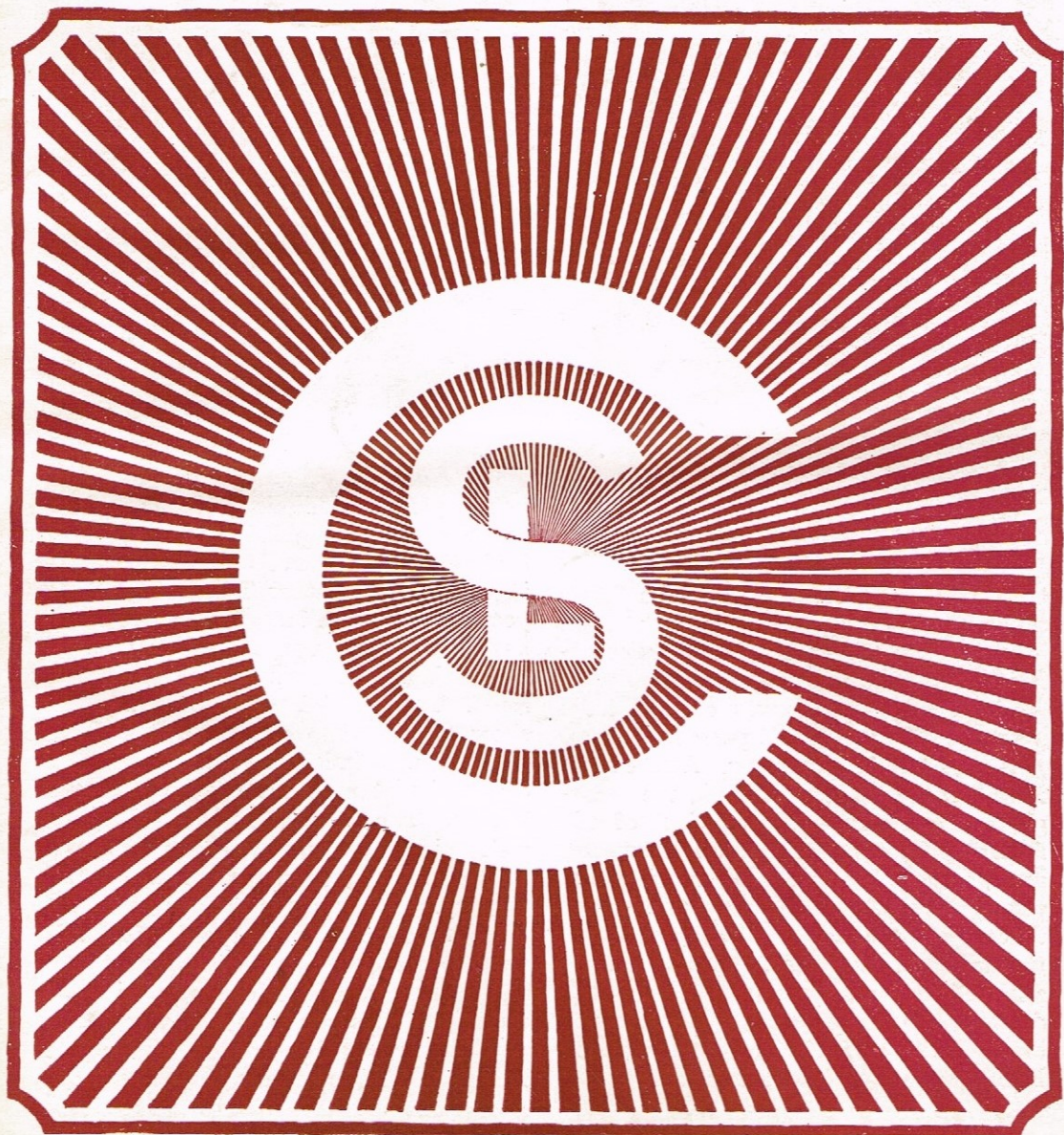


# SURFACE SERVICE MAGAZINE

VOLUME I

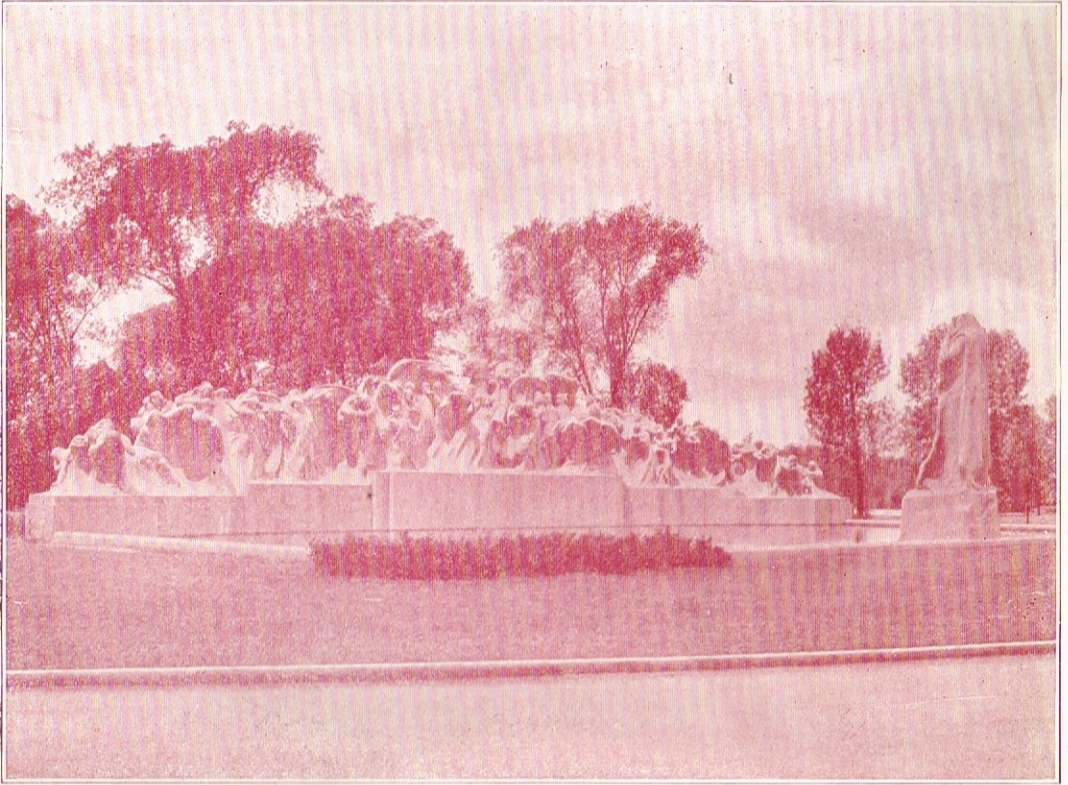
AUGUST, 1924

NUMBER 5



# The Fountain of Time

*Taft's Masterpiece in the Midway at Cottage Grove Avenue*



Time goes, you say? Ah, no,  
Alas, time stays; we go.

Dobson.

Lorado Taft's conception is of a figure of Father Time representing the eternal, before whom the procession of wave enshrouded forms pass in review.

The eighty-nine figures emerge from mystery, play their little parts in life and pass on, again into mystery. At the right is shown the tragedy of birth, the struggle for existence—"the survival of the fittest." In contrast follows a sweeter note; family life, children dancing and young girls. A poet is seen setting out to conquer the world making an eager gesture. In the center seated on an armored horse and surrounded by soldiers with floating banners, refugees and camp followers, rides the conqueror. From this height in the composition the

waves gradually diminish again. Temporary power as typified in the conqueror is shown as of relatively little importance in the eyes of Father Time. The three young girls in the foreground take shape as the spirit of youth peering forward and trying to outstrip the current of life itself. The remaining waves of the front show groups of lovers, old age, a dancing girl who indulges in a last gesture of merriment near the brink of the unknown. The final figure is an old man, welcoming the eternal mystery with outstretched arms, as a release and a fulfillment.

In its conception and execution this work is considered one of the most notable sculptural efforts ever made in this country. This art treasure was made possible by the benefaction of the late Benjamin F. Ferguson.

# Surface Service Magazine

*A Monthly Publication by and for Chicago Surface Lines Employees*

VOL. 1

AUGUST, 1924

NO. 5

## New Two-Car Train

*Features of the New Models—Mechanical Details*



The sample Two-Car train built at the West Shops, went into operation on the Madison street line on July 14 and has been operated successfully since that date. The doors and the arrangement for loading and unloading of passengers on this train, are the same as on the 100 new cars now building.

All doors swing outward. On the left hand side of the platform No. 1 end, the three sets of doors are operated in unison from one door engine and are controlled from the conductor's door control valve, located in the conductor's door control stand. The corresponding doors on the right hand side of the No. 2 end of the car are operated in the same manner. On the right hand side No. 1 end the two sets of doors nearest the vestibule corner post, are operated in unison from one door en-

gine controlled by either the motorman's brake valve or the conductor's door control valve. The one set of doors nearest the body corner post, are automatically operated by another door engine, by means of a treadle, and are put in operating position either by the motorman's brake valve or the conductor's door control valve. The corresponding doors on the left hand side of the No. 2 end are similarly operated. The piping is so arranged that the three sets of doors on the right hand side No. 2 end, may be controlled from the conductor's position at the No. 1 end, and the corresponding doors on No. 1 end, are controlled from the conductor's position at the No. 2 end. This permits the remote control of these doors at terminals, or for use in the future at subway stations. In addition, the

last mentioned sets of doors on each platform, are arranged with a street collector's valve, for operation from a position in the street, at congested points on lines or at terminals. The decision to install automatic doors on these cars, was arrived at after careful study and a thorough trial, upon the group of 45 cars, which have been in successful service for a year or more, operating in all kinds of weather. It was decided that automatic doors would facilitate the exit of passengers, both when the cars operate as single units or in trains of two or more cars.

In operating these cars in trains of

two, it is believed that a great advantage will be obtained by the arrangements for loading passengers at the center of the train, so that the boarding passengers enter at one general location, rather than to split up the loading points, as would be necessary in other types of cars. This decision as to the method of loading, was arrived at after studying various loading problems in connection with surface car train operation, and it has been demonstrated that a more equal distribution of the passenger load is obtained by this method.

## Accident Prevention Organization

### *Members of Subsidiary Councils Appointed and Are at Work*

The organization of Departmental Accident Prevention Councils among the supervising forces of the Transportation Department has been completed. The organization in addition to the General Council named in the July issue, now consists of:

Sub-Council of the Transportation Council: D. F. Bowles, chairman; C. E. Jones, E. L. Maguire, M. B. Quinn, R. J. McKinney.

**Cottage Grove Depot**—R. Beldam, chairman; Chas. Mischnick, Harry Hooper.

**Burnside**—E. H. Altmeier, chairman; R. T. Duffy, traveling conductor; D. T. Robb, traveling motorman.

**77th street**—W. A. Bessette, chairman; Jas O'Connell, O. F. Langhor.

**Fourth Division**—M. B. Quinn, chairman, Richard Walsh, ass't. supt., H. Hubbell, supervisor.

**Fifth Division**—D. F. Bowles, chairman, F. Frank, A. E. Wessel.

**Sixth Division**—E. L. Maguire, chairman, A. Madsen, supervisor, W. Winter.

**Seventh Division**—S. G. Irvine, chairman, W. C. Rowland, Thos. Fahey.

**Eighth Division**—Wm. Pasche, chairman, W. A. Hall, F. H. Walker.

**Ninth Division**—B. W. Bolger, chairman, J. Carlin, traveling conductor, L. Milz, traveling motorman.

**Tenth Division**—D. F. Van Antwerp, chairman, P. Berkel, A. Neurauter.

**Eleventh Division**—R. L. Hays, chairman, W. H. Goodinson, E. Zage.

**Twelfth Division**—R. J. McKinney, chairman, E. P. Miller, R. W. Simpson.

The following appointments have been made covering accident prevention councils for the shops and equipment department:

**West Shops**—T. H. Shaughnessy, chairman, F. Abel, E. Felske, J. Horvat, J. D. Newton, E. Olson, C. Ringstrom, G. Smith, C. Vailliancourt.

**South Shops**—D. McGill, chairman, H. Alton, P. Bergman, P. Brower, E. Colson, W. Farrow, H. Heck, L. E. Mohrman, J. Riley, J. Seaman, R. W. Short, E. B. Winter.

**North and West Carhouses**—B. Phillips, chairman, C. Simpson, H. Keller, W. Krueger, J. Gillen, P. Whelan, P. Radtke, H. Hale, A. Bollinger, G. Chamberlin, W. Goddard.

