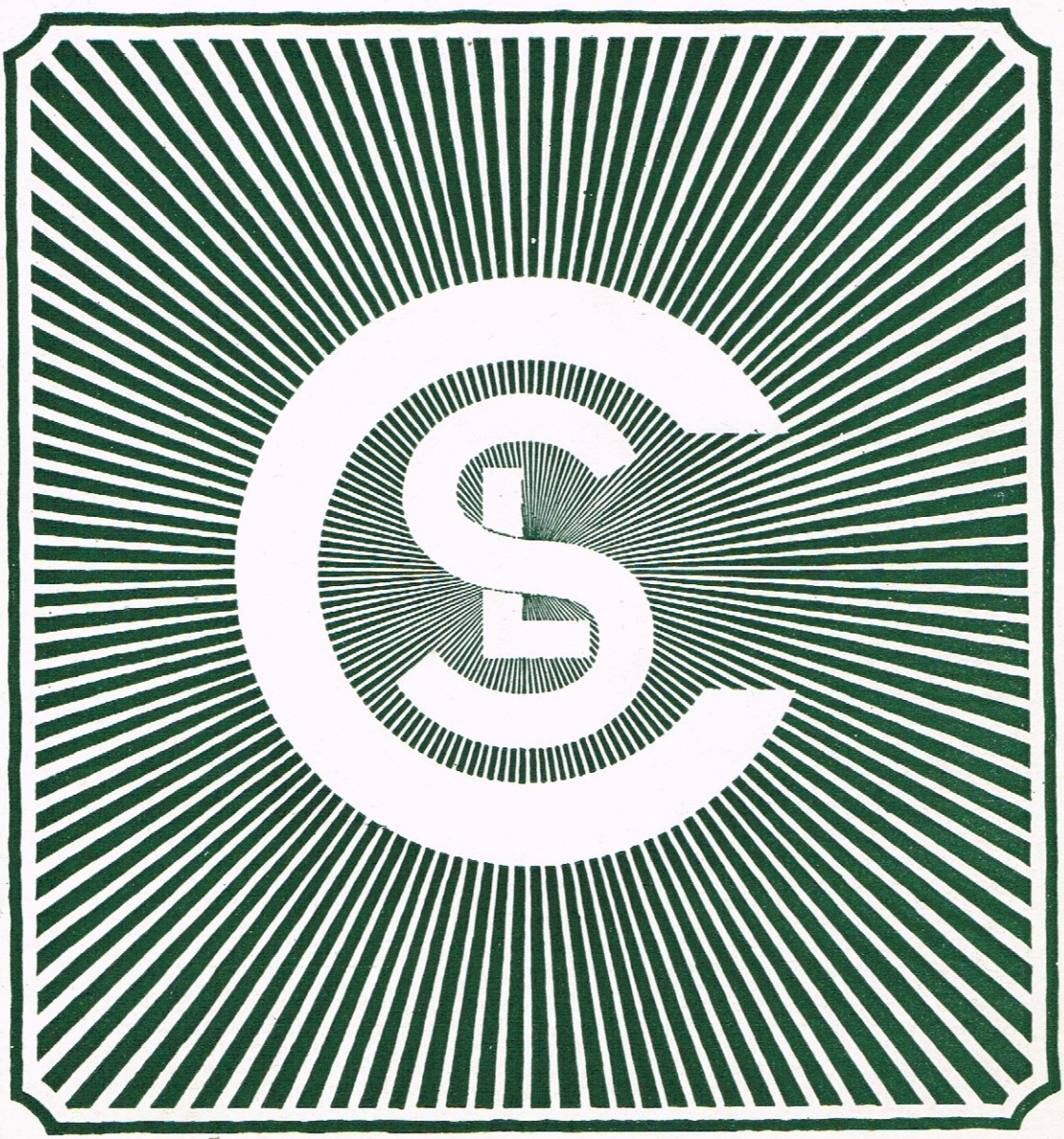
SURFACE SERVICE MAGAZINE

VOLUME 2 SEPTEMBER, 1925 NUMBER 6



Some More Babies

Pictures of Young Hopefuls in Homes of "Surface Service" Families



For the Grey-Haired Mothers

A Bible entry: "Born, a girl,"
A knitted shoe, a golden curl,
A woolly lamb, gay colored blocks,
Some wee worn garments in a box,
Some dog-eared books, a pair of skates,
Old photographs of all her mates,
Boarding-school letters full of jokes,
And 'love to all the dear home-folks,'
A glove, a program from a dance,
A rose pressed in an old romance;
A rain of rice along the hall—
Tears on my cheeks and that is all!"

—Anonymous.

Pretty Near Right

Papa: "I hear that Charlie Green is going to be married next week."

Little Robert (whose ideas on the subject are somewhat confused): "The last three days they give him everything to eat he asks for, don't they, Papa?"—Success.

Happiness

You cannot make others happy until you honestly try, and when you do sincerely strive to spread happiness, you will often wonder if others are as happy as you are.—Van Amburgh.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 2 SEPTEMBER, 1925 No. 6

A Friend of Safety for Car Riders

Commissioner Winiecki Is the Man Who Believes in Safety Loading Zones

Aside from the rerouting of the Surface Lines perhaps nothing has contributed so much to rapid progress in the loop as the establishment of safety zones; and at the same time nothing has insured the safety of car riders at congested points as have these safety zones.

The car riders of Chicago are indebted very largely for the convenience and protection afforded by these zones to the head of the Department of Public Service —Commissioner Leo J. Winiecki whose picture SURFACE SERVICE is glad to present to its readers this month.

In spite of the fact that the Commissioner has been much embarrassed by the lack of adequate appropriation to install the loading zones at all the congested intersections, he has by sheer force of determination managed to find a little money here and there with which he has accomplished wonders.

The safety loading zones were hailed with enthusiasm by the public and with the full cooperation of Captain Hogan and Lieutenants Flynn and Duffy of the Traffic Division, these zones as fast as they were established were made to give the car riders the protection that the name of safety zone implied. No better evidence of this is needed than the familiar spectacle of groups of waiting passengers in these zones nonchalantly reading book or paper undismayed by the rushing traffic around them. They have faith that the purpose of the zones would be recognized and maintained.

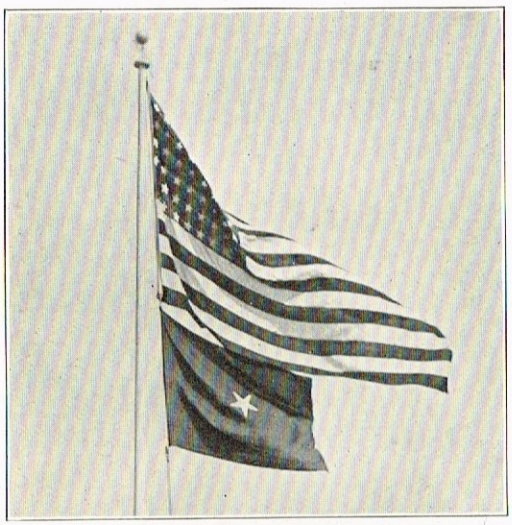


Leo J. Winiecki

It is understood that Commissioner Winiecki contemplates a vigorous campaign for adequate funds with which to install safety loading zones at scores of locations for which the public is demanding protection.

Keeping 'Em Rolling

North Avenue Keeps Its Hold on First Place with 23,810 Miles



The Famous Blue Pennant

North Avenue Carhouse holds the blue pennant for another month, due to their good record for pull-ins, having made 23,810 miles per pull-in chargeable to equipment failures.

This has been accomplished by continued cooperation between the Transportation and Shops and Equipment Departments. The blue flag with the white star still waves over this carhouse, designating that they occupy first position.

In looking over the record, it is quite evident that the North Avenue Carhouse will have to step some to hold this position, as the improvement that has been made by some of the other carhouses is very marked and they are endeavoring to push the leaders out of their position if they can do so.

The average miles operated per pull-in due to equipment failures during the month of June was 7,533 miles and for the month of July was 9,095 miles, an increase of 20.7%.

An interesting feature has been the percentage of increase shown by practically all of the carhouses for the month of July by comparison with the month of June. Cottage Grove is a notable example, as they have improved their mileage by 155.6% over the month of June. Blue Island and Armitage also made big improvements. Noble Street, although occupying next to the last position, improved their results over June by 53.9%. The record shows that this month there are 3 carhouses that have a record above 20,000 miles per pull-in. There are 7 carhouses between 10,000 and 20,000 miles.

The following figures show the miles per pull-in chargeable to equipment failure for the month of July, together with their percentage of increase or decrease as compared with June.

Rank	Carhouse	Miles Oper. Per Car Pulled In	Per Cent Increase Over June
1	North	23,810	14.3
2	Armitage	22,222	55.6
3	Blue Island	20,833	68.7
4	Cottage Grove	15,873	155.6
5	Devon	14,286	40.0
6	Division	13,514	27.0
7	Limits	13,333	24.0
8	Kedzie	12,500	27.5
9	Lincoln	11,494	5.7
10	Rockwell	10,000	4.0 (Dec)
11	Elston	8,475	13.6
12	69th	7,042	12.0
13	77th	5,780	.07
14	Lawndale	5,682	12.5
15	Noble	4,274	53.9
16	Burnside	3,356	13.9

The relative rank of the different carhouses by months is shown in the following table:

Carhouse	July	June	May	Apr	Mar	Feb	Jan
North	1	1	4	6	4	4	3
Armitage	2	2	1	1	3	1	2
Blue Isl.	3	3	2	3	2	6	7
Cot. Grove	4	12	11	11	15	14	15
Devon	5	8	6	5	6	5	6
Division	6	6	5	2	1	3	1
Limits	7	5	3	4	5	2	4
Kedzie	8	9	8	8	8	7	10
Lincoln	9	4	7	9	9	12	16
Rockwell	10	7	10	10	10	8	11
Elston	11	10	9	7	7	9	5
69th	12	11	13	13	13	11	13
77th	13	13	14	14	12	10	9
Lawndale	14	14	12	12	11	15	12
Noble	15	16	16	16	16	16	8
Burnside	16	15	15	15	14	13	14

One of the outstanding features in this table is the record made by Cottage Grove. This carhouse jumped from 12th to 4th place.

With the Ladies

A lady boarded a car, having with her a little boy of four or five years. She handed the conductor a five-dollar bill.

"Is that the smallest you have?" he asked.

"No," she replied, "I have a little girl a year old, but I don't consider that any of your business."

Another lady is said to have boarded a car escorting a boy about four feet tall. She deposited one fare in the box.

"Isn't the little boy more than four years old?" asked the conductor. "If he is, you must pay half fare for him."

"Of course he's not," answered the lady.

"And, moreover, I have been riding with this child on this line for more than six years now, and you're the first conductor who ever questioned his age. I shall report you."

Preventing Power Waste

It Can Be Done Most Easily by Running on Time

To the man who thinks power saving is difficult, impossible or both, the Meter Division is now prepared to demonstrate that it is not only easy to save power but that it is easier on the motorman—saves wear and tear on him and on the equipment. The group of Supervisors of the Transportation Department, whose pictures accompany this article, have been motormen, have demonstrated the truth of this statement and are prepared to show any doubter how it is done. They are cooperating with the Car Meter Division to assist in improving methods of car operation and getting the full benefit of intelligent management of controller and air brake.

Run on time—save power.
Save power—run on time.

No matter how you put it it means the same. SERVICE TO THE PUBLIC—SERVICE TO THE COMPANY.

These words are synonymous and you can prove it.

Upon studying the records for the first six months of 1925 pertaining to the Armitage Avenue Car House to determine who filled the first three places in any classification over all of the lines operating out of this car house we have the following results, 100% rating covers the possible 13 periods during this time:

Motorman W. Boyd.....	13	100%
Motorman G. Timmerman...	11	77%
Motorman W. Doll.....	10	76%

Motorman W. Boyd bears a conductor's



Supervisors Specializing in Power Saving

badge and during this period ran a car on the Armitage-Center line. He is now conductoring on the Milwaukee line. Sorry to lose you, Mr. Boyd.

Motorman G. W. Timmerman was found working as an extra man on the Milwaukee line. During this period however he had a regular run and was compelled to drop back when the Armitage-Center line was transferred.



