

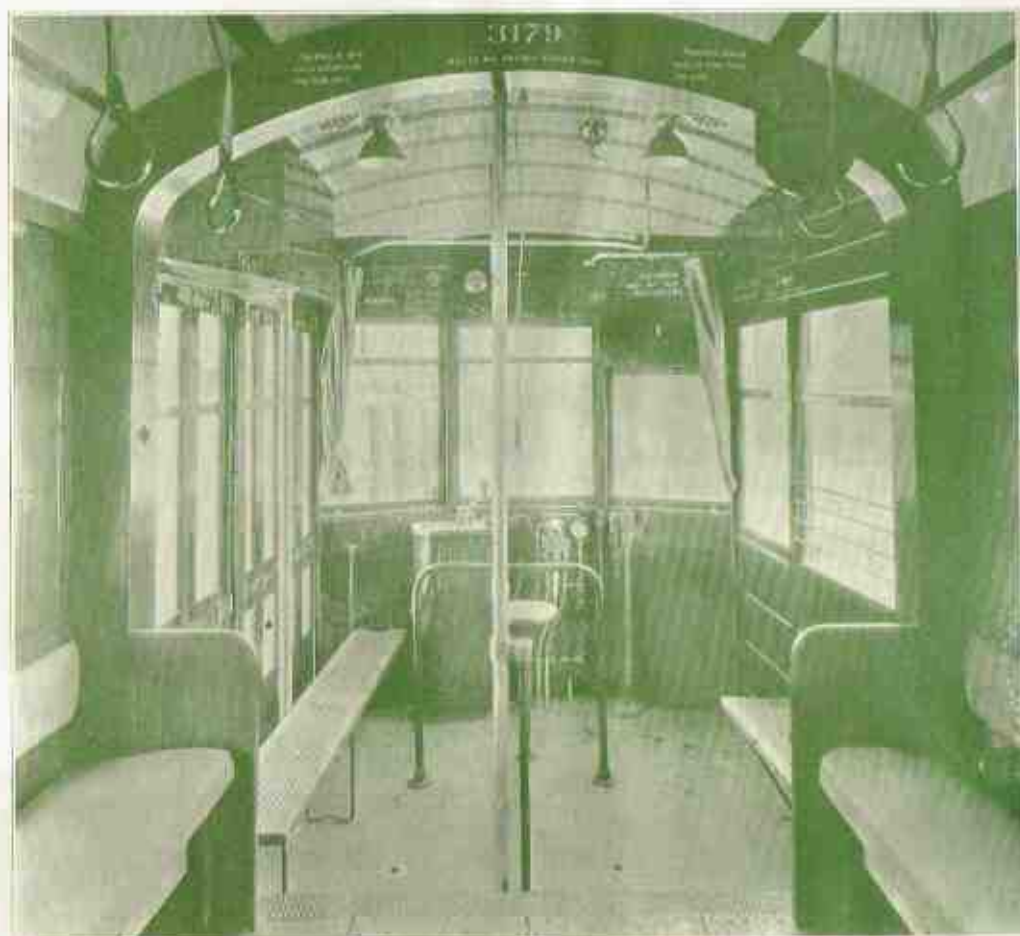
SURFACE SERVICE MAGAZINE

VOLUME 1

APRIL, 1924

NUMBER 1





NO BULKHEADS—PRETTY CLASSY

A New Type of Car Turned Out by the West Shops

Have you noticed those scrumptious new cars operating in Broadway service? The West Shops are mighty proud of them. The absence of bulkheads in these cars gives the effect of a longer car and the comments from the public have been very favorable. At the same time the cars are so designed as to give all possible comfort to the trainmen, and one new feature which has been provided is that of a squeegee, installed upon the center vestibule glass, at each end of the car. These are being tried out on this group of cars to see if they will operate successfully in our service. Also sash clamps have been provided for the vestibule sash, so as to hold the same tight. Provision is made to surround the motorman with a substantial curtain, which effectually cuts off any possible light reflection from the interior of the car.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. I

APRIL, 1924

NO. 1



HENRY A. BLAIR

President Chicago Surface Lines

"The President of a traction system," said an Eastern retired business man, "occupies a position of peculiar responsibility. He not only carries the burdens inseparable from the operation of a great enterprise involving property values running into millions, but because of the prominence of his office he becomes the target on which critics of every type concentrate their fire. When a car crew passes up a passenger, for instance, someone inquires—usually through a newspaper—why 'Tom' or 'Bill' or 'Jack' (the president of the company) doesn't stop his cars at Honeysuckle Avenue. Every violation of Company regulations is charged against the president personally. He has to 'stand the gaff' for everything from a mispunched transfer to a noisy piece of special work at a crossing. It will be a happy day for the chief executive of a utility when every employe down to the office boy realizes the far-reaching effect of his attitude toward his job."—*National Observer*.

The Great Title Contest

How the Suggestions Were Handled and the Winning Name Selected

When five new crisp Ten Dollar Gold Certificates were handed to Conductor WILLIAM E. PHILLIPS, the winner of the Title Contest, he was all smiles. "This looks pretty good to me," said he, as he folded the bills and stowed them safely away.



Conductor Phillips and Family

"I think the readers of the 'SURFACE SERVICE MAGAZINE' would be interested in knowing what is to be done with the prize money," ventured the Editor.

"That's easy," said Mr. Phillips. "We're buying a home in Norwood Park and this goes on the purchase price."

"How did you think out the title you suggested?"

"Well, when I saw that a prize was offered for a name, I began wondering what combination I could make that would be a fitting title. It seemed to me that a name should relate in some way to the Surface Lines and at the same time indicate the importance of our job in

serving the public. 'SURFACE SERVICE' seemed to meet this requirement and I sent it along. That's about all."

Conductor Phillips is married, has a wife and two children, Madeline, age 3, and Blanche, just a year old. He resides at 5449 Natoma Avenue, Norwood Park, and has a two-mile walk every day between his home and his work. He has been with the Surface Lines since July, 1923, and is on the Extra List at Lincoln Station.

So much for the winner. Now some of the details of the contest:

When it had been decided that the Surface Lines should have a monthly publication, it was considered that the name was a mighty important feature. "Let's give everybody a chance at it," observed Mr. Richardson at one of the conferences. "Hang up a prize of fifty dollars and see what the bright minds of the organization have to suggest."

As you will remember the bulletin on the subject went out on Feb. 21 and the "deadline" for responses was fixed at 5:30 p. m. on March 3. Edward Cummings of the president's office, filed the first suggestion within ten minutes after the posting of the bulletin.

For a few days there was little activity—two or three letters in each delivery; but it was soon apparent that a lot of people were doing a heap of thinking, the results of which began to appear on the 28th and 29th. From that time on to the last delivery on March 3 the post office messenger worked overtime.

More than 300 employes sent in their suggestions. As fast as these were received they were turned over to Miss Miller of the Editor's office, who typed the suggested name for the publication and the name and address of the contestant with a notation of the date and time received on a card. After the closing hour and the completion of the carded entries, the cards were arranged alpha-

betically by titles only—all names of contestants omitted—and this list was submitted to the judges—Messrs. Richardson, Hupp, Sullivan and Wilkie—for consideration. By a process of elimination they arrived at a list of eleven names. Then they wrestled with this lot for four or five days as opportunity offered, finally agreeing unanimously on "SURFACE SERVICE MAGAZINE" as best meeting all of the requirements of the contemplated publication.

The simple little design for the decorative cover which was evolved by the editor, looked rather nifty when the draftsman submitted his black and white drawing. If, however, it falls short of what a cover design should be, the editor consoles himself with the thought that it is probably the only one in the country that serves the double purpose of cover decoration and a test for astigmatism. If all of the lines are not equally sharply defined, better see the Company doctor!

MOTORIZED AKRON GETS FLAT TIRE

The Ohio City Finds the Good Old Trolley the Only Way

It required just twenty-seven days for Akron, Ohio, the "tire capital of the world," to learn that no matter how much a bus hustles it can't do the work of a street car.

The Northern Ohio Traction & Light Company was forced to suspend its street car service in Akron on February 1st, when a franchise granting an adequate fare was refused it. Its discontinuance was greeted by the mayor and other city authorities with the boast that "Akron will lead the world as the first large city to completely motorize its passenger transportation service."

The company resumed street car operation on February 28 with an increased fare at the earnest, even tearful solicitation of business men, who declared the bus experiment had almost ruined them, and by bruised and foot-sore citizens, 32,000 of whom signed petitions asking return of the service.

A temporary franchise has been granted the company, effective until May 1, 1925, pending negotiations for a permanent franchise to be submitted to the people next November. The company resumed operations on the basis of a five cent fare with a charge of one cent for transfers. It was operating previously on a straight five cent fare with free transfers and was losing \$80,000 a year.

The company books are to be audited and the permanent fare will be based upon the finding of the auditors.

During the first ten days of the motor bus experiment the weather was fine and the people were good natured. The hopelessly inadequate

number of busses, the long waits at loading stations, the crowding and jostling, the irresponsibility of the drivers and conductors were irritating, but there were promises from Mayor Rybolt and H. S. Firestone, president of the Firestone Tire & Rubber Company, that relief would come quickly in the form of adequate city-wide bus service.

Then a blizzard swooped down on the city and bus service, being a fair-weather friend, floundered through the snow and sleet and all but quit. Nearly 150 cases of illness due to exposure while waiting on the street 30 or 40 minutes for busses, were sent to the hospitals. Everyone who could remained at home. The Women's Federation cancelled all its evening meetings because members "could not trust the bus service and would not be subject to conditions under which they would be forced to ride."

The Central Labor Council demanded the return of the street cars at a six cent fare. Civic organizations, the Hotel Men's Association, the Clearing House Association and many others took similar action.

Among the worst sufferers were the merchants. Many of them faced ruin because people would not come down town to shop. The Lloyd Shoe Company announced in an advertisement that "We have weathered many storms but we cannot weather the losses due to the abandonment of car service." The Noble-Carney Furniture Company announced an auction of its stock because "Women won't come down town in busses." Other merchants in their advertisements said: "We do not ask you to come down town under present conditions. Telephone us and we will deliver what you want."

The Retail Merchants' Association and the Chamber of Commerce adopted resolutions demanding the return of car service.

But the city authorities were determined to give the busses a fair trial. They turned a deaf ear to the importunities of merchants, laboring men, financiers and citizens in general. Two bus franchises were granted.

H. S. Firestone and some other supporters of the busses, however, began to show signs of weakening. Mr. Firestone said he had been misquoted as to his position on the motorizing of Akron transportation. He explained that he had made every effort in his power to have the street cars continue, but when the service was discontinued he felt it his duty to help relieve the situation.

The end was soon reached. The entire city was up in arms. Bus owners found that they could not operate at a profit on the 5 cents allowed by the city. There was no hope for the future in bus transportation.

So the politicians penitently invited the street car company to resume operations.

It may be safely predicted that the people will approve the new franchise when it is drafted and submitted to them in November.

RAN IN THE FAMILY

"Late again, I see, O'Malley," snorted the assistant superintendent. "How do you account for this persistent tardiness?"

"Tis inherited, sir," answered Motorman O'Malley. "Me father was the late Mr. O'Malley."—*Medical Standard*.

Strong for Accident Prevention

Enthusiastic Response from Thousands Who Attended the Special Meetings

As an introduction to the contemplated campaign for Accident Prevention, a series of meetings was arranged in the Transportation, Shops and Track Departments.



