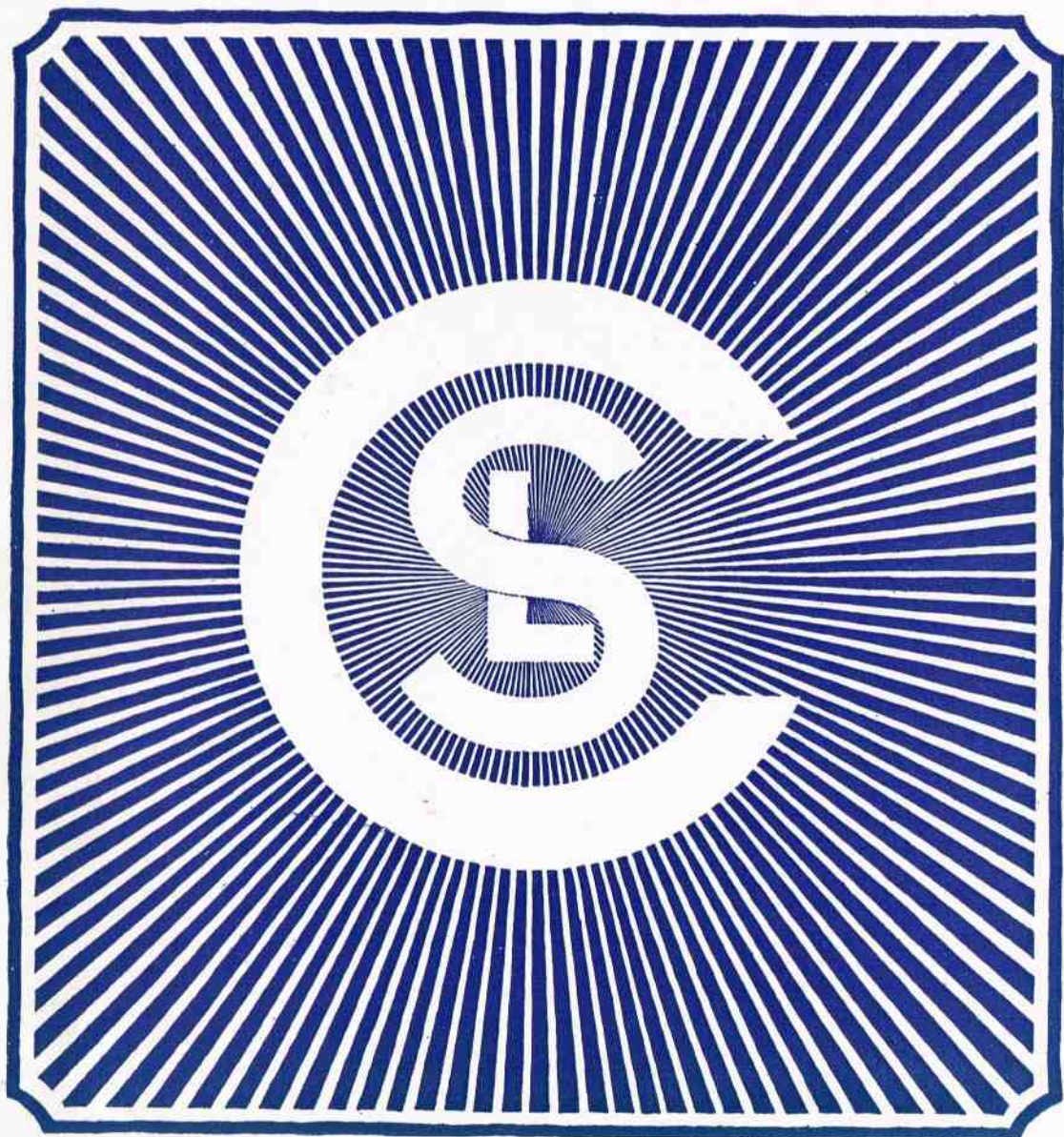


SURFACE SERVICE MAGAZINE

VOLUME 4

JUNE, 1927

NUMBER 3



Flag Day June 14

YOUR FLAG AND MY FLAG

Your flag and my flag.
And how it flies today
In your land and my land
And half a world away!
Rose-red and blood-red
The stripes forever gleam;
Snow-white and soul-white—
The good forefathers' dream;
Sky-blue and true-blue with stars to gleam aright—
The gloried guidon of the day; a shelter through the
night.

Your flag and my flag!
And, oh, how much it holds—
Your land and my land—
Secure within its folds!
Your heart and my heart
Beat quicker at the sight;
Sun-kissed and wind-tossed—
Red and blue and white
The one flag—the great flag—the flag for me and
you—
Glorified all else beside—the red and white and
blue.

—WILBUR D. NESBIT.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 4

JUNE, 1927

NO. 3

Those Springfield Bills

Why They Are There and What They Mean—The Blair Plan

More than a year ago, following long months of engineering and financial studies, President Henry A. Blair, of the Surface Lines, presented to the municipal authorities and the public the now widely known "Blair Plan" for the solution of Chicago's transportation problem. It was comprehensive in its scope and was startling in its disclosure of the financial requirements involved and the necessary departure from established practices.

It was shown conclusively that no enterprise of the magnitude of a surface-elevated-subway system to meet the demands of this great city could be financed under the terms of a twenty-year franchise. The practical remedy was to be found in new legislation that would give Illinois cities the right to grant "terminable permits" to utilities—permits to run indefinitely so long as the utility carried out its legal obligations to the municipality or until the municipality exercised the right of purchase. This form of contract has been tried with eminent success in other states, and carrying with it all of the appropriate safeguards for the protection of public interests, forms the modern ideal of what a franchise should be.

Another essential to the solution of the problem was an amendment of the Illinois Statutes which would authorize the consolidation by purchase or lease of transportation companies organized under different forms of state grants. The present law would not permit the consolidation of companies existing by virtue of the "horse and dummy act" with companies organized under the "railroad act." The Surface Lines belonging to the first class, could not acquire or be acquired by the elevated lines which belong in the second class. Here, again, therefore, legislative action was a prerequisite to combined operation.

There were other features of the plan, relating to subways and to the form of administrative control of this class of utilities and it was made perfectly clear that important enabling legislation at Springfield would have to be secured before there could be any substantial consideration or progress in the matter of new ordinances.

The radical departure from age-old precedents suggested in the "Blair Plan" found little favor at first and various ingenious propositions were presented for the consideration of the City Council, most of them seeking to demonstrate the possibility of adequate financing under limited term franchises. But after exhaustive hearings and the discovery that the proposals were either impracticable or unduly profitable to the promoters, the "Blair Plan" was again taken up for serious study and consideration.

It was found that the fundamentals of this plan were sound and that the legislative changes contemplated would clear the way for ordinances insuring the adoption of constructive plans for the improvement of transportation in all directions and at the same time remove all obstructions to the free flow of capital essential to the success of so great an enterprise.

Conferences of Mr. Blair, Mr. Insuli and representatives of the banking interests involved were followed by the drafting of bills providing for such new laws and amendments to existing statutes as were considered essential to the plan. These are the measures whose recent introduction at Springfield has been made the subject of so much comment—some of it misleading—in the newspapers. These five bills seek to accomplish the following purposes:

1. To authorize a municipality to issue to a utility an "Indeterminate Permit," the grant to continue "until such time as the municipality shall purchase or otherwise acquire the property constructed or operated under such license . . . or until such license . . . shall be terminated for misuser or nonuser according to law." (This meets the requirements of those who will undertake the financing of the enterprise.)

2. To authorize any railroad company organized under the laws of Illinois and engaged in the business of local passenger transportation in any city to acquire and maintain and operate any street railroad in such city; to "acquire omnibuses and other local transportation facilities"; and to acquire all or any part of the capital stock of a corporation owning or operating a street railroad, omnibuses or other facilities. This bill specifically provides that consent of the local authorities is essential to the operation of a street railroad. (Consolidation is not possible under existing laws.)

3. To authorize cities, villages and incorporated towns to construct or otherwise acquire subways and tunnels and to operate or lease them and to provide the means for construction, acquisition or operation. Funds may be obtained by special assessment, by the exercise of the borrowing power, or where there is a traction fund, it is made available. (This gives specific authority to the city to build subways and lease them which heretofore it has not had.)

4. To amend the cities and villages act to give a city the right to lay street railway tracks in tunnels or subways without requiring a petition of the owners of property fronting on the streets under which tunnels are being constructed. (This has not previously been possible.)

5. To amend the public utility act so as to permit the creation of a "Transit Commission" which shall have jurisdiction in a "Transit District" over all street and other railroads and omnibuses operated exclusively within the "Transit District" as established. (In our case the "District" is to include the whole of Cook County and as to the utilities mentioned, the "Transit Commission" is to assume and discharge all of the duties and obligations now enjoyed by the Illinois Commerce Commission. The bill provides for five members, two to be named by the Governor, two by the mayor of the largest city within the District—Chicago—and one by the majority vote of the members of the County Commission. As the "District" extends beyond the city limits, the Commission is to be representative of all of the territory included and is the form of "home rule" suggested in the bill.)

The sponsors for the bills have expressed the hope that every phase of the proposed legislation shall have the most careful consideration. They have nothing to conceal. They point out that after the legislature has acted in the matter, and assuming that all of the bills are enacted into law, the utilities affected merely

have been empowered to open negotiations with the local authorities for the preparation of an ordinance that will exactly define the conditions under which the new transportation plans may be carried into effect. The City of Chicago will still be able to dictate the terms of a franchise for the use of the streets, and define the obligations of the grant by which the companies are to be bound under the "Indeterminate Permit."

President Blair and those associated with him in the tremendously important and ambitious plans for transportation in the Chicago territory are asking and hope to receive only a fair deal; and if their hopes are realized the future of Chicago's transportation in the matter of adequacy, speed, convenience and equipment will be assured, and confidently may be expected to stand as a model for all the world.

NO RADIO INTERFERENCE

A Chicago radio magazine recently carried a misleading story in regard to a man in Milwaukee being awarded a verdict of \$2,000 because his radio reception had been interfered with by facilities of a local light and power company.

Investigation, which the radio magazine did not take the trouble to make before publishing the story, proved that the story was absolutely without foundation. What really happened was that the man was granted \$2,000 for damages in connection with the building of a high tension line which had nothing whatever to do with radio interference.

When the editor of the radio magazine had his attention called to the truth of the case, he made no attempt whatever to defend the first story. He said that it was erroneous and published a retraction.

TENNIS SCHEDULE

The members of the Surface Lines Club and all employees of the C. S. L. are welcome to attend the tournament matches played by the Surface Lines Tennis team. In fact, you are urged to attend and "pull" for your Club team. Play starts promptly at 2:30 P. M.

May 21—Surface Lines at Beverly. 91st & Hamilton.

June 4—Oak Park at Surface Lines. Western & Washington Blvd.

June 11—Surface Lines at Sears Roebuck Co. St. Louis & Arthington Sts.

June 18—Surface Lines at Lawchester. Addison & Sheridan Road.

June 25—River Forest at Surface Lines. Western & Washington Blvd.

July 9—Suburban at Surface Lines. Western Avenue & Washington Blvd.

“You Were Not to Blame—Thanks!”

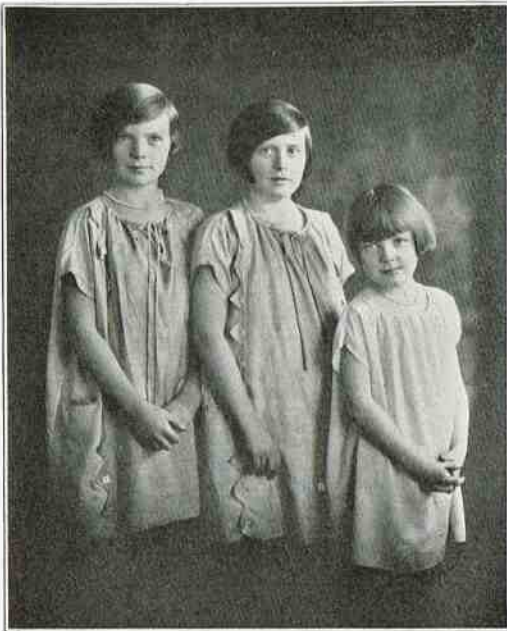
Here's a Remarkable Story That Will Renew Your Faith in Human Nature

SURFACE SERVICE takes great pleasure in presenting to its readers, and broadcasting to the industry at large, the brief story of an incident that we believe to be unique. At any rate, no one yet has been found who ever heard of a similar case in the long record of various personal injury departments in Chicago corporations.

Those who are familiar with the routine

From the accounts of the accident, I am fully satisfied that the children were to blame, and that all that saved their lives was the quick thinking and alertness of the motorman, who threw on the emergency brake and also dropped the fender in time to save them.

