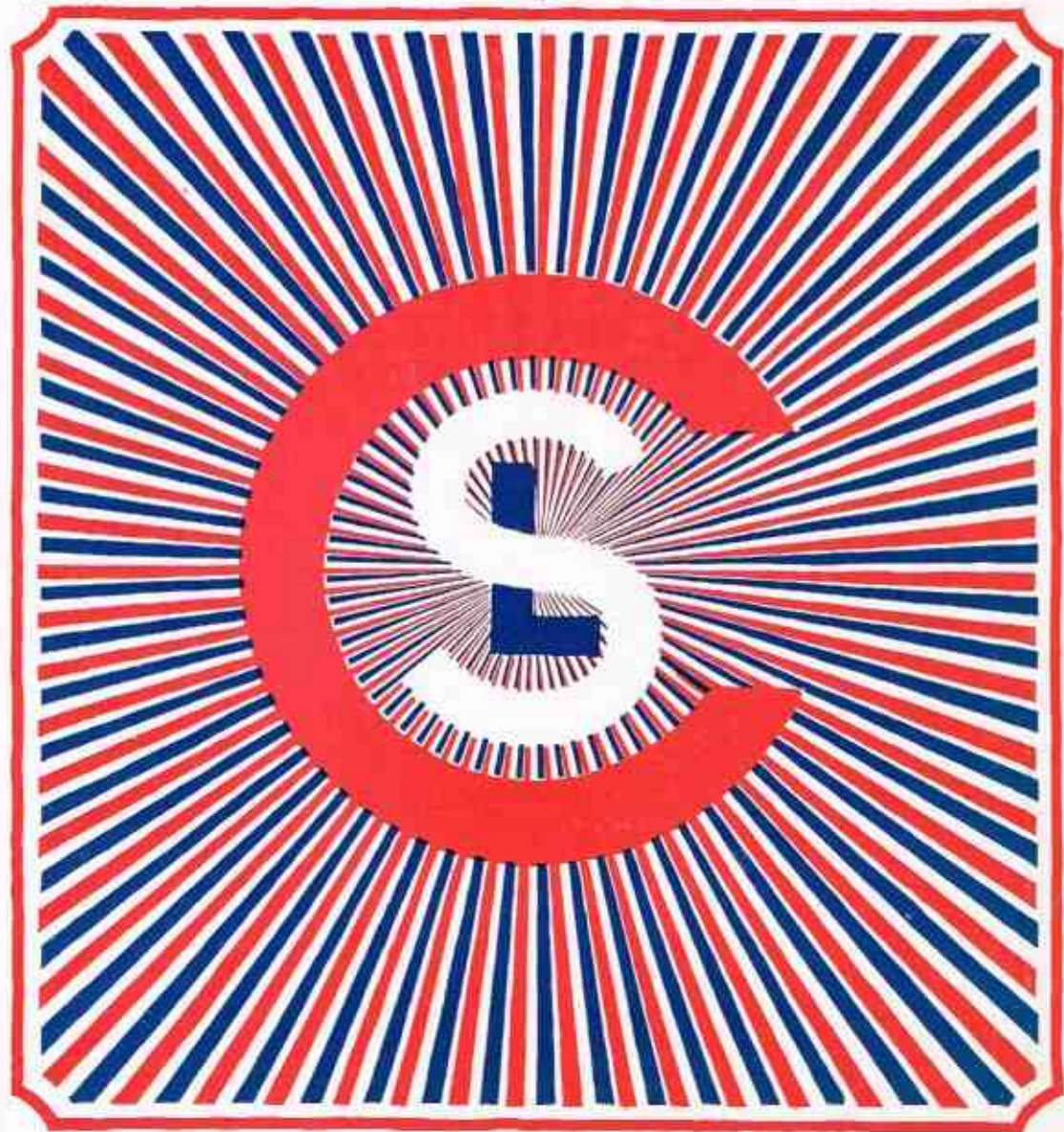


SURFACE SERVICE MAGAZINE

VOLUME 3

JULY, 1926

NUMBER 4



GETTING IN BAD *with the* PUBLIC

Here is a letter that shows how careless crews
can make enemies for all of us:

Chicago, June 28, 1926.—Chicago Surface Lines,
Dear Sirs:—I wish to object to the methods of
some of your motormen. Last Thursday evening
one of your motormen did just as I have seen others
do dozens of times. The signal light had some
cars stopped that were loaded to the guards and
no chance for any one else to get on, to say nothing
of getting a seat.

Then a car that was behind those but never had
gotten up near enough to the street crossing for
any one to get on never made any effort to stop,
but instead of stopping when they saw that I wanted
to get on they put on more speed. I endeavored to
get on, on account of getting a seat, but the motion
of the car threw me down. I had both knees badly
bruised. The car did not stop to see if I was hurt
or not. Perhaps I did not have any business trying
to get on while the car was in motion, but if the
car had stopped as it should have I would have had
no occasion to try and get on while the car was in
motion.

I am thoroughly disgusted with the treatment
that your system gives the public and hereafter I
am going to join some of my friends in helping de-
feat any proposition that you people have to offer
to the citizens of Chicago. When it comes up to a
referendum I will join my friends and do all I can
to defeat it, for, from observations, I am satisfied
that you people do not make any effort to live up
to your agreements, and care nothing about the
riding public.

Yours truly,
G. F. H.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

JULY, 1926

No. 4

Carrying the Millions

Surface Lines Again Prove Ability to Do a Big Job and Do It Well

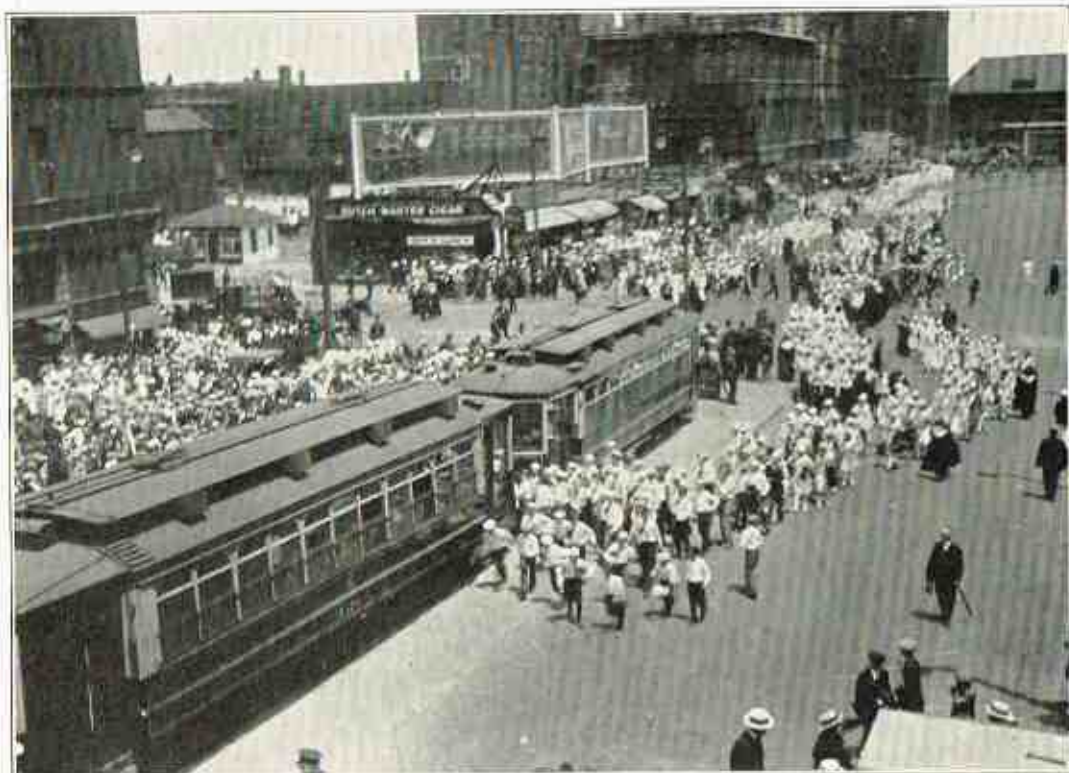
The efficiency of street cars in city transportation was never so apparent as during the Eucharistic Congress.

The Chicago Surface Lines on the three big days of the Congress, June 21, 22 and 23, carried a total of 15,056,000 rides and did it without over-crowding or congestion. It was the biggest job

quickly and conveniently and without a single serious accident.

On the opening day of the Congress, Sunday, June 20, there were 3,443,904 rides. This broke all previous records for Sunday riding.

On Monday the riding totaled 4,933,000. On Tuesday, the total reached 5,087,-



Orderly Loading of Children at Roosevelt and Wabash Avenue After Soldiers Field Exercises

ever done by any transportation agency and authorities on transportation who were here from other cities watching operation, expressed surprise and admiration as they saw the millions carried

480, an increase of 665,000 over the corresponding Tuesday of last year, exceeding all previous records for one day's riding.

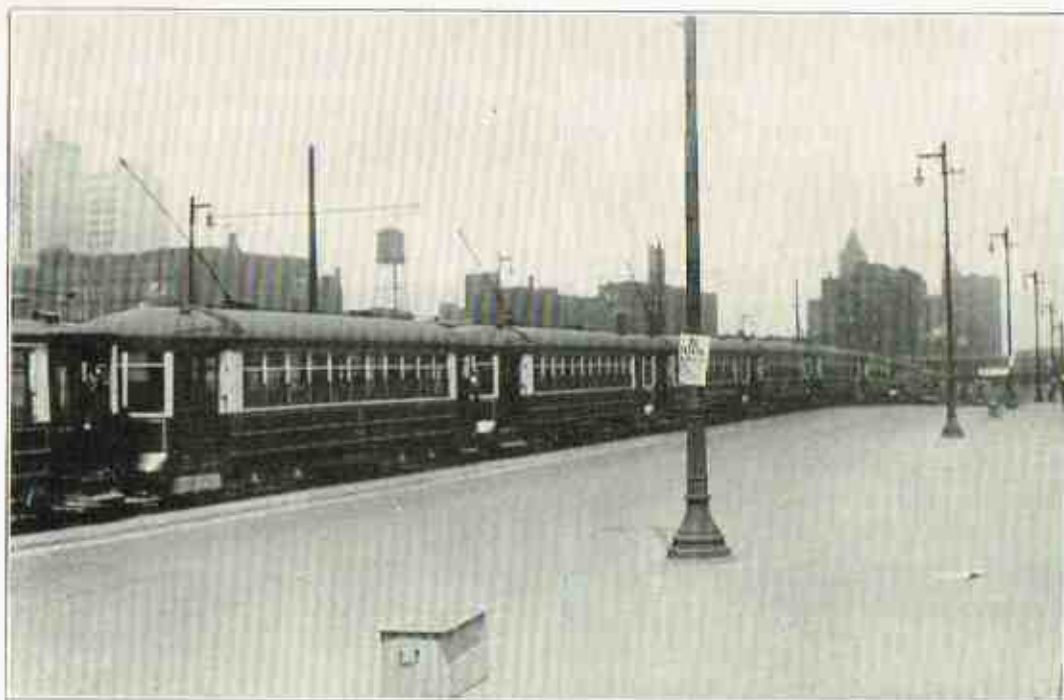
The riding on Wednesday was prac-

tically the same in number as on Monday.

Careful planning by the management for weeks in advance of the Congress and enthusiastic cooperation all along the line were responsible for the way in which the unusual situation was handled.

The greatest concern was in preparing for the transportation of the children to Soldiers' Field on Monday. The Surface Lines carried more than 40,000 of the 62,

tion with the Congress, from the standpoint of transportation engineers, was the absence of over-crowding of cars during the entire period. The elimination of parking in the downtown area relieved the car lines of congestion in this section and permitted the cars to run without hindrance. As a consequence schedules were maintained and there was at all times an abundance of service. The lines were overserved rather than otherwise.



Surface Line Cars in Loading Line on Roosevelt Road Viaduct

000 boys and girls comprising the chorus on that day. Under the direction of C. H. Evenson, Superintendent of Transportation, a complete program for taking care of the children was worked out. Representatives of the company called upon those in charge of the different groups and instructed them as to the plans of the day. The groups were told where to report for cars in going to the Stadium, where they should disembark and where they would find the cars for the return trip.

As a consequence there was adequate service for the children both going and coming and all of them were delivered to the Stadium ahead of time and without accident.

