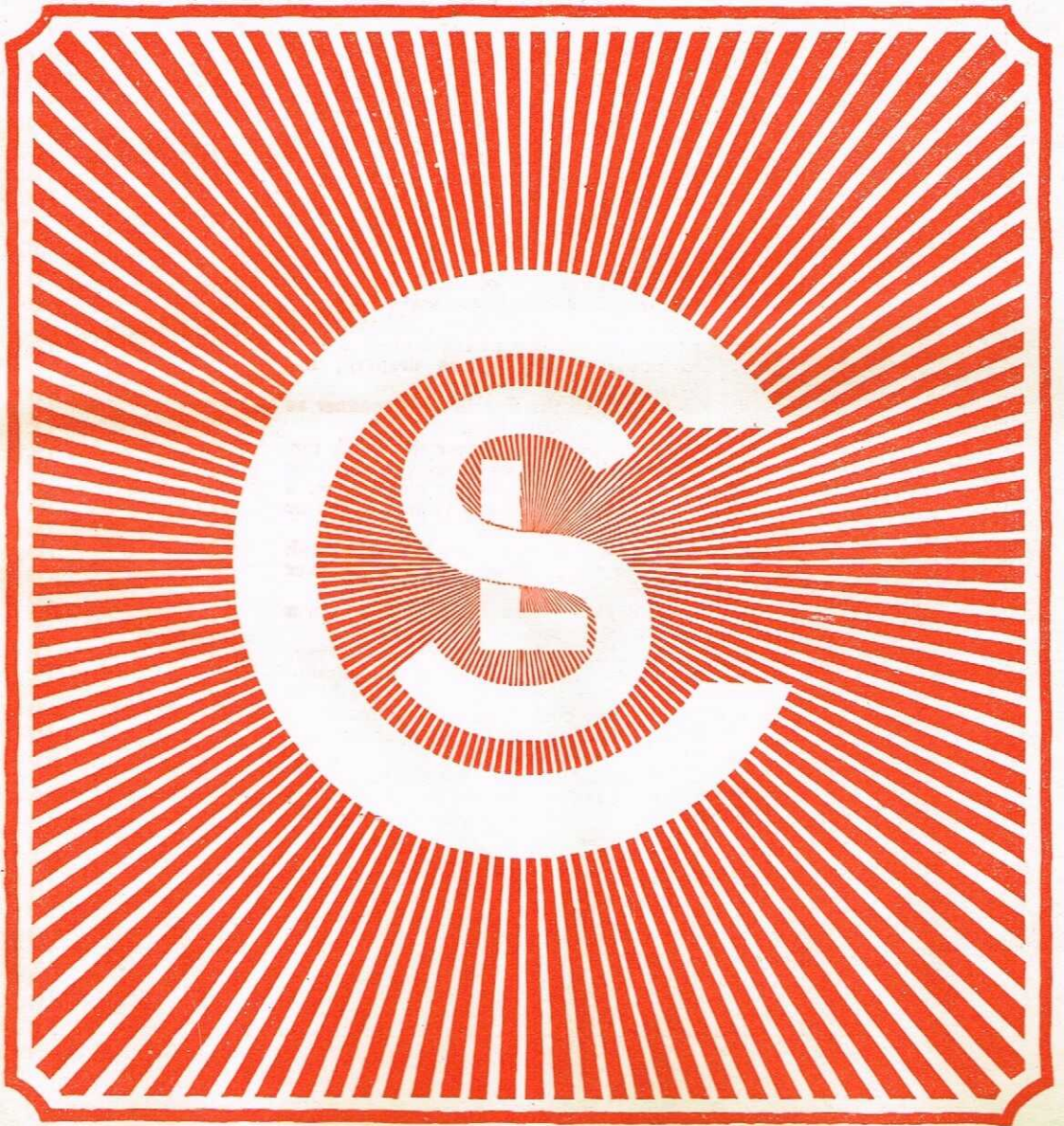


SURFACE SERVICE MAGAZINE

VOLUME I

JUNE 1924

NUMBER 3



Flag Day

JUNE 14

This will be a day of tribute to "Old Glory," with a quickening of our loyalty to our country and its starry emblem. The proper respect for the national banner was made the subject of a code recently prepared by the American Legion:

1. Do not dip the flag of the United States to any person or any thing. The regimental color, State flag, organization or institutional flag, will render this honor. At sea the flag may be dipped in acknowledgment of the salute of the flag of another nation.
2. Do not display the flag of the United States with the Union down except as a signal of distress.
3. Do not place any other flag or pennant above or to the right of the flag of the United States.
4. Do not let the flag of the United States touch the ground or trail in the water.
5. Do not place any object or emblem of any kind on or above the flag of the United States.
6. Do not use the flag as drapery; use bunting.
7. Do not fasten the flag in such manner as will permit it to be easily torn.
8. Do not drape the flag over the hood, top or sides of a vehicle or of a railroad train or boat. If it is desired to display the flag on a motor car affix the staff firmly to the chassis or clamp it to the radiator cap.
9. Do not use flag to cover a speaker's desk or to drape over the front of a platform or over chairs or benches.
10. Do not display the flag on a float in a parade except on a staff.
11. Do not use the flag as a ceiling covering.
12. Do not use the flag of the United States as a portion of a costume or of an athletic uniform. Do not embroider it upon cushions or handkerchiefs or print it on paper napkins or boxes.
13. Do not put lettering upon the flag.
14. Do not use the flag of the United States in any form of advertising nor fasten an advertising sign to a flag pole.
15. Do not display, use or store the flag in such a manner as will permit it to be easily soiled or damaged.

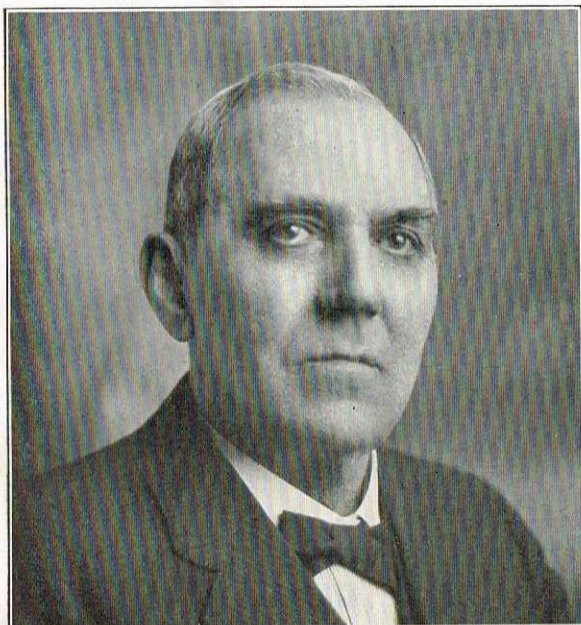
Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 1

JUNE, 1924

NO. 3



JOHN Z. MURPHY

Electrical Engineer Chicago Surface Lines

"J. Z." as he is universally known on our System has been a conspicuous figure in Chicago transportation circles for 40 years, entering the service of the West Chicago Street Railway in 1889 as chief operating engineer in charge of outside mechanical equipment. That was back in the cable days. Later when electric traction superseded the cable Mr. Murphy was made chief engineer of the Union Traction Company and continued in that capacity with its successor, the Chicago Railways Company. In 1914 following the passage of the unification ordinance creating the Surface Lines Mr. Murphy became electrical engineer. He is also a member of the Board of Supervising Engineers. Mr. Murphy recently returned from Florida where he spent part of the winter.

Training Future Trainmen

How Applicants Are Selected and Prepared for Their Duties

In his office at Clark and Division streets, G. W. Peterson, superintendent of train service employment, sat across the table from an applicant for a position as conductor on the Surface Lines.

"Have you given any thought to the duties and responsibilities of a street car conductor?" Mr. Peterson asked.

"Yes, sure," the applicant replied rather uncertainly.

"Well, what are some of his duties in his relations with the public?"

"You always got to keep your eyes open," hesitated the novice.

"Yes?"

"You want to be mighty careful."

"And what else? How do you think the passengers should be treated?"

"Why, just like you would treat your own guests in your home," responded the applicant.

He saw from the look on the superintendent's face that he had said the right thing at last, and the rest of the interview was easy.

Thus, at the very beginning, Mr. Peterson succeeds in implanting in the minds of the new employe the importance of the work he is undertaking and the necessity for the exercise of the greatest care and courtesy in the performance of his duties.

"You must remember," he tells the applicant, "that service is the only thing the Surface Lines sell and, if you are employed, you will be one of the salesmen."

To men engaged as motormen he points out the importance of care in the operation of their cars in order to avoid danger of accident or discomfort to passengers.



G. W. Peterson

All this is preliminary—just an introduction to the serious training which must follow before the novice is entrusted with a run. It is a first degree and the other degrees come along as the man proves his fitness for membership in the Surface Lines train service.

Having successfully passed Mr. Peterson's scrutiny, having been examined physically by the medical department and approved as fit, and having furnished references which are found satisfactory, the new man is ready to begin his course of training.

The fact that out of more than 10,000 applications for positions only 3,239 men were employed last year shows how carefully the employment department selects trainmen. They are judged by their general appearance in the first instance. The medical examination is a thorough one. The references are followed up carefully. Former employers are urged to tell the truth in their replies because "the public must have faithful, dependable, courteous service on the street cars."

The training of new men begins with a visit to R. A. Covert, who has charge of the school of instruction at the 77th street station. They usually report to him in groups of five or more.

He sits down with them and gives them a heart to heart talk on service. What Mr. Peterson has said to them briefly is explained in greater detail by Mr. Covert. He emphasizes particularly the importance of courtesy, cool headedness in emergencies and strict attention to duty. He goes over the rules governing trainmen. To men who are to become motormen he outlines briefly the technique of handling street cars. Those who are to become conductors are instructed on the making out of trip sheets and reports, what to do in case of accidents, and how to conduct themselves

so as to give the maximum service to their passengers.

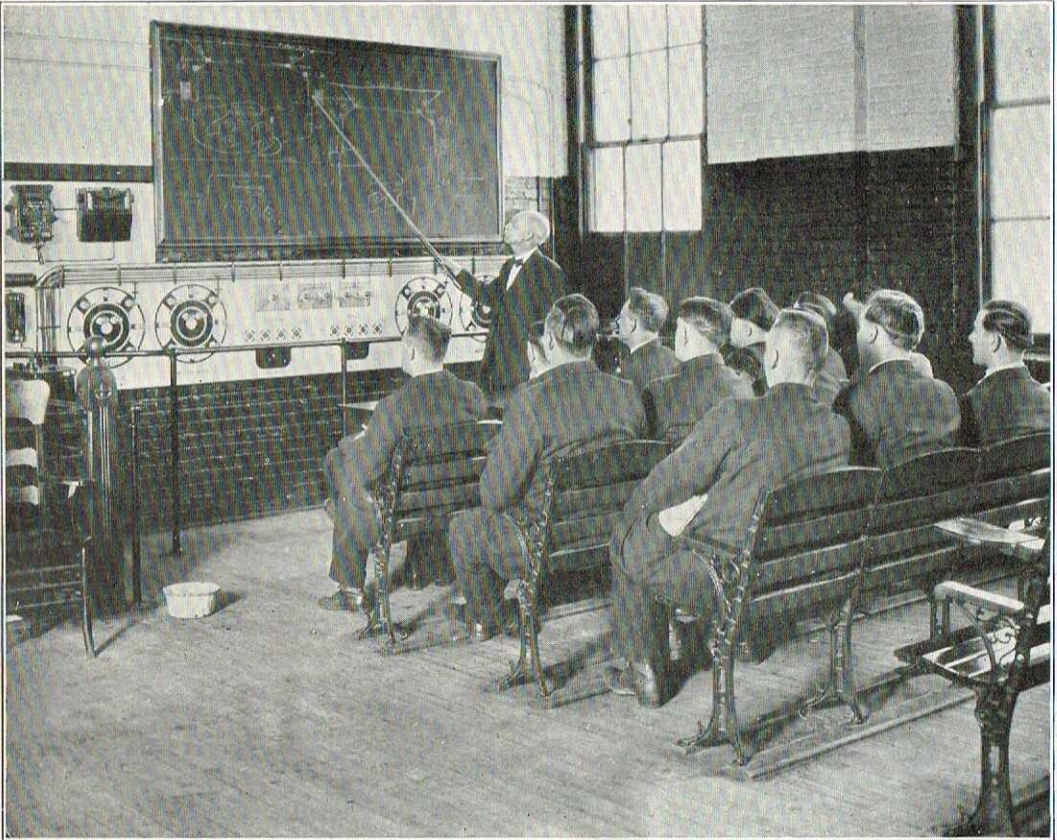
The new men leave Mr. Covert after this first interview and go to stations to which they have been assigned with their impressions of the importance of their work greatly strengthened.

For at least fourteen days after this first lesson they travel on cars with trained motormen or conductors, learning by actual observation what to do. Before the end of this novitiate they are given an opportunity to perform their duties under the supervision of their instructors.

mechanism laid bare. It is suspended in such a way that it can be operated and still remain stationary. The student is tried out on this car. If there are any weak points in his training they soon become evident. Mr. Covert by his many years' experience in training new men, knows how to detect these little weaknesses.

He soon shows the student where he is wrong and sets him right.