Both children were bruised, and one of them was knocked unconscious. The car crew, together with a passerby, took the children to a doctor, who gave them medical attention, and the children were then taken home. The children are now feeling well again and will return



Eleanor, Marian and Kathryn Sullivan—the Younger Sisters Were the Ones Injured.

of accident reports easily can fancy the amazement and incredulity with which the following letter was read:

Hedges Construction Company
64 West Randolph Street,
Chicago, Illinois

May 17, 1927.

Chicago Surface Lines,
234 South Clark Street,
Chicago, Illinois.

Gentlemen:

I desire to express my very deep gratitude to the motorman who was operating the street car that ran into my two young daughters, on the 79th Street line, on Tuesday, May 10th.



Motorman Benj. Inthout.

to school in a few days.

I do not know the motorman's name, and am writing this letter to the company, asking if you will kindly convey to the motorman the heartfelt gratitude of my wife and myself, and also to thank the company for their consideration in the matter.

Very truly,

JOSEPH R. SULLIVAN.

After confirming the fact that Mr. Sullivan really existed, the following acknowledgment was made:

May 19, 1927.

Mr. Joseph R. Sullivan,
Secretary and Treasurer,
The Hedges Construction Company,
64 West Randolph Street,
Chicago, Illinois.

My dear Sir:

I doubt very much whether any utility in the United States ever received a letter like the one you were good enough to address us under date of May 17; and may I express to you the ap-

preciation of the management for the unparalleled spirit of fairness, consideration and reasonableness exhibited in your communication.

We share with you an intense gratification over the fact that your young daughters escaped serious injury; and it seems to us that you are to be doubly congratulated because of their frankness and courage in assuming responsibility in a case where nine hundred and ninety-nine out of a thousand little ones would have been only too glad to place the blame for their mishap upon others. The motorman involved in the accident is B. Inthout, Badge No. 10047, of our 77th Street Car Station, and we are sending to him a copy of your letter of thanks, filing the original with his record in our Transportation Department for future reference. We are also going to take the liberty of featuring your communication in the June issue of our company publication—SURFACE SERVICE—for the information of the twenty thousand members of our personnel.

Will you please convey to Mrs. Sullivan and to the little girls and accept for yourself our felicitations and sincere thanks.

Very truly yours,

JOHN E. WILKIE,

Assistant to the Vice-President.

Then we telephoned to Mr. Sullivan's residence and in response to our request the pleasant voice at the other end of the line (later identified as belonging to Mrs. Sullivan) graciously agreed to let us have a photograph of the daughters who so miraculously escaped serious injury or worse; and we are sure our readers will agree that Mr. and Mrs. Sullivan have every reason to be proud of this happy trio. Eleanor, who is thirteen years old and stands on the left, was not present with her sisters when the accident occurred. Marian, eleven and one-half, was the most seriously bruised; Kathryn, seven and one-half, escaping with comparatively slight injuries.

SURFACE SERVICE challenges the transportation industry of the country to parallel this bit of history and extends to Mr. and Mrs. Sullivan and their daughters its congratulations and best wishes.

We also congratulate Motorman Inthout, who is twenty-seven years old and who entered the service of the Surface lines on St. Patrick's Day, 1926. It was to his alertness and quick thinking that a very serious accident was averted. Such an employe is a credit to those he so capably represents.

"Did the doctor remove your appendix?"

"Feels to me like he removed my whole table of contents."

RICHARDSON TROPHY 1927

Another Beautiful Cup to Be Awarded This Year

Our baseball players and fans will be pleased to learn that Mr. G. A. Richardson has again signified his interest in the Trainmen's Baseball League by offering a large silver cup as the trophy for the 1927 champions. The cup is a beauty—the equal of any of the past trophies.



The Beautiful Silver Cup on Its Ebony Base

Some wonderful games have been played so far this year, among the most notable being the no-hit-no-run game played by Blue Island against Hammond, pitched by T. M. Jaslowski.

P. Schormack, pitcher for the Lincoln Avenue team, has the following scores to his credit: 19 to 0; 14 to 0; 5 to 0, and 18 to 2. This proves that a real game of ball can be witnessed most any Wednesday. Look at the bulletin board for the notice then back up the boys with your enthusiasm. They will appreciate it.

Cutting Down Accidents

*Lincoln Leading in the 1927 Contest, Burnside a Close
Second—Good Work*

**Exact Standings in Contest With Best Averages, February, March and April
Inclusive**

First Place	Division No. 11, Lincoln	56.47
Second Place	Division No. 2, Burnside	55.77
Third Place	Division No. 7, Kedzie	54.60
Fourth Place	Division No. 6, Lawndale & Blue Island	53.48
Fifth Place	Division No. 8, North Avenue	53.09
Sixth Place	Division No. 9, Division & Armitage	47.98
Seventh Place	Division No. 10, Elston & Noble	47.91
Eighth Place	Division No. 1, Cottage Grove	44.89
Ninth Place	Division No. 4, Sixty-Ninth	44.06
Tenth Place	Division No. 5, Archer	43.95
Eleventh Place	Division No. 3, Seventy-Seventh	41.26
Twelfth Place	Division No. 12, Devon-Limits	39.57

Accident Prevention Records of All Divisions for April

First Place	Division No. 7, Kedzie	57.13
Second Place	Division No. 6, Lawndale & Blue Island	52.21
Third Place	Division No. 11, Lincoln	54.43
Fourth Place	Division No. 2, Burnside	53.36
Fifth Place	Division No. 8, North Avenue	49.67
Sixth Place	Division No. 1, Cottage Grove	47.09
Seventh Place	Division No. 9, Division & Armitage	46.13
Eighth Place	Division No. 5, Archer	43.38
Ninth Place	Division No. 10, Elston & Noble	41.24
Tenth Place	Division No. 4, Sixty-Ninth	40.04
Eleventh Place	Division No. 12, Devon & Limits	39.90
Twelfth Place	Division No. 3, Seventy-Seventh	36.78

Spotless Records—No Accidents—April

	Classifications				
	1	2	6	7	8
Div. 7, Kedzie	0	0	—	0	—
Div. 6, Lawndale & B. I.	0	0	—	0	—
Div. 11, Lincoln	0	0	0	0	0
Div. 2, Burnside	0	—	—	0	0
Div. 8, North Ave.	0	0	0	0	—
Div. 1, Cottage Grove	0	0	0	0	—
Div. 9, Division & Arm.	0	0	0	0	—
Div. 5, Archer	0	—	—	0	—
Div. 10, Elston & Noble.	0	0	—	—	—
Div. 4, 69th	0	—	—	—	—
Div. 12, Devon-Limits ..	0	—	—	0	—
Div. 3, 77th	0	—	—	0	—

By **WILLIAM PASCHE**

Supervisor Accident Prevention

Division No. 11, Lincoln Depot, is still leading in the Accident Prevention Contest for this year. Division No. 2, Burnside, is in second place. Division No. 7,

Kedzie, is in third place and Division No. 6, Lawndale & Blue Island, is in fourth place, having come up from sixth place. Division No. 8, North Avenue, has dropped from fourth to fifth place. Division No. 9, Armitage & Division, is in sixth place, having come up from seventh place. Division No. 10, Elston & Noble, is in seventh place, having dropped from fifth place.

Commencing as of May 1st, all accident reports are being classified into two classes, namely preventable and non-preventable. Accidents which are preventable, or where doubt exists as to whether or not they could have been prevented, will be charged to the trainman involved and the Accident Prevention contest will be based thereon. Complete and concise information will help us to determine more readily whether or not the accident was preventable and in the

doubtful cases, a subsequent investigation will determine whether or not it should be charged. This tends to place a premium on a full, complete and understandable report on all accidents.

It is absolutely necessary that trainmen report all accidents, however slight, to person or property, in connection with or near any street car. This information, together with as many witnesses as possible, is essential in order that the Company may protect itself. Under the new system of classifying reports, however, the reporting of the accident will not mean that it will be charged to the trainman or his Division.

This method will also make it possible for us to know the trainmen who are not charged with any accidents, or who have very good records in this and other respects.

Accident prevention cannot be separated from regular street car operation. It enters prominently into every phase of our work and must, therefore, be foremost in the minds of all trainmen.

A trainman's accident record reflects his efficiency, and under the new system of classifying the reports we will be able to determine definitely the men who are doing their part and those who are not.

"WATCHING" "SMILING BILL"

North Avenue Men Surprise Our New Accident Prevention Supervisor

At an informal gathering of old friends and associates at North Avenue Depot at 8:30 P. M., Friday, May 20th, William Pasche, formerly Superintendent of that Division and recently promoted to Supervisor of Accident Prevention, was presented with a fine Howard watch as a token of esteem and appreciation of his work among them.

In the assembly, which numbered over two hundred, were men that Mr. Pasche as a trainman had "broken in" to their duties, men with whom he had worked on the cars, and men with whom he had associated in his work through the various steps leading to his present position. Purely an informal affair, it radiated good fellowship, good will and an unbounded faith that success would continue with

"Smiling Bill" in the immense new field now opened to him.

The affair incidentally brought into the limelight a new toastmaster in the person of John Gillen, Foreman of the Mechanical Department at North Avenue Depot, who opened the meeting and after a brief summary, called upon Mr. Evenson, Superintendent of Transportation, to make the presentation. Mr. Evenson briefly touched on Mr. Pasche's progress and accomplishments while in the Transportation Department and his own satisfaction at having a man at the head of the Accident Prevention work who was so thoroughly versed in the various phases of practical operation.

Mr. Pasche, in responding, thanked the men for their expression of good will and for their good efforts and co-operation which had made possible the winning of First Place in the 1926 Accident Prevention Contest.

Alderman Thomas Bowler, present as the representative of Division No. 241, congratulated both the officials for their selection of William Pasche for this important post and Mr. Pasche, himself, as having earned the promotion. Alderman Bowler also assured Mr. Pasche that, as chairman of the Mayor's Safety Committee, he would extend the heartiest co-operation in the work at all times.

Conductor Condales and his accordeon furnished the music.

STREET CAR MEN'S LEAGUE

How They Stand, Including Games of June 1

NORTH DIVISION

Team	Played	W	L	Pct.
Lincoln	4	4	0	1.000
Elston-Noble	4	2	2	.500
North Ave.	4	2	2	.500
Arm.-Division	4	2	2	.500
Lawndale	4	2	2	.500
Kedzie	4	2	2	.500
Devon	4	2	2	.500
Limits	4	0	4	.000

Note: Six teams are tied for second place.

SOUTH DIVISION

Team	Played	W	L	Pct.
Burnside	3	3	0	1.000
Archer	3	2	1	.667
77th Street	4	2	2	.500
Blue Island	4	2	2	.500
Cottage Grove	4	2	2	.500
69th Street	3	1	2	.333
Hammond	3	0	3	.000

The Lengthening of Human Life

Dr. Leeming Points the Way to Added Years of Physical Existence and Good Health

"Three score years and ten," though quoted from high authority, does not mean that this period of time is the average span of life allotted to man; the average varies greatly and depends upon many underlying conditions. A century ago the average length of life was only 35 years while now it has been increased to 55 years.

It should be an interesting study for all of us to learn how this prolongation of life has been accomplished, and especially so when the statement can truthfully be made that more than half of this improvement has occurred within the past few decades. It would be impossible, in the brief space allotted to me, to go into detail in explaining the scientific medical work which has resulted in this wonderful achievement. I will state, however, that it has been brought about very largely from the study and application of the principles of prevention and cure of disease. The death rate in children under five years of age has been reduced over 50%. The danger of tuberculosis, diphtheria, typhoid fever and other infectious diseases has been materially lessened by the use of anti-toxins and other methods of prevention and treatment.

We are naturally all interested in this scientific progress. We readily agree that we are living in a progressive age, but our chief concern as working men and women should be to learn, if possible, how to take advantage of this progress, how to derive individual benefit from it, and my purpose in writing to you through the medium of our monthly journal is to help you in this direction.

It is estimated that if all known preventative measures could be utilized in men between the ages of 25 and 50 years, which would include a large majority of Chicago Surface Lines workers, the length of life of such men could be extended from 10 to 15 years! Think of this, if you will, in connection with its value to the family, as well as to the individual. If you will do this, I am sure

you will be interested, and I hope you will ask the question I want you to ask, viz., "What can I do to help in this worthy cause?" The answer is easy—take good care of yourself.

Study and be advised, if necessary, in regard to your health and your habits. Learn something about personal and general hygiene, the importance of avoiding excesses in eating, drinking, smoking, etc., the value of regular exercise in the sunshine and open air and sleeping in a well ventilated room. Remember that the elimination of waste products from the system is more important to the human economy than the intake of food. Your watch gets out of order more frequently by being clogged up with dirt than by breaking of the mainspring. A watch, an automobile, or a man, if properly built, will last longer if well cared for.

