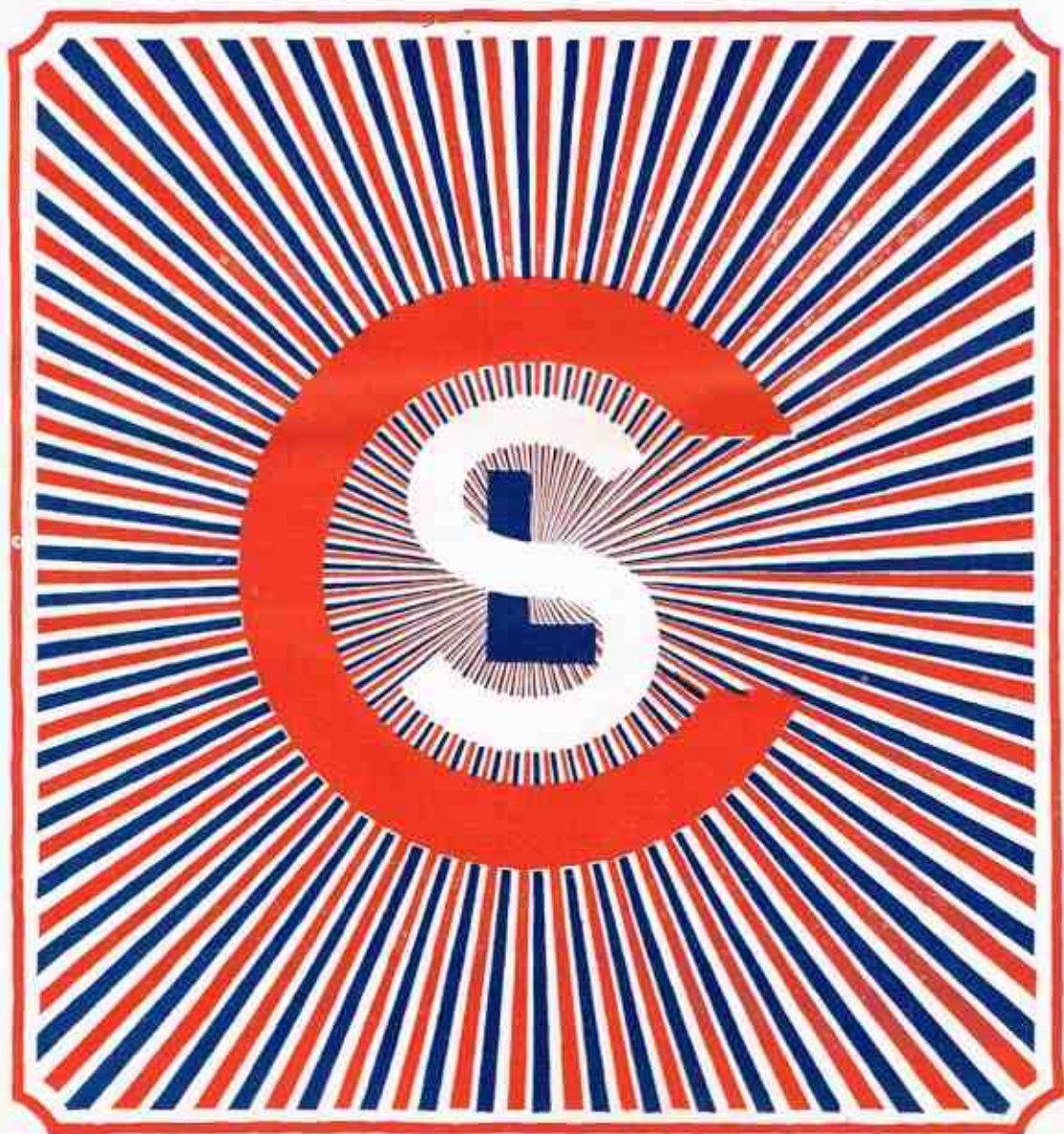


SURFACE SERVICE MAGAZINE

VOLUME I

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NUMBER 4





Nothing worth gaining is ever gained without effort. You can no more have freedom without striving and suffering for it than you could win success as a banker or a lawyer without labor and effort, without self-denial in youth and the display of a ready and alert intelligence in middle age.—Theodore Roosevelt.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 1

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JOHN R. GUILLIAMS

The New General Counsel of the Surface Lines

John R. Guilliams, the efficient head of the legal and accident investigation department for many years, became general counsel of the Surface Lines on July 1, succeeding the late William Wirt Gurley.

Mr. Guilliams, who is a native of Hendricks County, Indiana, came to Chicago in 1888, accepting a position in the claims department of the North Chicago Street Railroad Company, two years later entering the adjustment department of the American Casualty Insurance and Security Company. Reading law under the direction of William C. Gouly, he completed his legal education at the Chicago College of Law, the law department of Lake Forest University, and was admitted to practice in 1894. For nine years he was with the legal department of the Chicago and Northwestern, and in 1903 became trial attorney for the Chicago Union Traction Company and the Chicago Consolidated Traction Company. In 1911 he became general attorney for the Chicago Railways Company, following the consolidation of the north and west side lines. His appointment as general counsel of the Surface Lines is a fitting recognition of his many years of able service.

The Trouble Shooters

How the Wreck Wagon Service Keeps the Cars Moving

If you are in the habit of using that old expression, "As useless as the fifth wheel on a wagon," don't do it any more, for it doesn't mean anything.

Thomas Blakely, superintendent of stables, wreck wagon and supply cars, will tell you that there are times when wagons find a fifth wheel mighty useful.

In fact, because wagons do not carry spares, the wreck trucks in the service of the Surface Lines take one along on every trip they make to loan to drays which have broken down on the track and cannot get off on their three remaining wheels.



"TOM" BLAKELEY

This is one of the many details in the equipment of the wreck wagon service.

When the fire department is called it can reasonably expect to find nothing more than a fire at the end of its run. But a Surface Lines wreck wagon may, on a moment's notice, be called upon to pump a lake of water out of a subway, pull a horse out of a manhole, shovel a wagon load of cinders off the tracks, set

an overturned automobile back on its wheels, bridge over the hose at a fire, remove the debris of a fallen wall from the tracks, or meet any one of a hundred other emergencies.

The wreck truck, therefore, is equipped with a surprisingly varied assortment of tools and appliances. There are jacks, pulleys and ropes; huge chains, steel-shoed skids and fire-hose bridges; rerailling poles, trolley wheels, ropes and fittings; all sorts of small tools, and many sizes of bolts and screws. There is a blanket, to be used in lifting or dragging a horse off the track. There is a box of first aid materials for those injured in accidents. Even the hook used in handling bales of hay has not been overlooked.

Most car delays are due to causes over which the Surface Lines have no control, but when something happens to stop service on a line, the wreck wagon crew, like the famous Light Brigade, rushes to the rescue without pausing to reason why. Their job is to keep the cars moving.

The wreck wagon service is a division of the engineering department, and is under the general direction of Mr. H. B. Fleming, chief engineer. There are 13 fully equipped automobile trucks, 1 horse-drawn wagon, 1 double truck car and 5 single truck cars, located in various parts of the city, where they will be close at hand when needed.

During last year, wreck wagon crews responded to 14,211 calls. Of these 7,634 were due to causes beyond the control of the Surface Lines, 6,770 of them being broken down vehicles on the tracks. The other calls are classified as follows: Car trouble, 2,407; cars off the track, 1,533; miscellaneous, 1,299; trolley trouble, 1,226; track trouble, 112.

In addition to these calls for wreck wagon service, the electrical department

took care of some 10,920 calls for emergency electrical assistance.

When anything happens to delay a car, the conductor gets to the nearest telephone and tells the operator at the downtown switchboard about it. The operator immediately calls the wreck wagon crew of that particular district and the wagon is there in the shortest possible time, at work removing the obstruction or doing whatever else is necessary to get the cars moving.

"For example," Mr. Blakely explained as he hung up the telephone receiver and turned to the visitor at his office, at Halsted and 39th streets. "I have just had a report on a delay at State and Lake streets. A coal wagon, drawn by three horses, broke down on the street car track, spilling coal on the street. The wreck crew at Illinois and LaSalle was called. It responded, made the run through the loop, got the wagon off the track, shoveled nine and a half tons of coal out of the way and had the cars moving in exactly 18 minutes after the wagon broke down."

This was an unusually difficult case because of the loose coal. Generally a broken down wagon is put on skids and hauled off the track in three or four minutes.

The other day, as occasionally happens, a trolley pole slipped off the wire and caught in the elevated structure, at Washington and Wells streets. It was during the rush hour, and it tied up the cars on both streets. A wreck crew had it clear in 10 minutes.

Following the terrific rainstorm on June 22, the subways at 47th street near Morgan street, and at Archer avenue and the Rock Island railroad, were flooded, blocking service. The two electric pumps included in the wreck service equipment were set to work and had the water out by morning.

Steam trains off the track at street grade crossings are a frequent cause of trouble. The wreck wagon crews help get them back on, and often their equipment is found to be just what is needed for their purpose.

Sometimes a big gasoline tank truck will break down on the track, spilling gasoline all over the street. The wreck crews handle these cases gingerly. They keep the street cars back a block from the tank and see that the rails are well sanded before the cars are permitted to pass.

"Several years ago an explosion occurred as the result of one of these breakdowns," Mr. Blakely said, "and a car and a building were burned. We take no chances."

When a horse falls down on the track and cannot get up, the blanket carried in the truck for that purpose is spread out on the pavement, the horse is turned over on it and, by use of the truck, is pulled out of the way. The blanket protects it from injury in sliding over the pavement.

Mr. Blakely, who is a great lover of horses, recalls the rescuing of one from a manhole sometime ago. It was caught in such a position that it was completely helpless. The truck of the public service company owning the wires in the underground conduits, found it impossible to extricate the horse, and the fire department, which had been called, was equally unsuccessful.

A derrick car used by the Surface Lines crew lifted it out without injury.

By the use of hose bridges it generally is possible to maintain service during a fire, if the fire department uses the proper care in placing its engines so they will not project over the tracks.

When the wall of a burning building falls on the car track, as it did during the Curran Hall fire, in which so many firemen were killed, all of the available manpower of the wreck wagon service, as well as recruits from other divisions of the engineering department, are put to work. The organization must always be elastic enough to cope with such situations on a moment's notice.

The emergency calls for wreck wagon service average about 40 a day, but sometimes reach 100. One crew covers a territory of from one to five square miles, according to the trackage and the congestion of traffic.

Upon the efficiency of this service depends the maintenance of orderly schedules. That they are maintained so well in spite of the interference of vehicular traffic is a sufficient indication that the job is being done well.

STREET CAR HISTORY

High Points in the Development of Surface Traction

The first street car line in the world for conveying passengers through the streets of a city was built on Fourth Avenue, New York, and put in operation in 1831-2.

The second street car line was opened for traffic on Sixth Avenue in August 1852.

The first street car line in Europe was built in Birkenhead, England, by George Francis Train, in 1860. This enterprise was not received with favor, the tracks were torn up, as were also those of another line in the suburbs of London laid in 1862, and not until 1868 was a line in practical operation in the old country, and this was in the streets of Liverpool.

The first elevated road was a cable road and was built and operated on Greenwich Street, New York, by Chas. T. Harvey in 1868. This was the beginning of the present New York elevated system by steam which was inaugurated in 1871.

The first street cable line was built by A. S. Halliday, in San Francisco, Calif., and put in operation in August, 1873. Many years previous to this, however, cable traction had been successfully employed upon certain railways in coal mines.

The first practical demonstration of operating cars by electricity generated by a dynamo was made at the Berlin Exposition in 1879 by Dr. Werner Siemens.

The first electric road actually put in operation in this country was at Menlo Park, New Jersey, by Edison in 1880.

The first electric road ever operated as a business enterprise was by Stephen D. Field at the Chicago Exposition in June 1883.

The first electric car operated in the

streets of a city for traffic was built by Bentley & Knight, at Cleveland, Ohio, on the lines of the East Cleveland Co., in July, 1884. This was operated by the underground conduit system.