At one end of the room is an arrangement of electric lights the current to which is governed by street car controller. The student motorman operates the controller and sees just what happens to the current at each turn. He is



Getting the Theory of Electric Traction

Then they go back to Mr. Covert at 77th Street and he examines them to find out how much they know.

"What would you do," he asks a new motorman, "if you found your air brakes were not working?"

"What would you do," he asks a conductor, "if a woman in alighting from a car were to fall and get hurt?"

He goes over a long list of questions skillfully designed to disclose the degree of thoroughness of the knowledge of the student.

He then takes the class to a room in the rear of the second story of the building. Here is a car with the body removed, and the trucks and

instructed as to the uses of the various points on the controller. He is told how to cut out a motor, how to apply the power so as to avoid jerks and how to save current.

At any time during the course of training the student may be rejected for employment if he is found to be dull or in any other way unsuited for the high standard of service maintained.

Those who qualify in this examination at the 77th Street station are sent to Superintendent Evenson for their final test.

The superintendent examines them very thoroughly and those who fail to meet the standard are dropped. He makes every possible effort to learn whether or not their training has been

sufficient and whether they will be able to act promptly and intelligently in cases of emergency.

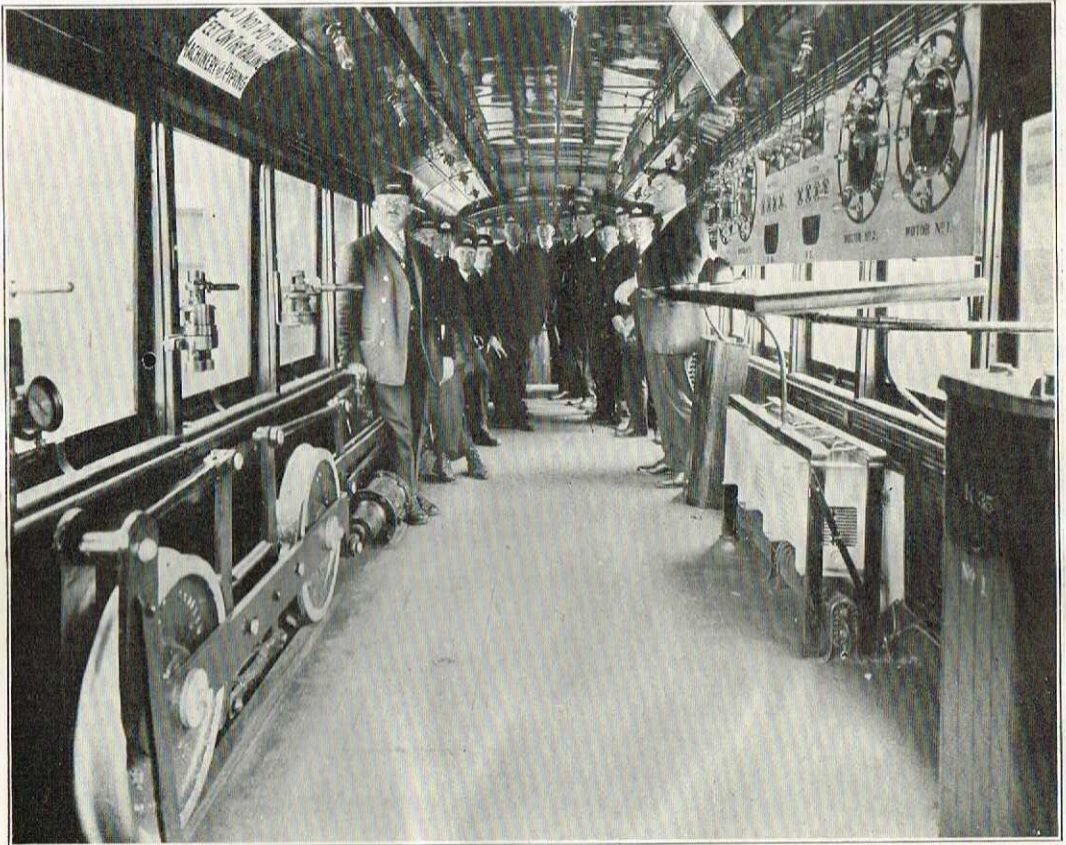
The men who pass this test and are finally approved by Mr. Evenson are assigned to duty at one of the stations.

But before they go to the station they report to Mr. Noonan, supervisor of accident prevention. He talks to them about accident prevention and points out some of the things they should or should not do in the interest of their own and their passengers' safety.

The men are now ready to assume their duties. But their training does not end here. Trainmen on the Surface Lines, no matter how

The school car is well worth a visit from those in other departments who have not seen it. On the outside it looks like any other Surface Lines car. But inside, instead of the usual seats there is a bewildering array of appliances cunningly arranged for the purpose of showing just how the mechanism of a car works.

Mr. Watson takes his class from one appliance to another, demonstrating what happens when the controller is moved from point to point, when the air is applied, when the car is speeded up or slowed down and what to do in cases of minor breakdowns. Rules are discussed and improvements in service are suggested.



Interior of the School Car

long they may serve, never finish their training.

The new men are watched carefully during their first few weeks of service. If they make mistakes they are told about them and instructed how to avoid them. They find assistance and co-operation everywhere.

Together with all of the trainmen in the service they must at intervals take the course of instruction given on the traveling school car. This car, under the direction of William Watson, instructor, is in constant service.

All of the stations are visited, usually about twice a year, and the men at each station are required to take the course of instruction while the car is there.

The course is to the trainman what the summer normal school is to the school teacher.

It keeps him up to date on developments in the mechanical science of street car operation and does not let him forget the lesson he learned when he was first employed—that service is the one great essential.

A Bribe

"Now, Willie, here's your medicine and here's the dime your papa left to pay you for taking it."

Willie (age 5): "Mama, you take the medicine, and I'll split the ten cents with you."

JUNK FOR CAR FARE

What Some People Hand Conductors

A certain element of the public seems to have rather distorted views of what constitutes car fare for a good ride extending in a majority of cases for many miles. In a little over a year they contributed forty-two pounds of mutilated pennies and slugs that have no value except as metal. A worn coin will be redeemed by the United States Sub-Treasury if the design is not entirely obliterated but a mutilated one is a dead loss except in the case of the dime, which has a silver value for its contents only.

Among the "junk" deposited as "fares" were foreign coins, telephone slugs, other city tokens, time checks, old beer checks and advertising coins.

The foreign coins represent almost every nation even such far away places as India and Egypt. The greatest percentage of these foreign coins are German pfennig and the rentenmark. The Canadian five cent piece silver is redeemed at par.

There are 138 traction companies in the United States using tokens as fare. Of this number our company has made—and is making—exchange of tokens with about 90. These outside city tokens come from coast to coast and from the north limits to the south limits of the United States.

When a passenger is detected in depositing such units in place of proper money it furnishes another chapter to embarrassing moments and conductors for their own protection have to be ever vigilant in watching the fare tendered or deposited in the fare boxes.

KEEPING YOUR WATCH HONEST

To Be Certain What Time It Is Requires Some Care

Shakespeare said, "Comparisons are odious." Cervantes stated "All comparisons are odious." If you doubt these gentlemen, just recall their statements the next time you are in a group of five or six persons, and some one inquires for the correct time.

Unlike human opinions, there are no half-truths in our measurement of time. Our watch either registers the truth or falsifies. When we consider how much depends on the use of correct time in the modern business world, we begin to appreciate more fully the exalted place occupied by the modern watch.

In no other business is this more true than in railroading. So fundamentally important is the observance of correct time in the transportation world that it would be difficult even to conjecture what the results would be in twenty-four hours if disregarded.

Then why the variation among so many watches? In the first place, many are careless, and in the second place, a great many more are not acquainted with the rules governing this "Modern Box of Wonders." After consulting some nationally known experts, the following is the result:

At all times handle the watch, mindful of its delicate mechanism, saving it from unnecessary jolts and jars. There must be a frequent com-

parison with a source of accurate time. This service may be obtained over the radio daily.

It is bad for the watch to be wound a little at a time during the day; this is often done absent-mindedly. The proper way to wind it is steadily, avoiding jerks, and as you approach the last two or three turns do so guardedly. Hold it still as you wind.

Authorities agree that the best time to wind the watch is in the morning upon rising, as this hour is more likely to be the same in each twenty-four than the retiring hour. The best place to leave the watch at night is where it was all day, in the same position. It is expecting too much of any watch, to be honest and last a reasonable length of time, without a thorough cleaning and oiling once a year.

To turn the watch pocket inside out and clean the corners will help keep the watch clean.

All first class watches are adjusted to hot and cold temperatures before leaving the factory. However to place a watch near an open window, or in a room with the temperature below zero, if it is not so exposed all day long is very unwise.

Sometimes a watch will "act up" for no apparent reason; it may have become magnetized. To determine if this is the cause place a small compass over the movement. If the needle wavers and does not point to the North, it should be taken to a watch repairer and demagnetized.

An Appreciative New Yorker

Chicago Surface Lines, Gentlemen:—I came to Chicago in April, since which time I have been taking the surface car each morning, starting from the 3500's on Broadway to my destination at LaSalle and Madison Streets. I simply could not resist the temptation of writing you and mentioning the regular and speedy service the public gets from the Surface Lines.

My home is New York, and I have been out to the Pacific Coast and must admit that nowhere does the public make such good time on the surface cars as here in Chicago, and I, therefore, wish to thank you and to congratulate you all in one breath.

A NEW YORKER.

Can't Help Boosting Us

Chicago Surface Lines, 231 So. LaSalle Street, Chicago, Illinois. Gentlemen: Many thanks for your prompt reply to my letter of May 23rd. Your schedules showing the time cars pass Francisco and 38th streets will indeed be of great help and I sincerely appreciate your efforts.

Somehow I've always received the best of treatment from the Chicago Surface Lines and I cannot help but boost your lines. I have found that if people are reasonably fair they must think as I do.

With best wishes for your continued success and thanking you again for your attention, I am,

Sincerely yours,

GEORGE E. PUNCOCHAR,
2601 So. Kedzie Avenue.

May 29, 1924



Some of the Active Workers in the Women's Auxiliary

Seated left to right—Mrs. Ella Lindberg, Miss Marie Krausman, Miss Mildred Humes, Miss Betty Williamson, Miss Frances Canny.

Standing left to right—Miss Lulu McCormick, Miss Henrietta Fisler, Miss Mildred Hansen, Miss Agnes Helein, Mrs. Mary Thierkauf, Miss Josephine Dooley, Miss Mary Topolinski.

WOMEN'S AUXILIARY

New Directors Elect Officers and Appoint Committees for 1924

At the May meeting of the new board of directors of the Surface Lines Club, Women's Auxiliary, at the Club House, the following directors were present: Misses Mildred Humes, Henrietta Fisler, Agnes Helein, Betty Williamson, Lulu McCormick, Grace Dean, Mildred Hansen, Mary Topolinski, Marie Krausman. Miss Krausman acted as secretary for the evening.

The first business was the election of the remaining officers for the coming year, the president having been elected from the club at large. The election resulted as follows:

Vice President Marie Krausman
Secretary Frances Canny
Treasurer Betty Williamson

Chairmen of the various committees were then appointed and some suggestions made as to different members for these committees, the remaining members to be appointed by the chairman.

Membership Committee: Clara Munkvold, chairman; Marie Sullivan, Frieda Miller, Irene Kamradt, Mrs. Tabb.

Program Committee: Lulu McCormick, Chairman; Linnea Carlson, Lulu Sander, Mary Wiley, Harriet Miller, Lydia Bresin, Lillian Draper.

Bowling Committee: Lydia Anderson, Chairman.

Golf Committee, Katherine Weiler, Chairman.

Gymnasium Committee: Agnes Helein, chairman.

Swimming Committee: Ada Marsden, Chairman.

Tennis Committee: Mabelle Winholt, Chairman.

Dramatic Committee: Gertrude Shipley, Chairman; Grace Wright, Mildred Hart, Margaret Meagher.

Dance Committee: Josephine Dooley, Chairman.

House Committee: May Price, Chairman; Josephine Sigwalt, Bernadetta Ford, Katherine Orth, Hannah Nelson.