**South Carhouses**—H. Alton, chairman, H. Hansen, S. B. Lucas, J. Connor, J. L. Bolton, F. W. Meyers.

The various Departmental Councils, list of which was published in the last issue of this magazine, with additional Councils published above, are all now functioning. Suggestions and recommendations are being exchanged between these various Councils in their own departments and other departments. Copies of all recommendations are sent to the office of Mr. Noonan, where a check-up is kept until some action is taken by the respective departments on the recommendations.

Suggestions on Accident Prevention or dangerous conditions that may cause accidents may be reported at any time to the office of V. T. Noonan, Room 1474, 231 S. La Salle street. In case of emergency, reports may be telephoned.

## Soldiers' Bonus Bureau

*Surface Lines Veterans Making Good Use of Our Facilities*



Ex-service men in the employ of the Surface Lines are making good use of the Soldiers' Bonus Bureau established on July 12 in rooms on the fourteenth floor of the Illinois Merchants' Bank building. Major W. H. Clark, in charge of the bureau, is keeping up with the work in spite of the heavy demands.

Mr. Richardson felt that members of the Surface Lines family who saw service during the war should not be compelled to seek assistance of outside organizations in making application under the provisions of the Federal Adjusted Compensation Act. It is estimated that between 4,000 and 5,000 employees are entitled to compensation and because of the care required in making out the forms expert assistance is required in almost every case.

Major Clark has made a study of the provisions of the bonus act and is giving all the advice and assistance required.

The Surface Lines have an enviable war record. A total of 1,505 men entered the service from this organization during the war. Thirteen of them were killed in action or died in service. Liberty Loan

subscriptions of Surface Lines employees reached a total of \$2,200,000 and 11,281 employees subscribed for memberships in the Red Cross. The management maintained a bureau to look after dependents of men in the service and 617 applicants were cared for in this way.

### Street Car Riders Increase

Despite the enormous strides made in other forms of transportation, notably the bus and the jitney, the street railway business is far from being on its last legs, if figures compiled by the Electric Railway Journal mean anything. Taking a half hundred of the largest urban centers in the United States, statistics prepared by this journal show that the number of passengers jumped more than 2,000,000 between 1910 and 1920 and another 600,000 in the next three years. The total investment in street railways at the end of last year, this study shows, was \$5,000,000,000 or about the same as in the power and light business and three times the amount of capital invested in the telephone and telegraph business.

### What Optimism Is

A man passing a lot where two colored teams were playing baseball asked the man on first base how the score stood. He replied, "Forty to nuthin, favor de odder side."

"Well they seem to be giving you quite a licking."

"No, suh, Cap'n," replied the dorky, "we aint been to bat yet."

# 'Rah For the Picnic !

*August 16 to Be a Notable Holiday*

All who attended the picnic at Dellwood Park last year will remember what an ideal spot it is to hold a picnic, and after a committee had looked over several new places this year, it was decided that Dellwood Park could not be surpassed and therefore we shall again journey to this beautiful spot on August 16, 1924. Many interesting features are being planned for your entertainment and we are sure that you will miss a lot of fun if you do not attend. The officers of both clubs are very anxious to make this a red letter day in the club history and it is up to us to back them.

Mothers and Dads can take the youngsters to the children's tent and leave them there while the elder ones take in the fun. A very efficient committee has been put in charge of the activities for the youngsters and expect to entertain and care for them. This is the first year that anything along these lines has been attempted and we are sure that the parents of the youngsters will be glad to know that arrangements have been made to relieve them of this duty in order to give them a little more time to take in various events planned.

Last year a relay team representing the Clark & Division-Accounting department office carried off the honors in the relay race. The accident investigation team seems to think that they lost because they dropped the stick and again challenged the accounting team who readily accepted the challenge, expressing the hope that the other departments would enter teams and suggest that the department of accident investigation smear a little LePage's glue on their hands so the stick will stick.

Teams representing the north side, west side, south side and downtown offices of the company, will fight it out for the championship at indoor outdoor ball. Come on, gang, and root for the team representing your section. Such stars as Homerun Luke, Rube Birmingham, Slow Ball Hopke, Mugsy Marks, H. Ebeling, the Johnny Kling of the surface lines, Babe Ruth Montgomerie and many other baseball celebrities will show off that day. Don't miss the fun.

But, girls, what if it rains. Come anyway, lots of shelter and lots of fun. In case of rainy weather one of the feature events will be furnished by the quartette composed of:

Miss M. Wiley, soprano; Miss M. Krausman, alto; Mr. J. Landeck, tenor; Mr. E. B. Winters, bass.

The feature selections by this quartette will be: "It ain't gonna rain no more" and "Don't mind the rain."

## Talking About Baseball

The Subcommittee on athletic entertainment is making a great struggle to get together two nines from the Executive Departments to play an exhibition of indoor-outdoor-baseball. Vacation and hayfever time has cut down the list of available talent, and the success of the Committee, therefore, is somewhat problematical. One enthusiast, after a supper of shrimp salad and icecream, had a dream of a game which

when reduced to cold type looked like this:

## The Line Up

### GIANTS

Fleming, cf.  
Triplitt, 1b.  
Morton, rf.  
Shellenberger, lf.  
McGill, ss.  
Richardson, p.  
Small, c.  
Wilkie, 2b.  
Sullivan, 3b.

### WILDCATS

Hoffman, 1b.  
Orde, p.  
Weston, c.  
Evans, rf.  
Evenson, ss.  
Adams, 3b.  
Kriete, lf.  
McIlraith, 2b.  
Hamilton, cf.

Umpire  
Guilliams.

Scorer  
Hupp.

### Stretcher Bearers

Noonan, Blakely, Anger, Crews, Morgan.

### Chief of Pulmotor and First Aid Squad

Leeming.

### Assistants

Shaughnessy, Duck, Wuster, Kelly.

### Nurses

Misses Fisler, Humes, Munkvold, Shipley, Griffin, Freeman.

### Official Radio Broadcasters

Dixon, Andresen, Klatte.

He was unable to furnish the score of either runs or casualties, but to the best of his recollection the game might well take a place in history beside the famous gladiatorial contests in the Roman Coliseum. Everyone will agree that the dream game must have been a pippin. What the Baseball Committee may be able to evolve is another question, the answer to which can not be disclosed until the great picnic day.

## Tennis

Tournaments of singles for men and women will be held at the picnic. As the time is short for tennis, entrants will please come over to the tennis courts and register immediately after registering at headquarters booth. A time to play and an opponent will then be assigned to each player. It is absolutely necessary that entrants be on hand to play their matches at the time assigned to them. If they are not present promptly it will be necessary to scratch them as we believe there will be some congestion at this tournament. All preliminary matches must be completed by 4:00 p. m. The length of the matches will depend on the number of entrants. Bring your own tennis rackets and tennis shoes as the committee will be unable to furnish such equipment. Tennis rackets are apt to be regarded as a little more "personal" than base ball bats.

Each member may have one "guest" entry in this tournament. If possible, some double matches may be played.

## Two Presidents With But a Single Thought

To the Members of the Surface Lines Club:  
By the time this issue of SURFACE SERVICE reaches you it will be but a few days before we will hold our annual picnic, and having been in direct touch with the various committees, I can assure you that we will have an exception-

ally good time. I am therefore, taking this opportunity of requesting every member of our club to be present and help us make this picnic the success it should be. The management has very kindly agreed to give us the entire day and we should show our appreciation by turning out full force. Hoping to see each one of you at Dellwood Park, Saturday, August 16th, as early as possible, I am

Very truly yours,  
A. W. Malmquist,  
President, Surface Lines Club.

To the Members of the Women's Auxiliary:  
As the day for our annual picnic is drawing near, I wish to make a date with every member of our organization to meet me at Dellwood Park on August 16th, 1924. Having been present at the committee meetings and knowing what is being planned, I am sure that we shall all have a good time. In order to make this affair a success, each member should do her part by coming out as early as possible.

Mildred Humes,  
President, Women's Auxiliary.

## Preventing Power Waste

### Motorman Sorenson Leader in the Third Division for July

There are three mighty important factors that have to deal with economical car operation coming within the daily work of the motorman—the saving of power, the reduction of car maintenance and the reduction of accident—all of which can be accomplished by using good judgment in properly operating the car.

The object of the meter in the car is to help prevent the waste of power and in so doing it has marked effect upon the equipment maintenance cost and the reduction of accidents. The meter itself is a device that points out to the motorman the amount of electrical power used. Through careful and efficient operation consumption can be reduced. But—the meter won't save power.

Power saving is up to the motorman, who, when operating a car, intent upon giving the best service possible, must be alert to every advantage, to accelerate, to coast, and to brake properly.

When coasting he is using up the energy which the car has accumulated during acceleration. In so doing he has full control of the car, and in case of an emergency has one less operation to perform. This should assure smooth brake application and eliminate the jerky and

sudden stop which is so disagreeable to the passengers.

When the controller is kept on until too near the stopping place, it is almost impossible to avoid a stop of this kind. In coasting to the stop observe how much easier the car can be brought to a standstill, reducing the wear and tear on the equipment.

Many cases of leaky air valves, poor brake equipment, controller trouble, and motor trouble, can be caused by improper braking. *Constant effort brings results.*

The high average motormen at the 77th and Vincennes Avenue Depot for the month of July in the order named are as follows, the same method being applied to determine the record as heretofore.

Line	Run No.	Name	Badge No.
Entire Division	143	M. Sorenson	3733
State Street	143	M. Sorenson	3733
Halsted Street	325	P. Helmlinger	509
Clark-Wentworth	248	J. Henry	10939
75th Street	506	M. L. Baker	2219
Halsted St. Ext.	491	F. E. Gaskie	1697
79th Street	554	S. Pahlke	183
71st Street	578	A. Sandquist	2362
Extra Men		P. Neven	14196

### RECEIVER BOOS SAYS GOOD-BYE

Claud Boos, who has been with the Company for thirty-eight years, fourteen years as a Conductor and twenty-four years as a Receiver, bade good-bye to his associates at the Division Street car station July 26th. He leaves the Surface Lines to accept a position in a bank where he will have no night work to do, and where it is hoped he will make many new friends and meet with every success.

Mr. Boos is particularly proud of the fact that during his employment as a Conductor he never had an accident, never missed a run and was never called on the carpet for discipline. That is a record for which pride is justifiable, and Mr. Boos takes with him the best wishes of his many friends.

### Ready to Help

Mrs. Neurotique—"Doctor, don't you think I have traumatic neurosis?"

Dr. Jenkinson—"Not yet, but I'll write you out a list of symptoms and you can go home and start working on them."

### Throw on the Brakes

A rich man lying on his death bed called his chauffeur who had been in his service for years, and said:

"Ah, Sykes. I am going on a long and rugged journey, worse than ever you drove me."

"Well, sir," consoled the chauffeur. "There's one comfort. It's all down hill."—American Legion weekly.

### Willing to Try

Before our agrarian population had taken so enthusiastically to the automobile, two farmers drove into town in an old spring wagon pulled by a very bony nag. The little burg had just been incorporated, and among the evidences of this was a brand new sign at the town line: "Speed limit, 10 miles an hour." Observing this the driver began whipping up his steed vigorously.

"What's yo' hurry?" demanded his companion in mild astonishment.

"See that sign?" returned the other. "But I dunno if I can make it or not."

## GERTIE'S GREAT ADVENTURE

### A Broadway Conductor Rescues Her and the Doughnuts

Hurrah! Hurrah! Off for a picnic in Lincoln Park.

Grandma, Ma, Pa, Jackie, Freddie, Gertie, Fanny and the Baby.

All the little household wakes at daybreak; Pa is up first, peering out at the weather and looking content with the sunrise.

Ma is early in the kitchen, for, after the hurried breakfast, she has to make doughnuts and sandwiches, boil eggs, bake cakes.

My! how many willing little workers Ma has this morning!

"Ma! can't I cut the bread and butter?"

"Ma! make Freddie stop pushing Gertie!"

"Ma! where's my best hat?"

"Ma! when do we start?"

"Ma! can't I lick the spoon?"

Ma and Grandma bend over the hot stove—red-faced, mixing and stirring and making pans full of good things for the picnic. Pa tries to keep calm, and sits silently reading the newspaper—but only the weather reports.

At last, baskets are packed, coats and hats on. Pa lays down the paper and dives into his trousers pocket, producing seven shining silvery tokens—he finds string and then about the neck of each child he hangs like a medal for valor a Chicago Surface Lines token.

"Now, children," says Pa, "when we get to the street car, take off your tokens and drop them in the box on the car platform, like good little kiddies."

The procession starts—Ma with the baby, Pa with two bursting baskets of good things, Grandma with milk bottles for baby, and each child laden with bundles and wraps. At the corner they join other picnic parties waiting in a crowd for a Broadway car to Lincoln Park.

Here she comes! all aboard! each for himself! two bells! Now not a seat left—on they go—laughing and eager block after block. At North Avenue there arises a gentle though prolonged howl from Baby—"Me want Doo not!"

Howl gets stronger. "Gertie, give Baby a doughnut."

