Dept. We wish him success in his new position.

Next month is the big month in Transportation with the largest number of visitors ever visiting this city for some time. Let us be courteous, patient, thereby creating the best impression and good will. We want to show the Boys back home how to do it.

Conductor Sam Fleming has returned to work after an illness of two years and says he feels fine.

Motorman Fred Kappen is still on the sick list, suffering from a severe attack of neuritis. We wish him a speedy recovery.

According to Accident Chart we are far from leading but with a little co-operation of trainmen this place can be changed, let us keep our records clean in this matter as they are our silent friends, when we are in need of a friend. The Chart will show the result.

Motorman Morris Donahue is still off sick, give him a call and a word of encouragement.

Mr. Rhoe the restaurant man presents the ball players with a meal for every Home Run made. You should see Knapp and Conrad eat.

Mr. and Mrs. Owen Duncan are the proud and happy parents of a ten pound baby girl.

Motorman Tim Moriarty has been injured to the extent of a broken leg and his other foot crushed. From all accounts it will be some time before he will be back to work.

G. W. Gibbs, L. C. Scherrer and H. J. Denby have decided to become benedicts. We wish to congratulate them and wish them the best of luck.

Conductors Ed. Fitzgerald and Motorman Frank Zigman of our division have passed to the Great Beyond. To the bereaved relatives we extend our profound sympathy.

Chas. A. Gylling.

Sixty-Ninth

Ashland Avenue is improving rapidly. The new South end extension to 95th street is nearing completion and we are anticipating with interest its official opening. It will then be a long route from 95th to Clark street. The new theatre at 79th and Ashland opened May 15th. Rumors are afloat that a 4-story building will be built on the northwest corner of 89th and Ashland Avenue and the street is a wide one. Watch us grow.

Our ball team deserves mention for winning 2 hotly contested games. Then they had their pictures taken and lost the following game. However 'tis said they'll win a lot of games and are well worth seeing. Rooters welcome. No admission fee. Bring the families and watch them play.

One of our well-known retired conductors, P. Gavin passed away Sunday May 16th. The wife of motorman M. F. Summers died May 2nd, 1926. Division 4 extends sympathy to the families in their bereavement.

Motorman Hendry was seen in the vicinity of 69th and Halsted street carrying a large suit

case. 'Tis wondered if there had been an elopement.

Conductor Christensen came to the depot all smiles giving away cigars. He is the proud papa of an 8½-pound baby girl born May 22nd, 1926.

Two of our popular young trainmen chose the month of May for their wedding day. C. H. Eklund was married May 15th, and J. P. Lybrink married Miss Edith Frost on May the 1st. We wish them every matrimonial bliss.

Motorman J. L. Kelleher expects to return to work soon. Motorman Faulkner fell from a ladder and is laid up with a broken leg. Visitors welcome. Conductor T. J. Larkin writes from Maywood hospital that he is improving rapidly.

The entertainment and dance staged at our depot on the evening of May 8th, seems to have been a complete success. We were very fortunate in being able to secure such artists as Eddie and Fannie Cavanaugh, The Harmony Girls, The College Four, Esther Johnson, and others whose acts have elicited numerous expressions of satisfaction. A very interesting feature of the evening was the presentation of medals won by our triumphant bowling team, Messrs. E. F. Gross, L. A. Domrese, P. W. Gier, J. H. McAllister, F. P. Gross, and P. F. Reilly. The dance, which followed the entertainment was well attended and enjoyed by all. Ask Mike Hennessy. Jiggs has nothing on him.

W. L. Pence.

Archer

Judging from the number of new uniforms, caps and clean collars the boys of Archer depot are prepared to be host to the many strangers who visit our City during the Eucharistic Congress to be held in the month of June. No other class of Public Service men will be looked upon for information like the trainmen in uniform. Boys, many of our visitors will be entire strangers to our WINDY CITY and come from Citys where progress and common-carriers are not so fast as in Chicago. Some are coming from small cities where street cars are not so well known. Let us as public servants be courteous and extend to them a welcome by giving them the information they seek. Call out the streets and depots as never before and by all means give our visitors time to board and alight from car in safety. Do it with a smile. It will be work well done which will bring laurels to the management and the trainmen of the Chicago Surface Lines. If good looks means anything the boys of Archer depot will rank "A1."

