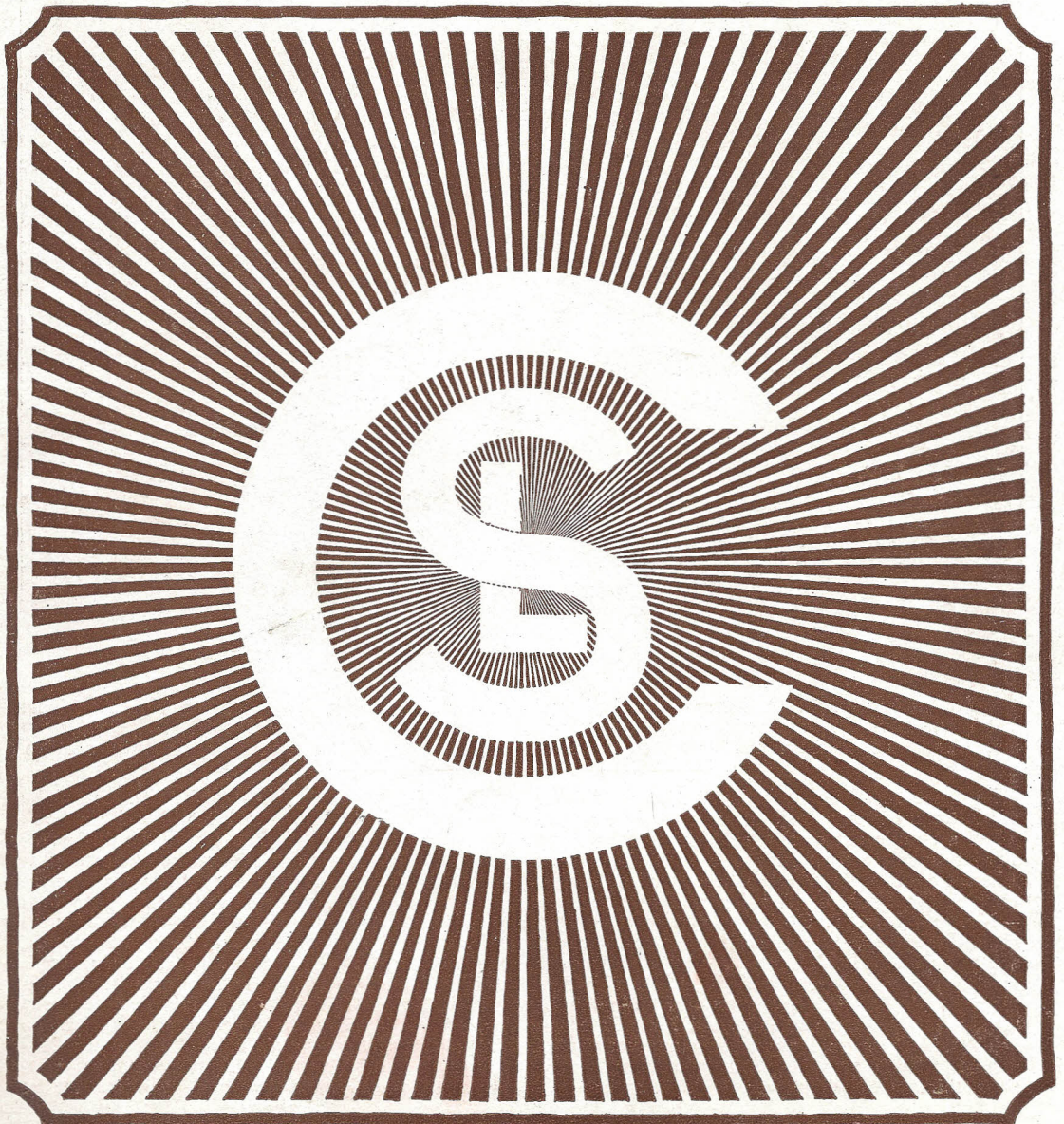


SURFACE SERVICE MAGAZINE

VOLUME 1

OCTOBER, 1924

NUMBER 7



The Peterson Golden Wedding

*A Veteran and His Wife Honored By Friends
and Relatives*



Part of the Peterson Family

Mr. and Mrs. T. O. Peterson and their four sons. Reading from left to right: Albert Peterson, Division St. conductor, 20 years' service; George, Devon Car Repairs, 12 years' service; Leverage, Lincoln conductor, 15 years' service; Arthur, Elston conductor, 10 years' service.

In these matter-of-fact days, when a display of sentiment seems to indicate a weakness, and when a simple act of appreciation is considered almost uncalled for, we pause with admiration when we come across the record of a family, part of the likeness of which is here presented—Mr. and Mrs. T. O. Peterson and their four sons. They have three daughters, two of whom are married. Mr. Peterson and his four sons work for the Surface Lines. On Saturday evening, September 13, at the home of their daughter, Mrs. C. E. Carlson, Mr. and Mrs. Peterson celebrated their golden wedding anniversary in company with two hundred friends and relatives, thirteen of whom were children and grandchildren. Mr. Peterson works out of Devon

Depot and has seen thirty years' service on the street cars in Chicago. He could write a book on street railroading that would be historical as well as entertaining. When he came to Chicago in 1866, there was very little transportation needed, as the town was small. He tells of his first trip to the outskirts of the city, in which he crossed the river on a ferry boat, worked by pulling a rope. Street cars were operated in Clark St. on the north side from Kinzie St. to Chicago Ave. His first job was driver of the four-horse stage coach that ran from Chicago Ave. and Halsted St. to the McCormick Works on 22d St. The Peterson family spend their spare time and vacations at the summer home at Lakewood, Mich.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 1

OCTOBER, 1924

NO. 7

A Message from the Management



ON SUNDAY, September 14th, there was placed in operation the most extensive and revolutionary rerouting plan ever undertaken by this or perhaps any other company. It affected thirty-five of our lines directly; indirectly it affected probably every one of our 15,000 employees.

The changes in the routes were carried through with a completeness and smoothness that reflects the highest credit upon every Department of our organization. Transportation, Schedule, Equipment, Shops, Engineering, Publicity, Electrical and Auditing working in complete harmony share in the honor of carrying out the complicated program.

Failure of any one of the Departments to function on less than a 100 per cent basis, would have spelled partial or complete failure. No change so radical and extensive as this, could be carried through without some little confusion here and there; but considered in its entirety, it has been singularly free from misunderstanding and error.

The management believes that the new routing may be considered highly successful in the purposes sought to be accomplished: (1) Material reduction in loop congestion. (2) Better service to the majority of the car riders. (3) Reduction in accident hazard by the elimination of over 11,000 turns in the loop territory. That the car-riding public as a whole has found the new plan acceptable and advantageous is reflected by the fact that during the first week of operation less than thirty complaints or criticisms of the service were received.

While no such revolutionary plan could be flawless, the Chairman of the Commission and the Management are wholly in accord in holding that only practical operation for a considerable period can disclose any features demanding adjustment. The Commission's engineers and those of the City and the Surface Lines are making extensive and careful observations of the new conditions and the results of these studies can be made the basis of any necessary revision of such parts of the general plan as may require attention.

Every employe shares in the credit of this remarkable operating achievement. The whole-hearted participation of everyone identified with the planning and execution of the details was most gratifying; and the Management extends to the members of the organization individually its warm appreciation of the co-ordinated efforts responsible for the harmonious and successful operation of the rerouting order of the Illinois Commerce Commission.

G. A. RICHARDSON, Vice-President.

Chicago, Oct. 1, 1924.

Telling the World

Supervisor of Publicity Crews Comments on Our Advertising Campaign

We learned in our Sunday school days that no wise man hides his Mazda under a bushel. Instead, he uses it in an electric sign.

The old sophism to the effect that good wine needs no bush, implying that it is rather indelicate to advertise the quality of one's service or goods, was dropped out of the language even before Volstead's time.

Everyone who has anything to sell advertises, and street car companies are no exception to the rule.

The advertisements used by the Surface Lines, however, are different from the general run. They are not what is commonly known as "selling copy."

OUR LITTLE JOB

There were a billion and a half rides on the Chicago Surface Lines last year

To be exact—1,467,344,286, of which 600,848,554 were on free transfers.

To transport 13 times the entire population of the United States in one year is no small matter, even for the largest street car system in the world.

Moreover, 58 per cent of the four and a quarter million rides each week-day must be carried in the five rush hours, and at a time when the streets are congested with vehicles which seriously impede traffic.

Under these conditions crowding cannot be avoided.

Surface Lines officials are constantly striving to improve conditions.

Efficient operation and additions to equipment during the past year increased service to the extent of more than six million car miles.

The record total of one hundred and twenty-two million miles traveled by cars in 1923 will be greatly exceeded this year.

Street car riders can help the situation by demanding that car tracks be kept clear for car traffic.

We invite your suggestions.

CHICAGO SURFACE LINES

Harry A. Blair
President

They do not continually beg the public to ride street cars. They evidently are not adroitly designed to create a psychological, sub-conscious desire on the part of the reader to rush right out, grab a street car and ride up and down the street for the sake of his health, or because it is good for his appetite, or just because it's the polite thing to do.

They are confined mainly to recount-

ing facts regarding service given by the system and traffic conditions which make better service difficult.

\$1,000 A DAY

**Paid by Surface Lines
Passengers for Street Cleaning**

STREET cars are not responsible for the accumulation of dirt and litter on city pavements.

Nevertheless, passengers on the Surface Lines pay the city \$350,000 a year for street cleaning.

In addition, they pave and maintain the parts of the streets the tracks occupy and contribute approximately \$2,000,000 a year to the city.

No other transportation group is so heavily taxed.

Naturally, therefore, they expect street car tracks to be kept clear of other traffic, as the city ordinances provide.

But this cannot be done so long as space in congested thoroughfares is given over for storage purposes, forcing vehicles of all kinds in front of the cars.

Abolish parking on busy car line streets and speed up service.

Chicago Surface Lines

Harry A. Blair
President

Consequently, some who can readily understand that advertising pays a soap manufacturer because it sells his soap, wonder what advantage the Surface Lines can obtain by the kind of advertising they are doing.

But there really is no essential difference in purpose between the soap advertisements and the ones used by the Surface Lines. Both are intended to create a favorable opinion of the commodity sold. The difference is in the commodities.

The soap manufacturer broadcasts the news that his soap is 99 per cent pure. It was good soap before it was advertised as 99 per cent pure, but the public did not know it. Even those who had been using it occasionally for years never stopped to think about its quality. The advertisements made them think, and now when anyone asks them to recommend a good soap they remember that

this kind is 99 per cent pure and they recommend it.

The Surface Lines are following the same course in advertising service, the only thing they have to sell. It has been good service for years, but no one ever took the trouble to think about it. On the contrary some individuals and groups of individuals have occasionally found it

SERVICE Rain or Shine

And the next day it rained—

NOAH would feel at home in Chicago, this summer. The weather would remind him of his forty days and forty nights.

But you have always found your street car on the job giving service as usual, with a good roof overhead and windows that keep out rain and wind.

It's not merely a fair-weather friend.

It plows through crashing storms in summer and snow and ice in winter to serve those who want to ride, whether they are few or many.

Basking in the sunshine of a bright day, many a wiseacre will prate of the "obsolescence" of the street car, but when it rains he'll be the first to take one.

The Surface Lines carry a million more riders daily than they did ten years ago.

Reliability and good service are appreciated.

Chicago Surface Lines

Amey A. Allen
President.

advantageous to denounce it, often for conditions for which the Surface Lines were in no way to blame.

The advertisements, therefore, not only explain that the service is good, but give facts to prove it and point out difficulties which stand in the way of better service.

The present advertising campaign began last April. In the metropolitan dailies and in our old-established TRACTION TOPICS an effort has been made in weekly messages to give the public a better insight into the street car and transportation problem of Chicago and what the Surface Lines have accomplished.

The first advertisement was a brief review of the past ten years under unified operation. It pointed out that the wage bill paid by the Surface Lines during this period had increased 140 per cent, operating expenses 125 per cent and the average fare only 38 per cent, but that despite

these facts the Surface Lines are better equipped and more efficient and are giving Chicago better street car service today than ever before. It showed that \$25,000,000 has been spent for improvements and extensions and that \$52,000,000 has been returned to the people in the form of public benefits during the ten years. Attention was called to the growing spirit of co-operation between the public, the Surface Lines employes and operating officials.