The first overhead wire electric railway was built in Kansas City, Mo., in 1885, by John C. Henry.

Here are the important dates for Chicago:

Horse Cars—South Side: First line on State street, between Randolph and 12th streets, open April 25, 1859. **West Side:** Madison street line, Halsted to State, opened May 20, 1859. Randolph street line opened July 15, 1859. **North Side:** Wells street line, river to Chicago avenue, opened late in spring of 1859; Clark street line opened in August, 1859.

Cable Cars—South Side: First cable line in Chicago operated on State to 39th Street; began business Jan. 28, 1882; Cottage Grove avenue line built same year. **North Side:** Clark street line opened March 27, 1888; Wells street line opened same year; Lincoln avenue line opened Jan. 22, 1889; Clybourn avenue opened May 2, 1891. **West Side:** Madison street line opened July 16, 1890; Milwaukee avenue line opened at same time; Blue Island avenue line opened July 28, 1893.

Electric Cars—South Side: First Electric line in city began operating October 2, 1890, from 95th street and Stony Island avenue to South Chicago; Trolley substituted for horse cars on most of the lines (except cable) in 1893 and 1894 in all divisions of the city and in the suburbs; trolley substituted for cable cars on State street July 22, 1906, and on Cottage Grove avenue, Oct. 21, 1906. **West Side:** Trolley cars substituted for cable on Blue Island avenue July 22, 1906, and on Madison street and Milwaukee avenue Aug. 19, 1906. **North Side:** All cables changed to trolley lines Oct. 21, 1906.

Corrective Measures

"James have you whispered today without permission?"

"Only wunst."

"Leroy, should James have said wunst?"

"No'm, he should have said twict."

Surface Lines Beauty Spots

Do You Recognize the Location of These Views?

It seems natural to associate a street car ride in a large city like Chicago, with a certain degree of monotonous sameness of scenery. Usually, from experi-

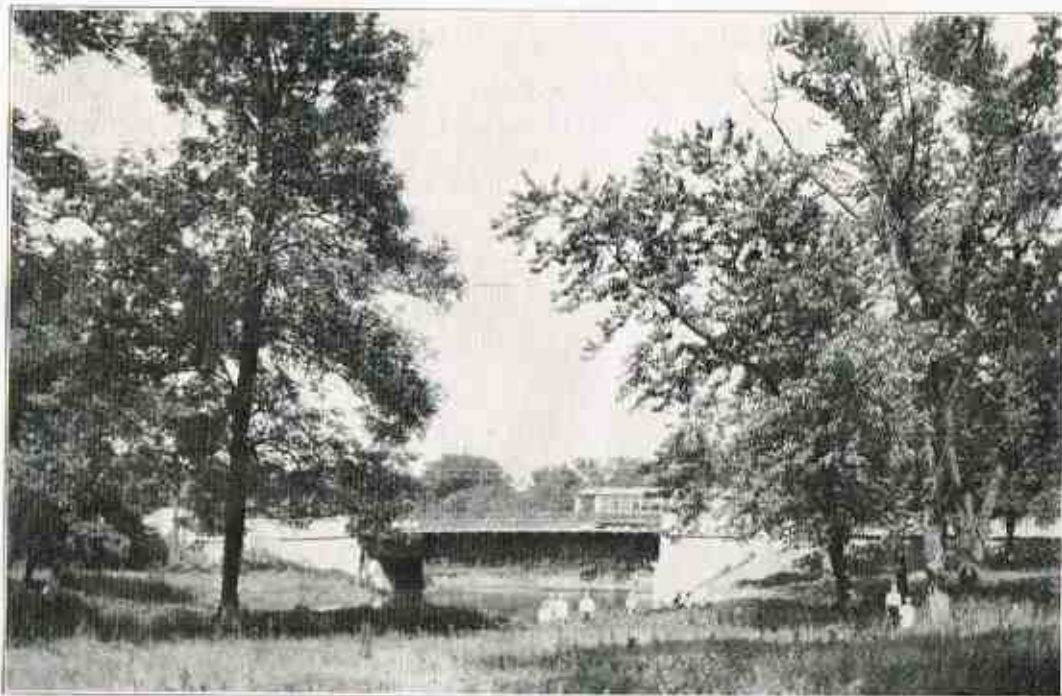
ence, we think of a trolley ride in the city as a trip through a canyon of brick, mortar and stone. While this is partly true, as the cars must carry workers to and from factories, office buildings, lumber yards and stores, there are many spots



ence, we think of a trolley ride in the city as a trip through a canyon of brick, mortar

and stone. While this is partly true, as the cars must carry workers to and from factories, office buildings, lumber yards and stores, there are many spots along the line which merit our appreciation. The accompanying views are a test





of the reader's powers of observation. Can you locate them? Is it not possible that these places; and many others like

them, are passed daily without ever a thought for their scenic value?



"There's beauty all around our paths, if but our watchful eyes
Can trace it 'midst familiar things, and through their lowly guise."

Mrs. Hemans, "Our Daily Paths."

Politeness

Marshall Foch made a witty reply to a man who, when one of the guests at a dinner party in Denver, given by a party of Americans, took exception to French politeness.

"There is nothing in it but wind," he said with questionable taste.

"Neither is there anything but wind in a pneumatic tire," retorted the gallant Marshal, "yet it eases the jolts along life's highway wonderfully."—The Argonaut.

Public Settled It

Between 1885 and 1890, the period when electric street cars began to prove practicable, there was much learned discussion in technical journals as to the term that should be applied to the man who operates such a car. Should he be called a motorneer or a motoneer? The public settled the dispute, as it has a way of doing, by calmly fixing upon the simple word, "motorman."

Helping Out the "Caseys"

Solving a Mystery and Introducing an Interesting Writer

"Say," said a worried-looking young man in a spick and span new uniform halting a shirt-sleeved individual in the corridor of the Fourteenth Floor, "I'm looking for some information. Where can I get it?"

"Why, I know almost as much as anyone you'll meet around here. Shoot! and maybe I can help you out."

"Well," said the man in uniform, "I've just been elected President of the Amalgamated Association of Certified Caseys. I'm 'Duckfoot' Casey of the Thirteenth Division. Now as everybody knows it's our ambition to graduate a lot of members who'll be a credit to our organization and in our hours of relaxation we are attempting to broaden our knowledge of our jobs and our fellow members."

"A very laudable ambition, I'm sure," said the man in his shirt sleeves. "Well?"

"Duckfoot" looked around cautiously, and lowering his voice, continued: "Well, we are being exposed and razed by a mysterious party who seems to get in on all our conferences and who then turns the spotlight on us in the columns of our weekly paper, hiding his identity under the name 'Larry Dunlay.'"

"Well?"

"Well, what we want to find out is what this guy looks like so's we can spot him when he comes drifting around where we're holding our conferences, see? And then, when we see him nosing around, we can shift our talk from the technicalities that form the subject of our discussions and switch to the Einstein theory, or the Influence of Nordic Laws on the Pigmentation of the Epidermis—or something like that to throw him off, see?"

"Well?"

"Well, then he won't be able to disclose all our confidential talks about this and that, see? And we'll enjoy some sort of privacy."

"Duckfoot" looked so worried and so much in earnest that after leaving the

young man, the shirt-sleeved individual called up a friend who keeps a collection of portraits of notables and secured what was said to be the latest picture of Mr. Dunlay. It is hoped that the publication



"LARRY DUNLAY"

of Larry's smiling face may offer the Amalgamated Association of Caseys the protection they seek.

But "Larry Dunlay" doesn't spend all his time making trouble in a good-natured way for the interesting tribe of "Caseys." He is a very alert person who keeps his eyes and ears open for the benefit, instruction or amusement of his readers. Recently he was an unidentified observer of a course of instruction being given a student conductor by a veteran. And the story that he wrote for the *Union Leader* was so informative that SURFACE SERVICE is glad to reproduce it for general circulation:

Standing on the rear platform of a trunk line car for a distance of some ten miles, I witnessed recently as nice a piece of loyalty to the Amalgamated Association as any of its ardent members might wish for. In fact, it was a sermon on the duties to which every car man is decently obligated.

The conductor was a man perhaps of 60 years of age, a fine-appearing, vigorous, thoughtful fellow. He had a student, a young man whose demeanor indicated intelligence.

It was during the mid-morning lull and riding was light. I was in citizen's clothes and neither conductor nor student paid more than passing attention to me. They were engrossed in their work. But I was interested—deeply

interested—in the kindly attitude of that conductor toward the student and the great pains he took to teach him the essential points in the business.

"You will always find your work come easier by being pleasant with passengers," was one of the thought transferences of this practical conductor who had used his head to master his occupation. "By being pleasant with passengers you command their respect, and you establish a friendly feeling the moment they enter your car. And remember, young man, in this business particularly it always pays to have friends, for you never can tell the moment you may need the good will of your passengers in proving up your statements concerning accidents or controversies that sometimes occur, no matter how careful men may be."

"Maintain a good spirit as much as possible," was another inspiring morsel he gave the student. "When you show a happy disposition you can ward off many a grouch in passengers. You will recollect that old saying, 'Like begets like,' and it is true. In fact, you can turn the grouches into good feeling many a time, for they are only temporary with most people."

"Never argue with a passenger over a transfer," he advised the student. "If a transfer is not acceptable, explain in a nice way the reason, request the fare, and if the passenger insists on an argument refer him to the company office for an adjustment. Don't be technical in these matters. It pays to lean to the broad side and use good judgment."

Another of his practical bits of advice to the student was this: "Don't try to rush when collecting fares. Work calmly, no matter how many passengers may be getting on. Keep your mind concentrated on the platform. Get your car under way as soon as safe, and never fail to register after you have completed the cash fare transaction with each passenger. If the money tendered you requires the making of change, register the fare after the change has been handed to the passenger. Make this a habit and you will avoid confusion. Never give a go-ahead bell until passengers are safely on and off, and you will make it much easier for yourself by assisting the women with the little tots and the aged and crippled."

On the calling of streets the conductor's advice to the student was: "It is good for a conductor to get into the habit of announcing all streets distinctly, so that they can be heard by the passengers inside. I always try to place myself in the position of the passenger, especially the stranger who may be riding with me. It is most confusing to strangers, especially women with children, to try to find their location on a rapidly-moving street car. It makes a conductor feel good to get these people properly located and on their way, and such passengers usually feel grateful for it. So I would advise that you make it a habit to call streets loudly and distinctly, and endeavor to keep in mind the persons who request you to leave them off at a certain street."

Here was another: "It is always best to report any accident in connection with your car, no matter how trifling it may seem. Get the names of witnesses and make your report when

you finish your run. Even though a person should fall after getting off your car, or an automobile or wagon should bump the car without damage, it is always best to report the occurrence. This protects you and the company."

Another: "Make it a point not to miss your reporting time for a show-up or relief. This will stand with you on your general record. Be careful in copying the time of your run from the time table; study the marks and if you are doubtful, ask for information."

"And," said this genial conductor to the student, who was all interest, "you will find it improves your standing with passengers to keep up a neat and clean appearance. Perhaps you have heard the old saying, 'A good front is half the battle.' Well, I have found that to be true. It doesn't take much time to brush up and look neat and clean, and it always makes a man feel better. A great many people judge a man by his appearance."

These were some of the practical pointers this conductor was impressing the student with. His manner was friendly, his talk was delivered in an easy conversational tone, and it was evident that the student was absorbing all of it.

But here was a little talk he made in a hall between fare collection and announcement of streets: "We have a very fine organization of the employes here and it has done wonders for us. You should become a member of Division 241. If it is agreeable to you, after you are turned in and on the extra list, I will take you to the board member at the barn and get one of these buttons for you"—(pointing to the union emblem on his left lapel). To which the student readily assented.

The good work of this conductor and the willing eagerness of his student to grasp detail was so inspiring that I left that car with reluctance. I wondered how many other conductors and motormen who break in students do the job so well, and whether they start their students out with proper respect for the occupation, for their union and for the public and their employer.

