

C. H. Evenson.
SURFACE SERVICE
MAGAZINE

VOLUME I

MAY, 1924

NUMBER 2





MEN differ in power and achievement, not so much because of an absolute difference in mental capacity, but because the man who achieves success uses his capacities and the man who fails does not.

—Joseph Irwin France

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 1

MAY, 1924

NO. 2



G. A. RICHARDSON

Vice-President and General Manager Chicago Surface Lines

Mr. Richardson's equipment as a traction executive is unusual. He has practical knowledge, born of experience in every phase of the industry, from track and overhead construction to the building and operating of power plants, the designing and construction of cars and their operation. His service as a trainman handling the controller gave him an intimate understanding of the everyday problems of "the man on the front end"; and to all of this he has added the broader knowledge essential to a mastery of the details of utility finance.

"I have no cure-all for the ills of the transportation industry," said Mr. Richardson in a recent interview. "The problems of each property vary in many ways. Service is the paramount consideration, and you can't give good service unless every man in the organization wants to give it, and the physical equipment is adequate for the job. * * * Labor difficulties will be worked out satisfactorily, I believe, when we convince ourselves that the men who are working with us—not for us, if you please—are entitled to a square deal."

"Know Your Own Company"

The Engineering Department Closes the Season with a Notable Performance

To the Engineering Department fell the honor of bringing the Spring series of Company Nights to a close, and they presented a program of unusual merit and interest. There was evidence not only of careful thought in the develop-

ment of the features, but the smoothness of the performance reflected the thoroughness with which rehearsals had been conducted. A capacity audience responded enthusiastically to the entertainment portions of the programs and manifestly was impressed with the significance and importance of the technical information presented in graphic and cinematographic form. From the brief but effective opening remarks by Mr. Blakely to the closing vocal number, the program was carried out smoothly and snappily. Mr. Busch's running comment on the statistical slides added to the interest aroused by the striking facts so simply and yet so impressively shown. The surprise of the evening—a well-thought-out movie story of the construction activities of the Department—gave us a vivid picture of the everyday industry of the track-building forces of the organization with the recent record-breaking accomplishment at State and Madison streets as the subject of the most absorbing part of the story.



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Miss Ilo Schroeder, who sang two ballads effectively, was not only a delight to the ear, but was exceedingly easy to

look at. She was followed by Mr. Lindstrom with two songs. Mr. Lindstrom has a fine voice, and gave added pleasure to the audience by his distinct enunciation. A cleverly arranged sketch entitled "The End of a Perfect Day" was the principal dramatic offering, with the stage set in a young wilderness and a track construction gang at work building an extension. "Ald. Doolittle of the Ninety-fifth Ward," father of the extension ordinance and owner of the subdivision tapped by the extension, made the improvement the basis of an advance in the lot prices of his real estate from \$350 to \$1,500. Assistant Superintendent Greenway of the Track and Roadway Division as boss of the operation put over some clever hits on the troubles of the man in charge of the job. When the whistle blew and the gang quit for the day, an opportunity was found to display a lot of vaudeville talent that had been developed in the Department. Messrs. Rice, Alexander, McHale and Lindstrom sang a number of quartette selections effectively; there were lively "hoofing" numbers by Messrs. Tweedie and Sheehan, with accordion accompaniments by Coulter and Barclay; Macfarlane and McGowan in full Highland regalia stirred the Scotch blood in the audience with their bagpipes. Then three real sons of Sunny Italy, Messrs. Donile, Grambalvo and Noera, contributed several character-

istic Italian airs on accordion and guitars, and when F. Carbonaro, a Caruso in overalls, sang "O Sole Mio" to their accompaniment, a triple encore was demanded. Ensemble singing of "I've Been Working on the Railroad" brought the program to an effective close. Hugo Schmidt's orchestral artists provided a well-executed

Lines, were representatives of the police department and two large public service corporations. Mr. Noonan received hearty congratulations upon his method of presenting the subject.

In his address he made it plain that accident prevention has not been undertaken by the Surface Lines merely for



series of popular selections. A very interesting incidental feature was the presence in the first four rows of a large representation of the men whose brawn and skill contribute so much to the perfection of the roadway constructed by the Engineering Department. And that they enjoyed the performance of their fellow workers goes without saying. Chief Engineer Fleming was heartily congratulated by his associates.

Accident Prevention Night

Those who attended the accident prevention meeting at the clubhouse on Tuesday evening, April 15, left the auditorium in a rather solemn frame of mind and exercised unusual care and circumspection on their way home.

Mr. Noonan, Supervisor of Accident Prevention, was the speaker of the evening, and his theme was "The Value of Human Life." He presented the subject so forcefully and pictured the serious results of carelessness so vividly that no one could fail to be impressed.

Preceding the address, motion pictures were shown illustrating the manner in which most of the common accidents occur. The pictures were uncomfortably realistic, but they were all the more impressive on that account.

Attending the meeting, in addition to officers and employes of the Surface

Lines, were representatives of the police department and two large public service corporations. Mr. Noonan received hearty congratulations upon his method of presenting the subject. In his address he made it plain that accident prevention has not been undertaken by the Surface Lines merely for economic reasons. The interest every man should feel in the welfare of his fellow man is the guiding principle, he said. He showed what a beautiful and wonderful thing human life is and how important it is that everyone should enlist in the effort to prevent the killing and maiming of human beings.

Music during the evening was furnished by Bohlin's orchestra.

Some of Mr. Adams' Figures

On the Shops and Equipment night at the Club House, Mr. Adams presented a number of slides covering statistical features of his Department. Among other interesting facts were the following:

Cars owned January, 1924: Double truck closed passenger cars, 3330; Single truck closed passenger cars, 11; double truck trail cars, 99; total passenger cars, 3440. (This is equal to all of the cars operated in Colorado, Maine, Kansas, Florida, North Carolina, Oklahoma, Utah, South Carolina, Montana, Mississippi, Vermont, North Dakota, Arizona, Idaho, and South Dakota); work cars, 119; snow equipment, 192; miscellaneous, 178; total work and miscellaneous, 489; grand total, 3,929.

There were 2,575 employes on the payroll in January, with a total of wages paid during the year of \$4,369,152.80. The

daily average number of employes for the calendar year was 2,402. Of the total employes, 1,910 are married and 665 are single, and the average number of persons per family is 4.32.

In the Car Cleaning Department 1,201,580 cars were swept and disinfected during the year. 171,184 cars were given an outside wash; the glass washed per car, 858 square feet, with a total glass area cleaned in all cars of 68 acres.

In the overhauling of cars we expended \$588,368.73.

In the electrical equipment and appliances there are 702 cars equipped with two motors; 2,639 equipped with 4 motors; making a total of 11,960 motors, or an aggregate output of 505,710 Horse Power. The electric heaters have a capacity of 42,222,860 Watts, and there are 90,148 lamps with an aggregate Candle Power of 1,365,742.

The Automobile As An Accident Factor

In his resume of the Legal Department activities during the year, Mr. Williams called special attention to the remarkable increase in the number of automobiles licensed for operation in Chicago. The totals shown of course do not take into account the vast number of visiting machines:

1920.....	112078
1921.....	169923
1922.....	209660
1923.....	261254

This was an increase in the four years of 149,176, or 133%.

During the same period there was a decrease of 3587 horse driven vehicle licenses, but the total of all vehicles licensed for 1923 was 284,058.

In a comparison prepared showing fatalities due to automobile accidents in cities having a population of 500,000 or more, during the calendar year of 1923, Los Angeles led with 32.8 fatalities per 100,000 of population. Detroit was next with 26.7; Buffalo next with 22.0 and Chicago fourth with 21.9. New York had 887 fatalities, against 721 in Chicago and Cook County. Boston had the lowest number of fatalities per 100,000—14.3.

AN ENLIGHTENED ASSOCIATION

Washington Heights Residents Are Progressive

The members of the Washington Heights Improvement Association have put themselves on record with reference to transportation in such a manner as to indicate that they have an up-to-date grasp on the Chicago situation. At a meeting held on April 4, at which their membership of 1,100 was very largely represented, they discussed transportation matters thoroughly and then decided to tell Mayor Dever what they thought about the traction question. The result of the joint efforts of President J. H. Geringer and Secretary Emil Wanek was the following communication, which attracted wide attention because of its advanced commonsense character:

"Honorable Wm. E. Dever, Mayor,

"City of Chicago.

"Dear Sir:

"The Washington Heights and Ridge Improvement Association having a membership of over 1,100 residents of that territory held a largely attended meeting Friday, April 4th, at Valentine's Hall, 103rd and Charles Streets, at which the Transportation question was the chief topic of discussion.

"It was disclosed that the meeting held to the belief that most of present transportation ills could be charged to the mistaken policies and activities of past city administrations in this: that the whole matter was wrong for the political advantages and advancement of individual politicians and office holders rather than with any real attempt to secure better transportation for the Public.

"Many members, while commenting on the fact that the Traction Companies had not given the additional service that was demanded in many parts of the city, also called attention to the financial difficulties which affected the companies' securities adversely and pointed out that no adequate relief could be expected until the authorities recognized the modern conditions.

"It was the unanimous opinion of the meeting that, with the safeguards of public regulation of utilities as they exist today, there was no longer any reasonable ground for objection to the granting of franchises which, while guarding the interests of the public, would give to the Utility Companies an opportunity to go in the market and secure the funds necessary for the construction of new extensions and additional equipment.

"Our organization appeals to you, Mr. Mayor, to use the best efforts of yourself and associates to join with the representatives of the Transportation companies in reaching an early agreement fair, both to the public and the companies that will give us the relief which is so badly needed in our great city."

Schedules to Meet Requirements

Superintendent McIlraith's Department Balancing Traffic and Service

The responsibility of the Schedule Department is to provide cars on each line of the city, to give appropriate service to the people wanting to ride.

To give appropriate service, the Schedule Department must have accurate, up-to-date knowledge of the riding habits of the people using each line and must be ready to change the schedules as the riding requires.

Collecting such data and arranging it is quite a job in itself, but interpreting the data and arranging to provide a suitable schedule is very difficult to do well.

The best quality of service that can be provided for the system as a whole must be given, and each line requires separate analysis as to what its rate of earnings should be per car hour operated. Some lines must have service that costs far in excess of the earnings of the line. Many lines operate at a cost slightly above their earnings, while some barely break even. The losses must, however, be made up on the system as a whole, and every possible car is being operated in an effort to give the highest quality of service within the power of the company. The balancing of the needs of the various lines receives constant, careful attention.

Each car purchased, at the present-day price, costs about \$15,000. The storage space at the car house averages approximately \$6,000 per car, so that every car added to the number in operation now requires an additional investment of \$21,000. To operate a car for 18 hours a day, for a year, costs about \$11,000 per year in trainmen's wages alone. The total of all trainmen's wages per year, will this year have run over \$21,000,000.

That the management is endeavoring to give the best service possible is shown by the increase now being operated as compared with a year ago. Over 2,000 round trips have been added to the schedules within the last year, or nearly 10 per cent increase, and much of this in-

crease has been given in the periods during the middle of the day and between the evening rush hours and midnight, so as to shorten considerably the time between cars.

This improvement has met with general public approval and has produced additional riders that in some cases nearly pay at once for the large increases made. The additional good will is, however, well worth while, and soon the growth in riding will balance up the cost of operation. The trainmen have been directly benefited by this effort to improve service, because a large number of the extra men have been able to get regular runs, and a larger number of good runs have been possible, giving shorter spreads, more straight runs, and better working hours. Further, when the schedules are made to give a high quality of service, cars can be more regularly on time, and each trainman is better able to handle his proportion of the loading, and so has a better working day.

The trainmen have responded admirably, and on some lines they are working so closely to the schedule and keeping so accurately on time as practically to eliminate switch-backs, and to bring from the Division Superintendents the statement that "These lines can nearly operate without any supervision."

If reliable, dependable and appropriate service can be given that will make reasonable riding conditions for the passengers, reasonable working hours and working conditions for the men, while still bringing in a reasonable income to the owners of the property, everybody will be happy, and the growth of the business will be such as to warrant still further improvements for all concerned.

The Surface Lines' success and the trainmen's success is dependent on the good will of the passengers carried on the cars. This good will is obtained by giving regular, dependable, cheerful and

appropriate service on all lines at all times.