In subsequent advertisements these facts have been commented upon more extensively and other facts have been presented.

It has been shown that the Surface Lines contribute in public benefits over \$2,000 a year for every street car in operation; that in ten years \$14,600,000 has been spent for paving and maintenance and that \$1,000 a day is required to keep pavements clean, but that in spite of

CUTTING OUT 11,000 Turns a Day

By changing 35 street car routes, effective last Sunday, the Surface Lines made these important contributions toward relief of loop congestion:

5,847 fewer right-hand turns every day

5,381 fewer left-hand turns every day

988 fewer turn-backs at stub terminals every day

This eliminates daily a total of 79 hours' delay to traffic.

Street cars are but 10 per cent of the vehicles in the streets. Suppose the other 90 per cent should do as much proportionately for the betterment of traffic conditions!

Loop streets would become safe and sane.

And the world's busiest corner, although as busy as ever, would no longer resemble a movie mob scene.

The street car rider has done his bit.

Who's next?

Chicago Surface Lines

Amey A. Allen
General

these burdens the Surface Lines provide service at the lowest cost of any transportation agency and give a longer ride for one fare and more liberal transfer privileges than any other street car system. Attention has been called to the fact that the system is the largest and the best equipped in the world; that there are carried on it 1,500,000,000 rides a year,

an increase of 1,000,000 rides a day in the past ten years; that it carries 80 per cent of the transportation load of the city and 75 per cent of the surface transportation into and out of the loop each day. The relation between street cars and the city's growth and the story of the conversion of the run-down properties of 1907 into the efficient system of today, which could not be duplicated for \$200,000,000, has been recounted.

In an effort to improve service conditions, the relation of other traffic to street car operation has been pointed out. Pleas have been made for the abolition of parking on busy street car lines and the interference of slow moving vehicles occupying the tracks.

Other advertisements have called attention to the fact that Surface Lines trainmen are the best paid in the world and that they are endeavoring to render efficient, courteous service; that one-half of every fare paid for street car rides is expended for labor; that the 3,500 cars operated by 12,000 trainmen over 1,000 miles of track, provide a system which makes every section of the city easily accessible; that \$3,000,000 is being spent this year for better service in the purchase of new cars and building of extensions, and that street car service is always reliable, rain or shine.

Rerouting of cars has been used as an opportunity to show that the street car rider is contributing his full share toward relief of congestion by the elimination of 11,000 turns in the loop and other traffic groups should be required to do their part also.

If by this publicity the people of Chicago can be brought to recognize even partially the size of the transportation problem, the magnitude of the Surface Lines and the work they are doing and the inter-relation of interests between the city's welfare and the efficiency of the street car system, it will be worth while.

To go back to our Sunday School lessons for a reference, if the Surface Lines can be like a city set on a hill which cannot be hidden, so that the people may

always understand what their street car system is accomplishing, the task of giving service will become easier and impediments which now hinder efficiency will be removed.

Incidentally, the fact that the public is always watching us to see if we are as good as we say we are, should have the effect of always keeping us on our toes. It isn't safe to take a nap after one has blown his own horn. Someone is sure to come around to see if he does anything besides horn blowing.

H. O. C.

OXYGEN—WONDER WORKER

A Fascinating Subject to Be Treated in Film and Experiment, Oct. 22

A program of considerable interest consisting of a motion picture entitled "Oxygen—The Wonder Worker," a short talk on the subject of the oxy-acetylene process as employed in industry for welding and cutting, and a practical demonstration with liquid oxygen is to be presented in the Club House, 1126 North Dearborn street, on the evening of October 22nd, before executives, department heads, foremen and employees. A representative of the Industrial Engineering staff of the Air Reduction Sales Company will talk on the "Oxyacetylene Process," and he will be followed by another representative of the same company who will conduct the demonstration of liquid oxygen.

Following this demonstration the film "Oxygen—The Wonder Worker" will be shown to illustrate how oxygen is secured from the air, how acetylene is made and how these two gases are combined in the welding and cutting torches to effect the economies of the oxyacetylene process. Many graphic scenes of actual operations performed with automatic cutting and welding machines are also included. This film was produced by the United States Bureau of Mines in co-operation with the Air Reduction Sales Company.

Archer Wins Championship

Carr Trophy Goes to South Side—Exciting Finish

This year's baseball season has come to a successful close, North Avenue team winning the North Division Championship and Archer Avenue Team the South Division.

On the 17 of September at Schorling's Park, the Archer Avenue played North Avenue. By a three run rally in the 9th inning, Archer won by a score of 9 to 8. The second game was played at Pyott's Park, September 25th, before a large and enthusiastic crowd of over seven hundred fans. By heavy hitting in the third and fourth innings Archer piled up ten runs and won by a score of 15 to 7, thereby clinching the 1924 championship of the Chicago Surface Lines. The all around play of the

entire Archer team featured both games. They captured the P. J. Carr Trophy Cup, twelve Elgin watches and the May and Malone Trophy Cup. This makes the sixth championship won by Archer. Every member of every team deserves credit, considering the disadvantages encountered in practicing. The North Avenue team as Champions of the North Division receives a May and Malone Trophy Cup.

The officers of the Car Men's Baseball League are to be congratulated. The managers in many instances showed remarkable knowledge of the game and ability to handle their men. It must give all the players and fans a peculiar pride to recall the good sportsmanship displayed in practically all the games.



Archer Team—Champions.

Standing, left to right: Schultz, Mgr., 3 b.; Hogan, p.; Fox, Capt., 1 b.; Aichiam, 2 b.; Hager, r. f.; Conlan, c. f. and p.; Pelton, l. f. and p.; Hansen, utility. Seated, left to right: Oakey, utility; Daley, s. s.; Begy, coach; Grannan, c.

FINAL STANDING OF THE LEAGUE

North Division					South Division				
Team	Played	Won	Lost	Per Cent	Team	Played	Won	Lost	Per Cent
North Avenue.....	15	14	1	.933	Archer	13	11	2	.846
Noble	15	12	3	.800	Lawndale	13	10	3	.769
Lincoln	15	7	8	.466	77th Street	12	6	6	.500
Division	15	5	10	.333	69th Street	12	5	7	.417
Kedzie	15	5	10	.333	Cottage Grove	12	3	9	.250
Devon	15	3	12	.200	Blue Island	12	3	9	.250
					Burnside	12	3	9	.250

Archer wins the first game from North Avenue, 9 to 8, Sept. 17

North Ave.	AB	R	H	P	A	E
Hickey, 1st	5	2	2	13	0	0
Ryan, 2b	5	0	2	1	4	2
Lindroth, lf	5	0	0	0	0	0
Balla, ss, 2b	5	0	0	0	1	0
Gneck, 3b	5	1	2	2	3	0
Umlauf, rf	3	0	0	1	0	0
McNamara, p	4	2	1	1	0	0
North, c	4	1	2	7	2	1
Smith, p	4	2	1	0	3	0
Mueller, cf	0	0	0	0	0	0
Total	40	8	10	25	13	3
Archer	AB	R	H	P	A	E
Aichiam, 2b	4	3	1	2	0	1
Daley, ss	4	2	2	2	2	2
Schultz, 3b	4	0	2	3	4	0
Conlon, cf, p	4	0	1	2	1	0
Grannan, c	4	0	1	9	1	0
Fox, 1b	3	1	2	7	0	0
Hagan, rf	3	0	0	0	0	0
Kerkow, rf	2	1	2	1	0	0
Pelton, lf	5	0	1	1	0	0
Hogan, p, cf	2	2	0	0	2	0
Total	35	9	12	27	10	3
Team		1	2	3	4	5
North Ave		0	0	4	0	0
Archer Ave		2	3	0	0	0

One out when winning run was scored.

Two-base hits: Daley, Grannan, Hickey, McNamara, North. Base on balls off Smith, 8; off McNamara, 1; struck out by Hogan, 6; by Conlon, 2; by Smith, 5. Hit by pitcher: by McNamara, 1. Hogan, 1; wild pitch McNamara, 3.

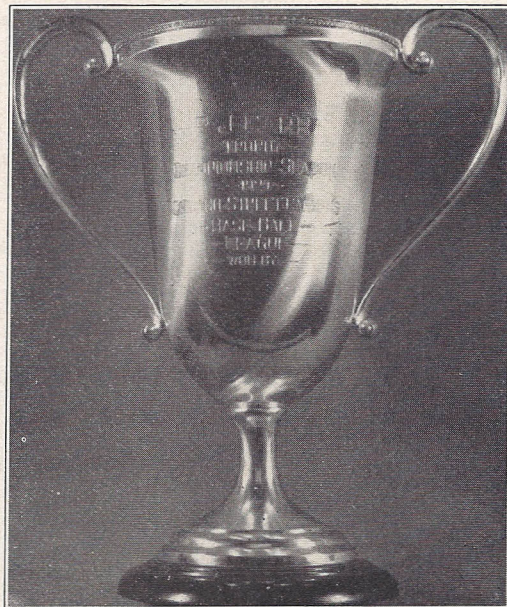
Umpires: Hutton & Carlson. Time, 2:15.

Deciding Game, Sept. 25

Archer	AB	R	H	P	A	E
Aichiam, 2b	3	1	1	5	3	1
Daley, ss	5	2	1	0	2	0
Schultz, 3b	5	2	2	1	3	0
Conlon, cf	5	2	2	2	0	0
Grannan, c	6	1	4	8	1	0
Fox, 1b	4	3	2	9	0	0
Kerkow, rf	4	3	2	1	0	1
Pelton, lf	4	1	4	1	0	0
Hogan, p	6	0	3	0	3	0
Totals	42	15	21	27	12	2
North	AB	R	H	P	A	E
Hickey, rf	4	1	1	0	0	0
Ryan, 1b	4	0	0	9	0	0
Balla, 2b	4	2	1	2	2	0
Gneck, 3b	5	1	1	2	2	0
McNamara, p-cf	5	1	2	2	1	0
North, c	2	1	1	6	1	0
Lindroth, lf	4	0	2	4	0	0
Mulauf, rf	1	0	0	0	0	0
Smith, p	2	1	1	1	3	0
Abel, ss	3	0	1	1	1	1
Totals	34	7	10	27	10	1
Team		1	2	3	4	5
Archer		0	5	5	1	0
North		2	0	0	2	1

Home runs: Conlon, Smith: 3 base hits, Kerkow, Grannan; 2 base hits, Balla, Gneck, McNamara, North, Lindroth, Aichiam, Grannan, Pelton. Stolen bases: Aichiam, Grannan, Fox. Double play: Daley to Aichiam to Fox.

Hits off McNamara, 6 in 3 1-3 innings; bases on balls, McNamara, 5; Smith, 1; Hogan, 7. Struck out by McNamara, 2; Smith, 2; Hogan, 8. Hit by pitcher, Hogan, 1; McNamara, 1. Umpires—DeLave and Hutton.



P. J. Carr Base Ball Trophy

This beautiful silver loving cup, 23 inches high and 11 inches wide, becomes the property of the Archer Champions, season of 1924.

His Urgent Need

On a certain Sunday morning the pastor noticed a new attendant at the church.

When the meeting was over, the preacher made it his business to speak to the newcomer. "Erastus," he said, "this is the first time I have seen you at church for a long time. I'm mighty glad to see you here."

"I had to come," replied Erastus. "I needs strengthenin'. I'se got a job whitewashin' a chicken coop and buildin' a fence around a watermelon patch."—Clipped.

Sergeant—"D'ja ever ride a horse before?"
Rookie—"N-n-o, sir."

Sergeant—"Take this one. Just the animal for you. Never been ridden before. You can start together."

He Needed Change

He got married. The evening of his first payday he gave his wife \$14 of the \$15 salary and kept only \$1 for himself. But the second payday he gave his wife \$1 and kept \$14 for himself.

"Why, Charles," she cried, in an injured tone, "how on earth do you think I can manage for a whole week on a paltry dollar?"

"I'll admit I don't know," he answered. "I had a rotten time myself last week. It's your turn now."

