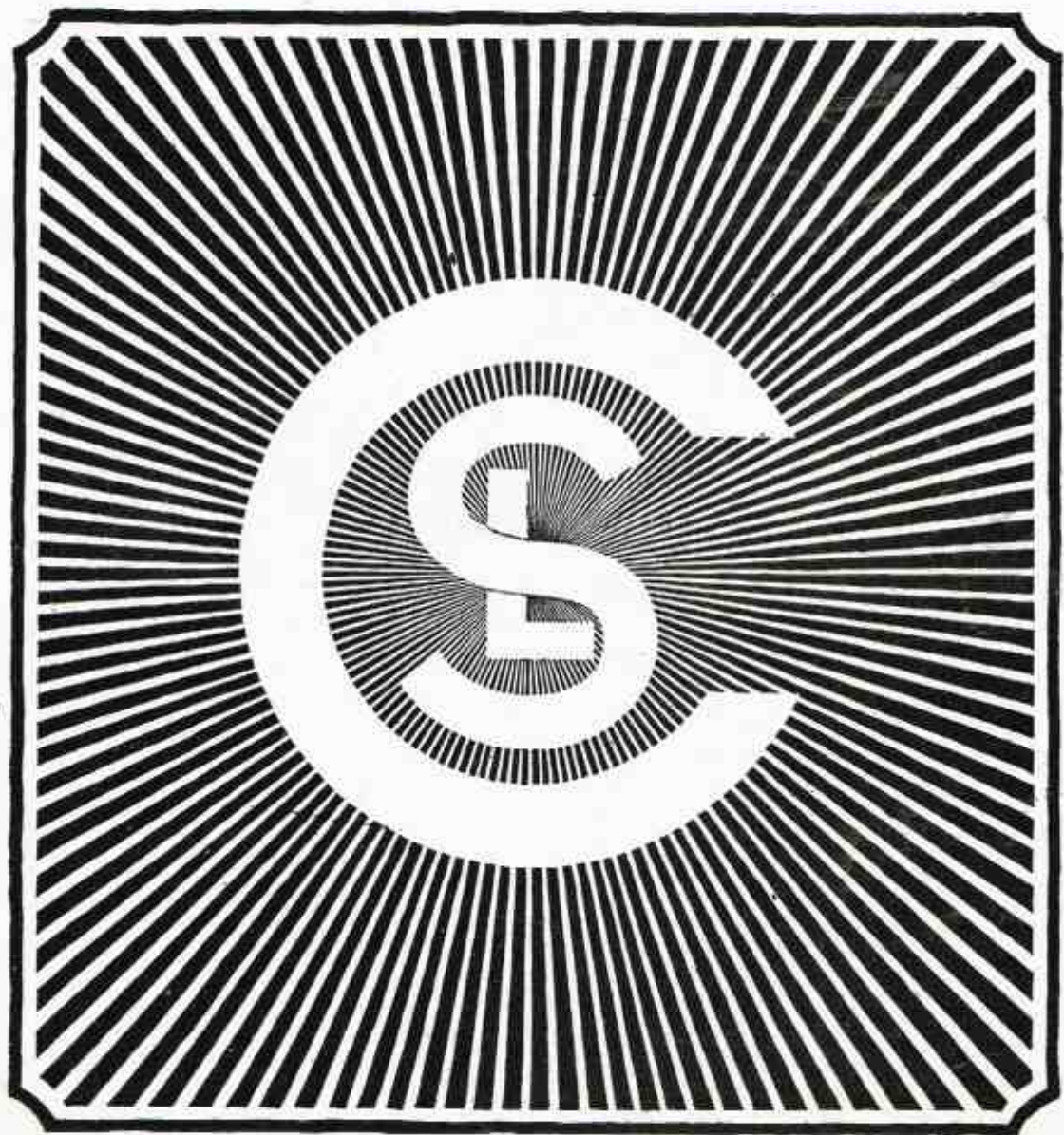


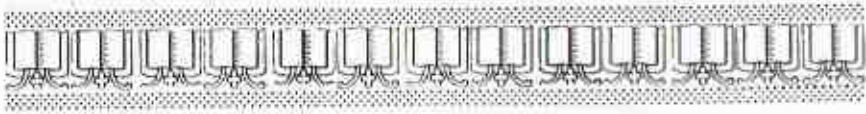
SURFACE SERVICE MAGAZINE

VOLUME 3

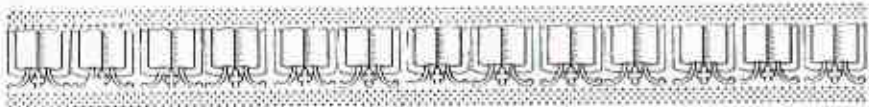
September, 1926

NUMBER 6





Many Glacier Hotel, Glacier National Park—an excellent long shot with a Brownie camera by Miss Agnes Hume of the Executive Department.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

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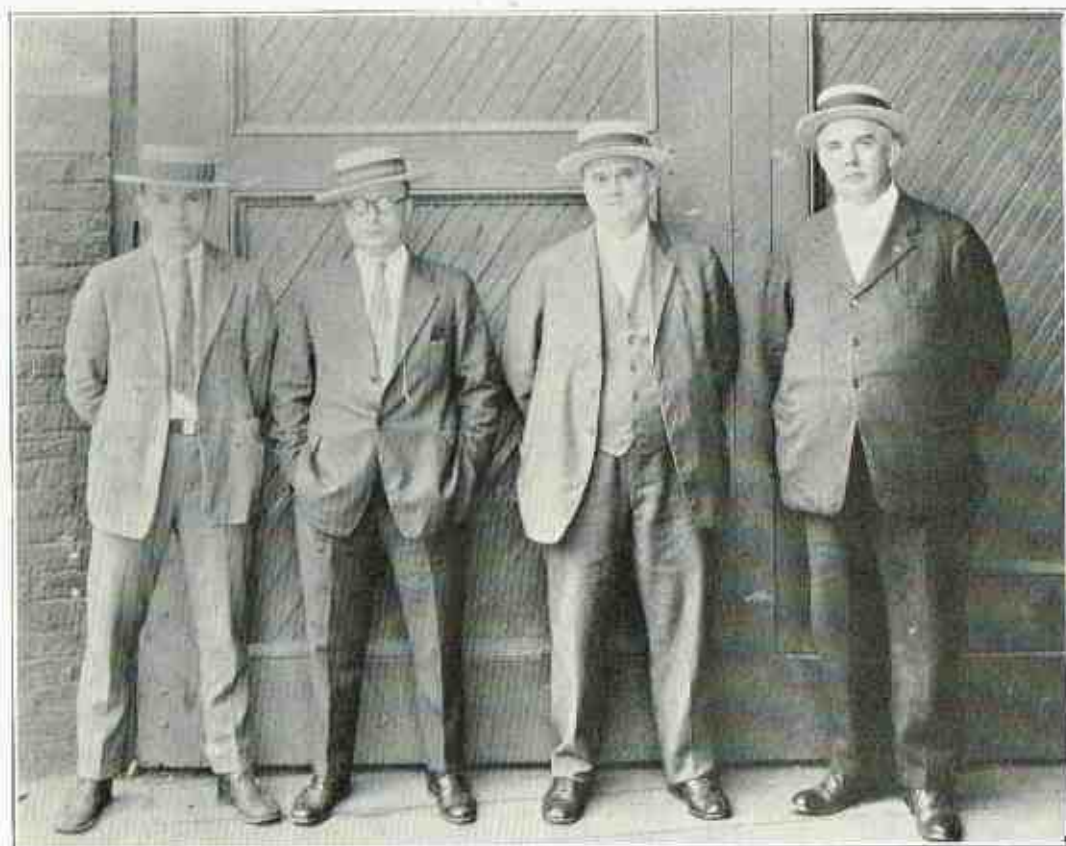
Brave in Face of Death

Surface Lines Employees in Spite of Flying Bullets, Coolly Assist in Frustrating Car Station Robbery

Bullet holes in the walls, the wood-work, the desks and even in the adding machine are mute evidence of the terrible fusillade of lead which filled the air for a hectic ten minutes at the Noble

in which two bandits were slain and another seriously wounded, outclassed any Wild West show seen on the motion picture screen in recent years.

It was shortly before 10:30 o'clock



Our "Shock Squad" at Noble Street—George Zitt, Division Superintendent McKinney, Herman Suhr and Assistant Division Superintendent Kroll.

Car Station on the night of August 29.

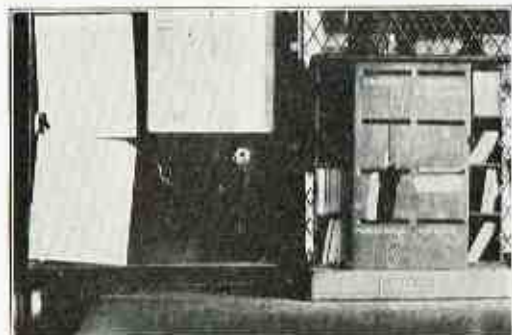
The prosaic old building in its dingy quiet neighborhood is the last place one would pick for the staging of a Jesse James drama, but this bit of adventure,

Sunday night when a car driven by an 18-year-old girl drew up on Cortland Street in front of the station. Three young men got out of the back seat leaving the girl driver and another girl in

the front seat.

Inside the station Herman Suhr, receiver and George Zitt, clerk, were checking over the day's receipts in the receiver's cage, and in a back room behind the receiver's cage, Lieutenant John Norton, of the Detective Bureau and three police officers were waiting.

Division Superintendent R. J. McKinney was standing just inside the first car bay talking to Walter Kroll, Assistant Division Superintendent. When the automobile stopped, Mr. McKinney walked into the office and joined the police officers and Mr. Kroll boarded a street car and rode a block west on Armitage where he alighted and took another car back.



Bullet holes in bulletin board and card rack.

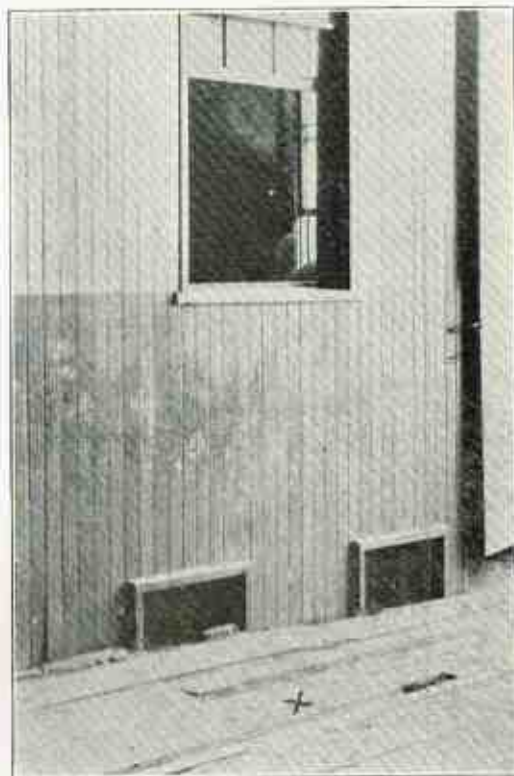
The men walked quickly inside the office, adjusting masks on their faces as they did so, and, flashing automatics, ordered four trainmen—James Hickey, Frank Hammer, S. Guido and T. Wade—who were in the waiting room to continue the writing out of trip sheets at which they were engaged.

Then they turned on Mr. Suhr and his clerks and ordered them to hand over the money "and do it quick." Instead of doing so, however, Mr. Suhr shut the receiver's window and the two men dropped to the floor, in accordance with their previous instructions, but not before Ernest DeLavergne, one of the bandits had fired a shot through the window.

This first shot by the bandits was answered by a volley from the hidden police officers, and then pandemonium broke loose. Forty or fifty shots were fired so rapidly that they sounded like a bunch

of large fire crackers exploding. William Malowney, one of the bandits rushed out of the room, took a shot at Mr. Kroll, who had just returned to the station in time for the beginning of the fray, and then went to a window opening from the office into the repair bay and began pumping lead at the officers.