The most remarkable fact in connec-

With the exception of some traffic interferences south of Roosevelt Road on State street and a bridge blockade for half an hour on Clark street on Monday, there was practically no interference with the steady flow of cars. Watchers were placed at points of vantage along the lake shore to observe the movement of the crowds in Grant Park. By communicating with the central office they kept all of the supervisors scattered throughout the city, informed as to the demands for transportation.

The system was operated like a great army, cars moving up as they were needed.

The service showed what can be accomplished by intelligent planning and

efficient operation. Results also indicated very clearly two things:

1. That Chicago's street car system is adequate to meet any demand which can be made upon it provided it is given a fair chance to provide service.

2. That the elimination of parking and the reserving of street car tracks for the use of car riders, who lay, pave and maintain them, will provide rapid transit on the Surface Lines without waiting for the construction of subways.

Mayor Dever and others who observed the city were convinced that the permanent elimination of parking would be advantageous to the great majority of people.

Mr. Richardson through Superintendent Evenson has praised very highly the spirit and intelligence of employes in meeting this supreme test. He also gave full credit to the police in a letter addressed to Mayor Dever.

"Except for the hearty cooperation and intelligent assistance of the police," Mr. Richardson told the Mayor, "the difficulties of this task would have been greatly increased and we could not have given such good service."

Half a million sightseeing guides, printed specially for the purpose, were distributed to the visitors, a service which was highly praised by officials of the Congress.



What "No Parking" Means—State Street Looking North from Washington Street

Traffic Note

"I have a terrible rumbling on my stomach. It's like a wagon going over a bridge."

"It's most likely that truck you ate this morning for breakfast."—Oregon Orange Owl.

Man (handing conductor crisp, new dollar bill)—Here, go paper your bungalow.

Conductor (handing back change)—Here, go feed your chickens.

Bright Boy

The meaning of the word "collision" was being explained by the teacher to a class of small boys and girls.

"A collision," she said, "is when two things come together unexpectedly. Now, someone give me an example."

Immediately a little boy jumped to his feet and answered, "Twins!"

Had He But Known

Methuselah ate what he found on his plate,
And never, as people do now,
Did he note the amount of the caloric count—
He ate it because it was chow.
He wasn't disturbed, as at dinner he sat,
Destroying a roast or a pie,
To think it was lacking in granular fat,
Or a couple of vitamins shy.
He cheerfully chewed every species of food,
Untroubled by worries or fears,
Lest his health might be hurt by some fancy
dessert—

So he lived only nine hundred years!

—Selected.

What He Runs

When a man says he runs things at his house,
he usually means the washing machine, the lawn
mower or the furnace.

Our Accident Prevention Contest

Burnside Moves Up to First Place—Standings for February, March, April and May

			Average Percentage
First Place	Division	No. 2, Burnside	55.27
Second Place	Division	No. 8, North Ave.	52.76
Third Place	Division	No. 9, Division	51.65
Fourth Place	Division	No. 7, Kedzie	47.54
Fifth Place	Division	No. 12, Devon	45.80
Sixth Place	Division	No. 11, Lincoln	44.29
Seventh Place	Division	No. 6, Lawndale	38.81
Eighth Place	Division	No. 4, 69th	37.38
Ninth Place	Division	No. 5, Archer	36.87
Tenth Place	Division	No. 10, Elston	36.21
Eleventh Place	Division	No. 1, Cottage Grove	30.76
Twelfth Place	Division	No. 3, 77th	20.34

By **VICTOR T. NOONAN,**

Chairman, General Advisory Council

Division No. 2, Burnside, swept into first place in the Accident Prevention Contest, having the best averages for the months of February, March, April and May. Division No. 8, North Avenue, succeeded in holding second place. Division No. 9, Division and Armitage, which at the beginning of the Contest held a low place, is now in third place. Burnside was not only first in the Contest under the Cumulative Plan, but had the best record for the month of May. Burnside therefore, has two green flags floating over the car-house because of its double record.

It is interesting to note what the Divisions are doing in winning 100% credits for having no chargeable accidents or property damages in some of the ten classifications of the contest.

A 100% credit means that a Division has had no injuries or property damages for one entire month in any one of the ten classifications.

In the first four months of this contest, Burnside has earned 1300% credits for having had no chargeable accidents in classes Nos. 1, 2, 6, 7 and 8.

This means that this Division has made the bell ring in Class No. 1 for four months, having had no injuries to trainmen; Class No. 2, no injuries to passengers or public for February, March and May; Class No. 6, no accidents in collisions of cars, February, April and

May; Class No. 7, nobody brushed off steps February and May; and Class No. 8, no persons injured by sudden start or stop in April.

This record of Burnside is remarkable and it easily explains why the Division is in first place.

Good accident prevention work was done by other Divisions during May. In the month of May Division No. 5 earned 300% credits in Classes Nos. 1, 7 and 8, Division No. 8 earned 400% credits in Classes Nos. 1, 2, 6 and 7.

Division No. 11 earned 300% credits in Classes Nos. 1, 2 and 7.

So that trainmen may know how their own Division stands in regard to 100% credits earned, following list of Divisions with 100% credit standings has been prepared. These 100% credits are very important to any Division that wants to make a good record. If trainmen really want to help their own Division make a good record in the contest, the way to do it is to pick out a certain class of accidents and make up your minds that you are not going to have those accidents. It has been done, and it can be done.

The Contest proves conclusively that it is possible for trainmen to have no accidents for an entire month in the following classifications: Nos. 1, 2, 6, 7 and 8. If several Divisions with hard territories to operate in can win 100% credits in the above classifications, then it is clear that other Divisions that have not earned these 100% credits are well able to do so if they only make an effort.

One Hundred Percent credits earned for the first four months of the Contest are as follows:

	Percent
Division No. 2.....	1300
Division No. 4.....	900
Division No. 7.....	900
Division No. 11.....	900
Division No. 5.....	800
Division No. 8.....	800
Division No. 10.....	700
Division No. 1.....	700
Division No. 12.....	700
Division No. 3.....	600
Division No. 6.....	600
Division No. 9.....	500

Close study of the accident prevention contest proves that every Division on this system is trying hard to make a good record from month to month. Men, your efforts are being watched—not critically, but proudly. More than ever I am becoming convinced that the trainmen of the Chicago Surface Lines are making a world's record in the prevention of accidents on an electric railway system.

The great Eucharistic Congress is over and so far as Safety on our cars is concerned the Congress passed with complete freedom from serious preventable accidents.

Keep up the good work, men. Remember we are now in the sixth month of the Contest, and even a Division that is low in the Contest can feel it has as good a chance as any other Division in the next six months to climb into first place.

OUR HOUSEKEEPING PRAISED

Underwriters' Engineers Pay Us a High Compliment in a Recent Report

That frequent inspections made by the Insurance Department and their insistence upon a high degree of housekeeping and the maintenance of fire fighting equipment is bearing fruit is evidenced by a report just made by the Engineer representing the various underwriters covering the regular semi-annual inspection report of all our properties, in which this unusual and gratifying statement is made:

"The entire property was found in a clean and orderly condition, with the maintenance of fire appliances and fire doors, etc., all well cared for, and indicates constant supervision and maintenance; we feel that more than this pass-

ing comment should be made on the excellent housekeeping conditions of the properties, as in comparison with other properties of this class and other classes, the outstanding healthy conditions are most unusual, which is also further enhanced by the constant work at the barns involving oily waste, grease, dirt and conditions which would usually make for a dirty property, were it not for the constant cooperation of all employes."

The Insurance Department is very happy to pass this commendation along, and to thank the superintendents and foremen charged with the operation and maintenance of our various properties for their most cheerful and efficient cooperation and willingness to carry out the recommendations and instructions of our inspectors. Without this loyal cooperation we could not have deserved or received so favorable a report.

BARNEY KLATCHER, SR., PASSES

Veteran Employee Who Had Served With the Company Almost 50 Years

As this issue goes to press, we learn with greatest regret that Barney Klatcher, Sr., passed away at noon, Tuesday, June 29th.



Barney Klatcher

Although Barney was 82 years old, he was active in his work in the Schedule Department until Monday, April 26th, when he remained at home with a cold which developed into pneumonia and later complications. He was so competent in his work, so active and enthusiastic, that one could hardly credit his age and it seemed as if he would be with us many years.

His kindly cheerful disposition never failed to brighten the office, just as he never failed to be ahead of time in arriving at the office, except on those rare days when illness would keep him at home.

He had been with the company 49 years and 9 months, and his record for competent effort and accomplishment will rarely, if ever, be exceeded.



Dr. M. L. Harris



Dr. John Leeming



Dr. A. A. Small



W. O. Holton



Frank L. Kriete



Frank J. Gatrell



C. W. Williams



C. E. Stenning



John F. Golden



J. G. Nattinger



Frank P. Murdock



Richard Millar



Frank J. Schaf

An Efficient Organization

Something of the Personnel of the Legal and Accident Investigation Departments

The May issue of SURFACE SERVICE made an editorial reference to the remarkable record established by our Department of Accident Investigation in holding its total expenditures of every character to 2.97 per cent of gross revenue. Allusion was made to the high type of team work required to produce results of this character, and we are glad this month to present for the inspection of the Surface Lines family very good pictures of some of the men who are conspicuously identified with the achievements of the Legal and Accident Investigation Departments.

The records of these branches of our service are replete with stories of surpassing human interest. Many of them are pathetic as every accident carries its own burden of suffering and sorrow. The Surface Lines makes no effort to evade its just responsibilities and to atone as far as it may for accidents to those with whose safety it may have been temporarily charged. On the other hand, the character of its business invites predatory attacks by unscrupulous individuals who hope by hook or crook to induce the company to give up some of its money. The task of sifting the thousands of cases reported to the department in the course of a year is a difficult one and the field men who do the investigating of these claims are of necessity "from Missouri." The claimant who "frames" a case and attempts to bolster it up with the testimony of perjured witnesses has a hard road to travel.

Photography plays an important part in the activities of this department, and in numerous cases a moving picture of a claimant climbing a ladder or doing odd jobs about his home will effectively upset a pitiful story told by the same claimant who hobbles painfully into court on crutches. X-rays and the testimony of expert physicians are vitally important in contesting claims for hidden injury.

SURFACE SERVICE pays its compliments to Messrs. Kriete and Gattrell and their asso-

ciates and advises the fakers and professional fixers to give the Legal and Accident Investigation Departments a wide berth.

Brief Biographies

Frank L. Kriete entered the service of Chicago Railways Company taking charge of the Appellate and Supreme Court work in 1907 and was appointed Assistant General Attorney in 1911 and continued in that position since the unification until appointed General Attorney in 1924.

Frank J. Gattrell entered the service in 1894 as Junior Clerk in Claim Department and in 1905 was appointed Chief Adjuster. In 1915 he was appointed General Claim Agent which title was later changed to Superintendent of Department of Accident Investigation.

Dr. John Leeming from 1890 to 1913 served as medical expert for Chicago City Railway Company and in 1914 was appointed Chief Medical Counsel for Chicago Surface Lines.

Dr. M. L. Harris entered the service of the North Chicago Street Railroad Company in 1888 as assistant to Dr. Truman W. Miller, Chief Surgeon, and, on the death of Dr. Miller in 1900, was made Chief Surgeon of the companies which were then known as the North Chicago Street Railroad Company and the West Chicago Street Railroad Company. He is now Chicago Surface Lines' Chief Surgeon.

William O. Holton entered the service in 1897 in the Transportation Department. In 1900 he entered the Claim Department and was appointed Assistant Claim Agent of Litigated Cases (Chicago City Railway Company) in 1909 and in 1913 was made Claim Agent of Litigated Cases (Chicago City Railway Company) and in 1914 after the unification was appointed and now is Office Manager.

C. W. Williams entered the service in the Transportation Department in 1893 and in 1908 became investigator and in 1911 was appointed Assistant to Chief Investigator. In 1920 he was appointed Chief Investigator and in 1921 was ap-

pointed Assistant to General Claim Agent which title later was changed to Assistant to Superintendent of Accident Investigation.

Dr. A. A. Small from the year 1905 was from time to time used as medical expert and in 1922 was appointed Assistant Medical Counsel.

C. E. Steuning entered the service in 1897 in the Transportation Department and was later admitted to the bar and for the last fifteen years has been attending court in all of our litigated cases.