The wife of motorman H. E. Hansen and sister of motorman C. Strohacker died Wednesday, May 12th, at Saint Anthony's hospital after a short illness, leaving three small children. Your fellow workers extend their sympathy to you in your sad bereavement.

Conductor E. T. Murphy is undergoing a serious operation at the St. Lukes hospital. The boys of Archer wish you a speedy recovery and hope to see you back on the job soon.

"Oh joy, it's a boy!" says Motorman Patty J. Flemming who is the proud "Grandpa" of a grandson, Patty is one of our veterans, having a seniority dating March 25th, 1902. Says all good things come to him who waits.

Our sympathy is extended to Conductor J. J. Vlk and wife on the death of their eight-year-old daughter Helen, who died April 27th.

Conductor J. Casper's two and a half year-old baby girl was bitten by a stray dog. Twenty-two stitches were put in the child's face.

Archer's base ball season was launched by Mr. D. F. Bowles, who pitched the first ball of the game played May 5. Cottage Grove vs. Archer depot. Score 5 to 6 in favor of Archer. While Archer does not expect to win every game we are out to bring home the bacon.

Our sympathy is extended to Supervisor Martin O'Grady on the death of his brother, who passed away May 9th, 1926.

We are glad to see Conductor F. C. Krueger back on the job after being laid up for five months with inflammatory rheumatism.

Our sympathy is extended to Conductor J. P. Staska, who was called up to part with his mother, who passed away April 30th. Funeral services from St. Bridget's Church. Interment in Bohemian National Cemetery.

A baby girl was born to Conductor J. O'Neill No. 2 April 26th. Jack is wearing the smile that won't come off.

A rapid romance is that of Motorman Frank Stanley Ritel. Having less than a half hour to make the City License Clerk's office, he made request for leave of absence to get married, his pretty bride waiting in auto outside the door. His request was granted. He met with an obstacle at city hall when a police officer objected to his plans of parking, but when the truth was known to the officer he could not deny the young couple the privilege of parking. Within half an hour the young couple were man and wife. Honeymoon celebrated in Chicago. Here's wishing you and yours the success of matrimonial life.

At last our hopes are realized and soon the hazardous railroad grade crossing on Kedzie Ave. at 49th Street will be a thing of the past to the trainmen of the Kedzie Avenue Line. Track elevation is now in progress and is expected to be in advance stage by June 1st.

Dusty.

Kedzie

If any body notices the strut on our big boss, why just go out side and look on the flag pole and you can see the answer to your question. From the beginning of this Accident Prevention Contest, Kedzie has been will up the list advancing from sixth place the first month, to second the next report, and is now sitting pretty on the top of the heap.

Our heroes for the month, T. J. Slattery and J. C. Fenlon defy the landlord and the high cost of living, by starting to work in double harness.

Proud papas for the month: W. E. Mathieson, J. Sheparski, and W. J. Gorey. They all need larger caps now.

We advise Conductor J. J. Harrington to tie a string to his cap, it cost him five bucks for a new badge as well as a new cap. Moral keep your head in when passing over the Canal.

The first game of the season as was expected, resulted in a victory for Kedzie over the strong Elston-Noble team. It was a hard fought battle, a real game; the main credit for winning

goes to Anderson who struck out eighteen men and made two hits, but for real thrills our genial manager Gus Gazzolla furnished plenty for every one. In the eighth with the game still in doubt and two men on, Gus drove one to the corner of center field, a real home run for anybody. Gus started with all cylinders hitting but just before reaching first evidently one commenced to miss. On passing first he started for second but commenced to miss badly. However, he finally overtook second base and sat down on it watching two runs go over and put the game on ice. When asked what was the trouble, Gus said: "Nothing, just run out of gas." C. S.

Noble

We wish to extend our heartfelt sympathy to Conductor P. Totzke whose baby died April 24th; also to Conductor D. Larisey whose brother died May 17th.

It's a sad story mates. Conductor P. Busch slipped one over on us and got married, when he asked off to move. Good luck to you Paul, but don't forget the cigars as the investigating committee had a hard time getting this information.

Conductor A. Wielgus found some letters and returned them to the owner and received a very pleasing letter in return with many thanks.

A few of the old timers who are now on the retired list visited us and they sure look fine. They were T. O'Donnell, J. T. Stazak and R. Kennedy. We wish them all the luck in the world.