A bullet grazed the forehead of Mr. McKinney, who was aiding the police. Another hit Sergeant John Mahoney in the right leg, and still another struck Sergeant Maurice Byrne. Joseph and Ernest DeLaVergne, the other two bandits,



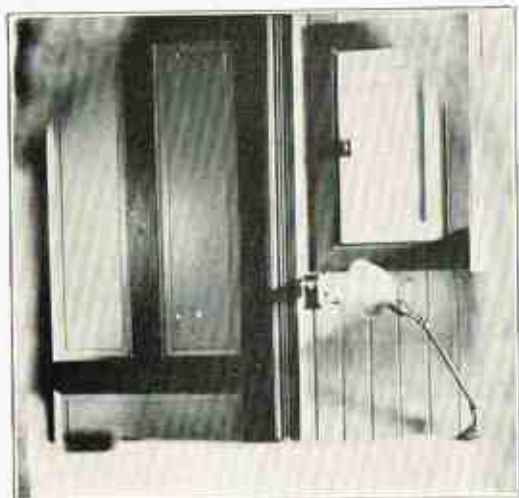
At the point indicated by the cross one of the De LaVergne bandits dropped dead after jumping through the window.

dit, shooting as they went, attempted to get out at a window in the back of the waiting room. Both of them were wounded when they got to the window and Joseph fell dying just outside the sill. Ernest temporarily escaped but was caught the following day.

Hearing the shots, a squad of police waiting in a Cadillac car a block away,

rushed up just as the two girls in the bandit car stopped in front a second time after having driven around the block.

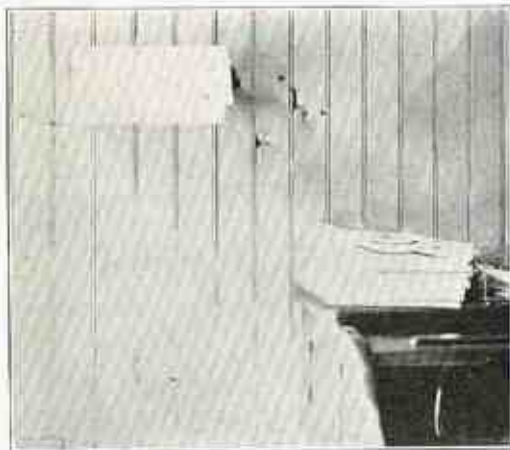
They grabbed one of the girls, Frances



It was through the two small holes in this door that the concealed detectives were watching while awaiting the bandit raid.

Quinn, alias Frances Vaughn, aged 23, but the other girl, Gladys Moody, aged 18, dashed away in the automobile. She was not arrested until September 1.

More police reserves arrived just a



Some of the bullet holes over Division Superintendent McKinney's desk.

the battle was ending, and Mr. Evenson reached the car station shortly afterwards. Following a brief investigation,

he heartily commended the men for the nerve and coolness they had shown under fire and praised the police for their efficiency in cleaning up the situation and protecting the several thousand dollars in receipts.

BUS VS. TROLLEY

Five Buses Needed for Work of Three Trolleys—Add to Traffic Problem

Actual operation figures show that five buses are required to supply the service rendered by three street cars, according to the statement of Chairman G. M. Dahl of the Brooklyn-Manhattan Transit Co. directors, before the New York Board of Estimate. "The buses need more space for turning than the street cars, which run on permanently located tracks," said Mr. Dahl. "It is obvious therefore that the street cars are economical in street space. The biggest bus carries 68 passengers, while the modern trolley car has a capacity of one hundred and forty. The facts show beyond question that the street cars are now and must continue to be the means for the great bulk of surface transportation.

"The substitution of buses for street cars will raise the fare paid and will add to the congestion; the bus is not suited for mass transportation, as has been proved in several cities, where such an experiment has failed ignominiously. Intelligent analysis of the factors contributing to traffic congestion, and constructive cooperation in the application of effective and practical corrective methods are necessary to secure relief from traffic congestion."

If Those Advertising Slogans Should Ever Get Mixed Up

- Onyx Hosiery: "Best in the long run."
- Otis Elevators: "Good to the last drop."
- Klaxon: "His master's voice."
- Ford: "I'd walk a mile for a Camel."
- Fatima: "I'm in town, Honey."
- Listerine: "What a whale of a difference a few cents make."
- Palmolive: "44 years without loss to an investor."
- B. V. D.: "Ask the man who owns one."
- Cunard: "It floats."

Over and Over Again

The average woman has a vocabulary of only eight hundred words. It is a small stock, but think of the turn-over.

Division-Armitage Leads

Sensational Advance in Accident Prevention Contest Covering First Six Months

		Average Percentage
First Place	Division No. 9, Division & Armitage	58.73
Second Place	Division No. 2, Burnside	58.13
Third Place	Division No. 11, Lincoln	51.29
Fourth Place	Division No. 7, Kedzie	51.18
Fifth Place	Division No. 8, North	48.73
Sixth Place	Division No. 10, Elston	45.74
Seventh Place	Division No. 5, Archer	41.15
Eighth Place	Division No. 4, 69th	39.24
Ninth Place	Division No. 12, Limits	37.72
Tenth Place	Division No. 6, Lawndale	33.02
Eleventh Place	Division No. 1, Cottage Grove	26.34
Twelfth Place	Division No. 3, 77th	25.76

By Victor T. Noonan

Supervisor Accident Prevention

The first six months of our Accident Prevention Contest has ended with Division Superintendent Barney Bolger and his braves from Armitage & Division making an extraordinary home run into first place. Yes, folks, that's the news broadcast already through this organization. Division No. 9 is in First Place!

There is something very interesting about this victory of Barney Bolger and his men. They have steadily climbed from ninth place to the place of honor. They have done it quietly and without any boasting or shouting.

100% Credits for No Accidents

	Per Cent
Division No. 2, Burnside	2100
Division No. 4, 69th	1600
Division No. 7, Kedzie	1500
Division No. 10, Elston & Noble.....	1500
Division No. 11, Lincoln	1500
Division No. 5, Archer	1400
Division No. 1, Cottage Grove.....	1300
Division No. 8, North Avenue	1200
Division No. 12, Limits	1100
Division No. 6, Lawndale	1000
Division No. 9, Division & Arm'age.....	1000
Division No. 3, 77th	900
Total	16,100

If you will look at the 100% credit standings of the Divisions you will notice that Division No. 9 stands in eleventh place with 1000%, while the previous leader, Burnside, has 2100%. This indicates that Division No. 9 has done more

than earned some 100% credits for having no accidents; it has kept up good batting averages in all classifications.

This ought to prove encouraging to other Divisions trailing behind because it does not follow that if a Division is low in the contest it hasn't still as good a chance as any other Division.

Mr. Altemeier and his Division No. 2 are in second place in the contest and for the particular month of July alone, Division 2 slipped down into third place.

Division Superintendent Hays and the boys from No. 11, Lincoln, crept up from fifth place to third place.

Congratulations are in order to Messrs. Bolger and Hays and the trainmen of their respective divisions for their good work in the contest. Sincere sympathy is extended to Mr. Altemeier and his stalwart workers who are grieving over the loss of the green pennant.

Now let's take a look and see what was accomplished during the month of July by the various Divisions.

Division No. 10 under the fighting leadership of Superintendent Robt. McKinney captured first place for this particular month. The Division earned 400% credits for having no accidents in classes Nos. 1, 2, 7 and 9. This Division in all ten classes of accidents earned a total of 725.4 credits, which, we believe, is the best record so far for one Division. In addition, Division No. 10 made a record in July that no

other Division on the system has made in this Contest. This Division earned 100% credit in classification No. 9, which means that there were no employees injured under duty. This is the first time that any Division in the Contest has made the bell ring in that classification. Congratulations, therefore, are in order to Mr. McKinney and all the trainmen of his Division.

Division No. 9 was in second place for July, earning 200% credits in classes Nos. 1 and 7. Altogether this Division earned 710.3% in July. The following are the standings of the other Divisions with their 100% credits and total credits earned for the month of July:

Division No. 2,	400% credits,	Total 677.9
Division No. 9,	300% credits,	Total 677.5
Division No. 7,	200% credits,	Total 607.2
Division No. 1,	300% credits,	Total 582.9
Division No. 8,	200% credits,	Total 546.7
Division No. 5,	300% credits,	Total 545.8
Division No. 4,	300% credits,	Total 493.3
Division No. 6,	100% credits,	Total 464.5
Division No. 12,	200% credits,	Total 435.4
Division No. 3,	100% credits,	Total 347.4

I have predicted right along that this contest is going to be full of surprises from month to month, and have stated that I did not believe that any one Division could climb into first place and hold that position month after month and win the contest. My predictions so far are correct. I am still of the firm opinion that it is not possible at this time to say what Division will win this contest. Those Divisions that have low standings in the Contest have just as much of a chance in the next six months to climb into first place as any one of the Divisions that have already done so. There are some Divisions whose standings in this Contest are very low, but nevertheless, I expect these Divisions to jump up in the next few months.

I will make this final prediction. The contest is going to be won by the Division Superintendent and body of trainmen at some one Division who have made up their minds absolutely that they are going to capture the prize. Will power will have more to do with winning the contest than anything else.

The contest prizes are the most beautiful of their kind, I believe, ever offered by any company in the country; and when they are displayed all of us are going to

be proud of them, and of the fact that we are identified with the greatest surface traction organization in the world.

We have had invitations to display these trophies at the American Electric Railway Convention to be held in Cleveland in October and also at the National Safety Congress which will be held in Detroit during the same month so that the whole Electric Railway world, the great industrial organization and steam railroads of the country, will have an opportunity to see them.

I am delighted with the wonderful way the whole Transportation Department is responding to this contest, and we ought to make the next six months in the contest a world's record. It can be done.

Let's Do it!

GOOD OLD TROLLEY CAR

Memphis Editor Enjoys Himself and Does Some Figuring

An editorial in the Commercial Appeal, Memphis, Tenn., set forth the benefits of street car riding over the various other possibilities of traveling to business. It did this in a way that attracted the attention not only of the newspaper readers but of the railway company itself. The editorial follows:

Came down town on the street car yesterday morning. Often ride the street cars. There were 25 cash fares on the car and two transfers. Half way down six street car men got aboard. The street car company hauled all of us from Peabody, near Cooper, to Main and Madison for \$1.75 cash and about 6 cents added cash.

If all of us on board the car had owned automobiles it would have taken 31 cars to haul us. If we had ridden down in taxis, say, two to the taxi, our fares would have been about \$17. It would have taken fifteen drivers to bring us down. The fifteen automobiles would have occupied a line in the street of about 20 feet. If we had all ridden down in our own automobiles the investment would have been about \$30,000.

Yet, the street car did the entire job for about \$1.80, besides hauling six extra men for nothing.

The street car did not take up any more room in the track than two automobiles would have taken.

Street car transportation to the user is the cheapest thing we know of. You step on the car and pay 7 cents, then step off and go about your business. You don't have to hunt parking space. You don't have to carry accident insurance.

Safety Last!

Life is short—he made it shorter.
By speeding faster than he oughter.

Mr. Eddy Has an Idea

A New Type of Accounting Machine Is the Result—What It Does and How It Works

Our Assistant Auditor Mr. R. E. Eddy, whose rather serious countenance is presented for the information of the SURFACE SERVICE family, has an inventive



Assistant Auditor Eddy

turn of mind which finally found expression in the development of an entirely new field for a machine of the cash register type, especially adapted to trip sheet

accounting in the auditing department of the Surface Lines.

There have been other types of machines to do the various things required, but in connection with them there was a constant and very considerable expense involved in the card supplies necessary to the operation of these devices.