From Coal to Motor

How Electricity Is Developed and Used on a Modern Trolley System

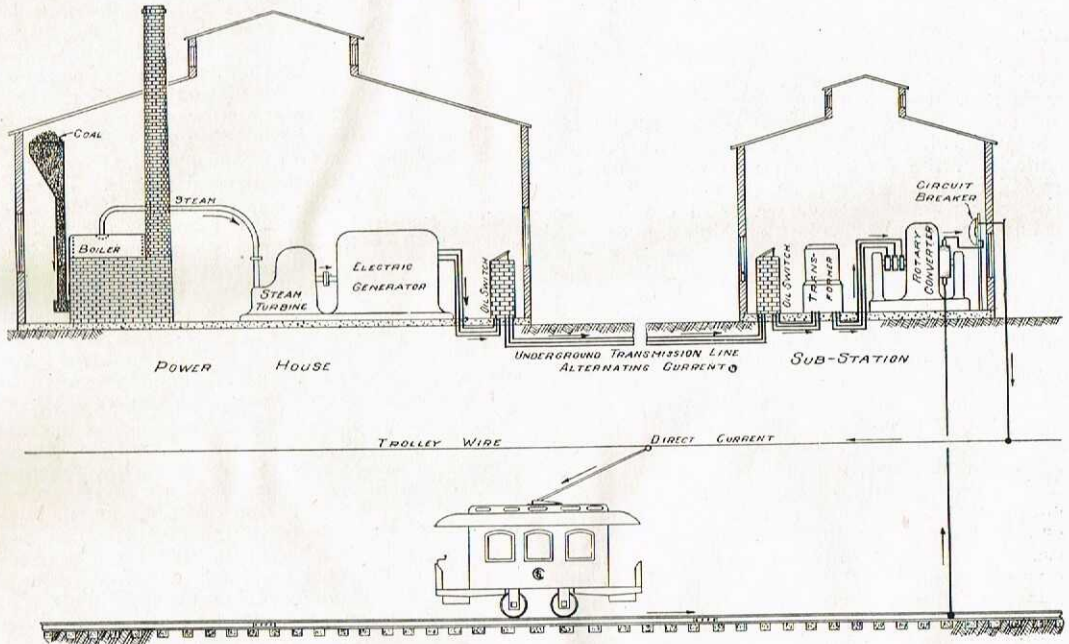
The physical equipment of a modern traction system can be classified under two general heads, the one including the rolling stock, track, and trolley, and the other, the power generating and distribution system. With the former the average person has become, because of his daily contact with it, more or less familiar, but of the latter he understands little. The power generating and distribution system is, however, the heart and circulating system of the whole and in a large traction property an elaborate and expensive outlay of machinery must be provided in order to insure satisfactory operation of the cars at all times. It is to familiarize the layman with the fundamental principles of this very important part of a street railway that this article has been prepared. The object has been to treat of principles and not practices. The very elementary

desired places, (C) a group of substations in which the electrical energy is converted into a kind suitable for operating the street car motors, and (D) a distribution system for conveying this electrical energy to the trolley and thence to the cars.

The accompanying drawing shows the relation that these different parts bear to one another, and to make our problems as elementary as possible we will consider only such a very simple case as the one illustrated. The problem in general is to get the energy in the coal to the car motors and the principle is the same whether the railway be of the simplest type or a large city property.

Mechanical Energy From Coals

Coal contained in the coal chute is fed into the furnace where the heat developed changes



ESSENTIAL APPARATUS FOR
TRANSFORMATION OF ENERGY IN AN ELECTRIC TRACTION SYSTEM

example used is general rather than specific and is applicable to many large systems and not to any particular one.

The Problem in General

The power generating and distribution system comprises four distinct parts: viz (A) a generating station in which coal is converted into electrical energy which may be economically transmitted considerable distances, (B) transmission lines to convey this energy to the

the water into steam. The coal has now given up the energy that it held locked up for centuries, the energy appearing as steam at a relatively high pressure and is ready to perform useful work. The conversion of steam energy into mechanical energy takes place in the steam turbine which is placed close to the boiler and is shown connected to it by a large pipe in the drawing.

A steam turbine consists essentially of stationary nozzles arranged to be connected to

the steam pipe from the boiler, and a large number of small blades or buckles securely fixed equidistant from each other around the rim of a steel wheel or drum thru the center of which a shaft is tightly fitted. Each end of the shaft rests in bearings so that the drum is free to rotate. This rotating member is so placed in a steam tight casing that the blades pass very close to the mouths of the nozzles. The action of the turbine is very simple. High pressure steam will flow from the nozzles in the form of jets at a tremendous velocity striking the blades and by their impulses cause the drum and shaft to rotate.

Mechanical Energy to Electrical Energy

We have traced thus far the transformation of energy in the coal to useful mechanical energy or power at the turbine shaft, but this power while being sufficient in magnitude to perform the work that we wish it to do is not in a form in which we can use it. It must pass thru further transformations before it is delivered to the street car motors. It must be changed to electrical power.

A machine for changing mechanical power into electrical power is called a generator. Electricity is produced in such a machine by the effect—called induction—of a moving system of magnet coils upon a stationary system of very similar magnet coils, the two being placed very near to each other.

In the generator shown connected to the steam turbine (in the drawing) the moving unit is in the form of an iron drum or large cylinder to which copper coils are fixed and rotates within a stationary unit in the form of a huge iron ring or yoke to which copper coils are also attached. The rotating drum is connected to the steam turbine shaft by a shaft coupling and turns with it. It is in the magnet coils of this stationary part that the electrical energy is produced and wires connected to terminals provided for the purpose serve to convey the electrical power to the desired places.

The energy in the coal at the power house has now been changed to electrical energy at a relatively high pressure or voltage, but the current resulting from such pressure is alternating, that is will flow back and forth in a circuit many times in a second. Such current cannot be used in the street car motors for they will operate only on current flowing in one direction. The current delivered by this generator must therefore be changed from alternating to direct and also the pressure or voltage must be reduced. It is, however, economical to transmit electrical power at high voltages only and so the final change is made at the locality in which the power is to be used.

The final reduction and conversion takes place in what are called substations and which, on a large property, are situated at different places about the system, each one serving the cars in its territory. Each of these substations is connected to the main power plant by a transmission line, and switches are provided at the power station and each substation for controlling the apparatus. A transmission line consisting of three wires is shown connecting the power plant and substation in the draw-

ing. The switches shown are oil switches for it is necessary to break in oil the very heavy electric currents met with. Otherwise the destructive arc forming would destroy the switch.

Alternating Current to Direct Current

The final change in the electrical energy as received from the power station takes place in the substation. This change requires two steps or operations. It is first reduced in voltage and then converted from alternating current to direct current energy. The reduction in voltage is effected by means of a transformer and the conversion from alternating current to direct current by means of a machine called a rotary converter.

A transformer consists of two groups of copper coils electrically insulated from each other and enveloping an iron core. A current of electricity flowing in one coil will produce by an inductive effect a current of electricity in the other coil and if these coils be properly proportioned the voltage across the second coil may be made higher or lower than the voltage impressed upon the first. In the transformer that we are considering the voltage that is produced is much lower than the one that is impressed, the impressed voltage being that of the transmission line to which the transformer is connected. In this manner the pressure or voltage is reduced to the proper value for operating the rotary converter.

In the early part of our discussion we learned how an electric current was generated by driving a generator by mechanical means. If now instead of driving the generator by some outside force it be connected to an alternating current lines it will run as a motor which illustrates a very important characteristic of dynamo electric machinery. It is to a great extent upon this principle that the rotary converter depends.

A rotary converter is a direct current generator, somewhat similar in construction to the generator already described, with a collecting device added so that it may be connected to an alternating current transmission line. From the principle stated above such a generator will operate as an alternating current motor and at the same time supply current for operating other electrical machinery. The alternating current side of the rotary converter is shown connected to the power transformer and the direct current side to a switchboard upon which are arranged switches, circuit breakers and other apparatus.

We have followed the transformation of energy from the coal in the power house to direct current electricity at the substation switchboard. It is then necessary to consider by what means this direct current energy is conveyed to the street car motors.

In the drawing is shown a wire or heavy copper cable extending from the circuit breaker in the substation to the trolley wire on the street. Another similar cable also connects the track rails to the rotary converter. A complete circuit can now be traced from the rotary converter thru the circuit breaker, cable, trolley wire, car, and by way of the rails and cable back to the converter. The cables con-

necting the rotary converter to the trolley and track constitute the distribution system and on a large railway property many such cables lead out from each substation to points on the trolley wire. The track in these instances is also connected to a copper cable at intervals throughout its length, the copper acting to a great degree as a return for the current.

In the drawing which illustrates this descriptive matter arrows are frequently shown. These arrows are intended to show the direction of the flow of power—if power can be

said to have a direction of flow—and not the flow of current. The arrows from the substation around the car circuit are necessarily correct for both.

In a discussion as brief as this it is possible to no more than touch upon the most important phases of a subject so broad. The electric railway is the product of a great many years of constant development and research and to tell of its wonders is material for volume instead of pages.

H. M. ESSINGTON,

Some Impressive Figures

Graphic Presentation of Facts From the Engineering Department

The following are reproductions of graphs shown on Engineering Night at the Clubhouse, April 30th:

CHICAGO SURFACE LINES

TOTAL SINGLE TRACK GRADE CROSSINGS

CHICAGO RAILWAYS CO.	138
CHICAGO CITY RAILWAY CO.	112
CALUMET & SO. CHICAGO RY. CO.	201
THE SOUTHERN STREET RY. CO.	60
TOTAL OWNED	511
FOREIGN COMPANIES—	
CHICAGO & WEST TOWNS RY. CO.	6
CHICAGO & WESTERN RY. CO.	2
GRAND TOTAL OWNED & OPERATED	519

COST OF A MODERN CAR HOUSE

SIZE OF BUILDING 490 FT. x 459 FT.
INSIDE STORAGE CAPACITY = 330 CARS

BUILDING AND REAL ESTATE	\$1,045,000
TRACKS, PAVING AND TROLLEY	570,000
MACHINERY, FURNITURE ETC.	32,000
TOTAL	\$1,647,000

$$\text{COST PER CAR} = \frac{\$1,647,000}{330 \text{ CARS}} = \$4,991$$

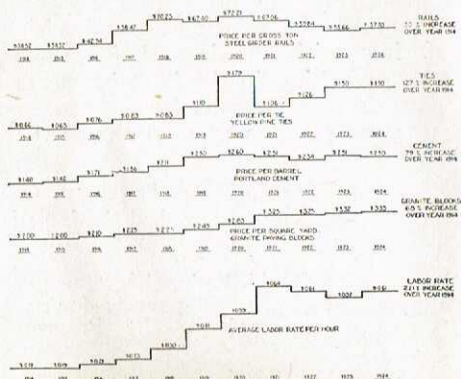
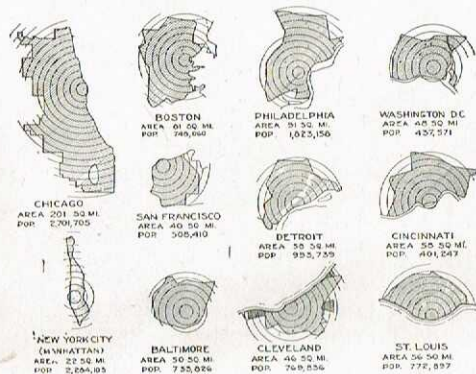


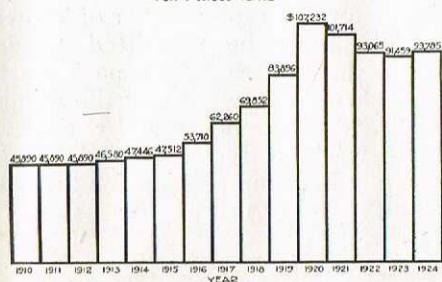
DIAGRAM SHOWING RELATIVE AREAS OF SOME OF THE PRINCIPAL CITIES



ELECTRIC RAILWAY INDUSTRY

	CHICAGO	C.S.L.
	UNITED STATES	SURFACE LINES PERCENT OF TOTAL
MILES OF TRACK	42,000	1,063 2.54
EMPLOYEES	300,000	14,682 4.90
ANNUAL PAYROLL	\$435,000,000	\$29,744,011 6.84
TONS OF COAL	16,000,000	756,000 4.72
PASSENGERS CARRIED ANNUALLY	15,000,000,000	1,467,344,286 9.76

COST OF ONE (1) MILE OF SINGLE TRACK TYPE NO. 2-A CONSTRUCTION FOR VARIOUS YEARS



Power Saving Results

S. Pollack Leads at Blue Island for April Operation

The motorman, the meter, and the car are again used at the Blue Island Avenue Depot to determine the high point in power saving operation and by the same methods we are able to present the following motormen as having attained the top record for these lines and the division, with many others very close during the month of April, 1924:

Line	Run No.	Name	Badge No.
Entire Divis.	161	S. Pollack	10783
18th Street	161	S. Pollack	10783
Blue Island	2	B. Czachorowski	8463
T. R. No. 12	63	J. Lowery	9523
21-Canal	175	J. Lloyd	7695
14-16 Street	127	A. Abbs	1351
Robey	247	J. Grant	2631
Extra Men		A. E. Maedke	13203

It has long been known that if the motormen and the engineer had some reliable means that would take into account all the conditions affecting the operation of a car and present a true record, the business of operating an electric street car would be placed on a firmer foundation with the guess work left out.

The kilowatt hour electric meter installed in the car is the means that should satisfy both, in that it presents a true record of the power used in the service the car performs in such a way that it is readily understood by everyone.

The meter, therefore, becomes a true indicator or guide for the motorman, in setting before him the number of kilowatt hours of power he permitted to flow through the controller to perform his days work. The lowering of the number of kilowatt hours required by the trip, a day's work, a report period, or the entire time between picking for the same run and service means the saving of power.



S. POLLACK

The fact that a motorman is at the bottom of a list of records in any one section of the line does not necessarily mean that he is not a power saver. When he shows a lower power consumption in succeeding records for the same work he is getting results and in many cases on a percentage basis his saving may eclipse the saving record of those far above him.

A low record maintained means that power is being saved.

The motorman at or near the top of the list may have reached the best figure it is possible to attain for the particular run and service, affected, of course, by the weather and other conditions beyond his control.