The Answer Complete

There is a certain Congressman who has the reputation of being the neatest fence-straddler in the profession, a man who is always anxious to conciliate everybody. A measure, on which there was a marked division of opinion, was about to come up.

"Will the gentleman vote for this bill if it comes up?" demanded a member, aiming a finger at the Congressman in question.

The latter looked from one side of the house to the other and slowly answered:

"I will"—

Immediately the opposition broke into a storm of boing. As soon as the member could make himself heard, he continued

—"not!"—

The other side was now in uproar and the speaker added hastily:

—"answer that question."—The American Legion Weekly.

Making the Wheels Go Round

How the Electric Current Moves the Trolley Car

Having explained in a previous article the principles underlying the generation and distribution of power on a modern traction system, it seems only logical that we give some thought to the operation of the equipment for which this power is intended. The following is, therefore, an attempt to describe briefly for the general reader the principles which are basic to the operation of the street car.

As we are concerned chiefly with the conversion of electrical energy into mechanical energy, the motor and control equipment will be dealt with to the exclusion of all subordinate apparatus.

Construction

Practically all street cars have either two or four motors. The principle being the same in either case, only two motor equipments will be considered here.



FIG. 1.
ARRANGEMENT OF CONTROL
APPARATUS IN STREET CAR

In Fig. No. 1 is shown such a car, with the principal control apparatus and motors in place. Beginning at the trolley pole, current is led by means of a heavy insulated copper wire to a circuit breaker fastened to the car hood directly above the controller. From the circuit breaker a similar wire runs to the controller. Leading out from the controller can be seen a large cable, consisting of a number of insulated wires. The wires in this cable are connected in the proper manner to the two motors on the car trucks, and also to the group of resistance boxes suspended from the underside of the car floor. To complete the path for the electric current wires connect the proper motor terminals with the metal frames

of the trucks. These frames, being in metallic contact with the car wheels, serve to convey the electric current to the track rails. As the car moves along it is thus seen how the current is continually picked up at the trolley wheel and flows down through the motor circuits to the rails.

The car illustrated is equipped with two trolley poles, and a circuit breaker and controller in each end, but this need not complicate matters when it is considered that only one trolley pole is used at a time, and when operating the car from one end the control apparatus in the other end is inoperative.

The construction and duties of this apparatus are as follows:

CIRCUIT BREAKER: The circuit breaker is an electrical switch, constructed in such a manner that it will open the circuit automatically when, for any reason whatsoever, more than a predetermined amount of current flows through it. It acts as an electrical safety valve for the protection of the apparatus.

CONTROLLER: The controller is a device for quickly and repeatedly changing electrical connections. It consists of two upright revolving cylinders, which terminate in handles at the top of the controller. The largest of these cylinders has many copper segments of unequal lengths, fastened to its surface. These segments brush against stationary copper fingers when it is rotated. The wires which lead to and from the controller are connected to the stationary fingers, and as the cylinder is rotated the motor circuits are changed. This cylinder serves to regulate the speed of the car.

The remaining cylinder, which is the smaller of the two, is also equipped with segments that come in contact with stationary fingers. This cylinder is for the purpose of cutting the controller out of the circuit, so that it is impossible to

operate the car, or allows it to go ahead or back up, according to the way it is set.

RESISTANCE BOXES: Resistance is a peculiar property of all electrical conductors which tends to oppose the flow of current. Some conductors possess this property in a much greater degree than others. When such a conductor is connected up with other electrical apparatus it provides a means for controlling or limiting its operation. For instance, resistance connected to a motor will reduce its speed to any degree depending upon the value of the resistance employed.

The resistance units shown suspended from the car floor are constructed of heavy metal of the necessary resistance value.

MOTORS: Little need be said here regarding the electric motor for we are all quite familiar with its appearance and uses. It is sufficient to say that the motor is a machine for converting electrical energy into mechanical energy or power.

The motors on a street car are connected to the car wheels by means of gearing. Small pinions fastened to the ends of the motor shafts engage the teeth of the larger gear wheels securely fastened to the car wheel axles. In this manner the mechanical power developed by the motors is transmitted to the wheels of the car.

Operation

In the simplified diagram Fig. 2, is shown what takes place in the motor and control cir-

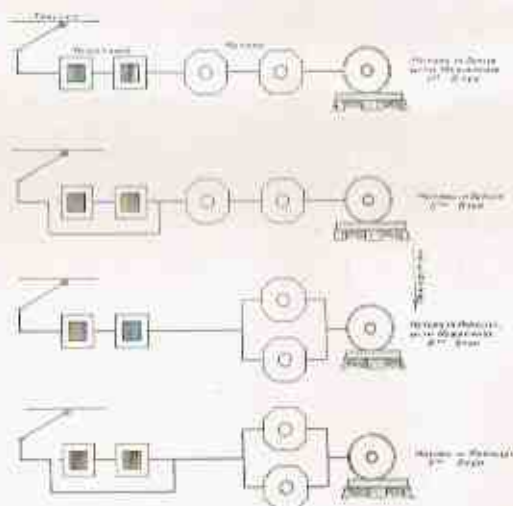


Fig. 2. Simple Diagram of Motor and Controller

cuits when the controller handle is turned from the OFF position to the full ON position.

We are all quite familiar with the way a motorman turns or notches his controller handle in bringing his car from rest to full speed. This controller in conjunction with the resistance boxes underneath the car serves to change the speed of the motors by changing the connections to them and the resistance boxes.

With the controller handle on the first notch or step the two motors are connected in series

with each other and also with the full set of resistance boxes. This step is clearly shown in Fig. 2. As the motors are in series with each other and also with the resistance only sufficient current will flow through them to start the car.

The next few succeeding notches (not shown in Fig. 2) cuts this resistance gradually out of the circuit with the subsequent uniform acceleration of the car until at about half turn of the handle the resistance boxes have been entirely cut out of the circuit and the motors are operating at their maximum speed while being connected in series across the trolley and rails. (See step 5, Fig. 2.)

At this position of the controller handle the car has been brought from a stand still to approximately half speed. Considerable increase in speed can be secured, however, if the motors be connected across the trolley and rails in such a manner that each gets full benefit of the voltage or pressure instead of dividing it between them as when they are connected in series. The next and last series of notches provides this arrangement and the motors are connected in what is known as parallel. This point in the sequence of circuit changes is known as the transition point and is clearly shown in the simplified diagram.

The change from full series to full parallel cannot be made in one step as the great rush of current which would follow such an abrupt change would place undue strain upon the motors and control equipment and is entirely impractical for other reasons. Consequently it must be made gradually. This is accomplished by again inserting the resistance boxes in circuit with the motors and then cutting them out as before.

The controller notch following the one that connected the motors in full series now connects them in parallel with each other and in series with the group of resistance boxes. (Step 6, Fig. 2.) As the handle is further turned this resistance is gradually cut out until at the last notch they have been completely cut out and each motor is connected through the controller directly across the trolley and rails and the car has reached its maximum speed.

Should the motorman at any time attempt to bring his car up to speed too rapidly the extra current flow resulting would open the circuit breaker already referred to. The breaker would then have to be reclosed by hand before the car could proceed.

So far we have been concerned only with acceleration. De-celeration or bringing the car to a stop is equally important and brings into use the braking equipment.

When it is desired to stop the controller handle is quickly turned back to the OFF position and the brakes are applied gradually by manipulating an air control for that purpose. A description of the braking apparatus and its operation is beyond the scope of this article.

More Than One Car

We learned last month how electric current flows from the substation to the trolley wire through the cars, and back to the substation, and we have seen here something of its path

through a car. It may be interesting to consider what takes place when any number of cars are supplied from the same trolley wire or substation.

If one car establishes a path for the current to flow around the substation why then is it possible for other cars to operate at the same time? The reasons for this are quite evident when it is remembered that resistance is always present in electrical apparatus and conductors. Because of this resistance each car on a system

acts only as a very small path for the electrical current. The aggregate sum of the resistances of many cars limits the path for the output of the substation.

As additional cars are put into operation on a system, such as is done during the daily rush-hour periods, we have what is known as the peak load, and auxiliary generating and conversion apparatus must be put into operation at the power plants and substations to handle this increased load.

H. M. E.

Preventing Power Waste

Motorman Kaliski Leads for June in the Fifth Division

In the scheme of operating passenger service through the streets of a city, the factors time, brakes and power are paramount, and only with the knowledge of the use of them can a motorman successfully operate a car.

The operating of the brakes, no matter what the design or condition may be, presents an unknown quantity, and more than any other influences the use and abuse of time and power, the extent of which is largely within the control of the motorman.

To the use of the brakes may be charged a greater part of all the power and time required to move a car safely through our city streets. We cannot dispense with them any more than we may with either one or both of the others.

The Kilowatt Hour meter in the cars is constructed on the principle of measuring power on a time basis registering it directly, and from this viewpoint we can readily see how the use of the brake is indirectly measured by it.

The question, therefore, naturally arises as to what method or methods should be used to reduce this time and power waste caused by the brakes. Experience has taught us in a general way the best methods of Brake application which are clearly outlined in the rule books and are carefully explained by the instructors.

Using the brakes to control the speed of the car with the power on, when indiscriminately practiced, will waste more power than can possibly be saved through the controller.

The brakes on our cars are designed so that one application of air should, under normal conditions, apply sufficient resisting force against the wheels to make a stop in a reasonable distance, and for the gradual reduction of that resisting force so that the stop may be made smoothly without jerks.

Experience and good judgment teach the motorman the amount of air to use for the many varying conditions of city service requiring the use of brakes. Take advantage of the coasting possibilities of the car.

The proper handling of brakes and power

under all conditions must be left to good judgment on the part of the motorman. He must be on the safe side, and at the same time maintain his schedule.

Power Saved Should Not Be Wasted

The high average motormen at the Archer-Rockwell Depot for the month of June in the order named are as follows, the same method being applied to determine the record as heretofore.

Name	Badge No.	Line	Run No.
T. Kaliski	10591	Entire Division	276
T. Kaliski	10591	31 Street	276
A. J. Kochler	1181	26 Street	404
J. F. Cronin	3657	Morgan-Racine	423
C. E. Hill	4601	Kedzie	437
J. J. Naughton	10729	31 Street	378
D. Maibigan	2773	35-39 Street	297
Ed. Murray	3401	Argo-Limits	475
J. Gales	2621	Western	109
M. P. Callahan	3593	Archer	12
D. L. Kelly	2682	51 Street Ext.	287
H. J. Grannon	4997	47 Street	214
W. Whalen	12645	Extra Men	...
Car Meter Division			
June 26, 1924.			



T. Kaliski

THE LOST SQUAWK

Seated one day at the radio
I was weary and without smiles;
And my fingers wandered idly
Over the much used dials.
I know not how I was tuning,
Or what I was dreaming there,
But I struck one brand new station,
Like the sound of a jazz band flare.

It linked all well known squeals,
Into one horrid din,
And trembled away into silence.
As if it were loth to sin,
I have sought, but I seek it vainly,

That one lost squawk divine,
Which came from the heart of the radio
And entered into mine;
It may be that an announcer
Will speak through that squeal again—
It may be that he will tell me:
"This is WHN!"

—N. Y. Herald-Tribune.

SURFACE SERVICE MAGAZINE

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

EDITORIAL

OPPORTUNITY

In an organization like the Surface Lines, where the policy of promotion from within is well established, the employe who fails to look well to the future is unjust to himself. This is particularly true with reference to positions in the various clerical branches of the administrative departments. When vacancies due to promotion or resignation occur, there is at once a search for a capable employe for the place. The field of stenography and typewriting is necessarily a large one, and there are a great many skillful operators among the hundreds engaged in this line of activity. But while there are scores who can qualify as high-grade copyists, and who can take dictation after a fashion, it is surprisingly rare to find one who is capable of rapid and accurate dictation work, and who can spell correctly. On a recent call for a competent stenographer for a semi-secretarial position in the general office, there was great difficulty in securing a candidate thoroughly equipped for the place. There should be Surface Lines stenographers who can take dictation at a hundred and fifty words a minute and turn out well-typed, accurately spelled letters rapidly. There surely are many who, if they would practice assiduously, could improve both their speed and

accuracy. Perhaps the heads of departments may not be fully informed about the rank and file. If there are those who have been hiding their talents it might be well for them to let it be known. A typewritten letter describing the writer's qualifications for admission to the higher grades of stenography, addressed to "Department of Personnel," at the general offices, and forwarded through the departmental chief with an extra carbon for his files, might make the task of selection easier.