The new schedules, effective since the first of the year, are as follows:

Lawrence	Pershing Rd.
Cicero	So. Robey
Grand	Halsted Extn.
Chicago	Devon
Archer	31st
Wallace-Racine	59th-61st
North	67th-69th
Western	79th
Division Extn.	87th

All other lines are to be similarly rewritten and revised in accordance with the fixed policy of the management to provide the highest type of service.

President Blair Home Again

President Blair returned to his desk two weeks ago looking the picture of health after a much needed rest on the Pacific Coast. When he left for the West he was convalescing from a sharp attack of influenza and his physicians advised that he give California's beneficent sunshine a chance to exercise its curative powers. His recovery was rapid under the more favorable climatic conditions. He was delighted with his new quarters on the fourteenth floor, where Mr. Hupp, his assistant, had seen that everything was in order. There was a little informal reception following his arrival, at which it was made evident that he had been missed by his associates and that they were genuinely glad to see him home again.

INSTRUCTION FOR NEW EMPLOYEES

The new system of employing trainmen and instructing them during their studentship is in full force. New men are now sent direct to the School Car at 77th street from the Employment Office at Clark and Division after physical examination and approval by the doctor. From the School Car they go direct to their Division Superintendent for line instruction and general instruction in the actual operation of cars. After that the traveling motorman or traveling conductor takes them in charge and if they meet with his approval they are turned over to the Division Superintendent, who reviews with them their progress to date. If satisfactory they are then sent back to the School Car for further examination. Having been O. K'd at each of these steps they next go to the General Offices

for final review and appointment. Supt. Evenson has in mind special other steps to make the training of our men as careful and thorough as possible.

STREET CARS AND OTHER TRAFFIC

In Chicago there are 3,356 miles of street of which 2,306 miles are paved. The surface railway occupies a strip only 16 feet wide (and in some cases only 8 feet) on 485 miles or 21 per cent of the paved street miles. In spite of this, other vehicles have practically an unobstructed use of the track space as well as full use of the other 2,871 miles of street. Doesn't sound reasonable, does it?

Section 2349 of the Municipal Code gives street cars the right of way in car tracks over other vehicles driving therein and provides that drivers must turn out of the tracks "after being notified by the ringing of the car bell." Motor-men who are trying to hold closer to their schedules and who are held back by drivers who will not turn out when given notice by ringing of the gong should note the vehicle license number and owner's name when shown and turn the information in at the car station for the attention of the Transportation Department.

Supervisor Milz's Mottoes

Supervisor Milz of the Ninth Division dedicates a number of mottoes to the consideration of pedestrians and motorists:

Time is nothing to the dead. Why hurry?

"I was in a hurry" is no excuse for a motor-man. Should it be for you?

Why flirt with danger? "Think"!

Skids cause accidents. Autos skid—also street cars.

Your life is precious—why risk it?

A motorman is only human, don't expect the impossible.

He stepped on the gas

The street was wet

He hit a car—or

He'd be going yet.

A PRACTICAL TIP TO MOTORISTS

This is what the "Tiny Taxigram" thinks about the danger of automobiles trailing street cars:

"The fellow who must have a little trouble to make any day complete need only make a practice of driving his car behind street cars. Sooner or later the air brakes will fool him."

A good suggestion. Air brakes and a sanded track make an emergency car-stop a mighty sudden operation. Motorists who drive on the rails in wet weather are in for some heart stopping experiences.

TELLING IT TO THE PUBLIC

Have you noticed our classy "ads" appearing in the daily newspapers since March 31? These "ads" change every week. Better keep a line on them. They appear in the Tribune on Mondays, Daily News on Tuesdays, Evening American on Wednesdays, Herald Examiner on Thursdays, Evening Post and Chicago Journal on Fridays, and the Journal of Commerce on Saturdays.

An Efficient Bit of Equipment

How the "Mixermobile" Speeds Up Concrete Work

The new portable concrete mixer mentioned in the April issue of *SURFACE SERVICE* is proving to be a very desirable machine in connection with track work of all kinds. The Engineering Department finds it has numerous advantages. Anyone who can drive a Ford car can operate a "Mixermobile." As a labor saver, the wheel-

pared with the single cylinder five or six horsepower engine used on other mixers. The levers on the "Mixermobile" are so arranged that they can be operated either from the driver's seat or from the ground. The shifting of a lever transfers the power from the engine either to the rear wheels or to the drum. The drum of the



THE MIDGET MIXER AT WORK

ing of concrete can be eliminated on many jobs. Spring suspension and pneumatic tires prevent the mixer from shaking to pieces while being transported, a common occurrence with other types of mixers. The "Mixermobile" is operated by the Ford one-ton truck motor having twenty horsepower available, as com-

"Mixermobile" is driven by means of the pin-wheel, which embodies the best features of the gear or chain drive and at the same time eliminates all of the undesirable ones. By removing four clamps, the entire mixer mechanism can be detached and the "Mixermobile" converted into a one-ton truck. The mixing action of the

"Mixermobile" is very thorough and rapid. The entire batch can be discharged from the drum in ten seconds.

When this equipment was received in December, 1923, it was thought that it would prove of value mainly for concreting around rail cut-ins and for isolated maintenance renewals of switches, mates and frogs. It was found, however, after experimenting, that with its capacity of seven cubic feet of thoroughly mixed concrete and speed of about one batch per minute, it could take care of all the concreting required for large special trackwork renewals.

This equipment has been used to date mostly in the Loop District on special trackwork layouts, some of the locations being, State and Madison Streets, State and Van Buren Streets, 18th Street and Wabash Avenue, and Clark and Madison Streets. It is largely due to the use of this concreting machine, together with the various other power equipments, that we have been able repeatedly to start the renewal of special trackwork layouts in the Loop on Saturday afternoon or even Saturday night and by using three shifts of men complete the work of renewal, have the street cleaned up and be entirely moved away from the location by the following Monday morning.

It has also been found economical to use this equipment to concrete tracks where rail renewals are made. This has been demonstrated in Cottage Grove Avenue at Oakwood Boulevard, where a reverse curve in the south-bound track and straight 9-inch rails to the south were renewed and new concrete placed around the bases of the rails.

This method of mixing concrete on jobs such as cited above does away with hand mixing and use of large continuous mixers, which cannot be used to good advantage except where large amounts of concrete are placed. When renewing special trackwork, particularly in the Loop District, it is seldom possible to make use of large mixers, as they operate on the tracks and block all car traffic. On the other hand this outfit can be driven directly up to the job and very

often the discharge spout can be placed over the track to be concreted, so that the concrete is poured right into the track without hauling. In any event, the length of haul for the mixed concrete is quite short, and no dirt from the street gets in to weaken the concrete, which must be guarded against in hand mixing by special care to clean the paved streets or by using a plank platform.

Without taking into consideration the saving in time due to eliminating the delays in moving, this equipment will mix the concrete in practically one-third the time required to mix it by hand, at the same time doing away with the work of four men. When worked steadily, from four to five cubic yards of concrete can be placed per hour.

Legalities

A lawyer thus illustrates the language of his craft: "If a man were to give another an orange, he would simply say: 'Have an orange.' But when the transaction is entrusted to a lawyer to be put in writing he adopts this form: 'I hereby give and convey to you, all and singular, my estate and interests, right, title, claim and advantages of and in said orange, together with all its rind, juice, pulp and pips, and all rights and advantages therein, with full power to bite, cut, suck and otherwise to eat the same or give the same away with or without the rind, skin, juice, pulp or pips, anything hereinbefore or hereinafter or in any other means of whatever nature or kind whatsoever to the contrary in any wise notwithstanding.

"And then another lawyer comes along and takes it away from you."—Boston Globe.

An Old, Old Friend

The Lodger—"Oh, Mrs. Grabb, you've made a mistake in my washing this week. You've kept my shirt and sent me half-a-dozen very old handkerchiefs instead."

Mrs. Grabb—"Lor, bless yer, sir, them aint handkerchiefs; that is your shirt."—London Mail.

Oh, Only Asking

A small boy came hurriedly down the street, and halted breathlessly in front of a stranger who was walking in the same direction.

"Have you lost half a dollar?" he asked.

"Yes, yes, I believe I have," said the stranger, feeling in his pockets. "Have you found one?"

"Oh, no," said the boy. "I just want to find out how many have been lost today. Your's makes fifty five."—Western Christian Advocate (Cincinnati).

The Game of Golf

"I hear, Si, that while ye were in the city ye took up this here golf. How'd ye like it?"

"Well, to'fable. It's a leetle harder than boein' corn, an a leetle easier than diggin' potatoes."—American Legion Weekly.

"Big Jim"

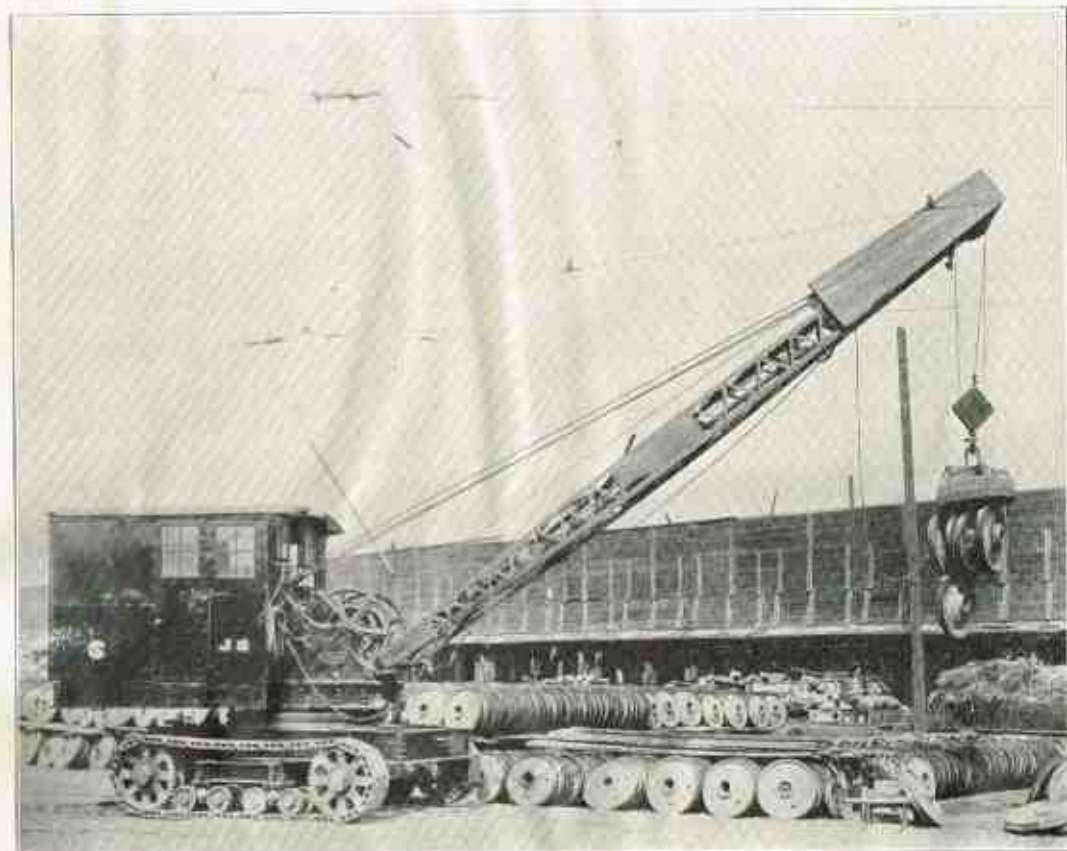
A Willing Worker of Unusual Versatility

Big Jim is not a person. He is the creeper crane in the West Shops coalyard. He has earned his name by being almost human in regard to the number of tasks he will perform and the way he goes about them.

Big Jim gets his energy and power from a 50 H. P. motor, and his nerve center is a combination of levers and switches controlled by the capable hands of the operator.

He is equally efficient with his coal loading hand, a motor driven clam shell bucket. He loads the cars consistently, steadily and neatly at the rate of 60 tons an hour. For handling heavy units Big Jim's hand is a hook and chain. With this equipment he lifts and transports such items as trucks.

Big Jim is a believer in accident prevention. The end of his arm is protected with a cuff of



Big Jim's gait is slow but sure. He scorns the idea of a track confining his free and easy roaming, and he worries not about a road or the hardness or evenness of the ground. On his big caterpillar feet he creeps any place where there is work to do.

When Big Jim stretches out his arm to its full reach of 30 feet he can lift 6,200 lbs., and when he shortens up his reach to 11 feet he can lift 20,000 lbs. without straining himself.