Thus it is readily seen that the combined efforts of the motormen is what affects the line and the division average, each division, in turn, affecting the system average.

Each car on the system average about 100 miles of travel per day, requiring an average of about 3.60 kilowatt hours per car mile or about 360 kilowatt hours per day. On this basis the entire passenger equipment of the Chicago Surface Lines would require approximately 438,000,000 kilowatt hours per annum.

From our experience, together with that of others, we know it is conservatively possible for the motormen of this company to reduce the power consumption at least 10 percent, or approximately 43,800,000 kilowatt hours.

Therefore the motormen of a system equipped with the meter for checking their power consumption by trip or run who adopt the methods that show the least amount of power consumed without interfering with making their runs on time, are working in the best interests of the company and themselves.

WATCH THE KILOWATTS!

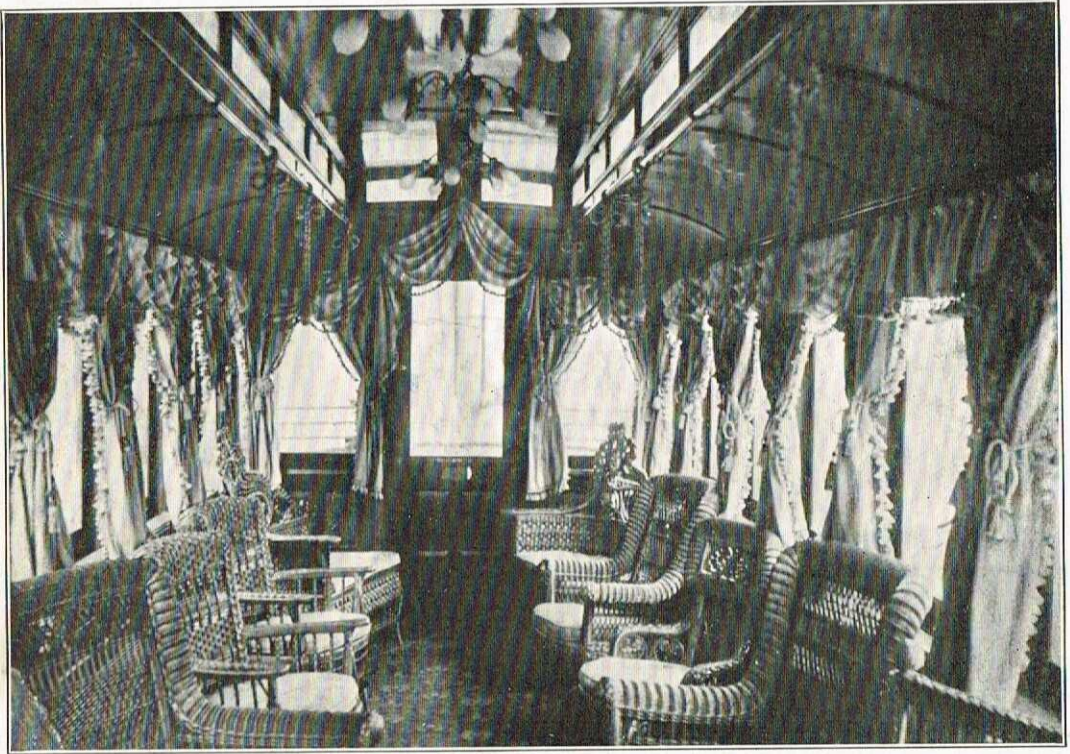
Worrying Does It

"Can't you wait on me?" asked the impatient customer. "Two pounds of liver. I'm in a hurry."

"Sorry madam," said the butcher, "but two or three are ahead of you. You surely don't want your liver out of order."—The Progressive Grocer.

Come On, You Old Timers

What Do You Know About This Classy Relic of Other Days?



An Old Time Special Car for Trolley Parties

There must be a great deal of interesting semi-historical material relating to the early days of Chicago's transportation that is worth preserving in the columns of Surface Service. The gorgeous "special car" whose interior is shown in the accompanying cut must arouse memories of happy nights in the long ago. We invite contributions of facts and incidents of the good old times—the late 70's and early 80's.

Who remembers the colors of the bulls-eye lights shown on the front and rear ends of cars of the various lines?

Who can recall some of the situations growing out of the "epizoot" epidemic of the 70's when so many of the horses went bad?

Who remembers famous characters of long ago who were regular riders on certain cars?

Have you any stories of James K. Lake, the pirate bearded superintendent of nearly half a century ago?

What about some stories of Barney McDevitt, the West Division car builder.

What proportion of the drivers wore whiskers in the old days?

What happened when one or both horses suddenly quit on you during the morning or evening "rush"?

Conjure up your memories of the past and give them to your correspondent or mail them to the Editor marked "Way Back Notes."

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines
231 South La Salle St.
Chicago

Volume 1

June, 1924

No. 3

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

EDITORIAL

NOT "CONTRACT BREAKERS"

Every right-minded individual identified with a great organization like ours has a natural pride in its character and reputation. He likes to feel that he is working for men of high ideals who discharge their obligations to the Surface Lines and to the public with a jealous regard for every legal requirement. And we all resent any attempt to reflect upon us in any way.

Most of us are familiar with the campaign of misrepresentation and villification conducted by the legal representatives of a former city administration in an unsuccessful attempt to establish a five cent fare; and how persistently it was sought to stigmatize us as "contract breakers."

There are those today, unfriendly to the Surface Lines, who seek to arouse public antagonism by a repetition of the same charge. And as some of us may come in contact with individuals who have been misled by this unfriendly ballooning we should all have the facts in mind and be able to answer our detractors.

Our original ordinances included a clause providing for a five cent fare—BUT the Supreme Court of the State of Illinois has held that no municipality in this state has the power to make such a

rate agreement except upon the distinct understanding that a rate is always subject to revision by the State itself; and that in making an application to the State for a higher rate of fare to meet rising costs the Surface Lines were fully within their rights. The section of the ordinance fixing the fares related to a subject in which the State was supreme; and to charge and collect a fare of more than five cents under the authority of a State order was in no sense a violation of our contract. Furthermore it has been held that the validity of other sections of the ordinance were not affected by the change in fare. The assertion by unfriendly critics that the Surface Lines ignored those parts of the contract ordinances that suited their purpose and sought to hold the city as to such parts as would be to the special advantage of the lines is utterly without foundation. As a matter of fact the position of the Companies is precisely that sustained by the Supreme Court.

THE STATISTICIAN

There is a tendency in some directions to refer slightly to a statistician as a sort of ornamental impractical appendage to the white collar branch of a business. The husky boys who as they say "do the real work" fail to develop any enthusiasm over the figures and diagrams which find their way from the desk of the statistician to the hands of the chief executive officer of a corporation. In a properly organized business the statistician bears to the administrative departments the same relation that the laboratory expert does to the medical profession.

The physician needs the facts regarding his patient's true state of health. The laboratory expert by the use of chemical analysis reveals the conditions just as he finds them. Through the ability to study in concrete form the results of this examination, the physician is better enabled to detect hidden weaknesses. Possibly the life of the patient is greatly

prolonged by a revised scheme of living due to the discovery of the facts previously unapparent to either himself or his physician.

It is the statistician who takes the mass of figures from the various departments and by analysis and comparison is able to prepare graphs that disclose the precise condition of all of the vital factors controlling the life of the corporation.

The element of chance and other haphazard methods are fast disappearing in the conduct of business.

GIVEN A NEW NAME

Our old and valued friend, the Claim Department, on June 1 blossomed out under its new title of "Department of Accident Investigation." Thus it follows the modern tendency to break away from the use of the word "claim" and adopt something a trifle less inviting. Experience has shown that the change results in a somewhat different reaction on the part of the public. Submitting a report of an incident or accident for the purpose of having it investigated seems to be regarded as less suggestive than "filing a claim."

TRACK WORKERS' NIGHT

Accident Prevention Urged in Three Languages

An enthusiastic audience greeted Victor T. Noonan, supervisor of accident prevention, at the meeting held at the club house on the evening of May 27 under the auspices of the engineering department. It was one of the most interesting of the series of accident prevention meetings.

Mr. Noonan's message was particularly applicable to the daily duties of track and maintenance of way employees. It was followed by the accident prevention motion pictures.

A novel feature of the meeting was

the translation of part of Mr. Noonan's talk for the benefit of Italian and Czecho-Slovak workers. Paul Rich interpreted for the Italians and M. Stiglich for the Czecho-Slovakians. Mr. Noonan explained that while he knew the men of these nationalities could understand him, he wanted them to hear part of his message in their native tongues.

The musical program was unusually good. It included the following numbers:

Orchestra—

(a) Columbia March

(b) Apollo March

Vocal Solo—"After the Storm" Ben Lindstrom

Violin Solo—"I Love You" ... George Johnson

Quartette—

(a) Barn Yard Song

(b) German Band

Orchestra "Officer of the Day"

Italian Trio—

(a) Waltz

(b) Song—"O Solo Mio"

(c) March

JOHN, YOU'VE GOT US FLUSTERED

The color of the magazine this month is a reflection of our blushes resulting from reading the following:

Beloved Magazine

Like the fairies who trip when the gloaming departs

So you came tripping right into our hearts

Dressed in fine raiment quite fit for a queen

We pay you glad homage beloved magazine.

Like the thirsty who drink at the clear waterfall
Your fountain of knowledge is shared by us all
The quips from the boys your jokes and the poems

Just give the touch needed to brighten our homes.

Motorman John Clark, Devon Station

Leap Year

"I couldn't get out of marrying her," Henpeck explained. "When she proposed, she said: 'Will you marry me?' 'Have you any objection?' You see, no matter whether I said yes or no, she had me."

"Why didn't you just keep silent, then?" inquired his friend.

"That's what I did, and she said, 'Silence gives consent'; and that ended it."—Titbits.

Shocking! Shocking!

He used a wire for trolley rope.

He's resting easy now, we hope.

W. H. F.

OUR OWN WALT MASON

Reminds Us in Verse to Shun Rides in a Hearse

Each morning at my kitchen door the news-boy does his daily chore, and drops the "Mourning Coroner."

The head lines shout and scream and flout and hit you in the eye, MINE EXPLOSION, TEN MEN DIE, Women mourn and children cry, RAILROAD SMASHES, AUTO CRASHES, breaks and kills, maims and gashes.

We read each horror with a sigh, we oft-times see them passing by, and sometimes sit and wonder why "accidents happen" every day and no one seems to find a way; this grip, of deadly fate, to stay.

"Accidents Happen," they do not; that old saying is all rot, and if you'll only calmly pause you can always find the cause. I'm sure you will agree with me, there's never any mystery, when you learn just "accidentally," the history.

An engineer will truly say, "My brakes didn't work and that's the way the old iron horse began to slay." Of course he would not tell you that, some of his wheels were sort of flat, his air brakes too were kind of wheezy, the rail was full of goo and greasy, but when his report is all made out these facts are mentioned, I've no doubt.

But why in the world should you rip and tear and never give a dog gone care that something is wrong with the gripping air until you get an awful bump and then you soon begin to hump, to try and form your alibi?

You autoists, and motormen, and pedestrians, you kids who play about the parks and equestrians, never, never, take a chance, always give another glance, and ever, ever, bear in mind, that you may strike an alley blind.

And those who harvest in the crops, and workers in the mills and shops, and masons putting up our shacks, and labor laying down car tracks, should think of each man as a brother and keep one eye out for each other and where 'tis needed to have speed, let's also have a little heed.

Of course it is not always haste that causes all this wanton waste, a man may go too all-fired slow and this alone just tends to show, that having time or in a hurry, just use your head and you should worry.

And now I'm very nearly through, with just another word or two, to you, and you, and you and you, don't speed, don't loaf, be on the drive and when you start, you'll sure arrive; to save your knee and elbow joints, cut down sometimes to about five points.

W. H. FIGG.

STREET CARS STILL ARE WANTED

The inquiring reporter of the Chicago Tribune asked a thought-compelling question the other day, and the answers indicated that people do not take their transportation quite so much for granted as might be assumed.

"If the pages of history were to be turned

back one hundred years, which of the modern conveniences you now enjoy would you dislike most to give up?" was the question the reporter asked of three men and two women.

Two men frankly declared that most of all they'd hate to lose the street cars. They admitted they couldn't afford autos, and if the street cars were not present they'd have to walk. The other man declared all methods of transportation were the most important to him. The women were divided between an electric curling iron, electric washing machine, sewing machine, automobile, telephone and electric lights.

MOTORMEN AND AUTO DRIVERS

Chester Rowell Makes a Clear Distinction

Chester Rowell, well known California editor, in a recent issue of the San Francisco Bulletin wrote:

"The motorman on the street car is a picked man. His job may require only ordinary intelligence, but he must have more than ordinary self-control and attentiveness. Even with these selected qualifications he is put under exceptional regulations to protect those who ride with him.

"Even before prohibition he had to be a total abstainer. He must attend strictly to business and not talk to passengers. All responsibilities, except the motion of the car, are taken off his shoulders by the conductor. Nothing less than this exceptional protection of the selected qualifications of a picked man is regarded as adequate for safety.

"The automobile driver is anybody who can get a car. He or she may be old or young, rattle-headed or attentive, responsible or careless.