CLUB SPARKS

Surface Lines Club

A. W. Malmquist.....President
1165 N. Clark St.
J. W. Hewitt.....Secretary
1165 N. Clark St.



"Shower" for Miss Lillian Roach

Miss Lillian Roach, stenographer in the Buildings and Drafting department for over six years, was married on September 17th to Patrick Laughran. Miss Roach had always taken a

prominent part in the affairs of the women's auxiliary of the Surface Lines Club. She was tendered a shower by the ladies recently at the club house and was given many presents by her host of friends. We wish her happiness.

Picnic Movie at the Opening Party

The opening party of the Women's Auxiliary for the season of 1924-5, held at the club-house Sept. 18th, was most enjoyable. It was a get-acquainted evening combined with Bunco, dancing and dainty refreshments. A unique feature of the evening's entertainment, evoking great enthusiasm, was the running of the very excellent motion pictures of the Surface Lines' picnic taken by Mr. Millar. So clear and life-like did our friends appear on the screen that we almost acclaimed them as coming stars of the cinema.

H. F. G.

Wrestling

Commencing Friday evening, Oct. 3rd, Mr. Al. Chappelle was again on deck at the club house to give instructions in wrestling. We are very anxious to have as many club members as possible take advantage of this opportunity to learn to become wrestling champions. During the fall a wrestling tournament will be held at the club house and this is your chance to learn enough about the game to enable you to win one of the gold, silver or bronze medals, which will be offered to the best men in both classes.

If you care to take advantage of either of these classes, kindly notify me at once.

R. T. Fick, Chairman.

Vote of Thanks

From time to time it has been necessary for the club to have programs, bulletins, schedules, etc., printed and we have always been fortunate enough to have a neat looking and well arranged article to hand to our members. The reason for this is that we have always had the co-operation of the foreman of our Print Shop at 78th Street, and we take this opportunity of thanking Mr. P. Brower for his co-operation during the year.

Board of Directors,
Surface Lines Club.

Bunco and "500" Party

A Bunco and 500 party was given at the club house on Saturday evening, Sept. 27. Rain fell early in the evening and evidently kept a number from coming, but those who attended had a very enjoyable evening. Mr. Elmer Sigwalt was in charge of the party, assisted by Mr. Harold Page, and a number of very attractive young ladies, who punched the cards so smilingly that losing lost its sting. After the games refreshments were served and the prizes which were well chosen were distributed.

The leading Bunco prize winners were: First—Miss Ruth Olson, Jas. Heckman; second—Mrs. Linn, J. W. Hewitt; third—Mrs. Bollinger, A. Bollinger.

"500" prizes were won by: First—Miss H. Youngstrom, Mr. Nelson; second—Mrs. A. W. Malmquist, Mr. Frank Miller.

Bowling

On Thursday, Sept. 18th, the Surface Lines' Club Bowling League opened its 10th annual tournament at the Parkway alleys. It was undoubtedly the most successful opening night in years, and lusty cheers were given when Bowling Chairman Leo Davis gave the word to start the balls rolling. Judging from the work of the bowlers the first evening of the season, our league should be stronger than ever before, about half of the bowlers shooting 170 or better and ten 200 games being rolled. During the evening all enjoyed the good cigars furnished by the club and after the bowling we finished the evening with a lunch, also furnished by the club.

Among the rooters present were President Malmquist, Secretary Hewitt and several of the members of the Women's Auxiliary. The bowlers would like very much to see a few more rooters out each week and the bowling committee extends an invitation to all members of both organizations to come out and root for their team.

Smokeball Alex opened up by copping high individual average for the night. 5 Gal. of Gas, Alex.

Pep Davis was also hitting them hard and finished with a nice score.

Lefty Platt had a sore foot and consequently got plenty of railroads.

Bill Fish says he is out to land high individual average this year.

We all welcome the returned bowlers, Bill Egar, Lou Altemus, Harold Page and Al Jann, who are back with us after an absence of a year.

Heckendorf Wins Tennis Trophy

The annual Club Tennis Tournament which was begun Sunday afternoon, Sept. 27, ran well into Sunday afternoon before the last match in the finals was finished. Some very good tennis was played, although a high wind bothered considerably in the first afternoon's play.

The results of the tournament are as follows:

In the singles Heckendorf won from M. J. Pare, 6-4, 1-6, 7-5.

In the doubles M. J. Pare and Emmet Pare won from Heckendorf and Essington 6-4, 7-5.

The prizes were a silver loving cup and silver medal for first and second in the singles, and gold and silver medals for first and second, respectively, in the doubles.

Club Dates

At a meeting of the board of directors held at the club house the following program was mapped out for November and December:

Nov. 1st—Hallowe'en party.

Dec. 6th—Hard Times party.

Dec. 13th—Wrestling and swimming tournament.

Dec. 27th—Christmas party.

Swimming

The swimming class opened on Monday evening, Oct. 6, 1924, at 7 p. m., and was divided into a beginners' class and an advanced class. Mr. Zollinger again has charge of the instruction. Later in the season a swimming meet will be held at the club house for the benefit of the members of these classes and gold, silver and bronze medals will be awarded in each event. For some of the events only members of the beginners' class will be eligible. Send in your name early as both classes will have only a limited membership.

"The Office Movie"

(Poet Clark of Devon Presents a Home-Made Scenario).

If I were a movie director

No further than here need I go.

I could find in our own little office,

A cast for a nice movie show.

The hero, "Big Bill," the receiver,

A maid's roving eyes would arrest.

She would know that he wouldn't deceive her,

And would lean on his big, manly breast.

The lady, "Miss Alice McRutter,"

Has brown eyes with a wondrous appeal.

They set Billy's heart all a-flutter,

I'd make her out of Frances O'Neil.

"Hark!" List to the villain. "Chief Mitchell,"

Saying: "Fly with me, maiden, to Rome."

"No, never," says loyal young Alice;

"You've a nice little wife at home."

Now enter the parson and curates,

Big Slim, Lester Lamping, and Pete,

They marry Big Bill and young Alice,

And there is the story complete.

John Clark, No. 2,

Devon Station.

Hardening Steel

Foreman Ringstrom's Novel Cyanide Hardening Process

Mr. C. Ringstrom, Foreman of the Blacksmith Shop at the West Shops, has developed a new cyanide hardening process and furnace with which highly satisfactory results have been obtained.

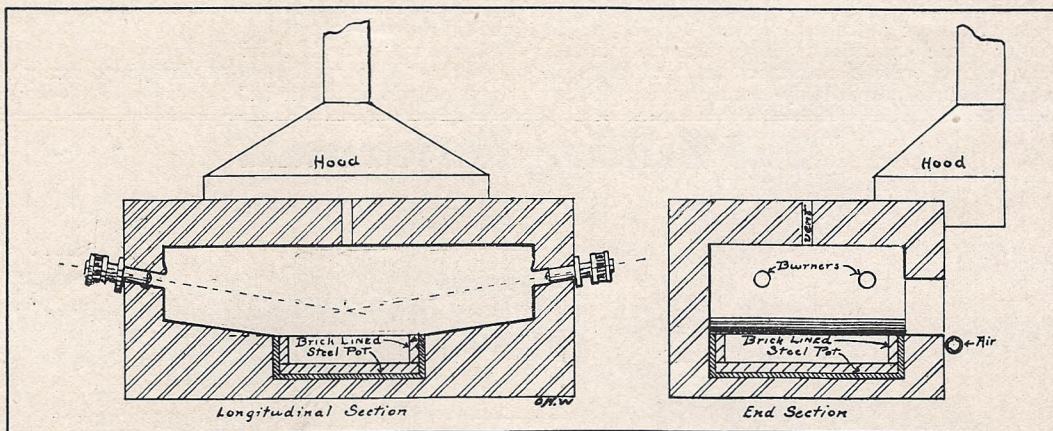
Incalculable saving could be made by a more general use of the cyanide process in the hard surfacing of steel parts and implements. Very little confidence or attention was placed in the cyanide method of hardening until about fifty years ago, and the results obtained were not definitely known or satisfactory. Not until the bicycle became popular and a demand was created for large quantities of surface hardened parts, did the cyanide process come into more general and favorable use. At that time the parts to be treated were pre-heated in a forge, then rolled in pulverized cyanide, returned to the fire for penetration action, then taken out and quenched in warm salt water.

Finally came the steel pot bath method of cyanide hardening, which is the practice used by most steel treaters of the present day. The parts to be treated are pre-heated in a forge or furnace, then submerged in the pot containing the red-hot melted cyanide solution, taken out and quenched in water. Although the latter method gives a uniform treatment to the parts, it does not produce that glass-hard surfacing that cyanide is capable of imparting to steel where the entire process is carried through in one atmosphere and one temperature. Carbon steels case-harden best at their critical temperatures, 1500 deg. to 1700 deg. Fahr., due to the high affinity of iron for carbon in its second allotropic state.

The Ringstrom furnace is of the oven type. The brick lined steel pot is located in the center of the floor, which is laid with a 10 degree rise from the pot to the side of the oven. Even temperatures in the 1500 deg. to 1800 deg. Fahr., range are maintained by the four No. 3 Hyperbo gas burners. It was found by many changes and tests that this burner was best for a particular job of this kind where a steadily delivered and finely controlled flame is required to maintain an even uniformly circulated heat. Particular attention was given to the circulation of heat currents to confine their direct flow to a location above the cyanide solution in the pot, thereby maintaining a high degree of heat in the solution without agitation and consequent high volatilization.

All operations are performed inside the heating chamber. Large parts weighing up to 12 lbs. and small parts down to one-half inch washers are uniformly treated with equal facility in quantities up to 40 lbs. per hour.

The procedure is to place the parts to be treated on one of the inclined planes where they are heated to 1600 deg. Fahr., then submerge them in the cyanide pot for the required length of time and then pull them out upon the opposite inclined plane to drain free of the solution and be finally heated for penetration, after which they are quenched. It will be noted that all operations are performed under a constantly maintained temperature, thereby insuring a very effective penetrative action; that the fumes from the cyanide mingling with the gas flame exclude all air from the furnace, thus eliminating oxidization; that the liquid cyanide



It is not possible to attain safely more than 1450 deg. Fahr. in a cyanide solution in a bottom heated steel pot. In the new Ringstrom furnace the cyanide pot is heated from above, and it is this idea that permits a combination of all the ideal conditions for the practical, safe, efficient and economical hardening of steels with cyanide base carbonizers.

drains from the work into the pot after submerging, thus actually saving 50 percent of the cyanide required for the same amount of work by the ordinary cyanide process.

The service of the ordinary bottom fired pressed steel cyanide pot is limited to a month or less. The corrosive effect of the cyanide solution combined with heat action causes a

rapid breaking down of the pot. In the Ringstrom furnace the pot being heated from the top eliminates the intrusive action of the solution on its container. After six months of operation, the pot in this furnace, costing \$4, was found to be as serviceable as when first installed.

The following is a record of production under the old and under the Ringstrom process of hardening. For the 11-month period from Jan. 1, 1923, to Nov. 30, 1923, 21,988 wear plates each weighing 7 lb. were treated at a total cost of \$6,629.26. This is an average cost of \$.4042 per lb.

With the Ringstrom process on the same manufacturing basis in a 5-month period from Dec. 1, 1923, to May 1, 1924, miscellaneous parts weighing from one ounce to wear plates weighing 12 lbs. were handled. In this case 69,500 lbs. were treated at a total cost of \$1,490.78, giving an average cost of \$.0214 per lb. of metal treated.

Other outstanding features of the new process are the saving in cost of the steel pots and a conservatively estimated saving of 30 percent in the carbonizing agent used. There is a 50 percent gain in the wearing quality of the metal treated. Also, the operator produces 50 percent more work during the 8-hour day with absolutely no danger of breathing cyanide fumes. In summing up all the valuable benefits derived, it is not unfair to state that they are made possible by the perfectly controlled and refined heat that gas produces. In tearing down the furnace for inspection after six months of operation, the brick lining of the cyanide pot was found to be glazed and much stronger than when placed in the furnace.

An Interesting Conundrum

September 22, 1924.