"Where IS Gertie?"

"Pa! she's lost! Gertie's lost! Gertie's left behind!"

No Gertie! But here's the Park. The car stops at Garfield Avenue. Out surge the passengers—and with them Pa, Ma, Grandma, howling Baby, baskets, bundles, bewildered children—all present or accounted for but Gertie and the doughnuts.

They enter the green and lovely Park and halt, huddled in a group—consternation on every face.

Ma sits on the biggest basket—which is bad for the pies. Pa talks, Ma talks, Grandma talks. Pa decides to return instantly to the home and look there for his lost offspring. He turns toward the car line, and at the very moment a Broadway car comes along northward—it stops.

A smiling conductor helps off a very little girl clasping tightly a large paper bundle—

slightly greasy. He calls out to her, "There, sister, you're all right—there's your folks, and you're in time for the picnic—good bye."

The family fall upon the long lost Gertie with hugs and kisses—then they wave a friendly farewell to the good conductor and the Broadway car. Wampum.

## WISDOM FROM A HUMORIST

### "Bugs" Baer's Road Signs Strike Home

"Bugs" Baer, a well known newspaper humorist, has written and published a series of "road signs," probably merely intended to entertain. But many of them might be erected with benefit to the safety of traffic.

"Don't run up your mileage with skids," contains a lot of real caution in tabloid form. "Don't do your thinking with your brakes," will strike a responsive chord in every man who has had near-nervous prostration at the sight of the reckless driver stopping in a hurry. "There are three grades of eggs, but only one grade of crossing and that's dangerous," ought to be pasted in the hat of all those who try to "beat the train" across its right of way.

"The glass in your windshield is the same stuff they put in hospital windows. Which will you look through?" is a very pertinent query, and "Fifteen miles an hour may be a chill but fifty is fever," is not too medical to be understood.

To towns troubled with too much speeding by tourists, Mr. Baer suggests "Speed limit in this town fifteen miles an hour. One day for every mile over that!" or "We have seven hotels and one jail, take your pick!"

"Don't try to scare locomotives with your horn." "The minute you save may be your last one." "You wouldn't travel on a freight train, so don't try to travel under one," are all good to remember.

Mr. Baer intended to be funny, and succeeded; he may not have intended to be serious, but many can take his cleverness seriously with benefit to themselves and the general public.

In other words (Mr. Baer once more), "Accident insurance is a good thing to have without the accident."

### A Motorman's Suggestion

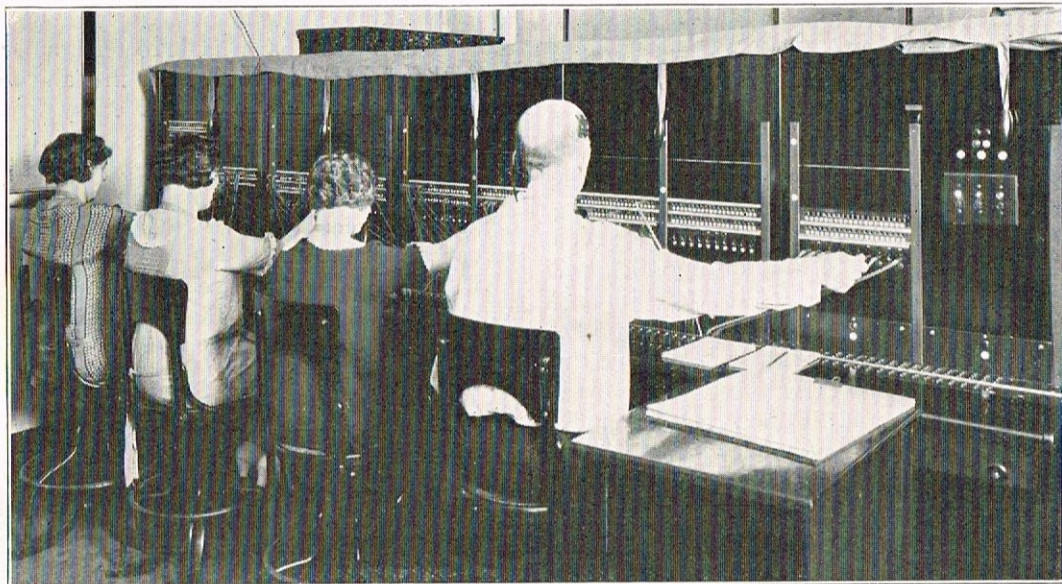
Operating a street car under present traffic conditions is an arduous task, and inasmuch as we are unable to perform miracles in this age, we must do the best we can and follow the path of least resistance.

The writer believes the average truck-driver and teamster is a gentleman at heart, and a courteous nod or signal of approval as they leave the rail in response to a warning gong, is far better than an aggressive or belligerent attitude taken by the crew.

It is worthy of a trial and good results should be obtained. We are running on a faster schedule than ever before, and any manner in which we can keep the rail clear will tend to more even running and less trying to make up lost time.

## “Dearborn 8800”

*A Peep Inside the Door of the Switchboard Room*



The first story of every accident or serious delay in the operation of the 3,500 cars of the Chicago Surface Lines and the carrying of some 4,500,000 riders daily, is told in Room 1472, Illinois Merchants Bank Building.

Here also comes anxious requests of passengers who have lost valuables, the protests of those who fail to find a car on the spot when they want it, the thanks of those who commend the service and the inquiries of strangers seeking directions to reach distant points in the city.

It is not a big room, but it is one of the most important of all of the offices in the building.

For behind the door marked “Private” is “Dearborn 8800.”

One of the first things a new trainman learns and the last thing he is likely to forget is the injunction to call Dearborn 8800 when anything happens to his car or his passengers.

The switchboard answering to this number is the nerve-center of the greatest street car system in the world. It is on the job day and night. No matter what the emergency, it must be ready to meet it promptly and efficiently.

In the popular conception, the operation of a telephone switch board is classed among light occupations. Sitting in front of a number of little holes with small lights under them and putting a plug in a hole when a light shows up apparently doesn't require much mental or physical exertion. Maybe it is a light occupation on some switchboards, but the Surface Lines switchboard is different.

There must always be some one at this board who knows the street railway system like a book and who is prepared on a moment's notice to take the proper step in any kind of an emergency.

For instance, take one Sunday night—July 20, to be exact.

It had been a quiet day and a dull evening. The dispatcher on duty had answered only the usual run of calls for delays due to the breaking down of vehicles in front of street cars, minor accidents and requests for additional service where some unexpected demand made it necessary. In each case he called the wreck wagon in the district where the breakdown or accident occurred, or put

up the connections required by the nature of the call.

Then suddenly, a storm hit the city. There was a flash of lightning, booming of thunder and rain fell in torrents.

Immediately the switchboard lighted up like the Great White Way. The dispatcher did not have hands and ears enough to take care of all the calls at once. They came from every part of the city. Ten subways were flooded, making continuous operation impossible, seven conductors reported that automobiles had collided with their cars in the blinding rain, seventeen reported that automobiles had broken down or "died" blocking the tracks in front of cars. Grounded wires, derailed cars and broken trolley poles added to the confusion.

From 8 o'clock until daylight the stories of trouble kept coming.

There was nothing easy about the operation of the switchboard that night, and it is such emergencies as this for which the operator must always be prepared.

In the switchboard room is a large map of the city divided into districts. In each district there is a wreck wagon crew. The crew is called by the dispatcher whenever wreck wagon service is needed anywhere in the district.

But in general emergencies when all of the equipment is being worked to the limit, or in cases of big accidents where a great deal of help is needed, wreck wagon crews from other districts must be called in, requiring the exercise of good judgment. This, in the first instance, is up to the dispatcher receiving the call. Additional help, of course, may be called by the crew when it reaches the scene of the accident, but that means a loss of time.

The size of the switchboard gives one an impression of the bigness of the Surface Lines system. It is what is known as a 4-way board, affording room for four operators. Eighteen trunk wires lead to it—11 incoming and 7 outgoing. There are connecting trunks leading to

the switchboards at the Department of Accident Investigation, 600 West Washington street, and the office at Clark and Division streets. Altogether, there are 14 connecting switchboards in the system. The main board has 110 terminals.

In the room also there is a fire alarm register which gives notice of every fire alarm in the city. As soon as an alarm is sounded a hose bridge wagon is sent to the scene in order to prevent possible delay of street cars by lines of hose across the track.

In charge of the board are three dispatchers, P. A. Greene, Clarence W. Melbye and Thaddeus Campbell, two assistant dispatchers, T. F. Moore and R. G. Solberg, and two operators, Mrs. Mary McCormick and Mrs. Myrtle Luck.

Often from 400 to 500 calls an hour come through the board. The great majority of these, of course, are merely connections, but interspersed are many calls requiring the services of the dispatcher.

A conference circuit, one of the late improvements on the board, enables the operator to connect a group of telephones on one call so as to make possible a conference of several persons.

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#### The Bigoted Boss

"How d' yer like yer new boss, Mame?" asked one stenographer of another on the Elevated.

"Oh, he ain't so bad, only he's kind of bigoted."

"What yer mean, bigoted?"

"He seems to think that words can only be spelled in his way."—Boston Transcript.

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#### The Doctor Brought Him

A Southern colored woman calls her little boy "Prescription."

"What an odd name," some one said to her. "Why do you call him that?"

"Ah calls him dat, becaus Ah has such hahd work getting him filled."

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#### Another Diplomat

Conductor—"Pardon me, madam, but your girl seems to be more than twelve."

Her Mother—"Conductor, would you take me to be the mother of a girl that age?"

Conductor—"Lady don't tell me you're her grandmother."—Sydney Bulletin.

## OUR OWN WALT MASON

### Figg Frees His Mind About Vacation Stories

Vacation time is here again, when fancies turn to stream and glen, and old and young are filled with zest and think themselves among the blessed, as they start out for a two weeks' rest, and every girl and every man in summer suits look spick and span.

The train pulls out with the happy throng and the air is filled with a joyous song from a thousand voices going strong.

Look! Through the exit gates begin to pour the crowds who left two weeks before, sun-burned, peeling, not so happy, their step is not so very snappy, their fourteen days of fun are over, the outlook dark for the prodigal rover.

And we who through their absence toiled, will soon have dispositions spoiled, as all these birds begin to wheeze, and spill their stories on the breeze.

The tales that usually get my goat, are about the fish that upset the boat; the BIG one that was hooked one day, but thunderation, got away; the Muskie that swallowed a little thing, something like a diamond ring, and when they caught "him" ten years after, the woods were filled with joy and laughter, for nestling right among the spawn was found a ticket for the pawn; yes, yes, go on.

Oh boys, oh girls, when vacation's o'er, don't try to be an army bore. You go away for a two weeks' rest, and wind up with an endurance test; but though you come back broke and blue, we "stay at homes" all envy you.

W. H. F.

## DANGER IN GENEROSITY

### Autoists Liable for Injury to Casual Guests

The outcome of a recent lawsuit in New York calls attention again to the responsibilities incurred by an automobilist who gives a lift to a person waiting for a street car.

In the case in question the plaintiff claimed damages for injuries suffered while he was riding as a guest in the automobile of the defendant. The case was settled out of court by the payment of substantial damages.

The general principle has been established in New York that the owner or operator of an automobile owes to an invited guest the duty to exercise reasonable care in its operation, and not unreasonably to expose him to danger or injury by increasing the hazard of travel. A guest is entitled to recover from the owner for an injury resulting from a failure to use such care. The fact that the owner of the automobile is not a common carrier, and is not transporting a passenger for hire, does not relieve him of responsibility.

In order for the guest to recover damages, however, he must show negligence or carelessness on the part of the owner.

If it becomes generally understood that giving a lift to another person may, in case of accident, involve the automobile driver in more serious difficulty than if he were alone this may act as a deterrent to such generosity

which is a serious form of competition for street railways, especially in smaller cities.

## THE MOTHER IN THE STREET CAR

By Ethel M. Colson

The seats were filled. The swaying straps were hung

With weary women who impatient clung,  
Grimly enduring till they might be free.

No seated man a woman's form could see!

Then down the crowded aisle she slowly came,

The little mother, timid, gray, and lame;  
With small black bonnet oddly out of date,  
And face as oddly lined by etching fate,  
And little work-worn hands, ungloved, that claspt

The shabby handbag of a day long past.

A moment, no seat finding, there she stood,

The very type of ageing motherhood,  
A silent challenge to the men who slept  
Or burrowed in their papers. Then they leapt—

Almost as one—to seat her like a queen;

And as she saw their deferential mien,  
She blushed as might some bashful, troubled child,

Yet, all maternal, looked her thanks and smiled.

And then, somehow, the men stayed on their feet,

And each tired woman sinking to a seat  
Wore such a smile as might have graced the day—

For some so sadly brief, so far away—  
When chivalry seemed natural as right,  
Resavoring for a moment youth's delight,  
And every man—young, old, light-hearted, grave—

Seemed suddenly ennobled, taller, brave;  
For in each swelling heart was born again  
The old, undying chivalry of men!