Now consider Big Jim's hands. They are detachable from his arm and he has a variety of them, one to suit each of his different jobs. The one shown in the picture, an electro-magnet, he uses for handling all kinds of steel and iron, wheels, bars, plates, brake shoes, etc. For unloading scrap Big Jim is a marvel of efficiency; he unloads a ton of boring scrap a min-

ute. He is equally efficient with his coal loading hand, a motor driven clam shell bucket. He loads the cars consistently, steadily and neatly at the rate of 60 tons an hour.

Every day, summer and winter, rain or shine, Big Jim is on the job tackling any proposition that comes his way. You don't hear much of him, he doesn't make a big noise going about his work. Very few see him, he is kept in the background. We take pleasure in introducing him; he deserves to be better known.

A Busy Photographer

Richard Millar, the official photographer of the Legal and Accident Investigation Department, maintains a rather active office, as indicated by the fact that during the last calendar year he made a total of 23,040 negatives and 82,296 finished prints.

OUR VACCINATION CAMPAIGN

Dr. Leeming Gives Interesting Details of Important Work

EDITOR, SURFACE SERVICE MAGAZINE: Sir: Undoubtedly your readers will be interested in our vaccination campaign. During the past month a large number of men in our train service have manifested their interest in it by submitting to this simple operation which is now universally recognized as a preventative against smallpox.

Early in March the Health Commissioner of the City of Chicago issued an order that all trainmen in our service must be vaccinated unless they had been successfully vaccinated within five years and could produce a certificate to that effect. Our company immediately replied to the health commissioner expressing its willingness to comply with this order and the medical department was instructed to carry it out as quickly as could be done. This was a large and expensive undertaking, more so than many persons would realize. To cover sixteen depots and vaccinate ten thousand men was a big job. Three points were immediately decided upon—first to secure at once the very best vaccine that was obtainable and; second, to utilize the services of competent and experienced physicians so that by using strict aseptic precautions a maximum of safety would be furnished to our men; third, to do the work with as little inconvenience as possible and without any cost to the trainmen.

Unfortunately, a small number of men in our train service did not appear fully to realize that the company was complying with an order from the constituted authorities of the city and that the failure so to comply, and the refusal on the part of our men to submit to this order, might be followed by unpleasant complications. If smallpox should become epidemic in the city the department of health as a safety measure could, and in all probability would, issue an order closing any car station by quarantine unless all conductors and motormen were able to produce a certificate of successful vaccination. In anticipation of this possibility, even though remote, the company is furnishing to every man who is successfully vaccinated a yellow card as a certificate of successful vaccination and this card will protect him against any further order on this subject from the health authorities for a period of five years.

I am glad to be in a position to report that a very great majority of our trainmen fully appreciated the situation and that within one month from the time the order was received over six thousand men had been successfully vaccinated.

JOHN LEEMING

Illness of Asst. Supt. Jones

Mr. C. E. Jones, Assistant Superintendent of Transportation, has been confined to his bed for several weeks with an attack of pneumonia, with heart complications. This has caused serious apprehension as to the ultimate outcome, but the pneumonia crisis has been passed and late reports indicate some improvement in his condition. Our best wishes go to Mr. Jones for his speedy recovery.

"LEST YE FORGET"

'Twas Saturday night and all was still and workers from the shop and mill, the store and office, book and till had gone their ways as people will, who just before a day of rest, are feeling at their very best.

But Sunday morn when they arose they found the city in the throes of record breaking winds and snows; and those who planned on "going out" could but stay home and fret and pout, and spend their never ending ire, around the kitchen cook-stove fire.

And milkmen, coal men, grocers too, were wondering what the heck they'd do, to get their teams and wagons through, to keep us all from feeling blue. And people gathered round their stoves, began to count their fish and leaves, and thoughts of grim and awful want began their thoughts to weave and haunt.

But while the public warm and snug, continued chairs and stoves to hug, the Surface Lines, so "soulless" though, went out to fight, yes day and night, the wind and snow, and many a man was on his feet, for forty hours in the street, and like the French on Verdun's front, they stood the blizzard's fearful brunt.

And so they kept grim want away from all of us safe in the hay; through fearsome night and awful day; by plugging, plugging, plugging away, till Monday morning cold and gray, showed plainly that the fight was won on every street where trolleys run. The public then could move about and from their minds sped dire and doubt.

So give this matter serious thought, and place the credit where you ought. I know you will agree with me, we owe a lot to the Company. Remember it is out to please, and always there in any squeeze.

W. H. FRA.

TALENT IN OUR ORGANIZATION

Some Recent Interesting Discoveries Among Our Employes

Everybody who has attended any of the Company meetings at the clubhouse must have been impressed by the number of talented performers whose abilities have hitherto been hidden. Entirely apart from the very considerable company of actors and comedians who have contributed to the success of the various programs there was genuine surprise at the number of skilled musicians who have had places either in the orchestras or who as vocal or instrumental soloists have delighted the audiences. Dancers of unusual ability of both sexes, have added their attractions to the bills. We are also discovering that we have poets, too whose contributions from time to time will be given a place in the Magazine. We have, also, several clever wielders of the pen and brush as designers and cartoonists whose work will form an interesting feature occasionally. The latest discovery in the way of picture makers is Henry Torgerson of Elston station whose conception of the transformation effected by the full length mirrors installed at the car stations appears in this issue. The Editor hopes that any of our readers having ideas to present in picture or in verse will submit them for consideration.

Power Economy

Motorman Stuker Leader in the Sixth Division

The fact that power consumption records are now available on all lines has developed a lively and friendly rivalry between the motormen all over the system.

In our April issue we presented the records of the leaders in the Seventh Division with Motorman McDonald of the Madison Street line as the record holder for Kodzie station.

Supt. Anger of the Car Meter Division has now worked up an analysis of the records for the Sixth Division, using the same methods of computation as in the Seventh Division, with the result that Motorman A. Stuker of the Ogden Avenue line leads for his Division. The following shows the leading motormen in the respective lines and in the Division as a whole:



A. Stuker

Line	Run No.	Name	Badge No.
Entire Division	22	A. Stuker	4431
Ogden	22	A. Stuker	4431
22 Street	222	M. Boggan	8067
Roosevelt	148	A. McCarney	8807
Extra Men		E. I. Burchfield	12629

The Importance of Proper Controller Use

To the layman observing a motorman operate a controller it no doubt appears to him as a simple matter to turn the handle from one position to another and back again, and I dare say that a great number of our motormen were of that opinion at one time or other.

The operation of a car embraces two periods or cycles, depending upon the use of the controller:

1. Acceleration, the time or period from the instant the car starts until it has reached its maximum speed.

2. Deceleration, the time or period from the instant the power is thrown off until the car stops.

The power consumed in car operation may be classified as follows:

1. Power for useful work.
2. Power wasted in the form of heat.

Theoretically the useful power required to move a car a given distance at a given speed may be readily calculated. Comparing this result with what the meter actually shows, we find a wide discrepancy, and the question naturally arises what has become of this excess power? It has accomplished no work; it must have been wasted or dissipated in the form of heat.

This so-called wasted power may be due in a greater or less degree to any one of the four classes as follows:

1. Excessive losses in the rheostats.
2. Excessive losses due to improper braking.

3. Losses due to defective equipment.

4. Losses that occur to a small extent in the motors themselves.

Over the first two of these the motorman has almost complete control. Over the balance he has no immediate control other than to make a prompt report of his experience with and observations of any unusual condition occurring to the equipment while operating the car.

The heat that may be termed wasted power is divided into two distinct classes, that which is necessary and that which is unnecessary.

The necessary heat losses in the rheostats is brought about designedly in order that the car may start smoothly and to prevent damage to the equipment.

The necessary heat loss in the braking or stopping of the car is the dissipation of the momentum through the brake shoes, wheels, and rails due to friction.

The unnecessary heat losses in the rheostats in many cases is no doubt due to a mistaken idea on the part of some of us, that when the power is turned on to the first, second, third, and other resistance points on the controller, only a small portion of the electrical power required to move the car is being used with a little more each time the controller is advanced for greater speed. For example, just as when we partly open a faucet or valve to draw water from a pipe, we get only the water that is able to flow through the opening at a given pressure without waste whatever, and a little more each time as the faucet is turned to permit a greater flow. This is not true in the operation and control of the electrical power through the means of rheostats. Practically the same amount of power is taken from the trolley wire on each of the resistance points of the controller and is so registered on the meter, but only a small fraction of this is utilized in the movement of the car. The balance, in many cases 50 per cent or more, is lost due to dissipation in the form of heat from the rheostats. This however is really as it was intended to be, there being no other way to do it at the present time. Therefore lagging, or stopping, or running on the resistance points prolongs this enormous waste unnecessarily. It does not however follow that this means "cannon ball acceleration" as there is practically no difference in power consumption after a smooth rapid acceleration point is reached.

The unnecessary heat losses in the braking and stopping of the car result from applying the brakes while the power is on, and applying the brakes too soon when making a regular unobstructed stop and having to apply the power again.

Unnecessary heat losses in defective equipment may be due to any condition that retards the movement of the car or tends to make it operate above or below its normal speed beyond your control.

Prevent the Unnecessary Loss of Power

E. W. ANGER
Car Meter Division

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.

Chicago

Volume 1

May, 1924

No. 2

John E. Wilkie - - - - - Editor

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

EDITORIAL

The character of the reception accorded the first issue of "Surface Service Magazine" was at once surprising, encouraging and gratifying. Letters that have poured in on the editor, not only from members of our organization but from utility companies in other cities, confirm our belief that there was a field for us and that we can serve a useful purpose in keeping our readers interested in the subjects closely identified with our daily activities. We recognize the fact that we have a long way to travel to reach the goal we seek. It is our hope that we may be able to provide for our readers a publication which shall furnish necessary information to those who are interested in the progress and success of the Surface Lines and at the same time serve as an inspiration to the development of a spirit of fellowship and co-ordinated effort in every line of endeavor in this great enterprise. Collectively we are rendering to the public a service that is vital to the well-being of the community, and it is a well-established fact that individual interest and efficiency determines the degree of success attained by the organization as a whole. The interests of the management and of the employes are identical—the development of the best possible service to the public. And we shall seek to stimulate a desire for a more general familiarity with Company affairs for the mutual benefit of all.

THE FAMOUS FOURTEENTH

Well, here we are—all on the fourteenth floor after a year of separation. You remember when we moved over to the Illinois Merchants Bank Building in the Spring of '23 only the eastern section of the building was ready for occupancy. We had been scheduled for the fourteenth floor eventually, but pending the completion of the western half of the building one-half of the organization had to be cared for on the eleventh floor. The fortunate departments that went into permanent quarters on the fourteenth floor had all the best of it in that they reached their offices in one move, while the eleventh floor denizens, like Ole getting the departing ferry boat, had to make it in "two yumps." The second "yump" began on April 11 and continued through the 12th and 13th. Fortunately the work on the fourteenth floor in the new section had been practically completed before the move was made, so that with carpets and linoleum in place the arrangement of furniture was quickly accomplished. It was some task transferring the record files and vault contents, but by the middle of the first week we were so well settled that casual visitors could not realize that we had moved. The new quarters are admirably arranged for the conduct of our business, but long stretches of public halls provide ample opportunity for exercise. From the Electrical Department at La Salle and Quincy streets to the Auditing Department via the Jackson Street corridor to Clark and Quincy streets is quite a sizable stroll. Serious consideration has not yet been given to the suggestion that the departmental messengers be put on rubber-tired roller skates, but it may come to that.

THE OTHER FELLOW'S JOB

The Spring season of the series of "Know Your Own Company" nights at the Surface Lines Clubhouse closed with a program put on by the Engineering Department, April 30. The significant fact about the series was the widespread and genuine interest manifested by the organization in the activities of every depart-

ment. The attendance was invariably large and it was notable that the technical features of each program were absorbed and appreciated by the audiences with the same degree of interest that was shown in the portions of the program provided chiefly for entertainment. In some cases the Departments were able to make a happy blending of information and entertainment in the sketches that were

featured; but, considered as a whole, and regarded in the light of both instruction and amusement, the meetings may be recorded as remarkably successful. Familiarity with the other fellow's problems and activities makes for a community of interest, and, with understanding, stimulates respect and appreciation. These are valuable adjuncts to the effective functioning of any great organization.