SERVICE COUNTS

Do you believe in your job? Are you convinced that your company is "on the square" with its employes and the public? It is fair to assume that you would answer both of these questions in the affirmative. The chances are that if you could say "no" to either you would have left the organization long ago to seek a place more congenial and with some one of whose sincerity and good faith you were assured.

Assuming that you are with us in all that the expression implies, you are in a position to render an important service to the Surface Lines and to the public, by the simple process of talking to your friends and associates about the Company, spreading information about its share in the everyday life of a great city.

You know that it is the biggest organization of its kind in the world. Most of the public knows that, too. But what the public does not realize, perhaps, is *how* we are serving this city of three million people—what it would mean to the community if this great system should be wholly and completely withdrawn and there was a return to the "good old days" of horse-drawn street cars. The *service* we are rendering is the important thing. And this is true also, of course, with the other modern utility conveniences. You remember that when the public was asked by the "Inquiring Reporter" what modern convenience they would miss most the majority of those interviewed

named the electric street car as the service they could not well get along without.

By familiarizing yourself with the chief features of transportation service as rendered by the Surface Lines, and by having at your command the salient facts about this and other utilities and by using this information judiciously, you can build up a circle of friends whose understanding of utility problems will tend to stimulate a healthy interest in all public discussions of these important questions. Get the facts and use them.

WE ARE HONORED

To the Famous Fourteenth Floor heretofore devoted to the more or less commonplace pursuits of administration,

finance and engineering, there now comes the Law, represented with appropriate dignity by our new General Counsel, John R. Williams, and by that suave and puissant advocate, James M. Sheean. The Famous Fourteenth bids them thrice welcome and congratulates itself upon the acquisition of these shining lights in whose effulgence we shall bask with complete contentment. The official bulletin announcing the appointment of Messrs. Williams and Sheean also carried the information that Mr. Harry P. Weber has been named as Counsel. Mr. Weber will not change his office location. With this distinguished triumvirate to interpret and advise, our interests are certain to be well safeguarded. Welcome, gentlemen!

Accident Prevention Organization

General Advisory and Departmental Councils Appointed for Active Work

The first step in the organization of Accident Prevention work, inside and outside the Chicago Surface Lines, appears in the following bulletin from Vice President G. A. Richardson announcing the appointment of a general advisory council on accident prevention effective July 1:

To coordinate activities in the important work of preventing accidents on the Chicago Surface Lines, a general advisory council on accident prevention is hereby established with the following members: Victor T. Noonan, chairman; H. H. Adams, C. H. Evenson, F. L. Kriete, H. B. Fleming, F. M. Hamilton, J. Z. Murphy.

The direction of Accident Prevention work in each department will be delegated to Departmental Councils which will supervise and direct protective and preventive measures within their respective jurisdictions, and carry into effect plans that will insure full cooperation on the part of all employees.

It will be the duty of the General Advisory Council to investigate reports of unsafe conditions or dangerous practices, to provide appropriate remedies therefor and to formulate policies for the most effective promotion of Accident Prevention.

With a full realization of the importance of personal responsibility in this movement, the management is confident that every employee will give his full support to this program, which

will contribute so much to the protection of his fellow-employees and to the general public.

The personnel of the Departmental Councils will be duly announced.

Since the appointment of the General Advisory Council on Accident Prevention, Departmental Accident Prevention Councils have been organized in the Transportation, Engineering, Electrical and Shop Departments. Additional sub-councils among the supervising officials in these departments will be announced in the next issue of Surface Service.

The General Advisory Council on Accident Prevention will meet once a month passing upon all important recommendations having to do with the prevention of accidents. The various Departmental Councils will meet at regular intervals. The organization of these Councils will thoroughly cement this whole company with all its departments in a common effort to fight a common enemy—danger.

The members of the Departmental Accident Prevention Councils are as follows:

TRANSPORTATION: Messrs. C. H. Evenson, Chairman; L. E. Boldin, Secretary; C. E.

Jones, M. Harrington, R. Beldam, Ed. Altmeier, W. A. Bassette, M. B. Quinn, D. F. Bowles, E. L. Maguire, S. G. Irvine, W. A. Hall, B. W. Bolger, D. F. Van Antwerp, R. L. Hays, R. J. McKinney.

ENGINEERING: Messrs. G. J. Schima, Chairman, Track and Roadway Department; H. C. Kelly, J. Wolfe, H. Schlachter, J. Hewitt, H. B. Maloney, C. C. Chambers, R. C. Caul, B. Greenway, J. O'Connor.

Buildings and Drafting Department: Hugo Schmidt, W. H. Figg, J. Hatch, F. Acker, W. Ambler.

Stable, Wreck Wagon and Supply Car Department: Thos. Blakely, D. A. Robinson, Arthur Blakely.

Electrical Department: Messrs. A. J. Klatt, temporary chairman during Mr. Murphy's absence; Wm. Jones, H. Richter, F. E. Roper, P. E. Murray, V. E. Thelin, Wm. Becker, E. M. Miley, C. L. Schwertfeger, H. C. Lauer, Walter C. Becker.

Shops: Messrs. H. H. Adams, chairman; T. H. Staughnessy, Don McGill, Ben Phillips, Howard Alton.

Engineering Sub-Councils—Track and Roadway Dept.: H. Schlachter, chief clerk; H. Sanford, welding clerk; A. B. Bonhomme, mil. rec. clerk; H. Abbott, St. Open. Insp.

Northern Division: C. C. Chambers, Div. Supt.; A. Mitchell, Gen. Fore.; A. Gegan, C. Peterson, Sec. Fore.; O. Billstein, Sec. Fore.; C. Sundberg, Sec. Fore.; M. Reddington, N. Fore.; M. McHale, Timekeeper; W. Piper, Timekeeper; J. Brunswick, Timekeeper; E. Taylor, Mat. Clk.; J. Boesen, Mat. Clk.

Western Division: R. C. Caul, Div. Supt.; A. J. Johnson, Gen. Fore.; C. Johnson, Gen. Fore.; E. Carlson, Sec. Fore.; T. David, Sec. Fore.; S. Ecklund, Sec. Fore.; Wm. Urry, St. Open. Fore.; W. O'Connell, N. Fore.; C. Anderson, Fore. 13th and Ogden Frog Sh.; C. Pacelli, Timekeeper; T. Vitalie, Timekeeper; G. Gramm, Material Clk.; H. Signafoose, Material Clk.

Central Division: B. Greenway, Div. Supt.; J. Kammenjarin, Gen. Fore.; J. Ruzich, Gen. Fore.; J. Miller, Gen. Fore.; A. Victorian, Gen. Fore.; P. Zurro, Sec. Fore.; L. Rusich, Sec. Fore.; S. Milos, Sec. Fore.; F. Childs, St. Op. Fore.; J. Milos, Night Fore.; L. Ciucci, Timekeeper; W. Burns, Timekeeper; M. Cadwallader, Timekeeper; D. Dartt, Mat. Clk.; G. Johnson, Mat. Clk.

Southern Division: J. O'Connor, Div. Supt.; J. Milos, Gen. Fore.; O. Manthe, Gen. Fore.; F. Bushong, Gen. Fore.; W. O'Donnell, Sec. Fore.; J. Raudich, Sec. Fore.; J. Ruzich, Sec. Fore.; M. Doljamine, Sec. Fore.; J. Franks, Night Fore.; P. Markovich, Fore. 75th St. Frog Sh.; W. Watts, Timekeeper; C. Kolar, Timekeeper; J. Shields, Mat. Clk.; H. Bulfin, Mat. Clk.

Buildings and Drafting Department: J. Hatch, Carpenter Fore. South; A. E. Johnson, Carpenter Fore. North; W. Ambler, Mason Fore.; R. Ambler, Labor Fore.; C. Johnson, Painter Fore. North; H. B. Hess, Painter Fore. South; M. Britt, Plumber Fore. North; J. Birney, Plumber Fore. South; A. Bebeling, Roofer.

Stable, Wreck Wagon and Supply Car Department: G. Rhode, Chauffeur, 20th and Dearborn; J. Muir, Chauffeur, Various Locations; J. Conlin, W. W. Chauffeur, Emergency; J. Coutre, W. W. Chauffeur, Racine and Center; T. Rice, Chauffeur, Western and Flournoy; J. Riordan, Motorman, 39th and Halsted; R. Gilmore, Clerk, 39th and Halsted.

OUR OWN WALT MASON

Figg Makes a Rhyming Comparison of Then and Now

When I was a little boy, my daddy's pride and mother's joy, Chicago was a prairie and for want of transportation 'twas a case of hike and carry.

So people clustered near the loop and lived like chickens in a coop, thankful for their bread and soup and Sunday mornings bright and fair they all walked out to take the air.

Then some one with a broader view, seeing the future's brilliant hue and knowing just the thing to do, to make his wonder dream come true; set forth to build a street car line and every one just thought it fine, for they could now move further out and let the children run and shout. Of course, the price of lots went up, out where we went to sleep and sup, and talk about your jolly times; we all made dollars on our dimes and added daily to our health the same as to our worldly wealth.

The cars were open in the Summer, late at night they ran the "bummer," and in Winter cold and gray just to make your feet feel gay, you stuck them into new mown hay, and so in snow and cold and sleet, rain and shine or sultry heat the public's joy was most complete.

Oh, sure, as you can readily guess, the horse car line was a grand success, and the men who had the so-called gall, to risk their names and very all, on something so entirely new, began to count their revenue and all the "common" folks were glad, for knocking wasn't then the fad.

And when the good old "barley motors" were relegated to the stable, the cars sped further, faster, on a metal shoe string cable, and then the greyhound trolley came and made the cable cars look lame, and what the others did for us the trolley added plus times plus.

And as the city grew and grew, the street cars pushed out further too, and the question's always been with me, would the city have grown without the company, or did the street cars just follow steadily?

At any rate, we all agree we owe a lot to the company, they also owe a lot to us, so what's the use to fume or fuss; but those who have dyspeptic minds and call the present service sour should go back in retrospection to the old four mile per hour. W. H. Figg.

A Real Mourner

Undertaker—"Are you one of the mourners?"
Pat—"Sure I'm that. The corpse owed me five dollars."—Exchange.

Departments and Divisions

Transportation

Mrs. Mary McCormick, our attractive switch-board operator, wears a pretty string of West India Mah Jong crystal beads, which has been admired by many gentlemen. One in particular.

Once again summer has arrived. Our Complaint Desk looks very much forsaken owing to Mr. Pearce having left all this trouble behind while he and his family are enjoying the sweet summer vacation breezes of upper Michigan.

Mr. C. E. Jones is back on the job looking like a million dollars, but still feeling the effect of his long siege of sickness.

Mr. Joshua Burgee made a flying trip to New York State.

Louis Bohlin has had his auto rejuvenated—looks like a houndinger. Started out on a trial trip with four wheels and on arriving home discovered he had but three, the fourth came following up some time later.

Miss Marie Krausman has returned from a very interesting vacation, a trip via auto to St. Louis, remembering us all with a souvenir postal. Marie is now planning where to spend her next vacation.

Electrical

Arthur Leland, substation operator, is the proud daddy of a fine baby daughter. Mother and baby are doing fine.

Harry Lauer now has a fine summer cottage up at Wauconda, where he can always be found when not working. Mr. Klatt says that since Harry has taken this cottage the fish have all left the lake. He knows, for he has tried it.

Reports are in circulation concerning the mysterious actions of a certain Mr. Harry Debus. He has been seen on several occasions leaving the train at Berwyn closely guarding boxes of Fanny Mays candy. Mr. Debus was seen last at the play, Abie's Irish Rose, accompanied by a young lady. The identity of this lady is not known, but it is believed that her first name is Elsie.