**Superintendent
Evenson**

Thirty-two of the forty-two meetings between January 8th and March 5th were held at the Car Stations. All of the meetings were attended on the personal time of the men, who gladly made this contribution either before going on duty, or after quitting work.

The first two meetings were held at Lawndale and Blue Island stations, Division 6, where about 1,133 men are employed and where more than 800 men were present. Ninety-nine per cent of the men who were off duty attended all of the thirty-two meetings. Large numbers of men reported for the evening meetings without having had supper. Many who attended the afternoon meetings came back again to the night meetings. Numbers who were off duty at other stations went out of their way to attend.

Superintendent Evenson, acting as Chairman at each of the meetings, opened the proceedings with a brief but pointed address bearing on the relations between the men, the public and the management, and emphasizing the importance of harmonious work toward a common end. Fairness was the keynote of his talk, and the determination to see that every man received a square deal at the hands of the management.

Mr. Noonan, the Supervisor of Accident Prevention, when introduced, gave to each of his audiences an exposition of the theory and practice of accident prevention, which was a revelation to his hearers.

"Our accident prevention work," Mr. Noonan explained, "will not be a 'campaign' or a 'drive,' neither will it be the so-called 'Safety-First.' Accident prevention on the Chicago Surface Lines will be strict business carried into all departments as a part of the work of each department. The duty of preventing accidents will not be laid entirely on the trainmen, but that duty will be shared by the men in the shop department, track department, line department and by all other departments including even the employes in the main office. Accident prevention will be everybody's business. It will be a daily and continuous effort.



Mr. Noonan

"Our accident prevention activities will be conducted in a broad, big, sympathetic way. We have no desire to work above the trainmen, but rather we wish to work with you in a brotherly, friendly way. This accident prevention work will not be critical. We have no intention of going out into the streets to see what mistakes you make, but rather we would go out into the streets to see how well you are doing your work and to give you credit for good work well done. So far as public safety is concerned in the city of Chicago, the Chicago Surface Lines aims in its accident prevention work not to be selfish, but whatever is done to prevent accidents shall be done with the best interests of the whole community at heart."

At one of the first meetings in January, Mr. Kehoe, Recording Secretary of Local 241, said:

"This talk tonight has impressed me because it was all about accident prevention and not about 'Safety-First,' which to my way of thinking is all bunk. I am glad to endorse this accident pre-

vention work which the company is starting and I ask you men to give it your earnest co-operation. You may wonder why we Union officials are on the same stage with company officials. It is because of accident prevention work. We have learned from Cleveland, where Mr. Noonan was connected with the Cleveland Railway, that he had the co-operation of the Union there in connection with his work and because of this co-operation serious accidents were greatly reduced. If the Union co-operated in Cleveland we can also do it here. This is one work in which we can all stand together and work together."

At the Archer Station meeting, Mr. Gallagher, a Union Board member, spoke:

"When I was in California at our annual convention last fall our Cleveland Union officials told me that the Union in Cleveland had co-operated to the fullest extent with the result that accidents were reduced 32 per cent. I want to say to you men that we Union men here in Chicago will go Cleveland one better and reduce our accidents at least 35 per cent."

At the meeting at Kedzie Station, which was crowded to the doors, President Quinlan of 241, said:

"Men, since these meetings started, I personally investigated this work in Cleveland, and both the Cleveland Union and the International Union advised me that Mr. Noonan had the good will of the men in Cleveland and their co-operation. Tonight, after listening to Mr. Noonan's address, I am convinced that he is a white man who deserves a white man's show. I am asking you to give him your united support to help him save life in this city. Our Union should pass a resolution and we should go before the City Council and ask the City of Chicago to abolish railroad grade crossings. The work that is being done is not only a benefit to the company, but it is a benefit to the entire community.

"Men, I want to take this opportunity of praising Mr. Richardson and the present officials of this company for being honest and fair with us. We are convinced that the management will back up this work in every way, and that means the removal of dangerous lever switches, better sand, better brakes, better time tables and better work in taking care of equipment at the shops.

"This Union has fought not only for our own members, but in past years it has fought this company's battles and has gone before the Legislature and City Administration for things that were of benefit to this company and we are ready to do that again."

In his closing remarks, Mr. Quinlan warned and advised the young trainmen to be honest. He advised all trainmen to be extremely cautious at railroad crossings. We warned motormen to avoid rear end collisions. Finally, Mr. Quinlan said, that safety arose in the human heart.

Mr. Noonan's talks on Accident Prevention covered a specific plan:

1. Explanatory—What is Accident Prevention?
2. Statistics and Causes.
3. The Personal Appeal.

In each talk he defined in striking language the meaning and value of life. He painted word pictures for the men showing them the wonders of hearing, sight, touch and the remarkable powers of the mental faculties. He brought home to his hearers that each man's life was his greatest pos-

session. At the conclusion of each talk he told the story of the Good Samaritan, emphasizing to the men that there was a crying need in the world for each human being to play the part of the Good Samaritan to others. He held up the life of Abraham Lincoln as the one great American who demonstrated perfectly, in his own great life, the spirit of the Good Samaritan. That the officials and men were tremendously impressed by the talks is evident from statements made by the men at the meetings.

Mr. Bowles, division superintendent at Archer, said: "There is no doubt that these meetings are doing a wonderful lot of good among our men."

Speaking of the meetings Mr. Noonan had this to say:

"In fifteen years of public speaking at meetings of this character I have never addressed any group of men that have shown greater sympathy and understanding than the trainmen of the Chicago Surface Lines. Their attendance at the meetings was remarkable, but more than that their genuine warm-hearted, outspoken response to the appeal to their higher natures is the most convincing proof that they are a body of men of the very highest moral character.

"I want to take this opportunity of thanking all our trainmen for their wonderful co-operation and I wish also to thank Mr. Evenson and the officials of the Transportation Department for the splendid help they gave me; also Mr. Fleming and officials of engineering department. I must also thank Mr. Quinlan, Mr. Kehoe and all the Board members for the unselfish way in which they helped to make the meetings a success. May this great work continue like this for the years to come. If it does many lives will be saved and much suffering prevented."

SUGGESTIONS INVITED

We will be glad to have suggestions for feature articles for SURFACE SERVICE MAGAZINE, or for subjects for *Traction Topics*, or for better operation, or for improving public relations, and we will also be glad to have contributions, of not to exceed one thousand words, on subjects of general interest to the Surface Lines' readers. We may not always be able to print everything that is submitted, but the best possible use will be made of it.

"ENOUGH BRICK BATS"

CHICAGO, MARCH 25.—Editor SURFACE SERVICE MAGAZINE: Here's a suggestion for a "Traction Topics" card: "Member way back when we used to ride five miles for five cents in the old horse car and warmed our feet in the hay? Now we can ride 25 miles in a high-powered electric car for seven cents and warm our feet on an electric heater. "Oh, boy! ain't it a grand and glorious feeling!" F. P. EIBERGER.

(Thanks Mr. Eiberger. It is gratifying to know we have an appreciative friend.—Ed.)

Close of a Long Career

John M. Roach Passes on After Nearly 52 Years of Service

In the passing of John M. Roach the Surface Lines suffered a great loss—a loss that was felt alike by the men and the official associates of this veteran in the service of Chicago's transportation companies. Mr. Roach had been in failing health for nearly a year, and following a partial recovery after some weeks in bed, sought the milder climate of Florida in the hope that Nature might aid in restoring his health. The hoped for



John M. Roach

Born 1852

Died 1924

improvement did not materialize and on the morning of March 8 he sank into unconsciousness which was soon followed by his death.

Mr. Roach was in his 72nd year and had been identified with Chicago traction since 1872—continuous service of nearly 52 years. The funeral services at his late home, No. 436 Surf street, were attended by a great throng of his friends and former associates. The crowd was so great that it was necessary to hold

outdoor services following those in the residence. The Rev. W. S. B. Bryan opened the service by announcing that Mr. Henry Blair on behalf of himself and his fellow officers of the Surface Lines and Chicago Railways Company had requested him to read the following tribute to the departed friend:

By every member of the official circle in which our friend was a conspicuous figure, the news of his passing was as keenly felt as would have been the loss of a beloved relative. Our relations went far beyond the ordinary contact of a business association, for John Roach (known to us familiarly as "J. M.") possessed a personality that invited—nay even compelled recognition as a companion.

To know "J. M." was to love him. Great and strong as he was—a giant in physique, a battler against adversity, a conqueror of difficulties, and a dangerous opponent in any contest—he yet possessed an inexhaustible store of kindness and sympathy, and upon this he drew freely and fully. For children, for humanity in distress, for animals, he disclosed an unsuspected tenderness. Every horse and every dog recognized the approach and touch of a master and a friend of deep understanding.

Those of us who were privileged to spend occasional hours of relaxation with him on the golf course were ever impressed by his solicitous interest in the caddies. To him a caddy was a little fellow to be cared for and protected. Never a cross word, always careful to see that they were sheltered from every possible harm; correcting them when necessary with a kindly bit of paternal advice—*to be followed* by these wise little chaps as a *young attorney*...

No one was ever quicker in response to appeals for assistance, and there is a small army of men today who owe to John Roach their first opportunity to advance in their struggle for existence.

Having himself trod the stony path of adversity; having passed through periods of dark discouragement; having met and surmounted difficulties without faltering; and having fought his way to the top, at last achieved success and his experience had given him a knowledge of men and motives that made him a valued adviser when dealing with human problems.

We honored and appreciated him as a business associate; we loved him as a companion—a brother. He was a MAN—a fine, upstanding, modest, kindly gentleman. His eyes have closed in the long, long sleep; he has gone from among us and we shall miss him daily—hourly; but there are left with us wonderful memories of years of delightful companionship. These we shall ever cherish, grateful for our opportunity to have known and to have shared in the association with "J. M."—our fellow officer and above all Our Friend.

This was followed by the reading of

a eulogy prepared by the officers of Division 241 of the Amalgamated Association of Street and Electric Railway Employes of America, who were represented by President William Quinlan, Secretary-Treasurer William Taber and Recording Secretary Joseph J. Kehoe:

In this hour of parting with our beloved chief and comrade, John M. Roach, we, as representatives of the employes under his charge, feel that we would be doing less than our duty were we not to express, in our humble way, the tribute to his memory that we know rests in the minds and hearts of all of the employes who knew him in life, and particularly those who have felt and realized his kindly benefactions to the unfortunate.

In the more than half century of service in the street railway business of Chicago, our late comrade not only rendered great assistance in achieving for the people of the city he loved and helped to develop, but his kindly ministrations of mercy and realization of human frailties, in dealing with the many thousands of workers who were committed to his charge, lifted a load from many a weary heart and enabled many a man to pick up the lost thread and to proceed in the path of progress.

We knew John M. Roach as a man firm of character, high-minded and scrupulously observant of all his covenants with men. In our dealings with him as an organized group for the past 22 years, we found him fair in all transactions, firm in his contentions, but always willing to respond to reason; broad in judgment in adjusting affairs that had to do with the welfare of employes and their families. We can say of him in the great practical world of industry in which he labored so many years, that he never lost sight of the human element that made the success of this industry possible. Coming from the ranks in lowly station, through energy, ability and faithfulness, he advanced to the chief executiveship of the great industry he did so much to develop. But through it all he never separated himself from his fellow-workers, and continued through life to be of and for them.