Dealing With Criticism

Surface Lines Represented on Public Information Committees

Every progressive utility invites rather than discourages constructive public criticism. In various ways it lets its patrons know that suggestions affecting the character of the service rendered, or the attitude of the employes, are of material assistance in shaping the activities of the utility. Even though the criticism may be sharp, the critic is not classed as a "grouch" or a "knocker." Every modern organization gives communications from the public meticulous care. Investigations follow immediately upon the receipt of a criticism. If the policy of the Company, and physical conditions, require operation in a certain way, the Company's reasons are given to the critic briefly but clearly.

The Ordinances of the Surface Lines contain many mandatory provisions affecting the operation of cars, and the use of transfers. To the occasional rider, or to the out-of-town visitor unfamiliar with local conditions, controversies often arise with reference to some particular incident and in the absence of specific knowledge the patron of the Company naturally feels that either he is being imposed upon by the Company, or is being made the victim of personal antagonism on the part of the employe. The importance of making courteous explanations has long been recognized and every employe of the Company is supposed to be sufficiently familiar with the regulations to give a reasonable explanation for any of his

acts. Where he is not in possession of the necessary information the thing to do is to refer the patron to the general office for any adjustment or further explanation.

It is not alone the individual who finds causes for criticism; there are neighborhood organizations scattered throughout the city, whose interests are identified with some particular territory. These are concerned about service in the way of extensions or improved schedules, and they make it their business to place before the Management such matters affecting transportation as they believe are essential to the prosperity and advancement of their district. From both the individual critics and from the Improvement Associations, the Companies receive many suggestions of value, and it is recognized by everybody concerned that it is very much better to get the matters before the Company for consideration and adjustment, when adjustment is possible, than to allow conditions to continue which are a source of irritation and dissatisfaction.

The Surface Lines, in cooperation with other utilities, are seeking advanced methods of discovering causes of criticism, and through a definite plan of what might be called research and adjustment, either remedy the conditions about which there is complaint, or give to the critic a satisfactory explanation which will appeal to any reasonable organization.

In furtherance of this concerted move-

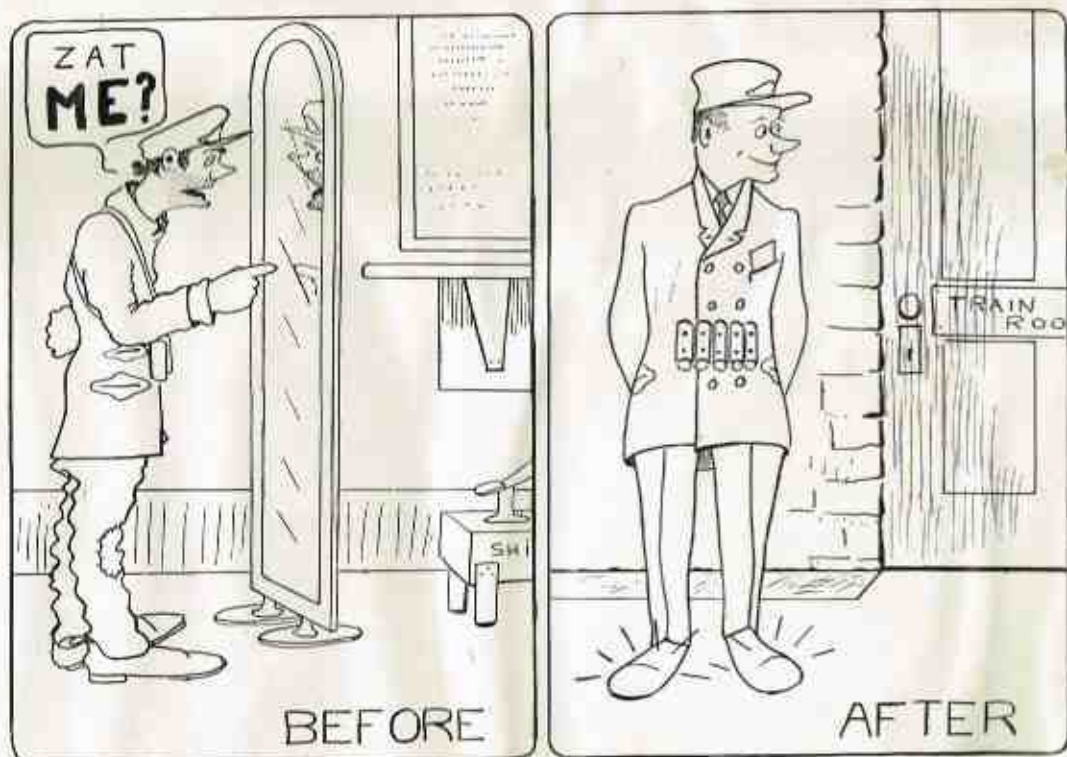
ment the City has been divided into five Districts, or Sections, in each of which there is a Section Organization composed of representatives of all of the Chicago utilities. It is the duty of these Section Committees to keep thoroughly in touch with all organizations of a civic character, and to carry to these organizations information as to the general responsibilities and activities of the various utilities, in such form as to bring about a greater familiarity with utility problems and secure from them a sympathetic rather than an antagonistic attitude with reference to criticism and comment.

The Surface Lines are represented on these Sectional Committees by the fol-

lowing members of the Transportation Department: Section 1, D. F. Van Antwerp and G. W. Peterson; Section 2, Wm. Rowland and Wm. Pasche; Section 3, W. C. Pearce and Louis Bohlin; Section 4, E. H. Altemeier and J. M. Johnson; Section 5, M. B. Quinn and C. C. Cricks. In connection with the general activities of the Sectional Committees, the Surface Lines has organized a group of speakers who are prepared to fill engagements with or without stereopticon or moving picture features, generally, throughout the City. The progress of this work and the results thereof are being carefully observed, with a view to improvement and development.



A TRANSFORMATION



Cartoonist Henry Torgerson Reflects the Effect of Full Length Mirrors in the Train Rooms

Departments and Divisions

CORRESPONDENTS

Transportation.....	Floyd J. Frank
Electrical.....	H. M. Essington
Material & Supplies.....	R. E. Buckley
Treasury.....	Harry J. Malloy
Claim & Law.....	Chas. Aicaro
Auditing.....	Thomas F. Coan
Engineering.....	George J. Schima
Track & Roadway.....	J. Wolfe
Building & Drafting.....	W. H. Figg
Stable, Wreck Wagon and Supply Car.....	Arthur Blakely
West Shops.....	O. H. Jorgensen
South Shops.....	J. P. McCauley
Car Meter Division.....	Ewell C. Decker
Purchasing.....	Violet Doolin
Schedules & Traffic.....	George Weidenfeller
First Division.....	R. J. O'Neil
Second.....	A. H. Cochran
Third.....	W. O. Beilfuss
Fourth.....	W. L. Pence
Fifth.....	S. Menary
Sixth.....	T. Perry, Lawndale C. Starr, Blue Island
Seventh.....	C. Sanders
Eighth.....	Chas. A. Knautz
Ninth.....	L. Milz, Armitage B. O'Connor, Division
Tenth.....	E. Brookman, Elston A. Neuranter, 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

Engineering

The General Foreman and Foremen who attended Mr. V. T. Noonan's Accident Prevention Meeting at the Club House on April 15, 1924, have been discussing ever since the splendid lecture which they heard. It is pleasing to us to know that they are so enthusiastic over a matter which is so important and far-reaching in its effects upon all of us and that they are driving home to their men the great value of carefulness at all times.

John Kamenjarin, General Foreman on Track Construction, has returned to the job again, after having been at the Illinois Central Hospital on Stony Island Avenue where he underwent an operation. He says he is a better man than he ever was, which is "going some."

Power Tool Foreman Wm. MacFarlane came into the Track Department office not long ago with some covered copper wire which he said was defective and should be replaced free. He even brought along the salesman who had sold us the wire. Upon investigation, it turned out that the wire had lasted about twice as long as any we had ever had before. It takes a Scotchman to protect our interests.

The Building Department has lost another old and tried employee. Robert J. Glynn, Painter Foreman, died on April 11th after an illness of three days. He was born in Avalon

Parish, North Wales, in 1872, and came to the United States in 1899, entering the employ of the company in 1905. All of his early life was spent in the British Marine Service and he had been in almost every part of the globe and saw service as Captain during the Spanish-American War. He leaves a widow and daughter, Alwyn, and hundreds of friends who sincerely mourn his loss.

Hugo Schmidt proved to be a successful campaign manager in the recent election held at Wheaton, Messrs. Coolidge, Johnson and McAdon, please take notice.

W. H. Figg has moved to Kenilworth Avenue, near Ridge Avenue, and says he is now among the "Irishtocracy."

B. H. Lindstrom has purchased a home in Park Ridge and will reside there after May 1st. Ben has a fine garage to rent on the premises, south-siders preferred. We could enumerate a few employees who intend to remain at their present address.

Schedule and Traffic

The Schedule and Traffic Dept. was well represented at the Club House on April 15, to hear Mr. Noonan's interesting talk on Accident Prevention.

A new ventilating system is being installed in the Schedule and Traffic Department that will supply a sufficient amount of warm air, and will change the air every ten minutes.

The following changes have taken place since April 1st, in the Schedule and Traffic Department:

W. H. Richsmeier resigned on April 1st, so that he could devote his entire time to his studies at Kent College of Law.

L. M. Traiser was transferred to the Engineering Department.

H. D. Forsythe was transferred to the Transportation Department.

A. McGhee was transferred to the Material and Supplies Department.

Howard R. Brintlinger, formerly of the Executive Department, is now with us in the Schedule and Traffic Department. Yes, Howard, we really work in this department. You will become acclimated in a short time.

The boys in the Schedule section are wondering WHY Franzen is so attached to that new Ford Sedan. What is the attraction, Franzen?

Gus Lohse made a week-end trip, by auto, to Charlotte, Iowa, for Easter Sunday, and returned Sunday evening bringing his mother with him.

Lee Gilbert leaves May 17th for Los Angeles, Calif., to be gone a month—Hollywood fever. He had better buy a round-trip ticket.

Miss E. B. Morrison made a flying trip to Toronto, Saturday, April 19th, spending Easter Sunday there, returning Monday morning.

Treasury

Are men afraid of mice? Ask Jimmy Norton or judge from the following:

It's about three o'clock p. m. and the office is busy, paying no attention to Jimmy in the vault getting his pay boxes in order for the following pay period. Suddenly there was a whoop, followed by a clattering of boxes, and Jim came out of the vault like a rush of wind, calling, "Mice, mice, save me."

Mr. Edman and Mr. Altemus have been sit-

ting at adjoining desks for the past ten years. They have frequently honored one another by visiting with their families at their respective homes. Naturally we thought they were quite intimate and Mr. Edman would always remember Mr. Altemus—but, you never can tell. The other day, during the course of their work, Mr. Edman turned to Mr. Altemus in a questioning mood, and staring at him for a moment, snapped his finger and said, "What is your name anyway?" They were introduced and we think that by a proper introduction each morning this will not happen again.

Shops and Equipment—West

Mr. John Landeck is on the job again "as good as new" after being relieved of an abscess in the throat.

Miss Lydia Anderson of Mr. Adams' office has hung up another record for the Shops and Equipment Department, having won first prize in the Women's Bowling Tournament recently staged at the Club House.

The Bobbed Hair score at the West Shops now stands 4 to 3 in favor of the H&B team.

Mr. Lawrence Reily of the Division Street Repair Department is the proud father of a baby boy.

Mr. Henry Picotte, Armitage Repair Department, passed away on April 19th. Mr. Picotte has been an employee of the company since 1892, and has worked in different capacities at several of the North and West Carhouses. His many friends made during his 32 years of faithful service extend their sympathy to Mrs. Picotte.

During the week of April 20th Mr. Noonan held four Accident Prevention meetings, two at the West Shops and two at the South Shops. It was interesting to say the least, to observe the impression that Mr. Noonan's talks made on the men. To many of these men "Safety First" has been a stale slogan without any appeal, but Mr. Noonan's talks made Accident Prevention an all-important vital issue, ever-present in its appeal to reason, logic and the finer instincts of man.

Shops and Equipment—South

The sympathy of the department is extended to the bereaved family of P. Eckert, Fireman, Burnside Carhouse, who died on March 28, 1924. Mr. Eckert was in our employ for the past three and one-half years.

C. Kraft, one of our veteran employes at the 69th and Ashland Carhouse Repair Department, resigned on March 31, 1924, because of ill health. Mr. Kraft completed 31 years of service with the company.

We have been told that the splendid attendance at the Club House on "Know Your Own Company" Nights has been due in no small measure to the snappy bulletins printed at the South Shops.