Motorman G. W. Timmerman

We now find him at the top of the extra men's list running true to form. A ride with him will prove to anyone that the opening statement "RUN ON TIME—SAVE POWER" rings true and a closer study of his operation warrants his own statement that he is interested in the art of BETTER CAR OPERATION. He is seldom late or behind time, notwithstanding that this line runs through a territory which presents everything imaginable to contend with in the transportation business and on the other hand has some excellent straight-of-way coasting track.

Motorman W. Doll was located on Milwaukee Avenue line having a regular run and while he figures well in the record on the Armitage-Center line we find him a little worse off on this line. He remarks, "Just watch me from now on." So, Mr. Doll, we will watch you stage a comeback "IT CAN BE DONE."

Excepting in a case of dire necessity the practice of throwing off the power and at the same instant applying the brakes is bad operation and should be stopped. If you have time to use up, coast long distances. If behind time, running with the power on and immediately applying the brakes for a stop will not bring you to the terminal any sooner than if you coasted a reasonable distance to each stop, and how much easier it is on you, the passengers, the equipment, and the power bills.

All of the motormen, conductors as well, on the Robey Street line out of the Blue Island Avenue and the Division Street Car Houses, together with supervisors J. Cillian and E. Gagler respectively, are to be complimented on the substantial showing made over the previous records.

If there is any question in your own mind as to your record as shown on the reports regularly posted, take it up with your superintendent or supervisor. This will be promptly investigated and the necessary changes made as discovered.

It can be done.

E. W. A.

"GOOD OLD DAYS" NOT SO GOOD

A Gentle Reminder of the Present Day Conveniences

It is a characteristic human failing that we rarely appreciate the blessings which our fellows bestow upon us. This matter-of-fact acceptance of things that make life really worth living, has been true, of course, in every age, but at no time in history has it been more strongly marked than in the lamentable unconcern with which the present generation accepts the marvelous conveniences provided by public service corporations.

Those who long for a return of the "good old days" may be interested in the summing up of the advantages of then and now by the American Exchange National Bank of New York City, as follows:

"To the man who remembered the first trip of the street car that ever ran in his town—or who has stumbled from one dim patch of light to another thrown at intervals upon a dark street by flickering lamps—or who recalls with a shiver the winter days when he was forced to leave his warm bed to start a breakfast fire in the old cook stove—or who ever lived ten miles from a telephone or telegraph station, the development of urban and interurban transportation, of lighting, of gas and electric stoves, of the telephone and telegraph, is a source of wonder. To the younger generation who remember none of these things and who accept the conveniences provided by public utilities as a part of the natural order of things, full appreciation of the value of these services is more difficult.

"A break-down at the power plant, gives a brief glimpse of conditions as they would be without the services that are accepted as a matter of course. But temporary suspension of public service facilities often leads to suspension of all other work and effort as well, so that the public of today only knows the difference between having these services and not having them. It knows little or nothing of the great improvement modern public service offers over the old methods.

"When we consider the maximum of conveniences that is ours and the corresponding debt that we owe to developers of public service as we know it there should sink into our consciousness an appreciation that should cause us to be exceedingly lenient in our criticism of temporary inconveniences, and to be exceedingly interested and generous in our attitude toward all steps that are taken for the promotion and progress of the things that are essential to a happy social and economic environment."

Was This a Dream?

"Will you please drive off the track?" asked the motorman. The truck driver promptly reined to one side.

"Thank you ever so much," added the motorman, with a smile.

"You're very welcome," responded the truck driver, "but you must pardon my seeming carelessness. I had no idea your car was so near."

They're Off in the Witness Race!

Elston-Noble in the Lead for July with 4.31 Witnesses Per Accident

We are able to present this month the July record of witnesses per accident turned in by trainmen with their reports. No one believes for a minute that this represents the highest degree of efficiency that can be attained in this line of endeavor. When the average for the system is raised above 4 and the averages for some of the divisions are 5 or better, the Department of Accident Investigation will feel that it is receiving the most helpful sort of cooperation from the trainmen.

Following shows the witnesses per accident by divisions in the order of their standing for the month of July, the average for the system being 3.23:

(1)	Elston-Noble	4.31
(2)	77th Street	3.65
(3)	Burnside	3.60
(4)	North Avenue	3.56
(5)	Archer	3.48
(6)	Cottage Grove	3.30
(7)	Armitage-Division	3.20
(8)	69th Street	3.19
(9)	Devon Limits	2.99
(10)	Kedzie	2.93
(11)	Lincoln	2.69
(12)	Lawndale-Blue Island	2.07



Baseball's Big Day Approaching

Championship Finals to Start Sept. 15th—Rooters and Boosters Wake Up!



The 77th Street Speedsters

Left to right: W. A. Bessette, Superintendent; F. Richter, Infielder, Sub.; F. H. Hennessy, Right field, Sub.; W. F. Hannon, Left field; P. Nevin, Center field, Manager; R. T. Price, Catcher; A. C. Katter, Short stop; E. E. Knapp, Third base; E. J. Welty, Pitcher; E. S. Holford, First base; E. B. Gillooley, Second base.



Burnside Baseball Team

Reading left to right: E. H. Altemeier, Div. Supt.; A. H. Crinion, R. F.; R. J. Bender, 3 B.; W. H. Barbelen, S. S.; R. Leske, Pitcher; C. H. Hourita, 2 B.; H. J. O'Brien, Utility; G. J. Quinn, Catcher; E. P. Gorman, C. F.; A. Jacobs, L. F.; A. B. Grier, Utility; W. A. Booth, 1st Base; C. Butts, Manager.

On August 19, North Avenue cinched the championship of the North Division by beating Elston Avenue, 3 to 0. North Avenue played the twelve scheduled games, winning them all. Archer Avenue by defeating 77th Street on August 26, tied 77th for first place in the South Division. On September 9th the finals for the championship of the South Division will be played. The winners will play North Avenue for the League Championship, two out of three games to decide it.

It is probable that 10:30 A. M. Tuesday,

September 15th, will be the time and date. These games no doubt will be largely attended. They should be. Many employes who have never witnessed a game of ball by street car players will be astonished at the skill and enthusiasm displayed.

SAVE TUESDAY, SEPTEMBER 15TH, FOR THE FIRST GAME OF THE FINALS.

Bulletins giving the particulars of the other final games will be posted later. The winner of these games will own the beautiful trophy offered by Mr. G. A. Richardson.

Standing, Aug. 26—North Division

Place	P	W	L	Pct.
1—North Ave.	12	12	0	1.000
2—Armitage Div.	11	9	2	.818
3—Lawndale	10	6	4	.600
4—Elston	13	7	6	.538
5—Devon-Limits	13	7	6	.538
6—Kedzie	13	5	8	.385
7—Lincoln	12	2	10	.167
8—Noble	11	0	11	.000

South Division

Place	P	W	L	Pct.
77th	14	12	2	.858
Archer	14	12	2	.858
3—Blue Island	13	6	7	.462
4—Burnside	14	6	8	.428
5—Cottage Grove	13	4	9	.231
6—69th St.	13	2	11	.154

Games of July 29

North Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
North Ave.	8	0	1	0	2	0	0	0	0	11	13	0
Devon	0	0	3	0	0	1	0	1	0	5	9	4

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Lawndale	4	0	0	1	0	1	1	1	0	8	11	0
Elston Ave.	0	1	0	0	1	0	1	0	0	3	8	3

South Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
77th St.	0	1	0	0	1	0	1	0	0	3	8	1
Burnside	3	2	1	0	0	0	3	0	0	9	14	0

Games of August 5

North Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
North Ave.	0	2	3	0	4	0	4	2	2	17	22	2
Elston	0	1	0	0	0	0	0	0	0	1	7	4

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Lawndale	1	0	2	0	3	0	0	1	0	7	10	1
Devon	0	1	0	0	1	0	0	0	0	2	4	3

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Armitage Div.	2	0	4	0	1	1	0	2	1	11	14	2
Kedzie	0	0	2	0	1	0	0	0	2	5	7	4

South Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Archer	3	2	0	0	1	2	0	1	2	11	16	0
Burnside	0	1	3	2	2	0	0	1	0	9	12	3

Games of Aug. 19

North Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
North Ave.	0	1	0	1	0	0	1	0	0	3	6	0
Kedzie	0	0	0	0	0	0	0	0	0	0	5	2

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Armitage Div.	2	1	0	3	0	1	1	2	1	11	14	2
Elston	1	1	0	0	2	0	2	0	2	8	9	4

South Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
77th	2	1	1	4	1	2	2	1	3	17	20	2
Blue Island	1	1	0	2	1	1	2	0	0	8	11	3

Game of Aug. 26

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Archer	0	1	0	4	0	1	0	0	1	7	10	0
77th	1	0	1	3	0	0	0	1	0	6	8	1

The Crabbing Player

"Strike thr-e-e-e, yer out-t!" the umpire cried. The batter turned with baleful scowl, and as his jaw bones opened wide, proceeded, then, to loudly howl. He filled the ozone with the sound and fumed and cussed the waiting ump. Then threw his bat upon the ground and called him dumbell, thief and chump. The game for minutes was delayed and weary fans were sorely vexed the while the crabbing player brayed and thought up things to holler next. And when at last his voice grew lame and stilled were all his noisy clucks, the umpire canned him from the game and fined him thirty-seven bucks. Which teaches us that windy roars can't take the place of active deeds. Loud beefing bolsters up no scores but costs you thirty-seven seeds. The loud complainer with his cry should totter way, way back and sit. His wails are just an alibi to square himself when he can't hit. And though the ump be right or wrong as in the game of life you mix, a loud, dissenting, wailful song against his say will get you nix. The fans are weary of the gent who bellows loud what time he should be getting hits where he is sent and strut his stuff and saw his wood. His playing deeds are what the crowd coughs up its hard won kale to view. And not his braying long and loud; nor alibing ballyhoo.—Baseball Magazine.

After a Lobster Supper

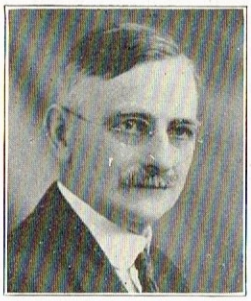
Conductor Christ Borchending, Baseball Manager at Archer, contributes the following fantastic description of a dream game:

The game opened up with Glue at the stick and Measles catching. Cigar was in the box, Short Cake played short and Corn in the field. Cabbage was manager because he had a good head. Eggs was umpire because he was half cracked. Cigar let Board walk, Song made a hit and Sawdust filled the bases. Then Soap cleared the bases. Cigar went out. Balloon started to pitch but went up in the air. Ice went in and kept cool until he was hit by a ball then he got hot. Lightning finished the game and struck six men out. Lunatic was out because he was off his base. Bread loafed on third. Light was put out on first. Grass covered a lot of ground in the field and the Crows cheered when the Spider caught a fly. Stake was put out at home plate. Clock wound the game up by striking out. If Door would have pitched he would have shut them out.

Things to Talk About

Points Some of Our Speakers Are Making in Their Public Addresses

The Illinois Committee on Public Utility Transportation maintains a speakers' bureau for the purpose of supplying facts about the great utilities to clubs, educational institutions and public gatherings generally. District Ten of this Bureau embraces the City of Chicago, with five sections, in each of which there are representatives of all of the local utilties. Section Four, embracing a large section of the south and west sides, is particularly active, and one of the busiest speakers is Assistant Division Superintendent J. M. Johnson of the Lawndale-Blue



J. M. Johnson

Island Division of the Surface Lines. Here are the high points from one of his recent talks and provide a striking array of facts which might be freely quoted by any of the readers of SURFACE SERVICE when talking about our great system:

Every man engaged in this industry should understand that he is an important part of one of the greatest enterprises in the world.

The Electric Railways of the United States represent an investment of more than $5,624,000,000.

There are more than 300,000 persons on the pay rolls of the companies. More than 100,000 passenger cars are operated to serve the public, running over 44,000 miles of tracks.

There are 827 street railway companies in the United States.

The pay roll of the electric railways is over $450,000,000 a year. Annually they spend more than $250,000,000 for new equipment, materials and supplies.

In 1923 they carried 16,000,000,000 passengers. Marching four abreast like an army, they would encircle the globe 242 times, and walking at the rate of four miles per hour, it would take 173 years to pass a given point.