The main office of the department now boasts a regular up-to-date shoeshine parlor.

A. Mischie is having considerable trouble with his eyes. These swell Chicago dames sure do cause a lot of trouble.

We are glad to report that Bill Murphy is back with us again. Bill was laid up for almost eight months on account of a very serious accident.

Bill Broderick, chief operator at 42nd St. Substation, is back at his post after a rest in the country. We are glad to know that Bill's health is now much improved.

From all indications two worthy club members of this department will soon adjust the proverbial millstone about their necks. They are now at the flat hunting stage and it is rumored that their vacations will not be without a purpose. Phil O'Shaughnessy and Leo Purcell are the gentlemen in question.

Material and Supplies Dept.

Wedding bells have been ringing for three of the girls who formerly worked at Clark and Division. Mildred Johnson was married on May 17th, Kathryn Weiler, June 4th, and Gertrude Holk June 18th. We extend them our hearty congratulations.

Fred Getz spent a week-end at Crown Point. We wonder why?

Short Anders and Jim Mullins, in a moment of optimism, purchased a second or third hand Maxwell. On its maiden cruise they ran afoul of the law in Glencoe.

Art Thinneman has returned from his vacation, having spent a very enjoyable time. Most of the time was spent car riding.

Are you in need of a shingle? Visit our expert lady barber, Miss Mary Topolinski, at Clark and Division. We wonder if she is responsible for the shingle Mike Fiorita is sporting.

Ludwig Gasper joined the ranks of the Benedicts June 7th. Congratulations, Gasper.

Jack Schultz has gone on his vacation.

Anabelle DeSaundley is a lover of flowers. At the Trolley Party she picked a bouquet and all the way home held a parasol over them to protect them from the moon-beams.

Henry Vertenten spent his vacation fishing. He had some good catches. One day he caught three hundred. Some catch.

For information on "Easy Methods of Falling" see Marion Rogers. Her's is a slow, graceful way, avoiding the sudden stop at the bottom, so common in other falls.

Grace Wright and Margaret Hennem are looking forward to the picnic. It is rumored that they are planning to motor to the park in a "Peerless."

D. J. Dillon is spending his vacation on his airy farm in West Englewood.

Marion Micetic spent her vacation visiting the South Shops and riding their Electric Locomotive.

Legal and Accident Investigation

The recent typographical improvement of the work from this department might lead one to believe that we had employed some higher grade stenographers, but not so, as we had 'em already. We did, however, get sixteen new typewriters and the general improvement in the appearance of our work is very noticeable. It may be that this "sprucing up" is responsible for some of the new bobs and shingles which have arrived since the new typewriters were delivered. We feel sure these new machines will get polished up every day, for a while at least. "But, girls, do you ever use any oil on them?"

Nowadays you hear of all kinds of "trots" and "steps," but you probably have not heard about the "Texas three-steps." They were the regular "pink teas" in the early eighties, our Charlie Bouland says, and he ought to know, because he was one of the instructors. In those days he was a past master at teaching Texas bronchos how to alight from box cars and how to keep step in front of a bob-tail Palace car. Charles says that most of these bronchos had not sown their "wild oats" and apparently were full of Western wild oats and that it was very necessary to tie up a fore-leg and give them

considerable "education" at the end of a long rope before trusting the bob-tails to their tender mercies.

Miss Marie Fredenburg, formerly of this department, is taking a rest cure at the Edwards Sanitarium, Naperville, Illinois. Some cheerful letters from old friends will help to ease the monotony of her convalescence and encourage Marie to keep up the fighting spirit she has displayed during a long illness.

During the relay race at the Picnic last year our team "dropped the stick." We admit we had "the speed of the party," but dropping the stick is part of the game. It was the old story of the "Tortoise and the Hare." Come on, Tortoises, we will be there at the mark this year! Do we hear that there are some other Hares?

It's great to be a grandfather, but to prove that you are the "best" grandfather must be the acme of satisfaction. Mr. J. R. Williams demonstrated that he was the best grandfather when he turned in a card of 86 for the Grandfather's Cup at the Glen View Golf Club on Saturday, June 21. The same card tied for leadership in the Class B handicap tournament but they did not care to load up "John R.'s" cup rack too heavy, so they gave that one to the other fellow.

It was quite a shock for the old friends of Miss Emma Coy, who had recently greeted her gladly after an absence of about two years because of illness, to learn that she had suddenly passed away on June 22nd as the result of heart trouble.

Accounting

The employes of the Accounting Department extend their heartfelt sympathy to Mr. Thos. F. Coan for the loss of his father, who died on June 20th.

The best wishes of her many friends in the Accounting Department follow Miss Della Farris, who was united in marriage to Mr. J. T. Sweeney on June 21, 1924. Mr. and Mrs. Sweeney have gone to Denver, Colorado, on their honeymoon.

The following are having and have returned from their vacations:

Mr. Chas. W. Meyer is visiting in Chicago with his family and expects to travel as far as Forest Glen to visit his father and mother.

Mr. Ed. Mark is traveling the boulevards with his new six cylinder four wheel brake baby carriage.

Mr. O. Stack is making window screens for his bungalow.

We think Mr. H. A. Praiter and wife are fishing in the northern part of Wisconsin.

Mr. R. E. Eddy has returned from a motor trip to Kalamazoo, Mich., visiting relatives. En route he had his usual hard luck with blow-outs and punctures.

The following returned from their vacations and report that they had a grand time, although the weather was a little wet:

Misses H. Crowley, C. Sarnek, H. Youngstrom, and Messes. A. Bresin, L. Powers and A. Hrynjak.

Mr. C. Ohm is now on the sick list and we hope that next month we will be able to say that he is well and back on the job.

Harold Hoyer says that he will startle the

world when he comes back from his vacation, with the results of his explorations into the wilds of Wisconsin.

Bobby Malmquist, Jr., called his father up on the phone the other day and asked if his daddy had bought his tricycle yet, and Mr. Malmquist replied that he had it at the office, but he could not bring it home on the street car, to which Bobby answered in words to this effect: "Why don't you ride it home, Daddy?"

Ralph Luebkenmann and Harry Hopke went out riding in Harry's Ford during their lunch hour and they had two (2) punctures. Now Ralph insists that Harry has a few spare tires on his Ford the next time they go joy-riding.

Mike Rubey (the blushing sheik) has been seen traveling northwest lately. What's the attraction, Mike?

Engineering Dept.

The Engineering Department Accident Prevention Committee is keeping in close touch with Mr. Noonan and expects some real results in the reduction of accidents. Our last meeting brought forth a generous number of sound suggestions for the prevention of accidents.

Harry Schlachter is seriously considering writing a treatise on "How to Avoid Falling Plaster."

According to a well known authority of Wheaton, Prohibition has divided the people into two classes, those who have a little still and those who still have a little.

F. J. Koza, our radio-golf enthusiast, is very much perplexed these days as he can not enjoy both at the same time.

R. W. Ambler is now driving a Haynes car. He says a friend of his bought a Nash car.

This is "Presidential Year," so Mr. John Murray waived all bets and had his mustache razed after raising it for years.

Teamster Jim Kirshner, who has a cottage at Delavan Lake, Wis., sent a card to Paddy Smith asking him to come up and keep the fish out of the boat. Why not send some home, Jim?

Teamster John McGinn says that if they have a greased pig contest at our next picnic he will be the winner. Claims he has a system for catching them. He ought to know. He caught one the other day on 39th Street.

Motorman Hugh Fisher, who is in the Lutheran Hospital with an attack of appendicitis, is getting along very nicely.

Trolley Tender John Leonard has returned to work after an operation of appendicitis, feeling better than ever.

H. W. Busch's wife and family are on an extended visit to the home folks in Norway. Although lonesome, Harold still retains his genial smile and manner.

C. G. Powers, office engineer of the Track and Roadway Department, had an attack of the grippe for several days. We are glad to see him back on the job and in good health again.

Harold Safford, welding clerk, and his bride of a few months, returned June 16th, 1924, from a trip to Little Rock, Ark., where they spent his vacation and their honeymoon.

Harry Lewis, progress clerk, was married on June 7th, 1924, to Miss Margaret Morrison, formerly of the Track and Roadway Department. Following a honeymoon at Fox Lake,

Illinois, they are now residing at 3430 N. Oakley Avenue.

Two former Track and Roadway Department employees visited with their friends and former associates in the office during the past month: W. F. Pratt of Mexico and Howard Lose of Florida.

Shops and Equipment—North and West

The sample multiple unit Two-Car train has been completed and tested on a successful trial run. The performance was very satisfactory, both in regard to the electrical equipment and the pneumatic door equipment, which has some entirely new features.

This train was inspected by Mr. G. A. Richardson and other company officials, also by Mr. B. J. Arnold, chairman of the Board of Supervising Engineers, and Mr. W. A. Shaw, city representative, who expressed approval of the exceptionally fine appearance of these cars and the efficient arrangement for loading and unloading of passengers.

The West Shops not only boasts of new street cars, as a brand new Essex and Chevrolet put in their appearance recently, introduced by Messrs. Shaughnessy and Jorgensen, respectively.

Messrs. J. Canavan and J. Flannery, our veteran car inspectors, are now in St. Paul with the rest of the Swedes, where they expect to be on the job for some time, inspecting the 50 cars being built for us by the "Lightweight, Noiseless Electric Street Car Co."

Mr. G. F. Smith, machine shop foreman, attended a family reunion recently in Oklahoma City. He attempted to make the trip in his "good" Maxwell, and we understand that he reached St. Louis. Nui sed.

Miss E. Anderson, who has been employed in the Paint Shop for several years, has resigned on account of ill health.

We were sorry to hear of the death of Mr. J. D. Newton's mother, who passed away after a long illness.

Fare Box Inspector John Talbot went away on a vacation and brought back a wife. Best wishes are extended to the newlyweds.

South Shops and Carhouses

We understand that Henry Warnken, 77th Street, is about to pop the question and enter into a new contract. May luck be with you, Henry.

J. Ingoldsby, motorman, South Shops, has returned to work looking better than ever, after having vacationed in Wisconsin for six weeks.

R. Adair, Motor Repair Department, is wearing a broad smile, for recently he became the proud father of a bouncing baby boy.

During Miss Bresin's vacation she dropped in on us one afternoon, carrying a baby about one year old. Naturally, we thought she had been keeping something a secret on us, but she explained that she was out giving her brother's little girl some exercise.

One morning recently Mr. Heath was seen running to work. It certainly is funny what a difference married life makes in a man.

Car Meter

The new run guides now prepared by the Schedule and Traffic Department in place of the old time tables have made for greater speed

in producing, without the chance for error, our graphic schedules. This, together with the new graphic schedule form, has been successfully introduced in this department. This new graphic form also marks an advanced step in the effort to attain greater speed and efficiency. The new form is much easier to work with, due to the fact that all unnecessary columns have been done away with, tending to make a more neat and compact chart.

Let us consider what could be accomplished if one car set out to consume the mammoth K. W. H. consumption from one of the divisions for one month. As an example, Cottage Grove during one month consumed 2,874,167 K. W. H. With this power the cars made a total mileage of \$945,325 miles. This power if used by one car and covering this distance at a rate, on an average, of 10 miles per hour for 24 hours per day, would encircle the globe approximately 37.8 times. To consume this power it would require in the neighborhood of 10 years and 9 months of constant operation at the above averages.

Several of the young ladies of the department attended the Trolley Party on the eve of the 19th and a better time was never had, they declare. They journeyed to the forest preserves and everything was served from cake and ice cream to confetti and chinese parasols.

Cottage Grove

The two following incidents occurred recently, and, considering our daily routine, are worthy of mention:

An elderly woman boarded a car at Adams, southbound, and requested the conductor to let her off at the Illinois Central Station. The conductor replied that he would call out at Twelfth Street, Roosevelt Road, which was her destination.