Chicago Surface Lines,

Gentlemen:

If you were a trainman what would you do under these conditions? The time was Saturday, the twentieth of September, at noon, on a southbound Broadway-Harrison car. From

the way the motorman was looking at his watch I assume his time to the end of the line was limited. At Madison and Wabash, this car stopped a car length from the corner, an old lady with a cane and a male escort wanted to get off. The male escort asked the trainman to stop at the corner. Notwithstanding the fact that he appeared to be behind his schedule he did as requested. Then turning he noticed the decrepit old lady and hastened to assist her in getting off. THEN WHAT HAPPENED? The male escort (I wouldn't call him a man) knocked the trainman's assisting hand down and in a very sharp and critical manner told that obliging gentleman his place was at his controller. What would you do under the circumstances? Maybe the same as I. Truly, I know I wouldn't have done what this employee of yours did. He merely looked at the man and in a very courteous voice and manner said, "Pardon me, sir." The motorman's number was 6983. What a wonderful organization 15,000 men like that will make!

Very truly yours,

Richard A. Mayer,
525 South Dearborn Street.

Strictly Speaking

"I am sorry to tell you," said the doctor, "that there is no doubt you are suffering from smallpox."

The patient looked up at his wife.

"Julia, if any of my creditors call, tell them at last I am in a position to give them something."—Exchange.

Son's Big Sorrow

"I'm sorry, my boy, but I only punish you because I love you."

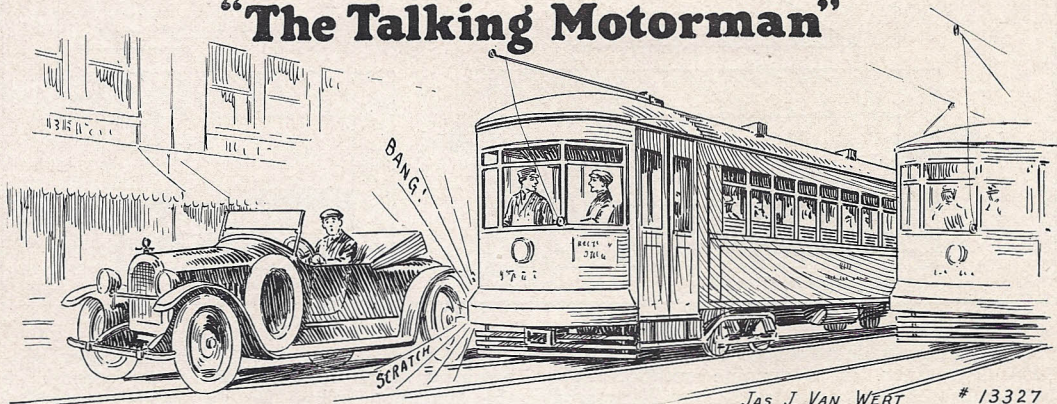
"I'm s-sorry, dad, that I'm not b-big enough to return your love!"—Passing Show.

John: "A street car can do one thing a man can't."

Charlie: "What's that?"

John: "The street car can always go straight no matter how full it is."

"The Talking Motorman"



Jas. J. Van Wert #13327

Silence In The Front Vestibule Will Help To Save Human Life.

"When A Feller Needs A Friend"

Witnesses in Accident Cases Are of the Utmost Importance

A few days ago in the Superior Court in Boston a suit which had been brought against the street railway came up for trial. A little girl, it was claimed, had been run over by a car and killed. Only the names of two witnesses, other than the car crew, were turned in by the conductor. One of the witnesses at the time of trial was in the Federal Penitentiary in Georgia. The lawyer for the little girl's family produced two alleged eye witnesses who told a story entirely opposite to the motorman and for lack of witnesses the railway was obliged to settle the case, and an added burden placed upon the car rider.

It frequently happens that some person who claims to have been struck by a car door while entering or leaving a car brings suit against the railway and although there may have been a number of passengers sitting within a few feet of the occurrence but one or two witnesses' names are turned in by the conductor. This situation is not true in all cases but happens many, many times during the course of a year.

Courts and juries are not disposed to believe the evidence of a motorman or conductor as against that of an injured person unless they are backed up by witnesses—and the more the better!

It is true that passengers do not, as a rule, like to give their names as witnesses but a courteous request to them, stating that the rules require the car crew to make a report of any accident, and to obtain all the witnesses possible, and if the car crew does not comply with this rule they are likely to be held more or less responsible for the accident, will, in the majority of cases, appeal to the passengers and they will give their names to either the motorman or the conductor. The car crew may be perfectly innocent of any carelessness but unless they can prove it, their story of the occurrence is likely to be disbelieved by the Court and juries—and here is when "a feller needs a friend."

A little extra effort in this endeavor to obtain a large number of witnesses may be the means of substantiating the crew's statement and of saving a large amount of money—that in fair play ought to be saved—to the railway car riders. Many verdicts are reported against the railway, however, in which, in all justice, the railway should prevail, and the principal reason that it does not is because it did not have all the witnesses who were procurable at the time.

Juries have a natural sympathy for the individual, and all things being anywhere near even, will render a verdict for the individual.

When an accident happens to a passenger the first duty of the employe is to look after the injured person and then to get the names of witnesses. The motorman should render all assistance he can consistent with the rules.

We want the good opinions of the Courts and juries as well as the general public and when we go into Court to defend a case it is because we believe the railway is not responsible for

the accident and it would go a great way toward establishing this good opinion if the Courts and juries learn that the employe's version of the accident is substantiated and confirmed by disinterested witnesses.

Let's get more witnesses then! The crew is not really responsible for the accidents in a great majority of claims that are brought against the railway and the effective way to prove it is by witnesses.

—Boston Elevated "Cooperation."

The Contented Rider

I may not sit on velvet seats
And emulate the Turk
As I traverse the city streets
Upon my way to work.

My windows are of common glass,
Quite unadorned by lace,
Nor do I show superior class
By flowers in a vase.

But no one travels night or day
More at her ease than I;
My chauffeur always knows the way
And where the dangers lie.

The limousine and swell sedan
May get my neighbors' bids;
For me the all-year Safety Plan—
The car that never skids.

—TROLLEY POLLY, in Ottawa Electric News.

"Move Up" in Chinese

Chinese, noted for their politeness, are introducing new ideas into the street railway business, according to travelers from the land of Confucius. How the gentlemanly conductor says: "Move forward, please," is translated as follows:

"If the heaven born son of a most illustrious father will but honor his servant by transferring his august presence to a position farther to the front where he belongs always, he will have rendered a service which will be in keeping with those which his noble ancestors have rendered."

History Teacher: "What would they call women if they got into congress?"

Pupil (after serious thought): "Miss Representatives—I guess."

The Man: "At last I've found you out."

The Girl: "Oh, no, but you will the next time you call."—Frigol.

He: "Your little brother saw me kiss you. What can I give him to keep from telling?"

She: "He generally gets a dollar."

"My heart is with the ocean," cried the poet rapturously.

"You've gone me one better," said his sea-sick friend, as he took a firm grip on the rail.

Within the Law

Judge—"Did you know that that street was a one-way traffic street?"

"Yasser, Judge, and I was just going one way."

Judge—"Dismissed."

SURFACE SERVICE MAGAZINE

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

HONOR FOR ALL

SURFACE SERVICE this month carries on its first page a communication from Vice-President Richardson conveying to every member of the Surface Lines organization the thanks of the management for the complete co-operation of Departments and individuals which made re-routing a success.

As Mr. Richardson well says the re-routing order of the Illinois Commerce Commission was revolutionary, involving as it did the most drastic changes ever undertaken by a transportation system. In spite of all difficulties every member of every Department carried his share of the burden efficiently, and harmonious teamwork enabled the Surface Lines to readjust itself to the new order of things without confusion or friction.

Mr. Richardson's letter will appeal to all of us as a graceful expression of the Management's appreciation of the individual contributions in service to the successful accomplishment of a gigantic task.

EVENSON

Everybody was deeply concerned when on the morning of Sept. 18th the news was flashed through the organization that "Chris" Evenson was seriously ill and that he had developed a severe case of lobar pneumonia. Dr. Hartman, the family physician called Dr. Capps in consultation and following that conference they administered a serum treatment

that has found favor in the eyes of the Chicago medical profession. Skilled nurses were installed in the Eyenson home and every arrangement was made to maintain a stiff fight for the life of the patient. After a week of battle there was a marked change for the better and by the end of the month our Superintendent was on the way to recovery. Convalescence will be slow, as it always is following pneumonia, and no one will envy Mrs. Evenson's task of holding "Chris" to inactivity for the period necessary to insure a safe return to duty.

CHECKERS

There is a well-defined rumor that the Surface Lines has among its trainmen some checker players of championship calibre, and as SURFACE SERVICE is always interested in the development of talent in games of skill this magazine proposes to "start something." A Committee will be named to arrange a tournament with representatives from each of the car stations. The contest will be for the Surface Lines Championship, and there will be suitable prizes for the winner and runner-up. Full details will appear in the November issue. Stir up your checker sharps!

RAPS STREET PARKING

Downtown parking of automobiles recently was severely criticized by the St. Louis Post-Despatch.

"Unquestionably it is a nuisance," the editorial said in part. "It collects filth and hampers cleaning and flushing of the streets. It is a serious menace to life and property in case of fire. The objection felt most widely and keenly every day is the congestion of traffic. A line of stationary cars on either side of a narrow street reduces the traffic capacity of that street by one half. The only egress for vehicles is on the street car tracks or in the single file or traffic in the center. This condition creates an intolerable blockade at the rush hour and costs street

car riders as well as motorists an extra delay, perhaps as much as a half-hour, in getting home each night."

Cities everywhere are restricting down-

town parking more and more. Cleveland and Detroit recently have adopted strict regulation, especially designed to clear out the cars during rush hours.

"Know Your Own Company"

Treasury to Start the Fall Season Oct. 15

With everybody back on the job, and the return of cool, snappy weather, we instinctively feel these mornings like tackling our problems with increased vigor. The Fall and Winter seasons always bring on extra duties in our line. Judging by the appearances of the various Departments everybody is getting his share.

"What line of business are you in?" This question is often asked us by our new acquaintances. Would you say, "We sell transportation to the people of Chicago," or "I'm employed by the street car company?" After all it is the mental attitude; the feeling of sharing in producing the product, namely, transpor-

tation. That business man is a mighty poor specimen who does not know his own particular line.

Starting Wednesday evening, the 15th of October, at the Club House, 1126 North Dearborn street, the "Know Your Own Company" meetings will be resumed. On that night the Secretary and Treasury Departments will be in the limelight. They have a reputation for tackling big things. Their poster reads: Finance, Facts and Follies, and "All the World's a Stage." This indicates a coming treat. These meetings have all been very helpful, as well as entertaining. There are still several Departments to be heard from.

Preventing Power Waste

C. S. Dhoom Leads First Division for September—A Hint From "Jerry"

The high average motormen at the Cottage Grove Avenue Depot for the month of September in the order named are as follows, the same method being applied to determine the records as heretofore:

Line	Run No.	Name	Badg# No.
Entire Division	355	C. S. Dhoom	10271
39th Street	355	C. S. Dhoom	10271
Broadway-State	231	J. G. Jones	1281
43d Street	387	H. B. Fullmer	2365
Indiana	332	E. W. Knight	5009
Cottage Grove	189	J. Czeleski	6331
Extra Men		A. Jensen	555



C. S. Dhoom

The following is said to be a copy of a letter written by a motorman to his friend, George, formerly a conductor who left service to go farming. It may be of interest as setting forth the viewpoint of a motorman on preventing the waste of power by watching the meter:

Dear George:

It seems like it was just a short time ago since you were ding-dinging to me from the

back end of old 701, but upon giving it a second thought, George, I believe it must be most a year since you were doing this.

A lot of water has gone under the bridge since then, George, and a lot of things has happened. I got a new uniform and cut my thumb on the star on my eating tobacco, and bumped smack into a guy with a load of coal at the bottom of the viaduct. He tries to cross the street in the middle of the block, and the track's greasy, and there we are, or was. And you know, George, I don't like to write accident reports.

There's something else happened, too, George. I wished you had been here, because you always was poking around trying to find out what made the car go.