Mr. Eddy conceived the idea that a cash register could be developed which would perform all of the mathematical and recording functions essential to a complete and accurate check of the daily receipts. After working out the details he arranged to present the idea to the experts of the National Company and after months of experiment with various combinations a machine was perfected and tested to the complete satisfaction of Mr. Eddy and the National Corporation. A battery of seven of the machines is now in service, and Mr. Eddy prepared for SURFACE SERVICE a non-technical description of what the machine accomplishes and how it is done.

Perhaps one of the greatest problems of the Accounting Department in the past has been the working out of a system of a mechanical application with mechanical accuracy to re-



The new machines in the Accounting Department.

place the uncertain and laborious manual system outgrown.

The problem for the Department is to tabulate, analyze, audit and record fare revenue from the trip sheets that are turned in by the conductors. An average of 5,300 trip sheets are turned in daily, which are distributed over 98 lines from 16 car houses in the Surface Lines System.

The trip sheets from seven days' car operations must be analyzed in five and one-half clerk days each week. The trip sheets are analyzed to determine the cash and tickets collected and the number of full-fare and half-fare passengers carried by lines, and by carhouses, also to prove the total number of fares by register readings shown on the trip sheets as taken from the fare registers at the end of each run. This analysis is made and recorded on a machine which was especially designed for this purpose. This machine resembles in a general way the average cash register one might see in a department store, but is so constructed that the arrangement of keys is carefully worked out to enable the operator to make the analysis tabulation with the least amount of work.

The information is recorded on an audit sheet which is contained in the machine, and also on a ticket which is issued by the machine whenever the register difference control key is pressed.

The machine is so constructed that all totals are carried in tandem. The first of group totals are for the proof of ten sheets, the second group totals are for the total of the line analysis, and the third group totals are for the total carhouse analysis. By throwing out on the audit sheet group totals for the ten sheets, the group totals still remain in the machine for the line, and also for the carhouse.

As the machine work is completed for a day, the audit sheets from the machines, together with the tickets, are turned over to clerks whose duty is to run down the errors in the audit sheets that are either made by the conductors or by the clerks operating the machines. This work is called the checking and balancing work, and the method is a simple one of proving first the depot total to see that the total cash full fares at the 7-cent rate plus the total half fares at the 3-cent rate, will equal the cash total. Also that the number of cash full fares and the ticket fares equals the register difference total.

If all of these totals check out, it indicates that the conductors' work on the trip sheets seems to be correct, and only needs a further check against the carhouse statement of register readings to prove that he read his register correctly.

The tickets, which are issued by the machine by pressing the register difference key, as mentioned before, are sorted by register number in a sorting device known as the Kolhass-sorter. This is a simple little arrangement in which these tickets are placed according to the second and third digits of each register number. By so sorting these by register number it makes possible the accumulation on a non-listing machine of the total fares shown on the trip sheets for each register in groups of ten

registers. This also gives the advantage of checking only that work which is out of balance.

After the checking and balancing clerks have finished their audit tabulation work they then turn to the Kolhass sorter and determine the number of fares shown on the tickets for each ten registers, beginning with the first digit, "0" and ending with "9" of the number. After these tickets are totaled for each group of ten registers, they are compared with the reading of differences of the same numbers of register shown on the carhouse statement of register readings, which statements are received from the carhouses. These statements show the total registered fares for all cars in operation from a carhouse in the previous twenty-four hours.

This total is a figure to account for, and all cash and tickets collected together with conductors' shorts and averages must balance with this total register differences for a carhouse.

This ticket register reading difference check, together with the trip sheet analysis made on the audit sheet, makes a complete and accurate tabulation and check. It also provides the necessary analysis, as explained before, to be spread on permanent traffic and receipts records and also for statistical reporting purposes.

ARCHER OR LINCOLN?



The 1926 Richardson Trophy for which the baseball teams are competing.

Archer Won First Game

Bad Weather Made Hard Going for Both Teams—A Hot Contest

By John Begy

A wet field with showers up to the opening hour of the first game at Sox Park failed to dampen the ardor of a large crowd of rooters from all departments who watched the first great struggle for the Surface Lines Championship. Both teams were full of pep and showed a commendable fighting spirit.

Lincoln scored three runs in the second inning when Grannon threw to center field after dropping the third strike on Maes. Angel went all the way to third, Elie then drove a two base hit to center, Angel scoring. Kostka (Archer's sure left fielder) dropped May's fly and it went for a two base error and Elie scored.



Umpire Edward Stack, Captain Schultz of Archer, Captain May of Lincoln, Chief Umpire Cusack, Supervisor Rau, Vice President of the League and Umpire Karassa.

Superintendent Evenson formally opened proceedings by shooting a hot one over the plate into the waiting mitt of Assistant Superintendent Quinn, who blew on his fingers and wondered where "Chris" got all that stuff he put on the ball. "Batter up" was then called and the game was on.

Young took the heart out of Lincoln in the first inning when (after giving Klein, Lincoln's first man up, a base on balls) he caught Klein flat footed off first base and threw him out. Archer scored in the first inning on Klein's error of Phelan's hit. Phelan stole second and scored when Schneider singled to center field.

Schaller took three swings. Schornack doubled to left scoring May but that was all for Lincoln until the seventh inning when they scored their fourth run on a base on balls a sacrifice and two singles.

Archer came right back in their second inning and scored another run. Fox tripled to the flag pole in left field and scored when the relay of his hit went wild. The game went along then until Lincoln scored in the seventh, but the big rally started in Archer's eighth inning. Phelan led off with a single to left field. Schneider singled to right. Barber hit one to deep center field and Dellamaria made a wonderful run and a one hand catch spoiling a sure home run.

Phelan went to third. Schneider then stole second. Kostka fled out. Phelan scoring after the catch and Schneider going to third. Fox dropped a Texas leaguer behind second base for a single and Schneider scored the tying run. Fox stole second and kept right on going to third when Angel threw to center field trying to throw him out at second. Broderick singled to center and Fox scored, then Young struck out. Some inning.

Lincoln went out in one, two, three order in their ninth and Archer won the first game by the score of 5 to 4.

Lincoln and Archer were well matched as the score shows they both played good baseball. The Lincoln pitcher had 12 strikeouts getting Grannon and Young 4 times each. Young struck out 5 Lincoln players.

The features of the game were many but much credit for Archer's victory must be given to Fox, Archer's first baseman. He dug a couple out of the mud and saved trouble and his timely hitting and all around play was great. That sure was some catch Dellamaria made in deep center field in the eighth inning.



Our faithful Lincoln lady rooters who have attended every ball game played by the Lincoln team.

	The Score						
	AB	R	H	PO	A	E	
LINCOLN							
Klein, ss.....	4	0	0	1	0	2	
Sullivan, lf.....	5	0	3	3	0	0	
Dellamaria, cf.....	4	0	0	2	0	0	
Angel, c.....	3	1	1	12	1	1	
Maes, 3b.....	4	0	0	0	1	0	
Elie, 2b.....	4	1	2	1	2	0	
May, 1b.....	4	1	2	4	0	0	
Schaller, rf.....	3	1	0	1	0	0	
Schornack, p.....	3	0	1	0	1	0	
Totals	34	4	9	24	5	3	

ARCHER	AB	R	H	PO	A	E
Grannon, c.....	4	0	0	3	0	1
Schultz, 3b.....	3	0	0	1	1	1
Phelan, cf.....	4	2	2	3	0	0
Schneider, ss.....	4	1	2	2	2	0
Barber, rf.....	3	0	1	0	0	0
Kostka, lf.....	4	0	1	1	0	2
Fox, 1b.....	3	2	2	14	1	0
Broderick, 2b.....	3	0	1	1	4	0
Young, p.....	4	0	0	0	5	0
Totals	32	5	9	27	13	4

Two base hits—Elie, 2; Schornack, May. Three base hits—Fox. Struck out—By Young, 5; by Schornack, 12. Bases on balls—Of Young, 3; Schornack, 2. Sacrifice hits—Fox, Schornack, Barber. Stolen bases—Schaller, Phelan, Fox, Schneider. Umpires—Stack and Karafia.

	1	2	3	4	5	6	7	8	9
Lincoln	0	3	0	0	0	0	1	0	0-4
Archer	1	1	0	0	0	0	0	3	x-3

All the officers of the League were present. Vice President John H. Rau had charge of the game for the league. Mr. Bowles was all smiles.

Final Standing, Including Games of August 18

NORTH DIVISION				
Team	Played	Won	Lost	Pct.
Lincoln	14	12	1	.928
North Avenue	13	10	3	.769
Devon	13	8	5	.611
Kedzie	13	8	5	.617
Limits	13	7	6	.532
Div. Ten	14	4	10	.296
Armitage	12	2	10	.167
Division	12	1	11	.083

SOUTH DIVISION				
Team	Played	Won	Lost	Pct.
Archer	14	11	3	.786
69th Street	14	10	4	.714
Burnside	14	9	5	.634
77th Street	14	9	5	.634
Cottage Grove	14	8	6	.571
Blue Island	14	5	9	.357
Hammond	14	2	11	.211
Lavendale	14	1	13	.071

Evidence to the Soak

A man quite tipsy sagged down on the lobby lounge beside a dignified clergyman. "Thish's fine hotel," he began. "Yes, I find it very comfortable." "Whadja say to havin' a drink?" asked the boozey one genially. The clergyman's face set severely. "No thank you. I never touch the vile stuff." "Shay!" exclaimed the other, "whadtja givin' me? You gotcha collar on backwards now." —Boston Transcript.

My Barney leaned over the gas tank
The height of the contents to see,
He lighted a match to assist him,
Oh, bring back my Barney to me.

SKILLED OPERATING METHODS

How Efficient Motormen Handle Controller and Braking Equipment

The methods employed by efficient motormen in operating their cars are summarized in an article appearing in the *Union Leader* of Aug. 7, and SURFACE SERVICE is glad to reproduce it as a record of how skilled operators use their equipment. Experienced motormen and instructors of students have demonstrated the soundness of the suggestions in the article which in effect is a code for the guidance of operators of electric vehicles:

The proper manner of operating any electric car or train is to notch the control at a rate that will give reasonably fast acceleration—which should be about $1\frac{1}{2}$ to 2 miles per hour per second. Such acceleration is neither objectionable to passengers nor injurious to equipment. The motorman should throw off his controller as soon as the car has attained the

momentum of the moving weight of the car. The longer power is left on the more energy the car will have stored up; and it is the proper use of this stored energy, through coasting, which decreases the kilowatt hours per car miles. If the motorman keeps power on nearly to his stopping point, and then immediately applies his brake, the loss is double. He has stored up an unnecessary amount of energy in the moving weight of the car, and must impose an unnecessary strain upon the braking equipment to dissipate this energy in making a stop. A large number of motormen run with power on nearly to a point where they are to make a stop or slow down, then as soon as the control is thrown off they apply their brakes immediately. In many cases, even where the motormen do throw off power some distance back from a stop, they fail to take advantage of the inertia of the moving weight of the car, but continue to "Man the brakes" until the car comes to a stop. It is impossible with such operation to coast very much and consequently the power consumption is high.



Ronald D. Roy, the 3-year old son of Motorman C. E. Roy of Devon. Some gobl!



Ralph Ernest Karth, the 2-year old grandson of Conductor Louis Larson of Devon.

proper speed and "coast," even if it be but a few seconds, before applying his brake to make a desired stop. By so doing, he allows the energy which the motors have stored in the inertia of the moving weight of the car during acceleration to be utilized in propelling the car to the necessary point of brake application.

As he approaches a stop or slow down the brakes should be applied in one or two applications for a short duration by cylinder pressure being reduced gradually as the brakes take hold.

During the acceleration electric power is taken by the motors and transformed into the

To approach the ideal of operation, it is most desirable for the motormen to maintain given schedule speed and schedule time, but with this it is entirely practicable for them to do some coasting. Every schedule which is maintained with suitable rolling stock has coasting possibilities, due to the fact that the proper amount of coasting for economical operation was included by the motor manufacturer in the calculation to determine the motor capacity for the service required.