## "TWELFTH STREET ON THE HILL"

I oftimes thought I'd speak of this

And now I think I will

About a very dangerous spot

Called "Twelfth Street on the Hill."

Be sure and have the brakes all right

The sand all running fine

Or you may have a smash some day

And tie up all the Line.

Some day you'll start a-sliding

And a truck will block your way

With a poor old teamster up on top

Upon a load of hay

You'll throw the brakes and press the sand

And O, the glorious thrill

When you feel the wheels a-gripping there

On "Twelfth Street on the Hill."

John Clark No. 2, Devon Station

## Did It With Gas

Here lie two men whom we agree

Have won the cut-glass bonnet;

The first of them blew out the gas;

The other stepped upon it.

—Exchange.

## BASIS OF RATE MAKING

### Return on the Value of Property Used Alone Considered

Some people are still under the impression that the total capitalization of a public utility company is taken into consideration in rate making. This is not so. The principle of most commissions is well stated by the Public Service Commission of New York as follows: "Invested capital for the purpose of computing rate of return to a public service corporation means the actual value of the property used in giving the service. This has no connection whatsoever with the share capital of the corporation, nor is it material whether the capital was raised by the issuance of bonds or the sale of stock. Neither does it make the slightest difference whether the issued capital stock is 'watered' or not, nor to what extent the 'water' may be present. The injection of 'water' cannot add one cent to the value of the property which is actually used and that is the only inquiry which the commission is interested in."

## THE CONDUCTOR'S HOUR

(Apology to H. W. L.)

Between the dark and the daylight,  
When the night is beginning to lower,  
Comes a rush in the day's occupations  
That is known as the Conductor's hour.

I hear at the corner before me,  
A Yellow and a Motor Coach meet,  
A Copper quietly blesses them,  
As they rumble away down the street.

A sudden rush from the sidewalk,  
A solid human wall,  
Both ways up they clamber,  
'Till I yell, "Watch out. That's all."

They mill around on the platform,  
Extending their hands to where  
I grab their money and transfers  
And watch 'em pull buttons and hair.

Do you think, Oh! furtive-eyed grafter  
Because there are crowds and delays,  
I won't notice the date on your transfer  
Was a week old yesterday?

The doors are closed fast behind you,  
And I will not let you depart,  
'Till I have your money locked safely,  
Down deep in the fare box's heart.  
H. B. Cammack, Cottage Grove Depot.

## HOW THE INDUSTRY GREW

### From a Small Beginning to Its Present Magnitude

Most folks take electric railways service as they do married life—just as it comes.

Without thinking, they imagine that the service "just grew" like Topsy.

Far from it. The electric railways were 36 years old on May 4, 1924, and in these thirty-six years they have grown tremendously only because of hard work of thousands of persons and the investment of huge fortunes.

When the first electric railway was run, in Richmond, Va., on May 4, 1888, it represented an investment of about \$100,000. It was a few miles long.

Today the electric railway investment of the United States is about \$6,000,000,000 and there are 44,000 miles of tracks.

The Richmond line carried a few thousand passengers a year. Now more than 16,000,000,000 are carried every year on electric lines.

A dozen men ran the Richmond line. There are more than 500,000 men and women employed in conducting electric railways today. This number includes not only those directly employed on lines, but persons in factories which manufacture electric railway materials.

There is little now to suggest the old horse cars which the electric railways succeeded in 1888. The cars are larger, more comfortable and much safer. Everything about them is modern.

One thing does remain. The paving tax. When the horses used to pull cars, they wore out paving—mostly wooden blocks in the center and at the sides of the track. Hence the car company had to pay the cost of paving. Although horses no longer wear out this paving, the companies still have to pay for it. The reason is not apparent. Especially when it is added into the cost of the car rider's fare. He is paying for paving which property owners and automobile users enjoy.

### Why Success Came

"BECAUSE they were cheerful when it was difficult to be cheerful, and patient when it was difficult to be patient; and because they pushed on when they wanted to be still, and kept silent when they wanted to talk, and were agreeable when they wanted to be disagreeable. That was all. It was quite simple, and always will be."—The Philosopher.

### In the Past Tense

Jimmy was an active kid,  
He lived beside the track;  
He got on cars as they passed by,  
And off as they came back.

It did no good to warn him,  
For Jimmy knew much the best  
That he was in no danger—  
His tombstone reads "AT REST."  
M. E. P.

## A CHALLENGE

### A Chance to Exhibit Departmental "Pull"

With an air of supreme confidence, not to say defiance, Mr. Adams, superintendent of shops and equipment, breezed into the office of the editor of *SURFACE SERVICE* a day or two ago and deposited a communication on the editorial desk.

The communication proved to be a challenge of the Shops and Equipment Department to a tug of war. It was directed to the Transportation Department and its language leaves no doubt as to the intention of the shopmen to pull the trainmen all over the lot.

Acting as ambassador extraordinary, the editor conveyed the challenge to Mr. Evenson and the Transportation Department accepted with surprising alacrity.

*SURFACE SERVICE* is advised confidentially that when the Transportation Department accepted the challenge of the athletes of the Shops, they first suggested as their representative against the Shops' team Paul Martenson, the heavy weight grappler, expressing the belief that Paul would be able to outpull any aggregation furnished by the Shops. The challengers refused to listen to this proposition, and the Transportation Department was, therefore, forced to substitute for Martenson the following: W. White, Captain, Receiver Ninth Division; No. 1, C. H. Evenson, Superintendent of Transportation; No. 2, H. Russell, Supervisor First Division; No. 3, H. A. Hubbell, Supervisor Fourth Division; No. 4, G. F. Johnson, Supervisor Fourth Division; No. 5, W. Akerberg, Supervisor Eleventh Division; No. 6, G. W. Peterson, Employment Department; No. 7, W. J. Mangan, Supervisor Seventh Division; No. 8, H. C. Clark, Supervisor Twelfth Division; No. 9, E. Gagler, Supervisor Ninth Division; No. 10, J. Roeser, Supervisor Sixth Division; No. 11, L. Milz, Supervisor Ninth Division; No. 12, R. Miller, Supervisor Second Division; No. 13, J. D. Becker, Supervisor Third Division; No. 14, W. Pasche, Assistant Super-

intendent Eighth Division; No. 15, W. Bessette, Superintendent Third Division; No. 16, W. Toomey, Supervisor Seventh Division; No. 17, E. H. Altemeier, Superintendent Second Division; No. 18, B. Bolger, Superintendent Ninth Division; No. 19, P. Berkel, Supervisor Ninth Division; No. 20, W. Watson, Instructor.

The battle is to be one of the features of the picnic on August 16. Under the rules agreed upon between the two departments there will be twenty men on each side, the names of the two teams to be submitted to the superintendents of the department prior to the day of the event. The best two pulls out of three will win, the pulls to be of two minutes duration with a five minute rest period between. The referee will be agreed upon by the two superintendents. No substitution of men will be permitted. If one or more members of one team drops out before the event, the other team will be reduced correspondingly. No limit is placed on weight of contestants.

### TAXES TAKE MORE THAN HALF NET INCOME OF ELECTRIC STREET RAILWAYS

Taxes paid by the electric street railways of the United States take 53.2 per cent of their net income, according to statistics compiled from reports on electric railways by the Bureau of Census. In 1902, total taxes paid amounted to \$13,060,000—equal to 30 per cent of their net income. In 1922, this amount increased to \$64,783,000—or 53.2 per cent of their net income. These taxes represent an increase of 41.6 per cent over the figures of 1917, while wages, materials and supplies increased 66.8 per cent. Increases in fares offset a portion of this increase, but the net income during 1922 increased only 1 per cent over that of 1917.

Patient—"Doctor, I've known you so long now that it would be an insult for me to pay your bill, so I've arranged a handsome legacy for you in my will."

Doctor—"You don't mean it—I am overwhelmed—by the way, just let me take a look at the prescription again."—Banter.

Once there was a traffic cop who was kind and considerate and who never failed when the engine died on the street, to come over and say, "That's too bad. But don't get excited. Take your time getting her out. The people behind don't mind."

The copper died from being kissed so much by motorists.—Motor Age.

# SURFACE SERVICE MAGAZINE

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**John E. Wilkie** - - - - - **Editor**

**C. L. Altemus** - - - - - **Assistant Editor**

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## HOW ABOUT IT?

When someone who has proved his sincere friendship for you takes you off quietly on one side and gives you a bit of criticism followed by some sound practical suggestions you will, if you are a reasonable human being, make the most of it. Last week the editor received a letter from an old-timer who has the highest regard for the Surface Lines and who is a "booster" for us in the finest sense of the word. After saying a lot of pleasant things about our equipment and service and complimenting us on the efficiency of our men as a rule, he said:

"In the morning I use a car that passes one of your biggest car stations, and on our trip we pick up a good many men on their way to report for the day. The thing that impresses me is the lack of friendly salutation on the part of these motormen and conductors. When they get on the car there is hardly ever a 'good morning!' or any other exchange of greeting; and when one crew relieves another there is rarely a pleasant word.

"I don't mean to say they are all this way, but it happens frequently. I don't think the men fully realize their shortcoming in this respect, and, gentlemen, I firmly believe that if the men would greet each other with a 'Good morning, Jimmy,' or 'Hello, old man, how're they coming?' or even 'Hello' accompanying it with a smile, not only they themselves would feel better, but it would have a pleasant reaction on their passengers. A cheerful greeting exchanged between men engaged in the same business is bound

to create a better feeling on all sides. You can't start out in the morning with a smile and pleasant word without carrying a bit of happy good-fellowship with you for the rest of the day."

SURFACE SERVICE commends these views to its readers; and if, as our good friend is convinced, we can be happier ourselves and make others happier by so simple an act as a smiling "good morning" it will not cost anything to give his theory a fair try-out. How about it?

## FACTS TO TALK ABOUT

It is our purpose to have every issue of the magazine carry important facts about the great industry we represent. Sometimes these relate to local conditions and our own company and again bear upon the industry as a whole.

Every month there will be found something worth talking about. Then, too, there are practical suggestions from men who have had years of experience in the train service or in the shop or track departments which should appeal to those in similar lines of activity. SURFACE SERVICE invites and will always be glad to give space to suggestions and ideas for a better way to perform any part of our daily tasks.

## OUR SPORTING EXTRA

This edition of SURFACE SERVICE presents excellent photographs of some of the teams in the Car Men's League and devotes so much space to recent games, with box scores of some of the contests that were particularly interesting, that it might rightly be regarded as a Base Ball Edition. Those of our readers who have failed to attend the hotly-contested games between our teams have only a faint idea of the interest being taken in the struggle for supremacy, and incidentally have missed a good many of the thrills that a well-played game provides for a real fan. Look over the schedule of games to be played and if your work permits get out and give the boys the encouragement of your enthusiasm by "rooting" for your favorite.

# Car Men's Baseball League

## Interest Growing as Season Approaches Its Close

There are, only a few more games to be played and the interest of the "fans" seems to be distinctly on the increase. Judging by the way some of the teams have been playing during the last month, a radical change in the standing of the finals can be expected.

SURFACE SERVICE presents this month pictures of six of the teams, and in September issue will publish the others.

Lawndale played "some ball" July twenty-third when they beat Archer 16 to 3, and Division cleaned up North Avenue by a score of 8 to 1.



### LINCOLN TEAM

Left to right, first row—E. A. Gardner, 2 b.; J. M. Schaller, s. s.; W. M. Dempsey, p. H. J. Arand, c. f.; E. F. Kannally, 1. f.; Standinger; A. Sommer, Mgr.; J. J. Sullivan, r. f.; A. O. Ploch, Utility; T. J. Gaughan, c.; L. E. Wallace, Utility; R. S. Wold, 3 b.; W. Johnson, 1 b.; A. Elie, Utility; A. F. Leitz, Scorekeeper and Ass't Mgr.