They've put a meter on the car what measures the juice it takes to make it go. It's a right nice looking iron box with some figures on it to tell you how much you take, and a black thing in it that goes around when you use the juice. And, George, you ought to see it go when I'm getting upon the bridge. And they've been telling us how to do it, and not make that hand go so fast. You know, George, I've been running cars a long time, and when they first put these things on, I guess maybe I told them so and if they thought they could

tell me anything about running a car, they've got another think coming. But they keep on talking and the boys got talking too, and I had to hear it or put cotton in my ears and you know a motorman can't go around all day with cotton in his ears.

Well the first thing they tells us was that every time that little black ding-bat went around once it meant that the guy at the power house spit on his hands and shoveled in five (5) pounds of coal. He's no particular friend of mine, George, so that didn't bother me much till I got home and was fixing the furnace and I put a shovelful in and looked at it and looked at the coal pile and I did a little figurin' on the side of the coal bin, and I just had a ton put in, and I'll be darned if that ton wouldn't only run 701 a day, counting what I was using and what Bill was using who relieves me, as you remember George.

Well, then they told us that when we are feeding her up we ought to stop on each point, but keep on going, and I had to laugh when I think how Bill just shoves it right around, and old Mike goes to sleep on each point. Here they both were wrong and I was just about right, because you know I keep her stepping.

But they got me on one thing, George. You remember that time we was ahead of time, and I was loafing along on seven (7) points, and you came up and told me something was getting hot. And we stopped and got out and looked and those things under the car was smoking. George, we sure was wasting juice. That's what made those things so hot. Well, that's what they told us, not to run on resistance points.

There was one thing they told us that sounded mighty reasonable. And that was to run on half speed when we had to buck traffic, because they said you didn't use so much juice, and you don't stand so many chances to hit something.

And I noticed that the ding-bat on the meter don't go near so fast when I'm running at half speed.

Then they told us a lot about coasting and that when we was coasting we was getting something back we already paid for. And if that pit man would keep my brakes so they don't bind so hard, maybe I'm not some little coaster, George. You remember the time I bumped into Ed on 272. They'll never catch me again like that, 'cause I lay back from anybody ahead of me now, George, and coast along and then if they stop sudden, like Ed did, I don't bump into them, 'cause I got lots of room to stop. And if they don't stop I just keep coasting along, saving juice and giving that guy at the power house a vacation, even if he isn't any particular friend of mine.

But when they got talking about braking I gets up, because I thought I just about invented the air brakes. They tell us not to fan the air, which is O. K. with me and then they tells us to use only one application for stops, and right away I set back again, because you know George, I never did believe in that one application stuff. And, George, I'll be darned if the instructor didn't come out and ride with me and show me about it. And he said he knew I wasn't braking right, because I used so much power. That had me guessin' for a long time, George, how he could tell what I

was doing with my brakes, just because I used a little more juice than the dest of the gang. But after he told me about how if you put too much juice into the car you got to take it out by the brakes, and likewise backwards, that is, if you take out too much with your brakes you got to put more in with the controller, then I begins to try this one application stuff, and believe me George, I'm some little one applicationer now.

Then, George, they got talking about how the conductor can help save power, by giving good, snappy bells. I was wishing then I had you back on the back end, because you never was asleep on your feet like some people I could mention.

Well, George, they put up a list showing us how much juice we was using, and here I was at the bottom of the list, and I just stayed there till that fellow came out and told me about my air like I told you already. And now I'm batting third or fourth but there's a couple of fellows I can't head-off. I guess it's like playing pool, George. You always could edge me out no matter how hard I tried.

I hope everything is going O. K. and that the cow you had sick is better now. Tell the Missus I still slow down at the corner on the supper trip looking to see her come running out of the house with your dinner pail.

Your old pal,

JERRY.

We are indebted to "ONCINAWILE" for a copy of the foregoing letter.—Editor.

Believe It or Not

Los Angeles has an unrepealed ordinance forbidding street car conductors from shooting live game from the car platforms. But listen: Kansas City has a statute that is a true world-beater:

"When two cars approach each other at a crossing," it reads, "they shall both come to a full stop, and neither shall start up until the other has gone."

—City Railway News, Des Moines.

"Well, That's Different"

Standing an hour or more waiting for a seat in a movie isn't half bad. Standing ten minutes waiting for a street car is terrible.

Professor—"Can any person in this class tell me what steel wool is?"

Pie Bate—"Sure! Steel wool is shearings from hydraulic rams."

The longest conductor at Devon, "Slim" John Roberti, can no longer tell us about his billiard ball. He is growing a new crop of hair.

Guest—"What a splendid dinner. Don't often get as good a meal as this."

Little Willie (son of the host)—"We don't either."

Not Wanted

Visitor: We're getting up a raffle for a poor old man. Won't you buy a ticket, my dear?

Sweet Thing: Mercy, No! What would I do with him if I won him?

Departments and Divisions

Transportation

The gathering of news items as well as all other matters have been overshadowed in this department by the serious illness of Mr. Even-son, who has been confined to his home with pneumonia. The doctors report him out of danger, and that they are having more work in keeping him home during convalescence than they had in bringing him through the crisis of the disease. The "old man" is said to be very anxious to get back to his desk, but not more so than we are to see him.

The entire department joins in sympathy with our Mr. Ray G. Solberg in the great loss he has sustained in the death of his mother, who died suddenly at the Columbus Hospital after a very brief illness.

Mr. Thomas Henry Eigelsbach, supervisor of the Sixth Division, has been with us the last month pending the assumption of more arduous duties on the school car. Now all know why he is called "Smiling Tom," but can not understand his timidity with regard to complainants of the opposite sex. Perhaps it is constitutional.

Engineering

The 1924 bowling season was opened by the Surface Lines League on September 18th at the Limits bowling alleys. The Engineering team comprised of E. S. Platt, N. R. Alexander, A. B. Bonhomme, B. H. Lindstrom and J. Ambler took three games from the Shops team. Captain Platt says this is just a sample of what to expect for the balance of the season.

Mr. H. C. Kelly and Mr. Don McGill, captains of the bowling teams comprising the 1923 unofficial league, are reorganizing their bowling teams along very strong lines, and contemplate challenging the winners of the two leagues at the end of the season.

Mr. Fred J. Avery of the Track and Roadway department, was married on September 4th to Miss Grace Reeda of Chicago. The young couple will spend a two weeks' honeymoon trip in the woods of Wisconsin and on their return will be at home in their cozy little flat on North Lotus avenue.

Mr. P. J. Raver, assistant estimating engineer, returned from his vacation with a healthy brown color that he accumulated on the Jackson Park golf course.

Mr. C. G. Powers, office engineer in the Track department, spent a pleasant vacation with his family touring through the East, visiting, among other places, New York, Philadelphia and Washington.

Mr. J. Brunswick, one of the timekeepers in the northern division of the Track department, has obtained a leave of absence for several months in order to go west for his health. Our best wishes go with him for a speedy return to complete health.

We were all sorry to hear of the serious

illness of Mrs. Thierkauf's mother, and hope she has a speedy recovery.

Trolley Tender Frank Ryan has been off sick for the past three weeks. We are glad to hear that he is improving.

We wish to introduce Miss Margaret Rake, new stenographer in the Buildings and Drafting department, who is taking the place of Miss Roach. Step in girls and get acquainted. NO VISITING DURING WORKING HOURS.

Charles Johnson, painter foreman, has invented some striped paint and suggests using it for barber poles or on concrete roads at railroad crossings.

Burbank has two rivals in N. R. Alexander and B. H. Lindstrom who are trying to perfect a lawn grass that will never grow over one inch high, and will stay fresh and green during dry weather.

Well, our speed merchant, Motorman Harry Beckford, caught the pig at the picnic, but he didn't show the speed that Teamster John McGinn did when he roasted the pig.

Trolley Tender Victor Bachulis is spending a few days in Michigan picking fruit for his friends. Thanks for the barrel of apples, "Vic."

Trolley Tender August Shalack and his trusty Buick are hitting the high spots around Cairo, Ill. We hope he brings back a load of coal.

Trolley Tender John Meehan said he intends to go to California (California avenue) next year. Yes, he has his "fliv" hitting on all four now.

Our champion horseshoe player, Trolley Tender Walter Blakely, challenges al. comers

Accounting—Downtown

Miss Helen Baar, who was injured in an automobile accident about two weeks ago, returned to work Monday, Sept. 22, looking well.

Mr. John J. Ruberry spent his vacation home, taking care of his sore hand, which was caused by a mosquito bite.

Miss Beilenberg returned to work Monday, Sept. 15th, from her vacation with her hair bobbed. Who will be next?

Mrs. James Sweeney of the stenographic department resigned September 30th.

Miss Agnes Helein had an X-ray taken of her ankle and it showed that there is a broken bone, caused by the turning of her ankle while crossing the street. She has her foot in a cast now, and will be home for a few weeks.

About two weeks ago the boys had a newspaper shower on Mr. L. J. Francouer, who is moving into his own bungalow. He received so many newspapers that he had to divide them into about four large packages, and then he was short.

Miss Harriet Henry reports having a wonderful time on her vacation at Paw Paw, Mich.

Accounting—Clark and Division

Mr. Curt Ohm resigned September 20th, account of ill health, and is going to make his future home with his son in Waukegan. We hope that with total rest he will be able to regain his lost health. Best wishes of all employees of Clark and Division street follow Mr. Ohm, and all regret losing his companionship.

The employees of this department wish to congratulate Mr. and Mrs. P. Laughran, nee

Miss Lillian Roach, of the Building department, upon their marriage. We wish Mr. P. Laughran all the success and happiness in the world to which a person of such sunny disposition is entitled.

Speeding in Chicago is quite expensive. Ask Gordon Kinsman.

Mike Rubey has left our department for the south shops and we wish him success in his new work.

Pies baked in Pyrex dishes are very good. Ask Max Reiter.

Mr. L. Powers is quite busy these days teaching Mrs. Powers how to drive their new Hupmobile coach.

Since Mr. Fick had been stuck in the mud on his vacation, he doesn't mention anything more about his "Rolls Royce."

Vacationists returned: Mr. A. W. Malmquist toured Michigan and Indiana and reports a good time and that the roads are in excellent condition. Miss O. Wagner returned after a flying trip to California. According to latest reports, she is still single. Frank Robinett is back from his vacation, and claims to have suffered from the heat. Where were you, Bob? Judging from communications received from California, John Kruty is having an exceptionally good vacation this year. Miss Mary Wiley is home. She is supposed to have spent a week in Lakewood, Wis., although all postals received by her fellow employes were post-marked "Englewood." How about it, Mary? Art Johnson reports having had a good time on his tour. Miss Griffin and Mr. Miller say that they had a most enjoyable time. Mr. J. R. Maus also returned after enjoying a trip through Pennsylvania and Ohio, visiting many of the scenes of his childhood days.

The new rerouting scheme is, to use Miss Marie Sullivan's own expression, "the berries." She says the extra five minutes' sleep she can now get just makes it an even ten hours per night, the amount she must have.

Electrical

Ray Callahan, testing engineer, and his wife are visiting in Elkhart, Ind.

The boys from Grand and Leavitt went out to Northbrook, Ill., the other evening as special guests of the clerk of that village. The boys feel highly honored at the privilege extended them. Mat Smith, you know, is the clerk of Northbrook.

Early Sunday morning, Sept. 21st, J. Adler of Mr. Roper's department received severe electrical burns while working on the bridge at Halsted street and Chicago avenue. The lantern which Mr. Adler was holding accidentally came in contact with a live wire and the steel bridge structure caused a short circuit. First aid treatment was administered, and the patient was taken to a hospital and then to his home, where his condition is improving rapidly.

Dan McNamara, who was hurt some time ago on emergency truck No. 2, is now working with the construction crew. When Mr. McNamara entirely recovers his strength, he intends to resume his former work.

Shops and Equipment—North and West

Work on the new fifty double truck two motor cars under construction at the west shops is progressing rapidly. The first two cars are already in operation on Cicero Ave. The shops expect to turn out the remaining cars in record time.

Mr. H. H. Adams has returned from a fishing trip to Fifield, Wisconsin.

Mr. T. H. Shaughnessy recently spent the week end at Terre Haute, Indiana, visiting his son.

Mr. John Landeck is recuperating from an operation, having had his tonsils removed.

Mr. Joseph Nemecek of the Engineering Division, spent his vacation on his newly purchased home.