Of his kindly acts in assisting employes in distress, we must leave the relation of these incidents to the numbers among us who have felt the goodness of his generosity. No person knew of these acts from his lips, and they dwell only in the hearts of those who were benefitted by them.

We repeat, representing the great body of employes that labored with John M. Roach throughout the years, in this parting hour we pay this feeble tribute to his memory, recognizing that in life he was human and subject to error, but with all a high type of man who loved his fellows and who in turn was loved by them. No man can achieve greater than to merit the love and respect of his fellows, and this John M. Roach achieved in abundance. In the station of life to which he advanced, the record he established should prove an inspiring guide for all who take up the work that he has left after him.

SURFACE LINES HONOR ROLL

Employees Who Have Been in Service for 40 Years or More

Treasury Department

Burke, John P. 1875

Electrical Department

Ryan, J. 1878 Donegan, M. 1881

Engineering Department

Asp, P. 1884 Matthews, O. 1880
 Bouland, F. 1879 Mercier, G. 1881
 Brinker, F. 1883 Victorson, A. C. 1881
 Colfer, J. 1883 O'Brien, P. 1880
 Cronin, D. 1884 O'Connor, J. 1881
 Grady, P. 1874 Ransford, W. 1874
 Urry, W. 1881

Law and Claim Department

Bouland, Chas. 1878 Krieger, Aug. 1881
 Rood, Chas. 1881

Material and Supplies Department

Mackey, D. 1872 Van Horn, G. 1874
 Lundblad, A. 1881

Schedules and Traffic Department

Klatcher, B. 1877

Shops and Equipment Department

Anderson, J. 1882 Johnson, C. V. 1882
 Carlson, F. 1882 Lilja, A. 1882
 Farrow, J. C. 1881 McAdams, O. 1882
 Gibson, J. 1880 McNally, J. 1879
 Hansen, H. 1882 Olsen, G. 1881
 Hildebrand, R. 1882 Wiggins, Wm. 1872

Transportation Department

Anderson, J. 1878 Keaveny, Jas. 1882
 Baumhardt, C. 1883 Keller, Wm. 1881
 Bell, George 1880 Kennedy, Roger 1883
 Bethke, C. F. 1877 Kennedy, T. 1883
 Bohnhoff, Aug. 1882 King, Thomas 1881
 Brown, Art. E. 1883 Knight, John 1882
 Burns, D. 1881 Laubinger, A. 1878
 Charon, Jos. 1881 Leonard, J. 1878
 Claussen, C. 1882 Lind, G. 1884
 Clohessy, John 1882 Maguire, E. L. 1880
 Cogswell, C. A. 1883 Maher, Wm. 1882
 Curtis, Caleb 1882 Miller, Johann 1882
 Daley, James 1883 Moore, N. 1875
 Dickens, E. M. 1874 Moriarity, John 1881
 Duffy, P. J. 1876 McCann, P. 1882
 Dunn, Robert 1882 McGinnis, A. 1880
 Eighme, Geo. 1876 McGinness, H. 1882
 Erwin, F. B. 1879 McGuire, T. 1882
 Femema, Fred 1880 McLaughlin, M. 1881
 Fitzgerald, J. 1878 O'Connell, M. 1882
 Foley, P. H. 1882 O'Hare, John 1882
 Frank, W. J. 1883 O'Keefe, J. 1883
 Gart, Peter 1875 Olson, A. 1879
 Geisler, H. 1883 Quilty, J. J. 1883
 Grady, P. 1874 Quinn, Thos. 1882
 Hamilton, Chas. 1882 Regan, David 1882
 Harrington, M. 1884 Reidy, Thos. J. 1875
 Hauser, P. E. 1870 Reiters, P. J. 1877
 Heelan, David 1881 Robertson, J. 1882
 Hefferman, T. 1875 Smith, Frank 1882
 Hoffman, A. 1877 Spratt, Wm. 1883
 Horen, Jerry 1880 Tift, E. A. 1882
 Irvine, Jos. C. 1883 Van Antwerp, D. 1884
 Johnson, J. 1883 F. 1884
 Jones, C. E. 1882 Zechlin, L. 1882
 Zimmerman, G. 1883

Measuring Power Consumption

Points on the Importance of Controller Use—Saving Power

DURING the year of 1919 the CHICAGO SURFACE LINES took up the question of power conservation to determine the best method of operating a car. After a complete and exhaustive test covering a period of approximately three months on some fifty cars wherein eighty motormen participated, the result clearly showed that there was an unnecessary waste of electric power, which in a large measure was due to the lack of understanding by the motorman as to the proper operation for his particular run. It became clear some reliable means known to the electrical or mechanical art should be provided within the control of the motorman himself which would indicate at the time the result he was obtaining.

In this test all of the then known practical devices and instruments were tried. It was found that the kilowatt hour meter, which is now installed on all of the cars of the CHICAGO SURFACE LINES, recording the electrical power required to propel the car, was the only true method by which the motorman and engineer could establish a satisfactory basis upon which to determine the proper application of the power to the motors under all conditions of service.

The meter clearly shows that the varied conditions of service, weather, streets, locations, loads carried, traffic, etc., all of which are more or less beyond the control of the motorman and the company, have a marked effect upon the power required to propel the car over a given distance. Therefore, it is obvious that no set of rules on the subject could be followed continually.

The big problem of electrical power conservation on the Chicago Surface Lines is mainly up to the motorman himself, and right here the engineer may present to the motorman one of the many outstanding factors in car operation, which when used to advantage will go a long way to help the motorman reduce power consumption.

After a car reaches the maximum point of acceleration it has a tremendous amount of energy or power stored up in it, which to a great extent can be put to work by allowing it to propel the car over clear stretches of straight track. It is

impossible, however, to take advantage of every bit of this power which in the last analysis would mean to let the car coast until it stopped. This we all know would be highly impracticable from a service standpoint.

When power is continually used to keep the car running at its maximum speed, and thrown off only when brakes are to be immediately applied, the greater part of this stored energy or power is lost in heat through the brake shoes and wheels.

On every line and every run at some time it is possible to take advantage of this stored up power. Practice and good judgment in the use of it will be recorded on the meter by having a marked effect on the *kilowatt hour per car mile record*, that is now posted in every division office, showing a true average of the power used by each motorman covering a period of approximately two weeks' operation. These records are arranged to show the results by lines and runs. The runs in turn are segregated as to the part of the day or service each performs. These are grouped in order that the varied conditions, loads, traffic and congestion on all lines may be given consideration.

A motorman shifting from one group to another on the same line changes his *kilowatt hour per car mile record* requiring more or less power directly as these variables be diminished or increased.

It does not necessarily follow that any one record in any group of the line could be taken as the outstanding one for the entire line. If this were true the record in the owl section of the line would invariably occupy this position.

The standing of the motormen shown in connection with this article as having the outstanding all around records for the lines on which they operated in the month of January, 1924, out of the



Charles McDonald

Kedzie and Van Buren street depot was obtained by using the top records of each group of a line based on the average performance of the entire line by all of the motormen running on that line. These records so determined were then adjusted to be comparable with the division average of all of the motormen running out of the entire division, which shows the power saving record for the division.

On this basis with every motorman doing the best he knows how and taking advantage of the many points applying particularly to his own run they will establish this necessary branch of the service as a mighty factor in the progress and prosperity of the Chicago Surface Lines.

Use all the power that is necessary to carry your car over the line with safety and on time.

Save all the power possible.

The meter registers all the power applied through the controller.

MCDONALD LEADS AT KEDZIE

Best all around motormen at Kedzie and Van Buren depot, Division No. 7, for the month of January, 1924:

Line	Roll No.	Name	Badge No.
Entire Division	560	Chas. McDonald	955
Kedzie	560	Chas. McDonald	955
Harrison	456	A. G. Linzner	9675
Van Buren	363	D. Clyne	11747
Madison	29	J. T. Taylor	9929
Madison-Fifth	159	R. Stack	5453
T. R. No. 7	132	J. Mullarkey	4719
Taylor-Wells-Shop	632	W. Flynn	6393
Fulton	680	F. J. Kleppin	5999
Extra Men		F. W. McFale	9783

CONVENIENT FOR APPLICANTS

Men entering our train service will find that the management "right from the jump" is considerate of their convenience. The latest evidence of this is the opening on March 17th of the new medical examination quarters at Clark and Division streets. Photographs are also to be taken at that place. Heretofore these applicants were required to go to the downtown office for examination by the doctor and to 600 West Washington street to have pictures taken. All this work will now be centralized at the north side office, with Mr. G. W. Peterson in charge.

Caring for The Eyes

"They Have Eyes, But They See Not"

By Dr. John Leeming

This quotation from an authority which some of my readers may recognize need not be taken literally, but it is at least suggestive of the subject matter of this article, namely, eyes



Dr. Leeming

which do not see perfectly. A certain poet has referred to the eyes as "the windows of the soul." The importance and value of this special sense—through which the human mind acquires 80% of its knowledge of the outside world—is, no

doubt, fully appreciated by a majority of people, and everything possible which can be done must be done to care for the eyes.

How should we go about it? In the first place, let us take every precaution against injury and disease in connection with these delicate organs. If we are using a circular saw with sawdust flying about us in every direction; if we are clipping cement or iron with a cold chisel; or doing other work of the same character, let us wear protective goggles to prevent flying particles striking and injuring the eye. If a foreign body should enter the eye from any cause it should not be treated lightly, but medical aid obtained at once to remove the particle, thus guarding against the danger of infection and inflammation.

It is important to avoid rubbing the eyes with soiled hands while at work and also to refrain from using dirty towels—the old-fashioned and out-of-date roller towel—as many eye diseases have been contracted in this way. It should be kept in mind also that in the ordinary use of the eyes in reading one should be careful about the light. One ought not to read for a long time in either a dim light or in a very bright and glaring light, for too much or too little light in prolonged reading is harmful to the eyesight.

But the purpose I have in view in writing these lines is to call attention to those gradually acquired weaknesses and defects of vision which develop at different periods of life and do not become manifest to an individual by well marked and definite signs.

A person may have poor vision without knowing it. He may have been born with a slight deformity of the eyeball described in medical terms by big words such as "congenital astigmatism," and there are other conditions with equally big names but in ordinary State Street language they are called short sightedness or long sightedness.

Fortunately, we are not all born with eyes that are imperfect in shape. Some, however, are born with them and some acquire them. Practically everyone who reaches the age of 40 years or thereabout develops a slight change in the shape of his eyeballs which interferes with the

perfect focusing of the rays of light upon the retina. This retina is merely the expanded optic nerve at the back of the eyeball. It receives the impression of the rays of light which pass into the eye. Nature has provided certain small muscles within the eye which act upon the lens, and adapt its shape to this gradually developing change in the eyeball and in this way the rays of light are properly focused upon the retina.

It is a matter of common knowledge that people begin to wear glasses a few years before they reach the half century mark. Why do they do this? They do it to relieve the small muscles to which I have just referred which are inside of the eye and are constantly tugging away at the lens trying to alter its shape so that it will bring the rays of light to a focus on this expanded optic nerve. It is not at all strange, therefore, when the sight begins to fail from any cause and at any age, that Nature comes to the rescue and makes a brave fight by using these "muscles of accommodation" even to the extent of straining them in an effort to make up for and overcome the weakness.

