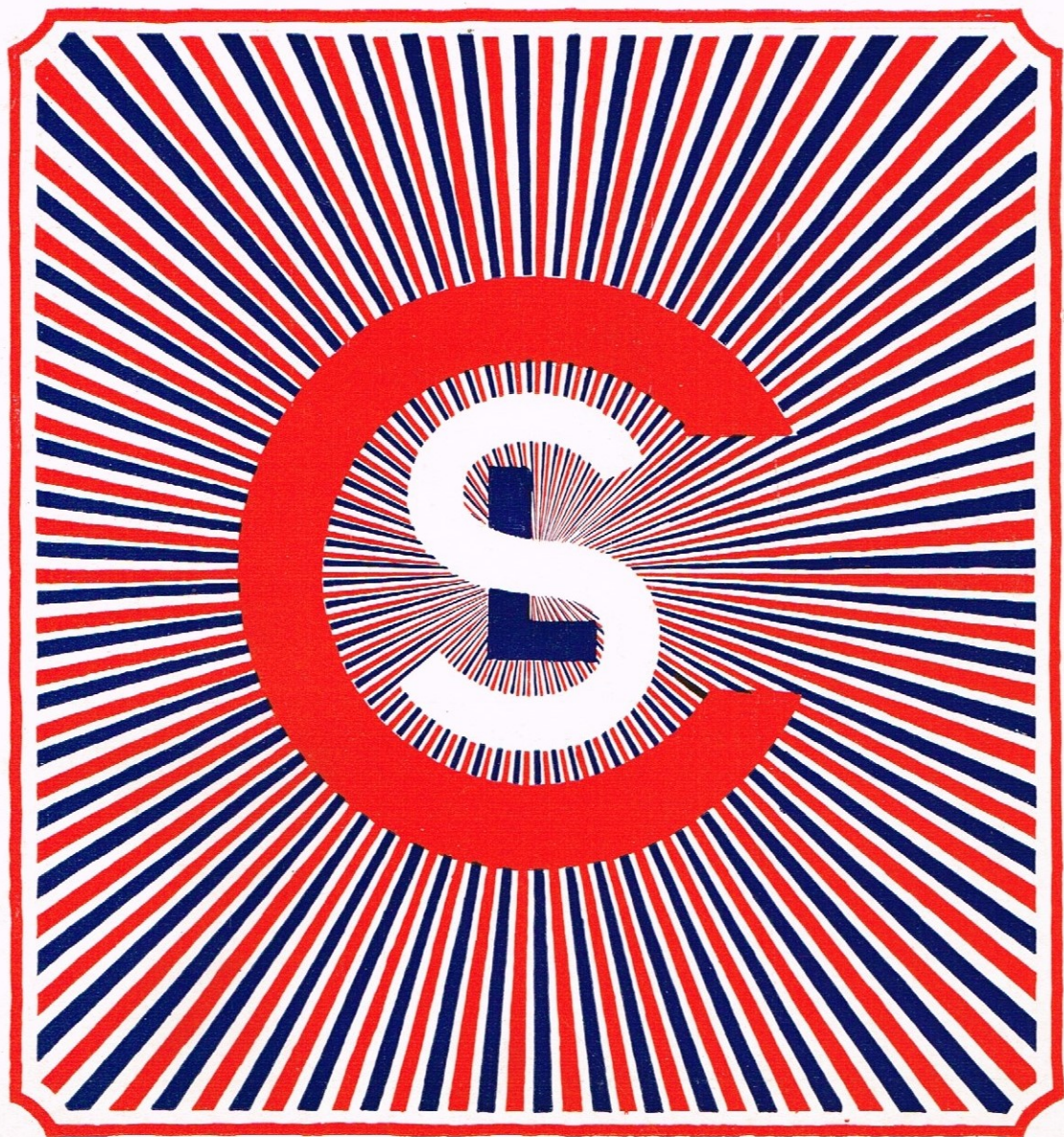


SURFACE SERVICE MAGAZINE

VOLUME II

JULY, 1925

NUMBER 4





SUNSHINE AND SHADOW



An Attractive Bit of Riverview Picnic Grove



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 2

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This Is Picnic Month

The Eighteenth Is the Day and Riverview Grove the Place

July is the month during which the great outdoors strengthens its invitation to seek shady groves and relaxation from the confinement of man-built structures, and appropriately enough the Surface Lines picnic of the executive departments has been arranged for the eighteenth.

The management has declared a full

from the special attractions there is a large dancing pavilion, and there are comfortable tables and benches for the spread of good things to eat required to appease the appetite associated with outdoor activities. For those who are so unfortunate as to be without motherly or wifely wizards to get up the conventional baskets of good things there is a restau-



day's holiday for the office workers who wish to attend the outing which this year is to be held in the very accessible picnic grove at Riverview Park. The photographs in this issue give some idea of the attractiveness of the grounds, and they can be reached so easily that the attendance should break all records.

Every convenience will be available for the grown-ups and the little folks. Aside

rant where substantial lunches may be obtained.

The committee in charge of amusements and games has provided an especially attractive program that will appeal to everyone between seven and seventy. In their formal communication the committee has this to say:

Come on boys and girls, let's all get together and back our club officers and

directors in their effort to make this the biggest and best picnic we have ever had.

A large list of events has been planned by the committee and this necessitates starting early, so the first events on the program are scheduled for not later than 11:00 a. m. Such features as catching the greased pig, men's sack race, ladies' nail driving contest, married couples relay race should furnish plenty of fun for both the contestants and the spectators.

On the program are seven special track and field events and it is hoped that the club's best athletes will respond and vie with one another for the special prizes. Gold and silver medals emblematic of the

Club Championship will be awarded to the first and second place winners in each event. Accurate time will also be taken for club records.

It is the intention of the committee to have an eight piece orchestra furnish the music for the dancing which will start at 5:30 p. m. in the dance pavilion. The dance floor is in excellent condition and very spacious and we are prepared to handle a large crowd.

Come on members of both clubs, let's show our re-elected presidents that we were sincere in electing them to a second term, let's back them to the limit in this biggest event of the year.

Importance of Accident Witnesses

"Surface Service" to Print the Record of Witnesses per Accident

Recently a passenger on one of the Surface Lines' cars left the car at his destination but on his way from the car to the curb turned his ankle in a depression in the street and fell. The conductor of the car which had not yet started observed the incident but seeing that the man was a long distance from the car and assuming that the incident was one in which we could not possibly be interested, he waited only long enough to see the man helped to his feet and then proceeded on his way.

Still under the impression that as the accident had happened off the car the company will not be interested, he did not consider it necessary to take the names and addresses of witnesses on his car. Some weeks later, the passenger filed a suit against the company claiming to have been thrown by the sudden starting of the car as he was about to alight. He found witnesses who supported his statement. The company had only the word of the conductor with no one to corroborate his assertion that the man fell as a result of defective pavement conditions and the Legal Department is in the unpleasant position of having to attempt to defend a suit of this sort without supporting evidence.

Beginning next month, SURFACE SERVICE will commence the publication of the number of witnesses per accident as shown by the records in the Department

of Accident Investigation and these figures should indicate rather significantly how careful the members of the various divisions are in obtaining the names and addresses of persons who witness accidents upon or near our properties.

As emphasizing the importance to the company and to the trainmen of this matter of witness getting, the Legal Department presents some interesting observations on the general subject of protection of the Company and the employees:

By Rule 60, of "Rules for Conductors, Motormen and Operators," paragraphs (c), (d) and (f) (referring to "Accidents"), and by paragraph (j) of Rule 63 (referring to "Ejectments"), trainmen are advised as to their duties with reference to obtaining the names of witnesses. Compliance with these rules is of the utmost importance for the protection of the trainman who is accused of negligence or improper conduct, and for the protection of the Company when claim, or suit, for injury to the person or damage to property, results from the occurrence.

When an accident occurs, the trainman should procure the name and address of each and every person who witnessed any part of the circumstances leading up to the accident, the occurrence itself, or the prevailing conditions thereafter, to, if possible, corroborate his own description of the accident. It may

be that a trainman with no special training in matters of this kind cannot fully appreciate the importance and value of obtaining as many witnesses as possible, at all times. The most common error is for a trainman to give little consideration to an accident which he believes results solely from the negligence of the person injured or sustaining damage to property. The trainman, in such a case, seems to proceed upon the theory that no claim will be made, and he therefore obtains no witnesses, or but very few witnesses. If a claim or suit results from that occurrence, the lack of care in procuring witnesses may lead, in case of a trial, to a verdict against the Company, as it can well be assumed that such a claimant will not hesitate as to the means by which he obtains witnesses to bolster up a false claim.

A percentage of loss of witnesses must be anticipated, through death, faulty address, or removal to such a distant location as to make it impractical to have the witness present at the time of trial.

The witness, if he can write at all, should be requested to write his own name and address, using a foreign script if he must. The more undecipherable the writing on a card turned in by a witness may be, the more necessary it is that the original witness card accompany the trainman's report so that those adept in matters of this kind may attempt its decipherment.

A trainman may not have a full understanding of the details of an accident, but if he turns in the names of a large number of witnesses he may be sure that the story will be fully developed when all of the witnesses have been interviewed. It may be that an accident of such a peculiar nature occurs that a trainman believes himself to be at fault, though he cannot quite understand wherein he erred. In such a case, if he obtains the names of many witnesses, as a conscientious duty, the statements of the witnesses may disclose that there was some error on the part of the trainman, which, however, would not have been sufficient to have caused the accident unless the person sustaining personal injury or damage to property had also contributed, through lack of care on his part, to such injury or damage, and in such

cases the law is clear that one guilty of negligence contributing in any degree to his own injury may not recover damages from the defending party involved in the occurrence resulting in injury, even though such defending party was also negligent. However, this negligent person may produce a number of witnesses to testify to his own freedom from negligence. The element, in a lawsuit, of the number of witnesses for or against a defendant, is of such great importance that the court, in instructing a jury, lays special emphasis on the point that in determining whether a plaintiff has made out his case by a preponderance of the evidence, the jury is to take into consideration the number of witnesses.

One of the most philosophical of the writers on the law of evidence states: "It is more improbable that a number of witnesses should be mistaken, or that they should have conspired to commit a fraud by direct perjury than that one or a few should be mistaken, or wilfully perjured." Again, the same author says: "It would, theoretically speaking, be improper to omit to observe that the weight and force of the united testimony of numbers, upon abstract mathematical principles, increases in a higher ratio than that of the mere numbers of such witnesses."

The blind case (where the train crew has made no report) is the cause, each year, of losses to our Company, running into many thousands of dollars; and it is also the source of grief and vexation to many trainmen charged with a failure of duty. So, also, where a train crew is content to turn in only its report of accident, where there were many available witnesses, the absence of corroborating witnesses, in case of a lawsuit, is made much of by adversary counsel.

It should be realized by train crews that no mishap is too trifling to be made the basis of a claim against our Company.