We must be alert for anything that will make our service more comfortable, more expeditious, safer and more satisfactory. We must continue to establish the friendliest relations with the car riders.

Our platform men are made to realize that they are the salesmen of service, the necessity for courtesy and efficiency are constantly impressed upon them.

In our City of Chicago we have a population of 3,000,000 and growing at the rate of 324 per day. This city covers an area of 204 square miles and is one of the greatest business centers of the world. The London proper, not including its suburbs, covers an area of 117 square miles with a population of 7,500,000. Greater New York, with an area a little larger than Chicago, has a population of 5,500,000.

You will readily see, then, that the question of transportation in our city becomes a big problem.

The Chicago Surface Lines carry 80 per cent of the transportation load of the city and constitutes the largest street railway system in the world. We are now operating over 1,063 miles of single track within the city limits—enough track for a trunk line from Chicago to Boston.

We have 3,600 cars in operation. This number of cars placed end to end would make a string of cars 33 miles long.

The number of miles traveled by all the cars in one day would encircle the globe 16 times at the equator.

We are providing 4,000,000 rides daily, which is one ride for every letter passing through the Chicago Post Office in one day, or one ride for every telephone call taken care of by the Bell Telephone Company in Chicago for one day.

Fifty-eight per cent of these riders are carried inside of four hours. Nearly 400,000 pass in and out of the Loop each day.

In the year of 1924, 1,492,000,000 rides were provided by the Chicago Surface Lines. This would make one ride for every minute since the birth of Christ, with several millions to spare.

Sixteen thousand employes, co-ordinated into a great unit, are working under the direction of the executive heads to provide the best service humanly possible under the conditions.

The annual pay roll of this army of employes is more than $29,000,000. This money is being spent in this community and all profit thereby, from the newsboy to the banker.

The taxes, direct and indirect, amount to over $6,000,000 annually. The companies pave, clean and maintain a 16-foot strip of every street where tracks are laid. This would make a roadway 16 feet wide and over 500 miles long. Street cars form only 10 per cent of the traffic over this roadway, the other 90 per cent being made up of other vehicles.

We have an unlimited transfer system. You may ride 35 miles in one general direction, or you may ride 20 miles on one car without changing. The Surface Lines provide the longest ride for one fare of any street railway in the world.

Operating expenses have increased 140 per cent while car fares have increased only 38 per cent during the past 10 years.

A passenger car in 1914 could be bought for $6,500. The last 100 new cars recently put into service cost $15,000 each.

More than $187,000 is spent annually just to keep the car tracks in repair.

In one year we received more than 14,000 wreck-wagon calls to remove obstruction from our right-of-way, such as broken-down automobiles and other vehicles—delays caused by conditions over which we have no control.

The word transportation means to carry you from where you are to where you want to go in the shortest possible period of time.

This is not an eight-hour business nor a twelve-hour business. Street cars serve the public 24 hours of the day, through floods, fires, sleet and snow.

We have heard many say that during the winter of 1918 Chicago would have had a famine had it not been for Chicago Surface Lines' employes and officials working from 24 to 36 hours in one stretch during the heavy snowstorms, sweeping and plowing snow and opening up the streets. The lanes thus opened were used to deliver coal, milk, food and other necessities of life.

But the one great problem of transportation today is the congested traffic condition of our streets. This, however, has been lessened by the co-operation of our efficient police department, who are working in harmony with us to speed up traffic and allow our cars to make faster time than heretofore.

Rerouting of cars in the Loop district added to efficient service, eliminating 11,000 turns of cars in the Loop daily. The city authorities also have helped by establishing safety zones so the car riders may board and alight from the cars without being in danger.

The utility commissions of the States of Ohio and Illinois have made a study and a checking up of traffic conditions in a number of large cities, and this is what they find:

That 20 per cent of the street space is occupied by parked automobiles, and 70 per cent of the street space is occupied by moving automobiles and other vehicles. Only 10 per cent of the street space is occupied by street cars.

Automobiles average two passengers per car while street cars average 50 to 100 passengers per car. While the street railway companies are building tracks and paving 30 per cent of the streets, they are using only 10 per cent of it and are carrying 80 per cent of the people.

It costs nearly $100,000 to build and pave just one mile of track.

In a manufacturing plant a foreman watches the employes every minute of the day to see that the work is properly performed. Street railway employes are scattered over a territory more than 200 square miles, and are largely on their own responsibility, yet we receive a large number of letters of commendation from our patrons with reference to courtesy extended by our men.

There is a 10c fare in 144 cities in the U. S. A., an 8c fare in 79 cities and a 7c fare in 184 cities.

Last summer I visited a city in Minnesota with a population of 25,000 and the street car fare was 6c and the longest ride was three miles, which meant 2 cents per mile if you rode to the end of the line. Deliver us from a 2 cents per mile fare in Chicago.

The number of transfers printed annually by the Chicago Surface Lines is 2,000,000,000.

Street cars are city builders; they convert outlying fields into beautiful residence sections. They keep factories running and provide the stores with shoppers.

The first street car in the world was operated in New York City in 1831, and ran from the Bowery to Union Square. This was pulled by two horses, and this motive power was replaced by steam locomotives and cable cars in some cities, beginning in 1880.

Some of the cable cars were operated as late as 1906.

The first overhead wire electric railway was put into operation in Kansas City, Mo., in 1884, followed by another in Baltimore, Md., in 1885, and in Richmond, Va., in 1888.

Chicago had two small lines operated by electricity in 1893, but the larger companies installed electric cars in 1895. Thirty years ago some of the lines running to the Loop were pulled by horses, after crossing the river, for two or three years after that date because it took some time to install overhead wire system in the Loop district.

The South Side Elevated was ready for operation in 1892, during the World's Fair. The West Side Elevated was built in 1893 (Met. L.).

Practically within three decades, therefore, the great electric railway systems of Chicago have been built up to their present high state of efficiency. Do not be misled by soap-box orators into believing that they are not efficient.

Mayor Dever has stated frequently recently that the Surface Lines are the finest property of their kind in the world and that they are efficiently operated.

The Chicago *Tribune* says of them that they do well just about everything that Surface Lines can do.

The Rapid Transit Company is also serving its special field in a very efficient manner.

No larger city has so comprehensive a street car system as Chicago, and none has anything approaching the liberal transfer privileges enjoyed by street car riders in this city.

Subways are needed and the patrons of the Chicago Surface Lines have contributed a fund of $40,000,000 to the city, which can be used in building them.

By the use of the present facilities and their proper co-ordination with subways, Chicago can have the best service to be found anywhere.

A Bright Bride

The young bride had come out second best in her first encounter with the cook book and gas range. She ran to the telephone and called up her mother. "Mother," she sobbed, "I can't understand it. The receipt says clearly, 'Bring to boil on brisk fire, stirring for two minutes. Then beat it for ten minutes,' . . . and when I came back again it was burned to a crisp!"

Policeman (producing note book)—Name please.

Motorist—Aloysius Alastair Cyprian.

Policeman (Putting book away)—Well, don't let me catch you again.

Bouquets for the Boys

One of the interesting letters this month paid a high tribute to Conductor William H. Cody, badge No. 7072, of the Devon Avenue station. Mr. Harold Wakem of 41 East Schiller Street was a passenger on Conductor Cody's car and in paying his fare by mistake dropped a quarter and two pennies instead of the nickel and two



William H. Cody

pennies into the conductor's hand and passed into the car. As soon as Conductor Cody noticed the error, he called Mr. Wakem back and refunded to him the twenty cents excess fare paid. Conductor Cody's interest in making restitution and doing the fair thing to the passenger made such a hit with Mr. Wakem that he not only wrote us a nice letter on the subject but enclosed a check for $5 to be turned over to Conductor Cody. The accompanying photograph shows how Conductor Cody looked before he got the five; but if you could have seen the smile just after the check was handed him—Oh Boy!

Conductor C. S. Nelson of Kedzie, badge No. 5788, picked up a purse dropped by one of the passengers on his car which was subsequently claimed by Miss Mae Jule Foley of the American Bond & Mortgage Company of 127 North Dearborn Street. She sent us a letter saying that "the honesty of this man has filled my heart with deepest gratitude."

Motorman Edward G. Reidel of North Avenue, badge No. 12933, showed that he was on the alert when an auto unexpectedly crossed close in front of the car. The prompt application of the brakes prevented a bad smash-up and Mr. A. S. Woolgar of 430 South Ashland Avenue, who was a passenger, complimented Motorman Reidel for his carefulness and quick action in an emergency.

Conductor Raymond H. Clarke of Kedzie, badge No. 762, has a habit of calling the street intersections very distinctly and Mrs. Jennie Huntington of 2105 Warner Avenue, who was a passenger on his car one Sunday night, comments on the comfort that such a practice gives to passengers traveling after dark. Conductor Clarke's assistance to Mrs. Huntington's crippled son when they arrived at their destination was an additional cause for a very complimentary letter congratulating Conductor Clarke on the way he discharged his duties and the Company for having such a man in its service.

Conductor William V. Sonn of North Avenue, badge No. 13960, found a real estate contract which had been lost by a passenger and although there was no address or 'phone number, he used the name as a clew, had the matter looked up in a telephone book and succeeded in restoring the contract to its owner, Mr. L. K. Evans of 6 North LaSalle Street. Mr. Evans, who is at the head of a large office, informs us in his letter of commendation that everybody with whom he does business will be advised to use the Surface Lines.

Motorman Vincent M. Cichowicz of Blue Island, badge No. 6185, observed a package of upholstery goods which had been left on the seat of his car and when another passenger attempted to pick up the package and get away with it, interfered and after questioning him carefully, found that the package did not belong to him. Mr. D. Kier of 1617 South Millard Avenue, an upholsterer, as soon as he noticed the loss of the package telephoned his son to go to the terminus and make inquiries for the bundle. Mr. Kier was very grateful to have the package restored to him as it saved him time and worry and he needed the material on that particular day.

Motorman Otto F. Matzick of Lincoln Avenue, badge No. 10595, observed a lady on crutches standing a little beyond the regular loading point and appreciating the difficulty with which she moved, opened the door and told her to stand where she was; that he would pull up far enough for her to get aboard easily. In commenting on this, Mr. J. A. Beckwith, of 3052 Lincoln Avenue, concludes his letter "As a gentleman he is perfect. Tell him thanks for me."

Motorman John Hartnett of Limits, badge No. 10817, on seeing that a transferring passenger was lame, held his car for a few seconds after the conductor had given the starting signal and Mr. Frank McMorrow of the Hotel Savoy, the passenger in question, was enabled to get safely aboard. He expressed his gratitude in a well worded letter.

Conductor John F. Kraft, badge No. 6324, and Motorman Emil O. Giese, badge No. 3921, of Lincoln, received the praise of Joe I. Woodruff of 3054 Greenview Avenue. Mr. Woodruff states in his letter that he is handicapped by the loss of a leg and this conductor and motorman whose car he gets daily, always give him ample time and assistance to insure his being safely aboard. He expressed his gratitude.

Conductor Eugene Mulcahy of 77th, badge No. 1362, turned in a watch which was dropped by one of his lady passengers and later on received a very complimentary letter from Mrs. Helen McCorkle of 4656 Beacon Street. She enclosed a gift in recognition of his action.

Conductor John Walsh of North Avenue, badge No. 98, through his assistance rendered to a feeble lady passenger of advanced age, won the regard and appreciation of his passengers who through Mrs. Catherine B. Marsh of 509 South Sacramento Avenue commended him for his interest in those who were temporarily in his care. Incidentally, she paid a compliment generally to the Surface Lines' motormen and conductors with whom she traveled daily.

Conductor August Olson of Burnside, badge No. 590, was thanked for his courtesy and act of interest he showed in his passengers' welfare by Mr. Lew Selby of 79 West Monroe Street.

Conductor Frank O'Boyle of Elston, badge No. 1380, took unusual interest in Mr. I. K. Blocki of 2410 Surrey Court, who was one of his passengers and who was suffering from an injured foot. When Mr. Blocki left the car, the conductor not only helped him off but assisted him safely to the curb through a rather heavy flow of traffic. Mr. Blocki's letter shows how much he appreciated the assistance received.

Conductor James A. Boal of 69th, badge No. 1528, promptly turned in a portfolio left on his car and the restoration of the article to its owner, Mr. John McKay of 34 West 70th Place, on the same day that it was lost enabled Mr. McKay to go on with some rather important work. His letter is highly complimentary to Conductor Boal.