A gradually developed lowered visual efficiency is apt to occur when slight defects of vision are present or when there exists some interference with the proper muscular balance which controls the movement of the eyeball. In such cases the effect of prolonged use of the eyes more quickly brings on the symptoms of eye strain such as headache, pain in the eyes, red lids, and sometimes inflamed eyeballs. There are a number of other symptoms which should make one suspicious of a possible visual defect—itching or burning of the eyelids, formation of a secretion that dries and results in a scale-like substance at the roots of the eyelashes, the formation of small abscesses in the margins of the lids sometimes referred to as styes. When one or more symptoms of this character are present and show a tendency to recur from time to time it is pretty good evidence that one is suffering from eye strain and suffering when it is entirely unnecessary. If any one wants to examine himself in regard to his vision I would suggest this very simple test—try each eye separately in reading ordinary newspaper print at the distance of 15 inches and if the letters appear to be blurred or indistinct and can be seen more clearly at six or eight inches, it is evident that the sight is not perfect; that the eye muscles are being over strained in reading at the proper distance and that glasses are needed to counteract the weakness.

Is there any class of workers who should be more interested in this subject than street car

men? I cannot think of any unless possibly it might be locomotive engineers. No one, however, will disapprove of the statement that a man who runs a street car should have good eyesight. Accidents will occur in the hands of the very best trainmen who possess perfect vision, but they are more apt to occur to such men if their vision is imperfect. If any trainman in the employ of the Chicago Surface Lines has even a suspicion that his eyesight is defective the management of the company has suggested that he either consult his own doctor or call upon the medical department with perfect freedom for the purpose of securing examination and advice to assist him in procuring properly fitting glasses to correct the weakness and prevent its growing worse.

ACCIDENT PREVENTION NIGHT

Mr. Noonan at the Club House, April 15

There will be an Accident Prevention Meeting at the Club House on Tuesday evening, April 15th, at 8 o'clock. This meeting will be for men and women employed in an executive, supervisory or clerical capacity. There will be two motion pictures on Accident Prevention. One will be, "The House That Jack Built," produced by the New York Central Railroad, and the other will be, "Where Are My Children?" produced by the State of Connecticut. These pictured stories are the best of the kind in the United States and will be well worth seeing.

Mr. Noonan, Supervisor of Accident Prevention, will deliver a special address on the psychological causes of accidents. His talk will emphasize largely the value of life and will be found most interesting.

A TIP TO MOTORMEN

George Quimelt of 69th street passes along this suggestion which seems to have merit:

"Don't enter curves where conductor has to hold lever switch at a speed of more than two notches. Leave exit door open about two inches and when rear trucks are taking the curve you will hear the lever drop and **thereby know your car is going around the curve all right.** The danger in going more than two notches is that there may be an auto about to strike the conductor, thus forcing him to drop the lever before the rear trucks have cleared the curve, but if you have the controller on two notches you are not going to get off the track and cause a blockade."

VISUALIZING SOME BIG FIGURES

Our company statistician, Mr. Dixon, gives us this sample of his "figgerin'" during moments of relaxation: Our shops last year printed 1,523,183,000 transfers. Placed end to end these would reach 145,673 miles—almost six times around the earth, or more than half way to the moon. Piled in single bunches, one on top of the other, they would reach 107 miles into the air, or more than 1,400 times the height of the Wrigley tower. They represented 738 tons of paper. Someone wondered if "Dix" could tell us how big a doughnut hole the combined punch marks in a year's transfer slips would make.

Wanted—A Reminding Machine

Something to Make Car Riders Remember Their Parcels

In these days of wonderful invention some genius could make a fortune and win the everlasting gratitude of the traveling public if he would design a simple, self-winding, self-acting automatic registering device which would ring a bell or sound a siren when the owner started to leave a public vehicle without all his packages. To say that this would be a boon to the lost and found department of any transportation company is expressing it mildly.

Just as a matter of curiosity we had the reports for thirty days checked up a few days ago and discovered that 2,234 articles were turned in by our conductors. Doubtless there were scores if not hundreds of other articles picked up by persons who made no report to the company's representative.

And the variety of the things overlooked by their absent-minded owners!

Sausage grinder, diamond, radio set, cornet, string of pearls, diamond ring, automobile tires, poker chips, false teeth, automobile cushion, roll of carpet, keg of nails, grip with doctors' tools, clarinet in case, set of false teeth, pearl necklace

and wrist watch, lunch, prayer book, flask, pick axe, kegs, frying pans, several dozen eggs, chickens, Boston bags with baby clothes, shovels, auto horn, wedding ring, suit of clothes, lineman's climbers, money, rain coat, railroad tickets, package of fire department papers.

The regulations covering the routine of the department are quite simple: When an article is picked up on a car and turned over to the conductor, it is his duty to take the name and address of the finder and to supply this information with other details when turning it in to the lost property clerk at his car station. The article is tagged by the clerk with the line, car number, rim, and conductor's badge number, date, time, etc. About 50 per cent of the property is claimed on the day following its loss. About 90 per cent has been surrendered within a week, the owner in each case being required to make a satisfactory identification of the article claimed. After thirty days the original finder is notified in cases where the property has not been claimed and the finder becomes the keeper.

“Not a Man in the House”

A Very Exclusive Performance by and for the Gentler Sex



THE GIRLS IN THE CAST

The two-act comedy directed by Miss Gertrude Shipley, presented at the club house on the night of March 20, was the dramatic sensation of the year. The weather man—possibly peeved over being refused admission to the exclusive precincts of a purely feminine audience—did his worst to spoil the evening. Rain, hail, sleet, snow and a high wind soaked and buffeted the young ladies, but more than a hundred of them defied the elements and had a wonderful evening. Miss Shipley, Miss Fiser, Miss Miller, Miss Griffin and Miss Munkvold, the principals in the play, covered themselves with histrionic honors. Miss Humes and Miss Krausman looked after the stage details and Miss Durlin contributed several vocal selections which showed a pleasing voice to advantage. Refreshments followed, with Miss Humes, Miss Hale and Miss McClelland doing the honors.

SURFACE SERVICE MAGAZINE

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

OUR FIELD AND OUR PURPOSE

A Word of Greeting and Explanation to Our 45,000 Readers

The SURFACE SERVICE MAGAZINE comes into existence not because "everybody is doing it"—so-called "house organs" being very much in evidence everywhere these days—but because of our sincere belief that there has been developed in this organization a widespread and real interest in the affairs of the Surface Lines.

Surface Lines employes and their families represent a population of at least 45,000—exceeded in number by only five cities in the State of Illinois.

Such a community is deeply concerned in everything that directly or indirectly affects its members. Every city of size looks to a newspaper for news and comment relating to matters of special local interest, and this magazine will seek to perform this service for the Surface Lines population.

We are united in an organization performing a wonderful work for the residents of Chicago. The city has been developed largely through the transportation facilities supplied by the Surface Lines, and Chicago now is served by the largest traction organization in the world.

The improvement of every feature of this great service is the task to which we devote our whole interest. We will all have a greater pride in our Company

when we are able to feel assured that it is the best as well as the greatest system in the world.

To make this ambition a reality calls for the finest that is in us. Every employe, no matter how simple his task, shares in the responsibility for the success of the whole great machine.

We cannot develop as we should if we know nothing of the tasks and accomplishments of our fellow employes. Our "Know Your Own Company" campaign carried out through a series of demonstrations at our Club hall gave us the first comprehensive view of the other fellow's job; and it will be one of the objects of this publication to broadcast the work of all departmental units in the firm belief that with a better and fuller understanding of the operation of the Surface Lines machinery there will be a more intelligent and more effective direction of effort toward the one great achievement—making this system a model for the transportation world.

From time to time we may briefly discuss public questions in which we may be interested as good citizens of a great country. In such discussions as in all other matters presented for the consideration of our readers, it will be the editorial policy to be fair to all. We have no axes to grind. We have only Service to the public and the good of our organization and its members at heart. We shall not take ourselves too seriously and we shall hope to greet you each month in a spirit of fellowship and fairness that will merit a friendly and sympathetic reception on the part of our readers.

THE EDITOR.

Courtesy

Courtesy is the one medium of exchange that is always accepted at par by the people of every country on the globe. Life is not too short and we are never too busy to be courteous. Courtesy is the outward expression of an inward consideration for others, and is always an effective lubricant that smooths business and social relationships, eliminating friction.—The Outlook.

"Know Your Own Company"

Marked Success of the Departmental Educational Nights

No one can doubt the interest of everybody in "the other fellow's job." We all get fed up a bit on our own special line of work. We do it and do it well undoubtedly, and no matter how intricate or technical that employment may be we do it easily without realizing that to someone else it is regarded as quite remark-

able. The response to the invitation to participate.

The first evening in charge of the Shops and Equipment Departments on January 28 demonstrated how effectively information and entertainment could be blended in a well balanced program. The statistical features presented in picture



This Car Was Stalled for An Hour at 1134 North Dearborn Street, Transportation Night

able. Possibly we do not appreciate that we are only part of the machinery of the big organization the successful operation of which depends upon the reliability and precision with which each part functions. The opportunity of seeing what goes on in the other departments is one holding a special appeal for every earnest employe; and the wisdom of the inauguration of the series of departmental nights at the Club Hall has been emphasized by

and graph gave the gathering a new conception of what these departments were doing. A practical demonstration of the new four motor hook-up with diagrammatic illustrations of the functions of resistance grids under controller manipulation enabled the non-technical observer to grasp the principles of current control in car operation. Mr. McGill's explanatory talk made the feature especially attractive. Mr. Adams presented the tasks, ac-

accomplishments and troubles of his departments in a most interesting way and then the curtain was lifted on a broadcasting stage setting that was a credit to the designer and decorator. And the line of entertainment that was presented following closely the actual operation of a broadcasting station, with the opportunities for local hits showed that a great deal of care and skill had been devoted to the development of the idea. The musical talent drawn from the shops disclosed an unexpected wealth of performers in that branch of our service.

The success of the first meeting and the excellence of the program showed the Transportation and Traffic Departments that they had a he-man's job ahead of them in the preparation of the program for Transportation night scheduled for February 27. As it is a part of the regular routine of those departments to meet emergencies Superintendent Evenson and Mr. McIlraith buckled down to the job of putting on a program that should be a credit to the biggest department in the organization. Did they make good? Well, rather. An orchestra was materialized and worked into shape by Prof. Bohlin that for pep and efficiency would be hard to beat. Mr. Bohlin's part in the program both as leader of the orchestra and as an expert juggler of "figgers" in a statistical talk was the more remarkable because of the fact that he was under the nervous and mental strain growing out of the grave illness of a dear member of his household. Messrs. Cammert and Lohse handled the technical features of the program dealing with schedule building and got their facts over in spite of the amazing and disconcerting performance of their slides. The disintegration of the slides was due to the fact that they were celluloid films instead of glass, and the heat of the arc light was too great for them. The entertainment section included a muzzle-loader sketch in which a full-sized section of one of this type of cars was utilized most effectively. No opportunity was overlooked to bring out the typical incidents of a trip in charge of a hard-boiled crew and a bunch

of troublesome passengers. There were clever hits on individuals and departments that kept the house in a roar.