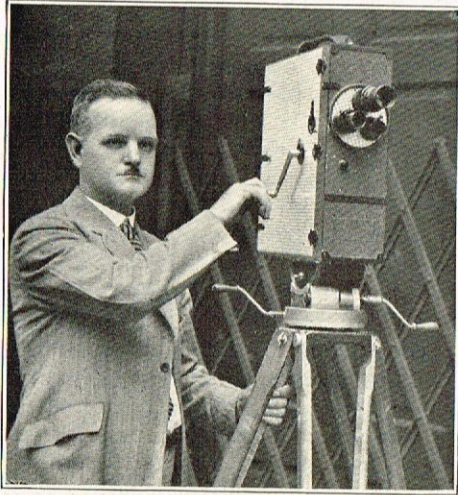
Product of Evolution

An expedition to British Honduras has brought back a pair of strange animals that crawl along the ground like alligators, have the armor of turtles and can spring six feet. It sounds as though the perfect pedestrian had been discovered at last.—London Humorist.

Our Busy Photographer

Richard Millar an Enthusiastic Still, Movie and Aerial Expert

Photography plays an important part in the activities of a great transportation system like ours, and the official photographer of the company is one of the busiest individuals in our army of em-

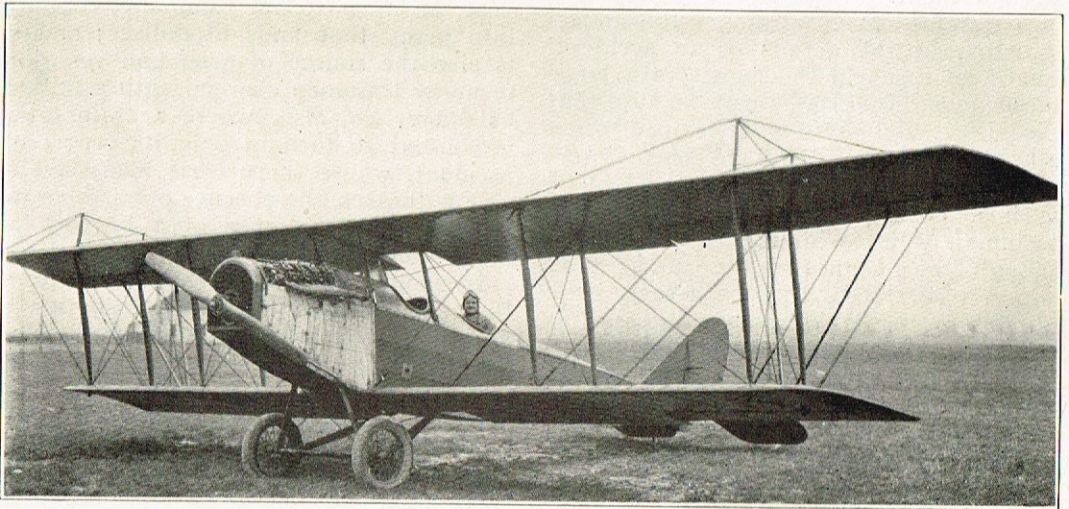


ployes. While most of his time is devoted to making pictures of street conditions at points where accidents of one sort and another have occurred—and this is an important feature in the preparation of evidence to defeat attempts to hold the company in cases where it is in no way

flashlights of interiors illustrating certain departmental activities, moving pictures of street traffic conditions, flooded subways, and other scenes which may be required as evidence.

A photograph gives a much clearer and understandable record than any plan of drawing, though in nearly every instance where the pictures relate to accidents the photograph is supported by diagrams prepared by the engineering department, and drawn to exact scale. No description of traffic congestion in the loop can convey adequately an understanding of conditions that are instantly apparent from a glance at a good photograph. And a photograph makes a record that is not affected by time. A witness speaking from memory may become a bit hazy about the relative positions of track, trolley pole and curb; but the camera does not forget.

The important position of official photographer of the Chicago Surface Lines has been filled for many years by Richard Millar. Mr. Millar has a remarkable record in the world of photography and as a preliminary to the details of that record it may not be amiss to repeat what an observer of Millar's enthusiastic devotion to his art recently said about him:



at fault—there is a constant demand on him for pictures of new equipment in course of construction or completed,

"A tragedian cast for the part of Othello who was as enthusiastic in his profession as Millar is would black up all



CHIEF INSTRUCTOR MILLAR AND HIS STAFF OF INSTRUCTORS AT MINEOLA, LONG ISLAND

over." That tells the story. He lets no detail escape. He is a constant student of chemistry as applied to photography and is normally not only up to all the technical wrinkles of his business but in many cases is fully two jumps ahead. Incidentally he finds the twenty-four hour day a trifle short of the time needed to enable him to keep up with his work; and the two assistants who are associated with him often wonder when he sleeps or if he sleeps at all.

Photographer Millar is a native of Scotland but a Star-Spangled-Banner-American by adoption and in deed. In Scotland he was a member of the famous Black Watch, where he served for fifteen years as instructor in photography. He began his employment with the Surface Lines in 1914, serving continuously except for a period of several months, when he was in charge of the Photographic School in the regular army at Fort Sheridan and on Long Island, where he trained soldiers and officers in aerial and ordinary photography. Incidentally, Mr. Millar

took a course of instruction and passed the necessary tests to enable him to qualify as a pilot in aviation. When he came to the department, the equipment consisted of an ordinary view-camera, which has been supplemented by the addition by Mr. Millar of every form of camera that could be made valuable in the taking of still and motion pictures under all circumstances, including aerial views.

Got Her Figures Mixed

Fat old "Aunt Mandy" has just been a witness in court. She waddled back in to the judge stating that she had made a mistake in the evidence she had given. "The case is dismissed now, Auntie. I think it was settled all right."

"But I 'clare 'fo Gawd," said Aunt Mandy. "I misstated something and I wants to correct it."

"Well," said the judge. "You tell me about it and if it is necessary I will call the case again."

"Well," said Aunt Mandy. "They asked me my age and I told them 104, and that wasn't right at all. I got it mixed up with my bus' measure. Dat 104 is my bus' measure."

Our Newest Department

General Order No. 7 Puts the Companies' Utilities Under One Head

Exit the horse! Enter the auto truck! General order No. 7 from the office of the Chief Engineer recently announced the establishment of the Utility Department to succeed the Department of Stables, Wreck Wagons and Supply Cars, having charge of operation and maintenance of all automobiles, and the operation of all work cars, supply cars and other utility cars. The order which carries with it a plan for placing the equipment on a complete motorized basis announced the following appointments for the Department's staff, effective July 1:



SUPERINTENDENT BLAKELY

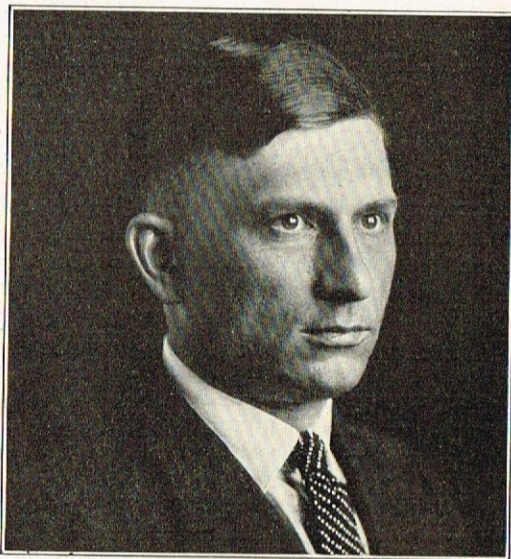
Thomas Blakely, Superintendent; David A. Robinson and Walter C. Becker, Assistant Superintendents. All of which was good news to those who have served under these capable officials as well as to their associates in the official family of the Surface Lines.

The announcement must have brought a tinge of sadness to Mr. Blakely, who is a lover of horses and an expert in seeing that they are kept at the highest stage of efficiency. But he recognizes the demands of progress and knows that the motor inevitably must replace the horse in many fields of activity. The change to automotive equipment will re-



ASST. SUPT. ROBINSON

lease only 35 horses, the gradual introduction of motors having previously eliminated the hundreds formerly used in the department.



ASST. SUPT. BECKER

Several of the old barns which have been the home of horses for many years will house the more modern equipment

and it will not be necessary to purchase any new gears.

The principal effect of the order, aside from putting all modern vehicles in the company's utility service, is the merging of all such service under Chief Engineer Fleming, Mr. Becker having been heretofore in the Electrical Department.

Mr. Blakely has been in the local transportation service for about 35 years. In 1890 he was a tow boy for the Chicago City Railway and during the next six years he was a general utility man around the barns at 20th and Dearborn streets. In 1896 he was appointed Superintendent of the Archer Avenue depot under the transportation department and had charge of several other stations until a serious illness interrupted his service for a time. In 1908, at the start of the rehabilitation period, he was appointed Superintendent of Stables, Wreck Wagons and Supply Cars. He continued in that position after the unification of the several companies and up to the time of the establishment of the new department.

Mr. Robinson's connection with the local properties dates back about 50 years when he was a tow boy for the West Division Street Railway Company. He was out of service for about seven years but remained at the work continuously after 1886 when he became a horse car driver. After serving on cable and electric cars, he was appointed Foreman at the Division Street depot in 1901. In 1904 was appointed Inspector in the Transportation Department of the Chicago Union Traction Company and continued there until he was made Mr. Blakely's assistant in 1914.

Mr. Becker learned the machinist's trade before going to the University of Illinois in 1906. After three year's study there in the course of electrical engineering, he entered the service of the Chicago City Railway Company under the late Mr. A. A. Thurlby, superintendent of wires and cables. Three years later he was named as assistant to Mr. Thurlby. After unification of the properties in 1914 he was transferred to the Electrical Department, where he was employed for six years as assistant superintendent of line transmission. In 1920 he was placed in charge of automobiles and other vehicles

in that department, and within two years all horses in his care had been disposed of and the department completely motorized. This training made Mr. Becker the logical choice for charge of automotive equipment in the new department.

Telephone Customs

While the telephone itself is more or less standardized, says the Indiana Committee on Public Utility Information, its uses vary greatly according to the customs and conditions where it is used.

In Abyssinia, the message is written out and handed to the operator who shouts the message into the receiver, no one else being allowed to use the instrument. A gold fish has far more privacy than a phone message in that land.

In Cuba, a widow with a large family is desired as the operator and the exchange is located in her home.

In Turkey, due to the ancient idea that a Moslem woman must stay in the harem, the operators are Greeks, Jews or Armenians.

In Russia, it is a penal offense to call an operator anything but "comrade" or "Citizeness."

In Germany, operators are not permitted to wear jewelry or to bob their hair.

In England, an operator is known as a "telephonist."

In Japan, the average age of the operator is fourteen years.

On Criticism

"Adverse criticism of electric railway service," said a current magazine, "is occasioned much more frequently by small things than by really serious shortcomings."

Probably the reason why this is true of trolley operations is because the cost of the service to the public is so small.

The very fact that the street cars have been giving steady and speedy service, on which folk can rely when making their plans for the day, operates against the cars whenever an accident occurs to throw the schedule out of order.