If the hygienic measures and general good care of yourself just referred to are neglected, what is liable to occur? It is evident that your vital organs will not last as long on account of being overworked. Your liver is apt to become sluggish; your kidneys will be overtaxed in getting rid of excessive waste products; your heart will be called upon to work harder to pump the blood through congested organs; you are liable to become irritable and nervous during the day and restless at night. Very likely you will get into the habit of requiring a laxative pill at night to help nature out and prevent that unpleasant taste which you may have noticed in the morning.

In other words, you may be imperceptibly and without realizing it growing prematurely old. You no doubt have heard the saying, "A man is just as old as his arteries." If you don't understand what this means, it is a duty you owe to yourself to find out by investigating the subject. Learn the causes which produce hardening and inelasticity of the blood vessels with its inevitable high blood pressure, and when you have some knowledge of the causes which

bring about this condition and others which I have mentioned, I am sure you will not require advice to prevent the operation of such causes in your own case and if they exist to make every effort to remove such causes.

Why not, in addition to studying the subject yourself, go to your doctor at regular intervals and have a urinalysis made, your blood pressure taken, your

heart examined, and a general going over to find out definitely and scientifically how your machinery is working, and receive advice, if you need it, that will assist in preventing the wearing out or breaking down of important organs of your body upon which, in perfect working order, good health so largely depends. If interested, look for more on the same subject in next month's magazine.

Armitage Leads Power Saving

A Tribute to Armitage Motormen and Supervisors Todd and Gagler

In this report we find you at the top of the power saving list with a good percentage figure. You have approached this position and average, positively and steadily indicating that power saving and good car operation methods are practiced by sufficient numbers to establish a record above the 10 per cent mark.

Your lead over the long time holder of the top position and the high power saving division Cottage Grove demonstrates beyond a doubt that it is possible for every division on this great system to go well above the 10 per cent saving mark.

Your division may be considered one of the key divisions to the power saving problem in that it demonstrates in the fact of the many perplexing conditions beyond your control, that you can render first class service over the streets in your division. Therefore, it should be a much easier problem for many other divisions not so handicapped to go up to and beyond a 10 per cent mark.

No man is sufficient within himself. He by nature must first crawl before he may walk but he must be taught to walk and properly so. The Supervising Motorman at all divisions will help you on the important parts of your business.

It is not a difficult matter, or one that requires more than the average intelligence or training for any person to perceive and actually feel the difference in car operation that exists between the division with a high power saving percentage and the ones with a low power saving percentage.

Not so long ago after boarding the first car that happened to come along and taking a seat in the body of the car, the smoothness of operation, the starts, the stops, the long stretches of high speed running and the steady steam like coasting was very noticeable. The writer was somewhat curious to see this motorman in action and upon entering the front vestibule, at a convenient time, the following question was asked:

"Where do you stand on the power saving list?"

"Somewhere near the top."

"Why, have you been noticing the coasting?"

He added that they had a man in their division who, if all the motormen would listen to

him would make the running of the car much easier for themselves as he knows his business. And he mentioned the name of Supervisor J. Todd. The motorman in this case is F. M. Sullivan of Cottage Grove Avenue Depot and his record all along the line bears this out.

You motormen who have made this record possible know full well that you have just such a man in Supervisor E. Gagler who knows his business and is there to help you know its best points.

E. W. A.

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

Division	April	Per Cent Saving or Loss
Armitage	1	10.90
Cottage Grove	2	10.17
Lincoln	3	8.41
77th-Vincennes	4	6.19
Burnside	5	5.88
Limits	6	5.13
Devon	7	4.88
North	8	4.16
Kedzie	9	4.06
Division	10	3.99
69th-Ashland	11	3.86
Archer	12	3.58
Lawndale	13	1.44
Elston	14	0.65
Noble	15	*0.93
Blue Island	16	*1.95

Total Points 70.42

March Points 59.91

April Gain.....10.51 points or 17.5%

*Loss.

Debts

Customer—"I've brought that last pair of trousers to be resealed. You know I sit a lot."

Tailor—"Yes, and perhaps you've brought the bill to be receipted, too. You know, I've stood a lot."

General News of the Industry

What Is Doing Here and There in Transportation Circles at Home and Abroad

SIX ACCIDENT CAUSES

Buffalo has started an accident prevention drive in which the local electric railway company and the automobile club are co-operating. These six common dangers in streets are being emphasized during the campaign: Playing in the street, running from behind parked vehicles, chasing a ball across the street, hitching onto vehicles, roller skating in the street, and crossing the street without first looking both ways.

NEBRASKA LEGISLATES BUSES

Motor buses operating between fixed points for a distance of more than three miles were recently put under state control by the Nebraska legislature. Owners of buses subject to the bill must file with the State Railway Commission liability insurance policies or bonds in any amount that the Commission sees fit to require. Buses run by electric railways already were under state control and are not affected by the new bill.

PORTLAND GETS FREE RIDES

The plan of a large store buying up a city's street car service for a stated period and giving free rides to customers, which originated in the Middle West, now has spread to the Pacific Coast. Recently the Lipman-Wolme Department store of Portland, Oregon, chartered all the cars of the Portland Electric Power Company between 9 and 10 o'clock in the morning and carried passengers free. The occasion was the 77th anniversary of the store's opening. Conductors told all passengers that the cars were private ones owned for the time by the store.

NEW YORK BANS PARKED BUSES

The New York City police department notified bus owners that after Aug. 1st they no longer may use the streets as waiting stations. They must find parking places elsewhere. This order, recently issued by Police Commissioner Warren, follows the gradual closing of downtown streets to all kinds of motor vehicle parking.

"Obviously, the streets of the city are intended for as free circulation of traffic as possible, not for storage purposes," the World said. "In his order directed at bus companies, Commissioner Warren calls a halt on a growing abuse. There is not the slightest reason why these corporations should be allowed to leave their big conveyances standing in the streets. An important item in the cost of operation of the bus companies necessarily should be storage, as it is with other car-owners.

"The time is near when the whole parking question must be considered with an eye to the proper use of the streets. That does not include blockading or narrowing channels of traffic for indefinite periods; it may soon require

that private cars shall more and more pay for the privilege of parking, not in the streets but in quarters where space is regularly rented."

THE TROLLEY AND THE AUTO

Instead of being pushed out of existence by the automobile it begins to look as if the motor car has actually been of benefit to the trolley car says Senator Glass' Lynchburg, Va., News.

In some cities, the automobile has cut into the business of the street railway lines but in many more cities the congestion caused by automobile traffic has actually meant an increased use of the trolley. Many owners of automobiles are leaving their machines at home because of the difficulties of finding parking space. Many commuters drive to the outskirts of the communities in which they work, park their machines and take the street car to reach the business district.

The trolley is undoubtedly an important cog in the transportation system of every city in the United States of any size. It is economical and serves a great class of people who are not fortunate enough to possess automobiles.

ST. LOUIS APPRECIATES TROLLEYS

When 50 per cent of the power that runs the United Railways of St. Louis recently was cut off by the Mississippi flood, citizens who were deprived of the street car service appreciated what the United had been doing for them. So striking was the situation in this city where for a long time a fierce battle between trolleys and buses has waged, that the St. Louis Globe Democrat was moved to editorialize on the great value of street car service.

The Globe Democrat declared that the situation furnished "a lesson of particular value" where hundreds of thousands of persons are carried to and from work daily without thought ever being given the dependable agency that carries them; carried when snow and ice and wind must be fought with every tool within the reach of transportation companies that crowds may be taken to their homes on time; carried when disaster from many sources of which the public knows nothing threatens."

MAY CONTROL BUSES

Federal Judge Thompson recently held that the city of Philadelphia had the right to exercise police powers over buses entering it from another state. Immediately the Director of Public Safety started to formulate traffic regulations for the buses. Court decision followed an attempt of the city to collect an annual fee of \$50 for each of the buses which are operated by a Delaware Corporation. The court dismissed the injunction obtained by the bus organization and declared that unless buses were properly regulated they soon would become a menace.

GOING AFTER WITNESSES

North Avenue Continues First—General Gains Over the Previous Month

Although the average scored by North Avenue was a trifle under that for March, it was still high enough to keep it at the top of the column with an average of five witnesses per accident flat. Elston-Noble held second place with figures not quite so good as those for March. All other stations except Devon-Limits showed a gain over March, Burnside and Lawndale being tied for third position.

Six stations showed an average of better than four witnesses per accident, the best showing that has thus far been scored, and the average of the system was so close to four that there is every reason to believe that it will be reached and possibly exceeded when the May figures are available.

The following shows the standing for April and the three preceding months.

	April	Mar.	Feb.	Jan.
1. North Avenue	5.00	5.32 (1)	4.63 (2)	4.69 (1)
2. Elston-Noble	4.56	4.65 (2)	4.87 (1)	3.81 (3)
3. Burnside	4.33	3.99 (4)	3.85 (4)	3.42 (6)
3. Lawndale				
Blue Island	4.33	4.18 (3)	4.50 (3)	4.01 (2)
4. 69th Street	4.18	3.66 (6)	3.83 (5)	3.29 (8)
5. 77th Street	4.05	3.79 (5)	3.77 (6)	3.64 (5)
6. Kedzie	3.97	3.46 (7)	3.12 (12)	2.84 (12)
7. Archer	3.56	3.44 (8)	3.43 (8)	3.30 (7)
8. Cottage Grove	3.48	3.41 (9)	3.54 (7)	3.66 (4)
9. Armitage-Division	3.40	3.33 (10)	3.16 (11)	3.06 (11)
10. Lincoln	3.31	3.30 (11)	3.18 (10)	3.24 (9)
11. Devon-Limits	3.11	3.28 (12)	3.33 (9)	3.10 (10)
Average for the system	3.93	3.80	3.74	3.51



Dorothy and George, Children of Conductor G. Patterson of Division.

Thrilling and Drilling

"Did you ever meet a man whose touch seemed to thrill every fibre of your being?"
 "Yes, the dentist."

Encouragement

"Why the deuce do I struggle with this piffling job?"
 "Don't be discouraged; think of the mighty oak. It was once a nut like you."

WHEN? WHERE? WHAT?

Prize Winners and Answers in "Ask Me Another" Surface Lines Contest

Miss Marie Krausman, of the Transportation Department, won the first prize of \$5.00; Mr. J. M. Johnson, Instructor, Transportation Department, the second prize of \$3.00; and Miss Jane Mitchell of Material & Supplies won the third prize, \$2.00. There being twenty questions, each question had a value of five points. Miss Krausman's answers scored 83, Mr. Johnson's 78.5 and Miss Fitchell's 76.

One of the troublesome questions was the twentieth. Nearly all of the answers included gasoline, which has never been used as one of the motive powers and nobody apparently remembered that we used both underground trolley as well as overhead trolley.

The Answers

1. P. Grady (1862) of Engineering Department.
2. State Street from Randolph to 12th St.—April 25, 1859.
3. August 7, 1919.
4. Dearborn Street from Randolph to Polk St., in October, 1906.
5. Cottage Grove from 39th to 55th street, and on Evanston avenue (Broadway) from Diversey to Graceland Cemetery.
6. August 25, 1918.
7. August 13, 1924.
8. On Clark-Wentworth line beginning Sept. 1, 1921.
9. North avenue.
10. Length 48 ft. 11 in.; height 11 ft. 6 in.
11. Grimm avenue near Milwaukee avenue.
12. About 520.
13. On Cicero avenue.
14. 1079—about 1,000.
15. 11.09 miles per hour.
16. 3.84 cents.
17. Over 68%.
18. Only 61 per cent.
19. 1439.
20. Horse, Steam, Compressed Air, Cable, Storage Battery, Underground Trolley, and Overhead Trolley.

Try This

"Went to a dance last night and something was wrong with the taxi and we had to drive backwards the whole way."
 "I guess you didn't like that!"
 "Oh, I didn't mind. When we got there the company owed me two dollars and a half."

Teacher—"Willie, did your father write this essay?"
 "No, ma'am. He started it but mother had to do it all over again."

No Let Up

Mrs. West—"The average woman has a vocabulary of only 500 words."
 Gordon—"It's a small stock, but think of the turnover."