Conductor James R. Stahl of Archer, badge No. 2142, through his consideration for intending passengers inspired Mr. J. A. Coffin of 425 West Ontario Street to express his appreciation of the treatment he received and to say that it was a pleasure to ride on Conductor Stahl's car.

Conductor Walter Nadolny of 77th, badge No. 5876, is complimented by Mr. J. H. Clark of 4104 Kenmore Avenue for his cheerfulness and helpful interest in all of his passengers.

Conductor Joseph J. Popp of Cottage Grove, badge No. 7596, puts himself out especially for passengers who may be physically handicapped. One of these, Mr. C. S. Toner of 2837 Indiana Avenue, writes to tell us how thoughtful and kind Mr. Popp was to him; that he was lame and that the help given him when boarding and leaving the car saved him pain and time.

Conductor W. L. Dwyer of North Avenue, badge No. 7718, was the subject of a complimentary letter from Mr. John Hawkins of 3862 Park Avenue, who commented on Conductor Dwyer's regular habit of calling every street whether it was a stop or not.

Conductor Henry Torgerson of Elston, badge No. 8902, whose cartoons have appeared in SURFACE SERVICE, is commended for his courtesy and general interest in his passengers by Mr. C. C. Poenisch of 1943 Warren Avenue.

Conductor Thomas M. Kamba of Archer, badge No. 10140, is warmly thanked by Miss Helen E. Duff of 4926 North Leavitt Street on behalf of herself and mother for the help given them in handling a heavy suit case and basket with which they were handicapped. He made their journey on the Surface Lines very much more pleasant and easier by his assistance.

Conductor Joseph A. Blum of 69th, badge No. 11560, who showed special attention to one of his passengers on crutches caused by a broken leg was cordially thanked by this passenger, Rev. C. R. Jensen of 8220 South Lincoln Street, who compliments the Surface Lines on the character of service given by its trainmen.

Conductor Floyd C. Turkington of Limits, badge No. 11670, is specially complimented by Mr. Henry Erickson of 22 West Illinois Street for his care in seeing that passengers are safely aboard before giving the starting signal. Incidentally, Mr. Erickson comments favorably upon his general experience while riding on the Surface Lines.

Conductor John P. Gallagher of 69th, badge No. 12240, helped two elderly lady passengers on and off his car and one of the ladies, Mrs. Fannie C. Campbell of 1327 East 72nd Street, made the incident the subject of a very pleasant letter in which she not only spoke of the assistance rendered, but of his general cheerful courtesy to all of his passengers.

Conductor Harry F. Evans of 77th, badge No. 12638, when one of his passengers found that she had no carfare paid her fare and the lady, Miss Lottie L. Estill of 7930 Normal Avenue, subsequently forwarded the amount of her fare with a pleasant letter acknowledging the courtesy and service extended to her.

Supervisor Doherty of the Ninth Division has so discharged his duties on Clybourn and Wrightwood Avenues as to attract the favorable notice of Mr. J. O'Connor whose employes board the car at that point. The care with which Supervisor Doherty sees that passengers are loaded and that cars are not started until everyone is safely on the platform is one of the matters commented on by Mr. O'Connor.

It Must Have Been a Good Watch

Here is a story that is going around about the truth of which it might be well to consult Tom Shanna of the Track Department. It is said that back in 1910 when Tom was a foreman of a squad laying tracks out on Grand Avenue, he lost a gold watch and never knew what became of it. About two weeks ago when bossing a gang working near the same place, one of the workmen stuck his pick into a mass of concrete and when he pulled up the pick, there was a gold watch hanging to it by the ring. Tom identified it at once.

"Was it a good watch, Tom?" inquired a friend.

"Good! I'll say it was good. It was still running when found!"

Tom's friend gave a weak squawk and fainted.



"Never again," says Katie Krutch, the year-old daughter of J. Krutch, car trimmer of the West Shops. But she will undoubtedly change her mind when she grows up and the photographers get after her.

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AN AWAKENED INTEREST

The Meter Division's contribution to this issue of SURFACE SERVICE on Power Saving discloses a growing appreciation of the importance of the principles governing the control of current consumption. It has been demonstrated that current can be saved and wear and tear on the operator and the equipment minimized by a close adherence to the special operating instructions.

A peculiarly significant phase of the power saving campaign is the interest in the broader field of applied electricity developed among many of the motormen. Not content with merely following printed rules they have manifested a determination to understand the scientific principles which underlie and govern the theory and practice of power saving. Thus they have opened the door through which they glimpse the fascinating field of applied electricity; and there is no limit to the progress they may be able to make in the pursuit of their studies of this amazing science.

Whether he is conscious of the fact or not, the motorman who is closely following the prescribed methods of handling his car efficiently and economically is gaining a technical knowledge in an important branch of electrical development.

WE WANT HOME PICTURES

"Surface Service" Would Like to Print Them—Send Them Along

SURFACE SERVICE wonders whether there are not some very attractive homes owned by its readers, the pictures of which would look well in the magazine. We would like to have any snap-shots of homes or gardens forwarded to the Editor for consideration.

Come along with your home pictures!

"ARE YOU DOING YOUR PART?"

Mr. Noonan Asks Us All an Important Question

The "Labor Bulletin," published by the Illinois Department of Labor reports there have been in Illinois in the five-year-period — 1919-1923 — a total of 240,9978 accidents to industrial workers, 2,839 cases resulting in death, with a total cost of $42,338,287, and remember these figures are for industrial workers alone, they do not include the hundreds killed and the thousands wounded by the auto.

We have no figures at present on the automobile accidents for the State of Illinois alone, but we will give you 1923 figures for the United States.

During the year 1923, there were 22,600 street and highway deaths and a total of 678,000 serious personal injuries, resulting in $600,000,000 economic loss.

Now for the sake of comparison, recall how appalling were the casualties of the American soldiers in the World War, when 36,816 of our boys were killed in action, and those who died later of wounds, bringing the total deaths up to 119,487.

Adding this number to the total number who recovered, we have a grand total of 317,387 casualties in a period of more than a year, but if we add the number of those who lost their lives in street and high way accidents during 1923, in a single year, to those who were seriously injured in such mishaps, we have a grand total of 700,600, or considerable more than double the war casualties.

There are three broad methods of approach to remedy:

First, through prevention and safeguard.

Second, through much stronger punishment for violation of the rights of others, and,

Third, through cooperation and education.

The third remedy, Mr. C. S. L. employe, is where you fit into this great work. So after reading this article over, you may well ask yourself. "Am I doing my part?" VICTOR T. NOONAN.

Departments and Divisions

The news and gossip from the Departments and Divisions this month reflects the vacational activities of a great many members of the Surface Lines' family. Some of the explorers of the north woods have demonstrated their ability as disciples of Isaac Walton and photographs which they have supplied furnish corroborative evidence of the interesting fish stories. There is news, too, of travelers beyond the sea but in every case, the tourist upon his return has paid a tribute to the land of Stars and Stripes.



Division Superintendent Hall and Family

Here is an interesting view of Division Superintendent W. A. Hall looking south. Mr. Hall is accompanied in this picture by several members of his family but as they happen to be standing behind him, they are not visible. There is a breadth of view in this vacation snap-shot that is rather unusual.

Transportation

Mr. C. H. Evenson is spending his vacation up in northern Wisconsin and judging from the fishing paraphernalia he took with him, including worms, he will undoubtedly make some big catches.

G. E. Andrews just returned from a trip to Kokomo, Ind. Also visited some farms in that vicinity where they were threshing and he says those threshers' meals can't be beat.

Mr. C. E. Jones, Mr. W. C. Pearce and George Storey spent their vacations over in Michigan. All report having a wonderful time.

The West seems to have taken a hold on the Transportation Department as Mr. C. W. Melbye went to Cheyenne, Wyo., Miss Ruth Soutter went to California, and Mr. Harrington and Miss Marie Krausman went to Yellowstone Park.

The new voice over the downtown switchboard is that of Miss Irma Jahn, who was promoted to the position of switchboard operator, Mrs. M. McCormick having resigned. Punch.

Engineering

J. Hewitt is spending his vacation at Bangs Lake. According to reports John is having a wonderful time swimming, fishing and scratching.

Miss Beatrice Buehler, Miss Cecelia Russell and Harry Abbott are touring the East on their vacation.

We welcome to our organization Mr. Harry Wood of Nashua, Iowa.

A. B. Bonhomme is spending his vacation playing golf in Jackson Park.

F. J. Koza returned from his vacation with two coats of tan, earned by playing cow pasture pool.

W. H. Figg is enjoying his week ends at the Lake Street & Harding Avenue Coal Yard and other points of interest.

Yes the paths are worn smooth with the vacationers returning, which makes us think to remind you to "Do your Christmas Shopping Early."

Bob Gilmore bought a "Leaping Lena" to go to the Picnic, but it hasn't started yet.

Trolley Tender R. Goff, who had his ankle broken, has returned to work.

Trolley Tender H. Beckford has also returned to work after a rest in the Hospital. Says he is better than he was twenty years ago.

Wreck Wagon Driver W. Vincek has returned from his vacation in the Wisconsin Indian Reservations. Reports a wonderful time dodging (Pierce) arrows. Transit.



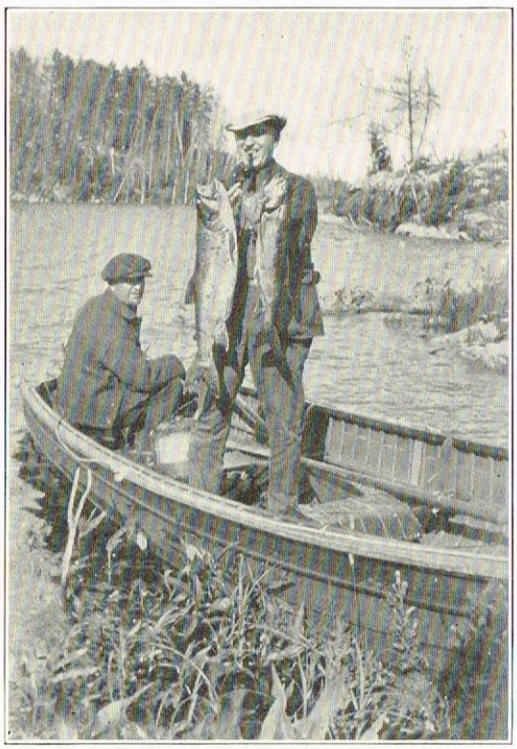
Olaf Schau (with the cap) sends a photograph of what he calls a real breakfast mess. This apparently consists of half a dozen fish and two kids. Wonder what fried kid tastes like.

Legal and Accident Investigation

The members of these departments hide their social activities under their several baskets as a rule but when it comes to vacations they will enlarge upon their fish stories, etc., so that it is now possible to furnish a bit of news.

Frank L. Kriete, with a family party, took that very pleasant boat trip on our Great Lakes which has Buffalo as its eastern terminus and includes stops at Niagara Falls and Mackinac Island. The party then finished the vacation at Cedarville, Wisconsin, before returning to Chicago.

A post card from John R. Guilliams from Johnstown, Pa., indicates from the elapsed time indicated, that his party had given air-plane time a warm contest the first part of their vacation trip which includes Washington, D. C., and quite a number of other distant points in its itinerary.



O. F. Gilbert of the Legal Department and his party of friends had some sensational sport in White Fish Lake, Canada. The ten-pound and 5½-pound lake trout shown in the cut were sent to Chicago as evidences of their skill.

Warner H. Robinson and Abe R. Peterson were in Estes Park—probably practicing drives; whether golf or mule remains to be learned.

Joseph D. Ryan fished at Grays Lake, Eagle River, Wisconsin, and, we assume, golfed whenever and wherever there was room for a tee.

Philip Rosenthal fished at Spooner, Wisconsin—we hope, with the success his artistic casts deserved.

Charles L. Mahoney vacationed at his summer cottage at Union Pier, Michigan.



Florence Janke of the Accident Investigation Department was snapped at the Dells. Florence is the one on the left.

Hubert Smith covered Philadelphia, New York and other eastern points—resting, no doubt, from a strenuous season.