He called out as promised, but owing to the din of traffic and the crowd of passengers, boarding and unloading, the lady was forgotten until the car reached Eighteenth Street. At Eighteenth Street a supervisor was informed and the lady in question was sent back to her destination with practically no delay, and, as she said, in plenty of time for her train. She thanked the supervisor and the crew, explaining that she had heard the conductor call the street, but, being a bit confused, had forgotten to alight.

A gentleman approached the front platform of a car and requested quick action on the doors, as he wished to board an east bound car at Sixty-ninth Street, which was stopped at the crossing. The door was quickly and cheerfully opened and the gentleman boarded the car and signaled a "Thank you."

The incident was forgotten until several days later, when the gentleman in question boarded the same motorman's car and again thanking him for his prompt action, endeavored to persuade him to accept a dollar, explaining that he had secured a certain contract through being on time with an appointment.

The dollar was refused but the motorman enjoyed two splendid cigars, which are always a fair exchange between gentlemen.

A few of the boys are complaining because

there are no fish stories sifting through the magazines from the various departments.

Well, let's give the boys a chance; they have not had a good start as yet, and, again, a new publication must go slow, particularly regarding fishermen and hunters. Discrimination must be shown in order not to overdraw the line.

Full many a law-abiding, truthful citizen returns from a well-earned vacation with thrilling and hair-raising stories regarding big game and monstrous fish, but—direct evidence—Well, we are pleased to know that they enjoy their vacations.

It may have been from the Literary Digest, or from the silvery tongue of our W. J. Bryan, but the writer is inclined to believe that the following story originated in the fertile mind of our own Bill Swanson.

A teacher in instructing a youthful class in the English language, requested that a sentence be composed, containing the word diadem. A red-haired youth, who has a chance to become president, was prompt with the following reply: "Folks that drink moonshine diadem sight sooner than those who don't."

Seventy-Seventh

77th Street list of proud daddies still growing. Following are proud papas this month: J. O. Shaw, C. J. Carrier, J. Higgins, O. A. Autenreith, W. J. Youta, H. H. Claussen. (Congratulations, boys.)

The following men were among the missing for several days: E. J. Willette, M. Maloney, J. J. Bonkowski, G. M. Adler, W. Nadolney, J. E. Doyle, J. M. Eunis, S. G. Richardson. There is a rumor around that the above boys took on some additional expense.

The "Bulletin" also records that Kansas City has a statute reading: "When two cars approach each other at a crossing they shall both come to a full stop, and neither shall start up until the other has gone."

Hats off to the ball team, who managed to slip one over Archer. It certainly was a hard pill for them to swallow. As Mr. Bowles has already stated it only was a scrub team that beat them. They play pretty good ball for a scrub team. How about it Mr. Bowles?

The writer has been always kidding Katter about being a "has been." Take it all back Art, you can surely play ball.

Remember the Bulletin Boys. The old claim department now comes out with a new name. Don't be surprised when you are calling up on an accident and hear this: "Accident Investigation Department."

We have now over 100 cars equipped with new transfer boxes. Some class.

Picking is over and hope you are all satisfied. So do the best you can to please the public. It will make your work much easier.

The instructions the boys received from Mr. Watson were a great help to all concerned.

Ask the chief clerk how he likes 79th street on a rainy or stormy Sunday.

Henry Carlson is able to be around again after having a bad fall while painting his house. He still walks around with the aid of a cane.

The majority of the conductors are still wondering where Receiver McConnell disappeared

to. Here's a tip to those who don't know. Willie has been appointed head receiver and goes home when the rooster's crow. This is the reason many of the boys are not able to see him.

Sixty-Ninth

It looks as though all hands will be busy this summer judging from the new sewers being put in on 63rd St. west from Hamon to Cicero Ave., and 48" water pipe extensions crossing Robey, Ashland and Racine Ave. These improvements taken in connection with crowds to the forest preserves on 87th St. most every day, and then a little subway water now and then ought to keep everybody in trim this season.

T. D. Sullivan is the proud father of an eleven-pound baby boy, born May 25th. C. L. Milligan reports a baby son weighing eight pounds, born May 4th. Congratulations.

Wedding bells rang out this month for J. Pavletick, J. Schmidt, J. Doubek, and J. Hyland. "Here's hoping Dan Cupid will be their pilot over the matrimonial seas and that life will be as much bread and cheese as love and kisses."

A brother Scot remarks that K. Finlayson, in his report on Surface Service in Glasgow seems to slight surrounding towns worthy of comment. For instance take "Inverness." If you miss the afternoon car you seek out a rooming house and await the morning car.

Conductor Schenold, when advised by his physician to keep away from cigarettes, promptly purchased a holder of generous length and now goes merrily on his way.

Jan. Trudden attended the Democratic convention. He is the big gun from the 18th ward.

O. E. Hammond was recently called to Columbus, Ohio, by the death of his mother. Our sympathy is extended to Mr. Hammond as well as to Messrs. F. W. Saenger, J. McGrath, W. B. Durkin and J. Connolly, each of whom have recently lost a sister.

We understand Mr. Quinn, our division superintendent, has started a campaign of information relative to street car problems. Mr. Quinn is a convincing talker, and if you doubt it, ask some of the boys who have been on the carpet lately.

A. Cheshire informs us that his Ford touring car (early 1910 model), is all tuned up and fit for his intended trip to California. Those wishing to make the trip, see Al. All that's missing is the chain drive fan belt. Probably it can be had at the Field museum.

Once upon a time a friend took Gus Johnson, supervisor, fishing and had with him a bell that was attached to the pole so that the alarm would be given when the fish was caught. Gus heard the bell and began laughing so loud that the fish was tickled to death, and Gus laughs to this day. Ask him about the bell.

Magee, Ford & Glass got 90 days, skipped town and sailed the briny deep to visit the scenes of childhood on the old sod.

Ford, Glass & Magee,
All took to sea,
Ford, Glass & Magee
F. O. B.

Archer

When "Dinny" Burns passed away on Sunday, June 7th, after a short illness, everybody at Archer depot lost a friend, and the Chicago Surface Lines lost one of their oldest and most trusted employees. Everybody at Archer will miss him with his harmless jokes and witty remarks. As Mr. Bowles aptly expressed it:—"There was only one 'Dinny' Burns." More details as to his years of service, etc., will be found in another column. We extend our deepest sympathy to his bereaved wife and family.

Jerry Horan was still in the West Side Hospital on Saturday, June 14th, but expected to be able to go home in a few days.

Andy Muckle is still a very sick man, we had hoped for better news of him at home, 5931 S. Sawyer Ave.

A. J. Hansen is still in St. Paul's hospital suffering from a broken leg. He is slowly recovering.

We are glad to see John Smolik back on the job again after a two months' sickness.

F. Kabana, who has been suffering from a broken collar bone and fractured ribs, is home from the hospital and doing as well as can be expected under the circumstances.

On May 29th, our Club President, Adam Longhauser, caught a runaway horse on Western Ave. between Potomac Ave. and Division St. He felt very glad to think that he probably had saved some poor child from getting hurt. Adam is one of the most loyal rooters for our base-ball team.

Speaking of our base-ball team, they are doing fine work. They have won five games and lost one, 77th St. winning June 18th by a score of 7 to 6. Well, we had hoped to win every game, but base-ball is baseball. Our battery has been doing fine work and the boys have been hitting hard, everybody full of pep. The rooters are coming out to the games in ever increasing numbers. Keep it up boys, you can not be too proud of your team.

Blue Island

Motorman W. Collins was presented with an 8-lb. girl on June 4th. Mother and babe are well.

Motorman Gurga was presented with an 8-lb. baby girl on May 18th, and Conductor Hirsch with a 10-lb. boy on May 22nd. Mothers and babies well.

John Roeser, starter at Blue Island & Leavitt for the past 6 years, was promoted to temporary supervisorship in the sixth division, to fill the vacancy of Wm. O'Donnell who has gone off the police force. We all extend congratulations to Roeser and wish him the very best of luck and success in his new position.

Ex-supervisor Geo. Washack, has changed the name and location of his broadcasting station V. B. T. to Station R. O. B. Y., located along the Robey Street Line and is now accompanied by E. Taube.

Starter Tom Heffernan says he has a swing now and it reminds him of the good old days of '75.

Walter Walsh is a first class paper hanger. He papered one of his rooms one day and put paste all over the walls and by the time he

had one section up, the rest of the wall became dry and he had to paste it again. He finally got the paper up and to his disappointment he found that the paper, which was designed with birds, was upside down.

Walter Walsh and Mike Sullivan were seen down on Maxwell street arguing at one of the shoe stands about the kind of shoes to buy. Mike wanted Walter to buy tan shoes instead of black ones, but Walter insisted on black, and after arguing a while Walter finally told Mike that if he got tan shoes he would not be able to keep them clean, as there is only black polish at the depot.

Joe-Joe, our handsome transfer clerk, has joined the ranks of the Knights of the Carbide Lamp, with Camp, our sheik clerk, as the Grand Knight.

Officer Vosmik, the county commissary, is working steady now. What's up?

Wonder what chief night clerk Camp was doing at the Psychopathic hospital the other day.

Three more well-liked and popular trainmen have left us for civil service positions: S. R. Brahm, E. Baumgartner and L. Dan. We all wish them good luck and success.

Kedzie

Our superintendent was seen leaving the depot last Thursday noon with a gorgeous bouquet of peonies. Without a doubt Daddy received a big welcome on arrival at home.

The receiving dept. shall not be without light as they were presented with a lamp resurrected from King Tut's tomb.

Motorman Pat Fleming passed away June 13th, 1924. The sympathy of his fellow workers is extended to his family.

An unfortunate occurrence. Jas. Sherman missed June 10th, after 30 years of continuous promptness. Some record.

Razor Jack O'Connor is the first unfortunate one of Kedzie station to lose his new badge.

Supervisor Bill Toomey is the proud father of an 8-pound baby girl. Cigars were in order. Congratulations Bill.

Conductor Webster says sitting on gas is not so delightful as stepping on the gas.

The wedding bells have been ringing frequently of late. The poor unfortunates are as follows: John Harrold, D. Clyne, Wm. O'Connor, E. Mathison. The best wishes to the boys and their brides. We are still waiting for the cigars.

Matt Kerigan is wondering when Condr. Frank Foote will have his next hack saw sale.

Hank Grundlehner was seen promenading in the vicinity of Garfield Park escorting a beautiful lady. When is it coming off, Hank?

North Avenue

Five North Avenue men were called to the great beyond during the past month: Conductors John Martin, John Reuter and Christ Finerson answering the call. Motorman W. Oberst was shot to death while operating his car on Grand Avenue. Condr. Chas. Bruhn was run over and killed by a truck while on duty. We mourn the passing of these men and extend our sympathy to their families in their bereavement.

Not with the idea of trying to start something, but with the idea of settling a much mooted question, we rise to ask if anyone knows for certain, who the crew was that brought in the last cable car off of Madison St. We have heard the honor claimed by more than one. The answer to this question would make a good story for the "Way Back Notes" editor. As we understand, it was a very exciting time the crew had.

An event which changed the social status of three North Av. men, took place June 7th. A bouncing baby boy arrived at the home of conductor H. Frese. Motorman Henry Frese became grandpa, and conductor W. Frese became Uncle Bill. A charming young lady, weighing 8½ lbs. arrived at the home of conductor H. Noelle Saturday, June 14th, and has come to stay. Well this is one better than last month. We had only one to proclaim last month.

Section 1 of Division 10 of the Central Committee of the Utilities Public Speakers Bureau, whose work was described in the May number of this magazine, visited our depot June 10th. Mr. Hall, our superintendent, acted as host and showed the visitors through the building and shop. The committee seemed pleased with our way of handling problems common to the business. They were interested in the big coin counting machine and in our process of "canning" pennies.

With the baseball season half over and an unbroken string of six straight wins to our credit, we feel that we are headed to the championship of our division. The team is playing consistent ball, with plenty of snap, pep and speed. Come on you rooters, get out and yell your heads off. Get out in the air and see our boys in action. It will pep you up and stir that sluggish blood and make you feel like seventeen again. Ask John Simon and Tom Brady, our old reliable rooters.