Keeping 'Em Rolling

Lincoln Wins Flag for First Time—All Carhouses Exceed
11,000 Miles



The "Fixit" Crew at Lincoln

A. Bollinger, A. Anderson, H. Glover, L. Demzien, L. Slominski, P. Tsakonis, B. Bernatos, P. Masilunas, C. Gail, B. Wilks, M. Kelly, S. Peletz, A. Usher, C. Ridel, T. Furey, A. Herzog, P. Piantkowski, D. Shea, R. Barron, M. Johns, S. Lasko, G. Atz, C. McAfee, J. Kaufman, F. Von Statten, J. Frys, U. De Cock, J. Lichner, J. Spear, J. Grycko, J. Bindhammer, M. Carney, V. De Zutter, C. De Ridder, W. Lorenz, R. Gilbertson, H. De Zutter, A. Nelson, C. Droth, A. Baker, P. Reale, P. Schultz, A. Bogren, E. Class, J. Kowalski, G. Johnson, J. Valec, W. Slovskas, T. Ozga.

Employees at the Lincoln Avenue Carhouse have the honor of seeing their carhouse in first position this month in the all-year-round pull-in contest. The cars at this location were operated 32,968 miles per pull-in due to failure of the equipment. This represents an increase of 30.7 per cent over their record of the previous month, and 153.3 per cent over a year ago.

The average mileage for the system was 22,078, which is an increase of 111 per cent over a year ago, when the mileage per car was 10,436.

Individual records were as follows:

		5	Armitage	14	26,089	21.9
		6	Archer	5	25,928	12.5*
		7	Devon	9	25,006	33.9*
		8	77th	2	23,550	15.4
		9	Noble	22	22,802	11.6
		10	Blue Island	14	21,627	37.0*
		11	Elston	15	19,580	28.5*
		12	Cottage Grove	6	18,538	7.7
		13	Lawndale	11	18,307	6.7*
		14	Division	10	17,874	10.3*
		15	Kedzie	2	16,519	20.5*
		16	Burnside	1	11,022	21.1
				156	22,078	.8
Rank	Carhouse	Zero Days	Miles Per Pull-In for April	Percent Inc. or Dec. Ov. Mar.		
1	Lincoln	17	32,968	30.7		
2	69th	4	30,963	6.3*		
3	North	7	30,900	42.7		
4	Limits	17	30,223	3.0		

*Decrease.

At 8 of the 16 carhouses there were increases in mileage, and the remainder showed decreases. It is expected that with the approaching good weather, the number of decreases will be nil.

SURFACE SERVICE MAGAZINE

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

COURTESY CONTEST

Sometime between now and the Fourth of July bulletins will be prominently displayed at the car stations giving the details of the Courtesy Contest. A basis of comparison and grading has been devised that seems eminently fair. The car Depots rather than the Divisions will be considered. The number of passengers carried per complaint received will be the principal yardstick. Commendations will also carry weight in arriving at the Depot standing.

In the course of this contest there is bound to be a recognition of individual merit that has been impossible heretofore. The men whose records are clean and who have been working quietly and conscientiously to make friends for the management and earn the approbation and friendship of those who ride with them are to be lifted into prominence. The "bad actors" whose indifference, or bull-headedness is responsible for the clashes with our patrons are, it is believed, comparatively few in number; and it will be the consistent endeavor of the management to induce them to change their methods or find some other kind of employment.

The purpose of the contest is to enable the Surface Lines to enjoy the standing with the public to which it is entitled by the character of the service rendered by its good men; and *not* permit itself to be graded and rated as encouraging or tolerating bad temper, offensive actions and language and callousness to public comfort, convenience and safety.

AN AMAZING CASE

On another page SURFACE SERVICE gives prominence to an incident that is believed to be unique in the history of transportation companies. Two little girls suddenly appeared in front of a moving Surface Lines car. In spite of emergency brakes applied in a flash, both were struck, one being rendered unconscious, the other bruised but less seriously injured. Prompt first aid was secured by the crew and arrangements made to have them escorted home in an automobile.

Not an unusual story, one may say. But wait! A few days later a letter was addressed to the management by the father of these girls.

Was it the usual thing? "Carelessness of your motorman"? Not at all!

"Demand immediate consideration and adequate damages"? No!

"Placing the matter in the hands of my attorney"? Not a bit like it!

Instead of the conventional phrases the letter said: "Your motorman saved the lives of my girls"; "they alone were to blame." "Kindly convey to the motorman the heartfelt gratitude of my wife and myself and thank the Company for their consideration in the matter!"

If it were within our power to bestow medals we would consider it a privilege to decorate Marian and Kathryn Sullivan of 7706 South Paulina street with the Star of Truth; and to award to their father Mr. Joseph R. Sullivan, Secretary and Treasurer of the Hedges Construction Company the Golden Cross of Loyalty and Honor.

EMPLOYEE RIDERS

**A Request in the Interest of Conductors—
Everybody Should Comply.**

A request comes from some of our conductors asking that trainmen in civilian clothes and all other employes using monthly passes hold their passes in a conspicuous manner when and after presenting it to be punched. The ladies especially are requested to take the tickets clear out of their pocket-books and hold them in view up until they are inside the car. This request is not unreasonable and should be complied with.

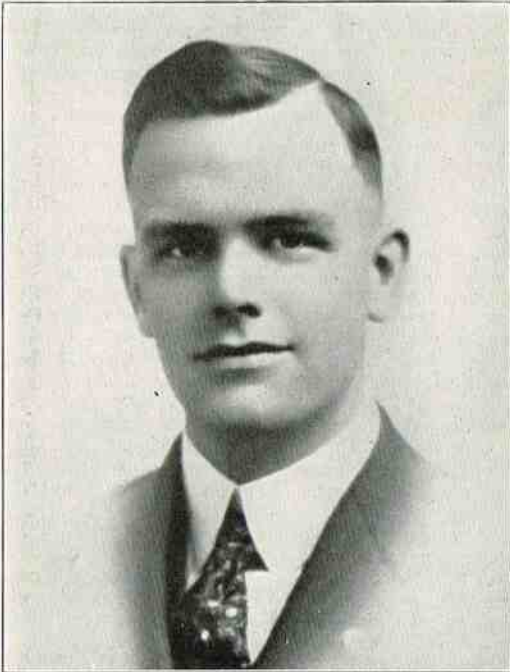
The Professor Says:

We are certainly too liberal. We give too much time to worrying about the affairs of others and in giving others advice that we should be taking.—Selected.

SENT TO NORTH AVENUE

J. B. O'Connell Succeeds William Pasche
—An Eventful Career

J. B. O'Connell, who, on May 1, became Division Superintendent at North Avenue, had his initial service with the Chicago Surface Lines in 1915, at which time he was employed as a helper in the Western Avenue sub-station.



J. B. O'Connell

At the outbreak of the World War he enlisted in the U. S. Navy and shortly after was made a Chief Electrician, and after the termination of hostilities still followed the sea in the capacity of an engineer officer on merchant ships plying in foreign trade. This career culminated in the foundering of the S. S. Snug Harbor at sea during the summer of 1921 and after spending thirty-six hours in an open boat, was rescued.

He then returned to the University of Illinois to complete an unfinished course in engineering and was duly graduated.

After graduation he entered the service of the Pennsylvania Railroad, working out of Altoona, Pa., and specializing on problems of heavy electric traction.

He returned to the Chicago Surface Lines in 1924 and went to work as a motorman at the 77th Street Depot, and subsequently served the Company as a depot clerk, car repairer, schedule maker, and as material clerk in the Track Department. On October 1, 1926, he was appointed traffic engineer of the Transportation department, and on May 1, 1927 was made Superintendent of the North Avenue Depot.

Good Timber

The tree that never had to fight
For sun and sky and air and light,
That stood out in the open plain
And always got its share of rain,
Never became a forest king,
But lived and died a scrubby thing.
The man who never had to toil
To Heaven from the common soil,
Who never had to win his share
Of sun and sky and light and air,
Never became a manly man,
But lived and died as he began.
Good timber does not grow in ease;
The stronger wind, the tougher trees;
The farther sky, the greater length;
The more the storm, the more the strength;
By sun and cold, by rain and snows,
In tree or man, good timber grows.
Where thickest stands the forest growth
We find the patriarchs of both;
And they hold converse with the stars
Whose broken branches show the scars
Of many winds and of much strife—
This is the common law of life.

—By Douglas Malloch.

ALL EMPLOYEES ARE INVITED

to the

Surface Lines Club

Eleventh

Annual Picnic

to be held

Saturday, July 16, 1927

at

Glenwood Park near Batavia, Ill.

Reserve this date now

Bouquets for the Boys

Holding his car long enough to permit passengers to board won for Motorman Albert F. Block, badge No. 2355, of Cottage Grove, a letter of thanks from Mr. Sam Lewis, 5144 Indiana Avenue. He refers to Motorman Block's good judgment and cordiality.

Neatness and courtesy are both referred to in a letter from Mr. James O'Brien, Sales Manager of M. Gropper & Sons, 200 Fifth Avenue, New York City, in a letter commending Conductor Fred H. Provost, badge No. 13186, of 77th. Mr. O'Brien says that he has travelled from coast to coast and that Conductor Provost was one of the finest representatives of a public utility that he had ever seen.

Mr. B. B. Breneman, 7208 East End Avenue, commends Motorman Clare R. Danhour, of Burnside, for rescuing an old man and an old lady who were confused by the traffic at Lake Park Avenue and 67th Street. Motorman Danhour stopped the auto traffic and guided the old couple across the street to safety.

Miss J. I. Edenheim, of the Hotel Flanders, commends Conductor Earl Y. Hitchcock, badge No. 2932, of Cottage Grove, for assisting a blind lady passenger on and off his car.

Dr. C. B. Roe, Secretary of the West Side Commercial League, expresses thanks generally to the Transportation Department for the cooperation received during the May Festival held under the auspices of the League.

Conductor Mathias J. Reck, Jr., badge No. 3142, of Archer, is complimented by Mr. George J. Irving, 5927 South Loomis Boulevard, for his patience particularly with women and children during a very heavy trip.

Mr. C. Baird, District Manager of the United Autographic Register Company, 2316 West 43rd Street, found himself on the car in charge of Conductor Charles R. Austin, badge No. 3204, of 77th, with only a ten dollar bill. Mr. Baird appreciated the fact that the conductor paid his fare and enclosed the proper amount in order that the conductor might be reimbursed.

Conductor Thomas Lynch, badge No. 5672, of Kedzie, was of assistance in enabling Mr. Edward C. McDonald, 4015 West Washington Boulevard, to recover a lost package, and the assistance rendered was acknowledged in a letter of thanks by the appreciative patron.

Conductor Walter Sheridan, badge No. 5824, of Blue Island, had Mr. M. Getzels and a companion as passengers both of whom were without money. He permitted them to ride and subsequently a letter was received from Mr. Getzels remitting the amount of the fare and expressing his appreciation.

Conductor Edwin P. Miller, badge No. 6362, of Elston, after discovering a slight mistake in making change for a passenger, Mr. Clarence Hibbeler, 3503 North Seeley Avenue, followed the passenger into the car and corrected his error. Mr. Hibbeler, who had not noticed the mistake up to that time, congratulates the man-

agement on being represented by an employee like Conductor Miller.

Mrs. H. B. Jameson, 718 Bittersweet Place, who during a crowded trip, was obliged to stand on the platform of a Roosevelt Road car, observed the fact that Conductor Michael Hanley, badge No. 8556, of Lawndale, was exceedingly tactful and considerate in dealing with foreigners and passengers of advanced years. His conduct was so exemplary that Mrs. Jameson felt that he was entitled to warm commendation.

Assistance rendered by Conductor James R. Gordon, badge No. 10408, of Cottage Grove, to a blind lady passenger, accompanying her from the car to the door of the Marshall Field store, was observed by Mr. J. B. Townes of the Hill Brothers Company, 58 E. Washington Street, who reported the incident in a highly complimentary letter.

Mr. N. L. Esthus, of the Morton Salt Company, 208 West Washington Street, boarded an Armitage car in charge of Conductor Clarence J. Christoffel, badge No. 11044, of Armitage, and was embarrassed to discover that he had only bills of large denominations with him. He was agreeably surprised when Conductor Christoffel relieved his embarrassment by agreeing to pay his fare which he did. Mr. Esthus appreciated this courtesy and subsequently observed the commendable consideration shown by this representative in his contact with other passengers.

Mrs. W. Berkson, 6742 Clyde Avenue, in remitting the amount of her fare, expresses her appreciation of the courtesy of Conductor Michael Barry, badge No. 11988, of 69th Street, who was unable to change a bill she tendered, but nevertheless permitted her to ride and rang up her fare. She was very grateful to him for relieving her of her embarrassment.

The Misses Burns, 2745 West Pershing Road, unite in commending Conductor James Marren, badge No. 12082, of Kedzie, for his consistent courtesy, kindness and general efficiency.

Mr. H. J. Barber, a teacher at the Tilden Technical High School, residing at 7131 Bennett Avenue, was very much impressed by the diplomacy and tact of Conductor Michael H. Tierney, badge No. 12092, of 77th, in dealing with a number of rather difficult situations during an afternoon rush hour trip.