F. P. Murdock entered service in 1909 as bookkeeper and in 1914 was appointed Cashier. Since that time he has also had charge of compensation matters and general statistical work.

John Golden came from Ottawa, Illinois, and entered the service in 1916. In 1917 he became an investigator and in 1918, he being an attorney long in practice, was placed in charge of arrest case work.

Frank Schaf entered the service in the Transportation Department in 1892. In 1895 he became an adjuster and investigator and was appointed Chief Adjuster in 1915.

Richard Millar entered the service in 1914 and was placed in charge of and is now in charge of all photographic work which includes the taking of moving pictures.

I. G. Nattinger entered the service in 1907 as stenographer and later assisted in the direction of investigation work and in 1924 was appointed Chief Investigator.

OTTO BERTHOLD'S FINE RECORD

He is No. 1 Conductor at Devon and Has Never Missed in Forty-One Years.

During the severe winter of 1885, when the temperature ranged from twenty to twenty-five degrees below zero, Otto Berthold, who heads the conductor's seniority list at Devon Depot, started to work in Chicago for the street car company.

Mr. Berthold tells us that during that same winter the snow was so high on Webster Avenue that one could only see the top of the little old horse car. During similar storms most of the cars were pulled into the barns. By this method they were able to increase the horse power on the cars on the street. This same winter Mr. Berthold had his nose frozen and his driver had his hands frozen. There were no heaters in the cars then, all they used was hay. The only car barns then in use on the North Side were the Limits, Lincoln Avenue, Larrabee Street, Sedgwick Street and Clybourn

Avenue. The first North Side repair shop was located at Eugenie and Wells Streets. He tells of working on the Evanston Avenue line, now called Broadway, during the winter of 1888. There were just two cars on this line then—one started from the Limits barns and went



Otto Berthold

out Evanston Avenue to Graceland Avenue, now called Irving Park Boulevard. These cars ran every fifteen minutes. One ran every hour to the Lake View High School. There was such a heavy storm during the winter of 1888 that on one of the trips from the high school Mr. Berthold had to unharness his team and abandon the car. It was several days before the car could be pulled out of the high drifts.

In May, 1889, the Bob-Tail was taken off and Mr. Berthold worked the first two-man horse car which ran from the Limits barns to Lawrence Avenue. For nineteen years he worked on the Limits night car. From this he went to work on the compressed air car. The following is Mr. Berthold's account of his experience on this unique mode of transportation: "This car had eighteen tanks under it. When we reached the cable power house at Clark and Elm Streets we stopped to take in air, which was compressed to the point of 22,000 pounds per square inch. Upon our arrival at the Limits barns we had to take on steam to expand the air. One morning while taking air at the power house a loose pipe connection developed and for a few minutes I received the full benefit of the air pressure. It tore my trousers to shreds. The engineer loaned me his overalls, otherwise I would have had to go home in a barrel. My injuries were such that I was in bed for six weeks. When the cable cars were taken off and electric cars started, I ran the first electric car from Devon barns to the Loop. In all my forty-one years of service I have never missed once."

God made man,
 Woman makes bread,
 It takes the bread
 That the woman makes
 To sustain the man,
 That God made,
 But the bread
 That some women make
 Would not sustain any man
 That God ever made
 If they have to make the bread
 Out of the dough the man makes.

Baseball Season Warms Up

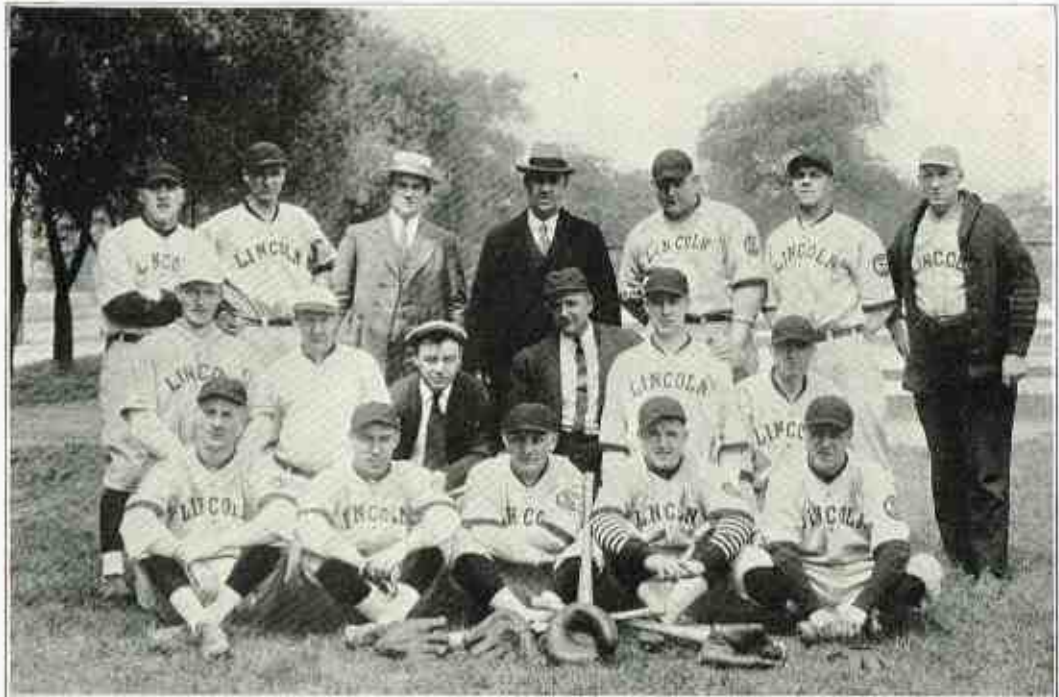
Struggle for the Richardson Trophy on in Earnest—How They Stand

By the appearance of the percentage schedule of the North and South Divisions of the Street Car Men's League, Lincoln Avenue and Burnside teams both have a sharp eye on the Richardson Trophy. This time last year the Lincoln Avenue team was in sixth place and finished next to last. Burnside finished in fourth place.

More than half of the games of the season's schedule are yet to be played. Co-operation, another word for teamwork, is what "brings home the bacon," so the boys at Burnside figure.

Lincoln Going Strong

The baseball season opened May 5, and the



Lincoln Avenue Depot Ball Team

Left to right, standing: L. Dellamaria, 3 B.; W. J. Hennelly, S.S.; E. C. Zage, Assistant Superintendent; R. L. Hays, Superintendent Division 11; P. P. Schornack, Pitcher; G. H. May, 1 B.; C. A. Reinmiller, Coach.

Middle row: E. Borowski, Utility; T. J. Ganghan, Utility; A. F. Leitz, Assistant Manager and Score Keeper; A. Sommer, Manager; A. P. Maes, 3 B.; J. J. Sullivan, L. F.

Sitting: E. F. Kannally, Utility; A. Elie, C. F.; J. Angel, Catcher; E. McLean, Utility; J. M. Schaller, R. F.

By the very nature of the game some team is bound to win and consequently some team must lose. The biggest thing in the game of baseball is the sport itself, with the uncertainty of the outcome. As long as we can keep it fair and in the recreation class the game is safe. But as soon as the serious side of winning is over indulged in, when the slogan becomes "Win at any cost," then the game ceases to be an athletic pastime and, call it what you like, it ceases to be a sportsman's game. It's a give and take proposition. An infallible umpire has yet to make his ap-

pearance. More than half of the games of the season's schedule are yet to be played. Co-operation, another word for teamwork, is what "brings home the bacon," so the boys at Burnside figure.

boys were sure in fine condition having won the first with Division by a score of 10 to 6. The team was well represented by the Lincoln rooters. Mr. Hays our superintendent hurled the first ball which started the game. The boys were very much pleased to have him with them and he was well applauded. Mr. Sage, the assistant superintendent, Hornan the night clerk, Mr. McGarry our committee man and several of the supervisors were also there for the opening game, which was a good beginning for the boys. Division team leading, getting 4 runs in the first inning but was held down

after that by very good pitching done by Pete Scharnack and the catching of E. McLean and the assistance of the rest of the team. Our pitcher struck out 19 men, and G. H. May, our first baseman honored us with a home run. The second game, May 12, was won when they beat the North Avenues, the last year's pennant winners by a score of 7 to 5. It was a hard battle but with the good pitching of Pete Scharnack who struck out 16 men, and we went home with the bacon, but we must not forget to give the rest of the boys of the team credit especially G. H. May our first baseman who caught two almost impossible flies in the 9th inning. The third game with the Limits

of his catcher J. Angel and held the score down until the 9th inning, when the Devons got one run and the score at the finish was 19 to 1 in our favor. Our friend Jack Dempsey pitcher for Devon, who two years ago pitched for the Lincolns, was very much disappointed in not being able to fan out the Lincoln boys, but they had no trouble in finding the ball, and did some wonderful batting. A. Elie, our 2nd baseman making 2 home runs, J. Schaller our right field one, J. Angel, our catcher one, and J. Sullivan our left fielder, making his home run with three men on bases. So far the boys have done fine and we hope will keep it up.
H. S.



The Burnside Hopes

Standing from left to right: E. H. Altemeier, Division Superintendent; H. J. O'Brien, Utility; H. W. Hansen, Utility; A. W. Morrin, Catcher; W. J. Mossman, Left Field; E. P. Gorman, Center Field; R. T. Britton, Manager; Seated from left to right: G. J. Quinn, Utility; L. Pine, Third Base; C. H. Hurita, Pitcher; W. N. Barbelen, Shortstop, and Captain; L. E. Murrell, Utility; J. A. Lynch, Second Base; A. C. Fox, Right Field; Mascot "Eddie" Hunzinger.

team May 19 was also won by a score of 12 to 0. Then we had another hard nut to crack Kedzie team on June 2nd, which we defeated after a hard battle by a score of 5 to 3. Our pitcher Peter Scharnack, struck out 15 men. Next came the Armitage, June 9th with a score of 12 to 2 making another victory for us. Then came the Devons who had lost no games and were very anxious and sure they could defeat us. Our boys were in fine condition, however, and prepared for the battle, our pitcher Scharnack, as usual stepping in the box with a smile, and striking out 15 men, with the assistance

How They Stand, Including Games of June 16

Team	North Division			Pct.
	Played	Won	Lost	
Lincoln	6	6	0	1000
Devon	5	4	1	800
North Ave.	5	4	1	800
Kedzie	5	3	2	600
Armitage	5	2	3	400
Limits	6	2	4	333
Div. Ten	6	1	5	167
Division	6	1	5	167

SOUTH DIVISION				
Team	Played	Won	Lost	Pct.
Burnside	6	5	1	835
Archer	6	4	2	668
77th Street	6	4	2	668
69th Street	6	4	2	668
Blue Island	6	3	3	500
Cottage Grove	6	3	3	500
Hammond	6	1	5	167
Lawndale	6	0	6	000

Scores, Games of June 2

NORTH DIVISION										
Team	1	2	3	4	5	6	7	8	9	R H E
Limits	4	0	1	0	0	0	2	0	0	7 10 2
Devon	1	6	1	3	0	2	4	2	x	19 20 1
Div. Ten	1	0	0	0	2	1	0	1	0	5 8 4
Armitage	3	3	0	1	1	4	1	2	x	16 18 2
Division	0	3	1	0	0	1	1	1	0	7 6 3
North Ave.	0	4	5	1	1	1	3	4	x	19 25 1
Lincoln	2	0	0	0	1	0	1	1	0	5 8 0
Kedzie	1	2	0	0	0	0	0	0	0	3 4 0

SOUTH DIVISION

Team	1	2	3	4	5	6	7	8	9	R H E
Cottage Grove	0	2	2	2	2	1	2	2	1	14 17 7
69th Street	0	0	3	0	0	1	1	0	0	5 5 0
77th Street	0	0	5	0	5	0	3	0	1	14 20 3
Burnside	1	3	1	0	0	1	0	0	0	6 10 4
Archer	0	0	5	3	9	1	3	0	1	22 30 7
Hammond	0	0	0	0	0	0	0	2	2	4 5 5
Lawndale	1	0	1	0	0	0	0	0	0	2 7 3
Blue Island	5	0	1	0	0	2	1	1	x	10 16 2