"He may flirt with the giggling girl at his side, or fling smart-aleck jokes at the passengers in the rear. He may gaze at the scenery, instead of the road.

"He may drink all he likes, provided he cannot be proved outright 'drunk.' And he guides a machine swifter, more erratic, less controllable and more dangerous than a street car. He needs more qualifications than the motorman, and he frequently has less.

"No wonder life has become a hazardous occupation."

"On de Uppah Deck"

I sho' enjoy to ride dat big green bus
W'en de weddah am fine, it ain't so wus—
Wid mah sweet 'Liza Jane perch by mah side,
Odder yaller fellahs sho' see sum bride.

But, gosh, how et makes yo' ole bones ake
W'en de win' shifts quick f'om off de lake
An' de rain comes down on de uppah deck
An' soaks yo' cloes an' po'es down yo' neck.

Den fo' a seben cent fail I pines
In a nice red cyah on de Surface Lines.
RASTUS O'SHAUGHNESSY

Departments and Divisions

CORRESPONDENTS

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

Transportation

Some of the boys in the General Office are inclined to think Old Man Bohlin has had experience on an old Mississippi cotton plantation, or with the Construction Department of the A. E. F., but Louie says 15,000 new badges don't come in every day.

Ray Solberg, the best looking fellow in our office, is lost, strayed or stolen, supposedly on a vacation. No sign or word has come from him but repeated inquiries give us cause to suspect he has joined the Ancient Order of Benedicts. Thomas Francis Moore, his old side kick has a smile as enigmatic as that of the Sphinx of Old Egypt.

Miss Marie Krausman has not bobbed her hair. She is wearing her Vice Presidential honors easily.

Mr. C. E. Jones is improving rapidly and we hope to have him back on the job soon.

Miss Ruth Soutter celebrated her sixteenth birthday last week by presenting a box of Fannie May's choice chocolates to the office force. We all wish many more birthdays and often.

Mr. Joshua Burgee knows who won the Derby and why.

George Storey has just completed a summer

cottage at Coloma, Michigan. Says he has found the only spot to enjoy the sweet summer breezes. Why suffer from the excessive heat—but we are wondering what arrangements he has made with the weather man.

All but two in the Transportation Office are radio fans.

Electrical

The employees of the Electrical Department are glad that Mr. Murphy has returned from Florida and hope to see him back with them very soon. A bouquet of roses was sent to him on his birthday.

Dan Caldwell, Emergency Lineman, who has been laid up for a considerable length of time on account of a frozen finger, is now back at his post.

Dan McNamara, who was injured some time ago while out on the work, is now able to be out again. Dan is not yet quite his old self but expects to be in shape soon.

A certain male member of the department came to the office the other morning carrying a dainty green silk, ivory handled parasol. It is astonishing how quick the men pick up the fads.

Material Supplies

We are glad to report the Mr. Romeo Peltrin, who had an operation performed March 20th, expects to leave the hospital in a few days.

Miss Betty Thoele has left the employ of the company, and expects to make her home in California.

Margaret Marks in an ardent rowing fan. She was practicing last week and managed to get a few blisters on her hands. Now she finds it somewhat difficult to operate her typewriter.

Sam Kubicek, formerly of Grand and Leavitt Storeroom, has been transferred to 39th and Halsted. We wish him success.

E. Van Wiele spent his vacation in Wisconsin, fishing and hiking. He looks as though it agreed with him.

Carl Erickson, who has just purchased a new Oakland Six, had a little difficulty the other evening. He got the car out of the garage all right, but the engine died, and he could not get it started again. Carl believes in the try, try, try again system, so he tried it long enough to run down his battery. Eventually after strenuous endeavor, he managed to push the car back into the garage after which he sent out the S. O. S. to the Oakland Company.

Gene Kwasigroch is the proud possessor of a new Flint Six, automobile, which he seems to have considerable difficulty keeping clean.

Mr L. Goldman has returned from his vacation, which was spent at home cleaning house and building radios.

Ed. Hoyer has proven his ability as a fence builder. He built this fence at the earnest request of his neighbors, who were wondering why their gardens were not growing this year, until one morning a neighbor discovered Ed's chickens plowing his garden. Hence, the new fence.

Miss Kathryn Weiler spent her vacation in Kansas.

James Buchanan is spending his vacation on a farm in Indiana, where he can practice on the Saxophone in peace. The vacation will probably be appreciated by his neighbors.

Here's one on the M. & S. Correspondent, R. E. Buckley. While driving his car (?) on Sheridan Road he collided with another car (?) and although his limousine was undamaged he hurt his feet so badly that he could not walk down the stairs the next day but had to slide down the banister. Now he eats his meals standing up. His pocket-book was also lightened to the extent of \$21.50. Tough luck Buck.

Fred Nagel is some acrobat. While doing some very difficult stunts on the top of the ladder to amuse his youngsters he fell and for several days nursed a quite badly bruised back and wrist. We understand he is contemplating joining Ringling Bros. Circus.

Accounting Department

Miss Emma Miller returned to work Monday, May 12th from her vacation. Miss Miller was visiting her relatives in Louisville, Ky.

Miss B. Howard resigned as Comptometer Operator, May 15th.

Emil Cervin has departed on his vacation. We understand Emil is touring to the North Woods. We wish Emil lots of good luck, we think he will need it.

You will be sorry to know that Florence Moore, Clark & Division, resigned May 19th, 1924.

Miss S. Miller returned from her vacation with her hair shingled.

Roy Wilson has just returned from his vacation says he has cramp in his right arm from holding an umbrella up.

Mr. M. Reiter returned from his honeymoon and was presented with a beautiful Junior lamp from his many friends at this office.

We wonder why the following ex-service men wore such broad smiles on May 20th. A. Jann, H. Sprenger, F. Robinett, R. Wilson, A. Johnson, R. Luebke, L. Salisbury.

Mike Rubey and Harry Hopke bought a Ford-O-Plane and expect to reach Frisco in two days during their vacations.

Mr. J. R. Maus is acting quite frisky the past few days. We wonder why.

Engineering

If your work piles up and you think you are busy just consider the life of a trolley wheel, the busiest thing on the system.

We have discovered another artist, Walter Carnelli, employed in the Drafting Room, and hope to have him submit some timely sketches in the near future.

Owing to the poor health of his wife and daughter, Gerhard Schmidt, Acting Painter Foreman, asked for a leave of absence for one year and has taken his family to Hollywood, California. We hope the land of sunshine will give them new strength and trust that Gerhard and his French horn will be seen and heard in our orchestra again.

Did you notice Ben Lindstrom's diamond ring? Well, you know the club gave a stag party a few weeks ago. However, "Big Ben," as a soloist, proved that he wasn't a false alarm.

Boys' Week—Track Department—Tamp, tamp, tamp, the boys are tamping.

Oh Boy! The "Bubbly Creeks," the Supply Car Departments baseball team are ready to hear from John Sake at the South Shops,

"Ruddy" Rumatz of the Track Department, et al. Here's a chance for Motorman "Young Cy" Griffin to try out his famous liniment.

Supply Car Motorman Louis Lund died Wednesday, April 30, 1924. He had been off sick for the past eighteen months. Mr. Lund worked for this company for over 16 years. We extend our sympathy to the family in their great loss.

Schedule and Time Table

At a meeting of the Auburn Highlands Improvement Association, held May 7th, 1924, at the West Highlands State Bank, at 79th St. and Ashland Ave., Mr. L. G. Lohse gave a lecture on "The Building of Time Tables."

Fred Excell's young farm, out along the Burlington, is a hummer. The lettuce and radishes are up five days after planting and ready for market one week later. They work fast along the Burlington. That's why Fred lives out there.

Frank Irvine thinks he has a garden up in Mayfair, but he will have to take a course out on Fred Excell's farm if he expects to have a real garden. You see Fred took a course with a man they called "Svengali" or was it P. T. Barnum?

Howard R. Britlinger resigned May 21, 1924, to accept a position with the law firm of Castle, Williams, Long & Castle, 112 West Adams St., where he will be glad to meet his old time associates. Remember fellows and ladies, too, if any of you are in need of legal advice, Howard, will be glad to unravel the legal snarls for you.

Some curiosity has been aroused over the big bundle H. B. Cammack carried home some few days ago. Some thought it was a ham, but what would Cammack be doing with a ham?

Schedules have been prepared for the following lines:

Effective in May: 31st St., Windsor Park, South Deering, Kedzie, Grand Ave. (Summer schedules.)

Effective in June: 35th St., 43rd St.

Shops and Equipment—West

An order for 50 new cars was given to the West Shops during the first part of May. Work was started immediately and is progressing rapidly. Special arrangements have been made between the various departments, to expedite the construction of the cars.

These cars are to be of the Multiple Unit type, for operation in trains of two cars each. The general construction and principle of operation were described and illustrated at the KNOW YOUR OWN COMPANY meeting of the Shops & Equipment Department.

Ask Mr. Shaughnessy how the crops are out in the country. He now resides just "West of the Water Tower."

Mr. Ben Phillips is building a new home on the north side "Bridle Path." Not "bridal," as he has been among the harnessed for some years.

Mr. J. Larsen, Inspector in the Carpenter Shop, is making strenuous efforts to master the intricacies of driving a Hudson Coach, which he became the owner of recently.

Miss Elsie Holmer has been ill and is now on a vacation recuperating.

The stork paid a visit to the home of Mr. John Schwartz, Night Foreman at Division Street Carhouse recently and left a fine baby boy. Congratulations!

When Mr. J. Gamen, Assistant Day Foreman at Division Street Carhouse went down to attend the last meeting at the Clubhouse in his new "flivver," he took with him his trusted "Norwood Park Soup Hound." When he came out the flivver was there, but "dog-gone." We think that was all he said.

The South Shops have nothing on us in the line of telephones now as we can boast of a direct connection with the outside world. Our new telephone number is Kedzie 9370.

Shops and Equipment—South

The sympathy of the department is extended to the bereaved family of David Pascal, Watchman, at the Cottage Grove Carhouse, who died on May 16th. Mr. Pascal was born in Roumania, and was 63 years of age. He has been in our employ for the past six years. Interment was at Philadelphia.

It will not be necessary for the Repair Foreman at 77th Street Carhouse to travel to the Clubhouse by street cars in the future. Joe Ditchie says that he is in the market for a Buick, and he expects to be driving one real soon.

Isn't it great to be a grandfather? Ask Herman Weilert—he knows.

Ed Anderson of the Machine Department, has moved into the new home which he recently purchased at 7838 Bennett Avenue.

D. Condon, 69th Street has purchased a Dodge Sedan. Not to be outdone, Bob (Spark Plug) Cassell went out and bought a Hudson Sedan. Bob says that he can pass up anything, except a gasoline station.

The Medical Examiners were kept busy at the 69th & Ashland Carhouse on May 19th, examining prospective members for the Mutual Aid Association. Mr. Bolton, Repair Foreman, signed up 63 employees.

A. Rizzuto, Burnside Carhouse, is the proud daddy of an 11½ pound boy, born on May 18th. Congratulations!

We have been told that F. Baldwin and J. Donaldson of 619th Street, and J. Ryan of the Machine Department, are to be married in June.

After forty-five years of service, Charles Funk, Rockwell Carhouse, has retired. Mr. Funk entered our employ in 1876, and with the exception of three years, has been in continuous service ever since.

Charley Kunc "The Good-Looking Trouble Shooter," at 77th Street, has taken unto himself a wife and to make it worse, he is trying to keep it a secret. That kind of news is bound to leak out, so we take this opportunity to congratulate Charley. You don't need to be particular as to the brand of cigars—any kind will do.

R. Jones, Assistant Night Foreman, 69th Street, is kept busy during the day time with his new daughter, who was born on May 12th. Congratulations!

The employees of the Printing Department think so much of their ability as "Barn Yard Golf" players that they challenge all comers to a series of games. Of course, they would prefer to play on their home grounds, but are so anxious to display their wares, that they would be willing to travel. Address challenges to the Printing Department—South Shops.

L. and A. I.

The Legal and Accident Investigation Department can report a material decrease in the number of accidents during the last 30 days, for which the entire force of the two departments is very grateful.

Last week a certain law suit went to trial and our indomitable subpoena clerk, Olaf Schau, invoking the aid of the authority inherent in the seal and signature of the Clerk of the Superior Court, sent one of our equally determined subpoena men after a witness who was reported "deceased" and produced said "deceased" "alive and kicking" at the trial. We don't always get them but it is evident that the odds have to be heavy against Olaf.

Mr. Nattinger was seen the other day trying to "fix" the court. It was admitted that the court needed fixing all right. What court you say? Oh the tennis court.

Speaking of bobbed hair it is rumored (but not yet seen) that Jack Lynch has been raising a mustache for the past two months.

A notable change is seen in George Lyall lately—down early—full of pep—and looking wonderfully happy. It is needless to explain that our Asst. Photographer was married the latter part of April.

Car Meter

The department has discovered a very rapid Burroughs machine operator in Mr. F. Burke, running Meter Cards at the rate of 18,000 per day which is an average of 37½ cards per minute necessitating the striking of 54,000 keys as a day's work. We know Frank can beat this should the occasion arise.

Our Miss Louise Tetrault, Secretary of the Car Meter Division, is a busy lady these days endeavoring to make use of all her spare time in the study and practice of her piano in order that she may be as efficient and accurate in this line, as we know her to be in her daily work. She will play in a recital to be given soon at the Lyceum Arts Conservatory. We all wish her well.