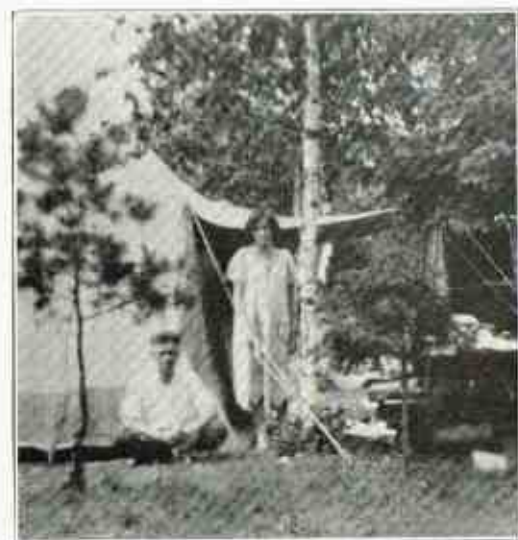
We still have a number of other points for the thinking motorman, and are as follows:

When a motorman approaches the ends of double track where the opposing car has not

cleared the railroad track, also railroad tracks when you see that a train is going to hold you up, or at meeting points when your opposing car is not in sight, at all time points, when you see that you are going to arrive ahead of time and arriving at the ends of lines ahead of time, should all be converted into coasting time, leaving the ends of lines promptly on time whenever possible, giving the people the service that they are entitled to expect.

Now we come to a few places where motormen cannot be too careful, and those are:

- In approaching railroad crossings.
- In approaching ends of double track.
- At register stands.
- At ends of the line, and especially where interurban cars are operated over the city lines.
- Meeting points.
- Making a positive stop at all points where safety stops are ordered.



J. P. Jarvis of the Accident Investigation Department and his daughter in camp near Mackinaw City.

Compliance with all slow orders while passing over derailleurs, while passing over all tongue switches, watching out for them until safely over them.

Starting the car without first looking ahead or backing up without ascertaining if there is anybody back of you.

Also blocks which are controlled by block light signals, each man should see to it that he gets his own block, and that his block is cleared at the other end or protected in case a car is following by telling the opposing car or train. These instructions must be complied with whether late or not.

Now, then, we should avoid:

Stopping on curves as much as possible.

Starting the car before the brakes are fully released.

Following a car too closely.

You should throw off the controller while

passing under all circuit breakers so as to prevent burning, also coast over all special work, as the electric current and turn of the wheels has a tendency to cut out and crystallize the special work. Always operate your car carefully around curves.

When hearing down upon traffic going in the same direction as you are, you should use your brake as well as your gong, and make your calculations the same as though they were going to stop on the track. "Safety Always."

Division	July	Per Cent Saving or Loss
Cottage Grove	1	9.50
Armitage	2	7.16
Lincoln	3	6.50
Kedzie	4	5.58
69th-Ashland	5	5.52
Limits	6	5.43
Devon	7	5.42
Rockwell	8	5.23
Burnside	9	4.71
77th-Vincennes	10	3.62
North	11	3.45
Division	12	1.53
Elston	13	0.32
Lawndale	14	1.44*
Noble	15	2.40*
Blue Island	16	4.23*

Total points 55.84
June points 64.98

July loss 9.14
points or 14.07 per cent.

*Loss.

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

Division:	1926						1925					
	June	May	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sept.	Aug.	July
Cottage Grove	1	1	1	1	1	1	1	1	2	2	2	1
Lincoln	2	2	10	2	0	0	8	7	11	11	16	8
Armitage	3	3	7	7	9	8	9	10	0	12	9	12
Devon	4	0	3	9	7	7	7	0	8	8	7	7
Limits	5	3	8	15	13	13	12	12	13	0	14	13
Kedzie	6	3	5	5	3	6	5	4	4	4	4	2
Burnside	7	0	0	3	5	5	6	2	1	1	3	6
69-Ashland	8	4	4	4	4	4	5	3	3	4	5	5
Archer	9	6	2	6	6	3	3	6	6	6	6	4
North	10	12	11	11	11	11	10	8	7	7	8	11
77-Vincennes	11	10	9	9	2	2	2	3	6	5	5	5
Division	12	14	14	14	14	14	14	14	15	15	16	16
Elston	13	13	13	13	16	10	11	11	10	10	11	10
Lawndale	14	11	12	10	12	12	13	13	14	14	12	9
Noble	15	15	15	15	15	15	15	15	16	16	16	15
Blue Island	16	16	16	16	16	16	16	16	13	13	13	14

The goal for 1926 is 160 total points per month.

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.

Either Would Be Good

The track supervisor received the following note from one of his track foremen:

"I'm sending in the accident report on Casey's foot when he struck it with the spike man. Now, under 'Remarks,' do you want mine or do you want Casey's?"

"I think I can make it," said father to Ann, Now the fivver's in pieces and so's her old man!

SURFACE SERVICE MAGAZINE

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

STEADY UNDER FIRE

It is a rather severe test of one's nerve and nerves to await the visit of a gang of desperadoes with a record as killers; and it does not especially lessen the strain to know that a group of concealed detectives heavily armed are at one's back. There is the uncomfortable feeling that with bandits shooting from in front and police officers shooting from the back, the dodging chances for the man who is between the two fires are rather slim.

The clerical force at the Noble Car Station experienced this test and accepted these chances on the night of August 29th when the office was raided by the De LaVergne gang; and all of our men acquitted themselves with credit, escaping with a few minor gun-shot wounds. Overseas veterans like Division Superintendent McKinney have said that the nervous tension of the period of suspense preceding an expected attack is much more trying than the fight itself.

The bandit raid on the car station had been expected for some time and there were at least two long nights prior to the actual holdup during which the receiving clerks and station officials were momentarily expecting the visit from the gunmen. It is of peculiar interest that the office records for those nights disclose no errors, thus demonstrating the coolness of the clerks in the face of impending assault.

The killing of two of the bandits, the serious wounding of the third and the capture of the two women accomplices is a fine tribute to Lieutenant Norton and his associates, all of whom are entitled to the gratitude and thanks of the

public; and Superintendent Evenson's department is again to be congratulated upon the manner in which an emergency was met and mastered.

MR. EDDY'S IDEA

Assistant Auditor Eddy in addition to the possession of unusual ability in the field of accountancy, maintains a lively interest in mechanical aids to his profession. He is always seeking for a better way to accomplish a certain purpose with a saving in labor, or time or material or all three.

It is through the elaboration of one of his ideas that the Accounting Department has recently acquired a battery of machines especially constructed by the National Company which bear a general resemblance to the familiar cash register of the highest type. To meet Mr. Eddy's ideas, however, the mechanism was especially designed, and after months of experiment and tests, finally assumed the present compact form; and experience following a period of practical operation has shown that Mr. Eddy's idea has given to the Accounting Department a device of unusual efficiency carrying with it two very desirable features—a saving in labor and an economy in operating costs.

Mr. Eddy must have experienced the thrill and gratification that comes to the successful inventor who sees his idea take concrete form under the skillful manipulation of engineer, draftsman and machinist, and in the end finds that he has contributed to office equipment a complicated, almost human machine that is both efficient and economical.



Daughters of the Confederacy Memorial at Shiloh National Park, snapped by Myron Pearce, Legal.

Keeping 'Em Rolling

North Avenue Wins Flag for Fifth Time—Increases Mileage at 11 Carhouses



Here's the North Avenue Five Time Leaders

J. Gillen, E. Kuehfluss, J. Gilus, J. Lapinski, J. Witt, J. Macy, H. Keitzer, A. DeKukler, W. McElligott, J. Brelick, T. Kenny, W. Egentwitch, J. Cantalope, D. Buckley, T. Lagerstadt, J. Cahill, W. Westfall, S. Bakutis, K. Wegrzyn, P. Mahon, T. Katauski, F. Klugwicz, C. McAuly, F. Witt, M. Sak, G. Lego, J. Forty, M. Polowski, L. Wisenkowski, J. Carrol, A. Tarbolski, J. McGill, L. Einfeldt, K. Zemitus, J. Flinn, J. Gaspertus, E. Proff, C. Rancey, P. Finnigan, H. Karadimos, J. Lyons, P. Rice, H. Shooth, A. Anderson, S. Prus, N. Foley, A. Cerepa, A. Tomkiewicz, B. Mitchell, G. Rukis, J. Bayla, A. Stepanatos, J. Sarkowski, B. Pease, H. Pauly, P. Freisenger, S. Greco, G. Thompson, A. Klein, J. Maloney, J. Durkin, H. Gillespie, J. McGrath, J. Voght, S. Wasalaski, M. Fleming, S. Olsen, C. Waskielis, W. Hoey, T. Cruikshank, P. McAvoy, T. Irwin, W. Curry, J. Grigas, C. Jacobsen.

Last month's leader, after establishing the highest record of any Carhouse since the figures have been kept, that is 55,699 miles operated per car per pull-in due to equipment failure, took a tumble (54.9%), landing in 7th place, and although the North Ave. Carhouse also made a drop of 75%, they were able to take first place, with a mileage of 46,061 miles per car pulled in.

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

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

Eleven (11) of the 16 Carhouses increased their mileage over the preceding month, 69th Street making the largest increase, 194.4%, and

moving from 14th to 4th position, exchanging places with Noble, which fell short of our expectations. A 24% increase in mileage was made by the entire system, bringing the miles operated per car pulled in due to equipment failure up to 18,529, which is the best record made to date.

The individual records are given below:

Rank	Carhouse	Zero Days	Miles per Pull-In	Percent Inc. or Dec.
1	North	13	46,061	7.5%*
2	Lawndale	17	34,744	79.7
3	Limits	21	32,672	85.1
4	69th St.	6	32,287	194.4
5	Blue Island	20	29,420	29.3
6	Division	17	29,395	119.3
7	Armitage	14	24,137	54.9*
8	Elston	20	23,951	53.4
9	Archer	4	23,881	16.9
10	Lincoln	12	21,754	2.7*
11	Kedzie	4	21,355	7.1
12	Cottage Grove	10	18,294	18.0
13	Devon	5	13,317	14.3
14	Noble	12	11,619	48.7*
15	77th St.	..	9,848	19.7
16	Burnside	2	6,787	14.0
		177	18,529	24.0%

*Decrease.

Beach Party Huge Success

*Hot Dawgs, Marshmallows, Bathing an' Everything
Bossed by "Bill" Schenck*

If you missed the Beach Party August 21st, you missed one of THE affairs of the season. Not only did you miss a real honest-to-goodness outing, but almost as good as the party itself, you missed seeing Billy Schenck really in action. You've seen him around the clubhouse fixing things up for a party or dance but out in the great sandy space—that is differ-

roasted over a charcoal fire and there were takers for all that were offered. After eating there was a full blown moon to the tune of ukeleles.

The chairman of the committee was assisted by the following: Herbert Hogar and Eddie Volland, Gizella Lachata, Loretta Kane, Bessie Cameron and Agnes McCormick. Betty Birchwood and Agnes Helein had charge of the registration.



Donald Neil McIlraith, the wide-awake son of E. J. McIlraith of the Schedule Department.

ent. Ask some one who was there! He ordered the finest day we've had all summer and it was delivered too right along with the Marshmallows and Hot Dogs. As usual Bill's wife was on hand so the coffee was excellent and to Mr. Schenck and his wife should go all the credit for the success of the party.

Approximately two hundred and fifty came early and stayed late. One-third of these enjoyed themselves in the cooling water of Lake Michigan, while the others were working up appetites with the indoor balls.

The Marshmallows and Dawgs were

Club Sports

The bowling season starts about the middle of September. So if you are a bowler turn in your name to your director or bowling captain immediately.

On Saturday, September 18th, the opener of the social season of 1926-1927 will be staged at the clubhouse. Come prepared to dance to music furnished by Benson's Red Jackets. Chairman Murray in speaking of the dance says, "You haven't seen nothin' yet." So if you are wise and crave entertainment you'll reserve this date.

So Little!