Scores, Games of June 9

NORTH DIVISION										
Team	1	2	3	4	5	6	7	8	9	R H E
Devon	2	0	0	1	1	0	0	2	2	8 12 2
Division	1	0	0	1	0	1	0	0	0	3 7 3
Lincoln	3	4	0	1	1	0	4	2	1	16 18 2
Armitage	1	0	0	0	0	0	0	1	0	2 6 4
Limits	1	3	1	1	1	1	2	0	0	10 11 2
Div. Ten	1	0	0	0	0	0	1	1	1	3 9 4
North Ave.	2	1	1	0	0	0	1	2	1	8 10 0
Kedzie	2	0	0	1	1	0	0	1	1	5 11 2

SOUTH DIVISION

Team	1	2	3	4	5	6	7	8	9	R H E
Hammond	0	0	0	0	0	0	0	1	0	1 2 5
69th Street	0	0	1	4	1	3	3	4	x	16 17 2
Lawndale	0	1	0	0	6	0	2	2	3	14 13 5
77th Street	0	0	1	0	4	1	7	5	x	24 23 5
Blue Island	0	0	0	0	2	0	0	1	0	3 5 3
Cottage Grove	3	0	0	0	2	1	0	0	x	6 10 1
Archer	1	1	0	0	2	1	1	0	3	9 11 2
Burnside	1	0	0	1	3	3	2	5	x	15 18 1

Scores, Games of June 16

NORTH DIVISION										
Team	1	2	3	4	5	6	7	8	9	R H E
Limits	0	2	0	0	3	2	2	5	x	14 18 3
Armitage	4	0	0	1	0	0	0	2	0	8 16 7
Devon	0	1	0	0	0	0	0	0	0	1 3 5
Lincoln	1	2	3	1	0	5	3	4	x	19 22 2

Team	1	2	3	4	5	6	7	8	9	R H E
North Ave.	2	0	0	3	0	3	1	1	0	10 15 1
Div. Ten	1	1	0	1	0	0	0	0	2	5 7 3
Division	3	1	0	0	0	2	2	2	1	11 15 2
Kedzie	2	1	5	2	4	5	2	1	x	23 19 0

SOUTH DIVISION

Blue Island	0	0	0	0	4	1	1	0	0	6 9 3
Archer	0	1	0	2	0	2	1	5	x	11 14 0
Burnside	3	0	1	1	0	2	1	1	1	10 9 2
Lawndale	0	0	0	0	0	0	0	0	1	1 5 3
69th Street	2	2	1	1	0	0	2	0	0	8 9 1
77th Street	2	1	1	2	1	0	0	0	0	7 9 0
Cottage Grove	1	0	3	0	0	0	0	0	0	4 7 2
Hammond	0	0	0	0	1	2	2	0	0	5 9 1



Fun at a Ball Game

Conductor Joe Ippolito, Badge No. 2454 of Elston Depot, provided a good deal of amusement at the game between Devon and Noble-Elston by his artistic grinding of a hand organ to enthruse his team.

What's a Name for?

"Is this a second-hand store?"

"Yes."

"Well, I want a second hand for my watch."

SURFACE SERVICE MAGAZINE

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

TEAM WORK

Confronted by the greatest task in the history of surface transportation, the Surface Lines were brilliantly successful in transporting the vast throngs during the three program days of the Eucharistic Congress. So complete were the arrangements and so smoothly were the details carried out that the unprecedented demand on our facilities was met without disorder and with little or no inconvenience to our passengers.

For three days in succession, more than five million rides were recorded daily. The official programs for each of these days made extraordinary demands upon us at different times, and at widely separated points. And yet so carefully were the preliminary plans worked out that the vast crowds attending each special function were transported to and from their objective points without seriously affecting the usual rush hour service of our every-day business.

The most difficult task, that of carrying more than forty thousand school children from two hundred or more school centers to and from Soldiers' Field, was accomplished without confusion and without accident. They were collected, delivered and returned on time and without discomfort. The lesson from this one feature of the three-day Congress was that Surface Lines transportation is the most dependable, convenient and satisfactory method of moving large and small units to and from a given rallying point.

It is a curious fact that the Surface Lines functioned so smoothly under abnormal conditions that only those who had spent weeks in preparation and who

provided a supervisory army throughout the city were conscious that record-breaking history was being made. No regular patrons were inconvenienced; normal facilities were everywhere at their command; and yet on each of the three great days, more than a million additional rides were provided in caring for the visiting throngs.

One of the greatest factors in making this accomplishment possible was the three-day prohibition against parking in the area of greatest activities; but aside from this there was the harmonious and complete understanding that existed between Chief of Police Collins, Captain Hogan, Major Bauder, members of the general traffic committee and our own Transportation Department. Within our own organization, there was an enthusiastic and willing acceptance of added responsibilities with long hours and no little personal inconvenience and sometimes hardship. It was all an inspiring demonstration of team work, and our hats are off to every man who contributed to the success of this great undertaking.

JOHN E. WILKIE

[Note—I hope I don't lose my job as Assistant Editor for sneaking this into the magazine without the knowledge of my editorial boss. Our editor has had a good many things to say in rhyme about Surface Lines people, and it has been thought only fair to "get back" at him. I think the author of the verse, who only makes his mark, *oode*—I mean ought—to have signed his name in full, even if nobody could read his signature.—Clarence Altemus.]

Who has not heard of Wilkie,
Of his humor and his wit,
Of his many little poems
And his passes, or a bit?
Not a base word you can catch
Just humor on the fly,
But he covers all the field
And not one of us gets by.

On every state occasion
John holds down the first base
And generally reaches for them
As we gaze upon our plates.
Sometimes it is our president
Who gets in on the line,
But he's not particular who he gets
As long as they fit the rhyme,
But who would try to take his place
Or seek to steal his thunder?
We all agree he is the guy
That seems to get our number.

His X Mark.

Everybody's Picnic

Everything Ready for the Greatest Outdoor Event of the Year

July 17th at Riverview Park Grove, the Surface Lines Club will be picnic hosts to all Surface Lines employees and their families. It will be the great "get together" event of the year and will be enjoyed by officers, executives, trainmen, shopmen and office workers, held in a place where everybody can enjoy the same things at the same time and in the same way:

If you are an athlete, or even a "has been," you will find some event which you can enter with a fair chance of winning a handsome prize, or which you will enjoy watching. If your wife was raised on a farm she knows how to enjoy the time-honored sport of chasing the elusive pullet, or if she was raised in Chicago she probably has gotten her training by doing the eluding, and that is just as good.

For the Children—A day of such thrills will be provided that even the Fourth of July and Christmas will be secondary events in their young lives, and they will henceforth date all happenings as before or after the picnic.

Riverview Picnic Grove is an attractive spot in the heart of the city, convenient to everybody, and providing tables for lunches and all the facilities that are essential to your comfort and welfare. Food and refreshments may be purchased on the grounds for those who do not care to bring their lunch with them.

GATES OPEN—Grounds will be open at 10 o'clock.

HOW TO GET THERE—Street Car—Transfer from any cross-town line to Western avenue. Take Western avenue to main entrance, thence through park to Picnic Grove.

PARKING—Special parking space will be provided for your car. Auto entrance Roscoe street.

FREE COUPONS—These will be issued to children as they are registered at the Headquarters' Booth, and will be honored at the Refreshment Booth for ice cream, candy and favors, etc.

CHILDREN'S WELFARE BOOTH—Check the tiny tots with the competent

people in charge where they will have all the comforts of the nursery while you enjoy yourself.

SOMETHING FOR EVERYBODY—Races and contests of all kinds. Pick your favorite events and be there to show up the other fellow. A day full of fun, sport and amusement for children age 1 to 9L.

VALUABLE PRIZES—Prizes will be awarded to the winners of events. In addition to the scheduled events, horse-shoes, indoor balls and bats will be provided for those who care to use them.

DEPARTMENTAL ATHLETIC CONTEST—This will be one of the main attractions. Nimble-footed members should start reducing now.

TUG-OF-WAR—The "BEEG" boys will tug for the championship cup.

GIVE CHASE! GIVE CHASE!—A flock of prize poultry is in training already for the ladies' chicken chase.

BRING YOUR CAMERAS and win a prize for the best snapshots of the picnic.

BALL GAME—A ball game between the best teams of the north and south divisions will be one of the big features of the day.

A **SPLENDID BAND** will be on the field to add to the enjoyment of the day.

A **DANCE** in Riverview's spacious outdoor picnic pavilion in the evening will conclude the day's program. Music by Benson's **BLUE JACKETS**—eight of 'em.

VACATION PICTURES

SURFACE SERVICE would like to have submitted for reproduction any particularly interesting pictures taken on vacations this summer. Send your pictures to the Editor, Room 1479 Illinois Merchants Bank Building. They will be returned to you whether they are found available or not. The photographs should be plainly identified as to place and ownership on the back of each picture.

Well, Well

She—How do they get the water in the watermelon?

He—They plant the seeds in the spring.

Curtailing Waste in Industry

In Electric Car Operation, Power Saving Presents an Important Problem

One of the biggest problems that confronts the American people today is the curtailing of waste in industry and as the industries are composed in a large measure of labor, the artisan naturally becomes the vehicle upon which any meritorious program must depend for its achievement.

In the industries of great extent, where large numbers of workmen are continually employed to carry on the same operation repeatedly day after day, is found the most fertile field of attack. The results already obtained in many lines of work through wise leadership, advice and consistent effort, assure continued prosperity; and those who speak from actual experience in many lines of labor, know that to continue with obsolete methods courts ruin.

Students of this question in foreign countries, where for some decades back it has not been a matter of choice but one of vital necessity to their very existence, are now marvelling at the industrial efficiency of America, when we Americans well know that the fight on industrial waste has only begun.

The engineers and firemen of our great steam railroads are carrying on by reducing the number of pounds of coal per train mile; the coal miners are getting more coal per shot fired; those in the manufacturing plants are eradicating avoidable non-use and misuse of materials and time; and to bring it home to our own great industry that of furnishing transportation to the people, every motorman and conductor, who has ever operated an electric car, knows that a great deal of power now wasted can be saved.

The first and simplest lesson to be learned is to know how and when to allow the car to coast and do it unconsciously throughout the whole day. Motormen on this system who have taken up and tried out scientific coasting, have remarked that they "Did not think it could be done" and "How much easier it is to operate the car when compared with the old method." The meter proves that they can reduce their kilowatt hour per car mile record and do the same work.

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	Standing	Per Cent Saving or Loss
Cottage Grove	1	8.52
Limits	2	8.47
Armitage	3	7.47
69th-Ashland	4	6.90
Archer	5	6.61
Devon	6	6.50
Kedzie	7	6.34
Lincoln	8	6.23
Burnside	9	5.66
77th-Vincennes	10	4.54
Lawndale	11	4.33
North	12	4.15
Elston	13	3.59
Division	14	2.14
Noble	15	.92*
Blue Island	16	3.25*
Total points		76.28
April points		45.43
May gain		30.85
points or 67.80 per cent.		

*Loss.

The following shows the Division Standing for a period of a year:

Division	1924					1925						
	Apr.	May	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July	June	May
Cottage Grove ...	1	1	1	1	1	1	2	2	2	1	2	2
Archer	2	2	2	2	2	3	3	3	3	2	3	3
Devon	3	3	3	3	3	4	4	4	4	3	4	4
69th-Ashland	4	4	4	4	4	5	5	5	5	4	5	5
Kedzie	5	5	5	5	5	6	6	6	6	5	6	6
Burnside	6	6	6	6	6	7	7	7	7	6	7	7
Armitage	7	7	7	7	7	8	8	8	8	7	8	8
Limits	8	8	8	8	8	9	9	9	9	8	9	9
77th-Vincennes	9	9	9	9	9	10	10	10	10	9	10	10
Lincoln	10	10	10	10	10	11	11	11	11	10	11	11
North	11	11	11	11	11	12	12	12	12	11	12	12
Lawndale	12	12	12	12	12	13	13	13	13	12	13	13
Elston	13	13	13	13	13	14	14	14	14	13	14	14
Division	14	14	14	14	14	15	15	15	15	14	15	15
Noble	15	15	15	15	15	16	16	16	16	15	16	16
Blue Island	16	16	16	16	16	16	16	16	16	16	16	16

The goal for 1926 is 160 total points per month. A substantial gain in points has been made over April, with new divisions coming to the top. Let every motorman take advantage of the nice weather so that the total points may be sent up well over one hundred from now on.