In the preceding issue of the magazine a statement was published in reference to the speed attained throughout the division. The following figures may help to visualize how necessary it is for the highest standard of speed and efficiency in this work. In the duration of one year 2,704,997 Meter Cards came through the department for calculation. These cards, if placed in one stack, would reach 1,972.4 feet into the air. The weight of a stack of cards such as this would be 7.8 tons, covering an area, if placed side by side, of 436,744 square feet.

Miss Dorothy Kuhl is back at her desk after a short period of illness, and is feeling fine again.

Cottage Grove

Now that the Base Ball season is in full swing let us assert our right to congratulate the winning team when the season closes. The competition is going to be keen and it will be necessary to stand behind our team with every ounce of strength we possess. Our city can boast of no finer athletes individually and collectively than our Cottage Grove ball team.

The strictly amateur standing of the players—the snap—vigor and pep of the best game on earth brings out the best that's in a man. Let them that can respond to the call of the open spaces, attend the games, inspire and encourage our boys. If we win, fine; if we lose, it's all in the game.

William S. is in all probability the best authority on revivals and camp meetings of any man in the first division. However, recently there has been a revival in a colored church in the vicinity of Cottage Grove and Thirty-Seventh street, that leaves William in doubt as to its exact purpose. On a tablet well displayed before the church entrance is inscribed, for all that run can read, "Grand Revival meeting, Praise Him from whom all blessings flow, come one, come all." Compliments of ——— and ———, undertakers.

Recently a few of the boys were discussing their boyhood days, the little red school house, the little brown church in the wildwood, and generally discussing ways and means which might develop in the future. One of the men, his hair plentifully tinged with grey, an old timer in the service, remarked that he had inquired from an old missionary, years ago, whether there was any beaten path that led to the celestial home beyond the grave. The missionary exclaimed with a reverential mien, "My boy,

"We enter this world naked and bare,

We travel through life in sorrow and care,
We depart this life, we know not where,

If we're on the level here,
We'll be on the level there."

Were the writer asked to designate the brother most familiar with the rural districts, and the proper manner in which to enjoy a vacation in the country, he would not hesitate to refer to Mr. E. Baker. Following are a few of his suggestions: Do not attempt to make friends immediately with horses guarding colts. They may seem friendly and companionable viewed from a distance, but are lightning quick with head and heels. Do not approach too closely to a gentleman cow that has his head up in the air. He may look innocent momentarily, but like Paddy Haggerty's gun, he is dangerous without lock, stock or barrel.

Burnside

On Sunday May 11th, we had the pleasure of having Mr. A. K. Langohr of the Time Table Dept. formerly Chief Clerk of Burnside Depot accompanied by his wife, as visitors. We were all glad to see Art again.

The boys from Burnside extend their heartfelt sympathy to Motorman Rob't L. Peterson and family for the loss of their father.

Our sympathy also to Mrs. R. M. Bucholz and daughters whose husband and father Con-

ductor Richard M. Bucholz died May 3rd, 1924. Dick was a very conscientious worker and friend, and will be missed by all the boys at Burnside.

Listen, boys, we're going to let you in on a secret, Conductor C. A. Termeulen is engaged to be married sometime next month, he says his bride is a school ma'am. Sh-Sh don't tell Mr. Termeulen we told you.

Motorman W. H. Woodcock who was struck down by a machine while on the way home from work Saturday, May 17th, 1924, is said to be in a critical condition, at the Burnside Hospital. We hope for his speedy recovery.

We now have three of the new style time tables in effect on the following streets: 87th St., Windsor Park and South Deering Lines with increased service on 87th St. and South Deering. They sure do look good.

Conductor Bayard Ashton who recently returned from a three (3) months' vacation in Pasadena, California, says California is a nice place but good old Chi is good enough for him.

Come on you Burnside Sluggers, get that pill for a home run. Give your name to your Manager. Andrew (Jake) Jacobson has offered a fine leather Badge Book, with your three initials in gold to every Burnside home run hitter. Official games only this season.

Seventy-Seventh Street

Jim Edman, the starter better known as Foxie is back on the job again. He walks around like a proud peacock since his shanty has a new coat of paint.

The baseball team will win from now on, the boys are used to each other's ways. So let's all be out that can and root for them.

Heigh-Ho. Look at this list of proud Daddies for 77th Street this month. E. F. Fallon, J. D. Sailors, J. N. Rowan, P. J. Barry, A. W. Claussen, M. J. Nolan, H. W. Harvey, W. J. Youts, T. E. Purtell, F. A. Anderson. For the past few weeks Mr. Bessette has been handing out buttons for vests to a number of trainmen.

Conductor C. B. Sheehan, otherwise known as "Red" was married a few weeks ago.

Our Ex-Transfer Clerk J. Wagner decided that he could not work nights. We expect to see the wedding invitations soon (John).

Angry Joe (otherwise known as J. D. Sullivan) missed one day, was excused by the clerk; went home and got married.

W. Madigan was seen on the sprinkler car the other day. Why the sudden change (Bill)?

The boys are very glad to see Mr. Jones sitting at the window, as they pass by. We hope to see him walking around as usual very shortly.

Sixty-Ninth Street

It was a little hard on our baseball team to lose the game to Archer depot and the boys say it will not happen again. We hope not.

Our clerk Joe Lewis went on a fishing trip Sunday May 18th, along the Kankakee River and came back very angry claiming some one had stolen the last fish out of the river the night before. B. Dedmond also went fishing and

tried to tie the sinker on the pole.

We suggest that the fishing boys try Maxwell Street next time, or see John Trafkan, the "fishency" expert.

J. McFarlane when asked what part of Ireland he left he said, "He left it all behind."

On Memorial Day the 69th Street Employees Club attended to the decorating of the graves of World War veterans from this station. Decorations were placed on the graves of C. J. Burke, J. Mulroyan, and J. Mahoney.

We extend sympathies to W. G. Brightmore and Ouimett brothers who lost their fathers within the last month.

Our receiver C. H. Luebeck made a quiet little trip down to Pontiac on May 14th with his new flivver. Everything went well as he had only three blow outs and the motor hit on all but three most of the time.

Did any of our trainmen notice the melodious voice of our Combination clerk on a Sunday afternoon? Quality of same being noticed by music lovers.

Conductor John Kirby and Repair Foreman R. Jones both announce 10 lb. baby girls. Conductors N. Rentz, R. E. Loftus also announce baby girls.

Conductor F. P. Treichel announces a 13 lb. baby boy.

For the future prevention or derailment of rear trucks, M. O'Connell has hit upon the plan of picking with a heavy weight conductor. Just watch him at the next pick.

Conductors D. H. Flynn, and H. Blattner wish the world to know that they will be married in June. Flynn says June 28th, and he is going to Paw Paw, Michigan. Good luck boys.

The club committee wishes to thank all those who so cheerfully helped them on Memorial Day and praise is due John Warner who was quite successful in the operations of his latest car. John always has had a "Late" car.

Dan Hirzel a wizard on radio has a one tube set that gets Dallas, Texas. He thought he had California one night, but this was a mistake. It was California and 26th.

Our new mirror arrived May 23rd, and one of our clerks looked at it and said "What an insult." Mr. Walsh then looked at it and said "Oh boy."

Mr. L. E. Schneider of Grand Rapids, Mich., auditor, checking up old accounts at this station says that the Surface Lines is certainly a good firm to work for and he based these remarks on the fact that those in the General Office whom he has come in contact with treated him cordially and with a willingness to help him. Just what he told this correspondent of some employees in other firms didn't sound so good.

Archer

Jerry Horan is in a very critical condition at the West Side Hospital. He is suffering from pneumonia. At present visitors are not allowed.

We are glad to see Jim Maher back on the job again after another long sickness.

Andy Muckle is now on the sick list nearly five months and is recovering very slowly. We hope to have better news of Andy next month.

Jim McCutcheon underwent a serious opera-

tion at the Mercy Hospital a few months ago. He is now home and doing nicely. We expect to see Jim back on the job again very soon.

Jno. Smolik has had a bad attack of pneumonia. He is slowly recovering.

A. J. Hansen, who is in St. Paul's Hospital suffering from a broken leg is improving.

The first base ball game of the season was played on our home grounds on Wednesday, May 14th. Mr. Bowles pitched the first ball. John Begy says he should have pitched a better ball after nine weeks' practice. We have some ball team this year. Frank Schultz is very proud of the line up. The team that beats them will have to go some, if we can keep the present line up.

There wasn't anyone at Archer Depot, at all surprised to read in the May issue about Tom O'Keefe being commended for his general politeness and John D. Copithorne, for being particularly courteous to an elderly lady passenger. Tom and John are noted for that sort of thing. Not long ago Tom was riding to work, on the front platform of a Western Ave. car, when some of the boys started to kid him about his name being first mentioned for politeness to passengers. In the course of the conversation on this subject, Tom related an experience he had about 10 years ago, which shows he also has lots of patience under very trying circumstances. Four young men in an intoxicated condition boarded his car at Wentworth Ave., west bound about midnight. They were in a quarrelsome mood, and absolutely refused to pay their fare. Tom kept cool and after considering the situation told them if they needed the twenty cents more than he did, he would pay their fares himself. Thereupon he rang up the four fares. They talked it over amongst themselves and when getting off at Halsted Street, one of them handed him fifty cents and told him to keep the change and buy a cigar for himself. Tom says that incident confirmed him in his belief that good judgment will make it possible to avoid trouble with passengers under many trying conditions.

The new Western Ave. schedule made a hit with everybody. We have not as yet heard of anyone being able to find a flaw in it, and the great majority of the men are trying hard to run on the exact schedule time. From all reports passengers are very well pleased from 71st Street to Howard Ave.

Blue Island

Motorman Mikrut is the proud father of a set of twins, a boy and a girl. Mother and babies doing fine and Mikrut said it means ringers now.

Motorman Monzel was seen practicing how to fish. He had a whip for a pole and a pail of water filled with worms which acted for the pond and the fish.

Conductor Porozinski has a hard time to get out of the depot after finishing his night's work. He comes into the depot with a big bouquet of flowers every night and all the trainmen want a flower from him but he says no he has to take them to his little boy. His little boy must run a floral shop with all those bouquets, we think.

Conductor Gneda and Sayatovoc have started a Bohemian Quartet and entertain the boys in the trainroom every evening with the latest Bohemian songs composed in Prague.

Conductor Dolan who underwent an operation for appendicitis is speedily recovering and hopes to be on the job soon.

Our new Supervisor Geo. Washack has opened up a new Broadcasting Station VBT located at the Van Buren Street Tunnel. He says he is the Chief Announcer and has some very interesting programs.

Starter Roeser was fast asleep the other night when he was awakened by the clang of the fire engines. He got up and saw that the Kimball Co. plant across from where he lives was aflame. He hurriedly dressed and went down and rerouted the cars which were pulling into the depot and got them in, near time, and kept the service going until Supervisor Madsen arrived.

North Avenue

With two victories to our credit we are off to a good start in the baseball pennant race. There are many new faces on the team; a wealth of material having been found among the new extra men. Thank you, employment office.

Motorman Martin Peterson has started on an auto tour to the west coast. He plans to make California and Oregon. He has promised to call on our former Assistant Supt. John Hollmyer, who is now located at Ashland, Oregon.

Conductor Teska is the proud father of a twelve pound boy. We have considerable trouble getting a line on the new arrivals. It is up to these bashful fathers to make their good luck known.

The sympathy of the North Avenue men is extended to Asst. Supt. Pasche in the loss of his father, also to Conductor A. Kortman in the loss of his wife.

Arthur Schwabe is back at his old position of Knight of the Carbide Lamp. He was gone for a little over three years; much of which time he spent abroad in the service of Uncle Sam. He says "hopping registers" is easier work than skinning army mules.

Favorite sayings of famous North Avenue men:

"Well sir, he was fit to be tied."—Charlie Henderson.

"There is many a true word said in a joke too; I'll tell you."—H. Schwabe.

"Sit down, I'll shave you."—J. McNamara—(All star pitcher).

"What stations did you get last night?"—(Radio)—Leo Beers.

A number of repair foremen from other depots have visited North Avenue in the past month; to see how we do it. Mr. Jack Gillen surely has much to be proud of in the neat and up to the minute appearance of his department. He also is responsible for that beautiful stretch of parkway along the north wall of the depot.

Your correspondent admits he has two of the greatest essentials of a literary genius; namely pencil and paper.

Kedzie Avenue

Kedzie mourns the loss of four faithful employees.

Bob Loney died of a paralytic stroke May 3, 1924. J. Connolly died May 18th of blood poisoning caused by an infection. Wm. Mahoney died suddenly May 20th of an attack of asthma, which was sure a great shock to all his many friends. A. Hoffman, a real old timer of Kedzie, died May 19th from the effect of an operation, after 47 years of faithful service.

The Callers were presented with home made peach pies, Nick the motorman caller would not indulge because it was not a banana pie.

Geo. O'Dell the song composer has just given us the information that he is about to let out to the world his latest song "The Honey Bee Blues."

Everyone is wondering why Ripple did not start the last game. It was rumored that Johnny Evers had a scout at the game, and Donichy was going to keep him under cover; but it was useless, Rip had to go in and pitch the last of the ninth and win the game for Kedzie.