### NORTH DIVISION SCORES

#### Games of July 9th

Team	1	2	3	4	5	6	7	8	9	R	H	E
North Ave. ....	3	0	1	0	2	1	0	6	3	—16	15	2
Devon .....	0	0	1	0	0	2	0	0	0	—3	5	4

Team	1	2	3	4	5	6	7	8	9	R	H	E
Kedzie .....	4	2	0	3	1	0	1	2	1	—14	12	2
Division .....	0	1	0	0	0	0	1	1	0	—3	5	3

#### Games of July 16th

Team	1	2	3	4	5	6	7	8	9	R	H	E
North Ave. ....	1	0	0	4	0	1	0	1	0	—7	9	2
Noble .....	0	0	1	2	1	0	1	0	0	—5	9	4

Team	1	2	3	4	5	6	7	8	9	R	H	E
Lincoln .....	0	0	5	0	3	2	3	x	—16	16	2	
Division .....	3	0	0	0	0	0	4	7	—14	16	4	

Team	1	2	3	4	5	6	7	8	9	R	H	E
Kedzie .....	0	5	3	2	5	0	0	2	3	—20	25	3
Devon .....	1	2	0	0	1	0	3	0	1	—8	10	6

### Games of July 23rd

Team	1	2	3	4	5	6	7	8	9	R	H	E
Noble .....	1	0	2	0	0	2	5	0	1	—11	13	2
Devon .....	0	0	0	0	5	3	0	2	0	—10	9	1

Team	1	2	3	4	5	6	7	8	9	R	H	E
Division .....	2	0	3	0	0	1	2	0	0	—8	10	3
North Ave. ....	0	0	0	0	1	0	0	0	0	—1	4	3

### SOUTH DIVISION SCORES

#### Games of July 9th

Team	1	2	3	4	5	6	7	8	9	R	H	E
Archer .....	2	4	0	3	6	2	x	x	x	—17	21	3
Blue Island ....	3	0	0	2	0	3	x	x	x	—8	9	0

Team	1	2	3	4	5	6	7	8	9	R	H	E
Cottage Grove....	2	0	1	1	2	0	0	0	0	—6	8	1
69th Street .....	0	0	1	1	0	0	0	0	0	—2	5	0

Team	1	2	3	4	5	6	7	8	9	R	H	E
77th .....	3	4	1	1	0	2	5	4	4	—24	21	3
Lawndale .....	1	0	5	0	3	0	0	1	0	—10	14	4

## Games of July 16th

Team	1	2	3	4	5	6	7	8	9	R	H	E	
Archer .....	3	0	0	4	1	0	0	0	0	—	8	7	2
69th St. ....	0	0	2	0	0	1	0	0	0	—	3	6	2

Team	1	2	3	4	5	6	7	8	9	R	H	E	
Cottage Grove ...	0	0	4	5	3	0	4	2	1	—	19	20	3
Blue Island .....	1	0	3	0	1	1	0	1	1	—	8	10	5

## LINCOLN-KEDZIE

## Game of July 23rd

Lincoln	AB	R	H	P	A	E
Schaller, ss	5	0	1	2	2	0
Elie, 3b	5	0	0	1	2	2
Johnson, 1b	3	0	0	11	0	0
Sullivan, rf	4	1	1	0	0	0
Gardner, 2b	4	2	1	1	6	1
Kannally, lf	3	1	2	4	0	0
Arand, cf	4	1	1	0	0	0
Gaughan, c	3	0	0	5	1	0
Dempsey, p	4	0	0	1	1	0
Wold, 1b	1	1	1	2	0	0

Total	36	6	7	27	12	3
Kedzie	AB	R	H	P	A	E
Nash, ss	4	2	1	0	2	0
Mazza, lf	5	0	1	2	0	0
Kochler, 3b	4	0	0	4	3	0
Koenig, c	5	1	2	10	1	0
Kelly, 2b	5	0	1	0	2	0
Walsh, 1b	4	1	1	7	0	1
Shea, rf	3	0	0	1	0	0
Holt, cf	4	1	1	2	1	0
Stevens, p	4	0	1	1	0	0

Total	.....	38	5	8	27	9	1							
Team		1	2	3	4	5	6	7	8	9	R	H	E	
Lincoln	.....	0	0	0	2	0	0	0	4	0	—	6	9	3
Kedzie	.....	0	0	1	1	1	1	0	0	1	—	5	8	1

Two base hits: Walsh, Sullivan, Gardner (2).  
Home runs: Arand, Koenig. Struck out: By  
Dempsey, 5; by Stevens, 8. Base on balls:  
Off Dempsey, 3; off Stevens, 1.

## LAWNDALE-ARCHER

## Game of July 23, 1924

Lawndale	AB	R	H	P	A	E
Seeback, 3b	6	2	3	0	2	0
Gillespie, lf	6	2	2	3	0	0
Lempke, ss	6	2	3	0	3	1
Zilke, cf	6	2	4	3	0	0
Piper, 1b	6	2	3	0	0	0
Brosseau, 2b	6	2	3	3	3	0
Tomaszewski, rf	5	0	0	0	0	0
Williams, c	5	2	2	2	2	0
Ed Corrigan, p	4	2	2	2	2	0

	50	16	22	13	12	1
Archer	AB	R	H	P	A	E
Aincham, ss	4	1	1	1	2	0
Fox, 1b	4	1	2	9	0	0
Schultz, 3b	4	1	0	1	3	3
Conlon, p	4	0	1	0	1	0
Grannon, c	4	0	1	8	1	0
Hansen, rf	4	0	0	0	0	3
Hurley, 2b	2	0	0	2	2	0
Pelton, lf	4	0	1	2	0	0
Kerkon, cf	4	0	1	3	0	2
Oakley, 2b	2	0	0	1	0	0
	36	3	7	27	9	8

36 3 7 27 9 8

Team	1	2	3	4	5	6	7	8	9	R	H	E
Lawndale .....	5	1	2	1	0	4	0	3	x—	16	22	1
Archer .....	0	0	2	0	0	0	1	0	0—	3	7	8

Two base hits: Seeback, 2; Lempke, Zielke,  
Corrigan, Brosseau. Strike outs: By Corrigan,  
8; by Conlon, 3. Base on balls: Off Corrigan,  
5; off Conlon, 1.

## 77TH-BLUE ISLAND

## Game of July 23rd

77th Street	AB	R	H	BB	SO	PO	A	E
Kattar, ss	4	2	1	2	1	0	1	2
Richter, 3b	6	1	2	0	0	0	0	0
Knapp, p	5	3	2	1	0	2	5	1
Welty, rf	3	2	2	0	2	1	0	0
Hannon, cf	5	2	2	0	2	1	0	0
Nevin, 1b	5	1	4	0	0	8	1	0
Leske, 2b	5	0	2	0	2	1	1	0
Urquhart, c	5	1	1	0	3	14	0	1
Youts, lf	4	0	0	0	2	1	0	0
Gallagher, lf	1	0	0	0	0	0	0	0

43 12 16 3 12 28 8 4

Blue Island	AB	R	H	BB	SO	PO	A	E
Stick, 3b	4	2	1	1	1	2	1	0
Lindschmidt, ss	5	0	0	0	2	3	0	0
Wylich, p	4	0	1	0	3	0	3	0
Kopshaven, 1b	4	0	0	0	1	8	0	0
Widner, lf	2	0	0	1	2	2	0	0
Cook, rf	4	0	1	0	2	2	0	0
Kunter, 2b	1	0	0	0	1	1	2	0
Saboto, c	4	2	2	0	1	10	1	3
Sinow, cf	4	1	0	0	0	1	0	0
Mansel, 1b	1	0	0	0	1	0	0	0
Smith, lf	1	0	0	0	1	0	0	0
Barda, 2b	3	1	2	0	0	0	0	0

37 6 7 2 15 27 7 3

Team	1	2	3	4	5	6	7	8	9	R	H	E
77th Street .....	4	0	0	2	0	1	2	2	1—12	15	4	
Blue Island .....	0	0	3	0	0	0	0	0	3—6	7	3	

## SCHEDULE

## South Division

## August 13th

Lawndale	at	Cottage Grove
Archer	at	77th St.
Burnside	at	69th St.

## August 20th

69th St.	at	Lawndale
77th St.	at	Cottage Grove
Blue Island	at	Burnside

## North Division

## August 13th

North Ave.	at	Devon
Noble	at	Lincoln
Kedzie	at	Division

## August 20th

Devon	at	Kedzie
Noble	at	North Ave.
Lincoln	at	Division

## August 27th

Devon	at	Noble
Kedzie	at	Lincoln
Division	at	North Ave.

## Departments and Divisions

### Transportation

The transportation department held their first outing at Thatcher's woods, Chicago and Desplaines Avenues, Sunday, July 27th.

Despite the short notice that was given this picnic a good crowd gathered and proceeded to lay out a most elaborate lunch on four large tables. Apparently Floyd Frank had refrained from eating for some time as he devoured beans and catsup on a wholesale basis. There was considerable activity at the table apart from eating, due to the healthy mosquitoes which persisted in lunching on everybody present.

After the "eats" had been devoured there were several games of horseshoe and a ball game.

At dusk the crowd began to disband, some of them looking as if they had the mumps, but everybody agreeing that they had a good time and would look forward to a like occurrence next year.

Gilbert Andrews has returned from his vacation, which he spent with his family at Kokomo, Ind., which reminds us that somebody said, "A lot of smart people come from Indiana." George Ade added, "The smarter they are, the quicker they come."

Miss Marie Krausman has also returned from a sea voyage around the Great Lakes. While aboard ship she succumbed to the prevailing malady and all her beautiful raven locks were thrown into Lake Huron and tradition has it that they will become water snakes; "The Last of the Mohicans."

Mr. Harrington is somewhat worried as to the whereabouts of Mr. Burgee, not having heard from him in some time and knowing that the Ozark mountains are infested with genuine old-fashioned bandits and other reptiles.

### Engineering Department

Frederick Acker, building inspector.—He inspects the ladders before the roofs.

The Department of Accident Investigation may boast about its sixteen new typewriters, but say—you ought to see the stenographer in the building and drafting department. Miss Lillian Roach has her hair bobbed.

Fred Avery went hunting the other day. Next winter we expect to see him in a fur cap.

S. O. S. is working wonders—but what is the proper retort to the flivver squad who did not notice the sign and started to bawl you out for stopping at a through street directly in front of their machine.

Harry Schlachter and family are vacationing at the Dells.

Motorman Joe Riordan is spending his vacation in Salt Lake City, Utah.

Trolley tender John Meehan, received his bonus money and enlisted the same day in the Rough Riders. Yes, his flivver's got four wheels—no brakes.

Michael Dineen and family recently took a motor trip to New York.

We received a very interesting letter from Gerhardt Schmidt who is now living in Los Angeles. He says the climate is fine—but you can't eat it.

### Treasury

Fred Sohm spent his vacation in the northern woods of Wisconsin. Fishing took up most of his time and while we know everybody comes back with fish stories, Fred insists he caught a fish standing on a log, weighing forty-six and one-half pounds.

The traffic policemen on Michigan Avenue were thrown into a panic recently when the entire boulevard was blocked from Monroe street to Roosevelt Road. An investigation showed that a handsome four-door Ford (1925 model) driven by our estimable club treasurer, James Ryan, had caused the blockade. Jimmy had three distinguished guests in his back and claimed engine trouble, but the panic-stricken copper claimed "no gas" as he and Jimmy's guests pushed the vehicle into Grant Park.

### Schedules and Time Tables

Fred Excell favored the employees of the schedule and time table dept. with a very generous supply of his garden products. We say his truck is the real thing. Good reason for living out in the country. Thanks, Fred, we enjoyed them very much.

Mr. Pfaus says the new "MORRIS" (?) chairs provided for the checkers are a decided success; all they need now is a lemonade attachment. Imagine a job with nothing to do but sit comfortably under the trees on busy street corners watching the parade go by.

During their vacations, Miss E. O. Sandstrom and Miss D. Peacock visited at Miss Sandstrom's home at Commonwealth, Wis.

During July, new schedules were made effective on Van Buren, Madison, 47th, 51st and 75th streets.

The rerouting order by the Illinois Commerce Commission means that new schedules must be prepared before Fall for the following lines:

Clark-Wentworth, Clybourn, T. R. No. 6; Broadway, Halsted, T. R. No. 7; Taylor-Wells-Sheffield, Chicago, Fulton; Riverview-Larrabee, Ashland, Lake; State, Milwaukee, 21st St.

### Accounting—Downtown

The employees of the accounting department extend their heartfelt sympathy to Mr. E. W. Root, for the loss of his wife, who died on July 4th.

Misses Agnes Helein and Mable Magnuson have shorn their beautiful long locks. Who will be the next?

When Miss Isabel Michielsen returned from her vacation she told us her name was Mrs. Edward Baumann. It was quite a surprise. Congratulations. Mrs. Baumann resigned July 31st.

Miss Olive Tidler motoring to Kansas City on her vacation said long hair was a nuisance. Result—bobbed.

Mr. John J. Beatty returned to work Monday, July 14th, after being confined in his home, ill since March 18th.

At the time of going to press, Mr. I. C.

Shellenberger and family accompanied by his brother from New York City, who was appointed superintendent of schedules and tours for the trip, have "Buicked" into the wilds of Wisconsin intending to visit some of the Menominee and Oneida Indians, and incidentally catch a few "muskies" and rainbow trout. There is keen competition between the two brothers as to which one is the best fisherman, however we hope that they have a good supply of canned sardines and salmon on hand. In the next issue we expect to relate about the prize catches of the trip including those that "got away."