Mr. Hansen, Day Foreman, Cottage Grove Carhouse, has our sympathy in the loss of his beloved wife, who died on April 2, 1924.

Engagements: Miss Mildred Hansen—Lloyd Moir. Mr. Moir is in the train service at Burnside. This is what might be called a "Company" affair.

Miss Irene Kamradt—Mr. Walter Horn.

Miss Minnie Aardema—Mr. Joseph Stoffle.

We have not been furnished with the infor-

mation as to when the above three couples are to be married, but we presume due notice will be given.

Miss Irene Brennan of the Printing Department went home Friday night, April 11, 1924, but when she came back to work on Monday morning, April 14, 1924, she told us her name was Mrs. John Felton. It was quite a surprise. Congratulations.

Frank Bramik, one of the violinists who entertained us at the Club House on Shops and Equipment Department "Know Your Own Company" Night, will broadcast a few choice selections from Daily News Station WMAQ in the near future.

William Goering is spending his spare time tuning up his new Willys-Knight Sedan.

On April 10, P. Burns, Repairman, Rockwell Carhouse, was operated on for appendicitis. We are glad to report that he is convalescing rapidly.

The friends of Mr. L. Haynes, who for a number of years was engineer in the Power House, at the South Shops, will be glad to know that he is still able to be around although he has passed the age of 85 years. He would be glad to hear from some of his old friends. His address is 1031 West 67th Street, Los Angeles, Cal.

While Will Farrow was on the way to the Club House on the evening of April 15, 1924, a Yellow Cab ran into the rear end of his machine. Fortunately the damage was slight.

We congratulate A. Gehrke, 77th Street, upon his election as Trustee of Posen, Illinois.

There are no buttons on the upper section of the vest of William Girth, Repairman, 69th and Ashland. They were there a few weeks ago, but have popped off one after another since March 23, when there came to William's home the loveliest little Miss. Her name is Veronica Frances Girth.

Electrical

Have you seen the new race track at La Salle, Jackson, Clark and Quincy Streets? Racing starts promptly at 12:00 noon and 5:30 p. m. daily. Look out for bunker on Quincy Street stretch. Mr. Evans of the Purchasing Department will probably be swamped with orders for roller skates in the near future.

They say Bill Simmons, our able draftsman, is again putting his ear in condition for the Spring rush on Chicago's great boulevard system. We fellow motorists are sure going to look out for Bill when he performs this miracle.

Roy G. Rogers, Geo. Broderick, Bill Broderick, Elmer Cassidy and Clarence Brown, members of the Electrical Department's championship horseshoe pitching team, are performing in mid-season form. These men can just about ring anything from the top of the Wrigley Bldg. to a hole in the ground, and if the challenge they issued some time ago is not accepted soon it will just be a waste of art.

Miss Sheldon has purchased a new cabinet for her five tube neotrodyne set. She says that it is a swell cabinet but that there is no room for the set. We are wondering if she purchased this cabinet for her set or for a sewing table.

Gus Fittig, of Grand Avenue, is back at work again after a serious automobile accident. The

boys are glad to see him back again, and fully recovered.

Matt Smith, clerk at Grand Ave., has broken into politics. He was elected Village Clerk at the recent Election in Northbrook, Ill.

Accounting

Correspondent Coan had a little difficulty last month gathering news for the initial copy of the magazine but this month he is furnishing some news himself. His wife presented him with a beautiful baby girl Monday, April 14th, at the Ravenswood Hospital. Mrs. Coan (formerly Gertrude Baer) was employed at Clark and Division Streets and later in the Accounting Department downtown. Mother and baby are doing fine.

It is rumored that Mr. B. O. Ratner will move up on the North Shore into a recently purchased home. He must have got into politics, but contrary to former Mayor Thompson's slogan he has bought a hammer.

Mr. L. J. Francouer has returned from Ithaca, N. Y., where he took his wife to Dr. M. B. Tinker, a noted specialist. Mrs. Francouer will remain in the hospital at Ithaca until she has recuperated sufficiently to undergo a delicate operation.

Mr. Rene Primeau of the Pay Roll Department resigned April 5, 1924, to sell real estate.

We are glad to know that Mr. John J. Beatty, long in our service, who has been confined in his home ill since March 18th, is improving.

It's quite a trick to make the line in the *Tribune*, but what's the secret about getting into SURFACE SERVICE MAGAZINE? Clark and Division Accounting Department wants to know the password.

Approximately 75 per cent of the employees of Clark and Division Office attended the Accident Prevention Meeting at the Clubhouse on Tuesday, April 15th, and were deeply impressed. This was shown by the fact that several girls saw the moving picture over again in their dreams and it was quite the talk the next morning of informing those who had not attended of what they had missed.

Just before the meeting started there was almost an accident. Mr. A. W. Malmquist had just been comfortably seated when his weight proved to be entirely too heavy for the chair. We suggest that before Mr. Noonan holds any more accident prevention meetings he get a few very strong chairs to hold such heavyweights.

O. R. Luebkemann, who was secretly married some time ago and the announcement published in the March issue of the Club Sparks, was presented with a beautiful bridge lamp from his many friends at this location.

We expect to hear the wedding bells ringing soon for M. H. Reiter, who has found a flat on Hirsch Avenue, near Central Park. Don't tell anybody. This is supposed to be a SECRET!

We have another suburbanite with us. Miss Mary Domin from Desplaines, Illinois, started to work as a comptometer operator last week. We welcome her to our midst.

We were shocked to learn of the death of Captain Robert Glynn, of the Building Department, and wish to extend to the family our deepest sympathy.

Mr. L. Salibury, who lived on the South Side up until the time he was married, when his wife, formerly Miss Myrtle Wiebie of this office, who was a Jefferson Parker, persuaded Leon to move on the Northwest Side, but after residing there a year he has come to the conclusion that the South Side is the only good side of the city. On May 1st he is going to move back again to 63rd and Lavin Streets.

J. Kruty also likes the South Side. He makes about two trips a week to 63rd Street. Wonder what the attraction is?

Material and Supplies

Mr. F. P. Mitchell, Chief Clerk at Clark and Division, has been ill at his home in St. Charles, Ill. We wish him a speedy recovery.

Andy Martin, Stenographer at the West Shops, hails from Scotland. He says he will show us some classy golf playing. He speaks quite nonchalantly of such scores as 86, 88 and 110. Garfield Park is not so far away, Andy, so maybe we will give you a chance to prove it some Saturday afternoon.

Mr. L. Gaspar met with a slight accident while working in Storeroom "G." He fell from a ladder, and we are glad that there were no serious results.

Mac Hedereman and Marion Mictic have shorn their beautiful long locks.

Mr. D. J. Dillon is the proud possessor of one very fine Jersey cow, and hopes to keep half of West Englewood well supplied with pure milk and cream.

Since hearing Mr. Noonan's talk on "Accident Prevention," Herbert F. Hoyer is a regular booster for "Safety First." He has equipped us all with goggles and stop signals, and walks around the yard looking for pieces of wood with nails in them. However, we notice that he still hops off the cars while they are in motion.

Gus Van Horn is vacationing in Miami and Palm Beach, Fla. When Gus steps he sure steps high.

Here are a few hot ones collected by Joe Williams:

"A man who waits for something to turn up, is apt to discover that it is his toes."

"Fools used to blow out the gas, but now they step on it."

"When the day breaks, some men are too lazy to make use of the pieces."

"There are two classes of men, those who ride in automobiles, and those who dodge them."

"The world owes every man an existence, but not a living."

On Saturday afternoon, April 19th, Grand Avenue Indoor Base Ball Team visited the home of the West Shops, and in a hard game won out by two runs. During the contest several skirmishes took place and the game was hotly contested throughout. This condition was largely due to the fact that no umpire was on hand, and indoor rules were entirely ignored. Both teams played good ball, considering that it was the first game of the season. Special mention might be made of Pitchers Quigley for Grand Avenue and Bumford for West Shops. Their work was commendable. The final score was Grand Avenue 13, West Shops 11.

Car Meter Division

Under the intensive tutoring and training of Miss Louise Tetrault, secretary of the Car Meter Division, the card record girls are fast becoming expert calculators. They have obtained a speed where representatives of lightning adding and calculating machines give up in despair and acknowledge defeat after watching the girls make a stack of meter cards having inverted subtractions fade away, or slide rule through a column of K. W. hours and miles. The girls of the department are very proud to know that they have yet to provide a machine fast enough to defeat them.

Miss Lucile Kettle recently resigned and is endeavoring to take up the art of general housework at home with her folks.

The department is endeavoring to use the greatest co-operation possible in promoting time saving in each branch. Many noticeable features regarding this effort are being felt throughout the department.

Cottage Grove

The death of Mr. Scott Lathrop, March 27, was indeed a sad blow to his associates and friends. Mr. Lathrop started with the company as a conductor and worked his way up to Receiver, the position he held at the time of his death. His popularity among the men was shown by the large attendance at his funeral. His genial smile and pleasant word will be missed by all. Our sympathy is extended to his sister.

Have you ever observed several children weaving their way through the thick of traffic, darting this way and that, frantically trying to reach a car, not knowing whether the train crew sees them or not? What a relief is felt when they are finally aboard, thanks to the watchfulness of the train crew.

And, incidentally, do you realize the place our chartered cars play in the life of children from worthy and needy institutions? These children are carried in a far safer manner aboard these cars than could be obtained in any other way. They receive the finest entertainment the city affords at the end of their rides, and we are amply repaid for any special effort we may give, to make their ride a pleasant one, in hearing their happy laughter as they leave or enter our cars.

Burnside

Burnside was well represented at the Surface Lines Club house on the evening of April 15th, when Mr. Noonan spoke on Accident Prevention. He illustrated to us on the screen how easy accidents occur and how, through a little good judgment, many could be avoided. We think Mr. Noonan should have our heartiest co-operation in his wonderful work.

Motorman C. (Judge) Taylor was seen repairing a heel which dropped from a young lady's shoe when she alighted from his car at 63rd and South Park Avenue. He assured the young lady her heel would never part from her shoe again. Atta boy, Judge.

Supervisor Ott is taking more lessons from Mrs. Ott as to how to run his Pierce Arrow.

Conductor R. H. Underwood was called into the Superintendent's office and presented with a report of commendation sent in for the courteous manner in which he answered questions and called streets. "It pays to be courteous,"

says conductor Underwood. "I'll frame this."

Burnside Depot is 99 per cent vaccinated. Everybody doing well.

Manager J. C. Clancy of the Division No. 2 Base Ball Team would appreciate having as many rooters as can come to their opening game. Watch for notice for date, time and place.

Seventy-Seventh

The men from the depot are very sorry to hear that Mr. Jones is very sick. They all wish for a speedy recovery and that he will soon be with us again.

Take a little more time in looking over the shortage list. New lists come out every day. It will save the receivers and clerks time and keep you out of trouble.

Bill Leske holds the record of running 33 balls in a pool tournament. He is after the championship belt, so look out, Joe Anderson.

Yes, we are going to have a baseball team this year. They certainly look good in practice and there will be 150 rooters to greet them when they play their first game.

Roy Keebler, Lapell and Brownie went on a fishing trip and did not catch anything because the "frog" was singing the blues.

One of our conductors likes to tell the story about the man putting his fare in the mail box and handing his wife's letter to the conductor. You all know who this is.

Mr. V. T. Noonan certainly made a hit at this depot in his talk on accident prevention. All the men are asking, when is he coming again; I don't want to miss it. Here is hoping we hear or see Mr. Noonan in the near future.

A little boy about six years old and his father were standing on a corner when the street car came to a stop. The boy said, pointing to the motorman, "Father, what do you call that man driving the car?" The father answered, "That all depends how near he comes to hitting me."

Sixty-Ninth

Our 350-pound starter, Chas. Stout, would like advice as to the best method of speedy escape in case of fire. He says he always enters the shanty more or less leisurely, but could do better with double doors.

Motorman J. A. Jeffers suggests that all poles designating street car stops be painted white, from a distance five feet from the ground to the span wires. This, he points out, would be of benefit to motormen, strangers, auto drivers and car riders, especially at night. Keeping the lower part white might be a problem, however.

K. Finlayson, recently returned from Glasgow, Scotland, comments upon their street car system, called the finest in the world, as follows: "The cars run so slowly that if you miss a car by one-half block, you can easily run along and overtake it. You pay for the distance you ride and no transfers are issued. Their money is so large that the conductors carry money bags to contain it. They may call their system the best in the world, but it isn't one, two, three with Chicago's."