Of course, there are some who would rather have the grievance than the service. There was a commuter who was rushing wildly down the road, impelled by the whistle of an incoming train.

"Something's always wrong," he remarked, as the train passed before he reached the station. "That train is ahead of time and I've missed it."

"That wasn't your train," said a bystander. "Well, I've missed it anyway," grumbled the critic.

Wanted a Split Sentence

"Rastus," said the judge sternly, you're plain no-account and shiftless and for this last fight I'm going to send you away for a year at hard labor."

"Please, Jedge," interrupted Mrs. Rastus from the rear of the courtroom, "Will yo' Honah jes' kinder split dat sentence? Don't send Rastus away from home, but let dat hard labor stand."

Getting Into the Movies

A Surface Lines Historical and Educational Film in the Making



AS IT USED TO BE 'WAY BACK IN 1860

A lady in hoop skirts stands on the corner. A bob-tail horse car, pursuing its sleepy course, stops and the lady enters the narrow doorway with difficulty, assisted by a gentleman in a funny looking hat and the kind of trousers Uncle Sam wears.

The driver clucks to Dobbin and he ambles on.

It all happened out at the Blue Island car station the other day, while an army of very modern children looked on and giggled at the queer contraption of Civil War days.

Of course, it was for the movies—the Surface Lines movies.

The old horse car and the ancient costumes constitute but one episode in the

picture, which is to show modern problems in street car operation and the important part the Surface Lines play in the daily life of Chicago.

Incidentally, the movie is producing a choice lot of candidates for Hollywood. Besides the street car trainmen and others who appear throughout the picture, there are the heavy parts, which are played by Mr. Harrington, Raymond Schabow, Supervisor C. A. Thompson and David A. Robinson.

Raymond was surprised to learn that he doesn't have to jump over any cliffs or leap from one building roof to another pursued by a blood-thirsty villain.

Being a movie star, he says, is no more



STRAW FOR FOOT WARMERS IN THE SIXTIES

exciting than being a messenger boy.

The picture is being produced by a well known commercial producing house. It

will be shown throughout the city to non-theatrical audiences during the coming fall and winter.

Good Timber

This inspiring bit of verse, author unknown, was clipped from his old scrap book and submitted by Mr. Brower of the Printing Department:

The tree that never had to fight
For sun and sky and air and light,
That stood out in the open plain,
And always got it's share of rain,
Never became a forest king,
Of sun and sky and light and air,
But lived and died a scrubby thing.
The man who never had to toil,
Who never had to win his share,
Of sun and sky and light and air,
Never became a manly man,
But lived and died as he began.
Good timber does not grow in ease;
The stronger wind, the tougher trees,
The more the storm, the more the strength;
By sun and cold, by rain and snows,
In tree or man good timber grows.
Where thickest stands the forest growth
We find the patriarches or both,
And they hold converse with the stars
Whose broken branches show the scars
Of many winds and much of strife—
This is the common law of life.

You Just Begin to Get Acquainted

I've been down east and had a visit, and met
a lot of dandy folks.
Life isn't such a burden, is it? We have our
picnics, have our jokes,
We have our little get togethers, and now and
then a friend you strike
Without no special fuss or feathers, just sort
of accidental like.
Some pious man, some woman sainted—but
here's the thing I take to heart:
You just begin to get acquainted about the
time you have to part.

And home again we have our neighbors, what-
ever road we ever took,
Companions of our daily labors I guess we kind
of overlook.
Yes, folks all around to aid us, are near to you,
are near to me,
Who mighty happy might have made us, if we
was only neighborly.
Life ain't as bad as often painted—but folks,
you ought to make a start,
Or else you just will get acquainted about the
time you have to part.

DOUGLAS MALLOCH.

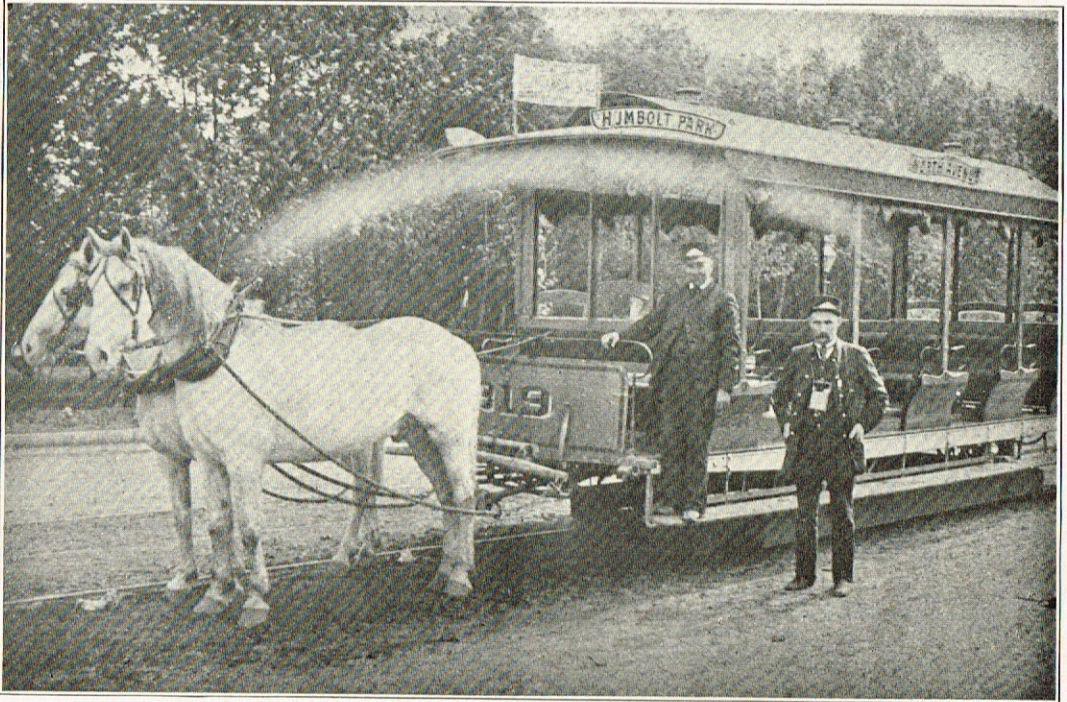
Forty Years or More

Conductor Brennan and Motorman Miller of Armitage Recall the 70's and 80's at Armitage

"For I'm getting old and feeble now, and my step is getting slow;
And I'm not so young as I used to be some forty years ago."

Well, not quite 40, but creeping on. I entered the service in 1886 and many changes in street car operation have taken place—on the whole, for the better. Wages were then from 17 to 20

I think it safe to say that Milwaukee avenue holds its own. Many of our good men are gone—Stephen Parker, barn foreman; Charles Kurth, Wm. ("Fat Billy") Fehrenkamp, Henry Tiedeman, Joe Skin, John Gavagan, Tom Shaley and many others have now gone to the land where time cards and accidents don't bother



Conductor Brennan in the Good Old Days

cents an hour. The day's labor would about furnish one square meal today to say nothing of any other expense.

The object of this article is to give an epitomized history of Milwaukee and Armitage car stations. There were then five or six hundred horses and thirty-six cars, 18 for Milwaukee avenue and the same for North avenue, there being no cars on Armitage avenue in those days, and the cars we did have were only good sized wheelbarrows, open at both ends and both sides. We got by in fair weather somehow, but Oh, Jee-roo-salem, when it rained! After all, it is not the number of runs that makes a station and

them any more. There is no such word as accident in the lexicon of Heaven.

"Green be the grass above them, friends of our better days,

None knew them but to love them, none named them but to praise."

We had the open style of cars in the summer, the conductor perambulating around on the foot board, gathering nickels, and that was a higher fare than we have today; there were no transfers. Even in those days, there was much talk of comprehensive subways, just as there is today; all talk and nothing done.

After all, life is what we make it, and the pleasant smile and the kindly greeting

often make a pleasant day. If you meet your passengers with a grouch on, you may get by with it, but look out if you have an accident that trip.

J. J. BRENNAN, No. 7770.



John Miller, Number One, Motorman at Armitage Depot

One of the motormen whose face must be familiar to the regular passengers on Milwaukee avenue is John Miller, No. 1. He has made it his business for the last forty-four years to operate the front end of a street car the best he knows how. In the year 1879, Mr. Miller applied for the position of driver to Mr. J. K. Lake, then superintendent. That was when the Chicago West Division St. R. R. Co. had its office at State and Randolph streets. His application was accepted and he was sent to what was then known as the new Armitage Barn. His first run consisted of three round trips; one at five in the morning, a dinner relief trip and one at the evening rush. After eighteen months he resigned. In the year 1882 he returned and has been active ever since. For nine years the late Mr. Ben Phillips was his conductor. He found him to be the finest man he ever worked with.

Mr. Miller tells us that back in the 70's when one contemplated a trip to Jefferson (now the Milwaukee avenue terminus) it was expected that the trip would necessitate staying there over night on account of the time it took to travel that distance. Back in the horse car days some of the officials were very particular how the drivers held the reins. Very often one would board a car and examine the position of the driver's fingers. On one occasion Mr. Miller's car was boarded by an official who did not like his driving position, and asked for the reins. Now that day it happened that he had a rather spirited team, and in transferring the reins, the horses felt the slack and started up with a jerk which broke the hook and away they went, a runaway team in Lake street. They were caught a half mile ahead, luckily no damage was done. Mr. Miller has lived in Chicago for fifty years and from all appearances is good for many years.

YOUR AUTO INSURANCE

How to Take Advantage of Fleet Rates

With further reference to notice appearing in last month's SURFACE SERVICE, we have made arrangements through our Insurance Department with our insurance brokers, to give our em-

ployes the benefit of the low fleet rate under which company owned automobiles are insured.

By buying this insurance on a large scale it is possible to save our individual employee policyholder approximately 30 per cent on the usual cost of automobile insurance in stock companies.

It is hardly necessary to state that neither the company nor any individual, profits in any way from this plan—we desire only to save our employees money and secure for them, insurance in reliable companies.

Any employee of this company desiring to take advantage of this arrangement should call or telephone direct to our brokers, Moore, Case, Lyman & Hubbard, 175 West Jackson Blvd., Insurance Exchange Bldg., phone Wabash 0400, and inquire for Mr. Howell, or Mr. White.

For your information we show below the cost under this plan, on several standard cars. This saving, however, will apply on any other make:

1925 Buick "Master Six" Sedan

Factory List, \$2225; Approximate Cost.	\$2500.00
Suggested Amount of Fire & Theft Insurance	2200.00
Fire & Theft Rate	1.37
Premium on \$2200	\$30.14
5000/10000 Liability	28.00
\$1000 Property Damage	11.20

Total\$69.34

1925 Dodge Sedan

Factory list, \$1245; Approximate Cost..	\$1350.00
Suggested Amount of Fire & Theft Insurance	1200.00
Fire & Theft Rate	1.04
Premium on \$1200	\$12.48
5000/10000 Liability	23.10
\$1000 Property Damage	9.80

Total\$45.38

1925 Chevrolet Sedan

Factory list, \$825.00; Approximate cost..	\$950.00
Suggested amount of Fire & Theft Insurance	800.00
Fire & Theft Rate	1.19
Premium on \$800	\$ 9.52
5000/10000 Liability	23.10
\$1000 Property damage	9.80

Total\$42.42

1925 Ford Tudor Sedan

List price, \$580.00; Approximate cost...	\$650.00
Suggested amount of Insurance, Fire & Theft	600.00
Fire & Theft Rate	3.00
Premium on \$600	\$18.00
5000/10000 Liability	23.10
\$1000 Property damage	9.80

Total\$40.90

"But we were only fifteen minutes getting here!" expostulated the passenger.