E. W. Anger.

"Keeping 'Em Rolling"

North Avenue Leads Fourth Time—Highest Mileage Made Since Record Was Started

During the month of May, 1926, the cars at North Avenue Carhouse, were operated 46,698 miles per pull-in due to equipment failure. This breaks the record of 33,991 miles made by Blue Island in September, 1925. Fourteen carhouses increased their mileage over last month, Cottage Grove making the most noticeable jump, by more than doubling their record, and occupying second position for the month. This

11	Archer	1	16,521	43.4	
12	Devon	5	16,347	4.9	
13	Lincoln	7	14,985	8.2	
14	69th	..	9,641	24.3	
15	Burnside	..	6,225	18.5	
16	77th	..	5,258	32.1	
			155	13,502	29.4

*Decrease.



They Know Their Business

The following members of the car repair crew appear in the above group of efficient specialists: J. Gillen, E. Kuebfuss, J. Nuisl, M. Jensen, J. Gibis, G. Johnson, J. Lapinski, H. Keitzer, A. De Kendelaer, J. Brelic, T. Kenny, W. Egentwitch, J. Cantalope, D. Buckley, T. Lagerstadt, W. Westfall, J. Collins, S. Bakutis, K. Wegryn, T. Katauski, F. Klugcioicz, F. Witti, G. Bell, H. Wasserstraus, M. Sak, G. Lego, J. Forty, M. Polowski, L. Wizkowski, J. Carroll, A. Tarbolski, L. Einfeldt, J. Flinn, F. Budrick, J. Gaspertus, E. Proll, C. Raney, P. Finnigan, H. Karadimos, H. Shooth, A. Anderson, S. Prus, N. Foley, A. Cerepa, E. Lynch, A. Tomkiewicz, J. Rukis, J. Bayla, A. Stepanatos, J. Sarkowskis, B. Pease, H. Pauly, J. Strand, J. Hoeflinger, J. Voght, C. Roggentine, M. Ragas, P. Freisenger, C. Waszkielec, C. Jacobson, H. Gillispie, J. Grigas, J. McGrath, J. Maloney, W. Curry, P. Polczywa, F. Lynch, D. Farrell, S. Matsas, G. Wessel, M. Walsh, W. Hocoy, S. Olsen, M. Fleming, M. Irwin, T. Cruckshank, A. Klein, S. Waslauski, G. Thompson, P. Sullivan, P. McAvoy.

good work is reflected in the fact that the mileage for the entire system increased 29.4% over the preceding month, and that the cars were operated 13,502 miles per pull-in, breaking the record established in October, 1925, of 12,116 miles.

Individual carhouse records for May are as follows:

Rank	Carhouse	Zero Days	Miles per Pull-In	Percent Inc. or Dec.
1	North	10	46,698	52.6
2	Cottage Grove	11	32,493	145.0
3	Limits	20	26,067	51.3
4	Lawndale	15	24,572	31.5
5	Blue Island	15	22,916	6.4*
6	Kedzie	5	21,371	8.6
7	Elston	16	20,224	9.2*
8	Division	15	19,875	9.3
9	Noble	21	17,591	39.5
10	Armitage	14	16,836	68.5

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

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

GATHERING THE WITNESSES

North Avenue Maintains Its Lead—Average for System Shows Marked Improvement

North Avenue, while not equaling some of its previous records, still leads in the witness race with 5.25 witnesses per accident for the month of May. This is 18 points below its April record, but still enables it to lead the column. There was a gratifying pick-up all along the line. Elston-Noble, which was third in April, nosed out Lawndale-Blue Island for second place, Lawndale falling in line in third position. Lincoln made the strongest advance, going from tenth position to sixth, showing a 54 point increase over the previous month. Every station with the exception of North Avenue scored the highest figures it has thus far recorded, and the average for the system was raised 28 points to 3.98.

It will only take a little concerted effort on the part of the crews to carry over the average of four witnesses per accident, and Surface Service is confident that before the end of the year an average of five for the system is quite within the probabilities. The following shows the record for the four months from February to May, inclusive.

	May	April	March	Feb.
(1) North Avenue.....	5.25	5.43 (1)	5.39 (1)	4.30 (1)
(2) Elston-Noble ...	4.74	4.42 (3)	4.58 (2)	3.95 (2)
(3) Lawndale-Blue Is.	4.66	4.45 (2)	4.29 (3)	4.18 (3)
(4) 77th Street.....	3.58	3.61 (4)	3.51 (4)	3.53 (4)
(5) Burnside	3.29	3.29 (6)	3.34 (7)	3.27 (5)
(6) Lincoln	3.29	3.25 (10)	3.26 (10)	3.23 (8)
(7) 69th Street.....	3.14	3.47 (7)	3.36 (6)	3.22 (6)
(8) Cottage Grove....	3.13	3.28 (8)	3.33 (8)	3.14 (5)
(9) Archer	3.10	3.26 (5)	3.42 (5)	3.11 (10)
(10) Devon-Lamis ..	3.10	3.26 (9)	3.25 (9)	3.06 (11)
(11) Armitage Div. ..	3.17	2.81 (12)	3.20 (10)	3.22 (9)
(12) Kedzie	3.27	3.09 (11)	3.25 (9)	3.27 (7)
Averages for the system	3.98	3.70	3.66	3.49

LEGION TOPICS

On the evening of July 1st, the Ladies' Auxiliary of Surface Lines Post gave a Bunco Party, the proceeds of which are to be used to send Comrade Overby's troop of Boy Scouts to camp this Summer. Attendance at this event taxed our quarters to the utmost. The auxiliary meets the first and third Thursdays of every month at the Post quarters, 40 S. Clark St., and a cordial invitation is extended to mothers, wives and sisters of all ex-service men to attend these meetings. The Ladies always provide a very nice program of entertainment at their meetings, and anyone attending would be assured of an enjoyable evening.

Any service man who has not yet filed application for his Federal Bonus; who is having difficulty in securing Federal or State Bonus; who desires information with regard to the conversion of War Risk Insurance, or who is in need of hospitalization, should get in touch with any of the undersigned at once and we will do our utmost to straighten out his difficulties: T. E. McCarthy, 165 N. Clark St., Superior 1550; W. Krull, 3901 West End Ave., Kedzie 9372; C. H. Heath, 78th and Vincennes, Stewart 0480.

The Legislative Committee of the American Legion has been successful in having the time set for the reinstatement and conversion of the War Risk Insurance set back for another year, or July 2, 1927. This should be good news to those who have not as yet converted their insurance, as it will give them more time to consider this important item. However, it is our advice that you reinstate and convert as much of your war time policy as you can afford, and do it at once. In this way all former service men will be able to get in at their present age. If this is postponed until next year, the rates will be higher, as the converted policy is based on your age at the time of application.

Since our last issue we have come in contact with four men in the organization who had not as yet applied for their National Adjusted Compensation (Bonus). As stated in the last issue, this matter should be taken care of at once. Any service man who has not yet applied should get in touch with any of the officers, who will take care of this matter for him without loss of time. **Do this now.**

At the meeting of June 18, thirty members were initiated and 18 new applications were received. Entertainment was furnished by the Track Department Trio and our own quartet. Refreshments were served. An initiation will be held on the third Friday of every month in the future, and it is hoped that the class will increase with each initiation. At this meeting the membership roll was signed by all present. All members who have not as yet signed the membership roll should be present at the next meeting and arrange to have their names on this roll.

On the night of June 11th, we received a visit from the former Commander, George Thornton, and his wife who were in Chicago on a visit, at which time they were presented with a belated wedding present in the form of a wardrobe trunk.



Conductor Julius Falkenskov of Elston with the 15-Pounder He Landed from the Fox River Near McHenry

Adult—If a tramp was arrested and the police officer found a gold watch on him, what would you think of this?

Boy—I would think the watch was on the bum.—Harvard Lampoon.

Bouquets for the Boys

The *Herald & Examiner* of June 4 reported a life saving accomplishment of Supervisors Burke and Calderwood, "night hawks" of Division 12 who were detailed at Clark and North Avenue while the grinders were at work. The newspaper report said: "Spreading an alarm through twenty-five apartments in the building at Lincoln Ave. and Wisconsin St. early today, Albert Burke, 6340 N. Clark St., and William Calderwood, 1501 Hood St., supervisors for the street car company, aroused residents when fire threatened the structure. The two men made their way through dense smoke, which came from flames in the basement, to the third floor and carried an aged woman and a baby to safety. The blaze was confined to the basement by the fire department and the damage to the building was slight."

Mr. H. P. Neuberger of the Legal and Accident Investigation Department pays his compliments to Conductor Phillip Smith, badge No. 8652, of North Avenue. A number of ladies and children had boarded Conductor Smith's car after the car had started, one of the ladies discovered that her little boy was standing in the doorway of the drug store at the northwest corner of the intersection they had just left. She made an attempt to jump from the moving car, but was prevented by the conductor's prompt action, at the same time giving the emergency stop signal. He then ran back, picked up the child and carried it to its mother on the car.

Conductor Willard C. Johnson, badge No. 3262, of North Avenue, permitted a passenger who had left all his money at home to continue his journey and later on received a letter of thanks and ten cents in reimbursement for the fare the conductor had paid. The writer, who was anonymous, stated that he regretted that he was not in a financial position to show a more substantial appreciation of the conductor's courtesy.

Conductor William T. Wegner, badge No. 5848, of Elston, is complimented by Mr. Leo M. Gasikowski, 3329 North Oakley Avenue, for his general courtesy to his passengers and particularly for his activity in stopping automobiles from passing his car while unloading, in one case, after having taken this precaution, picking up and carrying to the curb a little son of one of his lady passengers. He was also very explicit in furnishing information to strangers on how to reach their hotels.

Conductor James Lovett, badge No. 1186, of Cottage Grove, is commended by Mr. J. M. Collins, 5512 West Adams Street, for knowing his business and being consistently courteous and considerate.

Conductor Stanley I. Bergren, badge No. 1960, of Elston, assisted a blind lady to the curb and enlisted the interest in a passerby to help her on her way. This incident was observed and reported by Mr. D. Vrablik, 5323 Milwaukee Avenue.

Miss S. Ripley, 2238 North La Porte Avenue, left her camera in one of our cars which was in charge of Conductor Edmund J. Schreiman, badge No. 3412, of the Armitage Station. The camera was turned in by the conductor and later on Miss Ripley called at the Armitage Station where Tony Listek waited on her. The recovery of her camera and the consideration with which she was treated caused Miss Ripley to become quite enthusiastic over the type of men in the employ of the Surface Lines, and she wrote us a long and interesting letter expressing her appreciation.

Conductor John Gallagher, badge No. 362, of Limits, in replying to one of his passengers, Mrs. D. J. Quinn, 11732 Vincennes Avenue, was so explicit in directing her to her destination and was so generally courteous to all of his passengers that he was made the subject of a letter of commendation in which he was described "as the most courteous conductor" the writer had ever met.

Conductor Raymond H. Clarke, badge No. 762, of Kedzie, came under the observing eye of the night train master of the Chicago Rapid Transit Company, Mr. F. J. Surr, 4430 Broadway. Mr. Surr's letter was so interesting that we quote it in full.

"I had the pleasure of riding with your Conductor, badge No. 762, on a Kedzie Avenue car this date, and I wish to take this means of bringing to your attention the good work being done by No. 762. This conductor is an example of what is needed by the electric railroads of the country, because the conductor on a car is the agent of the company through whom the public comes in contact and the impression imbedded in the minds of the patron is set in many cases according to the treatment received from the conductor. A few small things I noted this conductor doing on my short ride of one mile with him was, called every street distinctly, watching passengers, men and ladies, to see that none stepped off in front of machines, answered questions intelligently and with a smile and did his work in general as if it was a pleasure to serve his patrons. I use this service every day from Addison Street to the Elevated at about this time, I being in practically the same line of business, that of handling the public, naturally observe how your men act, and I feel that a man like No. 762 should have a good word awarded him to show his actions are appreciated."

Ed. Morrison, 1655 South Lawndale Avenue, writes to ask that he be listed as a "booster" for the Chicago Surface Lines. He found himself on one of our cars with six cents in change and a five dollar bill. Conductor Raymond T. Sullivan, badge No. 1198, of Kedzie Avenue Station, met the emergency by accepting the six cents and in doing so, made an admirer for himself and a friend for the management.