The Kedzie base ball team is doing fine and as shown by their last game with Division, they are out to win all the rest of their games, having played the strongest teams in the league. Lost two close games of one score each, and winning the third. Plenty of interest has been shown by the depot, as seen by the big number of brother rooters that attend the games. Joe the janitor being the old reliable silent fan is always on deck.

What is going on over in Ireland? A great number of the "Byes" are taking leaves of absence.

Elston

Supt. D. F. Van Antwerp opened the carmen's base ball league at Murley's by pitching the first ball, no wonder Noble-Elston beat Kedzie 7 to 6.

It seemed like old times to see and hear Chas. Burns, Wm. Slominski and Alderman Tom Bowler on the coaching line.

Did you notice the coats of tan on Motormen F. Bartlett and P. Erickson who spent their winter vacation in California; they claim that they were picking roses while we were picking snow and ice out of the tracks.

Conductor J. Foley was married on April 30th and spent his honeymoon in New York. We wish you luck, Jim.

Motorman J. McWhinney went to New York to get his bride and came back to Chicago to spend his honeymoon. We also wish you luck Mac.

Noble

The boys of Noble wish to extend their heartfelt sympathy to Motorman C. Dose who lost his mother on the 7th of May. Conductor W. Sanborn and Motorman W. Regan were married in May. Congratulations and good luck boys.

Ask Conductors E. Donald and Wm. Malecki why their machine stopped on Milwaukee Ave., and failed to start for two days.

Mr. Van Antwerp opened up the season for

the Noble-Elstons at Murley field by throwing the first ball. Mr. Van Antwerp had wonderful control, he threw the first ball over the heart of the plate and Umpire Hutton called it a strike. Committeeman W. Slominski caught the first ball but Bill dropped it. Some cheering by the boys. We must admit that Mr. Van Antwerp has control and good eye sight.

Limits

Captain Kiobassi is organizing a baseball team and when interviewed by your correspondent, Capt. Kiobassi briefly explained that his objective was not so much to organize a competitive unit in the Surface Lines' league but rather to establish a closer social contact among the older men and give them the opportunity of obtaining the much needed physical exercise. The writer was very much impressed with the enthusiastic support Capt. Kiobassi's efforts are meeting with.

On April 23rd six negroes boarded a car at Van Buren and State Sts. in charge of Conductor P. O. Kane. They tried to pick his pockets and when he offered resistance they immediately jumped upon him en masse, one stabbing him behind the ear. Cond. Kane put up such stubborn resistance that he managed to rout the entire group at 13th St. What did they get? Why, man, they were glad to get away.

Our old friend, Scotty, stole away like an Arab in the night and got married. He certainly put one over on the boys but we all wish him luck.

Lawndale

Well, boys, at the Lawndale-Burnside game we found that our Superintendent, E. L. McGuire is a "Southpaw." He opened the game by pitching a hot one to our catcher Williams. Two straight games for Lawndale, hurrah.

Let's all give a cheer for "Sassy Susie," brother to "Spark Plug" E. Corrigan, our respected twirler. Sassy has come back to the fold. Such a pitching staff as the Corrigan Bros. should be appreciated on any team.

Roy Murphy wishes to have a run made to order for him. He despises 22nd St. Ogden Ave. is his pride.

Motorman Lawnsberry's sister is very low, and we trust by this writing things will be more cheerful.

J. Semelmann is the daddy of a 11 pound boy, something to be proud of. Mother is fine.

Our little big motorman Harold Hale is surely proud of the boy a Stork brought him. Mother is doing nicely.

There is a rumor that Bibbler our gallant steed on 170 Run is a good boy and ringers from now on will be his ambition. What say, Gallagher?

Wonder what we'd do if we hadn't about 20 hustlers like Motorman Ponzio.

Supervisor "Smiles" Eigelsbach surely was named well. Wonder why he always whistles during his spare moments. Probably all the boys are running on time.

Lincoln

Three more of the boys from Lincoln station have answered the final roll call, Herman Plensker, Peter E. Weber and Harry Peacock. Plensker had been with the company since Feb. 24, 1908, and Weber since Mar. 29, 1916.

Harry Peacock, one of the old time conductors having been on the road since July 11, 1902, was buried Manday, May 19, after a long lingering illness. He leaves a host of friends to mourn him.

These boys will be missed and our deepest sympathy goes to their families.

Nowadays motormen are kept busy trying to keep from bumping machines, but here is a story J. Weaver tells about the traffic of years ago. One night he was running his car out north, when he saw a white object coming towards him on the track. It was a Billy Goat and it wanted to ram the car, before he could stop; the car rammed into Billy and knocked him to one side of the road. His conductor hurried through the car and told Weaver he had hit an old man with whiskers two feet long. Who was the Goat?

Say fellows have you seen the new style of hair cut that Van wears? It is called "The shingle bob." The top of his head looks like the business end of an O'Cedar mop.

We have a new boss in the receiver's cage by the name of Bob. He is what they call a beaner. If some of the girls that pass Lincoln and Wrightwood would ever see him and his marcel wave they would go wild over him. Here's wishing him good luck in his new position.

Hurrah for our baseball team, they played the Devons, May 7th, at Wells Park and defeated them with a score of 12 to 6. Our battery of the game was Dempsey and Beelow. Dempsey pitched a very good game, striking out 15 men and held his own to the finish with the assistance of Catcher Beelow who also played good ball. The other players did their share well, considering it was the first game of the season. They can play a better game if more of the boys of Lincoln Station will come out and root for them. A little encouragement is half of the battle. If some of our old fogies would come out and join the live-wires and show a little pep for a couple of hours perhaps our team would be the pennant winners at the end of the season. The boys were all well pleased to see Mike Peterson at the game and take such an interest in all the players. Well, boys, don't forget practice makes perfect.

BURNSIDE BALL TEAM GIVES THANKS

Manager Clancy and Capt. Jellison on behalf of the Burnside ball team have sent to the Surface Lines Employees Club at Sixty-ninth Street depot a handsome letter of appreciation in connection with the assistance received by the team in the matter of uniforms. The whole team joins in expressing their thanks for the cooperation and favors shown them.

Cannibal Prince (rushing in)—Am I late for dinner?

Cannibal King—Yep, every body's eaten.—Dry Goods Economist.

Miss Van Tuin has gone on her vacation. She left so suddenly no one seems to know where she was going. Well, we all hope she has a good time.

Bouquets for the Boys

Conductor Rudie F. Weilbacher, of Devon, was commended by "a man from Ogden, Utah," in language as follows: "It is not sufficient in merely writing this letter but I want to thank Conductor 7774 in this manner" and then refers to the courtesy shown a stranger in our city.

Conductor John D. Burdick, of Devon, received the hearty commendation of one of his passengers because of his "general cheerfulness and courtesy and the specific service rendered several people" on the particular trip referred to.

Motorman John Greenwald, of North Avenue, at a late hour held his car a moment or two in order that a party of people might get aboard, thereby winning their warm appreciation which they did not forget to express in a letter of commendation.

Motorman Leonard F. Farber, of Devon, received a "good word" from one of his daily passengers because in passing through the tunnel he does not leave his position to adjust his sign, and because of the careful manner in which he operates his car.

Conductor Otto F. Saldek, of Elston, won favorable mention because of the manner in which he looks after the safety and welfare of his passengers. This patron uses the Surface Lines for Sunday pleasure trips, as well as business, and mentions the fact that he gets the longest ride in the world for 7c and finds the crews give the public every consideration.

Conductor R. J. Hayes, Cottage Grove, was warmly commended for his kindness to a feeble old man, whom he assisted on the car and to a seat and later helped him alight and get over to the curb in safety.

Conductor Raymond H. Clark, in two instances, received favorable mention because of his courtesy to and consideration for his passengers.

Conductor George F. Smith, of Kedzie, is given credit for saving a lady and little girl from being crushed to death when a bus dashed by the car as they were alighting, and was also commended for calling the attention of the crossing policeman to the incident. Another passenger commends Mr. Smith for his courtesy to her in helping her off and on his car when she was in a semi-crippled condition.

Conductor Gustav A. Manson, of Devon, was heartily commended for his "courtesy, efficiency and pleasantness."

Conductor Michael J. Hayes, of 69th Street, was twice commended for his courtesy to and consideration for his passengers, the passenger in one instance being a visitor from another city.

Motorman Harry Kryzman, of Lawndale,

has won the friendly interest and appreciation of a daily passenger because of his care in giving the passengers plenty of time to get on or off the car safely, and because he will hold the car long enough for a belated person to "make" the car.

Conductor Martin J. Miskell, of Cottage Grove was very considerate of a blind couple who were his passengers, thereby receiving favorable mention from an onlooker.

Conductor Victor E. Olson, of 77th, and Motorman James J. Stanton, of Archer, comprising the crew on a No. 4 car, have won the approbation of a group of passengers because of the courtesy and consideration shown them.

Conductor George Krehl, of Armitage, won the admiration and commendation of a passenger because of his "courtesy and respectful attention given to elderly lady."

Conductor Edward J. Carroll, of Cottage Grove, followed an old lady into the car, at the first opportunity, and returned to her a dime which she had dropped, and for the return of which she was most grateful. The writer says "Aside from his honesty, his kind consideration for the aged and improvident struck me forcibly."

Conductor John Bamford, of Blue Island, was complimented for the attention given to a passenger who wished to transfer at a certain intersection; and again for having the motorman stop, after starting his car, in order that the writer of the commendatory letter might alight at her desired destination.

Motorman James Curran, of Kedzie, "deserves special mention for a kindly and thoughtful act in slowing up his car to let a mother with children cross over and catch a South-bound car," writes an interested patron of the Surface Lines.

Motorman Henry J. Osterbosch, of Cottage Grove, handled a crowd of people "in such a diplomatic way that it worked like magic" and his general courtesy to and consideration for his passengers were the subject of comment by many of them, we are informed by a man whose wife was on crutches.

Motorman John W. Brahm, of Devon, was warmly commended for his cleverness in averting what seemed to be an unavoidable accident, when an auto delivery suddenly dashed across in front of the car at an excessive speed; and complimented upon his calmness throughout the trying moment, and his continued courtesy thereafter.

Conductor Roy J. Rapp, of Armitage, was complimented for his courtesy to a mother and two small children in getting on and off his car.

Conductor Anthony J. Gerhardt, of Devon, found and returned a dime to a passenger who had dropped it, and thereby received commendatory reference as follows: "He was so very polite and gentlemanly and the act expressed such innate honesty."

Conductor John R. Graham, of Cottage Grove, was commended for his courtesy to a passenger who made a mistake in change.

Conductor Carl O. Lyon, of Lincoln Avenue, stepped off his car and escorted a blind man to the sidewalk, thereby attracting the favor-

able attention of another passenger, who made the act the subject of a commendatory letter. The writer says she has ridden our cars for ten years and during that time has received "courtesy and good treatment from all your employes."

Conductor M. J. Novek, of North Avenue, by his kindness to a crippled child who was a passenger on his car, won the admiration of another passenger, who wrote commending him.

Conductor William J. Drew, of Burnside, was commended because he is "unusually courteous and attentive."

Conductor L. C. Hodapp, of 77th, was commended for his "100% courtesy and efficiency," especially in view of the fact that many of his passengers are foreigners.

John F. Craft, conductor, of Lincoln Station, signalled his motorman to stop for an old lady and gentleman who were desirous of making his car, and otherwise assisted the passengers, thereby winning the praise of another passenger.

Conductor Lewis E. Meyer, of North Avenue, was warmly commended for the assistance he gave a mother and her small children in their attempt to board his car.

A patron says of Conductor Edgar S. Thornton, of Kedzie: "He conducts his car as a leader directs his orchestra. He lends dignity to the business."

Conductor Frank O. Krawitz, of Kedzie, is reported to have called back a young man of shabby appearance to receive a dollar in change, having given a two dollar bill instead of a one as he evidently thought.

Conductor D. A. Durkin, Cottage Grove, found and returned a purse lost on his car by one of his passengers, thereby receiving hearty thanks.

Motorman Thomas Diomond, of the Limits, was commended for his level-headedness in averting what might have been a bad collision.

Of Conductor John W. Clutts, Devon, who found and turned in a purse containing rather a large sum of money, the owner says, "A man who can be trusted in little things is worthy of confidence in larger things" and at least one of your patrons appreciates the significance of the act and the character of the man who did it."

The ease with which Motorman Michael Donohue, of Devon, operates his car, and the fact that he does not needlessly use "that gong" has made a satisfied patron in one instance at least, who voiced his appreciation in a letter of commendation.

Conductor Wm. O'Brien, of 77th, a patron reports, is unusually alert in looking after the welfare of his passengers—and does it smilingly, thereby making everybody happy. Particular mention is made of his assistance to a blind colored man.

The driver of an automobile, following the street car, was so impressed by the courtesy extended a lame man by Conductor F. J. Roche, of 77th, that he reported the incident, in order that commendatory notice might be given in SURFACE SERVICE.

In a commendatory letter it is requested that the appreciation of a lady, who with two small children received assistance, be conveyed to Conductor Albert Mann, of North Avenue.