Upon Mr. Stack's return from his vacation June 30th, he let us in on the secret of the arrival of an eleven-pound boy, making the fourth, shortly after the exit of Friday, June 13th. He claims he didn't have time to tell us about the arrival on Saturday, the day he left for his vacation, because he was too busy cleaning up his work. The boy will be named Otto Jr., and his proud grandfather says he is going to make a bricklayer out of him.

#### Accounting—North Side

Anyone interested in juggling please see Mr. Malmquist. We understand that he attained his present experience from juggling a barrel of dishes down the stairs.

Miss Mary Wiley has joined the bobbed-haired ranks.

Vacationists returned: Mabel Winholt enjoyed climbing the Rockies and says that Pike's Peak is the hardest to climb.

Miss Valentine is all smiles since she returned from Gray's Lake.

Harold Holger is now in the lead when it comes to telling fish stories, but Ralph Luebemann is running a close second.

Harry Hopke and Mike Rubey are now the most experienced tire changers in the department, having spent a large portion of their vacation fixing punctures and changing tires. Wonder whether they'll drive to Denver again next year?

Boys from the Accident Investigation

Think they'll win the relay race,

But they are very much mistaken,

For they'll never hold our pace.

#### Electrical

Mr. B. G. Noah and wife spent their vacation auto touring in the west. Several points in western Iowa were visited and from all reports a very enjoyable time was had. Mrs. Noah held up her end of the bargain admirably for she drove fully half of the total distance covered.

Walter Becker recently became the daddy of a fine baby boy. Congratulations, Walter!

Charlie Schwertfeger is back on the job after taking his vacation. Charlie spent the time painting his garage and driving his car.

Roy G. Rogers, crack horse shoe tosser of the electrical department team, won a bronze medal at the Portage Park July 4th tournament. Mr. Rogers is to be congratulated upon the showing he made as the field was large and competition strong.

Charlie Cox, chief operator at Broadway

substation, is all dolled up in his new facial adornment. We are not telling a thing about the nature of this adornment, but we will say that Charlie can now eat a good half-inch steak with the best of us.

#### Legal and Accident Investigation

On July 12th our well-known attorneys Franklin B. Hussey, Joseph D. Ryan and Abe R. Peterson boarded the Berengaria with other members of the Chicago Bar Association for an European trip. London being the immediate objective. Come to think of it, it might seem like old times to be outside of the 12-mile limit with a few cheerful "bar" associates. "Skaal!"

#### Shops and Equipment North and West

Mr. Ludwig Nystrand, ass't night foreman at Kedzie carhouse, will be pleased to give advice to anyone who desires to spend a quiet vacation in Zion City, on "How to Avoid Arrest."

Our night foreman at Kedzie carhouse is back on the job. Mr. and Mrs. Cox have just returned from a honeymoon, which they spent in Denver. Congratulations from the boys! Here's hoping they are good cigars.

Mr. Thomas Hoey, repair man at Kedzie carhouse, has been visiting the state of Indiana frequently. The boys are wondering what is up, as it takes two days to get back.

Mr. W. Krueger, day foreman at Kedzie carhouse, has a hard time trying to keep his vest buttons on, because he has received the latest model of two-car train.

Miss Helen Ferguson of Schenectady, N. Y., and Mr. W. C. Wheeler, engineer of equipment, were married on July 19th. We extend our congratulations and best wishes.

Some of our vacationers are returning, reporting very pleasant trips. Miss Alice Harty spent her vacation seeing her home town. Mr. B. Phillips visited on a farm in Wisconsin, and Mr. W. Krull made an automobile trip through the east.

We notice that Mr. M. Pare of the drafting room is looking quite cheery, which of course is due to the notoriety the family has received by one of its members winning the National tennis championship.

#### Shops and Equipment South

We regret that J. Norling, who has been employed at the south shops as pattern maker, for a number of years, has found it necessary to resign and enter an old people's home, because of ill health.

Barney Flynn Rockwell, vacationed at Winnetka, Illinois.

E. B. Winter, our painter foreman, went down south on his vacation. In the past we have always enjoyed fish, so we were rather disappointed this time for, he is back, and we don't see any fish. However, we understand he brought home an alligator, which is not such a bad catch.

Walter Lowe has taken up golf. We understand he spends considerable time on the golf links, and expects very shortly to become a member of the hole-in-one club.

John Blakely, who has been sick for the

past few months, is now out of the hospital, and is reported as being very much improved. It is our wish that he will soon be back on the job.

Mr. McGill has returned from his vacation which included a tour of the Pacific Coast. While at Seattle, he visited with his mother and sister.

While on his vacation, W. Goering journeyed to Davenport, in his Willys-Knight.

George Ditchie, Cottage Grove, vacationed in northern Michigan.

Miss Hansen was out buying furniture one day recently. We expect something to be happening in the very near future.

The idea of taking a vacation, and camping out nights does not favorably impress our car repair foreman, "Doc" Mohrman. He thinks he would enjoy it much more if he had some one along to erect his tent each night.

A. C. Lindquist is the proud daddy of a baby girl born June 30th.

ductor Michael J. O'Reilly and Motorman John Cannon in their new position. They have both joined the ranks of the Chicago Police Department.

Conductor Hugh O'Connor has taken a ten days' vacation to the country. He says "I'm going to forget it for ten days, this is my first vacation in 18 years." We wish you a good time Hughy, you sure deserve it.

Conductor J. (Doc) Cronin is enjoying a thirty days' vacation in the east, visiting Buffalo, New York and the Democratic convention. Some class to Doc.

Motorman M. McGarvey who has been off his run since last September on account of a piece of steel piercing his eye, has fully recovered from the effects and is back on the job. The boys are all glad to see Mac back on the job.

Our Combination Clerk and Receiver Billy Frank is back on the job after spending a two weeks' vacation at Grass Lake. There is no



#### Burnside Team

Left to Right, standing: J. C. Clancy, Mgr. J. A. Sweeney, Utility, G. J. O'Connor, 1 b., C. P. Davis, 1 f., H. J. O'Brien, r. f., F. L. Holcomb, c., A. J. Crinion, 3 b., E. P. Gorman, c. f., W. F. Chamski, c. Seated: E. J. Andrasco, s. s., F. Jellison, 2 b. and Captain, Dorothy Lynch, Mascot, J. A. Juncy, p.

#### Burnside

The Burnside Div. base-ball team have been rescued by a good Samaritan (Doc. Altmeier) and have returned their caps to the ring to win the cup this season. Go to it, boys, we are all with you.

We are all wishing for the speedy recovery of our Night Chief Clerk, Arthur Jenvey, who has been confined to his sick bed for the past month.

Good luck and success is extended to Con-

ductor Michael J. O'Reilly and Motorman John Cannon in their new position. They have both joined the ranks of the Chicago Police Department.

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#### Seventy-Seventh

There has been a rumor going around that

77th Street is backing out in the wrestling match between Willette and Chappell. Willette has been ready and in shape for the last two months wanting to hear from Chappell. Cottage Grove Depot take notice and come to time. The boys are anxious for this match.

Our boys trim Lawndale 24 to 10. The whole team is sure playing the game. The only wish is that they could play about five more games with Archer Depot.

The Froud Daddy list is still growing at 77th Street. W. D. Lapell, D. W. Hurley and J. J. Stanton are among the proud daddy list this month.

There is a rumor around that P. Macken is also about to become a daddy. Glad to see you among the crowd Pat.

I wonder why the boys all want to buy A. C. Brown all the steak he can eat. Pretty tough Brown when you can only eat crackers and milk.

Many thanks to Charlie Autenreith who had forty of the boys sign up for membership of the club.

Trouble in the Lost and Found Department. One of the conductors turned in a box containing two cats on Friday. Along comes Conductor Beilfuss with a nice little dog that he had found. The Chief Clerk was kept busy trying to keep his lost articles straight and also keep peace in the family.

The warm weather is sure keeping the boys on 75th Street and 79th Street stepping. Let's take them there with a smile, it will make your work much more easier.

The Bachelor Club at 77th Street is steadily decreasing, Conductor H. Brucks having now dropped from the membership list.

Many thanks to the boys who are donating their time and services to the baseball players, taking them to and from the baseball games.

Seventy-Seventh Street baseball team made it five straight the other day by beating Blue Island depot 12 to 6. Pitcher Knapp striking out fifteen men. That a boy Knapp!

George Airey was seen talking real confidential to the chief clerk. Understand he wants two weeks off to get married. Is that right, George?

### Sixty-Ninth

J. J. Malone had the occasion to have a man aboard his car with no car fare. He paid the man's fare and gave his name and address to the man on the back of a penny wrapper. A few days later he received a letter from Dr. R. C. McKopp enclosing more than enough postage stamps to cover the fare paid. This showed courtesy plus consideration on the part of the conductor and there is no doubt that the doctor will remember this act for a long time.

If it takes Geo. Knight five hours of speeding with his flivver (he nearly got pinched too) to go and buy a porch swing we would very much like to know where he had to go to buy it.

Frank Simpson, our loyal night clerk and sheik, spent his vacation at the greatest summer resort in the world—Chicago, Illinois.

Earl Wooldridge, our rubber band artist, is always on the lookout for West winds. Wonder why, we never see the fish.

W. P. Morris and G. F. Keane have lately

assumed a new and up to date title, that of papa. J. F. Hansen reports another baby girl.

July 5, C. F. Hosang became grandpa. He is 45 years of age, and we think the best looking grandpa on the system.

The late Honorable Ex President Theodore Roosevelt is credited with the statement that words that are not backed up by deeds are worthless. We have heard our very efficient Div. Supt. preaching courtesy. We observed him giving a practical demonstration of it when a lady was confronted by a barricade in the street. She said "What shall I do?" Her husband said, "Do as I do, jump it," but Mr. Quinn solved the problem by removing the barricade which the housemovers at 63rd and Ashland had placed on the sidewalk, July 20th, when they moved a large building.

Our baseball team feels very proud that they were challenged by the Englewood Police team at their annual field day meet held in Sherman Park July 4th, and that we won by a large score, and thereby won the silver cup that our good friend Major Kensel so kindly donated.

P. D. Gavin, spry and healthy at eighty-two and a half years of age, is today working regularly and is remarkable for his accuracy and says he remembers way back when Mr. Irvine was about the only Supervisor out of the 61st barn under Mr. Stewart, and he adds that Mr. Irvine was all over, too.

Lost: One bow and arrow. Finder kindly return to M. E. McNerny and receive reward. How about it, Cupid?

Mr. John Costello has that honeymoon expression upon his face, and well he should, for he joined the "Love, honor and obey" class recently.

Daemecki, back from Boston, was asked the most interesting thing that happened and he said (like most men do), "I didn't even have a puncture."

### Archer

Andrew Muckle, another old timer at Archer Depot, crossed the great divide on Thursday, June 16th, 1924. "Andy" had been in the employ of the Surface Lines about 36 years and during all that time we never heard of him being sick until he was stricken with his last illness about six months ago. The pall bearers and honorary pall bearers at his funeral, with one exception, had been co-workers with him for over thirty years. We extend our deepest sympathy to his bereaved wife and family.

Jerry Horan has been out of hospital about four weeks, and is slowly gaining strength.

A. J. Hanson is slowly recovering from his broken leg.

F. Kabana is almost ready to go to work again after about three months suffering from a broken collar bone and fractured ribs.

Our baseball team is still keeping up the good work, having lost only one game this season. Our star battery, Hogan and Grannon, are getting fine support from all the rest of the players. They are all doing so well it is hard to say who is best. However, we might mention Joe Conlan's home runs.

Through the courtesy and generosity of the Chicago & Joliet Electric Ry., our baseball team accompanied by their wives and sweethearts and some loyal rooters, enjoyed a nice

outing at Dellwood Park on July 17. The Chicago & Joliet Ry. was very generous indeed, furnishing three special cars to and from Dellwood Park, free of charge. The Dellwood Park management was equally generous, permitting use of dancing pavilion, baseball grounds, etc., also free of charge. Our new Assistant Superintendent, Mr. Floyd Frank, came out with us, but on account of business engagements in the city was unable to wait for the ball game. He was very favorably impressed with the personnel of the ball team. To John Begy and Frank Schultz belong the credit for arranging this outing. Adam Longhauser was full of pep, as usual, and got into the ball game, playing first base. John Begy was pitcher for a few innings and did fine work.

Our genial chief clerk, Barney Malloy, is back on the job again, looking fit after his vacation. You will remember Barney was a very sick boy at this time last year. We are all glad to see him looking so well again.

Properly polite passengers promptly present precise pennies pleasantly—perhaps. (They pay some people \$100 for such spasms).

### Lawndale

The sympathy of the men of Lawndale Depot is extended to Conductor J. Hurley in the great loss of his beloved wife.