The Legal and Claim Departments made a pronounced hit with the program they put on at the clubhouse the night of the 26th. Two clever sketches—one laid in the Claim Department and the other staged in a police court—succeeded in getting over to the large and appreciative audience not only the fact that life, in the department is just one darn thing after another, but in their local hits, made it perfectly clear that there were a lot of ways, small in themselves, but vital to Company interests, in which everyone in the organization could be helpful. Dr. Leeming's "Dr. Jenkinson" introduction to the evening's program brought out the devious practices of one type of personal injury physician in developing a serious case from a simple injury by the clever power of suggestion. In his talk later and in the address by "John R." (the affectionate form of reference to Mr. Guilliams) the importance of team-work was emphasized. A striking presentation of statistical information and the value of photographs as evidence was provided in a series of stereopticon slides prepared by the staff photographer, R. Millar, Mr. Guilliams' running comment being both entertaining and educational. Mr. Eger's saxophone selections and Mr. Marshall's vocal numbers formed attractive features of the evening.

Fatal Flashes

Fool afloat,
Rocked boat,
Wooden coat.

"Mushrooms" ate,
Tasted great,
Silver plate.

Ignored bells,
Flagman's yells,
Immortelles.

Wart cut,
A Mut,
Nailed shut.

Silly kid,
Car skid,
Glass lid.

In the street,
Watch your feet,
Life is sweet.

Some Amazing Facts

Mr. Weston's Figures Are Worth Remembering and Quoting

Every growing community has its transportation problem which is never finally and permanently solved. It is a continuing problem. As each locality



C. V. Weston

has its individual conditions and combinations of them, no two cases are alike—there is no single method of procedure which in its entirety can be applicable to all situations. There are, however, certain basic principles that will apply to almost every case and

insofar as they are applicable the problems of the different localities are alike and details that will harmonize with these fundamentals and will fit the local situation in each case, are entirely susceptible of being worked out.

The solution of these problems must rest on the basis of service, and the recognition that there are mutual obligations on the part of the service companies and the public—on the part of the companies to render good service under proper and sane regulations; on the part of the public to provide the revenue that will pay all costs of the service, including a fair return upon the fair value of the property used and useful in rendering that service together with the necessary reserve funds to insure the upkeep of the utility.

The Chicago Surface Lines constitute the largest system of street railway in the world that is under a single operating management. Irrespective of the fact that these lines are being operated under many adverse conditions due to great congestion of vehicular traffic occupying car line roadways in numerous sections of the city, they are rendering a service to this community that is second to no other similar service in any great city of the world. The following statement of facts relative to the operations of Chicago

Surface Lines during the last fiscal year will serve to show in some degree the magnitude of the task, the relative importance of the surface lines to the life of the city, and the really excellent quality of the service that is being rendered, and also to show the great extent and value of the property and equipment required to render that service.

The Chicago Surface Lines owned at the close of the last fiscal year, 1,063 miles of single track—more than enough to form a trunk line from Chicago to Boston.

3,440 passenger cars were owned and operated which if placed end to end on a straight line would cover a distance of more than 32 miles.

The cost of the properties of the Chicago Surface Lines that are required to render the service given exceeds the sum of \$162,000,000.

The daily car miles operated would encircle the earth 16 times.

During the last fiscal year the Surface Lines provided on an average week day 4,331,000 rides. Of these 2,421,000 were cash passengers, 1,786,000 transfer and 124,000 free passengers.

The total rides recorded during the year amounted to 1,467,277,886, composed of 824,850,103 cash passengers, and 642,427,783 transfer and free passengers.

This enormous total of 1,467,277,886 annual street car rides exceeds by 455,000,000 the total number of seconds of time that have elapsed during the 1923 years since the Christian era began.

58 per cent of the Surface Lines daily riders use the cars in five hours out of the twenty-four, nearly 9 per cent demanding service in the single half hour just before six o'clock p. m. Under such conditions it is obvious that a seat for everybody at all hours is an impossibility.

Chicago Surface Lines carried 86.6 per cent of the total riders using the Surface, Elevated and Bus systems during last year.

The universal transfer system on the

Surface Lines is the most extensive in the world, amounting to 73 per cent of those paying fare.

Without transferring a passenger may ride on some routes a distance of 20 miles, while the maximum length of ride for one fare with transfers is about 35 miles.

The "Loop" is commonly discussed as the point where the heaviest loading of cars occurs and the one in most serious need of relief, yet the zones of heaviest street car loading on lines entering the "Loop" are more than a mile from the "Loop" district. On the North Side points of heaviest loading are between Division Street and North Avenue; on the West Side between Halsted and Paulina Streets; on the South Side south of 18th Street. At a given point on Western Avenue approximately the same number of passengers are carried as at Van Buren and Clark Streets. The total number of passengers carried by Surface cars within the "Loop" area is less than 500,000 per day while the total carried by the system is over 4,000,000. These facts show that the street car problem of Chicago is not confined to any single point but to many widely separated localities, all of which are so inseparably correlated that the whole problem must be considered and treated as a unit.

The Surface Lines' management, conscious of the fact that this system is the largest electric railway property in the world, has the constant aim of making it also the most efficient. There are about 15,000 individuals composing the personnel of Chicago Surface Lines who are coordinated into a great single unit working under the direction of the executive head to provide the best service that it is humanly possible to provide under the conditions, and to make day by day some improvement here and there so that at the end of each year a review of the accomplishments for that period will show an accumulated improvement that all may look upon with pride.

On another page there will be found a graphic comparison of the traffic carried by the three Chicago systems—Surface, Elevated and Coach. They will open the

eyes of anyone who thinks about transportation, and will emphasize the supremacy of the Surface Lines in this field. All of these facts are of sufficient interest to keep handy for the information of anyone who may wish to know what's what.

A BUNCH OF BOUQUETS

Here are some pleasant facts about employes whose methods earned the commendation of the public:

Conductor T. M. O'Keefe of Archer Station, was commended for his general politeness.

Conductor B. W. Nash of Kedzie, was complimented for handling his crowded loads efficiently and cheerfully.

Conductor H. R. Peetz of Devon, was commended for calling the streets clearly and distinctly.

Conductor W. K. Wright, of Kedzie, was complimented by two lady passengers for courtesy in answering inquiries.

Conductor Harry C. Rath of North Avenue, earned the gratitude of a lady passenger accompanied by children, to whom he was helpful.

Conductor J. J. O'Sullivan of Kedzie, was congratulated on his maintaining a polite and dignified attitude with a particularly cranky passenger.

Conductor D. Amsterdam, North Avenue, held his car for a few seconds and enabled a belated passenger to catch it and keep an important appointment.

Conductor Henry Adamik of Armitage, was commended for pronouncing the names of the streets distinctly.

Conductor O. A. Seefeldt of Cottage Grove, received a letter of thanks from a lady who was slightly ill and who described his conduct as "courtesy itself."

Conductor R. Willoughby of Kedzie, was commended for his courtesy and business-like manner.

Conductor J. Ruckstuhl of North Avenue, was complimented when he refused pay for being kind to a little girl traveling alone.

Conductor P. J. Griffin of Armitage, gained the goodwill of his passengers by patience and cheerfulness under trying conditions in the rush hour.

Conductor P. J. Coulon of Burnside, was thanked for taking the trouble to forward a lost letter.

Conductor George O. Haley of Armitage, was complimented for being polite and for his helpfulness to old people among his passengers, and for working with a smile.

Conductor A. F. Sorenson of Cottage Grove, was complimented for his helpfulness to his passengers.

Conductor J. Robinson of Elston, was recognized in a nice letter for efficiency in loading passengers at the Irving Park and Milwaukee intersection.

Conductor R. H. Versena of Elston, who held his car at midnight for a few seconds to enable a running passenger to catch it, was thanked for his consideration.

Motorman Clayton F. Moize of Devon, was

commended for his good judgment and quick action in averting a collision.

Motorman Martin Eyres of 69th Street, was observed helping a blind man across the street without delaying his car and the incident brought a letter of commendation from one of his passengers.

Motorman E. Salenski of 69th Street, assisted a young woman passenger, who was lost and who could not speak English, and provided her with a cab to get her to her destination.

Motorman Edw. Wefin of Cottage Grove, was commended for his kindness and gentleness in dealing with elderly passengers and for his friendly smile.

Motorman R. Miller of Burnside, was commended for his pleasant manner in answering inquiries addressed to him.

Conductor Raymond H. Clark, of Kedzie, was commended on two different occasions about a week apart for skill in handling his passengers and his gentlemanly, courteous consideration.

Conductor H. Swanson, of Burnside, was complimented on the businesslike manner and his courtesy in dealing with his riders.

Motorman Nickolas Kulhanek, of North Avenue, was thanked for the consideration he showed during the extremely bad weather in holding his car a few seconds for a belated passenger.

Conductor John D. Copihoru, of Archer Avenue, gained the especial good will of an elderly lady passenger by imparting information she had requested in a particularly courteous and gentlemanly way.

Conductor Fred W. Yaeger, of 69th Street, was commended for helping two ladies and their children on and off his car on a slippery day.

Conductor Earl T. Hitchcock, Cottage Grove, was commended for his courtesy.

Conductor Jos. Porozinski, of Blue Island Avenue, received the commendation of a number of riders for his method of making friends of his passengers.

Conductor Edward Tye, of Lawndale, was complimented for his invariable courtesy in dealing with passengers, particularly during the rush hours.

Conductor Joseph Hyde, of Kedzie, was thanked for his general efficiency both with reference to handling passengers and making friends for the Company. The letter described him as "pleasant, courteous and alert."

Motorman Frank C. Caseldine, of North Avenue, was thanked for the definite information imparted to inquiring passengers and efficiency in averting a serious accident.

Conductor Joseph H. Josephson, of Division Street, was complimented on the clearness with which he called streets and for his invariable courtesy to his passengers.

Conductor Edward J. Harte, of Kedzie Avenue, was thanked for his helpfulness and kindness to unescorted children and for his accurate and courteous reply to inquiries about how to reach certain destinations.

Conductor Koert H. Pohle, of Cottage Grove, was thanked for assistance to an elderly lady who was saved from a bad fall by his alertness and his courtesy to a lady passenger who had deposited the wrong fare in the box.

DEPARTMENTAL NEWS AND GOSSIP

Sidelights on Activities of Employees Reported by Our Correspondents

HAVE we a busy bunch of correspondents on our staff? Absolutely. Positively. YES!

When you look over this list you will realize that we are represented by a corps of live wires. Here they are:

Transportation.....	Floyd J. Frank
Electrical.....	H. E. Essington
Material & Supplies.....	R. E. Buckley
Treasury.....	Harry J. Malloy
Claim & Law.....	Chas. Ahearn
Auditing.....	Thomas F. Coan
Engineering.....	George J. Schina
Track & Roadway.....	J. Wolfe
Building & Drafting.....	W. H. Figg
Stable, Wreck Wagon and Supply Car.....	Arthur Biakely
Car Meter Division.....	Ewell C. Decker
Purchasing.....	Violet Doolin
Schedules & Traffic.....	George Weidenfeller
First Division.....	R. J. O'Neil
Second.....	A. H. Cochrane
Third.....	W. O. Beiffuss
Fourth.....	W. L. Pence
Fifth.....	S. Menary
Sixth.....	T. Perry, Lawndale C. Starr, Blue Island
Seventh.....	C. Sonders
Eighth.....	Chas. A. Knautz
Ninth.....	L. Milz, Armitage B. O'Connor, Division
Tenth.....	E. Brookman, Elston A. Neurauter, Noble
Eleventh.....	H. Spethman
Twelfth.....	E. G. Rodgers, Limits J. C. Werdell, Devon
Surface Lines Club.....	R. B. Fick
Women's Auxiliary.....	Mrs. Agnes McCormick

We received enough copy from the departments, shops and stations to fill our whole space and then some. This meant that there had to be a good deal of pruning and the editor realizes, of course, that in making the cuts he was certain to eliminate the very thing that the correspondent considered his best contribution. Never mind; we'll all get adjusted to conditions shortly and everyone will know just what to send and how much space he should occupy. Here is the cream of what was left after sleepless nights of consideration and long hours of pruning:

Engineering

February storms and weather conditions caused a great increase of work in all departments during that month. The calls in the stable, wreck wagon and supply car department, for instance increased 220 per cent for the week ending February 9th.