Mr. Thomas Hoey's seven-year-old daughter was injured by an automobile on Sept. 12th. The latest report from the hospital was that she was improving nicely. All the boys at Kedzie carhouse and the whole department extend their best wishes for a speedy recovery.

Mr. C. Winzenholler, repairman at Kedzie carhouse, motored to Burlington, Iowa, in his good Maxwell. Aside from encountering much rain and plenty of mud roads, the trip was very enjoyable.

Mr. L. Nystrand, assistant night foreman, returned from a vacation trip in Northern Wisconsin looking fine. He reports that fall weather has arrived, and he had difficulty in keeping from freezing.

Mr. William Krueger, day foreman, has purchased a new Big Six Studebaker which sports the latest type of balloon tires.

South Shops and Carhouses

Mr. E. B. Winter, foreman of the Painting department, resigned because of ill-health. Mr. Winter has been with the company for the past fifteen years, and his leaving will be keenly felt. He is making his future home in Florida, and he leaves behind a host of friends who will greatly miss him.

R. Bolt, tinner, south shops, is convalescing after an attack of appendicitis.

We soon expect to see Al Carpenter walking as good as ever. He recently broke one of his toes.

P. Kock, armature winder, south shops, was married on Sept. 18, 1924, to Miss Myrtle Miller of Blue Island. A long and happily married life is our wish to the newlyweds.

Legal and Accident Investigation

Joseph A. Marshall, our baritone celebrity, is rejoicing over the arrival of another "voice"—completing a quartet. The newcomer tests out as a pure boy soprano at present. 'tis said, and develops great volume and continuity.

Miss Louise Smith, one of our reliables, left us Oct. 4th, deserting a new Remington to take up a higher art, i. e., home-making for Frederick Marquardt.

"Subpoena" nights have arrived with the opening of our courts. What does a "subpoena" night mean? Ask our subpoena knights!

Armed with writ our knight pursues

A witness, traced by slend'rest clues:

From dusk to dawn he jousts his way

And "pinks" his gink ere courts hold sway.

Memoirs of an Investigator, Vol. XXIV.

Burnside

Beg your pardon: We forgot to mention in the previous issue of Surface Service Magazine that Bob White, motorman of this division, brought home a piece of the bacon from the Surface Lines picnic by taking second place in the shot put contest.

Another addition to Burnside's official ranks is our well-known friend, Wm. Watson. Mr. Watson likes the country so well he has moved his home to Burnside, Ill. Success to you, Mr. Watson.

Motorman Fred Danielson has just returned from Paw Paw Lake, where he has completed a summer home. Some class to Fred.

Conductor E. J. Swift has returned from Ireland, where he spent his first vacation in 15 years, consisting of 118 days. Mr. Swift says: The trolley service in Ireland is much different than in Chicago, as they have double-decked cars, very much like the busses here. As you board these cars you pay a penny and as you go along every few blocks the conductor comes around and collects another penny and keeps this up until you alight. In other words, you buy your ride on the installment plan. The speed averages about five miles per hour, as Mr. Swift says the Irish are never in a hurry. A vehicle is permitted to block the car tracks ten minutes. The fire department is another wonderful attraction in Ireland. One day a fire broke out in a building and the fire brigade was called out, and upon arriving at the fire they found they had left the hose behind, and all that was left of the building was the walls.

Best wishes go out to Mr. Cricks, formerly assistant superintendent at Burnside, but recently transferred to 38th street. Charley will be missed by all the boys at Burnside, as he sure is well liked.

Sixty-Ninth

H. C. Bode, J. Nayder and J. P. Quinn have been busy receiving the congratulations of their brother trainmen. All three are recent conquests of Dan Cupid, and we, too, desire to wish them a future full of happiness.

Conductor J. J. Bruin was presented with a baby daughter and Motorman J. J. Larkin with a baby boy. Congratulations.

J. McGrath, No. 1, really ought to advertise his seven cent sightseeing tours around the loop.

F. Sommer, just home from an auto trip around the state of Michigan, praises especially the health-giving climate of its northern section. Of the Ford plant at Detroit, which he visited, he says: "It is certainly a remarkably clean factory."

J. Gamauf underwent a successful operation for appendicitis, and we are glad to see him back with us smiling.

Motorman J. M. Strong is still a very sick man at the Speedway Hospital in Maywood. His numerous friends hope for his early recovery.

We were very sorry to hear of the death of Mr. P. J. Moore's mother. Also Conductor H. T. Quirk's brother, who passed away after a long illness.

Motorman Harris has met some very friendly

coast friends since his stay in Chicago. Watch out for a touch, Harris.

Mr. Charles Schumpp, known as shorty the starter and fireman's friend (the two fire departments close by like to get his highball when they whizz by our corners) has been delving into radio lately and reports a new station. Says when he takes his radio to bed with him he gets "Hot Springs."

We are more than pleased to note the return of our amiable paymaster, Mr. U. G. Lee, who has been sojourning in the Sunshine state.

D. E. Brainard saved his wife a big mending job Aug. 27th, when he came rushing in with a hole in his trousers and said, "Can't work today; big hole in my trousers," whereupon Mr. Quinn promptly produced a needle and thread and said, "You work."

Motorman Malone sends regards to all the boys from way out west, and mails in a few four-leaf clovers. We all wish you luck with them, Jim Malone, and that you regain your health.

H. McDermott, T. J. Maloney and S. Reidy are hunting in Antioch, Ill. All three are bachelor boys.

Nine thousand miles on a motorcycle, coast to coast, and some more besides. That distance has just been covered by one of our motormen, U. S. Gillis, and we learn that the Indians in Nevada marvelled at the machine. He says that 15 of them lived in a mud and stick hut about 15 feet square.

Mr. J. Duffy, the all-around sport at this station, was beat in a game of pool by a score of 50 to 9, and this is news, believe me, says E. S. Brown, the proud fellow who won this score from Duffy.

More mileage to 59th street.

Archer

Geo. H. Clay died suddenly on Friday, Sept. 12, 1924. George had been a sick man for over a year, but kept on working up to Monday, Sept. 8, 1924. We extend our sympathy to his sorrowing wife, and son.

Supervisor J. H. Rau, spent his vacation at Engadine, Michigan. John says he had a wonderful trip. Fine fishing on Lake Milhauks, caught a 20-pound pike, caught 100 pounds of fish in one and one-half hours. Fishermen take notice, good place to spend a vacation.



Lawndale

Conductor Edward Sullivan appeared at the depot with a big smile on his face, after being off for a few days. When one of the boys asked him "Why the big smile" he went out and bought cigars and then broke the news that he is a papa now. He was presented with a ten pound baby girl. Mother and baby doing fine.

Division Superintendent Maguire is back from his vacation and says this special wire to his cottage doesn't go. He must see the ball games played to appreciate them.

Assistant Division Superintendent Johnson has been on his vacation and says that he saw both Wisconsin and Minnesota, and visited about twenty relatives and forty-two cousins. He also saw the schoolhouse where he attended school forty years ago. He travelled in a "Lizzie" Ford and went up some hills where you could not see the top of them at the base. Well, anyway, he enjoyed his trip and shows it.

The hay fever has put one our good catchers, Jack Williams, out of service for the past four weeks, and the boys missed him very much and are hoping for a speedy recovery. Lemke killed his shoes at the catcher's box and in the last game with Archer Depot, Kid McGinnis, Manager, took a hand in the game and did the "buck and bronco" stunt when a man tried to steal home on him.

Our Combination Clerk Edelstein has a new automobile and some friend advised him to put a new contrivance on the machine to save gas, and it made the auto run so fast one morning that he could not stop it in time to avoid hitting an automobile ahead of him. He says this new contrivance sure shows some speed. Be careful, Willie, for the speed cops.

Our Ogden Avenue line now runs through the Washington Street tunnel and some of the boys remarked that this will be a good place to go mushroom hunting when they are not working.

Pat Sheehy recently returned from Ireland and says to the boys, "You have a fine car line here in Chicago on Ogden Avenue. In Ireland they don't have such fine lines because the boys don't have to shave only once a month, but on Ogden Avenue, you have to shave every other day." How come, Paddy?

Blue Island

A ten pound baby girl was presented to Conductor M. Krasniewski on September 9th. Mother and babe doing fine.

We wonder why Paul Gunther a week after becoming engaged to a nice little girl, came to the Depot on a Sunday afternoon, got off, spent the afternoon in the trainroom and even slept there over night. What's wrong, Paul, is the engagement off or are you worried about married life?

Chief Clerk Starr is back on the job after enjoying his vacation in Michigan and points south and west of Chicago, to which he traveled in his flivver. Starr said it is more enjoyable to travel from place to place instead of spending his whole vacation in only one place, as one enjoys the different sceneries, while travelling around.

Assistant Division Superintendent J. M. Johnson spent his vacation in the Northern part of Wisconsin and part of Minnesota where

he had a very enjoyable time. Glad to see him back on the job.

Chief Night Clerk Camp is now on his vacation. Where he is spending it we do not know, but we wish him the best of enjoyment.

A horseshoe match has been started between Conductor Gneda and Motorman Ward. Ward claims to be a shark at horseshoes, but we all have our bets on Gneda. Go to it, Gneda.

Kedzie

Asst. Div. Supt. Wm. Rowland spent three lovely weeks in the upper peninsula of Michigan, near Marquette, nursing a bad case of hay fever. Says while flirting with the waves of Lake Superior it waved hay fever away, but when he left there it sure did wave it back.

Jas. Harte, the musician motorman, died Sept. 9th after a very brief illness. F. Blaha died very suddenly of heart trouble. They were both well known and respected by their fellow workers. We all extend our sympathies to the bereaved families.

Nate Euphrate got down on the step of his car while same was in motion, and not knowing he was not an acrobat, awakened later in the hospital.

The Argonis Kid Michael Golderick just returned from his honeymoon.

One of the last of the old warriors to fall for Cupid's arrow is our old friend, M. Tribble. Here's wishing you lots of luck, Mike.

John Casey is very ill at his home. We all wish him a speedy recovery. Lou Haussmann has baffled the best of doctors. They don't seem to be able to understand his case. He has been off sick for a year, and after the doctors had given him up but a short time ago, he is beginning to feel better.

See Crotty for the latest news. To be sure, he is there with the hot stuff.

We wish you luck, Con Mahoney. Oh, you sly rascal.

The man that was never going to fall, E. W. Clark, sure did fall when he received his check for the bonus, exit the honeymoon trail. Geo. Arndt and Wm. O. Flaherty and your many other friends are wondering in despair as to when the invitations will arrive.

North Avenue

One for the book! Chief Clerk Chedroff reports that there were no switchbacks in the entire division August 31st.

Motorman Joseph Bosermer passed away Aug. 23rd. He was an ex-service man and will be remembered by Surface Lines' Club members as the young man who took the part of "Miss Lostit" in the Transportation night entertainment at the club house last spring. Our sympathy is extended to his family.

Through a painful injury to his foot while on duty, our baseball team will be deprived of the services of our speedy little shortstop, "Rabbit" Wankel. The team will no doubt feel the loss, but we hope to have him back in the game next year as good as ever.

Babies—Cond. E. Peterson, No. 1, one boy; Cond. Heggerty, one girl; Cond. Weber, one boy; Cond. Rickev, one boy; Mot. F. Cozzo, one girl; Cond. M. Smith, one girl. Score—Conductors 5; motormen 1. We are progressing. Mothers and babies doing well.

Asst. Supt. W. Pasche spent his vacation at Tomahawk Lake, Wis. He says he had to pull the blankets up around his ears every night. Clerk Paul Lindenberg also vacationed in Wisconsin, at Oshkosh. He used train, bus and taxi service to get there and says a gondola would have taken him there in half the time. Receiver Charles Henderson spent two weeks at Lake Como, Wis. He says the "cats" were great. Receiver E. Hansen took flying "flivver" trips to Lake Geneva, Wis., and Starved Rock, Ill., all in two days and returned to tell the tale.

Repair Bays Nos. 1 and 2 have been "dolled" up to rival the Trianon. The color scheme is black, white and green.

A well known automobile authority, in the course of a lecture, once brought out the point that every mode of transportation ever devised by man from the sand sledges of old China to the high-powered vehicle of today is still in use in some part of the world. Some may fancy that surface cars are obsolescent, but we know they will always need us somewhere, and that somewhere is right here in town.