What's the matter with the ball players in Div. 10? Get out and practice so that you can turn in a win once in awhile."

What's the matter, boys, we are still lagging in the witness contest. The leaders last month where, C. Busch and P. Lottchea, 14; E. O'Connell and M. Taylor, 14; A. Mase and G. Kuznick, 14; G. Hewitt and J. Dalton, 14.

Albert J. Asp.

Blue Island

The following have been presented with new arrivals: S. Kuta, an 8½ pound girl on March 10th; C. Ruane, an 8 pound boy on April 28th, and J. Climin, an 8 pound girl on May 12th. Congratulations, boys.

We all extend our sympathy to the following and their families: B. Schroeder in the loss of his father; W. Sheriran, loss of his mother-in-law; A. Jacob, the loss of his mother; T. Hupke, the loss of his brother, and J. Stoklasa, the loss of his uncle.

We stand in fifth place in the Accident Prevention Contest for the month of April. In March we held last place and during April moved up to fifth place. Now get busy and work still harder and get in first place and stay there. Let's show the other depots we can do it. Also we want more witnesses so we can get first place in witnesses. So forget that summer is here and get busy.

Attention Motormen! Vacation time will soon be here. Operate your car with the utmost care, as the children will be out on the streets and when children are busy playing they do not realize the dangers and without thinking

dash out into the streets. For Safety sake be on the watch and operate carefully where children are playing.

Ralph Torgersen has been promoted from Clerk No. 5 (Transfer Clerk) to Clerk No. 3 (Assistant Day Clerk) and Nick Hodanovac has succeeded Torgersen as Clerk No. 5. We wish them luck and success in their new positions.

Willie Winter has returned from his vacation which he enjoyed decorating his home. Willie says he also went out motoring and enjoyed it although the weather was very changeable.

One of Keeler Avenue's aristocrats, Jos. Karns, has sold his mansion. And P. Murphy No. 2 has filled the vacancy by buying a home on Keeler Ave. We think Keeler Ave. will have to be made bigger if it is to hold all of Blue Island's aristocrats.

Ex-Manager Gach overslept last Wednesday and when he awoke he did not have any money so he could not get out to Hammond to see the ball game. The result was that Blue Island won 3 to 2 against Hammond. Taube says that was because Gach did not get there. Hope he stays away every game. Don't take this too hard, Gach. Boys, get down to practice and see that you win every game. Your manager has his heart and soul in baseball so help him win the pennant.

Motorman J. Kokoska (soldier) is in the St. Anthony's Hospital with a couple of broken toes caused by an accident. We hope he will be recovered by the time this magazine comes from the press.

Motorman I. Hrab has taken unto himself a life partner. We hope they have good luck and success for the rest of their lives.

C. P. Starr.

Lawndale

In the stork column for the month of May Starter Franek was presented with a bouncing baby girl and Conductor F. Mangan reported a boy. Mothers and babies reported as doing fine.

John Houlis, our good natured old janitor who entered the service Aug. 20, 1906, died May 21, 1926, at his home after a short illness of 5 days, at the age of 70 years. The boys sure miss our old John, as he always was in good humor even though he felt sick. Our sympathy is extended to his family.

Well, our baseball team went out and played another of those good games you read about. They played the strong Archer team this time and lost by the small score of 7 to 5, but they played a good game. Some of our boys have the habit of razzing our players when they make a few errors, but you must expect these errors, as they are made by the big leaguers as well, and a little boosting will help overcome this. Manager McGinnis was trying very hard to win this game, when in the last inning he took out one of the players and went in as a pinch hitter, and he sure had his eye on the ball. Brousseau, our acrobatic fielder, showed the boys some real catching when a ball was knocked out to him and he had to run backwards to get it, thereby sat down into a great big pool of mud, but held on to the ball and putting his man out. He then showed how to clean his clothes of mud by sliding along the grass. Fielder Gillespie also made some diving

stunts going after the ball. "Well, better luck next time."

The lunch machines are working over time now, as Conductors W. Franks, P. Croughan and G. Harrington are still holding the lead in the hungry contest, but Conductor Lemke-Corrigan and Motormen McGinnis and Gillespie very near took the lead away from them after the ball game when they emptied the machines of all the pies and sandwiches. Since then Lemke and Corrigan look as if they gained 10 pounds and Franks and Coughan have grown 3 inches.