One of the most recent labor saving equipments purchased for use in the track and roadway department is a concrete mixer mounted on a one-ton truck chassis, which has proven itself well adapted to smaller jobs of track concreting. The mixer has a capacity of seven cubic feet of mixed concrete and the 20 H. P. required to operate the mixer is furnished by the truck motor, using an electric starter. Thus the mixer can be driven

over the streets direct to the job, parked along the curb or right at the job and the mixer operated by the truck motor. The saving in time, with the resulting decrease in interruption to traffic, is one of the most important factors to be considered.

The Engineering Department proposes to hold a "Know Your Own Company" night at the Surface Lines Club House in the near future. Watch for further announcements and be sure to attend. Hugo Schmidt is arranging the features for the affair, and you know Hugo.

Mr. Harold Safford, welding clerk in the track department was united in marriage to Miss Betty Miller on March 1, 1934. Mr. and Mrs. Safford are residing at 6937 Harper avenue. They expect to take their honeymoon trip later in the spring.

Mr. Nelson R. Alexander, retiring president of the Surface Lines Club, is busy these days looking over seed catalogues and dusting off the lawn mower and garden hose. He wants to do his share towards beautifying Park Ridge.

Mr. Fred Avery of the track department office is very busily engaged in selecting furniture and other things of a nature that leads us to suspect that the advent of spring will see another addition to the ranks of the Benedicts.

Paddy Smith celebrated his 71st birthday on March 7th. Thanks for the shamrocks and cake, Paddy. May you have many more birthdays.

"Those Ford agents who tell their customers a fiver will go any place are right, by Heck!" said Gus Rhode after taking one out from under a car platform.

The Engineering team of the Surface Lines League, bowling at the Limits Bowling Alleys, is having a hard fight to retain first place. Mr. Nelson R. Alexander is leading the individuals with high average.

The Engineering team in the Club House League, is still holding onto fifth place, with good intentions.

The Track Team in the Club House League, an aggregation of near stars, hopes to finish third. The team is composed mostly of old men—Hewitt and Powers leading the league in this respect.

Oh, the men who oftentimes bore us.

Are the men who just work for us.

They're the men you know are tired.

And when work is slack get tired.

"Who's the man who sticks?" you quiz us.

He's the man who works hard with us.

Electrical

Mr. B. G. Noah, engineer in the testing department, and Miss Anne Nelson were married on the first of March. The department takes this means of extending to Mr. Noah and his bride its hearty good wishes.

The "Danger—No Parking" sign installed some time ago at Clark and Division streets has caused considerable favorable comment. The color scheme is attractive, being the standard cream and red as used on the cars throughout the system.

Mr. Dan McNamara, emergency lineman, injured some time ago at Oakley Blvd. and Chicago Ave., is improving rapidly at the Grant Hospital.

Mr. Dan Caldwell, emergency lineman, who had a finger amputated recently on account of its being frozen in February, is getting along nicely at his home and expects to be back at work in a short while.

Question: Why did Mr. A. J. Klatte of the electrical department pass the cigars?

Answer: It is a baby girl.

Treasury

Gus Andresen, somewhat fatigued upon his arrival in the city from his home in far away St. Charles, was asked if he had done any extensive traveling during his life. He said he had, in fact, in the past three years he has traveled around the world three times. About December he reached Honolulu and the middle of May finds him in Borneo. He figures that to and from work each day in one year he travels 25,000 miles or once around the earth at the equator. *Some Tourist.*

WANTED—A four or five-room apartment. Must have all the latest inconveniences including a radio. Located within a fifteen minute ride of the loop and ten minutes of Evanston, near the lake and away from auto traffic, near a broad-casting station and not too close to his neighbors, and within a block or so of a primary school. Any person knowing of such an apartment renting for about \$33.99 a month kindly notify Fred Sohm, as he knows a family that will take it without looking at it.

U. G. Lee, in 16 years of service, has not missed a day's work through illness. This is a record he can be very thankful for, as well as proud of.

We are glad to report that Miss Maude Jeffrey is still with us. She certainly looked like a bad risk on Sunday when as a guest of Mr. B. D. Burley she was seen in an airplane 7,500 feet above the city. At that dizzy height the pilot executed stunts known and unknown to aviators. Miss Jeffrey tells us they didn't go higher because the pilot had a weak heart. When she goes up again the sky will be the limit.

Schedules and Time Tables

The new tables recently put into effect on Lawrence avenue and Grand avenue show substantial increases in service. Lawrence avenue has an increase in cars operated of 30 per cent, giving car hour increase of 45 per cent. Grand avenue has an increase in cars operated of 30 per cent and 17 per cent increase in car hours. In spite of the great increase in service, the loads apparently are almost if not quite as heavy as those for the same periods last year. These increases in service have received much favorable comment from the people using these lines.

The first week in April saw the following new tables effective, all with service fitted to the present needs: Chicago avenue; 87th street; 79th street; 59th-61st streets; 67th-69th streets; North avenue and Western avenue.

Gus Lohse made a big hit at the Club Show, even if his slides did burn up. Now he is billed as a regular talker before improvement clubs, Chamber of Commerce, etc., wherever a story of transportation problems is wanted. A program of education is being developed by the Illinois Public Utility Information Bureau. The first talk by our Mr. Lohse will be April 7th, before the Marquette Improvement Club.

If our club director, H. B. Cunnack, handles the interests of the traffic and schedule department as well as he kept our attention to the activities of the traffic and schedule department at

the show, we are fortunate in having elected him our director.

Robert Sedlack, who is at home suffering with pneumonia, is now on the road to recovery, and we hope soon to have him back with us again.

Accounting Department

Mrs. Grace Gunther, secretary to Mr. J. J. Duck, resigned to devote her entire attention to her home, located at 5108 Grace street, where she will be glad to receive her many friends. Miss Harriet Henry, who has been in the department since June 27, 1919, has been appointed secretary to Mr. J. J. Duck, succeeding Mrs. Gunther. The department congratulates Miss Henry and wishes her success.

We have recently purchased a Mercedes automatic electric calculating machine to replace one worn out hand operated calculating machine. The new machine is a "wiz" in multiplication, division and subtraction.

Miss V. Schumacher, comptometer operator, who was loaned to the material and supplies department, has returned to her old position in the receipts department.

Mr. Jarru R. Juva left March 12th for Duluth, Minn., to attend the funeral of his sister, who died suddenly. We extend to Mr. Juva our sympathy.

Miss Mae Lange of the pay roll department, resigned March 15, 1924.—Married.

Mr. E. J. Marks has the spring fever. He ordered a six-cylinder baby carriage with four (4) wheel brakes for his new son. No doubt Ed will be promenading the boulevards and visiting the parks on Saturday and Sunday afternoons this summer with the new equipment.

Mr. W. F. Lange, formerly at Archer Avenue Depot in the transportation department, is now employed in the disbursement department.

Shops and Car Houses

Plans and specifications have been prepared and bids will be asked, on a group of new cars. These cars will be of the two-motor type, arranged for tram service and will be provided with pneumatic doors on each side of each platform, so arranged as to facilitate the handling of passengers. It is proposed to operate these cars during the rush hours in trains of two, or as single units during the non-rush hours.

It is with regret that we announce the death on March 18th of Fred K. Peterson of the tinning department. Mr. Peterson's service with the Company started in 1894, and was continuous up to the time of his death, with the exception of a period of two years, altogether amounting to 28 years of service.

Miss E. Holmer and Miss E. Rall of the chief clerk's office, West Shops, have had their hair bobbed.

On St. Patrick's day Miss J. McCarthy of Mr. Shaughnessy's office, was presented with a real shamrock plant from Limerick, Ireland. It was presented to her by the "Duke of Buckingham," alias J. D. Newton.

Miss E. Anderson, clerk in the paint shop, is back to her accustomed place, after an absence of two weeks, due to a fractured car drum.

Congratulations are extended to Mr. D. Krizich, 69th and Ashland, who was married on March 1st to Miss Mary Rogers, and Mr. Leon

Keane who was married on the same date to Miss Cecelia Lapersia.

A. Toerpe is the proud father of a brand new baby girl.

A. Gehrke of 77th street has political aspirations. He is at the present time running for Alderman in Blue Island.

Materials and Supplies

Mr. James Finnegan, storekeeper at Flournoy yards, is ill in the Sacred Heart Sanitarium, Milwaukee, Wis. No doubt, he would appreciate a letter from his old friends.

The many friends of Mrs. David Hoffman congratulate her on the birth of a baby girl. Mrs. Hoffman was formerly Florence Erickson of the inventory department.

Frank Horn, stock clerk in storeroom 13, says "13" is his lucky number. Frank recently announced the arrival of an assistant stock clerk in his family. Congratulations, Frank.

Emma Weber and Kathryn Weiler have bobbed their hair, leaving only seven long-haired girls in the M. & S. department at Clark and Division.

John Schultz claims the car wheel rolling championship and is willing to meet all contenders for his title.

Bill Dignan is complaining about the heartless corporation. Just when he had the concrete path between storeroom 1 and Frank Abel's office pretty well softened up, along came Walter Ambler and laid some hard concrete.

Gene Kwasigroch seems to be experiencing considerable difficulty in keeping his Ford on the street. His latest exploit was attempting to climb the roof of the Armitage carhouse.

Eng. Jensen has been inquiring about the cost of furniture and rents, etc. We are commencing to think that it looked rather hopeless, but now we feel that the announcement is but a matter of a few days. Who is she, Eng?

We understand that "Shorty" Van Wiele lost the Shops championship last week by one pin. Shorty will have to do better than this to keep up the well-known reputation of the stores department.

The following changes became effective in the material and supplies department, April 1: C. J. Collins, promoted to assistant general storekeeper, vice A. J. Stockley, resigned; H. Hoyer, promoted to storekeeper, South Shops, 78th street and Vincennes avenue, vice C. J. Collins, promoted; J. Gillespie, assistant storekeeper, South Shops, vice H. Hoyer, promoted.

OUT AROUND THE CAR STATIONS

Sixty-ninth

Conductor F. Eichhorst who underwent an operation for appendicitis on March 4th at Washington Park Hospital, is improving nicely and will be home by March 17th.

Edgar M. Dickens the veteran motorman at our depot has been in continuous service since April, 1874, when he started with the Chicago City Railway as a horse car driver on a "bob tail" or one-man car. This was on Archer avenue, which was a single track from the bridge at Archer and Pimney court to Halsted street, then a double track to State and Lake streets. Mr. Dickens is still in active service on the 69th street line. He re-

sides at 6914 South Laflin street, but recently took a trip to Berkley, California, where he visited his two daughters. Has any other depot a motorman who can rival Mr. Dickens in length of service?

We all appreciated Mr. Noonan's excellent talk on accidents, etc., and will be right on deck when we have the opportunity to hear him again. "Welcome, Mr. Noonan."

The boys of this depot will be glad to hear of the new golf links that are to be opened in Marquette Manor. John Braeken and James O'Malley are giving the ground the once over and reports indicate that the new course will be ready by June 1st.