A sad and fatal accident occurred to one of our good men, Motorman T. Matter, who was crushed between cars. Let this be a warning to all trainmen to heed the admonition of the officials of the company and Supervisor of Accident Prevention, Mr. Noonan, "not to go between cars." The men of Lawndale Depot extend their sympathy to Mrs. Matter and son.

Conductor J. Mondike has taken unto himself a "better half." The first we knew of it was when a box of cigars arrived from the Twin Cities. Congratulations.

Supervisor Ford has returned from his vacation. John says he is feeling so fine he could take on Dempsey for a few rounds any time.

A detective agency has been engaged to locate Lawndale Depot's Chief Clerk. When last heard of, was at "The Dells" in Wisconsin. Anyway, Will, the boys at home are hoping you are enjoying yourself, wherever you may be.

Motorman Pat Farrell has returned to work



Lawndale Team

Left to Right, Front Row: E. Seebock, 3 b., A. Gillispie, 1 f., Second Row: A. Pieper, 1 b., C. Zielke, c. f., P. Lemke, Capt., s. s., J. Tomaszewski, r. f., A. Brousseau, 2 b. Third Row: B. Ponzo, Ass't. Mgr., P. W. Corrigan, p., J. Williams, c., E. Corrigan, p.

after spending a few weeks in Wisconsin. Pat says he caught a carload of fish but the authorities would not permit him to ship them to Chicago so he threw them back into the lake.

Supervisor Cillian was motoring near Antioch and became stalled in the mud. He ran into a nearby farm house and called Dearborn 8800. When the operator asked him how many cars were delayed, he answered one, the others are rerouting. At any rate, John, we hope you are having a good time on your vacation.

Herbert Beyers, "Our Own Herbie," is with us again and his pleasant "Lawndale Depot" greets those that call our depot.

Conductor W. Lewerenz is another one of our single men to change to a double in the past month. The boys of Lawndale wish the newly married couple many years of happiness.

### Blue Island

The following births occurred since the last issue: To P. Camer, a girl on June 24th; R. Cummings, a boy on July 4th; J. Jaros, a boy on June 30th; J. Miderski, a girl on June 25th;

wondering who sent it and how they know him.

Carl Hoglund moved out to Cicero and he told Supervisor Jicka that he heard he would have to have a passport in order to stay out there and Jicka agreed.

Anyone wishing to assist M. Henahan and T. Kelly in turning in their receipts every evening so that they can get home in time for supper will kindly see Combination Receiver Quaid.

Motorman Breen is confined to his home account of illness and no doubt would appreciate the visit of some of the boys. We hope that he will recover soon.

Night Repair Foreman Sieckert had the honor of raising the flag at sunrise July fourth.

### Kedzie

The employees of Kedzie Depot extend their heartfelt sympathy to Assistant Superintendent Wm. Rowland and family in the loss of their dearly beloved son and brother who passed away Monday, July 14th, while vacationing at Twin Lakes, Mich.



### Blue Island Team

Left to Right, Front Row: W. Sanow, s. s., W. Hanley, r. f. Second Row: A. Gach, Mgr., M. Sheehan, l. f., J. Vujtech, Capt., 3. b., W. Sullivan, c. f., J. Kokoska, Financial Sec'y. Standing: J. Kopshever, 2 b., G. Sobota, c., W. Winter, coach, N. Monzel, 1 b., P. Stich, p.

and P. Peters, a girl on July 7th. All mothers and babes well.

Chief Clerk Starr received a postcard the other day signel Topsy and Eva. He is now

The sympathy of employees of Kedzie Depot is also extended to Mrs. J. Fitzgerald and family in the loss of their dearly beloved husband and father, Motorman Jack Fitzgerald, who

entered the service of the company on August 18, 1878.

The sympathy of employees of Kedzie Depot is also extended to Mrs. Fleming and family in the loss of their dearly beloved husband and father, Motorman Pat Fleming.

Kedzie Depot has had the honor of operating the latest in Surface Transportation, our new Two Car Subway Train. It beats all. Motorman J. Rose, Conductor Ed Smith and E. Hartnett also feel highly honored at being the first crew to operate the train. Trainmen at Kedzie Depot are anxiously waiting for the day when our Madison Street Line will have a full force of new subway trains.

Kedzie baseball team won the past two league games under the management of H. Mazzo, who is also a wonderful pitcher. All the team now needs is a little assistance from the rank and file in the role of rooters. Come on out, Boys.

The Kedzie Depot is now supplied with a 30-foot flag pole and a new American flag.

#### North Avenue

Our superintendent, Mr. Hall, is spending

pickeral in the vicinity is rapidly diminishing. Chief Clerk Issy Shedroff is vacationing in St. Joseph, Mo. Joe Griffen has just returned from Jacksonville, Ill. Leo Beers is on the trail of a grandfather Muskie of Fox Lake, Wis., said Muskie having eluded his best efforts for years. Conductor Dick Ferwerda and family are motoring to Yellowstone Park and Conductor Oscar Pearson is sojourning in the Gopher State (Minn.). North Avenue men surely cover a lot of territory.

A letter received from Mr. J. Hollmeyer, former assistant superintendent of Division 8, says in part: "Motorman Martin Peterson called to see me Sunday, June 15th, on his way home through Oregon. I am going along nicely and making a good living and have an open house for all the boys back at North Avenue Depot and would be glad to see any of them at any time."

Two of our old timers, Sam Hutchinson and Paul Gauger, passed away during the past month, after years of faithful service. Our sympathy is extended to their families in their loss.



**Kedzie Team**

Left to Right, seated: B. W. Nash, s. s., H. T. Walsh, 1 b., E. C. Stevens, p., J. E. Kahler, 3 b. Standing: J. P. Shea, r. f., G. Holt, c. f., M. F. Wiltse, 2 b., G. F. Kocin, c., G. F. Smith, c., H. C. Massa, l. f.

his vacation somewhere in Michigan. Diligent inquiry has failed to disclose the exact location but we understand that the supply of bass and

Motorman Adolph Jauman has been reappointed traveling motorman and Conductor Howard O'Brien has been appointed supervisor.

Conductor J. P. Ryan announces the arrival of an extremely young and lusty-lunged 9-lb. boy at his house. Mother and infant doing fine. Visions of Jack walking the floor to the strains of "Dream Daddy."

Our ball team is still showing the rest of 'em the way in the North Division with 9 straight wins and nary a loss. That last game with the Noble-Elston team was a corker. We wish to state right here that we admire the fighting spirit of the Noble team; they never seem to quit no matter how bad things look. The interest manifested in this game was evidenced by the fact that several hundred rooters stood in the broiling sun until the last man was out. Our boys are "there" this year and mean to cop the bacon. There is nothing more depressing than a flat tire and there is nothing more exhilarating than the crack of the bat when one of the home boys lines out a good hit. Come out to the games, you rooters, and get rid of that "flat tire" feeling.

A philosopher once said, "The world will beat a track to the door of the man who makes the best mouse traps though he lives in a wilderness," but he forgot to add "if he lets the world know he makes them." Though Chicago certainly is not a wilderness we know that we have the best street railway transportation system in the world and it behooves us to let our friends and neighbors know the same by word and deed. This need not savor of propaganda but merely a spreading of facts. Hand your friend a copy of the SURFACE SERVICE MAGAZINE and it is safe to say that he will have a new and better perspective of what the Surface Lines Organization really means to the progress and well being of our great city and the sincere efforts of our personnel to add to the comfort and convenience of the riding public.

### Elston Depot

The baseball team felt highly honored to have Superintendent of Transportation Evenson at the Noble-North Avenue game.

The trainmen at Elston wish to extend their sympathy to Mr. and Mrs. Alm, whose only son died on July 5th. Another sad case was when Mrs. Essen died July 1st. We wish to extend our sympathy to Mr. Essen also.

We have three new arrivals since the last issue: Mr. Kormacki is the proud father of a 9-lb. baby boy. Mr. James O'Leary, of the Repair Dept., is also the proud father of a 9-lb. baby girl. EXTRA-EXTRA—Motorman Frieboth claims his 14-lb. baby girl has bobbed hair. Mothers and babies doing nicely.

### Noble

The Noble-Elston boys were defeated by the North Avenue boys by a score of 7 to 5, on Wednesday, July 16th, at Municipal Baseball Park. It was a well played game with the exception of one of the innings when North Avenue got the break of the game by scoring four runs, and held that lead to the finish.

Our Supt. of Transp., Mr. Evenson was one of the fans at the baseball game; Mr. Bolger and Mr. Pasche of North Avenue, also Mr. Hall were guests of Mr. D. F. Van Antwerp, Supt. of the 10th Div.

Our Committee Men, Mr. Slomniski and

Burns, were there rooting for the Noble-Elston's. We were pleased to see the fans on good terms. The game was worth going miles to see.

Mr. Asp, our chief clerk, bought a Ford Sedan and took his vacation trip in it. He said he had a good time and had no accidents or collisions. Glad to hear it, Al.

Mr. George Blum said he would instruct Mr. Asp how to run a Ford Sedan so he would not hit street cars or Fords, providing he could get off whenever he wanted to. Attaboy, George.

Our Second Clerk, LeRoy Wells, is looking for a house in Brookfield with a pantry in it.

The boys of Noble wish to extend their heartfelt sympathy to Mr. and Mrs. Charles Schultz in the loss of their son, Edward Schultz, who died on July 19th.

### Lincoln

Our team played the North Avenue team June 25 at Wells Park and was defeated. They played good ball until the middle of the game when "the balloon went up" and our players seemed to lose pep. But July 16 they made a better showing when they defeated the Division team at Wells Park and our friend Schaller got two home runs. Both times there were two men on bases. We all know our team can play good ball and they have the goods. All they must do is deliver them. Our third baseman, R. S. Wold, who went through an operation, is recovering and will soon be in trim to help the boys win. We wish him all the luck in the world.

Boys, be careful about your health. We have lost many of our comrades of late, two more having just passed away—Conductor C. Schneider and Motorman B. Miskin. Both have been with the company many years. The boys extend their sympathy to their families. Mr. McAndrews, conductor, has gone through an operation; we all hope to see him out and around again. We extend our sympathy to F. Albrecht who recently lost his father after a long illness.

### Limits

We regret to report that Benny Benson is seriously ill.

Harry Wellhausen has recently returned from an extended honeymoon. In this day of strenuous activities in all walks of life even honeymoons become strenuous, as witness the fact that Harry had to hold the bench the first day back.

Arnold Lewand is the proud father of a nine-pound boy born July 5th. Lewand was wounded in action in the recent world war and while convalescent in the hospital they learned of his linguistic ability as master of both French and German and assigned him to duty as official interpreter, serving on the staff of one of the leading generals for the duration of the war.

One of the rules of the company requires a trainman to make out a report about any unusual occurrence in or about the company's property. The other day a Maxwell Street merchant boarded John McGreevey's car at other than a transfer point with a rather

ancient transfer. Upon having the matter called to his attention the merchant immediately paid his fare without an argument. John is still wondering if he should have made out a report about this unusual occurrence.

Our old friend, Jimmy Lee, has left the service for the Police Department, and Mike Garrity has joined the Fire Department. Scaling ladders will not be difficult for Mike, as he is an ex-navy man.

#### Devon

Conductor T. Horgan is wearing the big smile. He said the stork left a dandy seven-pound girl at his home. Congratulations.

Conductor T. Sullivan said no more eating in restaurants. He took to himself a lovely wife. More power to you old top.

Before laying any new rugs at your home see Mr. McKinney or Bob Southourn. They

## Bouquets for the Boys

SURFACE SERVICE presents this month some of the commendatory letters received from patrons whose appreciation of courtesy extended by our Trainmen seemed to require expression. These communications are typical of numerous others. In every case we believe direct acknowledgments have been made to the Trainmen directly interested.

#### A Little Check for Conductor Smith

Chicago Surface Lines.

June 23, 1924.

Gentlemen:

Am enclosing check for Conductor A. Smith



#### Devon Team

Left to Right, seated: H. Lang, s. s., J. Susralski, c. f., T. Fillman, r. f., R. R. Hess, c., L. Sullivan, 3 b. Second Row: F. Bullman, 2 b., J. McGann, Utility, D. Breshman, p., and Capt. C. Klump, l. f., J. McCarthy, 1 b., A. E. Roy, scorer. Third Row: A. H. Klein, Mgr., A. Lubner, Coach, J. Negle, Utility, W. Rassmussen, Coach, W. Whitman, Utility.

have some special appliances of their own invention, the use of which is sure to leave no wrinkles in the rugs.

Conductor Casey said that since we have had the gymnasium in the station he lost ten pounds. Get busy some of you heavy weights—here is a chance to reduce.

Motorman Roy Smith said he just got an addition to his family of a nice Baby Lincoln. It doesn't care for pasteurized milk but sure likes gasoline or benzole.