Boys, keep up the good work and bring those witnesses. We need them in our business. Don't stop taking names when you have 5 or 6; get 15 or 20 and you will see us get in first place in the witness contest.

Wm. Hackbarth.

North

Three months in a row North Avenue leads the list in getting witnesses. Though we suffered a loss in percentage, we are coming right back and continue setting the pace. Many of the boys brought in large numbers of witnesses, but we think Conductor A. F. O'Connor and Motorman R. J. Sinclair set a record when they brought in 64 witnesses on two reports in one day. These boys are go-getters.

We dropped to third place in the Accident Prevention Contest, bowing to Kedzie and Armitage-Division. We hope to be on top again, and the North Avenue spirit will put us there. Failure to report accidents which result in "Blind Cases" cuts down our percentage in both the Accident Prevention and Witness Getting Contests.

The homes of many of our men were saddened by bereavement during the past month. Motorman P. Moran's brother died in Canada. Conductor J. Conella's father died May 22nd. Motorman N. Jensen lost his son April 21st. Conductor E. McNamara lost his mother May 7th. The father of Motorman C. Wendt and Conductor W. Wendt passed away May 22nd. Motorman Dan Finley lost his baby daughter April 30th. The infant daughter of Conductor H. Eldridge died April 25th. Sympathy is extended to these men in their sorrow.

Only one baby to report this month. But then we don't get a chance to report an eleven-pounder every month either. Sure that's what Conductor Strohot says the boy weighed when he arrived April 28th. Some boy.

Conductor Wm. Hoffman received a \$3.50 check as a token of appreciation for a hand-bag which he turned in.

Motorman C. Broeld was united in marriage with Miss Erna T. Larsen, Saturday, May 15th. Congratulations. Bride and bridegroom doing well.

There was big doings up at the home of Motorman L. Duffy, May 3rd. The occasion was the wedding of his daughter.

Conductors Lorenz and Klewin have developed a scheme for making spare money. They borrow Conductor Shelton's battery charger and charge all the neighbors' batteries at four bits a piece. They say anybody can do the same by asking Shelton for the loan of his charger.

Supervisor Bane was spending his vacation at Harvey during the storm out there. He says he said to his father-in-law, "Look at that big rain cloud." His father-in-law said, "That's no rain cloud, that's a cyclone cloud." Bane says he heard cyclone but he didn't hear cloud as he was in the cellar by that time.

Conductor Tom Cannon has returned from Hot Springs, where he took the baths. He met Ex-Conductor Hopper, who lives in Hot Springs since he retired some years ago. Tom says Hopper is hale and hearty in spite of his years.

Mr. Brookman says it is advisable when motoring through Oak Park to have license plates bow and stern, star board and lar board; the invisible kind don't go out there.

It is very important that each conductor write his name and badge number as plainly as possible on his trip sheet. Make the initials plain also. Recently we had a McLarsen on the list. You all know that doesn't look right. The receivers got the money all right, but it took deep study to figure out who owed it. So make

it plain boys and give those young lady stenographers a chance to know you better.

Hank Schwobe and "Skinny" Bill Holmes didn't show up to root at the ball game the other day and we took a licking from Lincoln, 7 to 5. They've promised to be on hand the rest of the year so we may hope for better results.

Some class to Jack Gillen's window flower boxes.