It takes so little to make us sad;
Just a slighting word or a doubting sneer,
Just a scornful smile on some lips held dear;
And our footsteps lag, though the goal seemed
near,
And we lose the courage and hope we had—
So little it takes to make us sad.

It takes so little to make us glad;
Just a cheering clasp of a friendly hand,
Just a word from one who can understand;
And we finish the task we long had planned
And we lose the doubt and the fear we had—
So little it takes to make us glad.

—Selected.

Grandmother: "Johnny, I wouldn't slide down those stairs."

Small boy: "Wouldn't? You couldn't!"

"I'm a father!" cried Johnny Jones as he burst into the office.

"So's your old man," replied the boss. "Get to work."

He thought he'd make it,
He steered too near,
And that is why
He isn't here.

GOING AFTER WITNESSES

A Field in Which Trainmen Can Protect the Company's Interests

While less spectacular than some of the other contests perhaps, the importance of the struggle to lead in the witness-getting race should not be minimized. The winning or losing of a lawsuit in a personal injury case may depend upon the interest of a train-crew in collecting the names of witnesses. And thousands of dollars may be conserved by the exercise of a little special effort to supply the Legal Department with the names and addresses of every available witness.

At the end of July North Avenue was still leading the procession with an average of well above 5 witnesses per accident. Elston-Noble are next although their average was not quite up to that of the previous month when they also were second on the list. Seventy-seventh jumped from fifth to third, exchanging places with Lawndale-Blue Island.

The average for the system, 3.86, was slightly below that of the preceding month and all stations except North and Elston were below the average.

	July	June	May	April
1. North Avenue.....	5.37	5.06 (1)	5.25 (1)	5.43 (1)
2. Elston-Noble.....	4.52	4.71 (2)	4.74 (2)	4.42 (2)
7. 77th Street.....	3.81	3.94 (5)	2.08 (4)	3.01 (4)
4. Cottage Grove.....	3.79	4.36 (4)	3.73 (3)	3.28 (3)
5. Lawndale-Blue Isld	3.76	4.55 (3)	4.06 (3)	4.45 (2)
3. Archer.....	3.70	3.49 (8)	3.79 (5)	3.00 (5)
6. Lincoln.....	3.64	3.91 (6)	3.79 (6)	3.25 (10)
7. Burnside.....	3.59	3.67 (7)	3.89 (5)	3.59 (6)
8. 69th Street.....	3.59	3.31 (9)	3.74 (7)	3.47 (7)
9. Devon-Limits.....	3.36	3.36 (10)	3.36 (10)	3.39 (9)
9. Kedzie.....	3.36	3.36 (10)	3.37 (12)	3.09 (11)
10. Armitage-Div.....	3.11	2.67 (7)	2.47 (11)	2.81 (12)

Average for the system 3.86 3.94 3.98 3.70

Bouquets for the Boys

Conductor James B. O'Leary, Badge No. 13182, is the recipient of belated commendation due to the fact that H. J. Mayer of the L. Klein Company, who reported a courtesy extended to one of their employes, used the badge number 13812. It took considerable search to straighten out the matter, but Conductor O'Leary is now formally thanked for advancing the fare to a lady passenger who had left her pocketbook at home and in addition loaning her 10 cents for meeting the emergency.

Miss Naoma Scott, 5757 Dorchester Avenue, commends Conductor Carl P. Tollstadius, Badge No. 1414, for the special effort he made to recover a pair of glasses she had lost.

Conductor George A. Clark, Badge No. 3366, of 69th Street, extended assistance to a lady passenger of advanced years, and the passenger's daughter, Miss E. L. Deueck of 6605 Greenwood Avenue, paid him a compliment for his consideration.

Conductor Daniel Mahoney, Badge No. 1250, of Cottage Grove, is described as a high type



Dorothy, daughter of Conductor William King of Burnside and her rocking chicken.

of man and a credit to the company by A. E. Bennett, 322 E. 24th Street.

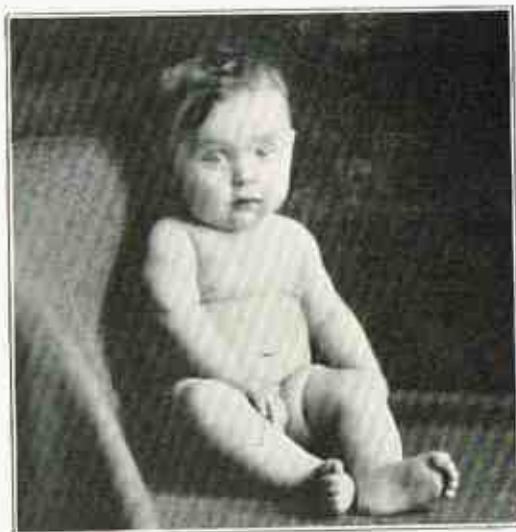
Conductor M. J. Burke, Badge No. 6414, of Limits, whose seniority dates from November 11, 1888, and who is the oldest conductor in the service at that station, was highly commended by Mr. C. J. Collins of the Surface Lines' organization for the careful and courteous explanation he made to his passengers when, because of delay due to a fire, it was necessary to transfer his load to Grand Avenue. Some passengers objected strenuously and his tact in dealing with them was considered highly commendable.

Mr. Austin T. Fleet of the United States Cold Storage Company, 2101 W. Pershing Road, highly recommends Conductor John J. Brennan, Badge No. 11938 of Kedzie Avenue, for his general courtesy to his passengers. Mr. Fleet congratulates the company on having a man of Mr. Brannon's type in its service.

Conductor Anthony J. Wroblewski, Badge No. 1224, of North Avenue, was particularly careful in furnishing transfer information to Miss Helen L. White of 2610 Oak Park Avenue. Miss White had been unfortunate enough to transfer at the wrong point and Conductor Wroblewski not only accepted her explanation and permitted her to ride without an additional fare, but gave her detailed information which would enable her to avoid transfer troubles in the future. Miss White, whose experience had not always been so pleasant and who had forwarded complaints to us in the past, said she was very glad to come in contact with a man of his superior type.

Conductor James B. Smyth, Badge No. 1456, of Lincoln Avenue, received from a passenger, Mr. E. Franzen of 3509 N. Seeley Avenue, what the passenger thought was a single new one dollar bill, but which afterwards proved to be two one dollar bills stuck together. After change had been given and after the passenger had entered the car, the conductor discovered that he had two bills instead of one and made a prompt restoration to the passenger.

Conductor Adolph Altermatt, Badge No.



Antoinett, the 8-months old daughter of Motorman Charles Stipek of Lawndale.

1734, 77th Street, earned both the respect and commendation of Mr. R. K. Carver of 328 Central Avenue, Highland Park, Illinois, through the care given to a feeble old gentleman who was one of his passengers. Conductor Altermatt assisted the passenger to the curb and then returned to his car. Mr. Carver expresses his appreciation of this humane and commendable act.

Librarian Reed of the Reference Library at the State Capitol, Madison, Wisconsin, on boarding a car in charge of Conductor Clarence W. Clittenden, Badge No. 1974 of Devon Avenue, on his way to the Polk Street Station discovered that his only money was in bills of large denomination. Instead of putting the passenger off his car, Conductor Clittenden paid the passenger's fare and afterwards assisted with the baggage on arriving at Polk Street. Librarian Reed is both grateful and complimentary in acknowledging the service rendered.

Mrs. L. McD. Garrard, 1428 Olive Avenue, writes that she has been particularly fortunate in her recent experiences with our trainmen and says that she begins to feel that she is one of the Surface Lines' family. She calls attention especially to the courteous conduct of Operator No. 7043 of the Devon Avenue One-Man line and to assistance rendered by Operator Stoll, Badge No. 7043, and to the assistance rendered her by Conductor Leo Golombiewski, Badge No. 2158, of Elston, who helped her with a small but very heavy traveling bag.

Conductor Edward J. Duprey, Badge No. 3780 of 77th, is characterized by Mr. H. R. Mills of 3158 North Clark Street, as a thorough gentleman. His solicitous attention and assistance to two elderly lady passengers was the special cause of a letter of commendation from Mr. Mills.

Miss Marcella M. Horan, 4038 Washington Boulevard, handed Conductor Leonard F.

Lonergan, Badge No. 5042 of North Avenue, a ten-dollar bill thinking it a one. Her mistake was promptly called to her attention by Conductor Lonergan and she made the incident the subject of a letter of thanks and appreciation.

Miss Louise Zarb, 6307 Yale Avenue, writes a highly commendatory letter with reference to Conductor Joseph M. Schub, Badge No. 8346 of 69th Street. The incident to which she especially refers was one in which an elderly passenger suffering from heart trouble was carried four blocks beyond his destination, the car arriving at its terminus before the mistake was discovered. Conductor Schub carried the passenger back to Kedzie Avenue, where he wished to alight, and saw him safely off his car.

Conductor John H. Schreiber, Badge No. 11220 of Limits, assisted a blind man across the street, and the incident is reported by Mr. C. Schupp of 6008 South Mozart Street, who was a passenger at the time, and he congratulates the company on having this type of conductor in its employ.

Dr. Hubert F. Dunn, 2048 Lincoln Park West, found himself two cents short in change in paying his fare to Conductor Martin A. Johnson, Badge No. 11382 of Devon Avenue, and as the Conductor supplied the additional two cents enabling him to ride without embarrassment, he makes the incident the subject of a high complimentary letter.

Conductor Earl G. Peck, Badge No. 12064 of Devon Avenue, was highly commended by Mrs. H. Galley of 550 Fullerton Parkway, who states that she is "old and somewhat crippled" and that Conductor Peck was especially careful in helping her off the car and seeing her safely to the sidewalk.

Conductor Clarence W. Brown, Badge No. 12410 of Lincoln, found two dimes inside a folded transfer handed him by a passenger, Carl Strover of 133 W. Washington Street, and after he had finished his collections on the platform, he located Mr. Strover in the car and returned the coins to him.

Assistance rendered a blind man from the car to the curb by Conductor Edwin F. Voss, Badge No. 13414 of Devon Avenue, was noticed by T. F. Moore, 3518 Sunnyside Avenue, another passenger, who reported the incident to the company as worthy of commendation.

Mrs. E. A. Ryan, who describes herself as a white-haired woman engaged in social service work, traveling by bus, auto, street car and "L," writes to say that while she rarely meets with discourtesy, the special consideration she observed on the part of Conductor Robert E. Buchner, Badge No. 13966 of Lincoln, was worthy of special commendation.

Motorman John Dalton, Badge No. 4877 of Noble, observed a young lady with a baby in her arms running for a car, and, although he had been given the starting bell, waited until he was sure by personal observation that she was safely aboard. Just as he was about to start, an elderly lady, also with a baby in her arms was observed hurrying in hope of making the same car, and he took the same trouble in her case. Mr. William Laube of Laube & Company, Florists, at 43rd and Michigan Avenue, who was a passenger on the car, said that

pass from the sublime to the reality and see the beautiful Aurora Borealis, that turns the night into streaked daylight; the fawn drinking at the water's edge; a huge moose crashing through a dense forest of birch; a harmless bruin or brown bear making a clumsy rolling dash for nowhere; a dam and hut built by the shy beaver—these dams and huts are built of trees cut down by the beaver's teeth with the speed and sharpness of an axe.

But should I awake before I finish let me say the wonders of nature to be found in this virgin wilderness are too beautiful and exhilarating for my lowly pen to describe. So lest I task your good nature to bored pathos with my exhaust of would be poetical dis-inclination in my feeble efforts to picture to you these memoirs of my previous trip—see it for yourself and then you will appreciate and realize what I have humbly attempted to relate.

R. T. Waddell,

Dept. Accident Investigation.



Thomas F. Lerner of the Accident Investigation Department and his family wetting their feet at Fox Lake.

Departments and Divisions

Engineering

W. H. Figg now lives at 1525 Granville avenue. He says it does not cost much to change your address when the spirit moves you.

Douglas Dartt spent his vacation in Northern Wisconsin, hunting and fishing. Doug caught quite a few large muskies, but not

knowing they were good to eat, he threw them back in the lake.