Conductor John J. Kennedy, badge No. 12584, of 77th, promptly turned in a purse that was found in his car, and the owner, Miss Edna M. Stone, 4215 Berkeley Avenue, sends a letter expressing her keen appreciation of the honesty and efficiency of our representative.

The manner in which Conductor Herman Van Spankeren, badge No. 5314, of Limits, and Conductor Nicholas Getz, badge No. 13008, of North Avenue, answered inquiries addressed to them by Mr. A. M. Kallay, 3407 LeMoyne Street, was made the subject of a letter of appreciation. They were most helpful and specific in giving him needed directions.

Mr. M. E. Geiger, representing the Witter Water Company, 137 West 62nd Street, was a witness to an incident reflecting credit on Conductor Andrew T. Olson, badge No. 13340, of 69th Street. One of Conductor Olson's lady passengers was evidently quite ill and was as-

sisted to a seat when boarding his car, and later on was helped through traffic to a safe place on the sidewalk. Mr. Geiger states that he is glad to express his appreciation of such conduct.

Conductor William P. Whalen, badge No. 13598, of Kedzie, permitted Mrs. M. Tucker, 1853 North Robey Street, to continue her journey, although she discovered after boarding the car, that she had left her fare at home. The amount of the fare was subsequently remitted with the warm thanks of the passenger.

Mr. A. A. LaVakue, of the Pittsburgh Plate Glass Company, 431 St. Clair Street, admired the consideration shown by Conductor Henry G. Johnson, badge No. 13668, of Limits, to a lady passenger of advanced years, the conductor taking the trouble to assist the old lady in leaving the car and getting to the curb in safety.

Mr. Frank J. Miller, 5305 Potomac Avenue, expresses the thanks of himself and Mrs. Miller to Conductor Frank E. Swan, badge No. 13804, of North Avenue, for discovering that a bill which Mr. Miller believed to be one dollar and was tendered as such was really a ten dollar bill. This discovery was not made until Conductor Swan was turning in, and the nine dollars was left at the station with a memorandum of the circumstances. Mr. Miller himself discovered the mistake the following day and recovered the money on applying at the station. He commends Conductor Swan and compliments the company on the honesty of its representative.

Conductor Herman P. Mazza, badge No. 14164, of Kedzie, called his streets so clearly and distinctly that he attracted the particular attention of Mr. F. Scharmel Iris, 331 South Trumbull Avenue. In a letter of commendation received, he refers also to the patience shown by this conductor in helping an old lady who spoke very broken English in reaching her destination.

Motorman William Spratt, badge No. 1059, of 69th Street, is complimented by Mrs. Antoinette A. Lamoneaux, 6919 Crandon Avenue, for contributing to the pleasure and convenience of his passengers by his courtesy, pleasant manner and universal consideration for those riding on his car.

Motorman Michael J. Morley, badge No. 10077, of Blue Island, makes it a point to warn passengers who are leaving his car at heavy traffic points to look out for approaching automobiles. This interest in the safety of his passengers particularly appealed to Mr. W. J. Graham, who is a traveling man; also has a good word to say for the Surface Lines service generally which he considers superior to that observed in other large cities of the country.

Mrs. Frances Brucks, 3519 West 64th Place, had two little children and was transferring to a 59th Street car. The starting signal had been given, but Motorman Patrick Carey, badge No. 11655, of 69th Street, who noticed the efforts Mrs. Brucks was making to catch his car, promptly stopped long enough to enable her to get safely aboard with her children. This she considered especially commendable and asks us to convey her thanks to this very considerate employe.

LEGION TOPICS

The "C. M. T. C."

Much has been said since the World War concerning military training, large armies, adequate naval bases and the protection of Home, Country and Government. We have pacifists and other "ists" never heard of before the war, besides quite an assortment of "antis," pinks and reds. The average every day person for whose presence we should ever be thankful is the balance wheel—he is the man who does his work of being a citizen thoughtfully and turns lifted eyebrows upon any one who advises radical and wholesale changes in government. He is also the man who in time of war puts away his pen or hammer to return to it only after he has again demonstrated to the world that might is on the side of right.

Knowing these things to be true and having so recently seen them demonstrated we are inclined to sit back with a feeling of security and say: "Should the occasion arise we can do again what we did a decade ago," and we feel that with this utterance we have again proved our devotion and patriotism.

But the great war also gave us a lesson in preparedness, so we have with the return of summer the opening of the Citizens Military Training Camps. Surface Lines Post of the American Legion is joining with all other posts in striking a blow at pacifism by urging the friends of preparedness to stand back of the C. M. T. C.

Let's show the nation that Chicago and the state of Illinois can fill its quota and have a waiting list. If you don't qualify, or cannot go yourself, see that some one you know does go. It is a month's vacation with Uncle Sam that will pay you and your country big returns.

For information ask any Legionnaire, he will get it for you—that is a privilege he gets with his membership card.

Initiation

On Friday night, May 20, Surface Lines Post No. 146 of the American Legion staged a most impressive initiation ceremony. There were twenty-two candidates, and of these fifteen were from the Blue Island Car Station. Superintendent E. L. Maguire of Lawndale and Blue Island was present to see his boys go through. The zest with which Comrades Dooly, M. J. Hyble and U. G. Lee have thrown themselves into this membership drive is entirely responsible for the fine showing being made in bringing in new members.

Our Drum and Bugle Corps is now a reality, and at present the members are preparing for the Memorial Day parade. That they will make a good showing is assured from the results of much practice of late and the addition of two efficient buglers. Those of us who do not belong to the Corps, but still find it necessary to be around the club rooms on Wednesday nights are thankful for the improvement.

The seventeen members making up the Corps are as follows: J. L. St. John, Instructor and

Chairman; D. P. Hill, Drummer Sergeant; A. Verderber, Bugle Sergeant, and J. Vanderhaeghen, Treasurer. The Drummers are: D. P. Hill, J. Vanderhaeghen, R. F. Overby, S. Sherman, S. B. Rothman, R. Guistino, L. Simpson, E. J. Cjannon and S. Novack. The Buglers are: H. Meyers, C. T. Cjokenholtz, M. J. Hyble, L. Page, E. T. Erickson and A. C. Lindquist. Chairman St. John wishes to announce that any member of the Post interested in the Corps will receive a hearty welcome at the Wednesday evening practice sessions. Refreshments are served at each meeting and "you are darn toot'en you'll have a bang up good time."

Message to Mrs. Lindbergh

A telegram was sent to Mrs. Lindbergh Friday night, May 20, by the Surface Lines Post joining her in wishing Godspeed to her son in his courageous and history making undertaking.

Bunco Party

The Bunco party held at the Club Rooms at 40 South Clark street the evening of May 14 was attended by 126 enthusiastic Legion Boosters. Everyone was loud in their praises of our newly remodeled quarters and it is hoped that some of our too seldom seen Comrades will put in their appearance at an early date and renew their regular attendance.

Comrade J. J. McGowan Passes Away

The officers and members of the Surface Lines Post feel deeply the loss of Comrade J. J. McGowan, who passed away at the Great Lakes Hospital April 20. McGowan served during the war with the 108th Engineers and since his discharge has been fighting a losing fight to regain his health and strength.

Funeral services were held at St. Agnes Church and a military burial was given him at Fairmount Cemetery by Surface Lines Post.

The following is a copy of the letter sent to his wife:

Mrs. J. J. McGowan,
3917 South Rockwell St.,
Chicago, Illinois.

Dear Mrs. McGowan: The Officers and Members of Surface Lines Post No. 146 of the American Legion hereby extend to you their deepest sympathy in the loss of your beloved husband.

Yours very truly,

J. P. McCauley, Adjutant. R. U. Ambler, Commander.

Zip!

She—"Do you think my mouth's pretty?"

He—"The prettiest in the world, dear; but I'm willing to put mine against it."

A Poor Job

"Why do you stare at me?"

"Father says you're a self-made man."

"Well, why stare?"

"I'm wondering why you made yourself like that!"

Evidence

"My friend Jones has a bouncing baby boy."

"How do you know?"

"I dropped it."

Departments and Divisions

Legal and Accident Investigation

C. H. Collins has found it necessary to remove to Phoenix, Arizona, because of the illness of Mrs. Collins, and we trust the atmosphere there will bring good results.

There are rumors that Bernice Hines of our department is seriously considering that old proposition—whether it be a fallacy or not—that two can live as cheap as one. Well, here is hoping.

Mrs. Bernadette Devereux is leaving the department after eleven years of service and taking with her the best wishes for a happy future. We trust she will not forget the girls and occasionally take in one of our social functions.

We believe that we will be "well" represented with Miss Edna Hieronymous as director of this department for the Woman's Auxiliary. We know that she is keenly interested.

They say that some of the girls have been roller skating on Washington Boulevard—probably waiting for a chance to hitch onto Ross Waddell's "Sport Model"—er—automobile. "Did you hear that cut-out!"

Blackstone.

Engineering

Now that the vacation season is approaching, Louie Ciucci is looking forward to his annual fishing trip on Kinzie Street.

Miss Mary Ruth Riley, Stenographer in the Track & Roadway Department, was elected Director for her Department in the Women's Auxiliary of the Surface Lines Club for the coming year.

Another star bowler in the Track & Roadway Department, Mike Cook, the troubled Trouble Clerk, with U. G. Lee for a partner, won first prize in the doubles in the post-season tournament held recently at the Clubhouse.

Paul Minogue is once again a proud father—fourth son. Mother and baby doing well.

Fred Acker says he don't understand why they call them fire hydrants, as every one he has inspected emits nothing but water.

The heartfelt sympathy of the department is extended to Mr. H. W. Busch in his bereavement over the death of his mother.

Transit.

Electrical

Ralph Smith, helper at 63rd and Wentworth Substation, has undergone an operation for hernia. We understand that Ralph is getting along nicely.

Each year our w. k. and esteemed Mr. Miley climbs into his gas buggy and breaks all records to reach lake "Something or other." The fish up there know Gene; they wouldn't think of biting the hook that feeds them. When Gene arrives the reception committee of big fishes and little fishes, long fishes and short fishes, slim fishes and fat fishes all join in a song of

welcome entitled, "Gene is back again." Then does joy prevail in the lairs of muskie, and bass, and trout, and pickerel.

Mr. C. E. Watson, our club director, is busy these days making preparations for the coming picnic.

H. Essington.

Accounting

On Friday, May 6, 1927, some of the girls held a joke shower on Miss Ruth Wohlford. Miss Wohlford received a number of useful articles—bath mat, beautiful flower vases, cooking utensils, etc. An onion cutter deserves honorable mention. If you want to know how to cut onions without shedding tears ask Miss Olga Nagle for instructions.

We wish to extend our most sincere sympathy to Mr. G. E. Bauman, the Board of Supervising Engineers' representative, in his bereavement by the death of his father, and also Mr. M. V. Morton of the Treasury Department, by the death of his brother.

Some of the girls received post cards from Miss Jean Marshall who is spending her vacation in St. Louis, Mo.

The Clark & Division Office of the Accounting Department moved to the Downtown Office, Monday, May 23rd, 1927.

For the benefit of the girls who wish to learn "500" or "Bridge," Miss Georgia M. Smith, President of the Women's Auxiliary, is going to teach "500" and also "Bridge" at the Club House every Thursday evening.

Since the North Side Accounting Department has moved downtown, John Kruty has been burning the midnight oil devising new and shorter ways in which to get to and from work. To date, the latest route takes him exactly 36 minutes and 53 seconds.

The following vacationists have returned and report having had a nice time, though the weather was a little wet: F. Miller, Miss H. Youngstrom, C. Skrickus.

The bunch had a farewell party at the La Salle Inn last Thursday noon (May 19). The dinner was very good (ask Art Johnson and Leon Salisbury). Just before we sat down to eat, a telegram was received and upon opening it Mr. Malmquist found it was from Marie Sullivan. She couldn't attend the dinner but sent the telegram wishing us a very pleasant time. Ethyl Swanson sang a few songs for us, Frank Robinett accompanying her on the piano. Later Viola Ficks gave her version of the Black Bottom. After which we all dashed back to the office and resumed our daily tasks.

If you had been at Lincoln Park, Monday evening, May 16, you would have seen the most sensational ball game of the season. Four fellows, the Horsemen, had challenged ten girls, The Tomboys, to a five-inning game, the losers to forfeit 12 pounds of Fannie May's. The game was decided by the close score of: Horsemen 50, Tomboys 30.

Misses Olga Wagner and Marie McCabe left May 20 for an extended tour of the West.

We wish to introduce a new member of this department—Mr. Stephen Kaczmarek, employed as our office boy.