Jerry B. Howard will spend his vacation "drilling" with the St. Bernard's drill team, the holder of championship banner for State of Illinois for two years, and will go the route to keep it for the third. This takes place in Chicago the week of September 28th at the Stadium, during the Knights Templars Illinois State Conclave.

Frank J. Gatrell took boat for Mackinaw City, Michigan, and will motor back, making stop at Bethany Beach.

Louise Eland motored to Benton, Harbor, Mich.

Myron Pearce demonstrated to the original Americans about Lac du Flambeau on the Flambeau Indian Reservation that a white man with a fancy outfit could get fish whether they wanted to be caught or not.

Frank Felstow on his return from The Dells detoured six hours at Zion City. Sure! His Lizzie can go over 15 miles an hour—and it did. $6.00—nuff sed.

Olaf Schau got 450 miles from Chi. the first day. At that rate, how far did he get before he had to turn back. P. S. This may be in line with his story about spreading sore mouths amongst the fish of northern Wisconsin.

William J. Eger sought Shades, Indiana. It was restful there but he will take one of our Locaters next time to spot the fish. He mentions one the size of a young Jumbo—peanut.

W. E. Donovan tried all favorite Illinois

methods to get fish at North Lake, Oconomowoc and Watertown, Wis., but though he had a "white hope" relative (235 lbs.) with him, his display of force only drew a few laughs from the fish. "Laugh that off."

A. A. Finney fished and motored about "the old home town," Valparaiso, Indiana,—and probably took a good look at the "ole swimmin' hole."



Sam Kubisec, Vice-President of the Halsted Yard Fishing Club, is some fisherman. Look at the baby he caught at Shawano, Wisconsin. And look at his smile.

J. W. Moore Wisconsined at Madison, Watertown, Janesville, Sheboygan, Oconomowoc and Waukesha Falls. (Sounds like a train-caller—sing it.)

Ed. Meltreger motored to Saugatuck, Michigan—then what? He's young and not married—yet.

Joe Nellis has fallen with a thud. Got a Hup and motored into Wisconsin. Not arrested for speeding and has only taken it apart five or six times so far. He enjoyed this immensely, i. e., the trip and etc.

David Feldman vacationed near Montague, Michigan—a la farm and increased his butterfat content he says. Motored up and back via Greyhound Motor Coach Line.

Helen Rowley swam all over Gogous Lake, Michigan. Miss Ederle should take notice of this.

Joe Manasse took that fat baby and its mother up to McHenry via motor.

John P. Jarvis cleared the road to The Dells, Wis., of nails and glass. At least, he thinks he got 'em all—four punctures.

Carter H. Hastings visited relatives in Ontario, Canada. Some fellows don't know when they are lucky. He came back.



A careful examination of this picture will disclose Mrs. M. Stokes radiating sunshine in the woods near New Buffalo, Michigan. Fortunately, she did not fall into the abandoned well shown in the foreground.

Frank E. Hoag got to Cedar Springs, Michigan, joining his family there. Just in time to help at the cider press. Did any of you ever fill up on nice fresh sweet cider?

J. G. Nattinger arrived in Minneapolis just after one of those periodic pleasant little wind storms—which root up trees and take the roofs of the houses for deposit on the garage. A few days later he picked up a hail stone two inches in diameter in one direction and an inch thick. Fortunately he was not under this shower. Needless to say the damage at that point was severe. Then they call Chicago "The Windy City."



Motorman Herman Mantwell and family returning from a little motor trip on the lake at Cary, Illinois.

Edna Hieronymous motored to Eureka and Armington, Illinois, then Pekin. She can now plaster up a blow-out in 2:08 4/5 (hrs.).

Richard Millar motored to Winnipeg, Canada, and back via New York, taking all kinds of pictures on his trip, moving, passive, pathetic, scenic and probably some eccentric.

Helen Johnson landed in California to compete with the other "peaches." Latest news note is to effect that Valentino has now left his wife. Can you blame him?

William O. Holton motored to Lexington,

Kentucky, in one day and while he remained there about two weeks he says he did not fish on the river as there is no moonshine on the river any more. "Yes suh. Massa ought to be happy 'cause he's in the cold, cold ground."

Ora F. Gilbert motored to Lac La Croix on the north line of Minnesota and there fished through a series of lakes making big catches of fish and catching big fish of various game varieties. He proved up his stories by sending samples which were mighty fine—as some of us epicures can testify. One was a 20-pounder. Maybe a 5-pound baked trout doesn't tickle the palate.

Harriet Oliphant motored through Wisconsin with a party of friends.

Blackstone.

Electrical

Stanley Forsythe and Miss Vernette Davis were married the 15th of August. We extend our congratulations and best wishes.

Joe Greeley is reported to be a golfer par excellence and what is more he is willing to back up this reputation. Joe recently offered to play Bill Broderick a match of eighteen holes for a substantial side bet but Bill wouldn't play for the money. Joe must have a match, however, so he is issuing a challenge to all members of the company but Chief Operators are to be preferred.



Charles Wolcott Watson, son of Mr. C. E. Watson of the Electrical Department, shows an early interest in transportation. He'll look out for the speed cops when he grows up.

George Broderick is spending his vacation at Lake Delevan.

Tommy Walsh, of the downtown office, is busily engaged vacationing in northern Wisconsin. Tommy is driving his Chevrolet.

H. Essington.

Accounting—Downtown

The Receipts Department has a new member, Miss Lillian Rudland, who filled the position resigned by Miss Ruth Searle.

Returned from vacations recently are: Mrs. M. Moore, Miss Harriet Henry, Mrs. L. Winkler, Miss L. Cramblet, Miss Agnes Helein, Miss Betty Suhr, Miss Linnea Carlson, Miss Phyllis Meagher, Miss V. Schumacher, Miss K. Orth, Miss F. Straka, Miss Martha Vojtas, Miss Agnes Griffin, and Mr. Thomas F. Coan. The rumor is: All had an enjoyable time.

Mr. R. E. Eddy and party toured to Niagara Falls and the Alleghany Mountain Regions. Roads are reported in splendid condition.

Miss Ada Marsden has taken over supervision of the entire Trip Sheet Tabulation and Auditing work on account of a change in the system and continued illness of Mrs. Rose Hacker. Miss Marsden is assisted by Miss Agnes Griffin.

We extend our heartfelt sympathy to Miss Emma Miller for the loss of her mother who died on August 15th and also Mr. J. J. Beatty for the loss of his sister who died on August 5th.

Miss Myrtle Turn, previously employed as a Comptometer Operator, died recently after a lingering illness prior to August 1st, 1924. Her many friends deeply regret the loss.



Eleanore and Mildred Kalish, daughters of Conductor and Mrs. H. J. Kalish of 1910 North Campbell Avenue. Big sister looks pretty proud to be entrusted with the care of the little one.

The Accounting for Passenger Earnings has undergone a change in system. During the first of August, seven National Accounting Machines were installed to replace the Powers Accounting Equipment, which is to be discontinued, owing to the superiority of the National Equipment for Tabulating and Auditing Conductors' Trip Sheets.

Clark and Division

We understand that Misses Mary Wiley and Betty Williamson are entered in the Bathing Beauty Contest to be held at Lake Geneva. They have purchased very pretty Fur Lined Bathing Suits.

Frank Robinett spent his vacation in Canada. We understand he picked up a dear.

John Kruty toured Canada on his vacation being especially interested in Windsor where he stopped for 3 days.

Although June is gone there are several persons who intend to join the ranks of the Newlyweds. Mr. Louis Schraag is shortly to be married. Miss Mabel Winholt's wedding day is also but a few weeks off.

We take this opportunity of announcing that Al Remack and Eddie Bolland have been chosen as the Champion Charleston Strutters of the Surface Lines.

Miss Gizella Lachata has returned to work after two weeks' illness. We are glad to see her back.

We've been paged in Hotels, at Railway Stations but never in a Michigan Avenue Store. Gordon Kinsman had this experience. Why? Because of a Police Official outside with a Slip in his hand.

Miss M. Griffin spent her vacation at Niagara Falls and had a wonderful time.

Ralph Luebkemann has adopted a four-year old orphan. (1921 Maxwell.) His Doctor Bills are running pretty large.

Our Bathing Beauties made a very good showing at the Beach Party.

During a recent thunder shower Mr. R. T. Fick had his Chevrolet parked in front of his home and after the shower found all the paint had run off his Can.

Thomas F. Coan.

Shops and Equipment—North and West

Mr. William Krueger, Foreman at Kedzie Carhouse, has returned from his vacation which he spent on a farm in Wisconsin. We understand that he found the handling of cows different from the handling of cars. Cows stay out when they should come home; cars come home when they should stay out.

J. N. Lane star of the Surface Lines Club track meet at the Picnic has again proven he is no novice at sprinting. At the South Park track meet held Saturday, August 15, he finished third. The winner's time was 9⅘ seconds beating Lane by a small margin. He was also a member of the winning relay team.

A serious epidemic is ravaging the men in the West Shops Armature Room. The first victim was A. Naessens, armature winder, who was married August 1st and is now enjoying a honeymoon at Chain O'Lakes, Wisconsin. W. Pfaender, armature winder, is doomed as he will be married August 29th, and will spend his honeymoon at Waterloo, Iowa. Others who have it bad are D. Viola, J. Mehr, W. Giermann, and J. Cerney, all from the armature room, who expect to be married in the near future.

We congratulate Jerry Cerny, car wireman at the West Shops, on the birth of a son August 23d. Also Martin Andrick, Painter at the West Shops who is the father of a son born August 13th. May they bring much sunshine.

O. H. Jorgensen.

Shops and Equipment—South

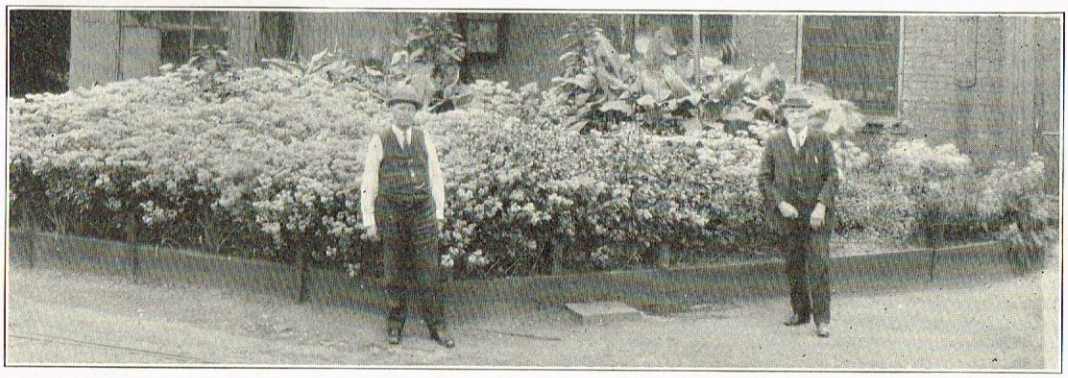
Miss May Price has fully recovered from her recent illness, and we are glad to see her back on the job.

The sympathy of the department is extended to Frank Hagins, Assistant Night Foreman, 77th Street, in the loss of his son James, who died recently.

Carl Hendrickson, Painter at the South Shops for the past ten years died on August 13th, and was buried at Oakhill Cemetery.

Our Painter Foreman, Joe Hecht vacationed at Shawano, Wisconsin, and judging from the fine bass which he sent to the Shops, they must have been biting good.

John McCauley.



Evidence of the Skill of Fred Bergholtz

Some of us who think we know the system pretty well, will make several guesses before we hit on the office of the Western and Flournoy Yard as the beautiful background for the pictures of Dave Robinson (in his shirt sleeves) and Ed. Ball of the M. and S. Dept. This wonderful mass of cannas, asters, dahlias and snow-on-the-mountain, is the result of the care and skill of Fred Bergholtz who reports for duty late in the afternoon and so was not available for his picture.

Material and Supplies

We hope that Miss Marie Walsh who has been in The J. B. Murphy Hospital for some time will soon be well on the way to recovery.

Mrs. M. Stokes was overheard instructing Mrs. E. Schaefer in the delicate art of baking beans. Evidently they believe that the way to a man's heart is through his stomach.