Armitage

Conductor Badge 12440, F. J. Urban is cited by a local paper for the courteous and business-like manner he handles his passengers. With this commendation, the paper presents a merchandise certificate for five dollars.

George Haley bought cigars! Mother and the baby doing fine.

Bill Heilbuth said that mother and daughter are fine. No cigars as yet.

Bill Webster said that we have a smoke coming. Mother and baby doing fine.

Barney and the boy are eating in the food shop now. Treat 'em fair and you can eat at home.

Gaich had his hair shingled!

Shorty Hickey gets just as much per, as big Mike O'Connor. It isn't fair.

See the fishermen looking at the laundry! — not at the girls, of course not; but at the smoke-stack to see which way the wind blows.

Elmer, the demon clerk, is back on the job.

Elston

Our chief clerk is on his much needed vacation after picking a street and a general pick in four days.

The boys at Elston are glad to see motorman

H. Madsen back on the job. He just recovered from an auto accident.

No wonder motorman G. Rehm is wearing such a big smile these days. He is a proud grandpa of a 10-lb. baby boy.

Charles Krebs, one of the real timers of Elston, has gone to Norway.

The trammen at Elston wish to extend their sympathy to conductor R. Harrison, whose mother died in Canada.

We have a few more arrivals which the stock brought last week to the homes of Conductor G. Wichmann, 8-lb. girl; conductor W. Holub, 8½-lb. boy, and J. Fitzgerald 6 lb. girl. Congratulations.

Did you hear the latest? G. Natzke and W. Michaels got married last week. Keep it under your hat.

Conductor H. Tansor was the star at the last baseball game. He not only made a home run but made a wonderful catch in the last inning that saved the game.

Lincoln

Another employe of our division has passed away, John Lindstrom, the old time flagman at the St. Paul R. R. crossing at Lincoln Ave. and George St. He has been with the company a good many years and was trustworthy and faithful during the years of his service. He was buried June 4th. The boys all miss him, and extend their sympathy to his relatives.

Our old time friend, Joe Kreite of the money car, is taking a six weeks' trip with his family to California. He is going by machine. Let us hope he has no mishaps, but a successful trip.

The stork hesitated in its flight over the home of Motorman Henry Fisher of Sheffield Ave. and left a bouncing eight-lb. baby boy. We all congratulate Mr. and Mrs. Fisher on their new arrival, and wish them good luck. Fisher is sure a lucky man as he now has two pair.

The Lincoln ball team played the Devon team June 18, and beat them 10 to 4. The batteries were Dempsey and Gaughia. Dempsey was in fine form as usual, and pitched a good game. His assistant, the catcher, Tom Gaughia, also did his share, and is improving very much, but the feature of the game was the wonderful catches made by Scholler, our short stop, who showed great speed and science in ball playing. The rest of the boys are making great headway in good clean baseball. The rooters of Lincoln are taking more interest in the game and many more are coming out and we hope they will continue to give the boys a helping hand, which is part of the game.

Three more single men gone. Cupid hasn't forgotten Lincoln station. The wedding bells rang for A. Hansen, H. J. Schowalter and R. I. Rasmussen. Here's luck boys.

Noble

The wife of Conductor Wm. Schultz died recently. The boys of Noble wish to extend their heartfelt sympathy.

The Noble-Elstons are coming strong, so look out. They intend to be in first place in a very short time. Well, why not? They are playing the best brand of ball in the North Division league just now, that's one reason. (Enough said). Ask Motorman Mattoon.

The features of game June 18th, between the Noble-Elstons and Division, was the home run hit over the center-field fence by Tanzor, and the sensational fielding of Tanzor, who made a complete somersault, chasing the fly ball which he caught and saved the game. At the time he caught the ball there were two men on base and two outs. Final score: Noble-Elstons 10, Division 7. Keep up the good work Tanzor.

Our chief clerk, Mr. Asp, was out at a trolley party at Dunning, and the motorman asked him to open the switch but Mr. Asp refused to do it. Do you wonder why? We know, he read the sign across the street.

Limits

John Padden of the Limits, says some of the bootleggers ought to be arrested.

John Padden went into a drug store and the following conversation ensued:

"Give me a tablet."
 "What kind of a tablet?"
 "A yellow one."
 "What's the matter with you?"
 "I want to write a letter."

J. Goyke, J. Schrieber, T. Lanigan, E. Hosty and F. Sticker won the booster prize at the state bowling tournament. It is our opinion that if these men had more time to devote to their game they would be in a class by themselves.

Bill Boward took unto himself a wife the twenty-first day of June.

The boys were discussing the dairy industry of the country and this seemed to put Motorman Michael O'Malley in a reminiscent mood. He told of the township of Mulranny in County Mayo, Ireland, and spoke of the large goat herds on his father's estate in Ireland, told of the wonderful medicinal qualities of goats' milk for consumptives and the large percentage of calories contained in the goat milk dairy products. The boys were inclined to think that he exaggerated a little when he told of one goat of ancient lineage, that supplied milk. In fact, his grandfather had thrived upon this goat's milk that had fed upon the seaweed of the shores of Mulranny and was still a productive part of the estate. His conductor, Richardson, was so deeply impressed, that he implored Motorman Michael O'Malley to secure one for him and as this goes to press, your correspondent understands that a fine pedigreed goat has been delivered to the residence of Cond. Richardson, where it was received with great glee by the children.

CAR MEN'S BASEBALL

Results of Games During the Last Month

The league officials report satisfactory progress and unprecedented enthusiasm even among the teams that are not so high on the lists. This speaks well for those teams that have had streaks of hard luck. The seemingly impossible happened June 18th, when 77th took a game from Archer, showing that it can be done. As stated in a previous issue, there is a

lengthy list of prizes for not only the champions, but the teams winning second and third places. Mr. W. T. Ewers, president of the league, announces that the championship trophy, the silver loving cup, generously donated by the Hon. P. J. Carr, is now on exhibition at May & Malone's store, 29 E. Washington St.

SOUTH DIVISION SCORES

Games of June 11th

Teams	1	2	3	4	5	6	7	8	9	R	H	E	
77th St.	0	0	2	2	0	1	1	2	*	8	14	0	
Burnside	4	2	0	1	0	0	0	0	0	7	12	0	
Teams	1	2	3	4	5	6	7	8	9	R	H	E	
Archer	1	0	8	3	1	2	0	1	0	16	18	1	
Cottage Grove	0	0	0	2	0	0	0	0	0	2	4	2	
Teams	1	2	3	4	5	6	7	8	9	10	R	H	E
69th St.	4	2	0	6	2	0	0	2	0	1	14	18	7
Blue Island	5	2	0	0	1	4	0	1	0	0	13	11	3

NORTH DIVISION SCORES

Games of June 11th

Teams	1	2	3	4	5	6	7	8	9	R	H	E	
Devon	0	1	1	0	0	0	0	0	0	0	2	2	0
Noble	2	1	7	6	2	1	0	0	*	10	20	0	
Teams	1	2	3	4	5	6	7	8	9	R	H	E	
Kedzie	0	1	0	0	0	0	0	0	0	1	4	4	
Lincoln	3	1	1	0	1	1	0	0	*	7	8	1	
Teams	1	2	3	4	5	6	7	8	9	R	H	E	
North Ave.	2	0	0	0	1	1	0	2	2	8	7	2	
Division	1	1	0	0	0	1	0	1	0	4	5	1	

SOUTH DIVISION SCORES

Games of June 18th

Teams	1	2	3	4	5	6	7	8	9	R	H	E
69th St.	1	0	0	0	5	0	10	1	1	18	18	5
Burnside	0	2	3	0	0	3	0	0	11	13	5	0
Teams	1	2	3	4	5	6	7	8	9	R	H	E
Lawnside	0	3	4	0	5	0	0	5	*	17	20	5
Cottage Grove	2	0	1	1	6	2	0	2	2	16	18	5

77th-Archer

77th Street	AB	R	H	E
O'Brien, rf	4	0	0	0
Kattar, ss	4	1	2	0
Knapp, 3b	4	1	2	0
Younts, lf	3	1	1	1
Richter, 2b	4	1	2	0
Nevin, 1b	3	0	1	0
Hannon, cf	4	0	1	1
Urquhart, c	3	1	0	0
Welty, p	3	2	1	0

Archer	AB	R	H	E
Archan, 2b	2	2	1	0
Daley, s	3	0	0	0
Schultz, 3b	3	1	1	0
Conlon, 1b-p	1	0	0	0
Grannon, c	4	1	2	0
Pelton, lf	4	0	0	0
Fox, cg-1b	4	1	2	0
Hanson, rf	4	1	2	0
Hogan, p	3	0	1	0
Kriet, p	1	0	1	0
	32	7	10	2

Teams	1	2	3	4	5	6	7	8	9	R	H	E
77th St.	0	0	1	0	0	1	2	2	1	7	6	1
Archer	1	0	1	1	0	0	1	1	1	6	12	2

Division-Noble

Noble	ABR	H	P	O	A	E
Lindberg, 1b	4	1	0	6	1	1
Sczudarski, 3b	5	2	2	1	2	0
Daisey, lf	5	0	2	2	0	0
Tanzor, rf	5	2	3	1	0	0
Hlava, ss	5	1	1	2	0	0
Rollo, 2b	4	1	1	2	1	1
Mrugacz, cf	4	2	1	1	0	0
Reindl, c	4	0	2	1	0	0
Bejrowski, p	4	1	1	2	2	0
Division	ABR	H	P	O	A	E
Mrugacz, lf	4	1	2	0	0	0
Angorola, 3b	5	0	0	1	1	1
Stellera, 1b	2	0	0	2	0	0
Milka, 2b	2	0	0	2	0	0
Liecz, cf	4	1	1	2	0	0
Anderson, ss	5	2	3	3	0	0
McCarthy, rf	5	1	2	2	0	0
Johnson, c	5	1	2	1	0	0
Gunderson, p	3	0	0	0	3	0
Stacey, 1b	3	0	2	2	0	0
Bruno, 2b	3	1	1	2	0	0

Teams	1	2	3	4	5	6	7	8	9	R	H	E
Noble	2	2	5	0	0	1	0	0	0	10	13	2
Division	0	0	2	3	0	1	0	0	1	7	13	1

Struck out—By Bejrowski, 9; by Gunderson, 7. Bases on balls—Bejrowski, 3; by Gunderson, 1. Home run—Tanzor. Three base hits—Bejrowski, Bruno. Two base hits—Sczudarski, Rollo, Reindl, Liecz, McCarthy, Johnson.

NORTH DIVISION SCORES

Games of June 18th

Teams	1	2	3	4	5	6	7	8	9	R	H	E
Lincoln	1	0	3	0	0	0	5	0	1	10	6	3
Devon	4	0	0	0	0	0	0	0	0	4	3	3
Teams	1	2	3	4	5	6	7	8	9	R	H	E
Noble	2	2	5	0	0	1	0	0	4	10	13	2
Division	0	0	2	3	0	1	0	0	1	7	13	1
Teams	1	2	3	4	5	6	7	8	9	R	H	E
North Ave.	0	0	2	3	5	0	1	0	3	14	16	2
Kedzie	0	0	0	0	2	2	0	0	0	4	5	3

June 25th—North Ave. won from Lincoln by a score of 13 to 5.