In a bitterly fought contest at Pyott's Park, Sept. 12th, our ball team clinched the North Section pennant. We had to beat Noble Depot to accomplish the feat. It was an uphill battle for us and it was not until the last inning that the great McNamara lined out a hit that drove in the winning runs. The fans went "bugs," carrying Mac off the field on their shoulders and we understand Supervisor Bretschneider became so excited he went clear through three grand stand chairs.

We announce Miss La Verne Maxwell, who arrived at the home of Conductor Maxwell along in February, also another young lady christened Lorraine, who arrived at the home of Conductor Butler the first part of July. According to their beaming papas (both young and handsome), they are living up to expectations and are "chipsoff the old block."

Traveling Motorman Adolph Jauman says the word to Div. 8 motormen is "coast as much as possible."

Merely a coincidence. Bill Cann picked a big one on Lake St. and bought an overgrown penknife the same day.

Supervisor Solberg reports that Supervisor Emil Gagler lost the shot putt at the picnic by a foot—the left one. Solberg says he is trying to induce Emil to have the big toe cut off so he will cop next year.

Complete short story. On Wednesday, Sept. 17th, our ball team met Archer in the first game of the title series. We didn't win.

Armitage

Salute the two captains, Hoff, "the boy that spills the sugar," Carlin, "the Dick."

It gets hot down at Healy's shanty; ask Jim, he knows.

Ed is bock at Armitage.

Receiver Boos is back from the bank. There is no place just like Division. Bob says it is in a class by itself, yet it is 9½ Division.

Max Chirst is a good first baseman at a ball game. Let us see what position he plays in the bawl game. It's a girl. Max and mother doing nicely.

One way to die young: Putting the trolley on the wire standing between cars.

Slow and easy in fog, boys.

Keep the lights lit these mornings; give the passengers a chance to read.

Conductors: Please ring the bell in time to enable the motormen to stop at the proper place. Thank you.

Elston

The hunters that went to Fox river this year were out of luck because Farmer Schumacker didn't have any ducks to sell. Last year they bought six and tied them to a tree and shot them. Better luck next year.

Did you get your copy of the book written by Chas. Burns and Tobias Dever, entitled "Ten Reasons Why We are Single."

The trainmen wish to extend their sympathy to M. Cotter, whose mother died recently.

We had quite a supply of new babies at Elston Depot since the last issue. The proud fathers are: G. Kaufman, E. Krefft, H. Kretlow, J. Scannell, G. Ley, M. Coleman and C. Vandever. We wish to congratulate you one and all.

Devon

To Mr. and Mrs. T. O. Peterson, Greeting:

We, the men of the Devon Ave. Station, have heard of the celebration of your fiftieth anniversary of your marriage, and have learned that a large number were present on the occasion.



Mr. and Mrs. T. O. Peterson

request the pleasure of your company
at a reception in celebration of the

Fiftieth Anniversary
of their marriage

on the evening of Saturday, September 13th

at eight o'clock. At the home of

Mr. and Mrs. C. F. Carlson

208 Oxford Road

Kenilworth Ill.

R. S. N. P.

We congratulate you and your good wife upon passing the half century mark of blissful wedded life. That you may both live to allow your friends to celebrate your diamond wedding is the hope of your sincere friends of Devon Ave. Station.

Limits

Sept. 13th, 1924, a surprise party was tendered Chas. Holmberg and wife in honor of their fifteenth wedding anniversary, at which a beautiful electric floor lamp was presented to them. Chas. Holmberg's daughter, a high school student, is an accomplished musician at the piano and will find the lamp very useful.

Conductor Al. Heinson buried his mother August 25th. Bro. Heinson is working at the Devon barn, having approximately thirty years almost continuous service. Their many friends extend their heartfelt sympathy.

Patty Waters' wife had a baby boy born Sept. 5th which lacked one ounce of weighing 14 pounds. Patty says he is going to practice working ringers now.

The daughter of Conductor A. Moran, little Marie, seven years old, was buried August 7th, high mass being rendered. The floral offerings of their many friends were appropriate. We feel that nothing can be said that would alleviate the sorrow at the passing of this little one.

There was some discussion among the boys as to the make of car driven by Mr. Hill on his recent vacation, some claiming it was a Rolls Royce and others that it was a "rolls rough." However, you're wrong, boys; it's a Jewett, but it is a rattling good bus at that. It is a pleasure car—a pleasure to get in but, oh boy! what a pleasure to get out.

Old, But Always Good

According to a conversation overheard recently, one can be almost any legal kin to himself by marriage and intermarriage, and one can even be his own grandfather without contracting any marriage against the law. The conversation ran:

"I married a widow with a grown-up daughter. My father visited our house very often, fell in love with my step-daughter, and married her. So my father became my son-in-law, and my step-daughter my mother, because she was my father's wife. Soon afterward my wife had a son; he was my father's brother-in-law, and my uncle, for he was the brother of my step-mother. My father's wife, i. e., my step-daughter, also had a son. He was, of course, my brother, and in the meantime my grandchild, for he was the son of my daughter. My wife was my grandmother, because she was my mother's mother. I was my wife's husband and grandchild at the same time. And as the husband of one's grandmother is his grandfather, I am my own grandfather."

A Real Holiday

Small boy (on arrival at country cottage)—"Mummy, where is the bath-room?"

Mother—"There isn't any bath-room."

Small boy—"Good. This is going to be a real holiday."—Exchange.

Good Car

"Not a bad looking car you have there, Brown; what's the most you ever got out of it?"

"Six times in one mile."—Bison

Bouquets for the Boys

Conductor Barry, Seventy-Seventh

August 27, 1924.

Chicago Surface Lines,

Dear Sirs:

I wish to bring to your attention the excellent and courteous service which I received from conductor No. 2504 on a Clark-Devon car. I had my little boy along. The conductor helped him on and off and was exceptionally pleasant. When one receives really good service, I feel you should know about it.

Very sincerely,
Margaret W. Rieser,
665 Barry Ave.,
Chicago.

Conductor Brittain, Seventy-Seventh

August 28, 1924.

Chicago Surface Lines,

Gentlemen:

While riding on a northbound Through Route Halsted Street car today at 35th and Halsted a blind man boarded the car. The conductor collected the other fares and then went into the car assisting the blind man to a seat. In fact he was helpful to everyone, but the other instance was what inspired me most. I think it is a pleasure to ride in a street car with a conductor like him. His badge number is 1794 and the car number is 2562.

Respectfully,
Mrs. Robert Kase,
6240 So. Halsted st.,
Chicago.

Conductor Maher, Sixty-Ninth

August 29, 1924.

Gentlemen:

Today at about 11:50 A. M. I entered a south bound Racine Avenue car at 63rd and Racine with my two small children. The conductor running the car lifted them both on the car and then another conductor No. 628 who was riding on the back platform attempted to open the door for me and the glass in the door broke in a shower causing a bad cut on the conductor's wrist. However he was just as pleasant as ever, which is rather unusual.

Respectfully,
Mrs. J. F. Williams,
8052 Elizabeth Street,
Chicago, Illinois.

Conductor Barrowman, Armitage

August 30, 1924.

Chicago Surface Lines,

Gentlemen:

The writer was on a Milwaukee Ave., car going east on Washington Street on August 28th, and noticed a kind act on the part of your conductor 11804. At Desplaines he went into the car and tapped an elderly woman on the shoulder and between Desplaines and Clinton Street he explained to her carefully just how to reach her destination which I imagined to

be the Union Depot suburban trains at Jackson Boulevard.

Inasmuch as we are all so apt to criticize, I feel that I should suggest that this man be commended.

Yours truly,
Charles DeLand,
c/o C. W. Johnson, Inc.,
211 N. Desplaines Street.

Conductor Hanly, Kedzie

August 19, 1924.

Chicago Surface Lines,
Gentlemen:

We wish to recognize and thank the Conductor on car No. 17 going south yesterday Aug. 18th between the hours of 10 and 11 A. M., on Kedzie Ave. for his attention and courteous advice. We wish to recommend him to your consideration. His car number was 1914.

Mrs. R. M. Priester,
Mrs. Dudley A. Johnson,
4734 No. Albany Ave.
Chicago.

Conductor Wareham, Archer

August 27, 1924.

Chicago Surface Lines,
Gentlemen:

This morning I happened to have business in a locality with which I was utterly unfamiliar (Ashland and 37th Strs). I boarded one of your Archer Avenue cars at State & 7th Strs. (Car No. 5380—Conductor No. 3386). I asked the conductor if I could transfer from his car to one which would bring me to my destination and he informed me that I could do so, giving me a transfer to Archer and 31st streets as well as complete directions how to reach my destination.

I was handled with extreme courtesy and with every consideration by the above mentioned conductor, and I took note of the fact that it was not only on my behalf but that every passenger who boarded that car was accorded the same treatment, and I am glad to know that we have such men on our street railways.

Sincerely yours,
Willis Lincoln,
Williams Barker & Severn
626 South Wabash Ave.,
Chicago.

Conductor Chapleski, Elston

August 31, 1924.

Chicago Surface Lines,
Gentlemen:

While we were in the Belmont Avenue car we noticed a blind man boarding it. Conductor No. 4768 greatly edified us by his courtesy in finding the man a seat, and when it was time for the blind man to transfer, the conductor helped him off the car and made sure that he was on the right corner for the other car. To my mind this is one of the most courteous acts I have ever witnessed and is deserving of great merit.

Respectfully yours,
Miss Veronica E. Wendell,
5042 Fulton St., Chicago.

Conductor Clemons, Burnside

August 31, 1924.

Chicago Surface Lines,
Gentlemen:

I just want to commend Conductor 584 on the No. 4 Cottage Grove Avenue Line for his thoughtfulness and kindness today while riding on his car. I looked out of the window at 79th street and saw him away out on the street carrying a suit case and helping a lady (middle aged) get on the car safely. It is unusual to find such a man and he should certainly be praised for it.

Sincerely,
Elizabeth Novy,
10929 S. Park Avenue.

Conductor Doyle, Cottage Grove

August 31, 1924.

Chicago Surface Lines,
Gentlemen:

I am a busy man but not too busy to render praise in merited cases. A couple of days ago I boarded a Cottage Grove Car No. 5754 in the evening about 8:30 going south and inadvertently dropped 16 cents into the box, thinking the dime was a one cent piece until after it had fallen from my hand. After calling attention to Conductor No. 3588 of the error, I got my refund. But my praise is not so much for the refund as for the politeness and courtesy in this connection on the part of Conductor No. 3588.

Respectfully,
R. J. Ferrell,
6512 Dorchester Avenue.

Conductor Kloth, Devon

September 4, 1924.

Chicago Surface Lines,
Gentlemen:

In coming down town this morning on your Route No. 1, I stood on the back platform and was glad to see the efficient service given to the public by Conductor No. 7098. He not only called every street very distinctly and repeated it, but was very courteous to the passengers as they stepped upon the platform. He also opened the door to passengers who were just a little late, and allowed them to step upon the car. How often a conductor will mistreat the public in ignoring their request to open the door! This conductor was one hundred per cent and took an interest in serving his company to the best of his ability.

Yours truly,
E. O. Todd,
c/o Equitable Life Assurance Society.
631 Peoples Gas Bldg.

Conductor Cosgrove, Burnside

September 8, 1924.

Chicago Surface Lines,
Gentlemen:

A couple days ago when in a hurry I got on a South Chicago street car at 63d and Dorchester and handed the conductor what I thought was a nickel and two pennies and then went well towards the rear to get a seat. A few moments later the conductor, No. 3776, a young, pleasant, keen-looking chap, came and handed me 20 cents, informing me that I had given

him a quarter instead of a nickel. Conductors of this type do a great deal towards making good will between the public and the Chicago Street Car Company.

Very truly yours,
Paul C. Miller,
7431 Clyde Avenue.

Conductor Thompson, Seventy-Seventh
September 9, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to express my appreciation of the promptness and action of one of your employes, Mr. E. K. Thompson of 7634, St. Lawrence. On the morning of August 23rd, I lost a purse containing a sum of money and some keys while on a 75th Street car. In less than one hour it was returned to the car barns where I obtained same. Such prompt action is most commendable and gives a very good impression of your service.