"I don't give a hang about that," snarled the taxi driver. "The meter says we've come 20 miles. Now, you fork over!"

"All right," assented the passenger paying. "Now get ready to come with me for driving 80 miles an hour. I'm a speed cop."—Legion Weekly.

SURFACE SERVICE MAGAZINE

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

Little Things Count

In looking over the commendatory letters received by the Surface Lines to which reference is made under the caption "Bouquets for the Boys," one cannot help being impressed by the response of the car-riding public to little acts of kindness, courtesy and consideration. A helping hand to an elderly lady patron; the use of the word "please" in addressing requests to passengers; volunteering to open a balky window; calling streets distinctly and regularly; a cheerful manner maintained under trying circumstances—each of these was sufficient to bring from some observing passenger a letter of commendation. Doubtless there are thousands of incidents of this sort which are accepted as a matter of course by our patrons. And when it is considered that there is a response to and an appreciation of these actions—that they are sufficiently impressive to call for letters of commendation to the management—it is clear that the shortest way and easiest way to win a sympathetic and friendly attitude on the part of the public is over the courtesy route. Good will cannot be purchased but it can be cultivated by the helpful and interested attitude of those who come in direct contact with car riders.

Looking Them Over

During the last two months, Vice-President Richardson and the members of the executive staff have visited the various operating properties of the Surface Lines without advance notice to those in immediate charge. These inspection tours will be continued at intervals. It was not the purpose of the

management to have these calls take on the character of "surprise visits." It was considered most desirable that the divisional headquarters, car houses, substations, yards and shops should be found in their normal every-day condition as this would best serve the purposes of the inspection. Generally speaking, the properties were found to be in excellent condition. There were cases where the need for some slight physical changes was in evidence because of unavoidable delays in plans for betterments. There were instances in which the demand for immediate changes in interior design was obvious, and there were many minor matters chiefly relating to sanitary conditions that were given corrective attention. So far as the personnel of the forces at the several points visited is concerned, it was gratifying to observe the evident pride of the various superintendents and foremen with reference to their respective forces and the high degree of efficiency and orderliness of office, car house, shop and yard.

TRAINMEN AS LIFE SAVERS

A Letter of Appreciation to the Transportation Department

Having closed a successful series of divisional meetings where the saving of life was the subject of inspiring talks by our Supervisor of Accident Prevention, Mr. Noonan has addressed to Superintendent Evenson the following letter of appreciation:

"To you, your Division Superintendents and to all the trainmen I wish to express my sincere thanks for the splendid cooperation received at each Division during the accident prevention meetings. In particular please convey to the trainmen my appreciation of the splendid attendance at the meetings called in behalf of the saving of human life.

"There were thirty-two meetings held during May and the early part of June, at a season of the year when many of our trainmen might have had good reasons for being absent from the meetings. There was a much larger attendance at all the meetings than at the first two groups of meetings held last year. Doubtless many trainmen made personal sacrifices to attend the lectures, some going

even without lunch or supper so that they might not be absent.

"The meetings were, indeed, a magnificent sight, but better than the mere attendance of the men was their fine and sympathetic interest in the message that was brought to them. The trainmen of the Chicago Surface Lines have rendered a real and lasting contribution to the saving of life on the streets of Chicago, and from day to day are remembering the practical advice given them and are doing their best to carry it out.

"Once again I say to you from my heart: Thank you all. Keep up the good work. Your thought, your cooperation and your effort will certainly save many lives."

OUR NEW PURCHASING AGENT

V. E. Thelin Moves Up From the Electrical Department



Mr. V. E. Thelin became Purchasing Agent July 1st, succeeding Mr. Frank Evans, resigned.

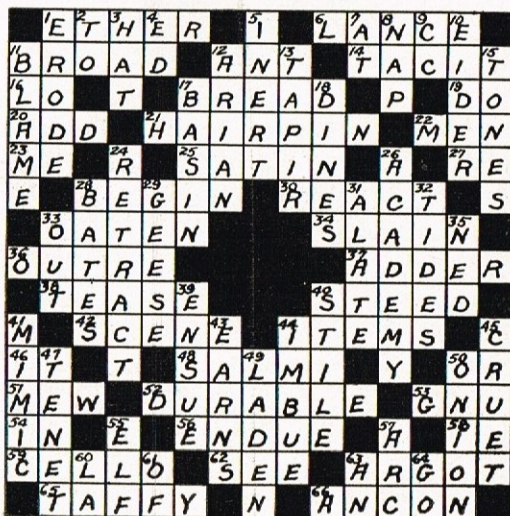
Mr. Thelin was born in Chicago in 1885, his parents emigrating from Sweden in 1869. He began work as a draftsman in the engineering department of the Commonwealth Edison Co., this work being followed by work in the underground and overhead departments, and later in the testing laboratory. Following this he

spent an apprenticeship period in the substation department of the same company, which led to his being accepted as an operator on a night shift in one of their rotary converter substations. In 1907 he transferred his activities to the Chicago City Railway Company and was placed in charge of the testing work done by that company. In 1911, upon the resignation of Mr. A. P. Lewis, he was made assistant to Mr. H. B. Fleming, Chief Engineer of Chicago City Railway Company, and in 1914, at the time of the unification of the Chicago City Railway Company and the Chicago Railways Company, he became Engineer of Tests under the late Mr. J. Z. Murphy, which position he held until his promotion.

Among Mr. Thelin's accomplishments was that of the development of a simplified automatic substation which has been in service on the Hammond, Whiting & East Chicago Railway Co. for the past three years. This station is giving excellent service and has received considerable attention from railway men throughout the country.

His early education was received in the public grammar schools and in the Chicago English High and Manual Training School, from which school he graduated in 1902. His technical education was received at the Lewis Institute. He is a member of the American Institute of Electrical Engineers and of the Western Society of Engineers.

Answer to June Crossword Puzzle



Keeping 'Em Rolling

Armitage Holds Leading Place for Three Out of Five Months

Of the sixteen car houses, ten improved their record over the previous month, Rockwell leading with an increase of 33 per cent. While the high figures for April were not maintained in the pull-in contest, Armitage, with 17,544 miles, operated per pull-in chargeable to equipment failure topped the list for the third time in five months, and there were five houses with a record better than 10,000 miles. Both Blue Island and the Limits moved up a peg, North advancing from sixth to fourth place, Division dropping back from second place to fifth, though holding up in the 10,000 mile class. The May figures furnished by the Equipment Department follow:

—RANK—					Miles operated per car pulled in chargeable to equipment failure
May	Apr.	Mar.	Feb.	Jan.	Carhouse
1	1	3	1	2	Armitage 17,544
2	3	2	6	7	Blue Island, ... 12,987
3	4	5	2	4	Limits 12,346
4	6	4	4	3	North 10,638
5	2	1	3	1	Division 10,309
6	5	6	5	6	Devon 9,901
7	9	9	12	16	Lincoln 8,475
8	8	8	7	10	Kedzie 8,403
9	7	7	9	5	Elston 5,000
10	10	10	8	11	Rockwell 7,874
11	11	15	14	15	Cot. Grove 6,623
12	12	11	15	12	Lawndale 5,525
13	13	13	11	13	69th 5,181
14	14	12	10	9	77th 3,802
15	15	14	13	14	Burnside 3,165
16	16	16	16	8	Noble 1,976

Preventing Power Waste

R. L. Jones Leader at Lincoln Depot for May

The top average motormen at the Lincoln Depot for the month of May in the order named are as follows, the same method being applied to determine the record as heretofore:



R. L. JONES

Line	Run No.	Name	Badge No.
Entire Division	397	R. L. Jones...	5149
Fullerton	397	R. L. Jones...	5149
Riverview-Larrabee	160	H. Meyer.....	5631
Lincoln-Wells	116	C. J. Roeske...	4869
Taylor-Sedgwick-Sheffield	231	H. C. Erickson.	1879
Ashland Extension	407	E. O. Dillon...	8256
Webster-Racine	201	L. Seeman	8881
Extra Men		W. G. Stuth...	13920

To the motormen of this system the saving of power should be one of his most important problems, the establishment of a consistent power consumption record for his run being the means by which he personally sees that every Kilowatt Hour of power he uses is made to do its full work.

The record work of the Car Meter system

is in excellent condition making it possible to render true and accurate statements of all the power used at the car; this also being true of the laboratory and testing department where the car meters are maintained by a crew of proficient experts.

It is the purpose of this article to point out to the motormen of the Chicago Surface Lines the importance of preventing power waste through the established ways and means the Company has provided to assist them in reducing the power cost of operating the cars.

The writer knows in his own mind, coupled with an earnest study of the results to date, together with what has been done in previous tests on our own system as well as on others, that every last man operating a car on this system is interested in knowing how, learning and acquiring the knowledge for better car operation. We have today some low car operation records that are unequaled disclosed by the meters.

There is no secret, no slight of hand work, no juggling of figures, no unproven theories, and no biased personal opinions or judgments to arouse the most skeptical or alarm the dyed-in-the-wool pessimists, as the meter plays no favorites, merely handing out the cold figures as they are made.

If all the motormen will for a time and at intervals take the meter reading before leaving the terminals of their runs making the necessary subtraction they will no doubt have a number of results that come within a few points of each other—say from ten to twenty per cent; and then one or two that come very much higher. This high point is reached at about or through the rush hour. It is safe to state, we believe, that there are never two

trips of any run just exactly alike from the performance standpoint and theoretically there should be none alike from the power consumption standpoint, which in practice does not always hold good. There is many a motorman who will use the same amount of power time after time for the trips outside of the rush hour regardless of the slight difference in operating conditions and the figure is usually a low one on the K. W. H.-car mile basis.

It would therefore appear that with good controller and air valve operation the next step toward power saving would be to take the lowest power consumption figure you have been able to make a trip for and endeavor to establish this for all of your trips outside of the rush hour period, thus leveling off those small peaks of from ten to twenty per cent which collectively send your individual record up and place an unnecessary load on the entire system. During the rush hours and at other times when something unusual happens which puts you behind time you must, according to your own judgment, use all the power that is necessary to furnish the service as required.

During some portion of every run it is possible to take advantage of the greatest opportunity for the saving of power by allowing the car to coast for long distances. The car brought up to high speed does not appreciably lose speed between one stop, nor even two or three stops on an unobstructed track. A car going at high speed approaching a stop that must be made by signal from the conductor or passenger, will coast to the stopping place even over considerable distances with hardly any difference in time and a great saving in power. This method of operation can also be worked to advantage when approaching a designated stop with the car ahead standing still which in many cases, especially in congested districts, heavy transfer points, etc., does not move until you are just about to pull into the stopping place. Coast if possible.