Thomas F. Coan.

Car Meter

Our deepest sympathy is extended to Catherine Devins and her parents in the recent bereavement of her aunt who died May 12th.

This will prove that a woman can keep a secret: Emily Philips has recently announced her marriage which occurred last October at which time she became Mrs. Geo. Mensinger. This announcement came as a great surprise to all and we offer heartiest congratulations.

What's in a name? Ask Geo. Cassel who is flashing a new wrist watch around our office. By drawing the lucky name of "Frieda" he won this valuable piece of jewelry. He admits that it can not be duplicated and as for keeping time, it's a whiz. Anyone wishing to have his watch set right or regulated, bring it to George, who will be glad to do this service free of charge.

A word to the wise is sufficient. We want to warn Frank Burke that he has a rival, and that his Blue Bird is looking very wistful the last few days. There's a reason. Better investigate this Frank, and run this rival out of town.

Miss Gherke is moving to Blue Island June 1st. She is thinking of employing a private chauffeur to get her to work on time after that date and there's no doubt she'll need one.

Rose Snider.

Material & Supplies

Bessie Cameron surprised her friends recently by announcing that she had been married last Thanksgiving Day. Mr. Ralph De Wees is the lucky man. Congratulations and best wishes.

Joe Bumford met with an accident the other day. While crossing Lake Street he was knocked down and run over by a bicycle. His injuries were not serious but the driver got away before Joe could get his number.

Marvin Tucker fell into Bubbly Creek last week. We do not think it was on purpose though.

Although Halsted Yard is 100% masculine, it doesn't mean anything after working hours. It seems that George Mikota is always very anxious to get away on time Wednesday and Saturdays. In fact on Wednesday he won't even take time to go home and from the care with which he combs his hair and brushes his shoes it would indicate that "It won't be long now."

A. J. Stockley has officially opened the fishing season. His first trip was to Grass Lake where he caught 3 nice pickerel. He really got 4 but one got away, and of course it was the biggest one. It seems to us that there is not much profit in Al's fishing trips. He spends a whole day and considerable money to get three fish which he could purchase right here in town for about 90c.

R. E. Buckley.

Shops & Equipment—North & West

West Shops: We recently welcomed to the West Shops, Miss Mildred Habeger, stenographer to Mr. Shaughnessy. This position was formerly held by Miss Jane McCarthy, who is now in Mr. Adams' office.

Walter Krull's hat has become too small for him since he was made a Notary Public, and also became the possessor of a new suit of midnight blue.

The number of Ed Wendt's girl chums has increased since he acquired a Dodge Sedan.

Mr. John Kinney is still on the sick list. A visit from the boys of the Machine Shop and Armature Room would be much appreciated. Address: 218 N. Hamlin Avenue, third apt.

Blue Island: Good News! Father Stork has been busy at Blue Island. A boy born to Mr. and Mrs. J. Cremin—8 lbs. A girl born to Mr. and Mrs. Pete Bubelis—7½ lbs., and a boy born to Mr. and Mrs. Wm. Costello—7 lbs. The proud Daddies are passing the cigars. Congratulations!

Kedzie: A. Ercius announced the arrival of a baby boy.

F. Stoll expresses his appreciation for the kind expression of sympathy shown him by the boys of Kedzie in the recent loss of his Mother.

North: Herman Wasserstraus, who has been in the hospital for several weeks after a serious operation, is now recuperating at home. He wishes to thank the boys for the several baskets of fruit sent to him.

Our sympathy is extended to Henry Gillispie, whose wife died recently.

John Cahill has been married a whole month, and his shoulders are not drooping as yet. He invites all the boys to pay him a visit in his new home and meet the Boss.

Lincoln: A. Donato and P. Pondo have been on the sick list for some time. The boys at Lincoln hope for their speedy recovery.

Don't miss the picture on another page of Lincoln's experts, who won the Pull-In contest this month.

Devon: P. Walsh has returned to work after a month's absence, during which time he had his tonsils removed. The boys are glad to see him back and in good health.

M. Breen is still on the sick list and would appreciate a visit from the boys.

Noble: John Piecoynka is busy performing in a social way for Noble Carhouse, having left on May 17th for a stay of several months in Europe.

Noble Carhouse has joined in the movement for beautification of the system with a spirit of whole-hearted co-operation that has placed it in a position to contest successfully with anybody in the field of carhouse landscape gardening.

Lydia M. Anderson.

South Shops and Carhouses

South Shops: A. B. Toerpe, Millwright, and family have left for Miami, Florida, for a month's vacation.

J. Gajdos, Motor Repair Department, is the proud daddy of a baby girl. Mother and baby are doing nicely. Congratulations.

We are very sorry to report the death of John Stavicki, Brass Moulder at the South Shops for several years. Mr. Stavicki who was sick but a very short time prior to his death, leaves five small children. He was very much liked by his fellow workmen and his loss will be keenly felt by all who knew him.

Cottage Grove Avenue: S. Wisdom has recently purchased a new Moon Motor, Cadillac Body, Ford Chassis, and tractor spark plugs.

We wish him success in the building and operation of his new automobile.

T. Boal is expecting his lady friend from Canada, and the boys are expecting cigars from Tom soon. Who's got a match?

77th Street: We are glad to see Bob Taggart back on the job after several months' illness.

Someone said Matt O'Connor gave a diamond ring to some lucky girl around Easter time.

J. Ditchie's little girl is recovering after a severe operation.

Jim Hopkins is the proud owner of a Ford coupe.

Archer: P. Burns, repairman, is still on the sick list.

In connection with whitewashing the carhouse; the question is, Who gets the most white-wash, the walls or Mr. Short?

We welcome August Wessel, new storeroom clerk to our midst.

J. P. McCauley.

Around the Car Stations

Cottage Grove

Many years ago, back in the cable days, I recall an incident that almost ended in tragedy. A torch light procession was being conducted in the interests of the Democratic party represented by Cleveland and Hendricks. Now one of our gripmen, Sindell, was president of the local Democratic club and also grand marshal of the parade. As the cars were passing the marchers, one, gripman Chas. Lamphier, had a Blaine and Logan placard in a conspicuous place on his car. The Marshal stepped up on to the grip car and threatened to impale the gripman with his tin sword. In a few seconds the car was filled with torch bearers. Oscar Burns, standing 6 feet and weighing 225 pounds, poured oil on the troubled waters and once more the ship of state represented by the hosts of Democracy was sailing majestically on her way.

Brother Luken has experienced a long siege of sickness and is, at this writing, passing through the crisis of his illness, and with remarkable grit and courage will win and again be restored to his rightful heritage—health and vigor.

Brother Haskin has been under the weather for some time but is gradually regaining his health and will resume his duties in the near future.

A most favorable report on Robert Beldam is the best tidings of the day. The writer has observed splendid results from Robert's recent treatment and the light is slowly but surely asserting itself where all was darkness and oblivion before. May the powers that guide our destiny grant us a favorable decision.

Last, but not least, Comrade Moss is again a live issue after being isolated for a long time. He was reciting lines of an old familiar verse to his conductor, that applied to his recent retirement from active service, as follows:

Oh! solitude where are thy charms
That nature has seen in thy face?
Better dwell in the midst of alarms
Than reign in that doggone lonesome
place.

Mr. Ahern and Mr. Cricks had a pool tournament among themselves, and the winner turned out to be Mr. Cricks. Mr. Ahern says that every time Mr. Cricks shoots he hits so hard and knocks so many balls in in one shot that it is impossible to beat him, and if the rails were not nailed on to the table you would not be able to find the cue ball. I thought in tournaments they shoot according to rules, but in this one they shoot and trust to luck.

Mr. Jerry O'Conner, our eminent janitor who is a neighbor to the promising young starter in front of the barn, Mr. M. Hickey, started over to see Mr. Hickey, who is off sick for a week, but on finding out what the malady was turned back and said, "I have had a big head but I never have had the mumps and that is what our poor Mike has."

J. Calder.

Burnside



Lorraine, Daughter of Motorman Charles Romano of Burnside.

Mr. Johnson was at the depot last week with the Instruction Car and we are glad to announce the Burnside boys attended 100 per cent. Moreover we wish to state the general comment amongst the trainmen was: "Listening to Mr. Johnson is time well spent."

Motorman M. Jensen obtained a furlough to visit the "Folks at Home in Denmark." We wish you a pleasant journey, Mads.

On May 17th, 1927, Baby Helen arrived at the home of Conductor and Mrs. Steve Batka. Congratulations from the boys.

Lost, somewhere between home and the Burnside Depot, a bright-eyed, curly-haired little boy about six years old. He was picked up by Motorman Burgeson, turned over to Superintendent Altemeier, who took him to Police Station. The question now arises, in case the child is not called for, who would have the rightful claim to the boy.

Wm. Frank.

Seventy-Seventh

A meeting of the ball players held on May 6th, 1927, resulted in E. B. Gillooley being elected manager of the ball team of this division for the season of 1927.

Motorman J. A. Wiegand has resigned from service on May 20th, 1927, after 25 years of faithful service. We wish him plenty of happiness for the future.

The following bowlers of this division have competed in the Chicago Evening Post-handicap tournament and the following is the results: Dudman, 929; Richter, 915; Knapp, 896; Corbett, 892; Harrison, 814; Bedore, 805; Cusic, 801; Leske, 800; Kattar, 788; Grassel, 777; Hackenbrock, 765; Nelson, 763. High game was Richter with 254.

Conductor Paddy McNugent's son is now confined at the German Deaconess Hospital where he was operated on for appendicitis. We wish him a speedy recovery.

We understand through Conductor Fred Wilhelm of this depot that his personal friend, John E. Conroy, member of the Board of Assessors, has donated a cup to be presented to the champions of the South Division of the Surface Lines Baseball League. According to Fred's statement, this is quite a cup. So, rooters, get behind your team and keep it here. Throw away your hammer and get a horn, come out to the games. This is strawberry season; leave your raspberries at home.

Motorman Ed. Conrad is the only one so far this season to obtain a free meal at Rohe's Restaurant for making a home run. The other eight players are saving their appetites for future use.

Mr. J. M. Johnson is now at this division instructing the trainmen in some very practical and honest-to-goodness street car operation. Mr. Johnson's manner of imparting this information to the men is very plain and forceful and we should profit by it immensely.

Receiver Jim Handly says when it comes to fishing there is no place like Burton's Bridge.

The supervisors at this division are all dolled up in their new style uniforms. We understand Pete Conraths bought a camera. What for, Pete? Jack Natelborg is well satisfied; he states he got his money's worth.

In the last issue of the magazine we read of Mr. Wm. Pasche's promotion to the post of Supervisor of Accident Prevention. After reading Mr. Pasche's past record as a trainman up to the post which he now holds, this depot is behind him to a man to help make his future record as brilliant as his past. Now all together, let's go to the top of the list in Accident Prevention. Our motto is "Safety Always."

Conductor J. H. Summerford is now con-

valescing at home after being struck by a taxicab. The boys wish him a speedy recovery.

To the families of the following we extend our sympathy in the loss of their relatives, namely: Mrs. J. E. Borg, in the loss of her husband, and Mr. and Mrs. H. H. Claussen in the loss of their twin babies.

C. A. Gylling.

Archer

A bouncing baby girl $6\frac{3}{4}$ pounds, Jean Marie by name, arrived at the home of Conductor Edward F. Roche. Ed says it's just what his wife ordered.

The wife of Motorman John Digman who has been sick for several years, died May 18th, and was buried from McInerney's Chapel Friday, May 20th. The boys of Archer extend their sympathy.

Motorman Louis Walthers, who has been laid up for over a year with blood poison caused by an in-growing toe nail on his right foot, which necessitated the amputation of his toes, resumed work on May 11th. The boys are all glad to see you back and in the harness again.

Conductor William Barber, who paid the fare of a passenger who in haste left home without any money, a few days later received a reward of one dollar and a letter of appreciation. Bill says he is not in the loan business, but says money well invested reaps a good reward.

Conductor W. F. McNicholas is at the St. Anthony's hospital undergoing a treatment for ulcers of the stomach. Here's wishing you a speedy recovery.

We the boys of Archer depot extend our sincere sympathy to Motorman M. Boozan on the death of his dear wife who after suffering for over a year with rheumatism died Saturday, May 14th.

Motorman Raymond W. Prell says he had a real Easter flower arrive at his home on Easter Sunday, April 17th, Joan Marie by name, a 7 pound baby girl. Mother and baby doing nicely.

Conductor Matt J. Mandernack signed off sick April 22nd and we didn't doubt his word till on the following day, Saturday, April 23rd, he was seen leaving St. Ambrose church, 47th and Drexel Avenue, with a bride by his side. Here's wishing you and yours all the success of wedded life and may all your troubles be little ones.