Conductor George R. Dorney, of Kedzie, refused to accept an hour old transfer, collected second fare, and still retained the goodwill of his passenger. He is commended by the passenger for his ability to handle a situation of this kind so diplomatically.

Conductor Michael J. Quinn, of 77th, was warmly commended for his consideration and courtesy.

A passenger reports and commends Motorman Michael O'Connor, of Armitage, for stopping his car and picking up an old man who was apparently under the influence of liquor, and leading him to safety.

Conductor Theodore F. Thourson, of Devon, was commended for his consideration and courtesy.

Conductor LeRoy Mix and Motorman Elmer L. Shattuck, both of North Avenue, it is reported assisted a lady who had sprained her ankle, and obtained a cab for her, thus prompting another passenger to write "If all employes were so courteous, travel would be a deep pleasure."

One for the Lost and Found Department

Here's a nice letter to Conductor Steelman from a grateful passenger:

3435 Van Buren St., Chicago, Ill.

Mr. C. F. Steelman, Badge No. 2388

Chicago Surface Lines.

DEAR SIR:

I wish to thank you for making it possible for me to recover my watch which I lost a week ago. I appreciate your finding it and turning it in at the car depot, also appreciate the courtesy of those in charge of the lost articles.

Again thanking you, I am, sincerely yours,
MRS. W. H. SWADLEY.

JUST THIS KIND

Gimme the Guy with the straightforward eye,
And a grip that'll hurt your hand,
With a tongue that he uses but never abuses;
A mind that can understand.
The Gink that'll brag of his mother, by gad,
And who thinks of all women the same,
Who toils with a smile, a lad you can't rile,
One who puts his whole heart in the game.

An' gimme a Miss who values her kiss,
Who has time for much else besides curls,
The feminine kind with a practical mind
Who stands pretty solid with girls,
Who can lure me to lunch, who can mix with
the bunch

Who can cry when the thing calls for tears,
Who can fondle a baby and dream a bit, maybe,
And be a good pal through the years.

—Selected.

Prepared

A visitor said to a little girl, "And what will you do my dear, when you are as big as your mother?"

"Diet," said the modern child.—Tit-bits (London).

CLUB SPARKS

Surface Lines Club

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

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

Women's Auxiliary

Mildred Humes.....President
1479 Illinois Merchants Bank Bldg.

Francis Canny.....Secretary
1482 Illinois Merchants Bank Bldg.

Club House

1126 N. Dearborn Ave., near Maple St.

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

MR. EMIL SIGWALT

Club House Manager

Club Charges

Bowling.....15 cents per game
Billiards and Pool.....20 cents per hour
Towels5 cents each

WEAR THE CLUB BUTTON

SECRETARY'S REPORT

Thirty-one new members have joined the Club since the last issue of the Magazine. A list of the member getters follows:

J. W. Hewitt, Engineering	9
Floyd Frank, Transportation	6
A. W. Malmquist, Accounting	4
A. D. Martin, M & S North	3
R. W. Simpson, Transportation	2
D. Dillon, M & S North	2
N. Deutsch, Claim	1
P. Minogue, Engineering	1
Geo. Weidenfeller, Schedules	1
E. J. Marks, Accounting	1
Fred Nagel, M & S North	1

This makes a total Club membership of 816 on May 25.

J. W. HEWITT,
Secretary.

ROLLER SKATING PARTY

This party was exceptionally well attended and President A. W. Malmquist saw to it that some 300 persons had a good time. Some of the club's best roller skaters were present and gave a demonstration of their skill. Mr. E. V. Kwasigroch showed them all how to do the tango on rollers and ended by a very practical demonstration of how to cut a star, (he also saw stars). Mr. Walter Ryan, (one of our former members) and Miss Mabelle Winholt waltzed very beautifully on skates and their little stunt was enjoyed by all. Mr. Avery and his fiancée gave a demonstration of how the lady might help the man keep his feet, as she had to hold Avery up most of the time. Credit the present officers with another successful evening.

OUR OFFICERS

Excuse me if I seem to preach
But this club of ours sure's a peach
And we know we've ev'ry reason
To expect a mighty season.

Now we are all quite confident
That Arthur M. our President,
With efforts that are tire-less
This year will make a huge success.

His Vice President is Floyd Frank
So long, so lean, so very lank,
But one thing he can surely do
That's plan good times for me and you.

Our Secretary's not far back
For he's none other than Track Jack
We know good "sec" are very rare
But Boys, Jack Hewitts sure a bear

Our Treasurer, do you know *him*?
It's old man Ryan's little Jim.
Now listen boys I have this hunch
That everyone will back this bunch.

All together now! SURE WE WILL!

ATHLETICS

The swimming class has been discontinued for the summer, but will be organized again this fall. In connection with the class a very interesting water carnival will be held and if you are a waterdog you had better watch for the opening of this event. The program will include various stunts and each contestant will be awarded a certain number of points by the swimming instructor. The person having the largest total at the end of the carnival will be awarded a gold medal, silver medal for second place and bronze for third place.

Under the direction of Mr. Al Chapelle a wrestling tourney will also be held this fall, the various classes to be determined by the instructor when entries are closed. A gold medal will be awarded to the champion of each class. So get in shape wrestlers and see if you can win the championship in your class.

THE PICNIC

Don't forget August 16, 1924. Let's make this the biggest event ever given by our club. Our officers want the moral and physical support of every member, and by physical they mean they want to see you. So let's turn out. Special cars will be waiting for us at the Archer Avenue limits, and where do we go from there? To Dellwood Park and there will be plenty doing every minute of the time. A special program will be planned for the kiddies and they are bound to have a good time, be sure and bring them. There will also be plenty of fun planned for the grown ups and we want all members to turn out and bring their entire families, from dad down to the baby. Girls bring your sweeties, fellows bring your girls, bring them all. Our officers have adopted the motto, "Two thousand or bust" and we sure don't want them to bust, so let's have the two thousand out.

CAR MEN'S BASEBALL LEAGUE

Season Opens With Many Interesting Contests Scores and Schedules

In Chicago, with the advantage of daylight saving, ample opportunity is given baseball enthusiasts to keep in practice and "limber up" evenings before dark. Notwithstanding the backward season, the league is going strong. At the present time some of the teams are doing well, while others are playing in hard luck. The element of uncertainty and surprise plays are what make the game so popular. Any team which knows its weakness and has the courage to overcome it in the near future, stands a good show to get in on the winnings.

Game Played Wednesday, May 28

69TH ST.	AB	R	H	E
P. Gier, cf.....	3	3	3	0
Alsen, lf.....	4	1	2	1
Joyce, rf.....	4	1	2	0
Mudra, ss.....	4	1	2	0
H. Gradt, 3b.....	3	0	1	1
C. Gradt, 1b.....	4	0	2	0
Brightmore, 2b.....	3	2	1	0
Drury, c.....	4	0	1	1
Hurita, p.....	3	1	0	0
Total.....	32	9	14	3

77TH ST.	AB	R	H	E
Knapp, cf.....	5	1	0	0
Katter, ss.....	5	1	3	0
Nevan, 2b.....	5	1	0	1
Hannan, rf.....	3	1	1	0
Beggan, lf.....	4	0	0	0
Rickter, 3b.....	5	1	0	0
Boland, 1b.....	4	0	2	1
Urkhart, c.....	4	0	1	0
Welty, p.....	2	2	1	1
Corrigan, rf.....	1	0	0	0
Natty, rf.....	0	0	0	0
Gallagher.....	1	0	1	0
Total.....	39	8	9	3

Score, innings	1	2	3	4	5	6	7	8	9	R	H	E
77th St.	0	0	1	2	0	0	3	2	0	8	9	3
69th St.	0	1	3	0	1	0	1	3	x	9	14	3

Two base hits—P. Gier; Gallagher. Struck-out—Hurita, 10; Welty, 8. Base on Balls—Hurita, 3; Welty, 4. Gallagher batted for Hannan. Time of game—2 hr. 30 min.

Results of Games May 14

North Division—Noble won from Kedzie, score 7 to 6; North Avenue from Lincoln, 14 to 7; Division from Devon, 14 to 1.

South Division—Cottage Grove won from Blue Island 12 to 10; Archer from 69th, 10 to 0; Lawndale from Burnside, 9 to 2.

Results of Games May 28

North Division—North Avenue won from Noble 12 to 9; Division from Lincoln, 9 to 8; Kedzie from Devon 10 to 8.

South Division—Lawndale from Blue Island, 8 to 7; Archer from Burnside, 8 to 4.

Results of Games June 4

69th won from Cottage Grove, 14 to 13.

Noble-Elston from Division, 21 to 3.

Results of Games May 21

(North Division)

	R	H	E
Noble	3	0	0
Lincoln	0	0	0
North Avenue won from Devon 9 to 7; Kedzie from Division, 9 to 8.			

(South Division)

	R	H	E
Blue Island	0	3	7
77th	0	3	1
Widner pitched and Sobasta caught for Blue Island. Ballantine and Welty pitched. Urkhart caught for 77th.			

	R	H	E
Cottage Grove ...	3	0	8
Burnside	0	0	0
Archer	2	0	4
Lawndale	0	1	0

STANDING OF TEAMS—JUNE 4

South Division

	P	W	L	Per Cent
Archer	4	4	0	1000
Cottage Grove	3	2	1	.667
Lawndale	4	3	1	.750
69th St.	3	2	1	.667
Blue Island	4	1	3	.250
Burnside	3	0	3	.000

North Division

	P	W	L	Per Cent
North Avenue	4	4	0	1000
Noble	4	3	1	.750
Division	4	2	2	.500
Kedzie	2	1	1	.500
Lincoln	4	1	3	.250
Devon	4	0	4	.000

SCHEDULE

South Division

June 18th

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

June 25th

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

July 9th

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

North Division

June 18th

Kedzie	at.....	North Avenue
Lincoln	at.....	Devon
Division	at.....	Noble

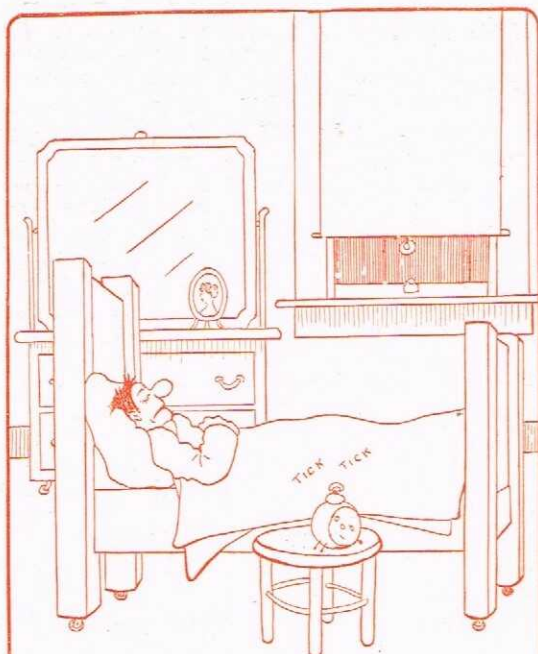
June 25th

Devon	at.....	Division
Noble	at.....	Kedzie
North Ave.	at.....	Lincoln

July 9th

Devon	at.....	North Avenue
Lincoln	at.....	Noble
Division	at.....	Kedzie

POWER OF PUBLIC OPINION—THE MOTORMAN'S DREAM

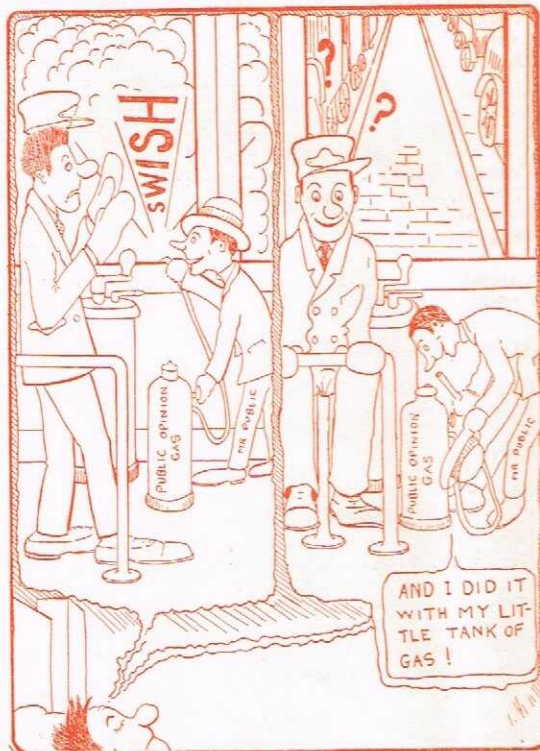


THE CONGESTION IN THE LOOP DURING THE DAY
CAUSED MOTORMAN MALLOY TO HAVE A BAD
DREAM IN WHICH HE MEETS - MR. PUBLIC.



I'LL PUT
THIS NOZ-
ZLE OUT
THE WIN-
DOW. TURN
THIS VALVE
LIKE THIS.
NOW SEE
HOW QUICK
YOUR TROUBLE
IS OVER!

MR. PUBLIC HAS A LITTLE TANK OF GAS CALLED "PUBLIC OPINION GAS" WHICH HE PUTS TO GOOD USE AS YOU CAN SEE FOR YOURSELF



AND I
WITH M
TLE TA
GAS!



TORGERSON