Conductor C. R. Bergsma, who fell from the second story of his home while cleaning windows, is in the hospital suffering from a broken leg.

We extend our sympathies to Conductor J. F. Maneva and family, who recently had the

misfortune to lose their 10-year-old daughter.

Motorman E. H. Lliga certainly appreciates the act of an elevated employee who turned in his lost badge to the company and refused to accept a reward.

Mr. A. Grafty, baseball manager, announces for this station that our home grounds are "Normal Park," 61st and Ravine Avenue, on Wednesdays. There have been donated two caps and twelve gold watches to be played for between the north and south divisions.

The following trainmen are proud to announce that they are daddies of new arrivals: H. Schenold, T. J. Mulhoney, F. W. Yaeger, H. Nilsen and J. J. Orth, who reported a 10-lb. boy.

Mr. Peters says that the old-fashioned merry-go-round isn't in it for going round, as the other night he boarded a Racine avenue car at State and Lake streets and covered twelve different streets on the way home, and wonders why they didn't call it the "Scenic route."

Mr. Burns, our popular Club vice-president, was married April 21st to Miss Marie Fuerst, who sang at our last entertainment. Our heartiest congratulations!

Mr. Butler says the radio is so popular that he would like to broadcast the fact that anyone wishing to get "Glasgow" can pitch their radio out the window and hear the "Glasgow."

Lawndale

The move by Tauer and Hanson to give us a real recreation room with lots of equipment, pool tables, etc., is the best idea of the season.

Our baseball gang is chuck full of enthusiasm, and should be victors of several contests by this time.

Anyone needing valve grinding for their auto will see Pat Kent. His new invention, grinding with sandpaper, is a knockout.

Conductor Boucek got a "baby" Overland, and when asked "How many cylinders," he remarked, "I don't know, but it shines fine."

Blue Island

Motorman Andrews was presented with a 12-lb. boy on March 12th, Motorman Dobesh with a 10-lb. girl on March 22nd, and Conductor Arndt with a 9-lb. boy on March 24th. All babies and mothers doing fine and daddies are all smiles.

Motorman B. Kirch, who entered service December 19th, 1911, passed away on April 15th, 1924, after a short illness. Kirch was liked by all those who worked around him and with him. He had some hard luck lately, being unable to work his run. Recently he was appointed temporary starter at Roosevelt and Wash, where he worked a few months. A short time ago he became ill, being confined to his home, where on the morning of April 15th he passed away. We all extend our most sincere sympathy to his wife and family.

Walter Walsh was afraid to get vaccinated, he told Monzel, because he thought he would have to take ether and might not wake up any more. Sullivan says he was so worried he didn't sleep for a week and thought he lost a few pounds.

James Solas, Jr., clerk at Blue Island Repair, was transferred to Kedzie Depot on April 12th. He is missed by all at Blue Island, but we all wish him the best of luck and also success at his new location.

James Solas, Sr., who has been off for nine weeks, and who underwent a slight operation, is back on the job again and is regaining his health.

Chief Clerk Starr, who had been ill for the past week, is back on the job again.

Repair Clerk Tom McGrea and Repairman J. Murphy and A. Carlina are contemplating going in partnership in the barber business. They were seen buying dollar razors in front of the barn last pay day.

Kedzie

From the following figures it is expected Kedzie Station will have a very small sick list due to smallpox in Chicago: Men vaccinated, 1,698; re-vaccinated, 113; successful, 710. Vaccinating was done by Dr. R. C. Cram. Some of the boys had some pretty sore arms.

John Stackpole is now back to work after an illness of five weeks. Better luck, John.

The Kedzie ball team is now in the Street Car Men's League for another year and are out practicing to gain the goal where pennant honors lie. With no holdouts and several new prospects we feel sure of putting a wonderful team on the diamond.

One of the oldest and greatest White Sox fans was on deck at last Sunday's game, cheering the boys to victory. Everyone wondered who the enthusiastic fan was. Later we discovered it was none other than our friend, Supervisor Thos. Reidy.

Looking over the trainmen at the Kedzie Avenue Station, it would appear that the men have gone in the "Sheik" Business, all "dolloped up" in new uniforms.

The stork visited Motorman J. F. Johnson's home and left a 10-pound bouncing baby boy. Mother and son are doing nicely. Daddy Johnson passed the cigars early Monday morning. Congratulations!

A pernicious epidemic of excuses greeted the callers last Easter. If it were up to the callers they would have excused everyone, but some had to work as the cars run on Easter as on any other day.

"Beg Your Pardon"—In regard to an item of the first issue, "The Horse Shoer of Kedzie," will say he was not the blacksmith but merely the boy that kept the flies off and handled the broom at times.

North Avenue

Candidates for baseball have shown considerable "stuff" in practice and the prospects for a strong, well balanced team are good.

A baby boy was born to Mr. and Mrs. Patrick Walsh, April 11th. The young man bids fair to be a dyed-in-the-wool Surface Lines man, as it runs in the family. His two uncles, Johnny and Dave, are Conductors at this depot.

Conductor E. Beiluss has returned to work after several months' absence, due to an injury received from being struck by an auto while throwing a lever switch. The saying, "Eternal vigilance is the price of liberty," may be revamped to fit our business to read, "Eternal vigilance is the price of life and limb."

Conductor Dave Scott passed away on Saturday, April 19th. The sympathy of his fellow-workers is extended to his family. Dave was a jovial fellow and well liked.

Motorman Joseph Hesen has just returned from an extended tour of the west and southern

California. He was much impressed with Los Angeles, and he says the "beauties" of Hollywood are not to be sneezed at, either.

Division

Mr. R. McKinney, Asst. Division Supt. of Division No. 9, has been promoted to Division Supt. and assigned to the 12th Division. Mr. McKinney, known to the boys of the West Side Divisions as "Bob," was well liked by all, and will be missed. The North Side claims "Class" and "Bob" has "Class." We all wish you success, "Bob."

Mr. E. Balfanz is our new Assistant Division Superintendent, but by no means new, as Elmer is an old-timer in this part of town and those who don't know Elmer must be new. We're glad to see you back.

For Fashion Plates see the boys at Division. Mr. Bolger has a keen eye for everything from English tweed to burlap. Did you see firemen's pants, policemen's pants, mailmen's pants are barred? The Easter display of clothing was a marked success. It's the cut of your clothes that counts, not the rips and tears.

It's Papa Al now. Al Hammett, our Clerk, is now the proud father of a ten-pound baby boy.

Spring is here and so is base ball. Be a booster for our ball team. Anyone who can hold a ball get out and have a try-out.

Elston

We are glad to see Conductor P. Wagner back on the job. He spent sixteen months at the Speedway and Great Lakes Hospital. He was passed over seas.

Did you make a mistake, Paul, and put bird seed instead of grass seed on the lawn this year?

The boys at Elston wish to extend their heartfelt sympathy to Motorman F. Brandt, who lost his mother on the 5th of April; also to Conductor A. Flynn, whose mother died on March 30th.

Some of our motormen are wishing that some conductors would get out of the habit of giving one hell to "start" and "stop." The front end men are getting grey-headed trying to figure out what is meant.

Motorman C. E. Costello is the proud father of a brand new baby boy. Mother and baby are doing fine.

Lincoln

Lincoln Station lost another faithful friend and employe, Victor Coater, who died April 21. He was born in Canada, Feb. 14, 1860, and worked for the company since October, 1888. He started in as conductor and was receiver at the time of his death. We all extend our heartfelt sympathy to his wife and sister who survive him.

The 15th of April was a lively day at Lincoln Station. The looking-glass and shoe-brush were kept busy all day. The boys all went in to see the Superintendent for inspection with a stern look on their faces, but came out with a smile. They all looked very neat.

Our base ball team is getting ready for the season's event. If any of the boys have good fly swatters and are good at catching flies or able to knock the cover off the ball, see Mr. Scholler or Mr. Somers. Come out with a lot of pep and make the team a success. Go to it, boys.

Limits

Motorman J. Leahy has taken unto himself a wife. The young lady has exceptional beauty and charm and a pleasing personality. The wedding was held at St. Mary's Church, 10:00 a. m., April 23, 1924. Congratulations and good luck, old top.

Motorman Rodgers wishes to take this opportunity to thank his many friends for the kindly sympathy extended to him in the hour of sorrow at the loss of his father, April 5, 1924.

On April 16, 1924, the boys assembled at the home of Larry Grass in a reception tendered to Peter Mollohan, formerly assistant superintendent at the Limits Station. Mr. Mollohan, upon request of the boys, gave a very entertaining as well as instructive talk on his recent trip to California, giving a clear vision of the political and agricultural situation as viewed by him. The writer had the honor of presenting Mr. Mollohan with a beautiful white gold, thin model 21-jewel Gurien movement watch as a token of the good will, respectful admiration and sincere affection of the boys of his old command. Conductor Schultz and Motorman Bill Hart made short but impressive talks, ably expressing the sentiment of those present. Mr. Mollohan replied in his typical, inimitable Peter Mollohan style. It is with regret we bid "Old Pete" good-bye, and may God bless and prosper him.

Brevity of speech, clarity of expression and courteous delivery in conversational contact with passengers eliminates much of the friction encountered in our transportation problem. The art of making the passenger want to do what you want done, making him think he is acting on his own initiative rather than your suggestion, wins his respect and good will. Make the passenger feel he is your welcome guest. It is a simple problem of applied psychology.

Bouquets for the Boys

It looks very much as if the public had improved its powers of observation when inspecting our trainmen with particular reference to the treatment of our patrons. In any event, each day the department where the general correspondence is received has been brightened by the letters from contented and appreciative passengers. There is a possibility, if not a probability, that there has been a special effort on the part of our trainmen to earn the appreciation of their daily riders; and it is altogether likely that our notification to the public through "Traction Topics," that our men were striving for a record for courtesy, has had its effect. At any rate there have been no perfunctory letters of commendation during the last month. The writers in practically every case seemed to feel that they were discharging a pleasant duty and were determined to make their letters models of their kind.

Conductor Harry S. Brittain, of 77th Street, gained the favorable attention of a passenger who wrote: "I have repeatedly noticed the very courteous way this conductor replies to

questions, and he is always glad to render any assistance to a stranger in the city who is not familiar with the car lines, or service." Particular attention is called to his assistance to a feeble lady of advanced years.

Conductor Charles E. Barker, of 77th, was commended for his solicitous attention to a crippled passenger.

Of Conductor Arthur Jacobsen, North Avenue, a lady visitor from New York wrote: "A great pleasure was afforded me in finding in Chicago so polite a conductor as Badge No. 1696 of the Chicago Avenue line. What impressed me most was that he seemed pleased to help everyone who needed help; and also seemed to enjoy his work."

Supervisors Milton, Eigelsbach and Madson, were warmly thanked by a badly crippled passenger who had experienced many instances of kindly assistance from them.

Conductor Peter Osmond, of North Avenue, was highly commended by a lady passenger for recovering and returning to her her purse.

Motorman Nicholas Kulhanek was thanked for holding his car a few seconds to enable a passenger to board, on a very stormy night.

The courtesy of Conductor Stanley J. Nowicki, of Armitage Station, to two ladies accompanied by a young child subject to car sickness, was rewarded by their expressions of appreciation and praise.

Conductor Eric J. Jockel, of 69th, was commended for his continued courtesy although treated in "a most shameful manner" by one of his disgruntled passengers.

Conductor Cyril E. Furman, of Armitage, was warmly praised for calling a passenger's attention to the fact that a five dollar gold piece had been handed him instead of the intended penny.

Motorman James L. Doner, Cottage Grove, was especially commended by a lady passenger for the manner in which he controlled his car when a small child suddenly rode in front of it on a velocipede, and the fact that he got off the car and carried the child to safety. This same passenger also commended Conductor Elmer H. Barselow for his courtesy and consideration.

Conductor Edw. P. Stenzel, Armitage, was praised for his kind and courteous assistance to elderly people, by a passenger who states he has been a user of the Surface Lines for over 50 years.

Conductor Clarence A. Blanksain, Division, won the praise of a lady passenger by his general courtesy and the fact that he was particularly solicitous when the lady became faint and in need of air. She wrote: "The nice part of it was he was so very unassuming and unconscious of doing anything out of the ordinary."

Conductor Henry V. Stack, Archer, was commended for his courtesy, especially to old people and ladies with babies.