One of our veterans, Motorman Albert Krueger, having a seniority dating June 17th, 1902, died April 26th, 1927. Albert was well known among his co-workers who mourn his loss. The boys of Archer extend their sympathy to his wife and family.

Motorman Frank Lewandowski and his conductor R. F. McDonald after having an accident on April 23rd, having 35 passengers aboard car secured 27 witnesses. Boys take notice it is the crews like this that put Archer depot on the map for witnesses.

Motorman J. B. Eggerman reports by radio the arrival of a baby boy $6\frac{1}{2}$ pounds, Bernard Joseph by name, who made his way into the Eggerman's home on Monday, May 9th at 1:30 p. m. Father and baby doing nicely.

BURNSIDE ISSUES A CHALLENGE

There have been isolated cases here and there of "Golfitis" among our trainmen; but the worst case to date is the epidemic at Burnside. Now just because they challenge the other twelve thousand trainmen is no reason why they should be considered the best golfers on the system. It would be interesting to have the challenge accepted. Here are the challengers:



Kneeling—"Rags" Nelson, Mickey Hynes. Standing—"Happy" Lukis, "Motorcycle Mike" Wilkinson.

Conductor George Meyers joined the matrimonial ranks on Saturday, May 7th. George has always been shy of the girls and it was a surprise to his many friends. Conductor Block and wife did the honors by giving the wedding dinner.

Conductor Peter Theisen another of our old dependables who being confined to his home for over a year, died April 20th. Pete had a seniority dating January 3rd, 1905 and was well known and liked by his fellow men.

Boys remember the Surface Lines picnic July 16th to be held at Glenwood Park. After the pleasant outing in the past we are all looking forward for the enjoyable day.

The Stork has been doing good work for the boys of Archer depot. Conductor Chester Stranc says he has a new boarder who has come to stay, a 7 pound baby girl, Anna Mae who arrived on Sunday, May 8th. Chester is wearing the smile that can't come off.

We regret to announce the passing of Motorman James J. Griffin another veteran having been employed since June 3rd, 1895. James, while at his devotion in the Poor Clair's church on Tuesday, May 17th, fell over dead. Jim was a church worker and head usher in this church. He has a record of not missing a service acting as usher in five years. He well merited his position in life and was well liked by his fellow employes. Died May 17th and laid at rest Friday, May 20th. His memory will live long and we as employes extend our sympathy to his family.

Boys take notice and do likewise and see if Archer Depot can't for one month at least, lead the list on witnesses. Motorman B. M. Lawick and his conductor J. D. Dougherty secured 28 witnesses to an accident on May 14th, this crew is to be congratulated.

Say bachelor boys, the disease is contagious. Here's another Motorman Thomas Kenny took four days off and his sweetie led him off to Saint David's church on Thursday, April 28th. Best wishes. Motorman J. J. O'Doran had the honor of being the best man.

Conductor Christ Borchending mourns the loss of his dear wife who died May 7th, leaving three small children, ages 3, 6 and 8. Christ, your friends the boys of Archer depot, extend their sympathy in your bereavement.

Our base ball team has started out badly for our pinch-hitter, Leo J. Cadieux, in the second game of the season after going to bat, made a perfect hit but broke his ankle in his effort to reach first base. We all wish him a speedy recovery.

Motorman Michael J. O'Grady is the proud father of a 9 pound baby boy, Francis Joseph, born at the Mercy hospital Wednesday, May 18th. Mike bought the cigars for the boys. We sincerely congratulate the father.

Last but not least, if the boys at Archer depot will act as good as they looked on inspection day our complaints should be reduced to a minimum, for as a whole they never looked better than they do this spring. Let us keep up with the brush and razor and carry on the good work. This is not only a credit to yourself, but to the City of Chicago. We know the management appreciates your efforts.

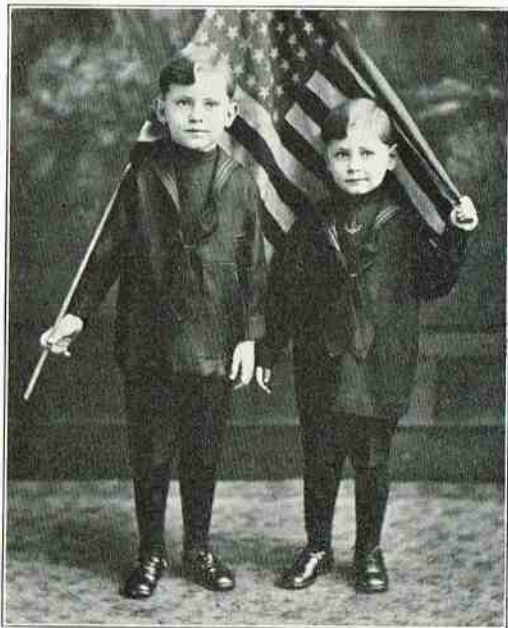
Dusty.

Lawndale

Boys, Division Six has reached fourth position in the Accident Prevention Contest for the month of March. Reaching this goal was a very good effort on your part. Now that we have got this far, let's keep up the good work with a 100 per cent for the top and stay there.

On May 11th, 1927, our boys played a game of baseball with Lincoln's Big Leaguers and lost. None were disappointed, for Lincoln surely played ball and seems fit to meet the Cubs or Sox instead of a street car league team. They are a fine bunch of fellows and gave us some lessons and the next time, perhaps we will have a different story to tell. It was a fine day for all, the game was started by Division Superintendent Maguire pitching the first ball and Assistant Division Superintendent Eigelsbach catching it. From then on

the fireworks began, and the result was Lincoln tucked the game under their arms and went home happy.



Alvin and Raymond, Sons of Motorman J. J. Silha of Lawndale.

On May 18th, 1927 our boys hooked up with the North Avenue team and played a different game. This time Pitcher Bruebach had to win his own game with the bat as well as pitching. The best part of the game was in the 9th inning with two men on bases North Avenue put in a pinch hitter, and here Bruebach showed his skill of pitching by striking the batter out with three pitched balls, Lawndale winning 7 to 6. Hats off to First Baseman Abrams who made good, and Cielski, the mascot.

Wm. H. Hackbarth

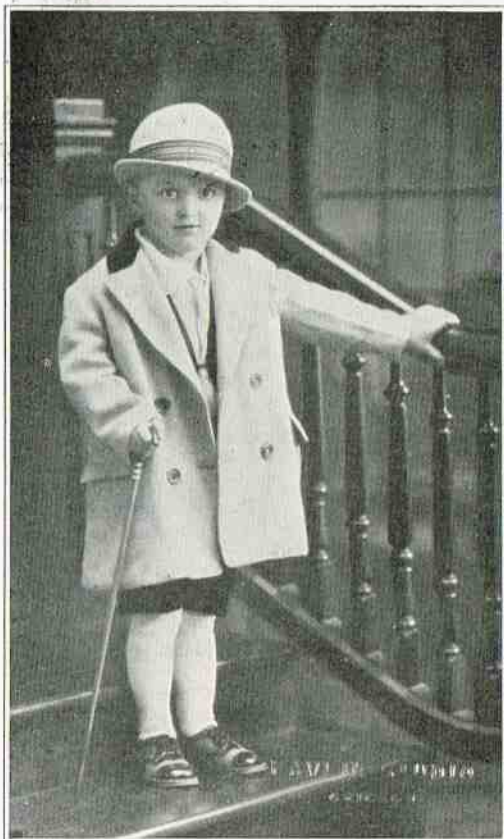
Blue Island

The following were presented with new arrivals: J. Kviatkoski an 8 pound girl on May 4th; S. Kaczmarek an 8 pound boy on May 10th and J. Klimas with a 12 pound girl on May 17th. Mothers and babes doing fine. Congratulations boys.

We all wish to extend our sympathy to the following and their families in their recent bereavements: A. Maedke in the loss of his sister; E. Ludvik the loss of his father; J. Devine the loss of his wife; R. Lane the loss of his father; J. Downs the loss of his sister-in-law; W. Muelling the loss of his grandmother; P. Murphy No. 1 the loss of his brother-in-law.

Boys keep up the good work and see that we win the Accident Prevention Contest. The accidents at this depot are getting fewer so let us try to have none at all. And keep after those witnesses.

Vacation time will soon be here. Again I want to call on our motormen to be on the look out for the children who will be playing out in the streets and who may dash in front of a car.



Charles J., Three-year-old Son of Chief Clerk Starr of Blue Island.

On May the 4th before the largest crowd attending a Surface Lines baseball game, Superintendent E. L. Maguire assisted by Assistant Superintendent T. H. Eigelsbach opened the season for their baseball warriors with a perfect game defeating Hammond, 24 to 0. Tony Jaslowski, pitching ace of Blue Island, assisted by our star catcher Dolence, pitched a "no hit-no run" game and struck out 24 batters. Manager (Sparkie) John Vujtech, our old battle scarred veteran, does not predict a pennant but has such stars as Stich, McCarthy, Brhel, Vlach, Piper, Lindensmith, Rose and Barta working in harmony. To date our business manager and trainer, Adolph Gach (Doc Gach) has worked wonders and is full of smiles. We must not overlook E. Taube, another battle scarred warrior, who deserves much credit for his suggestions and can be seen all over the field.

On May 11th we played Burnside at their home grounds and lost 2 to 1 and on May 18th played Archer at our home grounds winning

with a score of 10 to 2. Keep the good work up boys and we will win the cup this year.

Since Frank Dvorak went to the last prize fight he is very downhearted and carries a light lunch pail now. Why Frank?

Motorman Prokop and Macyzewski are both out and around again and we hope they will be back on the job before long.

Conductor J. Mullins is very ill and would appreciate a visit from some of the boys.

C. P. Starr.



Edward Vesely Jr., Son of Conductor Vesely of Blue Island.

Armitage

Victory for Division Nine's baseball team will not in the least create an over confident feeling. The scalps of others will be added with just as much determination.

Power Saving "Toppers" for the month of April, 1927: P. Moran No. 2, C. Johnson, P. De Meyer, J. Schultz, F. Wolbing, W. Rempala, G. Timmermann, T. Benson, H. Snyder, D. Kelly, A. Denton, L. Erickson, P. McCarthy, B. Matuszak, R. Schefke.

It is interesting to note the keen competition for first place in all classifications and especially the progress made by the former "Low Man." To excel in Power Saving, "Concentration" and "Running on time" are the most essential factors.

A close observation is being made of the individual efforts and co-operation in the three important contests. Accident Prevention, Witness, Power Saving. Latest available ratings show that a vast improvement is necessary if we are to be considered serious contestants in the first two mentioned.

Harry Keller knows his flowers. It won't be long now with the help of artificial sunlight at night before the boys will be pushing their cars through lanes of roses.

Mike Moriarity stepped away from the checker boards the other day to get married and we dare say that the boards won't get all the attention in the future.

Something new in color scheme. Take a look at 3259.

Felix Paturlaski was seen doing some repair work on Billy Boyd's machine.

If you boys know some real fish stories please tell them to Bob.

L. O. R. M. C.



Earl Jr., Son of Conductor Kesterson of Division.

North

From the remarks of the various Division Superintendents we gathered that we at North Avenue are going to know that we were in a fight if we win the contest this year; so evidently we have our work cut out for us. So let's get behind our new skipper, John O'Connell, and first mate, Brookman, and push the nose of the good ship North Avenue over the line FIRST again. Full speed ahead!

The first ball game of the season between Division 9 and North Avenue resulted in a win for us. It was a very "cloosely" fought game. The final score being 23 to 22. In the second game we registered a win over Limits. In the third game we bowed to Lawndale. Inclement weather considered the team has done very well.

Three of our bowlers, Vic. Malecki, Wally May and Tom Cooney, were on the Chicago Surface Lines No. 1 team which took second place in the Industrial League Tournament. Malecki and May took the diamond medals for first in the two-men event. And May took the diamond medal for first in the all-events. That's topping the maples!

Conductor Lee Deering is now at Speedway Hospital and would greatly appreciate a visit now and then from the boys. It's but a short drive out Roosevelt Road.

Conductor Harold E. Smith is proud papa to a 6 pound girl who arrived on lucky Friday, May 13.

A 7-pound girl arrived at the home of Conductor Charles Lange May 19. Also "Big Jim" Pearce, also affectionately known as "Porky," became papa to an 8-pound boy on March 5.

That's quite awhile ago but the first we have heard of it. Mothers and infants doing fine.

The mother of Motorman F. Sedall passed away April 27. Conductor P. Cunningham No. 2 lost his father May 13. The father of Motorman W. Summerville died the same day. Motorman Harvey Johnston lost his father May 17. The sympathy of all North Avenue men is extended to these men and their families in their bereavement.