HOW THEY STAND

(Including Games of June 25th)

North Division

Teams	P	W	L	Per Cent
North Ave.	7	7	0	1.000
Noble	6	5	1	.833
Lincoln	7	3	4	.429
Kedzie	6	2	4	.337
Division	6	2	4	.337
Devon	6	0	6	.000

South Division

Teams	P	W	L	Per Cent
Archer	6	5	1	.833
69th	5	4	1	.800
Lawndale	5	4	1	.800
77th	5	2	3	.400
Cottage Grove	5	2	3	.400
Burnside	5	1	4	.200
Blue Island	5	1	4	.200

SCHEDULE

North Division	South Division
July 16th.	July 16th.
Kedzie at Devon.	Lawndale at Burnside.
North Ave. at Noble.	Archer at 69th St.
Division at Lincoln.	Ctge Grove at Blue Is.
July 23rd.	July 23rd.
Noble at Devon.	Archer at Lawndale.
Lincoln at Kedzie.	77th St. at Blue Island.
North Ave. at Division.	Ctge Grove at Burnside.
July 30th.	July 30th.
North Ave. at Kedzie.	Lawndale at Blue Is.
Devon at Lincoln.	69th St. at 77th St.
Noble at Division.	Burnside at Archer.
August 6th.	August 6th.
Division at Devon.	Ctge Grove at Archer.
Kedzie at Noble.	77th St. at Burnside.
Lincoln at North Ave.	Blue Island at 69th St.

CLUB SPARKS

Secretary's Report

On June 25th the Club had 819 paid members. This is the highest point ever reached by the club, and if the workers keep going we should register at least 900 before the end of the year. The membership is divided among the different departments as follows:

Accounting	57
Car Meter	7
Claim	74
Executive	19
Electrical	60
Engineering	103
Legal	32
M&S North & West	59
M&S South	25
Purchasing	7
Schedules	20
Shops & Equipment, North & West	78
Shops & Equipment, South	72
Transportation	182
Treasury	34

Total 819

Large gains have been made in the past six months in the Transportation, Engineering, Claim, M&S North & West, Shops & Equipment North & West and Executive Departments, due to the efforts of the directors and workers in those departments. Some of the smaller departments have 100 per cent membership and it was, of course, impossible to make any gain in such departments.

J. W. HAWITT, Secretary.

Extra!! Extra!! Extra!!

Big Beach Party to be given by the Surface Lines Club, at Jefferson Park, on Saturday, July 26th, at 5:00 P. M. The committee guarantees a good time for all and expects to show us the time of our lives. Hot Dogs. Yes, there will be plenty of real Coney Island Red Hots for supper. Many features are being planned, foremost among them will be an exhibition of barefoot dancing by the club's most graceful

athlete, Mr. Arthur Johnson. Another feature worth seeing will be the group dancing by all the girls on the committee. Some of the more active persons will be able to spend some of the surplus energy by playing such strenuous games as "The Farmer in the Dell," "Drop the Handkerchief" and "London Bridge Is Falling Down." Don't forget to reserve the date, July 26, at 5:00 P. M.

August 16—The Picnic

Oh Boys, Say, Girls, be sure that you are there it's needless for me to take the time to tell you where,

So let's get together and all turn out

And our picnic will be a success without doubt.

The first special cars will leave Archer and Cicero at 9:30 A. M. and if you don't want to miss part of the fun, you better get this car. The Transportation Committee is prepared to take care of all who get there, and are especially anxious to haul most of you out on the first cars. Mr. Jas. Norton, the sheik of the Treasury Department, will be in charge of the Transportation and will see to it that the cars stop before they get to Joliet. As soon as you arrive at the grounds, Mr. A. W. Malmquist and Miss Mildred Humes and their committees of Welcomers will slip you the glad hand and turn you over to the Honorable Floyd Frank for registration. Be sure you register so as to get a chance to get into the guessing contest, those who fail to register being ineligible. After registration, do as you wish, but don't forget to report to Shorty Bollinger or Tubby Johnson and enter in the various events. A great many interesting contests are being planned and we want everybody to be ready to take part. Some of the feature events are a Target Shooting Contest with Big Tom McCarthy in charge, a Barnyard Golf Tournament to be conducted by Champion Bert Long, a Tennis Tournament under the supervision of Jumping Jack Nat.

Chairman O. M. Ross and Miss Grace Wright advise that dancing will be started early and continue late. The present plans are to start at 1:30 P. M. and dance until 3:00 P. M., when there will be a two-hour intermission while the games are being run off, after which dancing will be resumed and last until 8:00 P. M.

At 7:00 o'clock P. M. Mr. Gus Andresen will be in the limelight with his committee, who will at this time award prizes, and this job is sure to be well done, since Gus is in charge.

The following committee is in full charge of the arrangements for the picnic and is ready to receive suggestions from any of our members:

HEADQUARTERS

Floyd Frank and Mrs. Tabb in charge	
N. J. Deutsch	Miss Mabel Magnuson
D. C. Lamont	" Agnes Helein
A. Klatt	" May Price
J. J. Lynch	" Helen Baar

ENTERTAINMENT

R. T. Fick, Chairman	
H. D. Page	Miss Mildred Hart
W. Pasche	" Mary Wiley
L. J. Boisvert	" Marie Krausman
Gene Miley	" Frances Canny

RECEPTION AND INTRODUCTION

A. M. Malmquist	Miss Mildred Humes
Floyd Frank	" Marie Krausman
J. W. Hewitt	" Frances Canny
J. J. Ryan	" Betty Williamson
H. H. Jones	" Henrietta Fisler
J. J. Lynch	" Agnes Helein
L. E. Dixon	" Josephine Dooley
H. M. Essington	" Lulu McCormick
H. Smith	" Mary Topolinski
D. Dillon	" Grace Dean
H. Hoyer	Mrs. Mary Thierkauf
J. P. McCauley	Miss Ella Triner
F. Sears	" Florence Janke
H. B. Cammack	" Mildred Hansen
J. Landeck	" Beatrice Buehler

PUBLICITY

M. Korosy	E. T. Fick
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PRIZES AND AWARING OF SAME

A. F. Andresen, Chairman	
A. E. Kuster	Miss Ruth Soutter
P. W. Voss	" Helen Griffin
W. Pierce	" Viola Stanger

CHILDREN'S WELFARE

Mrs. Mary Vaughan,	Miss Lydia Anderson
Chairman	Miss Mary Beatty
Mrs. A. V. McCormick	Miss Esther Sandstrom

TRANSPORTATION

Jas. Norton, Chairman	G. Storey
A. Blakely	V. E. Thelin
C. H. Pfau	M. McHale

DANCING

O. M. Ross and	Grace Wright in charge
H. B. Ebeling	Miss Mary Wiley
F. S. Robinett	" Irene Kamradt
T. Moore	" Mildred Hart
H. Brintlinger	" Betty Williamson

RACER AND FIELD EVENTS

Starters—	Judges—
A. E. Johnson, Chair-	A. Bollinger, Chair-
man	man
C. L. Altemus	Wm. Schenck
W. Goddard	M. Rubey
N. R. Alexander	C. J. Coffins
C. Ahern	E. J. Sigwalt

PHOTOGRAPHER

R. Millar

HORSE SHOE TOURNAMENT

Bert Long, Chairman	E. Platt
H. J. Jann	J. W. Landeck

TENNIS

J. G. Nattinger, Chair-	H. M. Essington
man	Miss J. Dooley

TARGET SHOOTING

T. McCarthy, Chairman	H. J. Sprenger
F. C. Nagel	C. W. Meyer

White City

Yoo Hoo, Skinnay! Come on along. At a conference between Mr. Timney, publicity man for White City, and the president of the Club, it was decided to have a Surface Lines Club Night at White City. By the time this issue is out, the date will be announced by bulletin. Oh! what a time we'll have. Let's go!!

Bouquets for the Boys

We are presenting this month a number of letters received expressing the writers' appreciation of some courtesy or kindly act observed while a Surface Lines passenger. There were also received during June perhaps a dozen letters of commendation the writers of which, for reasons of their own, did not sign at all or merely used initials. These letters we have ignored entirely, as the absence of signature leaves the genuine character of the letter open to suspicion. It is the purpose of this Magazine to give space only to those letters which are real expressions of appreciation from our patrons and to reject any communications which merely suggest an attempt to do a little "boosting" for a friend or relative.

Conductor Hansen, North Avenue

June 23, 1924.

Chicago Surface Lines.
Gentlemen:

It gives me great pleasure to write to you, and praise one of your honest employees, who is Mr. W. H. Hanson, Badge No. 13638, conductor on Cicero Ave. Car.

Last Saturday evening, we boarded a south-bound Cicero Avenue car at Addison St., getting off at North Avenue. After the Cicero Avenue car left North Avenue, we found that we had left a Boston bag on the car. Sunday morning the writer went to the North Avenue barns to see if the bag had been turned in, and was told that it was there, for which we certainly were thankful.

I trust that this note will have a tendency to advance Mr. Hanson in his line of duty.

Yours very truly,

W. R. HOES,

3621 N. LaVergne Ave., Chicago, Illinois.

Conductor W. J. Drew, Burnside

June 23, 1924.

Mr. J. E. Wilkie, Surface Lines,
Dear Sir:

On last Thursday, June 19th, in trying to locate a rather remote address, I was on a surface car on E. 111th Street and was courteously and intelligently directed by a conductor who wore badge No. 4346. He took the trouble to refer to his little information book, and his direction proved correct.

This is a good word for his future in your employ.

Respectfully yours,

ELIZABETH A. JACKSON,

4513 Lake Park Ave., Chicago, Illinois.

Motorman Henry Kohl and Conductor Fogarty of Cottage Grove

June 23, 1924

Chicago Surface Lines.
Gentlemen:

It gives me pleasure to commend Motorman Badge Number 4563 and Conductor 14160, whose car I rode Saturday eve—boarding same

at Monroe and Wabash—Cottage Grove line—for their extreme courtesy and efficiency, particularly Motorman, as I am not very fast getting on or off. I know they have much to contend with during a day's work. I have written previously to comment 4072—wish you had some more like those here within named.

Trust service of this kind is rewarded.

Your very truly,

LEONIDE C. LAVARON.

Conductor James McMillan, Limits

June 23, 1924.

To whom it may concern:

I want to call your attention to one of the most courteous, patient and obliging conductors I ever noticed. He was unusually attentive to passengers in helping them on and off the street car. His badge number is 9356, on Halsted-Broadway car. Witnessed on Monday, June 23, 1924.

Sincerely,

MRS. E. C. DAHLEN,

3111 Wellington St.

Conductor Hagstrom of Kedzie

June 24, 1924.

Chicago Surface Lines.
Gentlemen:

May I take this means of thanking Conductor No. 246, who was on duty June 20th, Madison Street Car Line, for his genuine kindness and courtesy shown me in enabling me to catch the 12:05 midnight train out of the North Western depot that evening.

I had but a few minutes to catch the train and at the same time I was quite a ways from the depot, so I asked the conductor if he would kindly ask the motorman to step on it a little bit, and he did. I arrived at the depot in good time with all worries off my mind of missing the train, and thinking of the kindness the young man showed me.

He has the makings of a real conductor and one who is a credit to your company.

Yours truly,

CHAS. M. MAGNUSON,

Highwood, Illinois.

Conductor Hancock, Devon

June 23, 1924.

Chicago Surface Lines.
Gentlemen:

I desire to take this means of expressing my appreciation for courtesies extended Mrs. Kennett by Conductor No. 11142, who was on a Wentworth-Clark car Sunday morning, June 22nd.

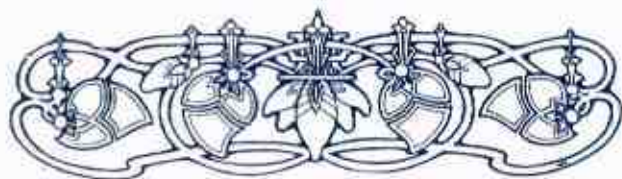
This conductor was very courteous in assisting Mrs. Kennett to locate the Grand Central Station, and it affords me great pleasure to report this and compliment you upon having him in your service.

Yours very truly,

P. J. KENNETT, Sales Mgr.,

Chicago Varnish Works, 2100 Elston Ave.,

Chicago, Illinois.



A Surface Lines Beauty Spot



THERE is just one condition on which men can secure employment and a living, nourishing, profitable wage, for whatever they contribute to the enterprise, be it labor or capital, and that condition is that someone make a profit by it. That is the sound basis for the distribution of wealth and the only one. It cannot be done by law, it cannot be done by public ownership, it cannot be done by socialism. When you deny the right to a profit you deny the right of a reward to thrift and industry.—
President Coolidge.