Conductor George Gaskin, badge No. 1286, of 77th Street, had as a passenger on one of his trips a lady 76 years of age, who in addition to her feebleness was quite hard of hearing. She asked him to be sure and let her off at Washington Street, and thereafter he took particular pains to call the streets loudly enough for her to understand and when they arrived

at Washington Street, he went into the car, helped her through the crowd and saw her safely across the street to the sidewalk. Her daughter, Mrs. T. E. McNellis, 1525 East 54th Place, wrote us in enthusiastic praise of the consideration thus shown.

Conductor Edward W. Smith, badge No. 2228, of 77th was complimented in a very pleasant letter by Mr. W. M. McKenzie, 4222 Forestville Avenue, who stated that he had been riding the State Street line for many years and believed Conductor Smith should be commended for his general efficiency.

Conductor Charles W. Swanson, badge No. 2278, of 69th had a passenger who was suddenly taken ill and who but for the conductor's prompt action would either have jumped or fallen off the rear platform. Following this passenger's illness, Conductor Swanson removed all evidences of the incident by sprinkling sand on the platform and sweeping it. Mrs. Helen McManus, 6045 Rhodes Avenue, who was a passenger, commends him for his promptness in an emergency and for keeping his temper when some of the passengers were inclined to criticize him.

Conductor Arthur C. Wagner, badge No. 3718, of Devon, by helping a blind husband, wife and their three children from the curb to his car, caused Mr. Fred A. Nesser, 1445 Highland Avenue, to write us describing the incident and paying his compliments to our considerate representative.

Conductor Harry Kunz, badge No. 4672, of Limits, was the subject of a highly complimentary report from Mr. Cornelius Coleman, 186 North LaSalle Street, who represents a weekly publication of the Police Department. The conductor's consistent politeness to all of his passengers and his patience in answering questions that were asked of him even during a period when the platform was crowded so impressed Mr. Coleman that he called at the office and personally expressed his appreciation.

Specific directions to Mrs. Anna Kernisk, 5620 Wentworth Avenue, how to get to Eastwood Avenue with explicit instructions when and where to transfer, resulted in a letter of commendation and thanks to Conductor Fred G. Block, badge No. 7074, of Devon.

Conductor Joseph J. Strobot, badge No. 8794, of North Avenue, made a hit with Mr. Joseph A. Francis, 2428 Lunt Avenue, who wrote us as follows: "Conductor badge No. 8794, on Saturday last, on Grand Avenue car, about 1900 block took an old lady from his car, almost carried her to the sidewalk, smoothed out her dress, patted her back and sent her on her way happy. Wish that you had more conductors like him. I'm sure it would make the crowded hours more joyful. There wasn't a grouchy person on the car after they saw this fine example of gentleness and even 8794 grinned, kind of content like. Hope you will see to it that he is informed that his conduct was noticed and that he is at least commended for his thoughtfulness."

In carrying out the spirit of special instructions to be particularly courteous and polite during the Eucharistic Congress, Conductor King H. Denny, badge No. 8864, of Kedzie,

made a friend and admirer of Mr. James R. Howard, a visitor from Louisville. Mr. Howard also had nice things to say about the character of the equipment and service rendered by the Surface Lines. This made everybody feel good.

Conductor William T. Ahearn, badge No. 9644, of Archer, took special care of three ladies and eight children who boarded his car at Archer and Kostner, and his good nature and consideration resulted in a letter of commendation signed by all three of the ladies, Mrs. Blaze, Mrs. Lusna and Mrs. Krawitz, 5629 South Sawyer Avenue.

Conductor Harry H. Cubbins, badge No. 9946, of North Avenue, was complimented by Mr. A. S. Scheel, 2849 Dickens Avenue, for his courteous assistance to a number of lady passengers.

Conductor Daniel Musker, badge No. 11036, of Kedzie Avenue, received a letter of thanks for the courtesy shown the mother of Miss Laura May Givena, 1003 West Jackson Boulevard. She considered him a credit to the organization.

Mr. E. D. Resch, 2327 Geneva Terrace, wrote to compliment Conductor Frank Gackowski, badge No. 12062, of our Limits Station, for his courtesy and efficiency.

Motorman Daniel Collins, badge No. 1695, of Archer Avenue, is credited by Miss Anna Reilly, 5026 South May Street, with having saved the life of a three-year-old child in an accident which occurred at 51st and Carpenter Streets. Miss Reilly also credits Conductor W. J. Curtin, badge No. 3260, with exceptional consideration to all of his passengers at the time of the accident.

Motorman Henry White, badge No. 4017, of Archer Avenue, made an emergency stop under unusual conditions to permit Mr. M. H. C. Chadbourne, 1404 East 47th Street, to board his car at Lake Park and 47th Street. Mr. Chadbourne was in a great hurry to get to a hospital where his son was very ill and he was particularly appreciative of the consideration shown him.

Mrs. Grace Sward, 4350 Broadway, wrote a letter expressing her gratitude to Motorman Michael Gilligan, badge No. 5165, of Elston Avenue, for discovering her and making a second stop to enable her to get aboard at Montrose and Kedzie at midnight. She writes that the motorman's action "cured a grouch" and left her more pleased with the world in general.

Motorman John Burchill, badge No. 7857, of North Avenue, held his car to accommodate a number of passengers during a heavy rain storm and thereby earned their good will and a complimentary letter from Mr. Charles W. Parson, 460 East Ohio Street.

Motorman Elmer J. Malone, badge No. 7903, of Armitage, has had as a passenger a number of times Miss Alma Gnaedinger, 2554 Sayre Avenue, and when he noticed that this lady was somewhat lame, he assisted her off his car at the terminus of his line. Miss Gnaedinger writes that she is no longer young and assistance of this sort to one who is physically handicapped makes life worth while.

Motorman Simon J. O'Grady, badge No. 9437, of 69th Street, is very highly praised by

Miss Viola Moss, Federal Securities Corporation, 291 South LaSalle Street, Miss Moss, who was a passenger on Motorman O'Grady's car, discovered that two little girls, twelve and eight years old respectively, were being annoyed by two men passengers. The children were crying and upon ascertaining the cause of their tears, Miss Moss reported the facts to Motorman O'Grady, who stopped his car and gave one of the offenders "a trimming" while some men passengers and the conductor speeded up the departure of the other man. Miss Moss compliments the management on having this sort of a representative.

Motorman William H. Rohr, badge No. 10409, of Noble, was particularly solicitous in handling his passengers in the evening following the extraordinary rain fall on June 13th, and by picking out landing places in flooded territory, earned the gratitude of Mrs. M. Lorenz, 1542 Grace Street.

Motorman John Harvey, badge No. 11497, of Kedzie Avenue, made a special stop to take aboard a number of storm-bound passengers under the viaduct between Belmont and Elston on Kedzie Avenue, and is cordially thanked by Mr. John J. Kerthen, 1515 West Monroe Street and several companions who were in the crowd.

Here's a Regular Boost

We are always willing to write or "kick" when we want to "knock," writes Edward M. Cowan in the **Eighth Ward Booster**, but I can't help taking this occasion to "boast."

Of late I have noticed the increased service on the 67th and 69th street surface lines, and the gentlemanly conduct of the men who operate these cars. The wonderful system of transportation, which Chicago can boast of, must certainly be due in a large measure to the operating heads of this department.

CLUB SPARKS

One of our most enjoyable and successful card parties was held at the clubhouse on the evening of June 5, 1926. The large hall was filled with bunco players and there was a satisfactory attendance of bridge and five hundred players. Mr. N. J. Deutsch, the chairman, should be congratulated and we understand that Mr. Deutsch is more than pleased at the efforts of his hard working committee. The prizes picked by the girls' committee for the bunco party were considered very attractive and we know that the next card party held will be attended by those present on this pleasant occasion.

There were sixteen prizes for the "Bunco Artists" but no record was kept of them.

Auction bridge prize winners were, first ladies' prize, Mrs. A. Magnuson; second ladies' prize Mrs. Mockenhaupt; first man's prize was taken by Miss Helen Griffin and the second man's prize was fortunately taken by a man, H. B. Cammack. It might be said, however, that the score of the second man contestant

was higher than the winner of the ladies first prize—which proves nothing.

The five hundred prize winners were, first, Betty Henry; second, C. Schneider; third, Mrs. C. Schneider and fourth, Mrs. Hertzog.

Refreshments were served.

X.

Women's Auxiliary Stages a Circus

The regular monthly meeting of the Surface Lines Club Women's Auxiliary was held at the club house Thursday evening, June 17, 1926. The meeting was opened by our new president, Miss Marie Sullivan, and a pretty little presiding officer she made.

The program for the evening was given by the Program Committee with Miss Betty Birchwood as chairman. She proved to be a live wire for it was the first time in the annals of our club that a circus was attempted, and three rings at that. Such a daring adventure. The bulletin reminded one of the chariot race in Ben Hur.

The entertainment started with a guessing contest as to whether a "Hot Dog" (of course a circus hot dog) had any such superfluous appendages as a tail, legs, arms, head, etc.

The one hundred yard dash was watched with breathless interest. We did not know we had so many good sprinters in our club, but one has always to outdistance the others and obtain the reward. In this case it was Miss Bessie Cameron.

One of the rings put on a stunt similar to our loved "Orphan Annie" of present circus fame, and it was performed by none other than our own Sylvia Novotny and her pal, Miss Hynek, and any circus clown might be proud to have done as well.

We also had the pleasure of having the champion Charlestoner, Miss Viola Ficks, give an exhibition which was more than appreciated. Everyone present can certainly recommend Miss Ficks as a clever little dancer.

Another ring exhibited a bicycle race; the bicycle being wheelless. The prize for the winner of this race was hard to determine. Three were so exceptionally swift, and Miss Lydia Bresin's sister was finally pronounced victor.

Another exhibit of wonderful control and strength was the physical culture act by five girls.

Miss Josephine Siewalt and friends, Miss Leone Bollweg and Mrs. Charles Bair, entertained with some very beautiful instrumental and vocal selections, which were thoroughly enjoyed. We hope to have them with us again.

The party for September will be given by the Department of Accident Investigation, and will be one that one cannot afford to miss. This party will be an Airplane Party, which indeed sounds very interesting.

Observer.

Meow!

"It must be three years since I saw you last. I hardly knew you—you have aged so."

"Really! Well, I wouldn't have known you except for that dress."

If you see a young man out riding with a girl, and but one of his arms is visible, the other is around somewhere.

Departments and Divisions

Electrical

The following are taking their vacations this month: J. W. Jones, Frank Jones, J. Cast, C. Mimmack, P. Pagani, R. G. Rogers and R. P. Rogers.

E. M. Miley and party of friends spent a part of June in the north woods of Wisconsin. The party made the trip from Chicago (over 400 miles) in one day by automobile. Their objective was fish—muskie.

C. E. Watson and family also spent a part of June at the old home town in Michigan.

E. Johnson who has been confined to his home on account of eye trouble is now back at his work again.

Douglas Morton and Milton Kahn are new members of the department.

H. Essington.

Engineering

Some people are born great, some attain greatness, but you reach the height of something or other when even your dog's name is mentioned in the Wheaton papers.

Fred Avery, the "Ace" of the Track Department, has been transferred to the outside force. He is flying from gang to gang, and hasn't landed hard—yet.

Congratulations and best wishes are extended to Mrs. Geo. Kusch, nee Margaret Rake, who was married during her recent vacation.

Did you see Chas. Belasich's big medal—Champion Bowler of the Chicago Lawn C. C.?

Everybody in the Track Department wishes "Bill" Doherty the fullest measure of success in his new job as Foreman of the Grinders.

Mr. Korosy returned from his vacation with a hard earned degree of B.B.P. (Bachelor Building Painting).

The many friends of Grover Gramm sincerely sympathize with him in his illness, and extend heartfelt wishes for his speedy recovery.

Miss Isabelle McGinniss' mother was recently operated on for appendicitis. We hope she will be fully recovered by the time this goes to press.

We are glad to report that Motorman "Doc" Evans is back on the job again after an illness of two months.

John Boesen, Northern Division of the Track Department, is the proud father of a husky son. Mother and son are doing well.

The automatic substation on Grimm Avenue East of Milwaukee is nearing completion, the building being under roof. This structure is on the site of an old farmhouse which had to be removed before the building was commenced. This farm building was over 50 years old and was found to rest on hand hewn oak sills. In excavating for the foundations, two deep wells and one cistern were found. One of the wells was so deep that it had to be filled with sand.

Transit.

Schedule and Timetables

Several young men in the department are investing in suburban real estate, that some-

times is the beginning of a long, useful and well spent life. However, it might be suggested to Byron and John that when they are ready to build their nests they might consult Lee Gilbert, expert builder of suburban homes.