Conductor George E. Brown telephoned a passenger that his brief case could be found at the Lost and Found Department, thereby winning the appreciation and praise of the owner.

Conductor Dennis Enright, Archer, won the admiration and praise of a passenger when he quickly gave the signal to stop in order that a belated "none too agile" lady might get aboard; and again because of his courtesy to an old couple, one of whom was blind.

Conductor Frank White, Lincoln, won the gratitude and praise of two lady passengers when he left his car and assisted them, because of the slippery condition of the step.

Conductor Lloyd M. Renfrow, Kedzie, was warmly commended for his courtesy to a crippled man, both upon boarding and leaving the car.

Conductor Siegfried B. Kurzweil, of Burnside, was referred to as "intelligent, courteous and polite" by one of his passengers who was favorably impressed by his general manner.

Because Motorman Edward Kratochvil of Blue Island, motioned to a young lady hurrying to get the car that he would wait, and did, she was able to keep an important appointment, but did not forget to write a letter expressing her appreciation of the courtesy.

Conductor Wm. J. Sturtz, of Elston, has a staunch admirer in a man who says he actually hurries to catch this car because he enjoys "watching the finished way he handles his job and his cheerful goodby to me when I get off his car lightens the burdens of the day."

Conductor Cyril E. Sullivan, of Kedzie, received warm praise from a passenger whom he followed into the car to give correct change, because of having been given a dime instead of a penny, in payment of fare.

An interested passenger writes of Conductor H. Schull, of Lawndale, because of his courtesy to a blind man, "To paraphrase Shakespeare, 'One act of kindness makes the whole world kin'."

The cheerfulness of Conductor George H. Faul, of Lincoln, inspired one of his passengers to write "... the present day song 'A smile will go a long, long way' is exemplified by him." This same writer also commends Conductor John E. Segan, of North Avenue, for his courteous manner, and enclosed for each man a copy of the very appropos little poem "Tell Him Now."

Conductor Leonard Beckers, Limits, was commended for his courage and courtesy in disposing of a rebellious passenger.

Motorman Wm. H. May, of Cottage Grove, won the admiration and praise of a passenger because he "stuck to his post and brought his car to a stop" when a trolley wire broke and grounded on the front of the car.

Motorman Albert Burke, of Devon, was complimented by a lady who was a stranger in the city, because of the pleasant manner in which he gave her detailed instructions about reaching her destination.

As to the Ogden Avenue conductors, all of them, a lady writes highly commending them for their courtesy to mothers with small children, and the assistance which is kindly given them.

Conductor Raymond H. Clarke, of Kedzie, so favorably impressed one of his passengers by his genial smile and general courtesy that he felt a commendatory letter was in order—and wrote it.

Motorman Walter J. Schroeder, Cottage Grove, was so "gentle and kind" to a lady who had trouble in alighting from the car that another passenger insisted upon bringing the incident to the Company's attention.

Conductor James C. Brown, of Cottage Grove, saved a lady who had been misdirected

"much inconvenience and a loss of time by his kindness and patience."

Conductor James Sands, of 77th, was highly commended for his courtesy and consideration, especially to ladies with children.

Conductor J. Herek and Motorman J. Suchan, of Lawndale, were warmly commended for their kindness to a blind man, in assisting him to board and leave the car in a pouring rain.

Motorman N. Nelson, of Cottage Grove, by his courtesy and assistance to an old man on crutches, won the admiration and commendation of another of his passengers.

Conductor Frank J. Urban, of Armitage, because of his "efficiency and extreme politeness and attention" was made the subject of a letter of commendation, by an interested passenger.

Conductors Thomas B. Quinn, 77th; M. Lydings, 77th; Charles H. Minert, Kedzie; Mike Maloney, 77th; and Charles B. Schwartz, of Kedzie; appear to have deeply impressed themselves on a crippled man, and his daughter, who use the Surface Lines daily in preference to cabs because, as the writer states "nothing can beat our surface cars and service."

Conductor Hugh Hayes, of North Avenue, assisted a mother and her three small children, for which he received commendatory mention by another passenger.

A pleased passenger asks that he be allowed to direct our attention to Conductor James E. Geary, of Archer Avenue, "whose cheerful courtesy and kindness" he had observed.

Conductor Charles R. Bergama, of 69th, was commended for assisting "an aged, feeble woman get off the car."

Conductor Joseph P. Ladenbach, of Division, was warmly commended because of his courtesy and efficiency in aiding a passenger with a disabled hand.

Conductor Joseph C. Irvine, of 77th, who has just taken a leave of absence for the purpose of going abroad, has left behind an ardent admirer in a passenger who writes that he finds in this conductor "everything a good employe should be—civil, courteous, obliging and always willing to help a woman or child on or off the cars."

Conductor Charles E. Ritter, of the Limits, has so impressed one of his passengers that he writes in language as follows: "... according to my judgment is naturally adapted to the work, showing speed without effort or excitement—manifesting a spirit that creates harmony without conspicuous effort."

Motorman Michael Marusic, of Devon, received commendatory mention by a favorably impressed passenger because of his courteous consideration to a "corpulent little old lady in holding his car until she could get on"; also because of the ability with which he handled his car in coming out of the tunnel, when he was compelled to stop in a difficult position on the incline.

Motorman Daniel Corbett, of 77th, held his car for two ladies, the hour being late, and then because they failed to give the stopping signal soon enough, he stopped his car for them to alight when in the middle of the block. For these little acts of kindness he was heartily commended by the passengers so befriended.

CLUB SPARKS

Surface Lines Club

A. W. Malmquist.....President
1165 N. Clark St.

J. W. Hewitt.....Secretary
1165 N. Clark St.

Women's Auxiliary

Agnes V. McCormick.....President
1445 Illinois Merchants Bank Bldg.

Mary Wiley.....Secretary
1165 N. Clark St.

Club House

1126 N. Dearborn Ave., near Maple St.

Open to Male Members and their guests daily from 11 A. M. to 11 P. M., except Thursday nights (Women's Auxiliary); Sundays, 12 to 6 P. M.

MR. EMIL SIGWALT

Club House Manager

Club Charges

Bowling.....15 cents per game
Billiards and Pool.....20 cents per hour
Towels.....5 cents each

WEAR THE CLUB BUTTON

Secretary's Report

Since the last publication, 107 new names were added to the Club membership.

Most of the old-timers have kept up their good work and some new stars have risen. Floyd Frank, the Apollo of the Transportation Department, leads, as usual, with 21 applications. A. D. Martin, of the M&S North and West, sent in 19 as his maiden effort. J. W. Landeck, Shops and Equipment West, ran a close third with 15. Nick Deutsch, that sterling warrior of the Claim Department, followed with 13, and your secretary had 7 applications thrust upon him. Our busy "little" president signed up 6, though he had to go into several departments to make it. Essington of the Electrical turned in 5, Devery 4, Simpson 3, Murdock 3, Debus 3, Marks 2, Stockley 2, and Dixon, Balfanz, Semple and Al Jaun one (1) each, making the membership of the club, on April 15, 1925, a gain of 192 members since February 1st.

J. W. Hewitt, Secretary.

Our Annual Picnic

On August 16th, 1924, our President and his Board of Directors expect to entertain the club members at Dellwood Park and they promise a royal good time to all. The earlier we get there the better they'll like it, the longer we stay the bigger their smiles. So come early and stay late. Let's get together and show our officers and directors that we are for them from start to finish.

Dellwood Park is a very beautiful place for an outing of this kind and we are extremely fortunate to be able to get this lovely spot for our picnic again this year. Flip, the prize clown, will again be on hand to entertain the youngsters. Many special features are being planned and every effort is being put forth to furnish appropriate entertainment for all.

Our Picnic Poet Strikes His Lyre

The time to hold our picnic's near,
August sixteenth 'twill be this year;
So let's begin and boost it, boys,
And girls, you, too, make lots of noise.

The time we'll have will be a lark
Out at that good old Dellwood Park,
Because our big good-natured "Swede"
Will his own committee lead.

So come along and join the gang,
Help "Put it over" with a bang;
Let's start the fun when we arrive
And show the lurch that we're alive.
R. T. F.

The "College" Track and Field Meet

Nine Rahs for "Illinois," the winner of the first Annual "College" Track and Field Meet held under the auspices of the Surface Lines Club. In several of the events all former records were smashed and the athletes are to be commended on the wonderful showing they made. The feature of the Athletic program was the record time set by James Ryan when he ran 229 yards to win the 100 Yard Dash, and when Miss John broke the former record in the standing Broad Jump for Women by a 65 1/2-inch smile. After the last event had been run off and the final scores had been counted "Illinois" was declared the winner, and Captain



THE SILVER (BOUCH) CUP

Johnson was knocked speechless when he was awarded the solid wood silver cup later in the evening by Mr. Wilkie.

The girls of the committee were then called upon for their specialty and they carried off the honors by serving about 350 persons in less than fifteen minutes.

The Stag

In spite of the bad weather, we had a crowd of about 225 persons out to celebrate our an-

nuual stag and had a very pleasant time. The singing by the Oriental Quartet was very good and we must say that they were very liberal with their selections.

Some very interesting wrestling bouts were put on by some of our members, Edwin Voland and Mike Rubey of the Accounting Department, Edwin Jacobsen of the Material and Supplies Department, and Irving Solberg of the Claim Department. The feature attraction was the bout between Al Chappelle, the Club's Wrestling Instructor, and George Britt, and after twenty minutes of hard and furious wrestling Chappelle finally succeeded in pinning his opponent's shoulders to the mat. As usual, Mr. Watson, the third man in the ring, handled the bouts very efficiently.

Mr. Evenson surprised us all when he awarded the bowling prizes for the season just closed. Even the chairman of the committee was surprised when Mr. Evenson started his speech by telling us about the organization of our bowling league nine years ago. It was a treat that none of us expected and we feel grateful to Mr. Evenson for telling us about the beginning of a league which now plays such an important part in our club life.

As a concluding feature the balance of the stock of the club commissary was auctioned off, and everybody seemed to have considerable enjoyment out of this, Mr. Wm. Schenck acting as Chief Auctioneer.

Parkway Bowling League

This league just closed what should be termed one of the most successful seasons since the organizing of the league nine years ago. The race for first place was in doubt until the very last evening and only the consistently strong bowling of Captain Schenck and his bowlers enabled the Electrical Team to carry off the honor of holding the Championship for the season of 1923-1924. After a poor start, that stayed old warrior, "Cyclone Alex," came through with a spurt at the finish that again landed him at the top of the individual list.

STANDING OF THE TEAMS

	Games		Per Cent
	Won	Lost	
1. Electrical	52	23	.693
2. Shops	50	25	.667
3. Engineering	48	27	.640
4. Claim	42	33	.560
5. Time Table	25	50	.333
6. Treasury	8	67	.107
High Average—Shops, 936.			
High Game—Claim, 1,008.			

INDIVIDUALS

Class A		Class B	
1. Alexander	171	1. Schick	167
2. Fish	176	2. H. Jann	162
3. Davis	175	3. Pfauß	162
4. Adamson	175	4. Platt	161
5. Rubey	173	5. Ryan	160
6. Kuster	173	6. Bonhomme	154
7. Hopke	172	7. Boal	154
8. Sigwalt	170	8. Lee	152

High Average

Adamson	231 1/2	Schick	196 1/2
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High Game

Fish	253	Lee	233
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Club House Bowling League

The league closed a successful season on Wednesday, April 9th. Up to the last series the three leading teams were fighting it out for first place. The final standing follows:

Team	Games		Per Cent
	Won	Lost	
General Office	47	28	.730
Shops	46	29	.726
Accounting	44	31	.716
Track	39	36	.709
Engineers	32	43	.695
Claim	17	58	.656

High Team Average, 3 Games—Accounting, 813%.

High Single Game—Shops, 868.

Prize Winners—50 or More Games

INDIVIDUAL STANDING

O'Brien	166.8	Wolfe	147.7
Ambler	162.0	Campbell	147.5
Carr	158.9	Klatte	147.1
Nattinger	155.3	W. Gurgel	145.8
Flood	153.7	C. Gurgel	144.7
Hewitt	153.7	Lindstrom	144.7

High Individual Average, 3 Games—Ambler, 106%.

High Single Game—Nattinger, 245.