Respectfully,
Margaret Butler.

Motorman Kavanaugh, Sixty-Ninth
September 8, 1924.

Chicago Surface Lines,
Gentlemen:

Yesterday noon, I had occasion to visit the plant, as some important work was going on which needed my opinion. I came west on 47th Street car from Lake Park to Ashland Avenue. As I stepped off of the 47th Street car, a north bound Ashland Avenue car was just getting under way and crossing 47th Street. I ran for the car and noticed that the motorman was aware of this. He immediately slowed up somewhat. When I went aboard the car I spoke to him about it and he said his policy was to help anyone who was running for a car, on the assumption that anyone who was running, particularly if he was a grown person, was in a hurry and he felt it his duty to assist him in reaching his destination. The motorman's number was 1783 and he was on car No. 5647. This motorman showed his willingness to cooperate and displayed an appreciation of the other fellow's point of view, which to my mind proved to be the acme of courtesy. I thought you would be interested in knowing of this man's action.

Very truly yours,
The C. G. Spring & Bumper Company
A. J. Langhammer,
Factory Manager.

Conductor Purtell, Seventy-Seventh
September 9, 1924.

Chicago Surface Lines,
Gentlemen:

Last evening on boarding a Wentworth Avenue car going south, at about 8:30, I found myself in the predicament of trying to pay my fare with but one penny in my purse. After giving me time to make sure that there was no stray coin among the contents of my bag, the conductor (No. 10244) courteously volunteered to loan me the necessary 6 cents to pay my way home, and gave me a transfer to 51st Street. I am enclosing postage stamps and would thank you to convert them into currency

and hand it to him with my gratitude and appreciation not only of the loan but his courtesy in the embarrassing situation. I ride on the cars every day in the week, and have for over twenty years, and while I have never seen better service in any other large city, I can only wish we had more conductors on the cars like No. 10244. Probably if the men knew how very much their attitude reflects in the attitude of the passengers they would make a greater effort to be more patient and courteous.

Thanking you for passing the repayment of the loan on to No. 10244 (he remarked that he worked out of the 77th Street barn), I remain,

Very truly yours,
Miss L. Thieme,
5012 Carpenter Street.

Motorman Nelson, Cottage Grove
September 11, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to commend one of your motormen for his courteous treatment of a lady with children on boarding his car Wednesday, September 11th, about 5:15 or 5:20 o'clock. His car (No. 5906) was an enter-at-back. The woman was about to board it in front as someone was getting off; he told her in such a nice, friendly way to go to the back and waited until she was safely on.

Sincerely,
F. Suwell,
8044 Blackstone Avenue.

Conductor Vestal and Motorman O'Connor, Sixty-Ninth
September 11, 1924.

Chicago Surface Lines,
Gentlemen:

Just a word of commendation for the crew on car No. 5017 west bound 59-61 Street car. On Tuesday, Sept. 9th, about 5:55 P. M., at Ellis Avenue a blind man was standing on curb. My attention was called at the way motorman stopped car almost opposite the blind man. Conductor, on noticing the man at the curb, walked over to him, helped him aboard and seated him. A crew of this kind certainly deserves worthy mention. Both were so kind and courteous. I could not help writing you about them.

Yours truly,
William Laube,
1245 1st Nat. Bank Bldg.

Conductor Rassmussen, Devon
September 14, 1924.

Chicago Surface Lines,
Gentlemen:

For a number of years I have been traveling much on your lines and have had an opportunity of observing the kind of service your conductors have been giving the traveling public. Many of them are good but there is *one* I can commend very highly for his kindness and service. His name is J. Richardson, and No. 6218. I do not know the man personally but can say he is a *real* conductor.

Very respectfully,
J. H. Clark,
919 Sheridan Road.

Conductor Wright, Seventy-Seventh

September 15, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to call your attention to Conductor No. 1770 on car No. 5451 on the Wentworth line. This morning I was a witness to an unusual occurrence. A lady became faint and he was so kind and courteous to her, and all during the ride down town I was much impressed. I write you about this, as you always hear of the other side, and when a conductor does deserve praise he should have it.

Sincerely yours,

Mrs. C. Heatherley,
7201 Stewart Avenue.

Conductor McSwain, Seventy-Seventh

September 16, 1924.

Chicago Surface Lines,
Gentlemen:

I am writing this letter to commend on the very courteous attention that I received from a conductor on the North Halsted Street car. On the 5th day of September I transferred from a Lincoln Avenue car at Fullerton Avenue to a North Halsted in company with my sister from Ottawa, Illinois. My sister, Mrs. Weiss, became very ill on the Halsted Street car, and when we arrived at the terminal, I was at a loss how to get her to my home on Waveland Avenue, one-half block east of Broadway. Conductor No. 12074 on this car came to me and helped me bring my sister way to my home, and before I had a chance to thank him he was hurrying back to the terminal. I have looked for this conductor every morning and evening and one night last week was rewarded by seeing him, and again it was in a case of need, as this time he was assisting a blind man across Broadway. I have lived in Chicago the greater part of my life and am a business woman traveling on the Chicago Surface Lines at least twice a day, but believe that I am safe in saying that I have never met so courteous a conductor on your lines as No. 12074. I would appreciate very much if you can advise me this conductor's name and address, if it is not against the rules of the company, as my sister, who was returning to Ottawa, wishes to write him personally thanking him for his kind attention to her.

Yours sincerely,
Frances Isabella Clegg,
Hair Goods Dept.,
Boston Store.

Conductor Jacobsen, North

September 16, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to commend Conductor No. 1696 for his gentle courtesy he extended to me one evening last week. He is on Chicago Avenue and Crawford Line. He took extreme care in helping me on and off the car with a heavy bundle and I thank him again for it.

Mrs. M. E. Willard,
4922 W. Fulton Street.

Conductor Danhof, Devon

September 15, 1924.

Chicago Surface Lines,
Gentlemen:

It has been my custom for many years upon finding an instance of unusual or particularly noticeable courtesy or ability on the part of any employe of a large corporation or public utility, to attempt to bring it to the attention of someone higher up. On the Lawrence Avenue line there is one conductor, No. 1146, who is an asset to the Chicago Surface Lines. He is always cheerful, with a smile for everyone, young and old, never short or surly when asked even the most foolish question on an overcrowded car where he has his hands full getting the fares, and last but not least, he calls all streets clearly and distinctly and in plenty of time so that anyone wishing to get off may give the motorman the signal. In the two and a half years I have lived at this address I have ridden on his car many times and have found that his politeness, his cheerfulness, his willingness to accommodate passengers and his excellent performance of his duties on the rear end of the cars are not just spasmodic but are a regular thing with him.

A man such as this is a distinct credit to the Lines and cannot be commended too highly.

Very truly yours,

Thomas F. Mills,
2257 Argyle Street.

Conductor Hildebrand, Seventy-Seventh

September 18, 1924.

Chicago Surface Lines,
Gentlemen:

I came down town this morning with Conductor No. 1084 on State to 119th car. I would like to commend highly this man in every way. He astonished me with his methods of getting passengers off and on the car and his thoughtfulness in doing so, even standing aside from his usual place to allow passengers to get off by passing behind his railing. Again, he remembered where a passenger wished to get off, who, of course, asked him beforehand. Great work. Now that I am at it let me say that if 90 per cent of your conductors would pep-up in a polite way in urging passengers to move lively the blockades in the loop would be almost done away with.

Yours very truly,

W. G. Taylor,
Public Garden Mission,
650 South State Street.

Conductor Mann, North

September 18, 1924.

Chicago Surface Lines,
Gentlemen:

Just a few lines complimenting Conductor No. 13312, on car No. 1800 of Lake Street for his personal interest in the public. I, being a servant of the public myself, could not help but notice the courtesies he extended to an elderly woman yesterday. If all public would only appreciate little things, what a happy world this would be for us.

Sincerely yours,

Mrs. Florence Schrott,
4648 Sunnyside Avenue.

Conductor Keller, Lincoln

September 17, 1924.

Chicago Surface Lines,
Gentlemen:

I take this means to inform you of the very polite service given to four friends of mine and myself by Conductor No. 8738 on September 15th, from the Rosehill Cemetery Street car going south. One of the party being a quite elderly lady, he assisted her on and off the street car, giving us full directions where and when to change going to the south side and when to transfer. I can certainly recommend him as a gentleman.

Very sincerely,

Mrs. I. Miller,
1130 East 46th Street.**Conductor McCarthy, Burnside**

September 17, 1924.

Chicago Surface Lines,
Gentlemen:

I wish to tell you of the courtesy extended to an old lady by Conductor No. 11134 Cottage Grove Line. This old lady was about to step off car at 56th and Cottage Grove with a heavy package. As soon as conductor saw her he took her package, helped her from the car and saw her to the sidewalk. Being a great observer, especially of such things, I like to commend them.

Yours very truly,

Miss M. Fleischer,
8052 Evans Avenue.**Conductor Shank, Seventy-Seventh**

September 21, 1924.

Chicago Surface Lines,
Gentlemen:

Just a line to tell you how much we appreciate your courteous motormen and conductors. You have some who do not come under this heading, of course, but I'm not dwelling on that today. Conductor No. 3024 on your Clark-Devon car is the kindest and most courteous conductor I have ever come across. At Madison and Clark Streets he helped an old, 85-year-old woman down from the car and hastily and lovingly put her on the side walk. He saw how bewildered she was and helped her as much as his time would allow. A little further north he kindly helped a woman with crutches safely to the pavement.

Very sincerely yours,

Mrs. C. E. Hoffsten,
6950 Union Avenue.**Conductor Slattery, Limits**

September 21, 1924.

Chicago Surface Lines,
Gentlemen:

I was born in Chicago (1861), have ridden probably as many miles and through as many vicissitudes of street cars as most persons, from Horse cars to cable to trolley, all over Chicago, and last evening is the first time in all that experience that I have heard a conductor call every street and all cross lines audibly, plainly, distinctly. He called twice from 62nd Street to Diversey Blvd. I supposed, of course, it was the case of a "New broom sweeping clean," but

he (the conductor) told me he had been in your employ four years. I congratulate you on having a man in your employ who thinks a mite of the other fellow and the stranger within our gates. Pat this young man on the back for me, and while I can ride Halsted street night or day, asleep or awake, and get off at the proper place. I like to see any young man have such consideration for his fellows. The car was No. 815, Route No. 8, Northbound; Conductor No. 12430; time about 8:30 P. M., at Diversey.

Yours very truly,

Joseph P. Bush,
6145 So. Halsted Street.**Conductor Herbert, Sixty-Ninth**

September 24, 1924.

Chicago Surface Lines,
Gentlemen:

We wish to highly commend Conductor Badge No. 1584, for his honesty and observance of the public needs in returning to my wife her shopping bag and contents which she accidentally left on his car (Ashland Downtown), returning from downtown September 22nd. If it were not for his observance in seeing two men leaving the car at 72nd Street with the bag under the arm of one of them, and demanding that they return the bag to him for handling through the Loss and Claim Dept., due to the fact that he remembered that the shopping bag accompanied my wife and baby on the car, and not those two scoundrels, he would not have saved the situation, regardless of his honesty, in returning articles left in the cars. This is a case of where a genuine baby doll's legs could not be hidden under their arms, and was his best evidence in claiming the bag. Also want to say the conductors were very kind and considerate at 87th Street in endeavoring to locate the bag.

Very respectfully,

H. P. Rurup,
6544 S. Robey Street.**Get a Transfer**

If you're riding on the gloomy line of sorrow,
If you feel the world's against you good and hard:

If it seems the sun will never shine tomorrow,
In the game of life you've drawn the losing card.

Get a transfer to the joyful branch of travel,
Don't imagine you're the only one that's down,

You'll be riding on with many smiles about you,
If you'll only chase away the sorry frown.

Get a transfer to the happy line of going,
Jolly up the fellows whom you meet each day.
Wear the smile that won't come off each night
and morning
On the joyful line you travel every day.

Could Dante Beat This?

Devil—"What in hell are you laughing at?"
His Assistant—"Oh, I just had that flapper locked up in a room with a thousand hats and no mirror."

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Wednesday Evening

October the 15th, 1924

8:00 o'clock Sharp

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