H. R. Eichen, one of the boys in the Progress Department, entered three of the field events at the picnic. He won three firsts which is some record, when the class of contestants is considered.

F. Joe Koza spoiled his vacation by playing golf. When making a long drive, he threw his knee out of place. Joe had better stick to checkers after this.

Fred Tieman was among those present at the Beach Party. Fred inhaled his full quota of "Hot Dogs" and watermelon.

Leon Boisvert is enjoying his vacation motoring in the East. He was caught in a cloudburst at Windsor and writes us that Canada is all wet.

Bob Mianowich returned from Europe recently and brought with him a charming bride.

The prize optimist of the Building Department keeps an empty beer case which he calls his "Hope Chest."

We regret to announce that Mr. John Olson, wreck wagon chauffeur in the Utility Department, stationed at Racine and Center, was killed on July 28, 1926, at Elmhurst by a train



Iceberg Lake, Glacier National Park, snapped by Miss Agnes Hume.

while hauling stone with a wagon in order to make repairs to his home in Villa Park. Mr. Olson started to work with the North Chicago Street Railway Company in 1891, driving a horse car.

Transit.

Electrical

George Broderick spent his vacation motoring to points of interest in and about Chicago.

R. F. Rogers and family motored to Michigan the latter part of August. Part of the time was spent in Detroit.

Paul Schwab reports a most successful vacation spent in northern Wisconsin. Paul says he caught the biggest fish of anyone in the Electrical Department so far this season. His fish is still growing and we hope that it doesn't get to be as big as the one Mr. Frank Roper was attacked by year before last.

Grimm Avenue Automatic Substation is rap-

ily nearing completion. Practically all of the apparatus is in place and being connected in. To those not familiar with modern substation developments, an automatic substation is one in which the various switching operations necessary to the starting up, operation and shutting down of the substation are performed automatically.

Patrick Conway is in the hospital recovering from an operation. Pat has been with the company about 38 years and we will be glad to see him back on the job again.

We regret to state that Tom Kearns is ill at his home and we hope to see him back at his work again soon.

H. Essington.



J. E. Wolf snapped this at Half-way House going up Pike's Peak.

Legal and Accident Investigation

The members of the Legal Department and the Department of Accident Investigation covered a good many miles and saw all varieties of scenery and we will endeavor to suggest this in our items below:

Frank L. Kriete and wife took an extended tour which included Banff, Lake Louise and Vancouver, in Canada; Seattle, Wash.; Portland, Ore.; San Francisco, Calif., and picked up their son, who has been visiting in Los Angeles, to bring him home with them. This is a real trip with wonderful scenery and can only be taken to be appreciated.

William O. Holton visited Lexington, Ky., his birth place, and Louisville, but was called home suddenly at the end of his vacation be-

cause of the sad accident that resulted in the death of his sister, Mrs. C. C. Mattison.

Attorney Warner H. Robinson spent his vacation on Hackert Bros. ranch, at Buffalo, Wyo., and will no doubt next year be seen as an entrant in the "Ro-da-o" in Grant Park.

Thomas J. Symmes, vacationed with his family at Stone Lake, Wis.

William C. McHenry touted the Great Lakes and teed off from every golf course he came to.

C. L. Mahoney spent his time at Union Pier, Mich.



Miss Agnes Hume and her favorite mount at Many Glacier.

A. R. Peterson attended the Bar Association Convention at Denver, Colo., and then relieved himself of excess energy by climbing up and down through Estes Park.

Joseph D. Ryan spent his time at Eagle River, Wis., fishing and taking a whack at the gutta-percha. As. E. C. Stenning was at Eagle River, and is "deeply" interested in golf and fishing we assume that he and Mr. Ryan collaborated and will corroborate.

John E. Kehoe is touring Europe, but probably did not swim the Channel.

Frank D. Hussey visited practically all of the New England States in his tour.

Mr. and Mrs. G. A. Curwen visited at Mrs. Curwen's old home, Hingham, Wis., and visited various other towns, renewing acquaintances with her old school mates, keeping George too busy to fish.

Mrs. Bernadette Ford-Devereaux, honeymooned and vacationed to Yellowstone National Park, Custer Battlefield Highway, the Bad Lands, the Black Hills of South Dakota, Estes Park, Ft. Collins, Denver, Colo., Pikes Peak, Garden of the Gods, 4,350 miles in 17 days, and stopped to eat in spite of some sunshine, rain and rice. She says, "Go West, young man, where men are men, and women are governors."

J. G. Deppish and wife took a 3,000 mile trip through the east, including Niagara Falls, Washington and New York City.

Jack Lynch spent his vacation at the old homestead as his wife was struck by a truck, and Jack was nurse, cook, etc.—and Jack is no mean cook—so his wife has recovered.

Attorney Daniel Colgan fished at Minong, Wis., and visited Duluth and Superior with his family.

Nicholas Deutsch after putting the picnic preparations on a solid basis, automobilized to Paw Paw Lake and Wateryflet, Mich., fishing and swimming and resting up for the Fall Club affairs.

Margaret Harte spent much time at the Eucharistic Congress interspersing this with a trip to Diamond Lake, and a hike to Mundelein on the big day. Hiking was better than train service, as there were no street cars to Mundelein.

Mrs. Florence Manske and family visited St. Paul and then to Milltown, Wis., where they stopped at Half Moon Lake for fishing, etc., and stopped at St. Paul on their return trip. This was a semi-honeymoon.



Myron Pearce of the Legal Department snapped these members of the crew of the Tennessee Belle "diving for coins."

Sylvia Oppenheim stopped at Lake Geneva, Wis., with a large bunch of girls and hiked, swam, played tennis, archery and rode on a hayrack, and the girls did not miss looking over the Northwestern Military and Naval Academy, and I think they took a look at the Y. M. C. A. which was right next to the place they stopped.

John P. Jarvis and wife and daughter motored around Lake Michigan, going through Lake Michigan first, stopping at Grand Haven, Orchard Beach, Manistee, Cadillac, Mackinaw City and then ferried over to Mackinaw Straits, and then back to Wisconsin. They camped all the way, and had a wonderful time.

Jack Casper fished at the Dells, and no doubt fished by the beautiful moonlight all alone. Ask Jack.

Thos. F. Lerner and family had a fine time at Fox Lake.

Thomas Johnson put in a week at Lac Du Flambeau, Wis., at the Y. M. C. A. camp, taking rigorous training for our next picnic events. Claims 125 fish in 2½ days. We will speak to the fish warden.

Henry N. Peterson visited Mackinac Island, St. Ignace, Saulte St. Marie, leaving his wife at Macinac for the "hay fever" season in a land full of scenery and replete with historical relics and traditions.

H. J. Heimer took in the Sesqui-Centennial and what goes for a "Midway." The "Streets of Cairo" haven't anything on the streets of Chicago, i. e., don't think they have much more on than some of our Chicago bathing party dances.

C. M. Ross toured the Dells, Eagle River, Mackinac, Petosky, Ludington, South Haven, Saugatuck and back to Englewood. Just sing that line. Tried to jump the Straits with his machine but tipped over in a five-foot ditch just before the take-off. He's back so probably did not sustain more than a fractured skull.

George Erickson took depth and length measurements at Long Lake. We took his waist measurement after he came back. Results satisfactory.

D. M. O'Sullivan and family drove to the Dells.

Dan R. Burke went back to the old home town, Ottawa. There ain't no better place this scribe can tell you—for he swam the Illinois and climbed the hills there in his youth.

William J. Eger and Otto Geiger caught some real fish at Clark's Lake, Wis., and are going back for more when they get a chance.

Joseph A. Marshall, our "silver" basso, is going to Cincinnati, Ohio. There used to be some good beer there. Oh, well, what's the use! Remember that sweet old song, "Down Where the Wurtzberger Flows?"

Myron Pearce had a particularly restful and interesting tour through Dixie on the Mississippi, Ohio and Tennessee Rivers to Shiloh National Park, where North and South have united to commemorate their heroes. This trip is for 1,000 miles, starting at St. Louis, a comfortably cool trip with change of scenery every mile, still about the same as in the days Mark Twain described so happily. The negro roustabouts furnish constant amusement. There is dancing in the evenings but Myron did not say he saw any poker games. This is a tip for next year.

Nat. R.

Car Meter

Miss Grace Cassell, who worked here last summer has been attending the National Kindergarten College of Evanston for the past year and will begin her second year there in September. We are all greatly interested in girls who are fortunate enough to attend the high schools and universities and we try to make it as pleasant as possible for them during their short stay with us and certainly

would appreciate hearing from them or having them pay us a visit when they are in the city.

Miss Ella Gehrke, chief clerk, is on her vacation and will probably get the change and rest she needs, while she is away. We hope she is enjoying herself and that she comes back refreshed and ready for work.

Miss Grace Dean, who has been with the company for quite a number of years is taking Miss Gehrke's place and she sure knows how to do the work.

Miss Louise Sandstrom, another school girl who is with us for the summer, is a student at the Senn High School and will graduate from a four-year commercial course next February. Her sister, Miss Esther Sandstrom, is employed in the Illinois Merchants Bank Bldg., under Mr. McIlraith.

Miss Dorothy Birney, daughter of an old timer has been promoted to a regular card record clerk. Hop to it, Dorothy, we know you can make good for we are all behind you.

Miss Harriett Anderson, daughter of a man who has seen many years of service with commendable record is a new girl in our midst, a high school girl graduate. Stick to it and you will soon see the light and then the work becomes easy.

Pete and Mary Voss, son and daughter of a steady worker approaching the old timer class, take a weeks' vacation with mother and dad in August.

Miss Catherine McGill, daughter of an old timer, is fast approaching the stage of an experienced card record clerk.

Miss Rachel Van Vaerenbergh, daughter of another old timer, is a chip of the old block when it comes to accuracy, promptness and faithfulness.

Ruth Brokopp.

Accounting—Downtown

Miss Sophie Sievert and Mr. Jarvis Danielson were married at 8:30 p. m., Saturday, August 21, 1926. Mrs. Danielson has the good wishes of the entire department.

Mr. R. E. Eddy and family spent their vacation at Lake Shawano, Wis. Reported splendid fishing.

Miss K. Orth startled the office Monday morning when she returned from her vacation with a very becoming "bob." Eight more on our list. Who's next?

Mr. C. W. Meyer spent his vacation—refreshing his memory of what Chicago has to offer the vacationist—with short trips in and about Chicago.

Mr. P. W. Sears, wife and daughter, made a 1,250 mile auto trip around Lake Michigan during his vacation.

Vacationists, returned: Misses Wohlford, Orth, Busse, Matecki, Magnuson, Turck, Tidler, Suhr, Simek, Scholl, Gardei, Huskey, Schmacher and Wilcy. Messrs.: Ruberry, Francoeur, Pellicore and Ratner. All report a wonderful time.

Clark and Division

We are glad to have Miss Winholt back with us again after a long period of illness.

Ralph Luebke came back from his vacation reporting that he had a good time visiting his future home—Devil's Lake, Wis.

Al Jann had a good time on his vacation motoring in Wisconsin and especially enjoyed the Dells.

From postal cards received, Roy Wilson is having a good time at the Lakes of Minnesota. Marie Sullivan spent her vacation in Wisconsin and enjoyed herself thoroughly.

Lauretta Kane was bridesmaid for her girl friend August 18. There's a saying that six months after being a bridesmaid, one is a bride, so save up your pennies.

Mr. A. W. Malmquist spent a few days of his vacation at Antioch, Ill., and the balance of the time at Lakeside, Mich.

Thomas F. Coan.

Schedules and Timetables

Miss Esther Sandstrom and Miss Dorothy Peacock are vacationing at Miss Sandstrom's old home in northern Wisconsin.



Sergt. Handlon and "Operlite"

Sergeant W. M. Handlon, Battery "D" 124th Field Artillery, Illinois National Guards, at Camp Knox, Louisville, Ky., rode this horse, "Operlite." He won the blue ribbon and silver horse shoe, running in a field of 35 horses in a half mile race. Battery "D," of which Handlon was captain, won the Regimental Championship.