E. W. ANGER.

Not a Good Turn

"What's the noise down there?" asked the cop as he hurried to the scene of an accident.

"A fellow tried to turn a corner," said a bystander.

"Yes, what about it?"

"Well, there wasn't any corner."

Helping Out the Boss

"Johnny, do you smoke cigarettes?"

"I d-d-do a l-little, sir," stammered Johnny, paling beneath the tan of the baseball field.

The boss fixed him with his eagle eye.

"Then gimme one," he said. "I left mine on the bureau."

A Cold Meat Recipe

Here's one recipe some folks have tried and found that it works successfully.

"Take one reckless, natural-born fool; two or three drinks of bad liquor; a high-powered fast motor car.

"Soak fool in liquor, place in car and let go. After due time, remove from wreckage, place in black, satin-lined box and garnish with flowers."

Had His Job

Roy Simpson, negro laborer, was putting in his first day with a construction gang under a foreman who was known for getting the maximum amount of labor out of his men. Came quitting time. Before he went, he approached the boss and said:

"Mister, you sure you got me down on the payroll?"

The foreman looked over the list of names he held. "Yes," he said, finally, "here you are—Simpson—Roy Simpson. That's right, isn't it?"

"Yaas, suh, boss," said the negro, "dass right. I thought mebbe you had me down as Samson."—*Exchange*.

Wise Office Boy

A facetious friend recently wrote the management of a street railway property as follows:

"I see that your average rate of car fare is 4.95 cents. Being just an average citizen I should like to have a ticket at that price."

The office boy, who is taking a correspondence course in business methods, drafted his own reply:

"Re your esteemed favor of 1st. inst. Upon receipt of 4.95 cents, ticket as requested will be sent you."

We Jay Walkers

We aimlessly wander, when crossing the street,
From curbstone to curbstone we flit,
We never attempt at the corner to cross,
And grumble because we are hit.

We howl at the auto, we rave at the cars,
We beef at the chap who drives the bus,
We groan and complain at the dangers we run,
When most of the fault is with us.

We pay for a cop at the crossing to stand,
And sometimes we draw lines of white,
But for these precautions we care not a whoop,
The chances we take are a fright.

The hospital's full, the morgue has its share,
And dead men no longer are good,
Our list of mishaps, could be cut down by half,
If we birds would cross where we should.

So let's wake up, and take stock of ourselves,
And heed to the traffic cop's bossing,
And quit being jaybirds, a slam to our town,
And cross the street at the crossing.

—*Exchange*.

Serious Interruptions

"I suppose," said the wife of one car operator to another, "that your husband is still takin' life easy."

"Yes," said the other. "Henry has only two regrets in life. One is that he has to wake up to eat, and the other is that he has to quit eating to sleep."

Teacher: "Don't you know that when you take something away from something, less will remain?"

Infant Einstein: "How about the two ends of a stick? Cut 'em both off and it still has two ends left."

For Baseball Fans

Teams Full of Pep and Going Strong—How They Stand



Division Supt. Hays and His Lincoln Hustlers

Reading from Left to Right: A. Elie, 3rd Base; T. Gaughan, Catcher; J. M. Schaller, Short Stop; T. Greenfeldt, Utility; J. J. Sullivan, Center Field; A. R. Hanson, Right Field; E. S. Kannally, Left Field; E. A. Gardner, Manager and 2nd Base; A. C. Meske, Pitcher; A. O. Plock, Utility; W. Johnson, 1st Base; C. A. Reinmiller, Asst. Mgr.

Chicago weather has repeated its last June performance by delivering wet Wednesdays, of the short notice variety.

Now that all the teams have received their equipment for the season, it is rather hard, after practising, to sit and just watch it rain, instead of wallowing the ball.

He who thought that patience didn't enter into the makeup of a good ball-player certainly missed his guess. Baseball is the one game where it is extremely difficult to maintain a calm patient attitude, when the playing involves so much enthusiasm. However the cool player, the one that can be counted upon to deliver, is the patient fellow. And so we should in the same spirit be patient with the weather man.

The South Division percentage this month is rather remarkable. All the teams having played the same number of games and the last five running neck and neck.

The handsome trophy offered by Mr. Richardson is not cinched yet by any means.

South Division Results

June 10th

Burnside	14R	19H	4E
Blue Island	9R	14H	3E

77th	10R	17H	0E
Archer	4R	7H	2E
Cottage Grove	14R	14H	2E
69th	8R	12H	3E

June 17th and 24th no games account of rain.

North Division Results

June 3rd—Postponed Game—Kedzie 10, Lincoln 6.

June 10th

Devon-Limits	10R	13H	4E
Lawndale	5R	9H	3E
Armitage-Division	16R	11H	5E
Kedzie	8R	11H	5E
Lincoln	13R	15H	4E
Noble	11R	8H	4E
North Ave	11R	11H	2E
Elston	3R	5H	4E

June 17th

North Ave	12R	10H	3E
Armitage-Division	6R	7H	3E

June 24th no games account of rain.

June 26th

North Ave	6R	7H	2E
Kedzie	2R	3H	3E

STANDING OF TEAMS JUNE 27

North Division

	P	W	L	Pct.
North Ave.	5	5	0	1.000
Armitage-Division	6	5	1	.833
Elston	4	2	2	.500
Lawndale	4	2	2	.500
Devon-Limits	5	2	3	.400
Lincoln	5	2	3	.400
Kedzie	6	2	4	.333
Noble	3	0	3	.000

South Division

	P	W	L	Pct.
77th	5	5	0	1.000
Archer	5	3	2	.600
Burnside	5	3	2	.600
69th	5	2	3	.400
Blue Island	5	2	3	.400
Cottage Grove	5	2	3	.400

CLUB SPARKS

Bunco and Bridge Party

The combination Bunco and Bridge Party held at the Club House, on Saturday evening, June 27, was a decided success. Approximately fifty (50) persons rolled the bones, and judging from yells which reached the ears of the Bridge players, they were enjoying themselves immensely.

An even dozen came out for Bridge and although a small crowd it was an exceptionally congenial group of ladies and men, who tried to cop the prizes. It is to be regretted that more of our bridge players do not come out for these parties as we always have a good time and splendid prizes.

First prizes at Bunco were won by Mrs. Kunz and Gordon Kinsman. Among the lady prize winners was Miss Art. Johnson (not Mrs.) and being unaccustomed to the use of a compact it took him, rather her, so long to rouge and powder on Monday morning that he had to take a taxi in order to get to work on time. Some girl, Art.

Mr. and Mrs. Clarence Heath carried off the honors at Bridge and won a very pretty Luncheon Set and a gallon Thermo-Jug. Clarence had a real job keeping track of the jug, as it nearly disappeared several times.

After the games, Ice Cream and Cookies were served and even if Messrs. Malmquist and Fick couldn't win prizes in Bunco or Bridge they out-did all competitors on the Refreshment End.

Women's Trolley Party

The toot of a horn, the squawk of a balloon or any other equally hideous noise was the password to the annual "Trolley Party" given by the members of the Women's Auxiliary at the north side offices Thursday evening, June 18. About sixty-five members gathered in front of the Clark and Division offices and boarded the two-car chartered train, which arrived promptly at 6:30, in charge of Asst. Supt. Milz of Armitage and assisted by Messrs. Bob Mitchell, Motorman, Henry Meier and Arthur Lumsen-burg. Lollypops and community singing were

among the special features of attraction enroute.

The Forest Preserves at the north end of the Milwaukee avenue line, the destination, was a delightful place for the games and stunts arranged by the committee. Prizes for the balloon



SEVEN OF THE BUNCH

and peanut race were won by Bessie Cameron and Marion Micetic, respectively. Refreshments of delicious ice cream and cookies were served, after which the girls wended their way back to the cars and the return trip was made south to the Municipal Pier.

A most enjoyable evening was spent and the girls at the Clark and Division offices, with Mrs. Mildred Stokes as Chairman of arrangements, are to be congratulated on their successful entertainment.

Swimming

Swimming for members of the Women's Auxiliary every Thursday evening during July and August from seven to nine. Beginners welcome—come and learn how to swim under the instruction of Mr. Zollinger.

Installation of Officers

The following officers were installed at the monthly meeting in May: Miss Mildred Humes, President; Miss Margaret Meagher, Vice-President; Miss Maude F. Jeffrey, Secretary; Miss Marie C. Sullivan, Treasurer. Miss Marie Krausman was appointed Director of the Transportation Department on account of the resignation of Mrs. Myrtle Kinney, former Director, to make her home in Cincinnati. Miss Wardine Sheldon of the Electrical Department and Miss Margaret Rake of the Building Department were appointed Directors of their departments by the Board of Directors to fill vacancies.

Wrong Order?

"Miss Curlycue," murmured the office manager to the stenog. "I don't wanna be harsh. Nothing like that. I really don't."

"Let's have the answer," said the damsel nonchalantly. "What's gone wrong now?"

"I just wanna ask you not to write your young man during business hours. Letters are apt to get mixed. Herb & Herb report we have sent 'em a shipment of love and kisses instead of the axle grease they ordered."

Bouquets for the Boys

Among the many letters of commendation received since the last issue, the prize for originality of expression on the part of the writer goes to Mr. M. Fieber, manager of the Fire Brick Company with offices in the First National Bank Building. The conductor to whom he refers is Herbert E. Mix, badge No. 656 of the Limits Station:

Chicago, June 18.

Chicago Surface Lines, Chicago.
Gentlemen:

Step aside! Please make room. Conductor with badge No. 656 is coming through for the front seat. Why? Because he deserves it. How? Because he did the prettiest little piece of courtesy work I have ever seen, namely, getting off his car entirely so that he could ably assist an elderly woman leaving his car to make a safe landing.

One side, men, and give plenty of room to a real guy like this!

M. Feiber.

1156 First National Bank Bldg.

It is quite apparent that the efforts of the trainmen to give the car patrons the personal service that is expected of men in their position and with their responsibilities is making friends for them and for the management.

Conductor Otto Lenz, badge No. 5674, of Elston Avenue is the subject of a letter from Miss Elizabeth Hart of 4054 Warwick Avenue who makes special reference to the cheerful and courteous service rendered by him.

Conductor Wayne C. Lacy, badge No. 4670, of Devon attracted the attention of Mrs. L. K. Rudolph of 6337 Glenwood Avenue who has been using surface transportation in Chicago for 35 years. Incidentally, she states that in her experience fully 99 per cent of our conductors and motormen are eager to serve the public faithfully. She refers to a loan when she had lost her pocket book on one occasion; and with special reference to Conductor Lacy, she found his clear calling of every street from Wabash and Harrison to Glenwood and Devon particularly commendable.

Conductor Leslie Gaffen, badge No. 3388, of 77th Street is identified by Mr. Luback of 517 North Avers Avenue as an employe who on different occasions was helpful to Mrs. Luback when she was accompanied by her 3-year old son and who also assisted Mr. Luback when he boarded Conductor Gaffen's car carrying the little boy. Mr. Luback considers himself in luck every time he rides Conductor Gaffen's car.