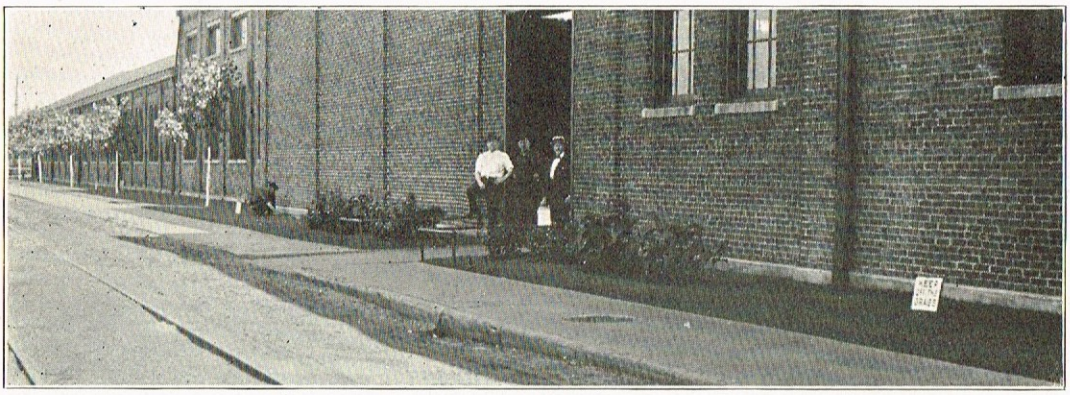
The boys at Halsted Yard have a hobby, and it happens to be fishing. They have been organized for some time under the name of Halsted Yard Fishing Club, with the following officers. A. J. Stockley, President; Sam Kubicek, Vice-President; M. H. Tucker Secretary; B. E. Howard, Treasurer.

The boys at Grand Ave. Storeroom would like to challenge Andy Martin to eighteen holes of Golf on behalf of their new Stock Clerk who is an enthusiastic golfer. What say, Andy?

Another good man gone wrong! The other day Montgomery arrived at Grand & Leavitt without a cap. Has he caught the Hatless Craze too? What became of it, Montie?

On July 23rd, by invitation of Mr. Blakely, the entire Halsted Yard force was in attendance at a Safety First meeting. Mr. V. T. Noonan the speaker, completely captured his audience, and his address on "Life and Opportunity" was an inspiration.

R. E. Buckley.



A Neat Bit of Landscape Gardening

Thanks to the skillful hands of Tony Arendt who in his spare moments acts as landscape gardener at 77th St. Depot, the otherwise monotonous appearance of a long brick wall is beautified with well-kept lawn, plants and trees. In our picture he is too busy to pose for his likeness. The man with the white shirt is Jack Connors, Foreman of the Repair Dept., with Henry Warnkin, Assistant Foreman standing next to him. Oscar Langohr, the Assistant Division Supt., shows his smiling face.

Around the Car Stations

Cottage Grove

It was but a friendless and homeless dog, but with keen animal instinct, he could discriminate between friend and foe.

Discouraged with the juggling of fate, the dog was running south on Wabash in front of my car. He turned abruptly to the east curb, in front of the Coliseum. A man, an outcast from society, like himself, was sitting on the curb. The dog inserted his nose and head beneath the man's hand. His confidence was not misplaced, as a kind and responsive hand was placed on the dog's head. He, the dog, had found a haven of safety and rest.

I hope the future will deal more kindly with them than the past, as both are entitled to better than the gutter.

The slow, plodding motorman, and the opposite extreme, were the subject of discussion by a group of trainmen with their approval or disapproval, just as the motormen appealed to them. One extra man said to another, "Did you ever run with Walter Johnson? I caught his run, and was a little late in getting on the platform. I was irritable and cranky. The car was ready for the street in apple pie order. At our first stop, about twenty passengers boarded the car, and an argument ensued over a defective transfer. Johnson looked over his shoulder with a smile on his face. I thought he was spoofing me, but bless your heart no! That's the way he does his work; with a smile, and blame me if it isn't contagious. I was smiling with him before the trip was finished. There's plenty to do, but with his cheerful personality, a fellow enjoys the days work, and the passengers smile when they see him approaching." Of course we cannot all be constituted this way, but it's good medicine to regulate us mentally and physically, and leaves no bad after effects.

James Calder.

Burnside

From July 21st to the 24th inc. Mr. Eigelsbach visited us with the official instruction car and gave four lectures each day starting at 8:30 A. M. and our Sup't. Mr. Altemeier feels sure that us fellows have derived a great deal of good

from these lectures. Mr. Eiglesbach's talk was very instructive for he dwelt upon the different phases of the transportation business and covered everything from the giving of the bell signals to the proper registration of fares. Having spent 25 years as a conductor himself there was not a single move that he missed which we some time or other would experience in our daily work. Having been one of us at one time he showed that genuine get-to-gether family spirit, and talked to us in a fatherly manner.

Our chief clerk Mr. Frank is back from a much needed vacation and reports a wonderful time.

Supervisor Robb and our Receiver G. Ahrendt spent their vacation motoring through the lakes of Wisconsin.

Born to Mr. and Mrs. F. E. Boehm another conductor, ten pounds, on August 6th, 1925. Both wife and child are doing nicely at their home at 6853 Calumet Ave. Eddie says he will be ready for work he thinks by the time Chicago gets a subway.

Conductors T. Dempsey and A. J. Haley have become rather lonesome and tired of this single life and have joined the ranks of the benedicts. Congratulations boys. We all wish you health, Wealth and happiness.

Here is the latest: Conductor G. R. Payne turned in a puppy dog he found on his car. Mr. Altemeier says the dog will be good company for the clerks in the wee morning hours—for 30 days only.

Mr. and Mrs. G. Warchus and family, the former a conductor and Ex-Supervisor, express their thanks for the help given to them by the trainmen at this depot. We all hope to see George back on the job soon.

Boys, there is still a few trainmen who are seriously ill and they would appreciate a visit to see them. If you haven't got the time send them a postal card. The names of these men are: E. O'Rourke, J. L. Cosgrove, Ed. Wynn, M. Anderson, J. Hoskins, V. Andereggen and J. Cochrane.

The following trainmen are enjoying a vacation: C. A. Gearhart, P. Elfverson, M. Gorman, J. Fagan, T. Nolan, F. Renkar, E. Fenstermacher, C. W. Dunham, J. O'Connell, C. Rowland, J. Daly, W. S. Condon, R. L. Peterson, F. Bolton, T. A. Thornton, J. Vandergraff and the Queenan Brothers.

Now that Supervisor Miller is at 93rd and the Grove you can depend on the No. 4 Line for service for when he hears a train coming he gets busy by switching a south bound back north again and then lets the "Rest of the World Go By."

The sudden passing away of Frank Kohl, a motorman at this station, was a great shock to all who knew him. Although his service with the company was but a few years he was a young man of great promise and of high character which makes it the most sorrowful for us to lose his company. He leaves a widow and two boys to mourn his loss and our entire membership extends to them their most sincere and heartfelt sympathy.

V. L. Sawyer.

Seventy-Seventh

The Club held its regular monthly meeting July 31st and some important matters were disposed of. It was the largest meeting ever held in the Club room and we sincerely hope our future meetings will have as large an attendance. Come up stairs boys you are all welcome. Let us see a few more faces.

Manager Nevins resigned his position as manager of the ball team and Jummy Gallagher was elected to fill the vacancy. Our baseball team to date have been performing very well, still in first place, so get behind them boys and push them over. That beautiful cup is worth playing hard for.

As summer sports are now drawing to a close, I would offer a sugestion that the members get in touch with Secretary Owen Duncan as to a program for the winter months. Don't forget boys Ed. Willette is still trying to induce Al Chapelle of Cottage Grove to wrestle.

Glad to say the Fisherman are all back in port again safe and sound but we are not certain whether the fishermen caught a fish or if the fish caught a lot of suckers. To date no fish have arrived for mounting.

Receiver George Miller while out fishing discovered a grappling hook in the boat. Will some kind fisherman tell George the kind of fish you catch with this kind of a hook?

Conductor Sam Fleming and M. J. Delohery have been operated on and pleased to say are progressing as well as can be expected.

A son of conductor Jas. Maloney is confined in a Blue Island Hospital in a very serious condition, resulting from an automobile accident. We wish his a speedy recovery.

Bill Mohrlock has been sick and is now convalescing. Last report states he is much improved.

Henry Gaskin is confined at his home but we hope we will soon see him around again.

Don't forget the accident prevention box with your suggestions. An old saying but a true one: "A stitch in time saves nine." We are the tailor. Don't let Mr. Noonan's good advice be forgotten.

The following have been called to the great beyond: Father of conductor A. C. Kattar, mother of conductor J. J. Kennedy, wife of conductor O. H. Hamann, wife of motorman J. McCarthy, and brother of conductor Lou Miller, also four of our oldest trainmen namely conductors Frank Smith, T. J. Kerins and motormen Harvey Sherman and Henry Anderson. To the bereaved families we extend our sincere sympathy.

C. A. Gylling.

Sixty-Ninth

J. F. Ahern is whiling away some six weeks or more than a brother, who is secretary to Wm. Wrigley, in Catalina Islands, off the coast of California.

A. J. Ulmer took a week off and motored with his family through Wisconsin.

Mr. J. Montgomery left August 10th, for a week with relatives at Reinbeck, Iowa.

We are as well represented in Detroit this season as elsewhere, Mr. J. Delohery having returned from there on August 12th. On the same date Mr. H. V. Peterson motored to Detroit with friends.

C. E. Burgeson, J. A. Burgeson and L. Frank formed a jolly little party and drove to The Dells in Wisconsin. Bet they had a good time.

C. L. Bayless Forded over to Appalachia, Virginia, in his sedan to visit a sick brother.

C. Larson is in Lansing, Michigan, having motored there August 12th.

Mr. John Callinan is back from Benton Harbor where he treated himself to a series of hot baths. Perhaps he took the tip from Walter O'Grady who comes back every year looking like a good health ad.

W. A. Prather came home from San Diego a little disappointed. He went for three months and returned in six weeks, saying the climate was nice but the place too dead. Another boost for Chicago.

To Ruth, Michigan, 385 miles from Chicago in one day is the speed record of motorman Joseph Hecker who spent a twelve day vacation there with Conductor T. T. Sullivan and family.

Supervisor Schueler motored through Wisconsin and Illinois in his new Chevrolet and almost acquired a coat of sunburn during his vacation.

C. M. Maze writes from Edgerton, Ohio, where he is vacationing for the month, that he is enjoying good weather and a splendid time.

J. S. Konecke distinguished himself by completing his first ringer on August 15th.

Motorman F. M. Marsh is the proud father of a 9½-pound girl, born July 28th.

Mr. Sam Nelson, our "Station Custodian" has been on the sick list since July 20th, went through a serious operation at the South Shore Hospital and is now on the road to recovery. We hope to see him back with us soon.

Division 4 regrets to announce the following deaths: Babies of Motormen M. V. Roth, G. W. Fauset, and Conductor T. J. Earley.

At our second annual picnic, held on Beverly Hill on August 5th, William Elwood and J. J. Moore were winners of the Horseshoe Pitching Contest for which they were awarded gold cuff links. Numerous other very nice prizes were also given away. Inasmuch as a great deal of work is involved in the staging of these picnics we want to make mention of some of the hard workers. Members of various committees reported that for them it was "no picnic." A great deal of credit goes to H. Swarthout, F. P. Gross, and T. A. Lawry who spent the day conveying picnicers to and from the Ashland Avenue cars. This service was rendered gratis.

Conductor J. T. Stack is the proud father of a 9-pound girl.

W. L. Pence.

Archer

Motorman V. J. Fernett is the proud father of a baby boy weight 10½ pounds born August 9th, 1925, both mother and baby doing fine.

Motorman John Sulek, after nine years of service, leaves for North Judson, Ind., where he has purchased a farm. You have our best wishes.

Our Sunday patrons on Western Avenue have to be real acrobats to dodge the vehicle traffic between 75th and 55th Street. Judging from the machine travel on Sundays we should have loading zones at all intersections.

Bill English (Known as Patty Blue) our General utility man, has gone to Champlain, Ill., where he is making a selection of wild birds for the RODEO.

Motorman W. M. Smith buried his father-in-law, who died July 12th, and a sister-in-law, who died July 13th, 1925. Both were buried on the same day July 15th, 1925. Our sympathy is extended.