Robert Sedlack has gone fishing at Lake Coma, Wis. Fish stories will be in order when Bob returns.

Speaking of fish stories, Lee Gilbert says, his brother sent him a fish, which he caught up in Minnesota, that weighed 12¾ pounds. Lee says, this is a true fish story because the fish was sent to him by his brother.

Geo. Weidenfeller.

Shops and Equipment—North and West

Mr. Frank Abel made a trip to Paris, Ill., and St. Louis, Mo., recently, to cast his eagle eye on our cars buildings at the plant of the Cummings Car & Coach Company and St. Louis Car Company. He says if the cars under construction operate as good as his Lizzie, they'll be good cars.

Mr. Ed Felske also visited the Paris plant to see that the wiring was installed as an expert would have it.

Joseph Demault, pipe fitter, is still confined to his home on account of illness. We hope for a speedy recovery.

William Maves, electrician, while on a fishing trip recently, caught a 4-pound bass and was offered \$6.00 for it. He refused, saying that he wanted to have it stuffed and mounted for future references.

Mr. and Mrs. W. C. Wheeler, are the proud parents of a baby girl, Elizabeth Lou, who was born on August 11. Congratulations! The cigars and candy were so enjoyed by Ed Wendt, that he expressed his sentiments to Mr. Wheeler by saying that he hoped the stork would visit them again soon.

The boys in the drafting room have been making the most of vacation time. Dan Coughlin visited his home in Madison, Wis. Tony Vihnanek made a trip to Milwaukee, Wis., and Benton Harbor, Mich. M. J. Pure spent an enjoyable two weeks at Eagle River, Wis. Charley Larson spent his vacation at a northern resort. Joe Nemecek was loyal to Chicago and visited the bathing beaches and parks.

Carl Gerlach spent his vacation touring, and from reports, we hear the only thing he could pick up was a Polly (on a fence) near Valparaiso. Better luck next time, Carl.

L. E. Hagen of the paint shop, is back to work after an absence due to illness.

North: Reports are that J. Lyons was married recently, and is residing in a new bungalow. The boys wish them good luck, but wonder when the cigars are coming.

We wonder why J. Cahill is out buying furniture?

John Witt, carpenter, is back from his vacation and claims his Chevrolet is a wonder car. Even though his balloon tires are all shot, he will race anyone at North Avenue.

S. Matsas, car cleaner, is the proud daddy of a 9-pound baby boy. Congratulations!

Our old friend, J. Forty, carpenter, has been repairing cars for the past 30 years. Wonder when he will have them all fixed?

Lincoln: Repairman E. Hickey, who was confined to his home for a month with pleurisy, was moved to the Ravenswood Hospital on August 16th. We all hope for his speedy recovery.

One of our repairmen, T. Furey, thinks that Chicago isn't such a bad place after all. The first day he spent in Detroit he was robbed, and lived all his life in Chicago without such an experience (something all Chicagoans cannot say).

Kedzie: Assistant Foreman F. Stoll made a trip South by rail to Jackson Park, then by boat North as far as Lincoln Park, stopping at the Field Museum and Municipal Pier. Then home after a stop at Cubs Ball Park.

The boys at Kedzie extend their sympathy to Martin Waldron, in the loss of his brother.

Elston: We are glad to see A. Gillespie back on the job after being ill for two months.

Mr. W. Felsk's wife suffered a slight stroke recently, but we are glad to hear that she is getting along nicely now.

C. Rasmussen spent a few days in Michigan City, and reports that he had plenty of company on the crowded roads.

Devon: Foreman P. Radtke visited the Wisconsin Dells and Milwaukee during his recent vacation.

Limits: Mr. George Chamberlin is back on the job after an enjoyable vacation.

Mr. John Gust, car placer, welcomed into his home recently a 12-pound baby boy.

The stork also brought a 10-pound boy on July 31 to Mr. and Mrs. J. Zayac.

Armitage: Assistant Day Foreman E. Carlson, visited Goose Island on his vacation to pick some rock candy bushes.

H. Dennison, who started to work as car cleaner in 1902, recently retired after 24 years of faithful service. All the boys wish him good luck.

J. Foster went to a picnic and after walking six miles, he found the grove, but the picnic was over, and he had his own picnic trying to get back home.

The school children in this neighborhood come into see our watchman A. Lund, even while they are on vacation. He is known by them as "Grandpa" and is well liked.

Blue Island: Messrs. Siekert and Burke report pleasant vacations, with the exception that Mike Burke got mixed up with a Ford, which resulted in five stitches being taken in his head. He is now O. K.

Rumors are that Mike O'Brien is going to pass the cigars pretty soon. How about it, Mike?

L. M. Anderson.

South Shops and Carhouses,

We are indeed happy to learn that Miss Price hopes to be back in September.

R. W. Short, foreman, Rockwell, spent his vacation looking for fish in the vicinity of Lake Geneva, Wis. He says the swimming was fine, but he can't say very much for the fish.

One day recently, "Jim" Reaves of 77th Street was called home. Don't forget the smokes, Jim.

Car Placer W. Flaherty, is still confined to the Burnside Hospital, with a broken leg. The boys at Burnside all wish him a speedy recovery.

Carl Eyer, assistant day foreman, Cottage Grove, motored to northern Michigan on his vacation, and after returning, gave the boys

at Cottage Grove a very fine lecture on the educated fish that cannot be caught.

The hunting season must be very close as we notice Painter Frank Russ practicing daily on his duck caller. All the crows in the vicinity are wondering who the imitator is.

F. W. Meyers spent a portion of his vacation in Milwaukee.

Miss B. Fencil of the printing department has resigned. Yes—she got married.

George Ditchie, Cottage Grove, vacationed in Wisconsin, and reports a wonderful trip.

J. Hopkins, clerk, 77th Street, was seen at 111th and Wood street a few weeks ago. What's up, Jim?

We were sorry to hear of the death of T. Ryan, car cleaner, at Rockwell for the past fourteen years. He passed away on August 14.

Joe Birmingham, clerk, machine department, has taken up golf. He has a very competent tutor in the person of Mr. Heath.

E. Lindgren, night foreman, Burnside, has returned from a motor trip to Escanaba, Mich., and reports having had an enjoyable outing.

K. Kunce of 77th Street bought his wife a new piano. From now on, he will, no doubt, have plenty of music.

Joe Hecht, Jr., has taken up golf, and is doing fine losing golf balls.

Joe Seaman, took a motor trip to North Carolina on his vacation.

Painter T. W. Owen's wife, who was injured some time ago in an automobile accident is convalescing at home.

"Trolley Joe" of 77th Street sent his wife to Michigan. Joe says he hasn't had a good meal since she left.

J. P. McCauley.

Material and Supplies

Otto Hoger may not be much of a fisherman, but is an expert on worms. He recently spent one whole evening digging worms in preparation for a fishing trip, but it proved so strenuous that his arm was too sore to go fishing. Any prospective fisherman who is looking for bait should see Otto. He can furnish plain or fancy worms, guaranteed to tickle the palate of the most fastidious fish. He can also furnish a pedigree for the worms he supplies.

Ethel Johnson is spending her vacation at West Point. We don't think she went there to study the architecture.

Mae Hederman has left the employ of the company to be married. We wish her good luck and happiness.

Ed Hoger spent his vacation touring the countryside. He got as far north as Englewood, west to Palos Park, east to Lake Michigan and south to Blue Island. Ed reported no tire or engine trouble to amount to anything during the trip.

R. E. Buckley.

No Luck

Two men who had been married about the same time met after some months. One asked the other how he liked married life.

"Fine," was the reply. "My wife's an angel." Said the other: "You always did get all the luck. I've still got mine."—Tit-Bits.

Around the Car Stations



Motorman White of Burnside and the 6-pound pickerel he and his dog Strongheart caught at Fox Lake.

Cottage Grove

Mr. C. C. Cricks, our assistant superintendent, has returned from a most enjoyable vacation from the East where he motored. He went looking for the Thousand Islands but missed about 998 of them. He seems to have enjoyed the two, as he is ready to begin where he left off before he went away.

Superintendent W. A. Bessette has gone on his vacation and doubtless will discover some of the 998 of the islands that Mr. Cricks could not find. We hope he enjoys himself anyway.

Mr. Ahern, our Chief Receiver, and Mr. Hollingshead, his assistant, have also returned from their vacations. Both report having had a good time.

The right way and wrong way to clear up a delay on our right of way was illustrated to the writer recently. An auto had collided with a street car in the vicinity of 12th street, blocking cars both north and south. A motorman approached and in an abrupt tone asked: "What's the big idea blocking cars both ways?" "Hold your horses, there, until I get ready," exclaimed the owner of the auto. Another car employee placed his hand on the man's shoulder and asked permission to push the auto to

the curb or side street in order to get the south bound cars moving. His request was immediately granted. Now we cannot handle every situation with silk gloves but we can be respectful and courteous, which always gets results.

When the going is a little rough and a fellow feels blue, a friendly nod, a cheery hello, helps smooth over the rough spots. I salute McNugent of Seventy-seventh street depot. May he live to be 100, and be comforted by good Irish and Scotch poetry and music to cheer the heart that always responded to every honest appeal.

There are among us those that visit the sick. Perhaps our presence cheers them up. Then we are amply repaid. Surely none are more welcome than their old chums in the service. There are a few brothers who not only visit the sick ones but take them out in the parks and drives, away from the sick room out in the open spaces, and the sick brothers are benefited accordingly. This is real service. Those men come under the head of distinguished citizenship.

J. Calder.

Sixty-Ninth

Conductor M. Schneider writes from the coast that he was in the glass bottom boat, Catalina islands, California, and reports a wonderful experience.

July babies of the following trainmen have been reported: J. T. Maher, an 8-pound boy, July 18th; T. J. Mulhaney, an 8½-pound boy born July 20th; T. P. Roche, an 8-pound girl born July 22nd, and L. A. Domrese, a 7-pound 2-ounce boy born July 26th.

Four babies also have been reported for the month of August as follows: W. G. Brownley, an 8½-pound boy born August 3rd; H. J. Schmiecher, a 6 pound 10 ounce boy born August 4th; A. J. McAndrews, a 7½-pound boy born August 17th, and T. M. Klein, an 8-pound girl born August 19th.

C. P. Hoeller motored to Loon Lake and caught a 60-pound turtle (this is no fish story). Says he ate turtle for four days and the turtle was about 100 years of age. "Oh, for life of a turtle."

'Tis said our famous all-around clerk, M. McAllister, stands ace high with the Chicago police force, handing out good smokes to keep from the speeders' court. (See our Mike about this.)

Have you framed the picnic baseball picture of the 69th Street ball team in last month's issue of this magazine? When it comes to having your form taken, L. Burns sure can pose for the birdman.

Miss Annie Adams was the June bride of Conductor T. Hueston. They were married June 26th and have the best wishes of their many friends.

Sympathy is extended to families of trainmen having deaths in their families as follows: J. Gamauf and J. Wunderlich lost a baby daughter each. J. Manning buried his father August 19th, and Conductor C. P. Kill, whose wife passed away during the month. Conductor C. W. Mathews was drowned in a canal at Benton Harbor, Michigan, and buried August 23rd.

Clerk Smith during his vacation in Ohio observed the methods of street car operation in other towns. His mission was something like

the transportation committees often sent out to investigate conditions in other cities. In this case Smith was the committee and here is what he wrote back to the Division superintendent: "Having an exciting time here, yes watching the snafus whizz by. When a trainman misses a relief here it knocks the whole system up for more'n a week, cause it takes a week to get from the east end to the other end. A run down here is his own leader and follower. Only one car allowed on each street. They have no speeders' court here. The street cars have only five point controllers, so they can't run on ten points. They have what they call continuous passage on the street car system here. It is so continuous that perpetual service is what I call it. Takes you forever to get nowhere. Where there is a delay here some farmer grabs his bicycle and rubber gloves and a stepladder and dashes out madly to the scene of disaster. Some place this is. In Chicago the people spent most of their time riding the street cars. Here they spend most of their time waiting for street cars."