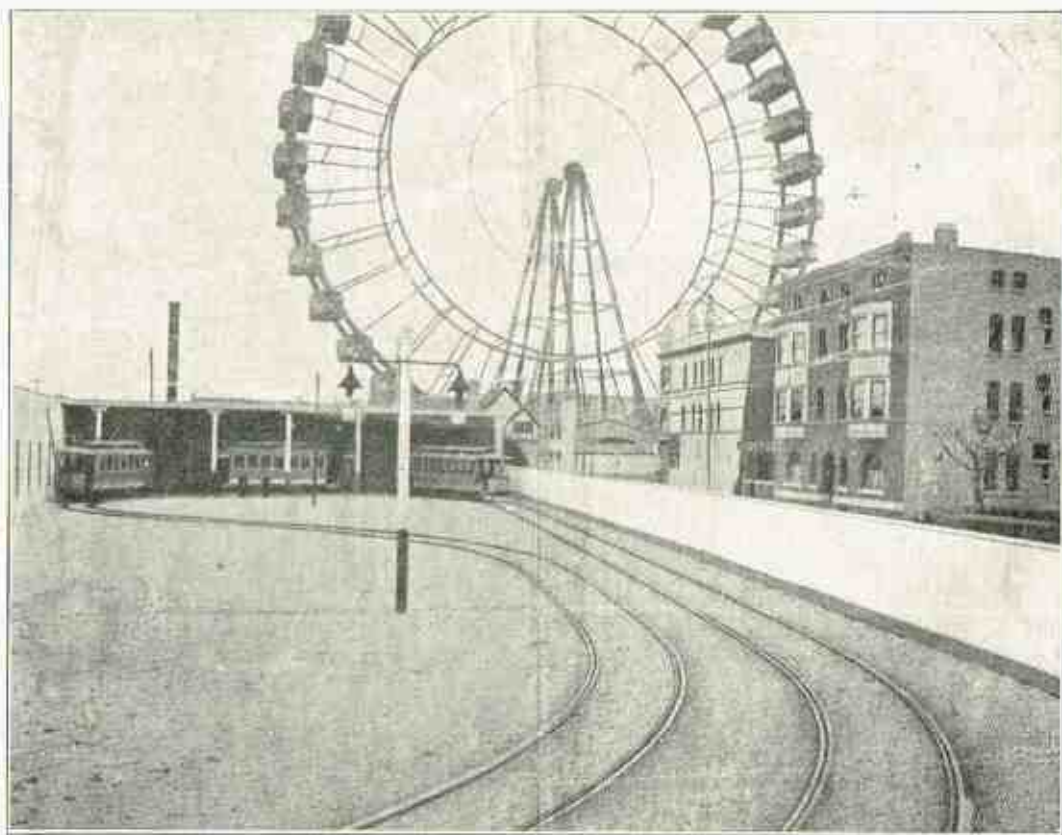
Did you notice the new standing of motormen on the meter list. This will be posted twice a month.

It is O. K. to be anchor man on a bowling team but not on the meter list.

Mr. Anger of the Meter Dept. has made up a new blue print showing how each division stands. He promised to send this up monthly. Watch North Avenue.

The Eucharistic Congress will bring thousands of strangers to our city. Riding will be greatly increased. North Avenue will do its part in handling the situation.

Conductor A. Martin (Brookfield) took unto himself a bride May 3rd, starting the month out right. Congratulations. C. A. Knautz.



'Way Back When

Undoubtedly, some of our readers will recognize the Ferris wheel pictured above as it stood many years ago opposite the present Limits Station on Clark Street.



Lawndale Depot—Pennant Winners, 1910.

Top row, left to right: T. Cietema, J. Maher, S. Burdett. Center row: J. Wilson, W. McGraw, J. Wehr, Mgr.; T. McLaine, J. Lloyd. Bottom row: W. Laughor, F. Vonish.

WHEN ONE WAS A CROWD

The snow was falling thick and fast
As we sped along the street,
Our car was a "fifty-hundred,"
You know they're hard to beat.
We were having lots of customers,
I was working to beat the band
When SHE got on, just all alone,
And held out her pretty hand.

She gave me a bill to pay her fare;
I rang it up—she still stood there.
She gave me a smile—like wine from a cup.
It went to my head; so I rang that up.
I don't doubt at all I'd be ringing yet,
But the motorman started then to fret;
"If the crowd is on we'll go," said he,
Then saw the crowd was only she.

The jokes that I have had to bear
Since this was told on me
Would fill a volume, it is true;
Yet the best of it's this, you see—
It cost me dear to get her fare
And then to have her finger;
But next when I give her a ring
It'll be one that fits her finger.

J. C. Williamson, No. 4720.

As It Looked to Her

The district school inspector wrote upon the blackboard, "LXXX." Then peering over his spectacles at a good looking girl in the front row, he said, "I'd like you to tell me what that means."

"Love and kisses," the girl replied.

A Test

It's a case of genuine love if he keeps his eye on the girl and not on the taximeter.—Bison.

Customer—"Let me see a muzzle."

Dealer—"Here is one, sir. I just sold one like this to a woman."

Customer—"But the kind I want is for a dog."—Ex.

"So Casey pleaded not guilty to a charge of fightin'?"