No. 6498 (Blue Island) for returning box of laundry left on his car last week. It was left on his car at 5:30 P. M. and I recovered it at 7:00 p. m., which is very efficient service, and he is to be complimented.

Sincerely yours,

FRANK P. BLAIR

Conductor Powers, Seventy-seventh

Chicago Surface Lines.

Chicago, Illinois,

June 24, 1924.

Gentlemen:

In connection with your recent request that

acts of courtesy on the part of your conductors or motormen be brought to your attention, I wish to give three cheers for No. 1586 on the North Avenue Line.

In running for the east-bound car this A. M. my purse opened. Besides holding the car, the conductor alighted (in the rain) and helped me recover the many necessary articles it contained.

Yours very truly,  
MARIAN HAGEN.

**Conductor Kenny, Lincoln**

June 23, 1924.

Chicago Surface Lines.

Gentlemen:

Just a word of praise of Conductor 12704 on Lincoln-Wells Street line for courtesy and honesty. I got on his car yesterday (Friday) afternoon and with my distance glasses on after a violent headache, I handed a quarter and two pennies and walked in, dropped the change in the box. He followed me in and gave me back 20 cents.

While honesty is right we know but many fail, if I never knew, and besides I noticed in my ride of three miles or so his courtesy and pleasant answers to passengers.

Being a great observer and especially so when we find such people in this big city, where so many are uncivil, I like to commend them.

Respectfully and sincerely  
MRS. R. SCHETT,  
2069 Lincoln Avenue, Chicago, Illinois.

**Conductor Schoenfernacker, Armitage**

936 No. Le Claire Ave.,  
Chicago, Illinois,  
July 1, 1924.

Chicago Surface Lines.

Gentlemen:

This communication is sent you in commendation of the courtesy and efficiency of Conductor 10046 of the Milwaukee-Gale extension line. On Sunday afternoon June 29 the writer was one of a group in charge of fifty children returning from a picnic. In order to expediate the safety of the children this trainman requested that all adults leave the car from the rear and leave the front exit for the children when we had arrived at the terminal. Besides this he assisted in getting them safely on the waiting car, doing this without in any way interfering with the schedules. Such conduct on the part of your employes cannot go unappreciated.

Very truly yours,  
SYLVIA A. MCGOVERN.

**Conductor Brath and Motorman Karns, Blue Island**

July 1, 1924.

Chicago Surface Lines.

Gentlemen:

Not long ago I observed with interest your placards urging the public to communicate any particular acts of courtesy on the part of employes.

I am a regular patron of the 21st and Mar-

shall Street car line and in the morning very frequently ride with a crew of which No. 7220 is the conductor and 10571 is the motorman. These men have gone out of their way to be helpful and shown such an unfailing spirit of courtesy that I feel you should know of it.

It is a pleasure to say a word for them as they stand out as an example to the general run of motormen and conductors.

Very truly yours,  
A. B. PATTOU,

Adams & Elting Co., 1833 Seward Street, Chicago, Illinois.

**Conductor Versema, Elston**

July 3, 1924.

Chicago Surface Lines.

Gentlemen:

I wish to commend Conductor 10668 for the courtesy extended me on the Montrose Avenue car Monday evening of this week.

It is things of this nature that make one appreciate riding on the street cars.

Yours very truly,  
J. Q. ADAMS,  
4248 N. Western Ave., Chicago, Illinois.

**Conductor Bedore, Seventy-Seventh**

July 3rd, 1924.

Chicago Surface Lines.

Gentlemen:

It gives me great pleasure to write you in behalf of one of your employes (Conductor No. 10266). His car stopped at Clark Street and an aged lady was among us waiting to board car, when the conductor saw her reaching for the bar, he immediately left his post and got down on the step and lifted the lady to the platform. As she reached the platform her transfer fell from her hand. The conductor then said, "That's all right, Mother, I'll get that. You go right in and sit down."

I could not help but notice this man's work, he was very pleasant and always willing.

I then watched him help at least twenty people from the rear end of his car. This is my first attempt at writing you people.

I want to say he is a credit to the Chicago Surface Lines.

Respectfully yours,  
A. J. TOANGEAU,  
6546 Martland Avenue, Chicago, Illinois.

**Conductor Canning, Lawndale**

July 7, 1924.

Chicago Surface Lines.

Gentlemen:

I write to report that I have been riding on and off for the past ten years with Conductor No. 8952, and he is always courteous and careful of passengers getting on or off his car.

Yours very truly  
R. C. CRAIGIE,  
Ass't Cashier,  
M. St. P. & S. Ste. M. Ry. Co.  
Roosevelt and Canal Sts.  
Chicago, Illinois.

**Conductor Kanin, Seventy-Seventh**

July 16th, 1924.

Chicago Surface Lines.

Gentlemen:

I am taking this occasion to let you know that I noticed the way the Conductor No. 1158 on car No. 6057 going north on State, Monday, July 14th, between 10 and 11, tried to do certain acts for the convenience of the patrons.

At every cross line he called the streets in an understanding way and at the viaduct at 63rd he turned on the lights, then after we were passed turned them off again.

I also want to commend you for putting the cards in the car calling attention to certain subjects such as traffic blockading the streets.

When I get on a street car the car is mine in a sense, and it is me someone is delaying in driving slowly in front of the car. I can not see why an individual has the right to delay a car full of people.

Yours truly,

LESTER FEAGLER,  
9631 Forest Avenue,  
Chicago, Illinois.

**Motorman John Kruk, Division**

July 16th, 1924.

Superintendent C. H. Evenson,  
Chicago Surface Lines.

Dear Mr. Evenson:

Yesterday evening while going south on Western Avenue, Car No. 1065, I particularly noticed the precaution taken by your motorman No. 11087. Just before we crossed the Canal Bridge, some boys were apparently playing with the switch; before he would cross this switch, the motorman got out and made an inspection. When reaching the stop signal approach he came to a dead stop for the conductor to make his regular inspection before starting to cross. The conductor made no effort to get out, whereupon the motorman signalled—the conductor gave the signal to go ahead, which was unheeded by the motorman until such time as the conductor came forward as required when crossing this bridge.

We hear so much in regard to carelessness on the part of the motorman that after seeing this performance I felt it was only due him for me to advise you of the action he had taken. You no doubt can identify him by his number. The car crossed Chicago Avenue 9:40 P. M.

Very respectfully,

THE FAIR,  
G. D. HORRAS,  
Ass't Superintendent.

**Conductor Ryan, Kedzie**

July 17, 1924.

Chicago Surface Lines.

Gentlemen:

I wish to report an experience I had today on the Harrison-Adams Street Car. The amount involved is small but the principle is large.

In paying my fare I handed the conductor, as I supposed, two nickels, and after giving me change he called me back and advised a dime had stuck in between the two nickels and

handed it back to me. The conductor's number was 4644, Car No. 1938.

If there were more people like this in the world it would be a better place to live in.

Yours very truly,

SEYMOUR GUTHRIE,  
1066 W. Adams,  
Chicago, Illinois.

**Conductor Dahlen, Elston**

July 17, 1924.

Chicago Surface Lines.

Gentlemen:

I desire to take this means to thank Conductor badge No. 4602 of the Irving Park Line.

On July 14, about 7:30 A. M. when the car came to a stop at Paulina and Irving Park, I was about to step off, when the conductor held me back. Just then a large limousine passed by at a great speed. I believe I would have been killed or seriously injured. This goes to prove that this conductor looks out for the safety of his passengers.

MRS. GREGORY J. BOJAN,  
2901 No. Springfield Ave.,  
Chicago, Illinois.

**Conductor Hamilton, North Avenue**

July 21, 1924.

Superintendent Surface Lines.

Dear Sir: I wish to tell you how nice your conductor on the car after eleven o'clock last night after the storm was to me, an old woman. I think the number of his cap was 10070, but I can't remember the car number. But I sure thank him, he is a perfect gentleman, I am one of three who he was kind to.

MRS. J. BODINE,  
528 N. LeClaire Ave.,  
Chicago, Illinois.

**Conductor Pryor and Motorman Day, Cottage Grove**

July 29, 1924.

Victor T. Noonan,

Chicago Surface Lines.

Dear Mr. Noonan:

Just a word in commendation of Conductor No. 9410 and the motorman on the same car. My wife and I boarded a Stony Island car at 43rd Street, Tuesday morning about 12:15 and we were both impressed with the courtesy and cheerfulness of the conductor. At one stop several persons made a rush for the car entrance and the conductor called out pleasantly, "Take your time, please," instead of the usual irritating "Step lively there." I also noted that both the conductor and motorman used more than ordinary care to see that all passengers were on or off before the car started.

There was nothing spectacular about their actions but I feel that men who can be cheerful and courteous at that hour of the night with a tired, morose load of passengers deserve a word of commendation.

Cordially yours,

C. T. FISH,  
Associate Editor,  
National Safety News,  
168 N. Michigan Ave.

## Value of a Smile

Scores of motion-picture actresses would lose their jobs says Frank Farrington in Forbes, if they were deprived of their ability to smile. They know it. They realize what their smiles are worth to them; but most of us do not know that our ability to smile may be made to bring us success right in our own line of work.

People pay money to see their favorites smile in the movies. They pay money to see smiles on the living stage. They pay money to be made to smile.

When God created man in his own image, he gave him the power to smile with the use of only thirteen facial muscles, while he must use sixty-five muscles for a first-class frown.

Can you smile? Can you wriggle your facial muscles into that form of good looks called a smile? If you can smile and do not, you are throwing away limitless possibilities and countless opportunities.

Everything is going to break right some day for the man or woman who smiles. If the smile does not bring riches, it will at least bring happiness to self and to others, and happiness is greater than riches, for riches are valuable only for what happiness they buy.

## A B C's of Electricity

So completely has electrical energy become a part of the current of life and of civilization that the world, in seeking information relating to the nomenclature of electricity, finds that: The unit of electrical current is the ampere.

The unit of electrical pressure which causes the current of flow through a conductor is a volt.

One ampere of current at one volt pressure equals one watt of power.

A kilowatt is one thousand watts.

A kilowatt-hour is one thousand watts for one hour.

A horsepower is 746 watts.

A horsepower hour is 746 watts for one hour.

Ten 100-watt lamps burning for one hour consume one kilowatt hour of current.

Forty 25-watt lamps burning for one hour consume one kilowatt hour of current.

## When the Time Came

Mandy had completed a hard morning's work over the washtub and was just eating her well-earned dinner when a neighbor came in.

"Mandy, prepare yourself for bad news, der has been a turrible accident, and yo' husban."

"Lawd sakes, chile, if Rastus done got killed, you all is gwine ter hear some powerful wailin', soon's ah get mah dinner et."—Mrs. E. F. Shelton, in Capper's Weekly.

Mary had a little lamb.

A lobster and some prunes,

A glass of milk, a piece of pie,

And then some macaroons.

It made the naughty waitress grin

To see her order so.

And when they carried Mary out

Her face was white as snow.

?

By Herbert Gay Sisson

There's a symbol that I know of,

Just a little curly-queue,

Just a common, simple token,

Neither out-of-date nor new;

But to wisdom and to power

It will guide the frailest bark,

It's the keystone of achievement—

It's just a Question Mark.

Though it isn't much to look at,

And it isn't much for size,

It's the father of ideas

And the germ of enterprise;

It's the key to vision's shutters,

Letting light into the dark;

It's the starting step to progress,

That little Question Mark.

Keep it ever close before you

In the business of the day;

Though you think you've reached perfection,

There is still a better way.

If you count yourself a wizard,

If you feel that you're a shark,

That just shows that what you're needing

Is a good, old Question Mark.

You can always do things better,

You can always use more care,

You can find room for improvement

Any time and anywhere;

You can open up new pathways,

You can clear away the dark,

If you keep before your vision

A little Question Mark.

## It is Not Always Easy

To apologize.

To begin over.

To admit error.

To be unselfish.

To take advice.

To be charitable.

To be considerate.

To keep on trying.

To profit by mistakes.

To think and then act.

To forgive and forget.

But it ALWAYS pays!

## A Real Cosmopolite

The average South Dakota citizen gets up at the alarm of a Connecticut clock, buttons his Chicago suspenders to Detroit overalls, puts on a pair of cowhide boots made in Ohio, washes in a Pittsburgh basin, using Cincinnati soap, and dries on a cotton towel made in New Hampshire, sits down to a Grand Rapids table, eats hot biscuits made with Minneapolis flour, Kansas City bacon and Indiana grits fried in Omaha lard, cooked on a St. Louis stove; buys Irish potatoes grown in Michigan and canned fruits put up in California, seasoned with Rhode Island spices, claps on his wool hat made in Philadelphia, harnesses his Missouri mule, fed on Iowa corn, to an Indiana plow.

At night he crawls under a New Jersey blanket and is kept awake by a South Dakota dog—the only home product on the place.—Fischer Printing Co.