Conductor Ernest L. Haggstrom, badge No. 246, of Kedzie Avenue helped Mrs. G. Jatho of 3515 Archer Avenue and her two small children when they were leaving his car and she expresses her gratitude in a pleasant letter.

Motorman William A. Booth, badge No. 10639, of Burnside is the subject of a letter from Mr. George Patterson of the Illinois Athletic Club who noticed particularly that Motorman

Booth's use of the word "please" on a number of occasions when addressing passengers created a very favorable impression. Mr. Patterson adds that Motorman Booth's appearance and general actions were fully in harmony with his politeness.

Conductor Cornelius L. Curtin, badge No. 298, of 77th Street is warmly commended by Mrs. Alice M. Stollery of 1216 Astor Street for the care he uses in seeing that the school boys leaving his car at Elm and State Streets wait until the car has stopped before they alight. Reference is also made to one action when a boy failed to heed his warning and stepped off in front of a moving auto but Conductor Curtin's prompt action saved the boy from injury. She thinks the Board of Education should enter on a safety campaign to put an end to the practice of the boys in jumping from moving cars.

Conductor Richard A. Ford, badge No. 564, of Burnside is complimented for his politeness to and interest in his passengers. Mr. Hugh J. Spencer of 7308 Coles Avenue who writes about Conductor Ford, states that he is greatly impressed by his bearing toward everybody.

Conductor Michael Size, badge No. 948, of Devon Avenue is made the subject of a complimentary letter by Mrs. L. E. Helder of 4500 North Artesian Avenue. Mrs. Helder was attempting to open one of the car windows and was very grateful when without any request. Conductor Size volunteered his assistance and adjusted the window to her comfort. Her letter concludes: "I am not a flapper—just a mother, and the act was kind. I have had many nice things happen on the line but have neglected to write before."

Conductor Louis Haave, badge No. 1316, of North Avenue found a purse containing \$35.00 and some valuable papers which he promptly turned in. The owner Mrs. Loive E. Burgess of 907 North Central Avenue expresses her gratitude and appreciation for the honesty and prompt action of Conductor Haave.

Conductor Arthur Jacobsen, badge No. 1696, of North Avenue while in charge of car No. 222 of the Grand Avenue line not only called the streets but at each section line called the street numbers, 1600 at Ashland Avenue, 2400 at Western, etc. Mr. and Mrs. B. Straudberg of 7108 Emerald Avenue wrote in to say that it was a pleasure to ride in a car with such a conductor in charge.

Conductor James T. Farrell, badge No. 2542, of Armitage station was the subject of a highly complimentary letter from Mr. James J. Reilly of the Adjusting Bureau of Marshall Field and Company's retail store. Conductor Farrell's familiarity with the city and the clearness and readiness with which he was able to advise inquiring passengers was specially commented upon.

Conductor Frank W. Schultz, badge No. 3256, of Archer Avenue chased, recovered and returned a hat blown from the head of Miss Nellie R. Lee of 7316 Aberdeen Street a passenger on his car and she states that everybody in the car agreed with her that the conductor's promptness was highly commendable.

Conductor Joseph E. Connors, badge No. 3802, of the Limits station was thanked for the clearness with which he called the streets. The

writer of the commendatory letter occupying a seat at the front end of the car states that notwithstanding his distance from the rear platform, he heard the name of every street repeated twice distinctly by the conductor. This, he says, is service.

Conductor Leonard Sundwall, badge No. 8986, of 77th earned the gratitude of Mr. A. Johnson, of 5837 Midway Park. Mr. Johnson had several lengths of 6-foot pipe in a bundle and had been passed up by one car before Conductor Sundwall's car came along and the waiting passenger was over-joyed when the conductor motioned for him to get aboard. He stood his bundle up on the rear platform in the corner and blessed the conductor all the way home.

Conductor Frank Brhel, badge No. 12986, of Blue Island furnished information so clearly and distinctly to George Green of 1824 Jackson Boulevard who was unfamiliar with the part of the city to which he was bound that Mr. Green could not help sitting down and writing a complimentary letter.

Conductor Jeff B. Ryan, badge No. 13268, of Devon Avenue by helping an elderly lady on to the car and into a seat, inquired where she wished to get off, and when reaching her destination, helped her from the car to the sidewalk. The incident was observed by Mrs. Theresa Mueller of 3417 Lowe Avenue who made it the subject of a letter of appreciation.

Conductor Myles J. Clinch, badge No. 13480, of Elston Avenue by his action in restraining a lady who was attempting to leave the car while it was in motion, won her gratitude and a letter of commendation from J. Hartwig of 5237 Henderson Street.

Conductor Max Dowmondz, badge No. 12952, and Motorman, Jerry E. McGuire, badge No. 11163, of North Avenue were the subjects of a very complimentary letter written by Mr. T. J. Manning, President of the Creer Fabricators Company of 1800 North Francisco Avenue by waiting for him at a transfer point. Mr. Manning had had some unpleasant experience with crews running away from the transfer point and when he found that this crew waited for him, he felt that he must let the company know how much he appreciated it. He made the incident the subject of a long letter to Assistant Division Superintendent Pasche.

Departments and Divisions

Transportation

Tom Reidy is spending his vacation at Benton Harbor, Mich., and as no word has been received from him we take it that he is having an enjoyable time. We hope the House of David has not made a new convert.

Mr. P. J. Duffy celebrated his twenty-fifth wedding anniversary on June 27th. Congratulations and best wishes for many more anniversaries.

Mr. L. E. Bohlin's father passed away on June 24th after a long illness and the heart-

felt sympathy of every one in the department is extended to the bereaved family.

Engineering

The Supply Car Department is always first with the latest. Did you see "Bob" Gilmore's new sunshade?

George Johnson, head timekeeper in the Track Department, has gone to Wisconsin on his vacation. George says he's a fisherman. If he catches all the fish he has promised his friends at the office, we'll believe him.

Andy Flood spent his vacation in Cincinnati. Why anyone should want to go to Cincinnati for a vacation is beyond us, but Andy survived, and actually seemed to be happy after his trip.

Louis Schraag celebrated his first wedding anniversary on June 6th. We understand he had quite a party, but lack details as we were not invited.

Motorman "Young Cy" Griffin, who gave us the inside information on the Kentucky Derby, is still holding a ticket.

Mr. Korosy says there is no static to hinder enjoyment of the radio in Franklin Park, but the growing corn interferes greatly with an ordinary conversation.

Mr. Koza, our golf expert, favors pushing the clock ahead a few more hours during the Summer. We advise Joe to paint the balls with luminous paint and carry a lantern.

We extend our sympathy to Motorman Wm. Walsh, whose father, Thomas Walsh, died on May 30, 1925.

TRANSIT.

Purchasing

Mr. Sears was away for two days the first part of the month and developed a coat of tan.

Miss Doolin was ill for two days, but glad to see her return with a smile.

Miss Andresen is devoting quite a number of spare moments swimming at Aurora, Illinois. Expect to see her compete with Annette Kellerman.

Our office boy spent one week of his vacation painting around his home. Wonder how much paint was put on the house.

Miss Canny tells us that she is getting thin. Must have been the results of the gymnastic class.

B. V. Hintz is enjoying one week of his vacation. He received an invitation to go visit Canada but he could not arrange to get away at that particular time.

R. J. BRENNAN.

Electrical

Due to an oversight a new arrival was not announced in this column. The little newcomer is none other than Jack Gallagher. On the 12th of May little Jack was one month old and for a present his Daddy presented him with a miniature harmonica. Evidently Barney believes in developing early the family talents. We understand that he has already learned to play "Over the Waves" and is now working on the "Mocking Bird."

Paul Schwab, driving a Chevrolet several weeks ago, met with a slight mishap which might have resulted far more seriously than it did. In descending a rather steep hill Paul applied the brakes to check his speed and when

he woke up he was reclining in a nice soft ditch. Fortunately no one was seriously injured.

Ray Callahan has purchased a new bungalow. More power to you, Ray.

Elmer Cassidy, a former employe of this department, is on a United States automobile tour. When last we heard from him he was in Miami, Florida and having a wonderful time.

Miss Hogan says that the dry weather is just about ruining her corn. She wishes she didn't have any.

H. ESSINGTON.

Schedule and Timetables

"All Aboard for the Picnic." Let everybody in the Department reserve, Saturday, July 18, 1925, for the big Picnic at Riverview, and **Don't Forget To Be There.**

Chas. J. Kreiner returned from his vacation, after spending time getting acquainted with the country.

George R. Bryan, Jr., is next to take his vacation. If the rumor proves to be true, don't forget that most everybody in the department **Smokes.**

Louis M. Traiser, who has been transferred to the Electric Department, has the best wishes of his co-workers in the Schedule & Timetable Department.

When Gus F. Lohse boards a Madison Street car at the Northwestern Depot, he ought to announce himself as he has a habit of scaring others in the car, when they least expect a scare.

The Jury Commissioner's office evidently know where to look for first-class jurymen. Art K. Langohr just finished serving a few weeks ago, and now Robert S. Sedlack has been summoned for service. Yes, this Department has the talent.

Violets, Peonies, Brown Eyed Susans, Daisies, etc., Orders taken now for every kind of flower that grows (in Hinsdale). Samples Furnished Free. Fred Excell.

Now the rest of us, in the department, are beginning to realize—Why is a Suburb?

GEO. WEIDENFELLER.

Accounting—Downtown

When Mr. Wm. F. Lange returned from his lunch Monday, June 15th, there was a little surprise for him. His desk and chair were decorated with ribbons and flowers, there were a number of packages containing some very useful articles, such as rolling pin, washboard, scrub pail, gold dust, scrub brush and a miniature nursing bottle and nipple.

We have another new member in our department, Mr. William Bennett. Welcome to our midst.

The following returned from their vacations, and report they had a wonderful time: Mr. Wm. F. Lange, Mr. H. A. Praiter, Mr. Joseph Heraty, Miss V. H. West, Mr. Wm. Folta, Miss Jessie Warren, Miss Helen Baar.

Clark and Division

We extend our heartfelt sympathy to Miss H. Olson and family in the loss of her father, who passed away June 18.

The employes of the Accounting Department extend their heartfelt sympathy to J. Buchanan and family in the loss of his mother, who passed away June 18.

We have another new member in our department, J. Sloane. Welcome to our midst.

Another Fish Story—Ralph Luebkekmann is going to catch salmon and sardines in Rock River.

Bob Logan spent a very restful vacation in bed.

A. W. Malmquist is spending his spare time painting his house, at this rate he probably will finish painting by next December.

Al Remack must have had a date with a dark girl because when Al came down one morning he had five black finger marks on the back of his shirt.

Betty Williamson has a very fine tailor according to the way her coat is draped and pinned.

Do you notice how spritely Ethel Swanson walks around here? She spent her vacation at Spring Valley, Wis. This might account for this sudden vitality.