Some of the office force say, "We can stand the Marcel wave, but we wish our Paul Ash would refrain from rehearsing in the office during working hours."

Wm. C. Lembke, a former employee of the department who is now with the Pacific Gas & Electric Co., of Los Angeles, Calif., as Manager of the Hollywood Station, was a visitor during the past month. Billy says, "If you knew the famous movie stars as well as I do, you would be surprised."

Due to the serious illness of his father, L. M. Traiser was called to his home at New Richmond, Wis. Mr. Traiser's father suffered a great loss when his place of business was destroyed by fire just previous to his illness.

Senior Sergeant Wm. M. Taudlon and Private J. B. Handlon of the 124th Field Artillery, Illinois National Guard, are at Camp Knox, Louisville, Ky., for their annual encampment.

Now that school is out, Hooper will not be required to undergo that terrible ordeal of making those periodical trips to Champaign, at least not until next September.

G. Weidenfeller.

Legal and Accident Investigation

Miss Bernadette M. Ford of this department and Raymond J. Devereux united in marriage on June 30th, 1926, at St. Columbkille's Church and we wish them all the happiness that a June wedding must surely insure.

The members of this department are taking advantage of the tennis facilities at Western Avenue and Washington Boulevard and some of the other departments are becoming more interested. The courts are in fine shape. We have not challenged the world to a relay race to be held at the picnic as we did last year but we have quite a few applicants on the field for the "lunch put" and expect strenuous competition.

J. M. Chauncey, who suffered blood poisoning in his right hand as a result of a blister and was operated on, is now back at work but finds it difficult to use a pen.

Harry Babcock, who sustained an injury by falling down an elevator shaft, is attending to his regular duties.

Augustus Terbush was knocked down by an automobile which backed into him and was off for several days as a result of the bruises sustained, but fortunately there were no serious results.

Blackstone.

Car Meter

An interesting as well as a very important part of this department is found in the Meter Test Car. To observe it in operation is well worth your time, as it is especially interesting to those who appreciate accuracy and fine work and also to those who like to see unique, well designed and orderly apparatus functioning. Pay it a visit at your first opportunity. We know you have never seen anything like it before.

Everybody is anticipating a wonderful vacation this year, even if they do have to wear their fur coats all summer.

Miss Hazel Rector is an excellent card record clerk, but if she were to develop her talent for drawing, she'd make everybody sit up and take notice. She sure is a "wiz" and we're proud of her.

Miss Mary Voss, an excellent Card Record Clerk, who has been with the Car Meter Division for a number of years, is also an accomplished pianist. She belongs to an orchestra in Roseland, a suburb on the South Side where she lives, and also is a teacher of piano, being very accomplished in both classical and popular music.

Mr. H. H. Jones, Testing Engineer of the Meter Test Car, a southerner whose home is situated at Temple, Texas, is planning a visit there on his vacation. No doubt his time will be spent in living the life of a rancher, as Mr. Anger tells us he is a full fledged cowboy. Quite a change from Chicago. Mr. Jones has been with the Company a long time and we hope he doesn't conceive such a liking for the place that he forgets to come back.

Miss Marie Kmetz, a card record clerk, is becoming quite an expert in the use of the slide-rule, an instrument we use constantly in this department in order to acquire each motorman's individual Kilowatt-Hour-Car-Mile Record.

Miss Catherine Miller is spending her vacation in Galesburg, Illinois, where she lived before she came to Chicago. Several of the girls have received cards from her and although she seems to be enjoying herself in the town where she was raised, she says it's too quiet out there and will be glad to get back. By the way, girls, the idea of sending cards back to the rest of us is a good one and we hope more of you adopt it.

Miss Marie Cox has returned from her vacation, a part of which she spent at Lake Geneva, Wisconsin. She says she had a wonderful time up there and also at home, where the remainder of her vacation was spent.

Ruth Brokopp.

Accounting—Downtown

We wish to introduce three new members of this department: Mr. Ivan G. Coe is employed as office boy—started June 8. Miss Katherine Kittinger and Miss Mary Valentino in the stenographic department started June 24.

Mrs. Edith Taylor employed March 23, 1926, and Miss Loretta LaBadie, employed February 4, 1926, both of the stenographic department, left service June 10th and 15th respectively.

Mrs. B. A. Rock, formerly Miss Dean Myers of the pay roll department left Service Saturday, May 22.

Miss Agnes Kniffen of the pay roll department was married Saturday, May 15, 1926. Mr. Frank Kohout 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.

Miss J. Warren, who had a siege of sickness, returned to work Monday, June 21.

Mrs. Grace Gunther of the stenographic department, who resigned some time ago, is back with us again temporarily.

Some of the clerks went out to Mundelein Thursday, June 24 to witness the closing of the International Eucharistic Congress.

Returned from vacations recently are: Misses L. Rigoni, J. Pellerin and A. Kreps; Messrs. A. Primeau, E. F. Sheehan and M. Reiter. The report is, all had a pleasant time.

Clark and Division

John Kruty on returning from his vacation says that next to the Sahara Desert, La Porte, Indiana, is the world's most up-to-date metropolis.

Vacationists returned: Al Rernack, who spent his two weeks in Indiana. Miss Sylvia Miller and Frank Robinett, who still believe that Chicago is the world's coolest and greatest summer resort.

Mr. A. W. Malquist and his family enjoyed strolling along Lavin Street. Is it a case of reducing or of repainting the Flint?

"So long, boys" were the words uttered by Roy Wilson on April 3. Annabele Saundley, one of our former employees, was the bride. Congratulations and best wishes.

Thomas F. Coan.

Shops & Equipment—North and West

Wedding bells are ringing at the West Shops, as a result of Dan Cupid's arrows, and on June 29th, Miss Alice Harty became the bride of Mr. James Dooley of Creston, Iowa. Her friends at the West Shops presented her with a 66-piece set of silverware, and decorated her booth for the last day of her employment with the conventional white bell and streamers. We congratulate the newlyweds and extend best wishes for a happy married life. After a three weeks' honeymoon to Minneapolis, St. Paul and through the west, Mr. and Mrs. Dooley will make their home in Creston, Iowa.

Mr. W. Giermann, armature winder, was married on May 8, to Miss Ruth Halvorsen. The "sly old fox" must have been short of change, as the boys did not smoke until the end of the month.

Mr. Joseph Cerny of the armature room and Miss Mildred Novak, were married on May 29, and spent a two weeks' honeymoon at Niagara Falls.

The Chevrolet is a popular car at the West Shops now. When Mr. Smith saw Mr. Shaughnessy's new coupe, which was purchased to replace the "Fliver," he couldn't resist the proposition to turn his car in and get a newer model. He now owns a landau.

We are glad to hear that Mr. Matthew Byrne is recovering from his injuries, and hope that he will soon be able to return.

Miss Caroline Johnson is confined to her home on account of illness, and we hope that she will regain her strength as a result of the rest which has been prescribed.

A baby girl arrived at the home of Adolph Naessens on June 9th. We don't know who is the proudest—Daddy Naessens or Grandpa.

We regret to report the death of Mr. Fred Rosell, cabinetmaker at the West Shops, who passed away on June 23 as a result of an operation. Mr. Rosell was employed in May, 1906 at the West Shops and worked until two weeks prior to his death. He was 67 years old. We extend our sympathy to Mrs. Rosell and daughter, in their loss.

We were indeed sorry to hear of the death of Mr. Newton's grandson, who was drowned in a greenhouse tank on May 27.

Mr. Charles Olson, blacksmith, is on a three months' vacation and it is his intention to take an auto trip into the Rockies. Being a great hunter, we expect to be fed on bear meat for a while.

The addition of two testing engineers has been made to the staff of the engineering division at the West Shops recently. Mr. G. L. Zamzow and Mr. W. B. Farrar are from the General Electric and Westinghouse companies, respectively.

John Landeck is evidently going to take up golf before breakfast. He was seen studying a catalog.

Mr. John Doherty, sweeper in the machine shop, was married on June 30 to Miss Kittie Darcy. Their honeymoon was spent in Detroit.

The West Shops Track Team is practicing energetically to take part in the events at the picnic.

Mr. J. M. Canavan is residing in Philadelphia, acting as inspector for the cars under construction at the Brill Company.

Blue Island: Our trolley man Henry Walters bought a 5-tube radio and the local stations come in very clear.

Car Placer Jennings motto is "All runs out on time."

Mr. Edmonds has parted with his Ford and now owns a Reo.

Devon: C. Holzschuh, assistant day foreman at Devon has been transferred and promoted to night foreman at Limits. All the boys at Devon wish him good luck in his new position.

J. Dore, the new assistant day foreman was welcomed back to foremanship by all the boys, and they all extend to John the best of luck.

Mr. P. Radtke expects to be sporting a new Hupmobile sedan for 37c soon (if he wins it).

Lincoln: Our sympathy is extended to C. McAfee, repairman at Lincoln. His oldest daughter passed away on June 20th.

Elston: F. Wesley was off for several days with a severe case of lumbago, but is hitting on all 4 now.

J. Liska, our clerk, was seen leaving on his vacation with his radio under his arm. Try a vest pocket one next time Joe.

A. Gillespie is on the sick list. Hope to see him back with us soon.

Division: George Holschuh, clerk, parks his Jordan in view of the storeroom window. Nobody will steal it George.

Mr. and Mrs. Bob Evans are the proud parents of a 12½ lb. baby boy. Congratulations!

Kedzie: Now that Mike goes running around in his sedan, he is trying to raise a mustache. Is it for additional decoration or prestige?

Armitage: A. Jacobson, car inspector, was standing in front of carhouse on pay day with his grip and a trainman came along and asked if he had any corn remedy or pills for sale. Al said "No, I am a car doctor."

Armitage has a good fishing club. H. Schwartz and N. Pappas were fishing for nineteen days—came home without any.

J. O'Neil, former clerk at Limits, has lost 24 lbs. since he came to Armitage to work on trucks.

F. Storm is taking lessons in opera singing.

You can hear him singing while running the transfer table.

L. M. Anderson.

South Shops and Carhouses

Mr. S. B. Lucas, day foreman at Cottage Grove Carhouse resigned on June 15 to accept a position as Custodian of the Masonic Temple of South Chicago. He has been in the continuous service of the constituent companies of the Chicago Surface Lines since 1904, at which time he was employed as master mechanic of the Calumet & South Chicago Railway Company. At the time of the unification he was made foreman of the Burnside Carhouse, where he remained until December, 1924, when he was transferred to the Cottage Grove Carhouse in the same capacity. The boys at Cottage Grove presented him with a gold watch and wish him good luck in his new undertaking.

We were all glad to see former Paint Foreman E. B. Winter who was here for a visit from Florida.

Our sincere sympathy is extended to S. A. Keyser, in the loss of his father, and his brother, who died recently.

The men at 69th Street were greatly surprised to hear of the transfer of Mr. Bolton to Cottage Grove and although they are sorry to see him go, they wish him the best of luck at his new station.

J. Gamen, formerly night foreman at Kedzie is now day foreman at 69th street, and eve one assures him their best co-operation.

H. Stuewe, assistant day foreman, Rockwell, has bought a 7-passenger Buick, of 1915 vintage. He hopes it will run, but we have our doubts.

Frank Russ, painter, started a ferry business in Mount Greenwood, and during the recent rain storm he carried people across the flooded prairies to the street cars. Leave it to Frank.

J. Von Huben, 69th Street, is leaving for Nebraska in his new Ford.

P. Bagalski, repairman, Rockwell is the proud daddy of a baby girl. Congratulations.

A. Draus, striper, South Shops, will be married on July 10. The boys in the paint shop wish him good luck.

C. E. Boster, 69th Street is the proud owner of a Flint sedan.

Don't forget that all employees are welcome at the picnic to be held in Riverview Park on Saturday, July 17.

J. P. McCauley.

Of Course

"How do you get down off an elephant?"

"You climb down."

"Wrong."

"You take a ladder and get down."

"Wrong."

"You grease his sides and slide down."

"Wrong."

"Well, you take the trunk line down."

"No, not quite; you don't get down off an elephant—you get it off a goose."

Archie's Language

Miss Primm—Archie, use the words "cotton batten" in a sentence.

Archie—The score is 5 to 3 in the ninth inning and Cotton batting for Jones.