Conductor A. C. Potraz is spending a two week's vacation at Little Paw Paw Lake, Colma, Mich. Al. is noted for his fish stories.

Motorman John R. O'Neill drops us a card from South Haven, Mich., enroute to Northern Michigan via auto. Says he is having a wonderful time.

Motorman Jake Wagner, who motored to Duluth, Minn., to join his family, sends a postal from Monong, Wis. Says a vacation is not so bad.

Motorman John J. Hanson has had the misfortune of losing his wife, who after a long illness, passed away on August 10th, 1925. The boys of Archer depot extend their deepest sympathy.

A number of cards and letters have been received by the boys from Supervisor Sam Manery who writes of his enjoyable voyage. Says he landed in Londonderry on July 5th, 1925 and found a brother and sister waiting his arrival.

Conductor Walter L. Grannon, one of our baseball players, is the proud father of a baby boy weighing 10 pounds, born August 3rd, 1925. Congratulations are now in order.

An unexpected and early visit was made by Mr. Evenson on Sunday morning August 15th, 1925, who came to inspect the new rail and roadway on our Archer-Cicero Line which we are all jubilant over.

Motorman Charles H. Baker, one of our veterans in service since August 13th, 1903, is now reposing for ninety days in the golden state of California. A postal was received from Los Angeles.

We all extend our sympathy to conductor John H. Masterson in the death of his wife, who was buried Tuesday, August 18th, 1925, at Mount Olivet Cemetery.

Supervisor George Zimmerman sends us a card from Crystal Lake, Wellston, Mich., where he and his family are spending a vacation with relatives. George says the old machine never ran better.

The spectacular fire of Harris Bros., which loomed high in the air on Sunday night, August 9th, 1925, caused much discomfort to our patrons on 35th Street line who were obliged to walk several blocks on account of 52 Fire Companies and seven sets of hose bridges stretched across our right-of-way.

Conductor C. E. Waters was relieved from duty Tuesday, August 18th, 1925, on account of the death of his sister. Accept our sincere sympathy.

Conductor John Joseph Flaherty has just returned from a two weeks' outing at Delavan Lake, Wis. Says the water is fine and recommends Delavan Lake for a place of real sport.

Motorman J. Rafolovitz, our good-looking bachelor, commonly known as JAKE, has just returned from a fifteen-day furlough from Upper Scott Lake resort, Oullman, Mich., and is still a bachelor.

Again we extend our sympathy to another one of our members. Conductor John F. Enright, who mourns the loss of his wife, who died Monday, August 17th, 1925.

We will soon have all lines testing hand brakes. The motorman on the following lines are now instructed to make this test on every round trip. Archer Avenue, Western Avenue,

Kedzie Avenue, 35th Street, 47th Street, 51st Street. This is very important to keep up our present standard of equipment.

Supervisor Tom Newell is spending his vacation visiting his relatives at Essex, Ill. Tom says a vacation ain't so bad.

R. Wadicka, clerk, has just returned from Milwaukee, Wis., where he spent his vacation and most of his money.

An invitation to a baseball game between Shakespeare Ave. Police Station and the Central Traffic Division was extended to, accepted and appreciated by the boys of Archer depot. While the Traffic Division won, the Shakespears Ave. team made a very interesting game which was well managed and well played. A crowd of 5,000 was in attendance.

Clerk J. Mellander, commonly known as TOPSEY, is now on his vacation motoring to Cedar Lake, Ind.

George Garwood, starter, motored to Winomac, Ind., where he spent his vacation down on the farm which he owned some forty years ago.

Supervisor Bill Heise has just returned from Walworth, Wis., with many fish stories.

John Haralovich, who met with an auto accident some months ago, is convalescing very rapidly and hope to see him back on the job soon.

Receiver Matt Deiters, motored to Lake Owen, Cable, Wis., in his new Cadillac (Ford) where he and his family spent their vacation. Matt is some fisherman.

J. W. Kimball, receiver, on his vacation wandered back some forty-six years, to his old home town, Cadillac, Mich., where he reviewed his boyhood days finding but few of his old friends, but many changes.

Last but not least—Mr. Dan'l F. Bowles left on his vacation tour Monday morning, August 17th, 1925, for Lake Ripley, Cambridge, Wis., to join Mrs. Bowles where she has been vacationing for several weeks. Mr. Bowles admitted before leaving he had missed his wife's good cooking and care. Said he had lost several pounds in weight due to light house keeping.

Emergency.

Blue Island

The Stork has been busy again at Blue Island presenting a 7-pound baby girl to Conductor J. Lenau on July 30th, a 13-pound girl to Conductor J. Fiala on August 10th, and an 8½-pound girl to Motorman J. Kamba on August 19th. A 15-pound girl to Conductor N. Schaefer on July 23rd.

Conductor C. Gurschke and Motorman O. Nafe have taken onto themselves a life Partner. We all wish you both good luck and success.

The One Man Cars have been in operation on the Fulton-21st Line for the past month and thus far are proving successful, all cars being kept on the street.

Receiver Jones is back from his vacation which he spent in Michigan and Northern Wisconsin where he enjoyed a wonderful time.

Herby, our Chief Night Clerk, is back from his vacation looking bright and ambitious.

Winter thought his hay fever had left him but when he took charge of the Supervision of the One Man Cars on Fulton-21st St. the heat and the strain was too much and brought the hay fever out again and Willie had to give up being relieved by the the reliable Roeser.

Canavan says it's like laying off on the One Man Cars, but he took a two-day vacation anyway.

Superintendent E. L. Maguire has gone on his vacation. We hope he will enjoy every minute of it, and also enjoy good health.

Chas. Eckart, our Relief Receiver, has been suffering with carbuncles and we hope that he will be relieved of them by the time this issue comes from the Press.

Motorman F. Strubelt who has been ill for some time passed away on July 30th. Our sympathy is extended to his bereaved relatives.

Another addition to Keeler Ave. aristocrats is Conductor Quill, one of Blue Island's sheiks.

C. P. Starr.

Kedzie

The Baseball Loving Cup that is to be given to the winning team, donated by Mr. Richardson, was on display at this depot. It made our boys feel blue, but Mr. Rowland, our genial assistant superintendent didn't want our boys to feel slighted so promptly donated a tin cup.

Wm. Reichhold's daughter passed away after an illness of several years. The sympathy of his many friends is extended to the bereaved family.

Canary O'Connell has been chattering up at Lake Buela, Wis., making inquiries as to sow soon the lake would freeze over.

Friend Chas. Fahn came down last Monday walking on air, nearly walked over every one in the office going into Big Boss Rowland and asked for a furlough. He got it and went out like he owned the world and all in it. Good luck old boy.

The stork visited the home of E. E. Mathison and left an 8-pound baby girl.

Our boys finally woke up and showed they can play ball. While beaten three to nothing by North Ave., the game was in doubt until the last man was out.

Emit Stevens, our once star pitcher tried to come back into the game again only to injure his leg, having injured it early in the season.

Here's to our star baseball battery. A Lang, our catcher, is the proud father of a nine and a half-pound bouncing baby catcher. Lefty Anderson, a second Dick Kerr, has lost his anxious look that has been on his face for some time. Oh! well he has been "hooked." We wish him the best of luck. When are they going to tie the knot Andy?

C. Sonders.

Lawndale

Since the last issue of SURFACE SERVICE the following trainmen were presented with baby boys: Conductor C. McGinley, Conductor G. Harrington, Motorman C. Thomas, Motorman G. Peters and Motorman J. Davis. These young fathers are walking around the depot with their chests out as all babies and mothers are doing fine. It looks like a lot of ringers for these boys from now on.

Supervisor Lewerenz, who was off for a few days, came around the depot looking for a baseball game on Wednesday, Aug. 19th, but was disappointed as there was no game scheduled. He said: "When these birds play baseball I have to work and can't see the game. Rotten schedule making, I think." What do you say Ponzo?

Our Division Superintendent, Mr. Maguire,

has gone on his vacation and the boys are all hoping he will have a nice time.

Conductor F. Hanson is out touring up in the Dells. Some of the boys received cards from him saying he is having a fine time.

Motorman C. Piskac, who toured to New York has returned and looks more like an Indian as the air and sun has turned his skin black.

The Martin Brothers at Lawndale depot have lost their brother by death and the boys are extending their sympathy.

L. J. Duffy.

Division

The ball team beat Elston in a real game. The chief clerk from Division Depot gave up his lunch hour to see Elston get beat. Niger Leitz put the ball over the fence for his usual home run.

Barney went fishing but they all got away from what he sent in.

Frank misses the switchboard very much. He has to go for a walk after supper to take off what he puts on during the day.

Gagler is very much pleased with the way the motormen are coasting. Keep it up boys, show him that you can coast as much as any other division.

Con Boggs received a reward for turning in a pocket book. Nelson got part of the reward.

North Ave. team refused to play our team. They said that it was on account of wet ground but the boys say it is cold feet.

Gagler got the medal for the shot put.

L. Milz.

North

Three of our men passed over the Great Divide during the past month. Conductor Alfred Delia, a world war veteran, died August 8th. Motorman Albert Piette passed away August 9th. Motorman Charles Lemke, another old timer, died August 10th. We will miss these men and the sympathy of North Avenue men is extended to their families in their bereavement.

Sympathy is also extended to the following men who suffered sorrow in the loss of loved ones. Motorman W. Peterson lost his mother August 20th. Conductor C. Warnecke lost his brother August 13th. Motorman W. Gargus lost his wife and motorman Peter Peterson his mother.

Our baseball team has the sectional championship safely tucked away; of which feat we are justly proud. Our boys are all primed for the big series with the south side representatives and will do their best to give that handsome cup a permanent home. Let's Go!

Conductor Carl Anderson is motoring through Wisconsin and Minnesota. When last heard from he was at La Crosse trying for pearl clams in the Father of Waters.

According to Gus, our night watchman, Charlie Henderson our chief raceiver is vacationing out Lake St. way in the vicinity of Elgin.

Asst. Supt. Pasche is vacationing in Wisconsin. Receiver Ed. Hansen and family spent a happy two weeks at Big Star Lake, Michigan.

Chief Clerk Paul De Benham spent his two weeks in Nebraska. He says the population of his home town turned out en masse to welcome him home after a two-years absence. In a lengthy letter he says they killed the fatted calf but neglects to state whether it was on his arrival or his departure.

And then Conductor William Kent comes along with this one. He says he spent ten days fishing down on the Vermillion river in the central part of the state. He fished for nine days with nary a nibble. On the tenth day he was sitting on the bank bemoaning his luck. He had a silver dollar in his hand; said silver dollar slipped and plumped into the river. The dog sitting alongside of him jumped in after it. The dog was gone about five minutes and finally came up with a three-pound black bass and sixty cents in change. Kind of strong, what? Still we wouldn't think of doubting Bill's veracity. He's a foot taller and about two feet broader than we are.

Nobody married this month. We did learn how ever that Motorman J. Mahoney slipped it over a few weeks and kept it secret. Accept our belated congratulations.

Nine new arrivals—a bumper crop this month. To Conductor R. Stevens a 9-lb. boy. Conductor G. Ritter an 8-lb. girl. To Conductor A. Abel an 8-lb. boy. Conductor J. Hunter an 8-lb. boy. Conductor Hagen Paulsen a 10½-lb. boy. Motorman C. Haeib a 7-lb. boy. Motorman J. Morris 9-lb. boy. Motorman Dan Finley 10-lb. girl, and to Motorman Sam Potasta a 7-lb. girl. Mothers and babies doing fine.

Conductor Phil Wade and Motorman J. Trench have joined the fire department.

We wonder if Motorman George Pickle was lost the other day. He was seen down at Cicero and Division sts. Looking over the one-man cars, George?

Conductor Harold King, the efficiency kid has put his stamp of approval on the great indoor sport of gedunking. He says, show me a motorman that gedunks and I'll show you a motorman with a clear head and a steady arm.

Just to lay a lot of dust and to forestall any hasty action be it known that our receivers plentifully smear their counter and counting boards with a high grade of talcum powder. This expidites the sliding of the trip sheets through the window and also the sliding of the coins. Should Mrs. Conductor detect a faint odor of Mary Garden or Djer Kiss gently wafting from general direction of hubby on his return from his days toil she should rest easy. He acquired it honestly. Charles A. Knautz.