Gordon Kinsman, Bob Logan and Howard Dahl are taking dancing lessons at Merry Gardens. They have been heard singing, "Trip, trip here we go on somebody's else's toe."

Marie Sullivan took the river trip down the Mississippi. She had a very enjoyable time.

THOMAS F. COAN.

Material and Supplies

We wish to express our sincere sympathy to the bereaved family of B. Brackenbury, who passed away last week, and also to James Buchanan in his bereavement over the death of his mother, and to Eva Pasloff in the loss of her father.

Mrs. E. VanWiele presented "Shorty" our dancing star, with a beautiful eight-pound baby girl on May 28th. Congratulations. Thanks for the cigars, Shorty.

Have you noticed Danny Dillon's new shingle? He is wearing it short in protest against the recent rise in the price of haircuts.

For Sale: Nearly first class Ford Coupe. Would take a good Radio in exchange. See Joe Bumford, Storeroom "1."

While we would not doubt Jimmy Gillispie's veracity, still some things are hard to believe. If he caught all the fish he claims to have caught while on his vacation, he would have enough to feed the starving Armenians for six months.

R. E. BUCKLEY.

Around the Car Stations

Cottage Grove

Picking runs in the First Division is now devoid of worry and delay. It's just a happy reunion of old associations. The prompt and willing manner in which our brother employes record their favorite runs, as their names are called, is remarkable. The long tedious wait, is a thing of the past. The bulletin instructions in regard to picking runs, and the sane, practical arrangement of time tables, has eliminated

all of the unpleasant incidents, in connection with same.

Like the pitcher that went to the well, once too often, Christenson's thermos bottle has made it's last trip. It has ceased to be the thing of beauty it was, as it reposed in that little blue box. And, that luxury so dear to the Scandinavian heart, "Copenhagen," fails in its message of cheer. It's a sad story, mates, and the writer would prefer that Chris acquaint you with the details. He will do this on request, to very slow music.

Geo. Knapp is back again on active duty, and is mighty glad to express his approval of this fact. He is sidestepping flyers, and tabbing the slow freights. As to autos, the least said the better, as it's a painful subject. George says about the 4th of July, he thinks he will be qualified to dance the Sailor's Hornpipe, at a Scottish picnic.

Paul Lang was homeward bound, and had just secured a seat, when a distinguished elderly lady boarded the car. Paul proffered the seat. The lady exclaimed, "I prefer not to deprive you of your comfortable seat." "Ah, Madam," said Paul, "It was no longer comfortable, after I saw you standing."

A colored man boarded car at 35th Street, with a defective transfer. The conductor called his attention to the defect. This boy was hard boiled, and was not concealing his light under a bushel, on this particular occasion. The conductor insisted on him paying or getting off. "Call your motorman, and put me off," exclaimed the disorderly. The conductor summoned the motorman, Ronan, the Celtic Hercules. He turned sideways, in order to get access to the interior of the car, and exclaimed, "Where is this Blackbird, that insists on sailing this boat." The bad boy took one look and said, "I am a peace lovin' man, and don't aim to have no argument with you street car boys. I lives in this vicinity and gets off right here."

JAMES CALDER.

Seventy-seventh

Eddie Willette is still waiting to hear from Al Chappelle about that wrestling match.

Receiver George Miller took a day off last Wednesday, June 24th, 1925, and motored out to the Forest Preserves with his family. He reported back that there were no flooded subways where he was. They were all using boats.

Our baseball team continues to lead the South Division. The boys are playing like a well oiled machine this year and are bringing home the bacon. Our battery of Eddie Welty and Roy Price is about one of the best in the league with the old reliable port-sider, Lefty Holford, back on first base ready to step in and fling a few at the opposing batters. Seventy-seventh street is well fortified. Edwin Gillooley plays like a second Eddie Collins at the keystone sack. Along side of him is a hard working little boy by the name of Art Kattar and at third we have the pride of the league, our hard working Captain E. Knapp, who turns in his usual good game every time. In the outfield we have W. Hannon, T. J. Beggan and V. G. Campbell, who can knock anything down that comes their way. Also some good substitutes on the sidelines ready to do their bit.

Come on you rooters, let's bring that big cup home this year.

Conductor Weber was hurt at 79th and Halsted and to date has not returned. We wish him a speedy recovery.

Billy Storey, veteran starter, was one of the topics in a South Side newspaper recently and it was a real article. It even gave the name of the first horse the Chicago City Railway owned.

A daughter of Conductor Bert Hebner passed through a very serious operation at St. Bernard's Hospital and pleased to say is doing nicely.

Conductor H. W. Young reports the arrival of another baby boy at his house. Mother and baby doing very nicely.

We are sorry to state the passing away of Motorman Lawrence Smith and the wife of Conductor L. Sundwall, also a son of Motorman Tom Barton and Nels Olson. To the families and relatives of the bereaved we offer our profound sympathy.

C. A. Gylling.

Sixty-ninth

Mr. Eigelsbach's course of instruction to trainmen was enthusiastically received at our depot. Numerous expressions of approval have been current among the men, the compendium of being "The best course of its kind I ever heard." This course is mostly certainly of unquestionable merit and 69th street depot would be pleased to welcome Mr. Eigelsbach here again at any time.

Mr. N. W. Sorenson left for Denmark June 5th. He will visit his father, who was anxious to see him.

Our sympathy is extended to the following trainmen whose relatives have died during the month. Mr. E. Jones mourns the loss of his mother, Mr. C. G. Burns a sister, Mr. A. C. Henning a father and Mr. C. A. Theis lost his father June 14th.

J. J. Maloney was spoken of as a "courteous car conductor" in a daily newspaper under date of June 3rd, when he worked out a puzzle for a lost passenger, made sure he was understood, then he gave her some kindly advice about looking for a policeman or a street car conductor when wanting information instead of asking the first stranger she met.

Mr. T. Brown was married to Miss O'Dea June 10th. They reported a happy honeymoon from down in Missouri.

Mr. J. A. Blair declared thirteen was a lucky number. He was married on that date, and the first bill he had to pay was a thirteen dollar one.

Mr. L. A. Sefried is on leave of absence. He will be married before he returns. Congratulations.

We cannot help but notice the big smile on Conductor Donaldson's face now that he is "Grandpa Donaldson."

Mr. P. J. King has been off sick since May 26th, with a broken leg. We hope for his speedy recovery.

Mr. J. A. Connelly has left us temporarily to try out with the fire department.

"Let's take in a show, dear," said Conductor Ditsch to his girl the other night.

"But I haven't a thing to wear," she replied.

"That's all right," said Ditsch, not thinking, "we will use the closed car."

Bulletin says Mr. Ditsch is much better today.

Conductor Fennessy became daddy to a 9½-pound girl on June 6th. A 7-pound boy was born to Conductor J. J. Dauphinais and wife May 30th. Conductor E. J. Tiess is the proud papa of a 7-pound boy born June 2nd. Twin girls, 6 and 8 pounds respectively, were born to Mr. and Mrs. J. J. McCarthy. All mothers and children doing well.

Mr. Ehrhardt has taken a leave of absence just to rest up a bit from long continued service.

W. L. Pence.

Archer

On Thursday, May 28th, 1925, Archer depot was honored with an official visit from Mr. G. A. Richardson and his suite of officers. This is the first time in the history of Archer depot to have this honor and it was greatly appreciated. It is hoped they carried away a good impression.

Archer depot was well adorned with OLD GLORY floating in the brilliant sun ray on FLAG DAY.

R. Wadicker, clerk, failed to make his appearance at the call window on Tuesday, June 2nd, 1925. It was learned later that a 7½-pound boy (Ralph Raymond, Sir.) made his first appearance. Both father and baby doing fine.

Conductor George Pfrommer announces the arrival of a bouncing baby boy in his home.

John Cronin was taken to St. Bernard's hospital for a serious operation. It is reported that the operation was a success and John is getting along nicely. A visit from his co-workers would be appreciated.

John Harolovich, Starter, who was reported in last issue of SURFACE SERVICE as having met with accident on his way to work is still in St. Anthony's hospital with a fractured hip. John wishes to thank the boys for the many calls which have helped to shorten the long days.

No more Tin Lizzies for Jim O'Kane, our night clerk, who is now sporting a new Twin Six Packard.

Commencing May 27th and ending June 5, 1925, we had with us Mr. Thomas H. Eigelsbach in the capacity of Chief Instructor on the Demonstration car. Tommy made a hit with the men at Archer depot so far as we could learn from inquiries made. We all agree that he knows exactly what he was talking about and has a very forceable way of bringing home the lesson we need without hurting anybody's feelings. Tommy is the right man in the right place.

William Zinkan is back on the job after an extended visit through the southwest, several cards were received from him while in California. Billy says this is his first trip away from the job in thirty-five years and while the golden gates and glittering waters of the ocean of California had made a lasting impression with him, there is no place like Chicago.

Motorman A. Kvasnicka, who is on a furlough for ninety days, sends us a postal from Ceskoslovenska, Bohemia, saying he and his family are enjoying the best of health and unlimited amount of pleasure.

Motorman John Lenzen and wife are on an extended tour through Europe, expecting to visit England, Germany and Italy.

Motorman Billy Burke, one of our old and faithful employes, having entered the service in 1906, after being laid up for several weeks with a serious attack of boils, died on Memorial Day, Saturday, May 30. Mr. Burke was well thought of by his fellow workers and will be missed by many.

SAM MENARY.

Lawndale

June 3rd was a gala night at the Lawndale depot, it being the last accident prevention meeting on schedule for this period. Mr. Noonan was well received. 450 men greeted him with a hearty welcome.

And in addition to that Hackbarth was there with his new band, fifteen in number, including three singers. They were on the job early and entertained the audience. Everybody went home happy.

The new band is composed of the following home talent: W. Hackbarth, concertina; A. Zahlman, concertina; C. Zielke, concertina; E. Novak, concertina; O. Nesladek, drummer; L. Duffee, singer; G. Harrington, pianist and singer; Jas. Mangan, saxophone, Irvin Punchacar, saxophone; E. Schradel, violin; F. Czarnecki, violin, E. Hessler, violin, E. Tamilla, violin, W. Schmidt, drummer, T. Brady, singer; Geo. Vesley, pianist; Chas. Kluiber, cornet; R. Kluiber, violin; Jas. Kreck, pianist.

The boys all forgot about it being a hot night, as a large number stayed after the meeting just to hear the music.

Our handsome tall boy, J. Smetana just returned from his honeymoon trip to the far West, and is all smiles now. Good luck to you.

L. Duffee has asked for a 30 days' furlough, to take a honeymoon trip with his June bride.

J. M. JOHNSON.

Blue Island

Chief Broadcaster Geo. Washack of Station ROBY was presented with a New Assistant Broadcaster, a Baby boy weighing 14 lbs., born on June 5th. Mother and baby getting along fine and Geo. says he can now discharge Gneda after the 3rd of July.

During a heavy rainstorm Mr. Heffernan stood out on the corner and after he had his feet wet he put on his rubber shoes and then the sun came out.

Motorman Hoch is visiting his parents in Europe, also Conductor Sig. Brath. We wish them a good time and a safe voyage.