Tuesday, May 17, our second team, Red Corbett's North Avenue Midgets, beat out Limits' second team, the Neversweats, in a pitchers' battle 27 to 25. Continuing their winning streak the Midgets trimmed the Lawndale Goofs (second team at Lawndale) to the tune of 5 to 4. This game took place Tuesday, May 24. Manager Corbett claims he has a bunch of hustlers in his aggregation but would like to trade a nearly new punch and a fairly good changer for another pitcher.

Conductor George Zilberman has received a postal from Motorman Martin Peterson and family who are motoring in the southwest.

Sunday morning, May 24, Operator Fred Zylstra's car was struck by an auto. He obtained 7 witnesses on his car (all the passengers on the car) and five more on the street. That is getting them.

C. A. Knautz.

Lincoln

The vacations have started and among the first to go was Herman the night clerk, who was missed very much by all the boys.

Our receiver, Aubrey Franks, is to take his vacation the middle of June and gossip around the station says that Franks intends getting married. We don't know if the story is true but as June is the month of weddings such things could happen and if true the boys all wish to congratulate him.

The boys wish Motorman E. O. Giese lots of luck and happiness. He stepped into the matrimonial harness and we hope he drives with success through life.

It pays to be honest. Conductor George Hoellen on Riverview found a lady's purse on his car Saturday, May 7th. Miss Ida T. Effinger, who lost the purse and called at the station to claim it wrote Mr. Hoellen a nice letter of thanks and rewarded him with two dollars.

The baseball season opened May 4th and the Lincolns defeated the Limits by a score of 19-0. The feature of the game was the pitching by Pete Schornack and three home runs by May, Nordi and Smagach; also a three base hit by J. C. Drees when first up at bat. The Limits boys claimed that when they played the Lincolns they would make Pete Schornack look like the last rose of summer, but judging from the way he pitched the game and struck out twelve men it took the pep out of the Limits team and they did not care to play the full nine innings. Wednesday, May 11 the Lincolns played the Lawndales at Gingley Park and won with a score of 14-0. Lincoln also defeated Kedzie at Welles Park, May 18 by a score of 5-0. It was a very good game neither team scored a run until the seventh inning when the Lincolns had a man

on base and our pitcher Pete Schornack went to bat and got a three base hit, they always said Pete couldn't run but you couldn't see him for dust.

We wish to extend our heartfelt sympathy to Conductor Smagach in the loss of his father, who after a long sickness passed away May 19.

H. Spethman.

Limits

Conductor Jos. McGrory, an old timer of the Limits, is now at the Speedway Hospital. McGrory is an ex-service man who joined the army at the outbreak of the war, before the draft, at an age when he was not eligible for the draft. He was assigned to the Commissary Department where he worked as a baker. He has never quite recovered from his experiences and hardships in the service, and he told Paddy O'Connor, who was visiting him at the Speedway, that he would like to have a few of the old timers, or any of the boys, in fact, drop in to see him. Visiting hours are 3:30 to 5; inquire at the Administration Building.

T. MacGowan was married April 30th to Miss Katherine Chambers at St. Vincent's Church. We wish you good luck on your journey, Mac.

Tom Moriarity also slipped away to Michigan the 23rd and it has been rumored that he also is on a honeymoon, although as yet we have been unable to confirm this rumor.



Motorman Siebert of Limits and His Grandson Robert, 5 Months Old

Folks' love for old Ireland was revived on Saturday night, May 14th, at the North Shore Ball Room where Chris. Denis entertained a crowded hall. The audience found much to enjoy in the group of Irish songs sung by the comedian, and following loud applause he entertained them with an Irish reel and jig. Another round of applause brought him back to the stage playing, "I Have Been Waiting All My Life for You" and "I Can't Live Without You." All the Irish colleens gathered around the stage, but you know, Denis is engaged and we think it won't be long now. Good luck, Denis.

Harry Butcher is down in Arkansas, at Hot Springs National Park, where he is enjoying the scenic beauty of this garden spot.

Conductor Harry Miller has been making the assertion that his "Chev" can do 45 miles an hour and on a recent test demonstrated it to the satisfaction of those accompanying him, but

after they got to the bottom of the hill they came very nearly being arrested for "rushing the can" on Sunday.

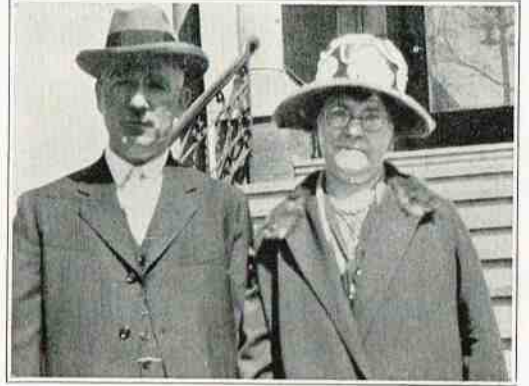
E. G. Rodgers.

Devon

We offer our congratulations to Mr. J. Ford and his bride, Mr. Thomas Lynch and his bride who was formerly Miss Nora Rowland, and Mr. F. Stasbick and bride formerly Miss Box-trom.

We were glad to see the smiling face of J. P. McCauley (Lord McCauley) after a long siege of illness.

C. E. Thomas and F. H. Tyley are proud papas.



Mr. and Mrs. Thomas Lynch

Upon looking over last month's issue of Surface Service, quite a few of our men remarked about the striking resemblance between our shop forman, Paul Rattke, and President Coolidge. Some compliment, Paul.

Have you noticed our flower garden in the train-yards?

T. Heppner has pitched several games and done a splendid job.

Some of our boys are not aware of the fact that the Devon team has a Nic Altrock in the person of Charley Klump.

J. Buhr was commended for his honesty in promptly returning a sum of money he found.

C. E. Roy.

Seven Mistakes

Here are seven mistakes of life that many of us make:

The delusion that individual advancement is made by crushing others down.

The tendency to worry about things that cannot be changed or corrected.

Insisting that a thing is impossible because we ourselves cannot accomplish it.

Refusing to set aside trivial preferences, in order that important things may be accomplished.

Neglecting development and refinement of the mind by not acquiring the habit of reading.

Attempting to compel other persons to believe and live as we do.

The failure to establish the habit of saving money.—"Pullman News."

CLUB SPARKS

Women's Auxiliary Installs Officers

Thursday evening, May 19th, the occasion of the installation of new officers and directors of the Surface Lines Club-Women's Auxiliary, was another thoroughly enjoyable event in the history of our Club. As our girls gathered in the Clubhouse there were happy greetings, much chatting and joyous laughter. The meeting was called to order in the ballroom, which looked lovely with soft lights and large bouquets of beautiful pink roses. The retiring President, Miss Marie C. Sullivan, took the platform with her Directors gathered around her. After the minutes of the last meeting were read, Miss Sullivan gave her parting talk and then asked the new officers and directors to come forward. The officers installed were Miss Georgia M. Smith, President; Miss Agnes Hume, Vice-President; Miss Mary Wiley, Secretary, and Miss Gizella Lachata, Treasurer. Miss Smith talked briefly, giving an outline of what she hopes to accomplish for the Club this year, and asked for cooperation and helpful suggestions from Club members. We enjoyed her talk very much and wish her every success in the coming year.

The past President and new President were then each presented with a basket of exquisite spring flowers and roses, the gifts of the Club, Miss Sullivan also receiving a beautiful purse from her Directors and Miss Smith an armful of gorgeous red roses from some of her girl friends.

A fine program followed, Miss Marie Ludwig, whom we have heard on several other occasions at the Clubhouse, charming us with selections on her beautiful harp. Her own version of "By the Waters of Minnetonka" was particularly delightful. Snappy banjo music by Miss Phyllis Stonehouse and several selections by Miss Mary Ryan on her violin accompanied by Miss Elizabeth O'Brien at the piano were also enjoyed. Mrs. Grace Wright Rubey, whom we were glad to welcome in our midst again, and Miss Viola Ficks each gave a dance number.

Dainty refreshments were served over which many lingered chatting while others danced to the music of the new Victrola records.

Three Cushion Billiard Tournament

The billiard tournament came to a close recently with highly satisfying results. The committees directing this tournament consisted of the following men: E. Denneen, Chairman; H. Lewis, A. Vitalie and B. N. Linstrom. The players all have almost equally good ability as is evidenced by the fact that four tied for first place, four for second place and two for third place. The prize winners follow: First Prize—H. Isacson, C. Tripplett, F. Peterson, C. Zang. Fifth Prize—C. Caul, E. Holmbre, A. Vitalie, E. Dinneen. Ninth Prize—H. Lewis, M. Pearce. High Run—J. Nattinger. Game won in least innings—N. Isacson.

Card and Bunco Party

On Friday, May 20, the first card and bunco party for both men and women was held at the Club House. The attendance exceeded all expectations, especially after a thunderstorm with its accompanying deluge marred the early evening; but that seemed to have the effect of rousing a good many members to the fact that a card party was scheduled and called for their presence. The result was an attendance over the two-hundred mark.

The games played were bunco, pinochle, five hundred and bridge, with bunco leading in the number of tables and five hundred a close second.

The prizes for bunco numbered thirty, all of them being useful and valuable articles ranging from toothpaste to a set of china dishes. The three highest scores in this game were those of Mary DeLorme, Essie Smith and Katherine Gerhardt.

The card game prizes were in the form of cash and were awarded as follows: Pinochle: 1st, J. W. Landeck; 2nd, Chas. Gottschalk; 3rd, J. Jankauskis; 4th, Elmer Ratzel. Five Hundred: Women, 1st, G. Figge; 2nd, B. Hamilton; 3rd, R. Waddell; 4th, Mrs. C. Carlson. Men, 1st, Lillian Schneider; 2nd, C. Kasper; 3rd, Katherine Hunt. Bridge: Women, 1st, Helen Griffen; 2nd, Mrs. G. Hanley; 3rd, Margaret Hewitt. Men, 1st, W. C. Pearce; 2nd, C. B. Heath, and 3rd, Katherine Hunt. As shown by the foregoing names in some cases a woman played as a man or vice versa.

After the games were over everyone appeased his by-this-time hearty appetite on tasty delicacies, such as strawberry shortcake, etc. The committee that handled this affair in such a commendable manner consisted of the following members: C. B. Heath, A. Bollinger, E. J. Sigwald, Marie Sullivan, Hildur Carlson, Marie Krausman and Mrs. Michaels. They deserve much credit for their efforts.

Picnic Anticipations

"The Surface Lines Picnic, did you say? Why, yes, of course I'm going. I wouldn't miss that for the world." That's what they're all saying about the offices and depots, in fact over the whole system. It sounds good. It looks like all records will be broken for the best all-round picnic. Here are just a few of the main features that will keep you on the jump, and make the day seem like an hour: Chariot Races, Mr. Andresen's Side Show, Children's Carnival, Children's Races, Adult Races, Tug-O-War, Indoor Baseball, Brass Band, Dancing. We know, in fact there can be no doubt, that you will have a most enjoyable time if you come to Glenwood Park on Saturday, July 16. "It's the talk of the town."

Courage

"Be sure you're right, then go ahead." You will make enemies, but be persistent. Some men will swear at you, but if you prove yourself to be in the right, they'll swear by you. It's the way of the world. First ridicule, then applause; sneers, then cheers; many a scar has developed into a star. Stand for truth and righteousness and don't be afraid to let the world know it.—"Pickering's."



A Beauty Spot in Glendale Near Our Picnic Grounds.

A Smile or Two

The Remedy Worked

Patient—"Doctor, what I need is something to stir me up—something to put me in fighting trim."

Doctor—"Well, perhaps I had better send in my bill."

Relics

"An heirloom is something that has been handed down from father to son."

"That's a funny name for pants."

That's Old

"Have you heard the new underwear song?"

"Naw! What is it?"

"I underwear my baby is tonight."

A Constant Strain

"Are you bothered much with things dancing in front of your eyes?" inquired the eye doctor.

"Yes," admitted the plumber, "and those new garters bother me some, too."

Too Much Competition

"Ah, new car. How's the pick-up?"

"Haven't had much chance to try it yet. My wife rides with me most of the time."

Not Quite Shrewd Enough

An Irishwoman said to her husband:—"You told me your work kept you late."

"Yes, my dear."

"Then, how is it Mr. Murphy saw you at the ball game?"

"Oh, that wasn't me, my dear. I saw that fellow there myself, and I'll admit he looked a lot like me."

A Comeback

Young Woman—"And whose little boy are you?"

Sophisticated Willie—"Be yourself! whose sweet mama are you?"

A Slight Difference

She—"Time separates the best of friends."

He—"That's right. Fourteen years ago we were eighteen. Now you are twenty-three and I am thirty-two."