Around the Car Stations

Cottage Grove Division 1

The writer visited a short time with Robert Beldam on Sunday, June the eighth. Robert is battling with courage and confidence to regain his former vigor and strength; no gloom or despondency in his home, but a cheerful inquiry for other men in the service that have been stricken, and a message of regret for not being able to visit them in person. If the kind, solicitations and good wishes of the rank and file of the first division could be visited on Robert Beldam he would be speedily restored to health.

Good many years ago when the cable was humming along in the slot and the grip was on the pull or push side as fate willed it, and a broken shoe or steel bar resulted; did we get trimmed? We did, but why conjure painful memories, drop the subject.

A prominent boxing contest was being held in New York between Robert Fitzsimmons and James Jeffries. I was very much interested in the outcome of the bout. A splendid man physically boarded my car. He looked every inch an athlete, I asked if he had gotten any returns from the boxing bout in New York. He stated very abruptly "I am not interested in fights in New York," and passed me a few Sunday School tracts. I stood corrected.

J. Calder.

Burnside

Motorman (Jack) Dolan, president of our Bachelor's Club has been seen a number of times perambulating down the avenue with a fair maiden on his arm. Be careful, Jack.

The first hundred years are the hardest. Motorman Gibbs, our latest arrival on the extra board was studiously examining the picking list. On being asked what he thought of it he answered with mathematical precision that he thought he would be number one in about three hundred years.

Along with our regular number of cars allotted to the Burnside Depot another one has been added. Not a Double Multiple Control but a Pontiac six. It has been proved by scientific experts that automobiles will not operate without gasoline. Gasoline may be purchased by the gallon at conveniently located stations throughout the city. It comes rather high priced when purchased by the pint in drug stores. Watch your gas tank.

W. Frank.

A Tribute to Paddy Moran

Of all the runs I ever worked
I never met such a man
A little sawed-off Irisher
His name is Paddy Moran

He's quite a jolly sort of a guy
Always ready to take a joke.
On pay-day he wears a big broad smile
And the same smile when he's broke.

I often try to kid him along,
But sometimes he gets quite sore.
He's always ready to do his share
When he's working one hundred and four.

Although he checks quite early
In the morning at four thirty-eight
Watch out when you're crossing ninety-third
His Ford is a demon when he is late.

His coat is brushed, his pants are pressed
His shoes are shining and neat. (Sometimes.)
The girls all watch and wait for him
So he lays back and takes Ryan's street.

I could write some more about this bird
But I'm afraid he might get sore.
If I told you what I thought of him
It would take six pages more.

H. L. Yates, Badge No. 13352, Burnside.

North

Our ball team is doing first rate. We are beginning to hit our stride, and all the players are on their toes. Our new battery, De Lave and Ryan, are going great. The fans are getting out to the games and doing their stuff. We have both ends of our train room decorated with cups, and we want to do the same for the side walls.

Tough luck, fellows! We only lead in two contests this month—witness-getting and low percentage of pull-ins. That's very good, but we belong on top in accident prevention and power saving, too.

There is a hot fight on over on Division St. for first place in power saving, and Conductor Wm. Cann seems to have the best of it. Crawford, Swanson and Gruhn are giving him a run for the money, though.

Wednesday, June 23, was the biggest day in the history of the depot in receipts. Every man worked his best to handle the situation and did the job well. There was no undue confusion and everything went along smoothly in handling the heavy riding.

Supervisor Gagler happens around North Avenue Depot now and then to see the boys at his old depot. We like to see your smiling face, Emil.

We sympathize with one of our old-timers, Conductor Tom Conlon, in the death of his nineteen-year-old daughter.

Also with Conductor J. Henning, whose father died June 3. And Conductor W. Mylen, whose father died June 24.

The mother of Motorman H. Camrow died June 24. She was also the grandmother of Starter W. Moir and Conductor R. Moir.

One of our old-timers, Motorman Barney Hefferman, passed away June 20. Barney was a good motorman and had many friends. Sympathy is extended to his sorrowing friends and family.

Receiver Charlies Henderson says his new Studebaker is the berries, but he has trouble finding a place to "spark." Try Peterson Road, Charlie; we always found it alright.

Herman Wankel, Jr., arrived at the home of Conductor H. Wankel May 2. Herman, Jr., weighed 9½ lbs. on the day of his arrival, which is pretty good for a young man of his age.

And then Conductor Clarence "King" Tutt announces a 7-lb. girl born June 3. And Conductor Barth says a girl weighing 6½ lbs. arrived at his house May 29.

And here is Dave Walsh, who announces a 10-lb. boy, who arrived June 15. This young man is lucky in having Pat and John Walsh of this depot for his uncles. Mothers and babies doing well.

—C. A. Knautz.

Division

A quartet that cannot be beat may be heard any Sunday afternoon at Division Depot. The four wonders are O. Cullen, R. Judge, M. Amundsen and Ed. Jensen.

We see by the general pick that the Gold Dust Twins, Herman Lausch and John Breseman will stay together again.

Charlie Vahl and Oscar Zimmerman want a night car put on Ashland Ave. so they can work nights.

John Snider says that the best time to beat Petek at checkers is when Petek has a sprained wrist.

The boys donated a big German pipe to Mickey Noonan to use on his trip across the sea. We all hope Mickey and family have a fine trip.

Tony Corcoran says he is going to move out of little Italy for the simple reason that he cannot get any more fresh milk since Peter Kloss has taken the only goat on Ashland home with him.

Bennie Ball says he will never enter a barber shop by the front door anymore, but will go in by the rear, since he got a bald headed hair cut the last time. M. Glaser took him for a visit to Joliet and when they were coming out the guard wanted to keep him. He thought Bennie was a regular.

West.

Noble

We wish to extend our heartfelt sympathy to Conductor J. Beckers whose mother died June 16 at the age of 85 also to Motorman W. Bauman whose father died June 17 at the age of 82.

The proud fathers last month are D. Reilly, a baby girl on May 25; P. Quealy, a baby boy, May 26; A. Strohmeyer, a baby boy, June 17 and G. Fiezel, a baby boy. All report mothers and babies doing fine. Don't forget the smokers boys.

Conductor J. Quick reported sick and was married June 5. You can't fool the investigating committee, Quick, so bring in the cigars.

The cars at Noble sure are in good condition now as we notice our car placer Dave leaves his bicycle at home. How about it Dave?

The writer visited our old friend Christ Wagner who is now Marshall at Desplaines, Ill. He extends a hearty welcome to all the boys.

Boys you should have seen Supervisor A. Reimers and A. Neurauter and Repairman O. Nelson trying to pull the chief clerk's Ford out of the hole at the Forest Preserve.

Elston Depot is still holding back on witnesses.

M. Winkowski was married Saturday, June 19. Thanks for the cigars Mike.

Albert J. Asp.

Lincoln

Mr. and Mrs. H. Fehling are the happy parents of a 9-pound baby boy born May 10th.

We want to congratulate conductor J. Rockwell who celebrated his silver wedding anniversary June 2. Many friends and relatives were present to celebrate this affair, a wonderful time was enjoyed by all and we hope he will also celebrate his golden wedding the same way.

W. Johnson took a long furlough from June 2 and is making a trip to Sweden.

We express our sympathy to Conductor O. P. Henning and family who have had lots of misfortune in the past few months having lost his father-in-law, brother-in-law and also his father.

Our friend Conductor Tom Haulon was another victim of an auto maniac. He was struck and fatally injured May 25. He was buried May 31st by his brother Masons and was laid to rest in Rosehill Cemetery. Our sincere sympathy to the family.

The boys are all glad to see Conductor A. Brewer back on the job who has had a long seige of illness from Feb. 1 to June 1. We all hope he will regain his health and strength and be steady on the job.

H. Spethman.

Limits

Wm. Bell Aikens, formerly superintendent of Division 12, passed away at Alexian Bros. Hospital at 10:30 P. M., Thursday, June 17. Funeral from Memorial Chapel, 4437 Broadway, Monday, June 21, at 3:00 P. M. Illinois Commandery provided Knights Templar escort and funeral services were under the auspices of Kenmore Lodge No. 947, A. F. & A. M., of which Mr. Aikens was a past master. He was also a member of Loyal Chapter, R. A. M. Mr. Aikens had been in the employ of the Chicago Surface Lines about 30 years, leaving the same to sell stocks and bonds for the Samuel Insull enterprises. He is survived by a wife and one daughter. Interment at Rosehill Cemetery.

Conductor Lester Green is the proud father of a baby boy born at the North Chicago Hospital June 7th. Weight 7 lbs., 4 oz.

The mother of Leonard Beckers, co-manager of the baseball team, died June 16. Mrs. Beckers was 83 years of age. Death was caused by intestinal trouble and Leonard says that an operation was out of the question due to her advanced age.

Starter Harry Patterson died from a cerebral hemorrhage and was buried from his late residence, 2454 Pensacola Ave., on May 26, with Masonic funeral services. Interment Acacia Park Cemetery.

Conductor Slattery is now coaching a young colored boy, whom he intends to use as a mascot for the ball team. But with the record we are making at present I wonder if we will need a mascot?

Elmer G. Rodgers.

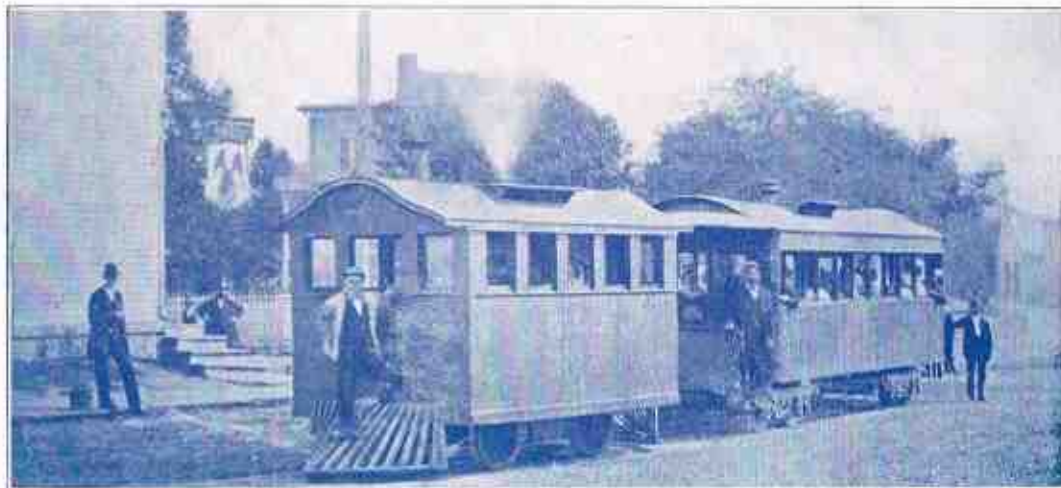
Give Him Time

London Waiter—Did you say 'am, sir?
Yankee—No; I haven't been over here long enough for that.—Boston Transcript.



The Old Limits Station

This is how the former Limits Station looked during the cable car days. It may stir the recollection of the old-timers to see a picture of Fat, the large white tow horse. The average tow horse in those days was a fine specimen. This one was above the average, being large and gentle. Pedestrians as well as employes stopped and either fed him or stroked his slick coat. Fat was very fond of bananas. He used to gaze with longing eyes at his favorite fruit hanging in front of the fruit store at the corner of the station. One day he was hitched to the tree near the store. The temptation was too great for Fat; he broke his hitching strap and nearly devoured a bunch of bananas before he was discovered, much to the consternation of the Greek proprietor. Fat was known for his intelligence and willingness to work. He would pull two trailers with ease, but if a third one were added he would give one tug to be sure that the three were coupled and then he would not budge, and there was not a man in the barn who would or could make him do it. For a long time it was a common expression around the station when an employe made a mistake, "Go get Fat to do it." After many years of faithful service, he met with an accident in the barn and died.



The Old Graceland Dummy



Orphan Annie

"Leapin' lizards, wonder who'll win 'em all."

**JULY
17**



Chester Gump

"And it don't cost nuthin', either."

SURFACE LINES CLUB PICNIC

Picnic Grove, Riverview Park

ALL EMPLOYES AND THEIR FAMILIES ARE INVITED

See Detailed Announcement, Page 13



Skeezix and Jean

"There's gonna be clowns an' everything."

**Get
FREE TICKETS**

From Your
Department
Head

**Before
July 15**



Rachel

"Chille, Ise sho' puttin up SOME lunch."