W. L. Pence.

Noble

We wish to extend our heartfelt sympathy to the following: Motorman F. Hamm in the death of his mother July 33rd; Supervisor J. Hammersmith in the death of his father Aug. 6th; Conductor F. Puralewski's brother died Aug. 10th; and Conductor W. Reichwein in the death of his father, Aug. 19th.

The proud fathers this month are: Conductor W. Schultz No. 2, a girl; Conductor E. Stallman, a girl, and Conductor R. Styles, a girl. The girls sure won this month. All reports are mother and baby doing fine. Please don't forget the smokes.

Motorman S. Zmich claims the reason for the low lake level is not the drainage canal but because his sheik conductor, C. Napravnick, washes his coach every day.

Conductor A. Petterson tried putting water in his gas tank to raise the gas mileage for his Ford, but found, much to his disappointment, that it really didn't work at all.

Motorman Max Davidson says if his picture or name doesn't appear in the magazine his friend will soon think his is not working for the Greatest Transportation Company in the world any more. All right, Max, here's your name.

Motorman H. Klick says the last trip is the hardest. How about the first?

Motorman J. Powelczyk says no one ever spells his name right. He has decided to have cards printed and posted all over the depot.

Conductor P. Huber is one of the spic and span boys of Noble and gets around the car in a way that would do credit to the best of us.

We will say that Conductor E. Kuehl has his brother-in-law, J. Hoffman, working some in order to keep up with him.

We are still running a poor second in the witness contest. What's the matter, boys?

Come on, boys, get into full uniform and clean yourselves up. Take a look in mirror and see if you think you are a credit to the depot. Don't wait until you are called into office.

When through reading your magazine, pass it on to your friends. No doubt your mother,

father and friends would like to know what is going on in our ranks. Albert J. Asp.

Lawndale

Again we are warning the boys to stay away from between the cars. When adjusting trolley poles on July 31st, 1926, Motorman Martin Boggan, who entered the service Dec. 5th, 1900, was crushed between cars at Roosevelt Road and Wabash Ave. and died, his own car crushing him. When the Instruction car was at our depot and when we had the Accident Prevention meetings, Mr. Noonan, Mr. Eigelsbach and Mr. Johnson all talked on this same subject and still the boys get careless and forget themselves.

Ask Charles Zander and Joseph Smejkal to tell you how they caught a fish at West Lake in Twin Lakes, Michigan. This is the story they told when they got back after an all-day fishing: Zander caught the fish, which was a dandy, about 18 inches long, "the kind we don't know," and when they started for home and it was dark Mr. Novak, a friend of Zander, went to put the bag with the fish in it into the auto but got hold of the wrong end and thereby threw the empty bag into the auto and never noticed the fish drop out. When they got back to their cottage and found the fish gone, then they jumped back into the auto and went back where they started and all they found of the fish was the tracks in the sand where the fish walked back into the lake.

Assistant Division Superintendent Eigelsbach is spending his vacation this year with his Willys Knight touring to the Dells, Wisconsin, also taking other long trips, and from the cards we received from him he sure is having a good time.

Conductor J. Moriarity has something up his sleeve as he received a letter the other day from The Jewish Daily Forward and the boys all were surprised. They did not know he could talk Jewish. What night school have you been attending, Moriarity? Have you been taking singing lessons? Some of the boys would like to get a line on this.

During our vacation period, while Division Superintendent Maguire was laid up sick, we had Mr. J. M. Johnson helping us out and we sure were glad to have him with us. Now, boys, Mr. Johnson will shortly start touring with his instruction car again. Be sure to attend some of his classes, as he always has something new in his talks on safety first and the proper operation of cars and Service to the Public.

Wm. Hackbarth.

North

North Avenue won the "pull-in" flag for the month of July. Foreman Jack Gilen and his crew are to be commended for their good work in keeping the rolling stock in order and the men are to be commended for their consistent effort to keep things going. The figures for today compared to the pull-ins ten years ago show such a wide difference as to be unbelievable.

We are still leading the witness getting contest, although we slumped a bit. Due to the "dog days" no doubt. But we're out for a six or better average before the year is out. It's

on the minor accidents that we lose our average and these are the kind of accidents that 6 or 8 witness to a report will put us over.

We took a bad drop in the accident prevention contest, but will be back up there on top if every man does his best.

The motormen have the baby honors this month beyond question. Here's Motorman F. Fruzyna with a 10 $\frac{1}{4}$ -pound boy born August 4. And Motorman C. Woeltje with an 8-pound boy born August 14. Motorman R. Fisch announces an 8-pound boy born August 8 and that's the fourth boy for him. And Motorman Frank Cozza reports a 9-pound boy born August 21.

The conductors would have been shut out if it hadn't been for Joe Condelese who reports an 8 $\frac{1}{2}$ -pound girl born August 24 (pay day).

Mothers and infants doing well.

Sympathy is extended to Conductor E. Anderson whose mother died August 9, and to Conductor Thos. Quinn who lost his wife August 5. Also to Conductor M. Dedricksen who made a hasty journey to Norway endeavoring to see his mother before she passed on. She died before he arrived.

Motorman F. Gallagher was married August 21. Congratulations.

Supervisor Al Solberg and Starter Frank Eggert have returned from their vacation at the Wells, Wis. Their wives went with them.

Mrs. Charlie Henderson and husband spent their vacation towing through Minnesota and Canada.

Superintendent Pasche is vacationing in Wisconsin.

Assistant Superintendent Brookman returned to work after his vacation. No fish.

We are still lagging in power saving. We've got to do better. There is no reason why we should be in the "also ran" class, in power saving. Let's get to it.

C. A. Kuantz.

Lincoln

A 7 $\frac{1}{4}$ -pound girl was born to Mr. and Mrs. J. La Verne July 18, also a baby girl to Mr. and Mrs. Carl Anderson August 3.

Boys are still going to and returning from their vacations. W. E. Johnson went to Minnesota August 8 and J. Western went to Pike's Peak July 23.

A. J. Wagner returned from Wisconsin on his fishing trip and tells us he caught fish weighing 50 pounds. But he did not say how many it took to make that weight.

A. L. Henks was all smiles July 26 when he came from downtown with a license in his pocket, and the next day he got married. Let's hope the smile will never wear off.

We extend our sympathy to Mr. and Mrs. J. H. Peters and family who, while on vacation July 18 in the country, had the misfortune of losing their little girl 2 $\frac{1}{2}$ years old. James T. Foerel one of our conductors who died August 1 was buried from his home, 4557 Wrightwood avenue, to St. Genevieve's Church and laid to rest in All Saint's Cemetery.

"Stop, Look and Listen." We always caution our passengers and try to prevent accidents, but we are not careful enough for ourselves. P. Shockweiler after getting through

with work July 24 and when leaving the depot was knocked down and fatally injured. He was taken to the hospital where he died July 27 and was buried from his home, 1632 Holly-wood avenue, July 30 to St. Gregory's Church and laid to rest in St. Joseph Cemetery.

Our receiver, A. Franks, is reported very ill in a sanitarium at Benton Harbor, Mich. We all hope to see him back on the job soon.

If any one wants to get a sheik haircut go to Mr. Neuendorff, he will give you some shingle, for a sample, take a look at Beelow's head.

We have made a very good showing in baseball and are second from the top in power saving. Why not try to show the other stations that the Lincolns can lead in work as well as sport and get to the top in the other contests. Be your own rooster and push yourself ahead.

H. Spethman.

Devon

Welcome to Mr. Joe Cook our new chief clerk. While a hearty greeting is offered to Mr. Frank Sanderson who will be assistant chief clerk. Joe has been called home to Wisconsin on account of sickness. We are all hoping for his father's speedy recovery.

Our sheik, Motorman Jacoby, had better look out as he now has a competitor in Mr. Knorst, who was seen carrying a case containing hair polish, powder, toilet water, and a few what nots.

Our cartoonist, Mr. Washa, has promised us some drawings on topics of the day.

Mr. Wm. Gleason has left on a trip through Pennsylvania with his bride, who was Miss Margaret Dorsey until July 31, 1926. They were married at St. Andrews Church. This is wishing the newlyweds the best of luck.

Mr. Andy Sussalski was married on Wednesday, July 28, 1926, to Miss Harriett Fillins. May their travel on the sea of matrimony be smooth. No more calling "Oh, Ma."

Mr. Ben Walker announces his second wedding anniversary on Tuesday, July 27, 1926. Congratulations, Ben.

Our sympathy goes to Mr. and Mrs. Jack Werdell who had a little visitor arrive at their home on July 29, 1926, but who did not stay with them very long.

Page Master Edgard John Schultz. You will find him at the home of Conductor B. E. Schultz. He arrived July 26, 1926. Mother and baby are doing nicely.

Conductor Toepper has a new patent for taking care of the steps on the cars. Here is hoping it is a success.

Well, Devon lost Supervisor Al Burke, who has gone to the Limits and Fred Sundmacker is back home. Welcome, Fred.

Maurice O'Brien has gone on a fishing trip up to Wisconsin.

One of our short, stout motormen was seen carrying a pair of roller skates. He says, "Why Walk?" How about it, Roy?

John Clark No. 2, Devon's poet, paid us a visit the other day. He is the same old John, and is wearing a good coat of tan. He submitted a few lines. Come again, John.

You may talk about speed but heat this:

At the picnic held at Riverview Park, little Miss Laura Dressler, who had strayed from her folks, was picked up about 3 p. m. and turned over to the Children's Welfare Tent. In less than 10 minutes she was put back into the care of her parents. Considering the hundreds of people that were there on the grounds this is making good time.

Conductor Randall has left on a trip down East and expects to visit Washington, D. C., and other eastern cities, returning by the way of Montreal and Quebec, Canada, getting back to the U. S. A. at Port Huron.

Devon is now in fourth place as to power consumption, although we have some of the worst streets in Chicago for traffic congestion. All together now and see if we can not go up to another notch and make it third place. Anybody wishing advice or help should not be afraid to call on our traveling motorman, Mr. J. J. Hubbert. He will help you.

C. E. Roy.

Limits

Conductor Walter Hately was married Saturday, July 31, to Miss Gertrude E. Pickup at the bride's home, the Rev. L. H. Broker officiating with the double ring ceremony. About thirty relatives and friends attended the festivities. The couple left for a two weeks' motor trip and are now at home at 3240 N. Richmond street.

Gus Johns, our car plater, recently welcomed a baby boy, weighing 8 pounds 2 ounces, at the Grant Hospital. Mother and baby in excellent condition.

Edward Nelson, father of Conductor Cass Nelson, and an employe of the Ford Motor Works at Detroit, Mich., was going home from work accompanied by two friends. He alighted from a street car and, while he could have saved himself, he pushed a lady out of the way of an automobile at the cost of his own life, being struck by this automobile on the evening of July 18. He was buried July 21 with Elk funeral services and is survived by his widow, three sons and three daughters.

Motorman Jacobson announced that he is taking up a collection for the purchase of a beard to be affixed to the front of Motorman Rodgers' Ford to give it the appearance of a Lincoln.

E. G. Rodgers.

It's the Little Things

"Oh, it's just the little homely things, the unobtrusive, friendly things, the 'won't-you-let-me-help-you' things that make our pathway light. And it's just the jolly, joking things, the 'never-mind-the-trouble' things, the 'laugh-with-me-it's-funny' things that make the world seem bright. For all the countless famous things, the wondrous record-breaking things, those 'never-can-be-equalled' things, that all the papers cite, are not like little human things, the 'every-day-encountered' things, the 'just-because-I-like-you' things that make us happy quite. So here's to all the little things, the 'done-and-then-forgotten' things, those 'oh-it's-simply-nothing' things that make life worth the fight."—Grace Haines.