Here's how Chicago is growing down our way. A son was recently born to Conductor James Kenny and wife. A baby boy has just come to the home of Mr. and Mrs. Thomas Earley. Note how Tom comes in early now. F. J. Novak is a lucky papa of a seven-pound boy, born February 29th. He will need to buy birthday gifts only once in four years. J. T. Regan is the papa of a baby girl born March 13th and J. H. Krause of one born March 14th. Mothers and babies all doing nicely. Can any other depot beat this record?

T. H. Calkins, receiver at this depot, set his radio on the carpet and got "*Brazzels*." Why not put it in the pantry and get *China*?

Bill Henry, the bashful, good looking young man has just bought a new Hup Sedan, and is looking for a lady companion. "C'mon girls."

Mr. Hanna has been off since January 25th, suffering with torn ligaments of the shoulder, and we are glad to see him out walking around.

Motorman John O'Brien is back at work again after a long illness. The boys are glad to see John back again, and fully recovered.

This station is in favor of the new style time table, and will have in the immediate future three hundred ninety-three runs to choose from. We are aiming to get in the 400 class.

Seventy-seventh

John Douglas missed his run recently, for the first time in about four years. The clerk gave John a run on Clark street. He said he was almost lost over there. North Clark street looks like Broadway in New York.

Baseball players from this depot will give their names to chief clerk and notice will be posted later.

Better luck next year for the boys who bowled in the A, B, C. tournament.

The only time our player piano gets rest is when the club room is closed. Many thanks to the boys who took part in getting it.

You all know our Harold Lloyd (Keebler's conductor) is training to become a boxer. Watch your step now, fellers.

The writer and a few of the boys visited the new student room the other day. Mr. Covert explained all about it. It certainly is worth while to hear this explanation. Motormen take notice of this and it will help you when you are out on the street. Mr. Covert is perfectly willing to show you when he has no students on hand.

If you like candy let your wife or sweetheart try this one: 1 cup brown sugar, 1 heaping tablespoon butter, 1 cup white syrup, 1 cup sweet milk, 2 rounded tablespoons cocoa, 1 teaspoon vanilla, 1 cup finely chopped English walnuts. Mix cocoa

with sugar and dissolve in milk, add syrup and cook to hard boil. Take from fire and drop in buttered tin an inch in depth and cut into cubes before hardened.

The wrestling match between Chapple and Willette of this depot should be one of the greatest the Chicago Surface Lines' employes have ever seen, as Chapple claims the title of middleweight champion of the Surface Lines. (Watch for date).

Archer

The one big thing that happened in our division during the past three months affecting our relations with our patrons, the car riding public, was the new schedule on Archer avenue. Our riders on the Archer avenue line were quick to notice the improvement and to acknowledge it. Instead of letters of complaint the division superintendent received compliments, particularly over the decrease in the number of switchbacks.

We believe our Western avenue patrons will appreciate the improvement as did our Archer avenue patrons. These two new schedules, with hopes of others to follow, will work wonders in creating a better feeling between our patrons and the transportation department in general.

Lawndale

The baseball team members are sharpening their spikes and expect to be in action soon. Jimmie Fauer, our manager, is gathering his material with a determination to make this a winning year. McGinnis and Kurth, our enthusiastic directors, will be with us again. It is expected that Ponzio will be mascot.

Patty Kent still raves over his wonderful concrete mixer "Oakland."

Mose Bisher is the proud owner of a brand new Ford sedan. His only regret is that he can not tie it in back of the street-car while working.

Mr. John Sullivan would have you know that he is a papa to a bouncing baby boy.

Do all the boys know that Shovel Hodge is the proud daddy of a three-months-old baby boy?

Frank Mangan is feeling fine again and on the job.

Blue Island

Three of our popular conductors: R. Maass, Q. Stejskal and F. Szymanski, took unto themselves life partners last month. We all wish them good luck and success.

Wm. Havak, repairman, was presented with a bouncing baby girl February 18th, weighing ten pounds. Mother and babe doing fine and Bill is all smiles.

Those desiring to purchase a good dog better see Festa quick before he sells all those "finest dogs in the world" that he has. He says he only has thirteen left.

If you desire to become a good cook so as to be prepared if wife becomes ill, you should consult Otto Corey. He claims he can cook such a good meal that the children holler for more.

George Strickland, repairman, was transferred to Kedzie Depot. Although the boys at Blue Island miss him and were sorry to see him go they all wish him good luck and success in his new location.

Jimmy Solas was seen looking at diamonds in Peacock's jewelry store for someone's sister. When is it coming off, Jim?

Al Carlina, repairman, sent to Europe for a wife as he could not find any one here to suit him. The only thing that bothers him now is how he going to get her over here. Our advice is to go over there after her, Al.

The boys on Robey street complain that the running time is too short. Porzel don't think so, he beat it by seven minutes and got a three-day rest.

Kedzie

A. Mooney, terminal man at Austin and Madison, is the proud father of a nine and a half pound baby boy.

Harry Brandt, veteran receiver, is still on the sick list, expecting to undergo an operation. Here's hoping for a speedy recovery and that we will see him back on the job pretty soon.

Our illustrious motorman caller has added an automobile to his expense account. The car is good and all that, but stops every one in a while for the want of gasoline.

McNamara, an old blacksmith by trade, still hankers around the old village blacksmith shop.

We are wishing R. C. Schuitz, the new addition to the receiving department and a very popular young man, success in his new undertaking.

There is quite a talk about our prospective baseball team this year. We have the talent and the uniforms, but oh the bucks!

North Avenue

We of North Avenue feel justly proud of our part in the department entertainment, held at the Club House, February 27th. Our array of talent, headed by Lightnin' Bill Pasche and Louie Coyne, contributed a large part to the evening's enjoyment. Others from this depot who participated are C. Anderson, G. Stanley, S. Celusta, D. Gondeles, E. Rassmussen and Joe Bosermer as Miss Lottit.

Who is he? Who is who? Is he Issie? Yes Issie is our new chief clerk. Mr. Isadore Shedroff has been appointed to the chief clerkship. Mr. Joe Griffen has been appointed relief clerk. Mr. John Langaner has been promoted to the afternoon clerkship. We congratulate these young men on their promotions and wish them continued success.

Mr. Irvine, superintendent of Kedzie Depot, and his assistant, Mr. Rowland, were recent visitors at North Avenue. They were much interested in our large coin counting machine.

Mr. Bartley Bolger, superintendent of Division No. 9 and his assistant, Mr. Bob McKinney, were here recently also giving the machine the "once-over." We look forward with pleasure to more such visits.

Our genial receiver, Mr. Henry Schwabe, came to work the other evening with his chest thrown out and wearing a large smile. The boys were at a loss to account for his evident happy frame of mind until about 11 o'clock when it leaked out that he was a grandpa, and for the first time, too.

Elston

Supervisor Brookman says he can tell when Bob Milowich is on time without looking at his time table—he claims he can hear him sounding his gong a block away.

Barney Mulligan solved the problem of the Loop congestion. He carries his own whistle and doesn't forget to blow it.

Service is improving at Elston Depot. On March 7th we didn't have a switch. Good work—keep it up, boys.

Limits

It is lamentable that the initial issue of our paper should record the sad news of the death of a genius in the field of transportation—a man who for fifty years devoted his time to giving Chicago a transportation system that made possible its phenomenal, financial, commercial and industrial growth, John M. Roach, who translated into deeds the vision of a greater Chicago.

The boys of the Limits extend to Conductor O. Nordstrom their heartfelt sympathy in the recent death of his wife and daughter.

The many friends of Conductor L. Bichelhaupt rejoice with him in the speedy recovery of his wife from her recent operation.

Motorman August Kiobhassa, on returning home from work Saturday morning, March 10th, at 2:00 A. M., discovered a five-year-old boy lost, cold, hungry and incoherent, whom he took home, fed and sheltered until he was able to question the child intelligently and return the little fellow to his grief-stricken parents, who feared kidnapping. Mr. Kiobhassa gently but firmly refused the proffered reward, which is a manifestation of the spirit of public service and co-operation so characteristic of Chicago's trainmen both on and off duty.

Devon

Conductor Paul Planderka, from our station, tried to crank a little baby Overland and take a little spin with his family. Oh boy! He's never going to call it baby again for he found it has a kick like an elephant. When his broken arm mends he will be just about able to crank his phonograph.

Our long lost friend, Joseph H. Miller, from the Limits Station, has come back to the old Devon Station as a starter. We knew he just could not keep away much longer. Atta boy, Joe! We are all glad to see him with us again and will be glad to give him our co-operation.

CLUB SPARKS

We have again organized the Monday night swimming class under the supervision of Mr. Zollinger. Come, boys, let's have a large class.

Mr. Al Chappelle will be present each Friday night to give instructions in wrestling. The large room on the third floor will be used as our gymnasium and we expect a large class to come out and take advantage of this opportunity. Wrestling, calisthenics, medicine ball workouts, boxing, parallel bar and horizontal bar work will be featured.

We are glad to be able to announce that we expect to run two tournaments this fall. First a swimming meet open to members who learned to swim at the Monday class; second a wrestling tournament open to all members of the club. Medals will be awarded to the winners. Everyone should get in condition for these events.

On Saturday, April 26, 1924, the Annual Stag of the Surface Lines Club will be held at the Club House, and we are planning to provide a mighty enjoyable evening of entertainment and fun. We have succeeded in lining up some very fine boits which should interest you especially as some of

them will be home talent. Other entertaining features will also be staged, and we invite the entire membership of the club to come out and help make this event a big success.

The Surface Lines Club has entered two five-men teams in the Illinois State Bowling Tournament. We have also entered three two-men and six individuals in this event and hope that the entire membership will turn out to root for our teams and thus encourage them to better effort. We have some mighty good bowlers entered and should show them that we are in back of them.

Can you beat it—Art Johnson bowled a 170 average on March 10th.
Extra!!!!!! Pep Davis got 193 average on 3 and 4.

Another new star—Frank Robinett.

On Saturday, May 10th, the Surface Lines Club will give a May Party and Dance. Don't forget the date.

During the latter part of May a Roller Shating Party will be held. Date will be announced later.

Stop, read and remember August 10th. We will attempt to break all attendance records of the club at the club picnic. Get busy, Boosters.

The horseshoe pitching team of the Electrical department issues a challenge to all departments. Send inquiries to Mr. H. M. Essington, electrical department.

The Women's Bowling Tournament is going over big. Watch for prize winners in our next issue.

The annual meeting and banquet of the Women's Auxiliary will be held on Thursday evening, April 24th. This is the one event of the year which every member should attend. Many important matters will come up at this meeting, including the election of the new president and the directors for the coming year and yearly reports from all committees. A good caterer has been secured and the menu carefully selected. Many musical features will be introduced during the dinner, which will be followed by an entertainment in keeping with the ideals of the club. If you are a member of the Women's Auxiliary, please make reservations for your dinner with the director of your department.

The party marking the close of the Surface Lines dancing class season Saturday night, March 29th, was a delightful success. The picturesque feature of the evening was a minuet danced by eight members of the class, under the direction of Miss Pockock, the participants being the Misses Mildred Humes, Ada Marsden, Mildred Hart, Josephine Dooly and Messrs. Hugo Schmidt, Floyd Frank, Clarence Kelly and Charles Pfann. By special request the dance was repeated and the participating couples were subsequently the recipients of warm congratulations. Mr. Alvar Bour-nique led the cotillon, which followed, with a number of beautiful figures.