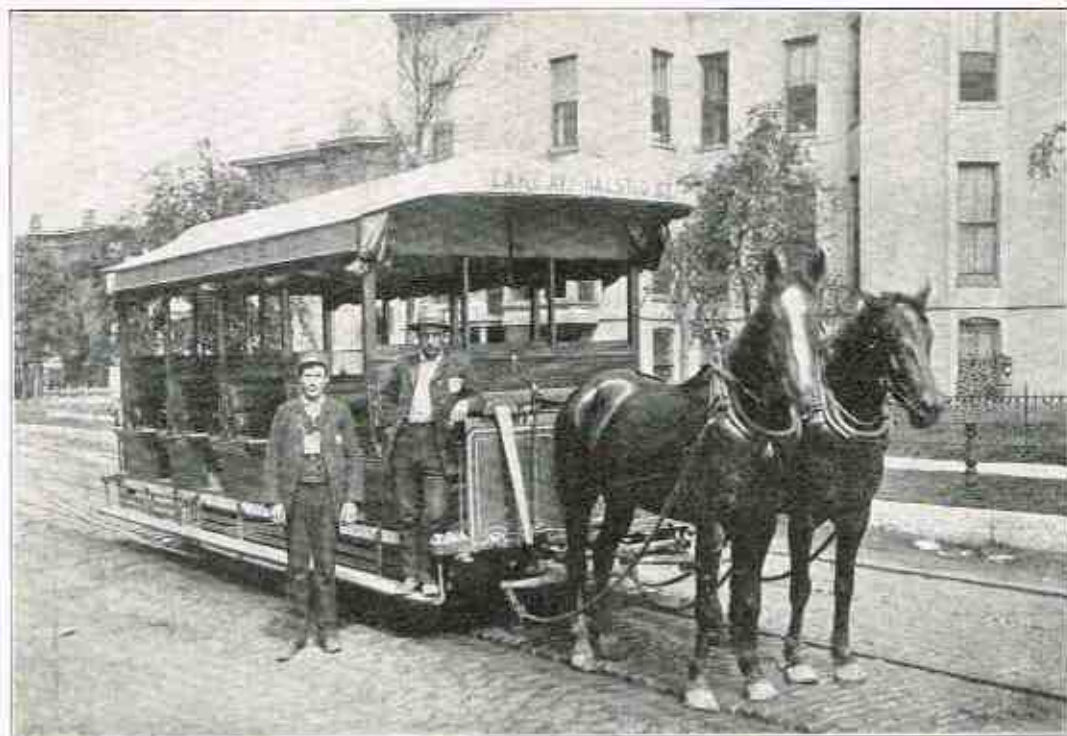
"He did not!" retorted Mrs. Casey proudly.
"He pleaded not present."

"How do you sell this limburger?"

"I often wonder myself, ma'am."—Exchange.

The Maiden's Prayer

"Dear Lord, I ask nothing for myself! Only give mother a son-in-law."—LeJournal Amusant (Paris).



The Checker Champion in 1883

The man standing on the step of this horse car is John Howe, badge No. 3449, now a motorman at Archer. Mr. Howe started the above pair of horses on May 12, 1883. In those days all the street cars were propelled by horses, and Archer Station had 213 horses. "We had our troubles with the horses," remarked Mr. Howe. "We used to get our horse supply from the country, and of course the horses would be green, and they did not like the idea of being hitched up to a street car, so very often among our bad accidents, we would have to report occasionally that our horses ran away. We had so many run-aways, we were certain that the horses that came from the country did not like pulling street cars in Chicago."

ALL EMPLOYEES ARE INVITED

to the

Surface Lines Club

Tenth

Annual Picnic

to be held

Saturday, July 17, 1926

at

Riverview Park Picnic Grove

Reserve this date now

Effective Gestures

Pat—"Can you swim?"

Ike—"No!"

Pat—"But what if the boat should sink?"

The boat capsizes and soon Pat is ashore. But what puzzles him, Ike is too.

Pat—"Thought you could not swim?"

Ike—"I can't, but I just talked and talked and here I am."

Customer: "Cut all three short."

Barber: "What three?"

Customer: "The beard, the hair and the conversation."

A traveling man named Phipps:

Got married on one of trips

To a widow named Bloch.

But what was his shock

When he found she had six little chips.

Rastus was proudly sporting a new shirt, when a friend asked: "How many yards does it take for a shirt like that?"

"I got three shirts like this out of one yard last night."