Women's Auxiliary

At the Annual Meeting of the Women's Auxiliary on Thursday evening, April 24th, 1924, the following members were elected to serve for the coming year:

President, Miss Mildred Humes; Directors: Accounting, North Side, Miss Betty Williamson; Auditing, Miss Josephine Doolley, Miss Agnes Helein; Building, Mrs. Mary Thierkauf; Car Meter, Miss Grace Dean; Claims, Legal, Miss Florence Junke; Executive, Miss Henrietta Fidler; Material and Supply, Miss Mary Topolinski; Purchasing, Miss Frances Canny; Schedule and Traffic, Miss Lulu McCormick; South Shops, Miss Mildred Hansen; Track and Roadway, Miss Beatrice Buehler; Transportation, Miss Marie Krausman; Secretary-Treasurer, Miss Ella Trainer; West Shops, Miss Jane McCarthy.



MISS HUMES

The election followed a banquet and entertainment in charge of Miss Grace Wright, the competent and willing Chairman of the Program Committee during the past year. The menu was carefully selected and daintily served. The table, a bower of roses in the shape of an "M," in honor of the outgoing President, and a lady-in-waiting, dressed in the colors of the rainbow, gracefully pointed to each plate.

Several appropriate solos were sung during the dinner and a Swedish monologue with piano accompaniment was also given. A little toe dancer added to the program. Between the courses community singing was in order and we finished with "This Is the End of a Perfect

Day." Everybody entered thoroughly into the spirit of the occasion and each girl gave of her best to make the evening one long to be remembered.

The Annual Business Meeting was then held, at which the various Chairmen of Committees reported. Then came the awarding of prizes for the Bowling Tournament, as follows:

First Prize—Miss Lydia Anderson; average, 110.6.

Second Prize—Miss Josephine Sigwalt; average, 107.6.

Third Prize—Miss Grace Dean; average, 106.6.

Fourth Prize—Miss Lillian Roach; average, 104.5.

Beginners' Prizes were awarded to Miss Lilinea Carlson and Miss Myrtle Turn.

Highest Score Prize—Miss Hulda Youngstrom, 179.

The "booby" prize fell to Miss Marie Sullivan, Chairman of the Bowling Committee. The prize intended for this "booby" was a book on "How to Bowl," but it was decided that this prize better be omitted as it might be a reflection on the ability of Miss Sullivan as Chairman. However, in losing out on prizes Miss Sullivan's loss was a distinct gain to the club, as this young lady was a prize winner last year and unselfishly devoted so much of her time and energy in helping others to win the prizes, and in keeping score, that she, herself, lost out. A remarkable example of the spirit that characterizes our club.

Installation of the new President and Officers will take place on Thursday evening, May 15th. It is hoped that every member of the Woman's Auxiliary will be present to do honor to the new Officers.

Minutes—Not Seconds

In Mr. Weston's enlightening article on page 15 of last month's issue, he stated, "inasmuch as of comprehending the enormous total of passengers carried in one year by the Surface Lines, that the total street car rides, 1,067,277,886 exceeded by 455,000,000 the total number of seconds during the 1923 years of the Christian era. Of course it should have been "minutes" not seconds. Our apologies to Mr. Weston for the typographical error.

A Stack of Trip Sheets

During the last calendar year 1,625,000 trainmen's trip sheets were printed at the Surface Lines' shop. These, if placed in a single track, would extend skyward 677 feet, or approximately as high as the lantern on the Wrigley Building, with the Wrigley Building balanced on top of the Postoffice dome.

Fixed

"Did you mail those two letters I gave you, Norah?"

"Yes'm, at the post-office. But I noticed that you'd put the two-cent stamp on the foreign letter and the five-cent stamp on the city one."

"Oh, dear, what a blunder."

"But I fixt it all right, ma'am. I just changed the addresses on the envelopes."—Boston Transcript.

Ready for Baseball

Makeup of Street Car Men's League Teams.

As evidenced by the practicing going on at the Depots, the Spring Base Ball "Bug" has bitten the vital number of players and fans. With the discovery of a marvelous weather here and a heavy sweater there, each of the thirteen teams is being "kicked up" and is fast working into shape a baseball machine of which their Depot will be proud. The enthusiasm is so strong at some of the Depots that Rooters' Clubs have been formed to follow their teams throughout the season.

At a meeting held April 25th, the following officers were elected: President, W. T. Everts, Escondido; Vice-President, J. H. Kau, Archer; Secretary, A. J. Newcomer, Noble; Treasurer, A. Reiners, Noble.

The League is divided into two divisions: North Division—Kedzie Ave., Lincoln, Division, North Ave., Devon, Noble, South Division—Burnside, Cottage Grove, Archer, Lawndale, 77th St., Blue Island, 69th St.

In addition to the honor of winning the City Championship, the following prizes will make the season worth while: Two silver cups; first prize, \$250; second prize, \$150; third prize, \$100; 12 gold watches. The line-up:

North Division

Lincoln Ave. Depot

W. M. Dempsey, J. J.; Sullivan, pitcher; L. T. McDevitt, E. F. Stahl, T. Goughan, A. Barlow, catchers; W. Johnson, 1st base; W. C. Larson, F. M. Gerritsen, A. O. Block, V. H. O'Brien, 2nd base; C. E. Larson, 3rd base; J. M. Schaller, ss; F. Schuen, H. E. E. Kinnally, cf and dh; E. A. Gardner, rf; Manager, A. Souver. Young grounds, Lincoln and Montrose Streets.

Noble Depot

L. Zan, pitcher; M. Soudarski, catcher; F. Manikowski, 1st; R. Reiter, 2nd; I. Beriwski, 3rd; W. Haloup, H; F. Peiry, cf; W. Mungatz, rf; C. Hays, ss; Managers, E. Neven; C. Hlava, Captain. Home grounds, Murley Park.

Kedzie Ave. Depot

Steyens, Ripple, Shea, Casey and Mitchell, pitchers; Mackin, catcher; Dots, 1st base; Kelly, Shea, 2nd; Hamilton, 3rd; Magza, Nash, ss; Ripple, Donichy, Gazzoly, Trumbull, Huska, Gibbons and Kolber, outfielders. Manager, Jas. Donichy; A. F. Ripple, Captain.

Division St. Depot

E. Nelson, pitcher; J. J. Eckles, catcher; A. Niechan, 1st base; G. Stellers, 2nd base; W. Raske, 3rd; S. Dymon, ss; F. K. Gundersen, left; A. F. Anderson, cf; L. B. Johnson, rf; Manager, P. C. Bartel; G. Stellers, Captain.

Newry Ave. Depot

J. McNamara, H. King, M. L. Smith and J. Corbett, pitchers; G. North, catcher; T. Conroy, B; E. Lindroth, cf; H. Lindroth, rf; J. Heiby, 1st; E. Balla, 2nd; H. Waukel, ss; R. Gorch, 3rd; F. Ryan, W. Mueller, W. Smith and H. Zahor, outfielders. Manager, E. Reiner; G. North, Captain. Pratt Park.

Devon Depot

D. J. Bresnahan, P. Ruhlman, M. J. Bendis

and E. J. Lee, pitchers; T. McQuinn, catcher; J. Vaiden, Edou, 1st; J. Conway, 2nd; L. A. Sullivan, 3rd; W. Rasmussen, B; W. H. Whitman, cf; W. C. Conlan, cf; E. Bresnahan, ss; J. McGinn, W. J. Nagel, C. Dostal, Jrs. McCarthy, E. R. Hess, W. Gleason, J. K. Schanz and Edward Strawn, Manager, T. Healy; T. A. Smith, Captain.

South Division

Cottage Grove Depot

A. A. Oesterreich, pitcher; F. J. Sack, catcher; E. Healy, 1st; R. Costello, 2nd; F. M. O'Brien, 3rd; M. McQuinness, ss; C. A. Lipton, B; J. Kubalain, rf; E. R. Larson, cf; J. J. Covey, N. Westgard and F. Boland, Manager, D. J. Davel.

Burnside Depot

J. Wildner, pitcher; J. Behel, catcher; J. Kopshover, 1st; F. Cook, 2nd; J. Vujtech, 3rd; P. Stich, B; H. McGowan, cf; J. Lindemann, ss; J. Barta, cf; Edna, Mikolecky, Fish, Gueda, Teall, Quill, Busow and Kampage, Manager, J. Kokaska.

Archer Depot

W. Hogan, pitcher; W. J. Grason, catcher; F. Fox, 1st; J. Daley, 2nd; F. Scholtz, 3rd; J. J. Hansen, ss; W. Amcham, B; F. Pelton, cf; J. Confin, rf; Manager, F. Schultz; F. Fox, Captain. Archer and Kedzie.

Lawndale Depot

E. Seebuck, C. Adams, J. Williams, A. Gillespie, C. Zuelke, A. Pienar, E. Corrigan, J. Guszak, G. Janda, J. Daughnais, J. Vesely, J. Karel, J. Thomaszewski, C. Schickel, J. Halvey, E. Mercer, A. Winkler, F. Maus, Manager, Martin McGinnis; P. Lemke, Captain. Kinsler avenue and 22nd street.

77th St. Depot

R. W. Ballantine, E. J. Welty, pitchers; V. G. Campbell, J. Natelborg, A. A. McBroon, A. Podaski, catchers; T. F. Bolan, A. C. Kattar, P. Nevin, E. L. Patton, F. Richter, infield; J. Gallagher, R. F. Koehler, W. A. Leske, W. J. Vouts, outfield. Manager, J. Natelborg; J. Gallagher, Captain. Hamilton Park.

Beverly Depot

S. Mudens and C. H. Hurita, pitchers; W. F. Chawiski, catcher; R. H. Underwood and A. J. Lynch, 1st; F. Jellison, 2nd; A. J. Cronin, 3rd; W. J. Mossman, B; T. P. McGrath, B; E. P. Gorman, C. P. Davis, cf; H. J. O'Brien, rf; E. J. Audreus, ss; Manager, J. C. Clausy; F. Jellison, Captain, 31st street and St. Lawrence avenue.

69th and Ashland Depot

J. C. Becker, T. A. Lawry, G. Hurita, A. E. Tessmer and L. A. Douress, pitchers; M. T. Drury, M. J. O'Mara, C. Joss and N. J. Gier, catchers; H. Mudra, M. J. Heibert, H. C. Gradt, C. E. Gradt, J. E. Malloy, C. E. Cronin and P. McGrath, infielders; W. F. White, P. W. Gier, F. C. Seblach, C. R. Sirt, E. P. Dasty, J. Schreiber, W. Brightmore, T. E. Adams, T. D. Sullivan and A. J. Grady, outfielders. Manager, A. J. Grady; H. Mudra, Captain, 61st and Racine avenue.

Car Men's Baseball

Early Season Schedule of Games to June 11

Schedule of North Division

May 7th	
North Ave.	at Keelzie
Devon	at Lincoln
Noble	at Division

May 14th	
Division	at Devon
Keelzie	at Noble
Lincoln	at North Ave.

May 21st	
North Ave.	at Devon
Noble	at Lincoln
Keelzie	at Division

May 28th	
Devon	at Keelzie
Noble	at North Ave.
Lincoln	at Division

June 4th

Open Date

June 11th

Devon	at Noble
Keelzie	at Lincoln
Division	at North Ave.

Schedule of South Division

May 7th	
Lawndale	at 77th St.
Archer	at Blue Island
Cottage Grove	at 89th St.
Burnside	at No Game

May 14th	
Burnside	at Lawndale
69th St.	at Archer
Blue Island	at Cottage Grove
77th St.	at No Game

May 21st	
Lawndale	at Archer
Blue Island	at 77th St.
Burnside	at Cottage Grove
69th St.	at No Game

May 28th	
Blue Island	at Lawndale
77th St.	at 89th St.
Archer	at Burnside
Cottage Grove	at No Game

June 4th

Open Date

June 11th

Burnside	at 77th St.
Archer	at Cottage Grove
69th St.	at Blue Island
Lawndale	at No Game

RESULTS OF GAMES, MAY 7

At 76th & Ingleside Ave.	{	Lawndale	7
	{	77th St.	3
At Fernside Park	{	Archer	5
	{	Blue Island	4
At Walter Park	{	Lincoln	12
	{	Devon	6
At Justice Park	{	North	6
	{	Keelzie	3

This Was a Fine Game, Lasting 12 Innings.

North	8	0	8	2	0	0	0	0	1	0	0	0	2—0
Keelzie	2	0	0	0	0	0	1	0	0	0	0	0	0—3

Batteries—

Hits—North 21 Keelzie 11

{ North—Schmidt and North
Keelzie—Stevens, Ripple and Mackin

Get Out and Root for Your Favorite