APPOINTED ON MAYOR'S SAFETY COMMISSION

Mayor Wm. E. Dever has appointed Mr. Victor T. Noonan, supervisor of accident prevention, a member of the Mayor's Safety commission of the City of Chicago.

Be decent, be fair, be generous.

Boost—don't knock.—Warren G. Harding.

THOSE DANGEROUS GRADE CROSSINGS

Steam railroad crossings at grade continue to be a menace to the safety of our passengers and employes at many points on the system and materially affect regularity of service. None were eliminated during the past year—the number of single track crossings still continuing at 511. The city authorities seem determined to wipe out the worst of these "death traps." We respectfully call their attention to the following locations as needing early action in the way of track elevation: Kedzie and 49th, 47th and Leavitt, 51st and Leavitt, 94th and Cottage Grove and Lawrence west of Elston.

HERE'S A SMILE OR TWO

No Wonder He Died

"Step forward, please!" the "Connie" said
"There's lots of room right up ahead."
They moved! He stared with bulging eyes—
And then dropped dead from sheer surprise.

Willing to Try

Minister (to flapper)—Would you care to join us in the new missionary movement?
Flapper—I'm crazy to try it. Is it anything like the fox-trot?—Everybody's Magazine.

Co-operation

It ain't the individual
Nor the army as a whole,
But the everlasting teamwork
Of every bloomin' soul.—Kipling.

Not Insulated

Among the children of a well-known electrical engineer is a boy of nine. One day this lad picked up a wasp. When his dad rushed out to discover the cause of the commotion, the tearful young hopeful was ruefully sucking his thumb.

"What's the trouble, Hughie?" asked his father.

"That bug," was the technical explanation Hughie offered between sobs of pain. "I think his wirin' is wrong. I touched him an' he wasn't insulated at all."—Exchange.

"Under the leather hanging strap
The homely maiden stands,
And stands, and stands, and stands, and stands,
And stands, and stands, and stands."—The Right Way.

Just Like Father

Teacher: "Willie, if you were sitting in a street car and every seat was occupied, and a lady entered, what would you do?"

Willie: "I'd pretend I was sleepin' same as Dad does."

Bumped Off!

Here lies the body of Larry Lake,
Tread softly all who pass;
He thought his foot was on the brake,
But it was on the gas.

—Typo Graphic.

A Cocoa-Nut

Said a bald-headed man to a waitress bold:
"See here, young woman, my cocoa's cold!"
She scornfully answered: "I can't help that;
if the blamed thing's chilly, put on your hat."
—*New York Central Magazine.*

Edenic Expectations

"All right, back there?" called the conductor from the front of the car.

"Hol' on!" came a feminine voice. "Wait till ah get mah close on."

The entire carful turned and craned their necks expectantly. Auntie got on with a basket of laundry.

Logic!

"Hey!—where yer going? Don't you know this is a one way street?" the angry officer bawled.

"Vell—vat's the matter with you—ain't I only going one way?" nimbly answered Abie, and the officer staggered back to the sidewalk.

Nothing Escapes the War's Curse

The man who ran the elevator of the skyscraper was talking to a passenger.

"The judge certainly did soak him," he said. "He sentenced him to three years and ten days. Now I understand the three years all right; but what the ten days were for I'd like to know?"

"That was the war-tax," said a quiet citizen who got aboard at the tenth floor.—*Pittsburgh Chronicle Telegraph.*

The Twenty-third "Spasm" Again

The Blank is my car,
I shall not want another,
It maketh me to lie down in wet places,
It taketh my soul,
It leadeth me into deep waters,
It leadeth me into the paths of ridicule for its name sake.

It prepareth a breakdown for me in the presence of mine enemies.

Yea, though I run through the valleys I am towed up the hills,

I fear great evil when it is with me,
It anointeth my face with oil,
Its tank runneth over,

Surely to goodness if this thing follow me all the days of my life

I shall dwell in the house of the Insane forever.—*Journal of American Medical Association.*

Carrying It Too Far

"Everybody in our family is some kind of animal," remarked Tommy.

"What do you mean?" asked his mother.

"Why, mother, you're a dear, you know."

"Yes, Tom, and the baby is mother's little lamb."

"Well, I'm the kid; sister is a chicken; aunt is a cat and Cousin Kate is a bird and little brother's a pig. Dad's the goat; and—"

"That is enough, Thomas."—*Great Western Magazine.*

He Hadn't Passed Him

A man riding horseback along the country road overtook an old gray-headed darkey driving a heavily spavined mule of uncertain age and breeding, hitched to a rickety cart.

"Uncle," he asked, "have you passed a man riding a large iron-grey horse?"

Looking up with a whimsical smile the old fellow replied, "Nawwah, boss, I sho meets lots of folks, but I ain't nevah pass nobody yit."

Misses His Stenog

My typist is on her vacation,
My typist's away for a week
My typist us in hwr yscarion
Wgile these dahn keys ply
hude and secj.

Gjoras:

Oy, breng bozk, bting bzck,
Brung becj miub'Onnie ti my,
tp mr;

B(8ng b8xj, b-8ng biex,
Bjing bozk m% belnio-o mx,
oh helk!

—*Syracuse Post-Standard.*

S-S-S-S

One of the ushers approached a man who appeared to be annoying those near him.

"Don't you like the show?"

"Yes, indeed!"

"Then why do you hiss the performance?"

"Why, I wasn't hissing! I was s-s-s-s-simply s-s-s-saying to S-S-S-Sammie that the s-s-s-show is s-s-s-superb."—*Exchange.*

Courtesy

Courtesy is the one medium of exchange that is always accepted at par by the people of every country on the globe. Life is not too short and we are never too busy to be courteous. Courtesy is the outward expression of an inward consideration for others, and is always an effective lubricant that smooths business and social relationships, eliminating friction.—*The Outlook.*

Thank Heaven!

There was a man who fancied that
By driving good and fast,
He's get his car across the track
Before the train came past;
He'd miss the engine by an inch,
And make the train-hands sore,
There was a man who fancied this:
There isn't any more.

—*Safety Hints.*

Could If He Hadn't Miscalculated

The driver of a Ford car speeded out across street and struck the street car squarely amidships. The street car conductor got off to investigate and collect evidence for his official report.

"What's the matter with you?" the conductor asked the driver. "Don't you know you can't run under my car with your top up?"

Tips on Trip Sheet Troubles

General Auditor Duck Offers Some Comment and Suggestions

THE Auditing Department gets its information about the daily business of the Surface Lines from trip sheets prepared by our conductors. It may be that the trip sheet, which is a rather formidable looking document, seems to ask for a lot of information, the importance of which is not at once apparent.

All of the details called for by the sheet are necessary and being necessary should be furnished accurately and prepared with care.

Assuming that it is the general policy in any successful organization for the various departments to work harmoniously, and to extend to each other such help as will bring about the best results, it may be interesting to describe briefly some of the difficulties experienced in the accounting department in handling these important daily records.

During the last fiscal year our department handled and checked over 1,850,000 trip sheets or about 5,200 a day. This, it will be admitted, was a fairly good sized task, when it is considered that the sheets had to be sorted by lines and runs, footed, checked and compared with the register and fare box readings. It is from the results of these daily compilations that the statistical information is prepared for the use of the officers of the company.

These sheets are the original records from which all book entries are made, and are filed away by date and lines for future reference. Being an important part of the files of the company, they, of necessity, should be accurate, clearly written and complete.

Now, by far the majority of these trip sheets are made and received in first class condition, but there are some that could be considerably improved upon. This *some* amounts to about 8%; that may look small, but it is over 400 a day, and requires additional and extra work of accounting clerks to obtain the correct or missing information by phone or otherwise. This could be avoided and saved by more careful attention to detail.

The omissions and errors may be summarized thus:

- Failure to make figures and names legible.
- Incorrect figures on trip sheet compared with register readings.
- Incorrect computation of value of full and half fares.
- Failure to show car, register and badge numbers or correct numbers.
- Errors in footing.
- Failure to note that the line name at head of trip sheet is correct for the run.
- Failure to correctly count transfers and record same on the trip sheet.
- Failure to show number of free passengers.
- Failure to record opening and closing numbers of transfers.
- Failures to show name of conductor or motor-man or both.

Possibly you have experienced the difficulty of trying to read some illegible letter from a friend; creating the thought to yourself that is best unsaid. If so you will pardon the accounting clerk who may have the same thoughts and who is like us all—human.

Again you may have been annoyed and justly too, when you find your name on the daily "Shorts and Overs" list for a charge or credit that was erroneously entered against you. But stop and consider. Did you sign your name plainly so it can be read by anyone? Was your badge number correctly shown? Did you sign your name as J. J. Smith when there are three or four Smiths at your depot of the same initials? Then why not sign your name in full and save your time and ours?

The proper recording on the trip sheet of the opening and closing numbers of your transfers in the space provided may save you from being censured for the error of another Conductor in giving a transfer improperly punched. Also correctly stating the actual time of leaving and arrival at terminals in the space provided on the trip sheet accrues to the advantage of both yourself and the management in defending claims for accidents.

Failure to report any and all deviations from the schedule as provided for on the trip sheet and other reports creates erroneous mileage sheet above reproach; however, this general outline of trip sheet inaccuracies will emphasize the importance of correct trip sheets.

As stated above these omissions and inaccuracies whether thoughtless or otherwise, do not apply to the majority of our conductors who render a trip sheet above reproach; however this general outline of trip sheet inaccuracies will emphasize the importance of correct trip sheets.

Success in any occupation is never handed to anyone on a silver platter, but comes through careful attention to small details.

The great human highway to permanent and profitable advancement is along the trail that calls for thoroughness.

J. J. DUCK.

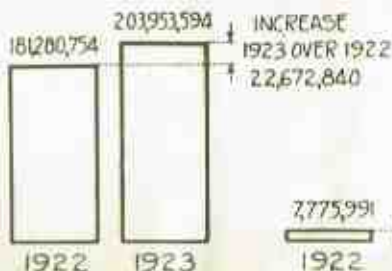
TOTAL
1,612,778,000

TOTAL
1,350,604,314

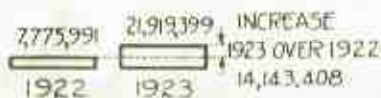
INCREASE
1923 OVER 1922
110,673,574



1922 1923
CHICAGO SURFACE LINES



1922 1923
CHICAGO ELEVATED RAILROADS




1922 1923
CHICAGO MOTOR COACH CO.

GRAPH SHOWING
NUMBER OF REVENUE PASSENGERS CARRIED
DURING CALENDAR YEARS 1922 & 1923
BY
CHICAGO SURFACE LINES
CHICAGO ELEVATED RAILROADS
CHICAGO MOTOR COACH CO.
ALSO
TOTAL NUMBER OF PASSENGERS
INCLUDING TRANSFER AND FREE PASSENGERS
CARRIED BY
CHICAGO SURFACE LINES

How the Public Travels

*A Diagram That Tells a Startling Story
in Millions and Billions*

HEN you want to get an idea of the relative importance to the public of the three transportation systems in Chicago—Surface Lines, Elevated and Motor Coach just cast your eye over the full page graph on the inside back cover prepared by Mr. Charles Weston and then push out your chest with pride for your Company. In Mr. Weston's article which appears on Page 15, he has given you some idea of what a Billion means so that you can grasp it.