We are very glad to see our old Clerk Herbie back with us again in the capacity of Chief Night Clerk. Good luck and success to him.

Joe Joe our handsome transfer Clerk is on his vacation. We have not heard from him so will give the details of his pleasures next issue.

Conductor Hoffman arrived at the depot with his pet Lizzie coming all the way in from Melrose Park with his rear tire wrapped around the axle and his gasoline tank resting on the rear seat. We don't know how he came in but he claims he did not need gas and the tire did

not bother as he was late and had to make it, and used his side curtains as a sail.

We are pleased to announce that Adolph Gach has taken over the Management of the Baseball Team and has promised he will win every game in the future. We hope he is right and wish him success.

In addition to Managing the Baseball Team Gach has agreed to give all the ball players a shave and hair cut and also a good meal, free of charge during the baseball season. Take him up on this boys.

Paul Gunther took a life partner on June 28, also Stanley Kuta. Paul and Stanley are going to run a race seeing who can put in the most ringers. We know that Stanley is going to be the loser as he couldn't work on Sundays.

The Aristocrats of South Keeler avenue are Karns and his Mansion, Roeser and his Controll of the block, Winter and his Chevrolet, Kennedy and his dog, there is still room for some more they say.

Two more Sheiks are at Blue Island; they are Conductors Andersen and his Pal, Canavan, who loves the night cars. NOT.

C. P. STARR.

North

With four straight wins our ball team is off to a good start. Manager Gnech has the boys working together nicely and with two top-notch twirlers, Daisey and De Lave to call on, we fail to see why we shouldn't cop the bunting this year. However, we need more rooters; not that our lads won't win without rooters, but it is up to us to show them that we are with them all the way. So get out you leather lungers, and do your stuff!

There were a number of deaths in the immediate families of our men during the past month. Conductor Fred Winter lost his father June 4th. Conductor P. Peterson, No. 2, lost his mother June 4th. Starter Wm. Meyers lost his wife June 4th. Conductor Edward Pleumer's wife passed away May 26th. The men at North Avenue extend their heartfelt sympathy to these men in their sad bereavements.

Three out of four of the lucky daddies this month are motormen, showing that the motor men are coming to the fore in this department: Motorman F. Smith announces a 9-lb. boy, born May 23rd. Motorman Carl Siewert announces an 8-lb. boy, born May 24th. Motorman Jos. White report a girl born June 8th, and Conductor W. Burdick announces a boy who arrived May 23rd. Mothers and babies doing well.

Conductor W. Albro started working for himself Friday, June 5th and stepped out Saturday, June 6th and got married. Some speed to that boy.

Conductor A. Masters was married June 9th and left for a short honeymoon in the Badger State.

Motorman G. Booth also joined the ranks of happy married men June 20th.

Motorman John Buthman was married to the sister of Motorman Wm. Bohm of this depot. The first day after going to work his wife met him at the north end of Cicero when he arrived at the completion of his trip. Kind of early to keep an eye on him says "Izzie" our chief clerk.

And then Conductor Eldridge came to the Windy City, down out of Canada, where he had survived the wiles and smiles of the fairest of damsels to meet his fate in the big town. He was married recently acquiring not only a wife but four healthy children besides. He says he is an old salt-water tar and it is about time that he found a quiet home port.

The congratulation and good wishes of all the boys go to these happy brides and bridegrooms.

Leo Sargent (Lake Shore), spent his vacation in Maywood fishing in the Desplaines. Oh yes, he got one fish, we saw it.

Joe Griffen, our relief clerk, is spending his vacation in Southern Illinois in Little Egypt, but not with "Little Egypt."

We very much regret that we had to trim Barney Bolger's Div. 9 ball team, Barney being a graduate of North Avenue, but in the natural course of things we had to do it.

CHAS. A. KNAUTZ.

Elston

Did you see Victory Post marching on Memorial Day down Irving Park, every one (12 in number), out of step except Motorman McCarthy.

Thursday, June 18, was banner day at Elston depot. It went over the top for receipts.

After three years of heart to heart talk against bobbed hair, Capt. Hannemann went home the other day and found that his wife had her hair bobbed—another victory for the fair sex.

The trainmen on Belmont Avenue want to thank Alderman Ringa of the 39th Ward, for the drinking fountain put in at the west end of Belmont Ave.

After fixing a puncture Conductor Clark went only about fifty feet when he had another one which was caused by tools left in the casing.

Motorman Al. Durr was around the depot the other day looking for the pipe stretcher.

Motorman L. Mesenbrink claims he has heart trouble. Who wouldn't have heart trouble after inheriting about \$9,000?

Why did Motorman McWhinney change the style of collars after he got married?

When Receiver G. Neuhauser left for his vacation he promised about 25 fellows that he would send them some fish, but up to date all they received was postal cards with fish on them. We can't eat postal cards, Gus.

E. L. BROOKMAN.

Noble

The boys of Noble wish to extend their heartfelt sympathy to Conductor L. Spiegel, whose father died April 24th, 1925; and to Mr. Wm. Meyer, our former Assistant Superintendent, whose wife died on June 4th, 1925; also to his son, Motorman H. Meyer.

The boys of Noble sure were sorry to hear that Conductor E. Emrick's mother was killed in the great train wreck in the east on June 16th, 1925, while on her way to visit Germany. We extend our sympathy to the family.

Wanted—An automobile mechanic for Mr. Brookman's Ford. Any advice will gladly be accepted.

Our famous fisherman, A. Krueger, has had

very bad luck this year. He caught three fish in three days of fishing. Why not change your bait, Al, or get some good advice from Joe Blow?

To the new men at Noble: Let the manager of the baseball team hear from some of you ball players and help the team out. The old timers have tried hard to come back this year, but with very little success, so we must have help from the younger men.

ALBERT J. ASP.

Lincoln

We are sorry to hear Conductor L. Gewke is to undergo an operation June 22nd at the Norwegian Memorial Hospital, Kedzie Ave. near Division. He is well liked by the boys and will be missed; they all wish him a speedy recovery.

Our friend H. Meyer, run 160, has taken a furlough with the intention of crossing the ocean and visiting in Germany.

The Lincoln ball team beat the Nobles,

Wednesday, June 10, by a score of 13 to 11. It is the first game they had won and was a fine showing for our new pitcher, conductor Meske of Fullerton Ave. line. It was the first game he had played in four years, but he made a wonderful showing and judging from his pitching the Lincoln team should have a pretty good show in the future.

Owing to a heavy rain and the Welles Park grounds being flooded the game with the Devons, scheduled for June 17th, was postponed which was very disappointing to the Lincolns as they were very anxious to have a set-to with the Devons as several of the Devon players are from last years Lincoln Ave. team.

The stork called on two different families of Lincoln Station this month. To Supervisor W. Nellis and wife he presented an 8½ pound baby girl June 7 at St. Annes Hospital and to Mr. and Mrs. J. J. Sullivan, May 29, a baby girl 7¼ pounds. Both mothers and daughters are doing well.

H. SPETHMAN.



The World's Fair Days

Conductor Webster of Seventy-Seventh street sends in this interesting photograph of the days when crowds were crowds

"And how soon are you retired in the air service?"

"Generally after about two years."

"Really? And what are you retired as—a colonel?"

"No—an angel."—Georgia Yellow Jacket.

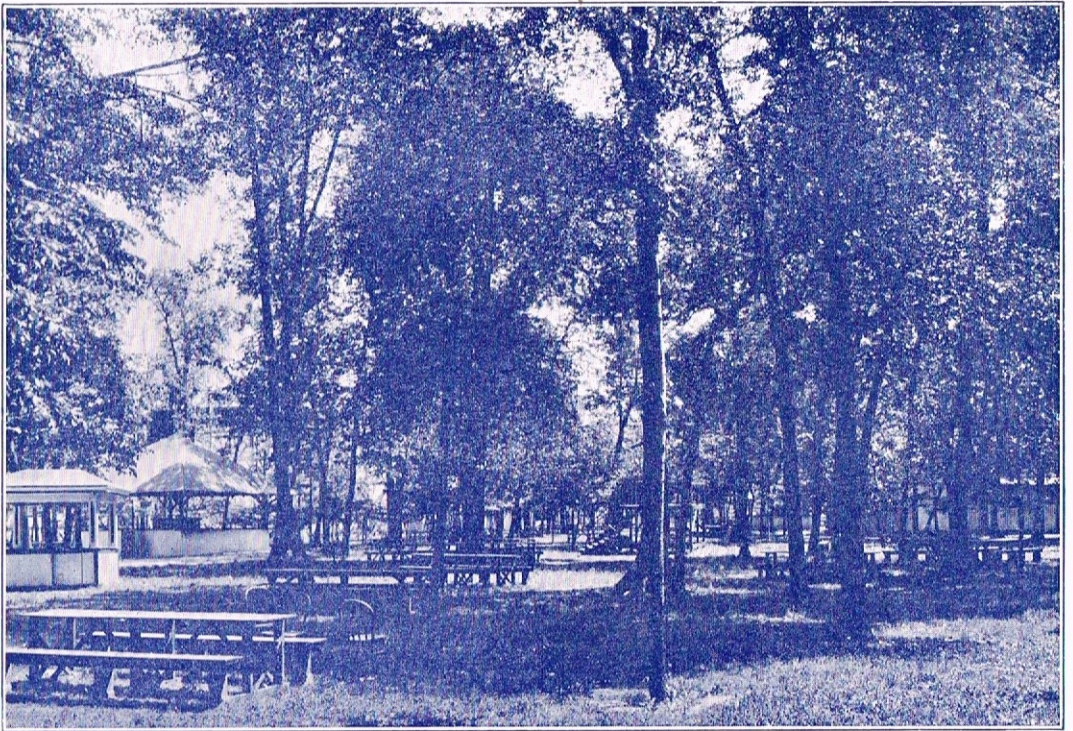
"I was awfully embarrassed this morning. I got a block from home before I noticed that I still had on bedroom slippers."

"What did you do?"

"I had to limp all the way home."—Sun Dodger.



OUR 1925 PICNIC SITE



Looks Mighty Inviting, Doesn't It?



Rewards of Courtesy



WE are not always rewarded with dollars and cents for what we do in this life. Much more frequently the reward is of a more substantial and satisfying character.

For instance, for his kindness to his children a father does not look for money. His reward is the enjoyment of the love of his children and seeing his children happy, and in their becoming successful and useful citizens, and a comfort to him in his old age.

No amount of money can buy peace of mind and a clear conscience, for these are the priceless rewards of right living, clean thinking and godliness.

So, too, with courtesy. The poet Field summarizes the sweetness of courtesy's reward, and we each know from experience that these things are true. We know that the sincerely courteous man is a decent, likeable, honorable chap, and we know that the discourteous grouch is avoided by every one who can possibly keep out of his way.

Courtesy is pleasant; pleasant to ourselves if we practice it, and pleasant to those with whom we come in contact. It is one of the principal ingredients of happiness, and happiness is the most-to-be-desired reward of life.—Des Moines Trolley Topics.