Elston

Mr. Paul Radtke, repair foreman, claims he is on a diet of potato chips and buttermilk for the last month.

We understand that Mr. L. Nystrand, night repair foreman, is going to spend his vacation on his ranch in Wisconsin. That is the reason he has been seen so often at the rodeo show.

Tony Uprolis took his annual vacation pulling tree stumps on his farm.

Did you attend the banquet given by John Snyder, who has transferred to nights?

The sympathy of the trainmen and repair Dept. is extended to the bereaved family of John Schobo, who passed away after 30 years of service with the Surface Lines.

Division No. 10 is not the largest or the smallest Division in the world, but the best

witness getters in Chicago. Hurrah for our side.

Manager L. Quetchke is some pinch hitter.

Conductor M. Tezak and Motorman J. Downes are the proud daddies of Elston Depot this month. Mothers and babies doing nicely.

The boys are glad to hear that Motorman A. Fisk, No. 13065, got married on August 22nd, but he forgot the cigars. Good luck to you Adolph just the same.

Well, Baseball Players, we only got a look this year at Mr. Richardson's Trophy cup. Better luck next year boys.

The trainmen wish to extend their sympathy to Motorman J. Downes whose mother died in Ireland the other day.

We understand that Mr. B. Phillips, general foreman, has been East on his vacation and on the way back stopped off at Canada. What's the idea Ben?

E. L. Brookman.

Noble

We wish to extend our sympathy to Conductor J. Casper in the loss of his father who died Aug. 10th, 1925, and to the family of F. Reel of Noble Car House who died Aug. 7th, 1925.

Our Assistant Superintendent, E. Brookman, has returned from his vacation, which was spent in his Ford.

Our Sympathy is extended to Conductor L. Pawlak in the loss of his father who died Aug. 8th, 1925; to Conductor A. Koehn in the loss of his mother who died Aug. 14th, 1925, and to Mr. and Mrs. W. Sanborn in the death of their infant daughter who died Aug. 20th, 1925.

Conductor A. Krueger went fishing for seven days at one of the lakes and all he caught was a 3-pound bass. He claims he followed this same fish for six days before he could land him. You better get some pointers from Joe Blow or G. Blum in regards to fishing, Al.

Our Superintendent, Mr. D. F. Van Antwerp, is very pleased to see that Division 10 is leading in the witness contest and states he hopes to be able to hold the lead forever so get out one and all and do your bit.

The three leaders in witnesses for the month of July, 1925, are: H. Kugelberg and P. Bosak, 17 witnesses; J. Hickey, 16 witnesses; J. Custer, 12 witnesses. The three leaders in Aug. up to and including Aug. 20th, 1925, are: G. Max and N. Nebels, 20 witnesses; H. Klick, 14 witnesses; F. Mills, 13 witnesses.

Albert J. Asp.

Lincoln Station

Congratulations to our happy-go-lucky checker player, H. J. Frantz and wife, who were presented with a 9-pound baby boy, Aug. 17. Wife and baby doing well.

W. Akenberg, our supervisor, who with his family made a trip by machine through Michigan has returned. He reports having had a wonderful time, the fishing being very good. He didn't say how many or how large the fish were he caught but that is for us to imagine.

Motorman M. Fitzgerald is following in the footsteps of P. O'Malley and R. Burk and has gone to Ireland to see the old home and friends once again.

Tom Greenslade has gone on the farm, we don't know whether it is to work or enjoy the fragrance of the new mown hay, but anyhow he will get a chance to see the country chicken.

P. Johnson, motorman, run 142 Riverview, has taken several months vacation to overlook his land in Florida.

If you want to save yourself time, worry and trouble, throw away the rubber bands on your changers and see Conductor Miller about the new spring to hold transfers that he has invented. You can find him on Run 109 Lincoln.

The boys were all sorry to hear that our friend Louie Geweke, conductor who underwent an operation several months ago suffered a relapse and had to return to the hospital. We all wish him a speedy recovery and hope he will stay away from hospitals when he comes out again.

Charles Felton, after being in ill health for a long time, passed away and was buried Aug. 1st from his late residence, 1447 Edgewater Ave., and laid to rest in Rosehill Cemetery. The boys extend their sympathy to the family.

H. Spethman.

Limits

Conductor J. J. Geary has returned from the hospital where he was laid up for two months with an operation for appendicitis. Geary is now in good health and working, much to the satisfaction of his many friends.

Otto Samp has welcomed a little baby boy into the family recently. Mother and baby doing fine.

Jimmy O'Neill was married August 9th and seems none the worse for this major experience in life. In fact, is well satisfied.

Ed Nolan expects to marry Josephine O'Neill Sept. 8th. Ed knows these things cost money, that's why he picks out pay day.

Albert Hill, our clerk, has a complaint to make about the Dewey Place curbstone garage, as someone removed some very essential parts of his Jewett. But that means nothing to Hill —Warshawsky is still in business. Mr. Hill recently demonstrated the superior intelligence of Div. 12 in an argument with a police officer.

Officer: "Hey, you, don't you know what those signal lights mean?"

"Sure," said Hill.

"Well, what does the red mean?"

"Stop."

"Well, what does the green mean?"

"Go."

"And what does the orange mean?"

"Go like blazes to beat the red."

Pete Dever has just returned from a trip to the British Isles and Paris. He reports that conditions are excellent in Ireland. Farmers are enjoying exceptionally good crops and getting fairly good prices for the same, and work is fairly plentiful. The prosperity of the Emerald Isle is fast eliminating the ill feeling of the recent unpleasantness as the people are getting down to business, endeavoring to make a name and place in the sun for the historic Emerald Isle. Pete visited the horse fair at Dublin, at which the Maharajah of India and the sailors from the U. S. Battleship Pennsylvania, anchored four miles from Dublin in Kingstown Harbor, were cordially entertained. On his visit to London the unemployment of unskilled labor was very noticeable but actual want and distress were relieved by the dole.

While there Pete took an aeroplane trip from London to Paris at a cost of eleven guineas. Pete states that the traffic is well established. He also went to Scotland. He says the hop fields of Kent are the garden spot of England, but after all is said and done, Pete says, "Give me the good old U. S. A."

E. G. Rodgers.

ED WYNN REGAINING HEALTH

Div. Supt. Altemeier Hears From a Popular Burnside Motorman

Motorman Ed Wynn, badge No. 7253, whose health forced him to go to Prescott, Arizona, about six months ago, recently wrote an interesting letter to Division Superintendent Altemeier. For a time, it was thought that Motorman Wynn never would be able to return to Chicago, but recently he was delighted to be assured that he could safely come back in the Spring. A part of the letter follows:

"What a great consolation it is for me to think that next Spring I shall be in a position to return to Chicago and I am blest with new courage. It is wonderful to think of the congenial love and the surroundings of dear old Chicago—one never seems to appreciate what a remarkable city we have until he is forced to go among strangers in a strange city. There is a brotherly affection in Chicago which cannot be found in any other city in the world—and I have seen all the principal cities and have given much study to them all. There are not many street cars out here. They are only to be found in the larger cities. In the smaller places, you must go on shank's pony or beg a ride in an auto. It is far too expensive to ride on a bus as the fare to the nearest neighboring town from here is three dollars. So you can easily understand why I am so anxious to return. In conclusion, allow me to wish you and your family and all those who inquire about me good health, prosperity and that continuous congeniality which characterizes the men of the C. S. L.

"Sincerely,

"ED WYNN."

From the Heart

A Scotchman, many years in street car service, and his wife, an American, born in Illinois, prospered, and they toured England, Ireland and Scotland. While in the beautiful and historical city of Edinburg, the Scot was calling his wife's attention to all the places of interest. They finally sat down at the base of a monument to rest, and on looking up along the base, the lady observed two generous feet that looked familiar to her eyes. She raised her eyes to the body and head; no mistake now. Her husband was conscious of supressed sobbing. He asked Mary what might be the trouble. She raised her tear dimmed eyes and said, "Look! Abraham Lincoln." She exclaimed that this monument was the most beautiful scenery she observed in the British Isles, and they were "homeward bound" the next day.

James Calder.

NOT SUPERSTITIOUS

Conductor C. H. Williams Helps Break the Jinx on Convict Ship

A short time ago a night watchman on board the Old Convict Ship at the State Street Bridge was so impressed with what he thought was the ghost of its former captain, John Price, that he shot at it. Part of the history of the ship includes a story of the murder of its one-time Captain by convicts while in Australian waters. The ghost story had the effect of keeping those people who are superstitiously inclined from visiting the ship.



So its present Captain David H. Smith determined to ease the minds of these people by offering prizes as inducements for couples to get married on board the ship Friday, August 14, in the condemned prisoners' cell. Conductor Chas. H. Williams of 77th St. depot and Miss Victoria Christie were one of the couples that was married at that time. After the ceremony, thirteen mirrors were smashed. Thirteen black cats were held during the ceremony, and everything possible was done to prove that visitors to the old ship will be immune to any bad luck.

Gee Whiz! He Was Right

In a crowded omnibus a stout lady vainly endeavored to get her fare out of the pocket of her cloak, which was tightly buttoned as a protection to picketpockets. After she had been trying without effect for some minutes, a gentleman seated on her right said:

"Please, allow me to pay your fare."

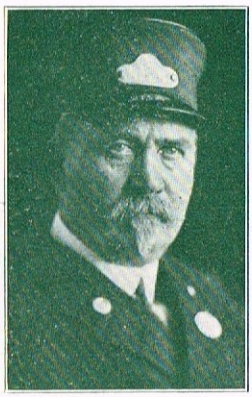
The lady declined with some anger and renewed her attacks on the pocket. After some little time the gentleman again said:

"You really must let me pay your fare. You have already unbuttoned my suspenders three times, and I can't stand it any longer!"

Seniority Crew at Noble

August Hultman, Badge No. 8176 and August Bohnhoff Badge No. 7309—Reminiscences

"I started to work for the West Chicago Railway Company October 18, 1889, said August Hultman, No. 1 conductor at Noble. I was born in Sweden January 1, 1864, emigrating to this country in 1884. I was assigned to Noble Street Station, which at that time had 14 runs on Noble street and 8 runs on Ashland avenue. Noble street was the busy line, but there was not much doing on Ashland avenue. Of course we had the old horse cars, with hay on the floor in the winter time to keep the feet warm, and if you happened to drop a nickel in the hay it was like looking for a needle in a haystack.



August Hultman

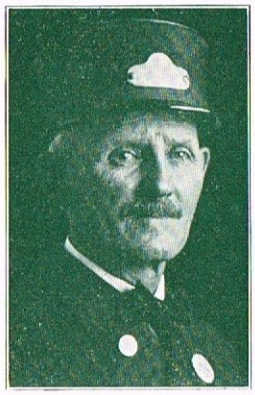
"We had different colored lights on the cars to designate the different routes. Noble street cars had red lights, and the Ashland avenue cars had half blue and half white lights.

"The first day I started to work was on a Sunday. Went to work about 5:00 p. m. (on Noble street), and on the last trip left State and Randolph streets about 11:30 p. m. It had started to snow, and we got a crowd of people from the theatres, and when we got half way up the Milwaukee avenue viaduct half the load had to get off and help push the car the rest of the way up the viaduct. We often had to do this in stormy weather.

"On the Fourth of July a regular man was not excused for fear of accidents, but the first Fourth of July I worked for the company I caught a miss on run 3 on Noble street. The driver's name was James Donnelly. We started down Clybourn place, which is now Cortland street, and when we got to Marshfield avenue some one on the sidewalk threw a firecracker and it exploded near the head of one of the horses. They both made a leap and threw the car off the track. The street not being paved, we could not get the car on the track again without help, and had to go back to the barn to get all the men there, and we lifted the car on the track. It was one continuous play of fireworks, and the horses stood on their hind legs most of the time, and when we got back to the barn they were trembling and sweaty. That was the way it kept up all day, nothing but excitement.

"Regarding running time, it was as strict then as now. You had to be on time at Milwaukee avenue, Chicago avenue, Indiana street, and Lake street. On Lake street, during the rush, we were from 1 to 1½ minutes apart, and we had to fight our way all the way through on Lake street. At State and Randolph streets were either Mr. Duffy or Tom Reedy as starters and they certainly had their hands full. This was 35 years ago.

"I have seen a good many changes since, but don't think I would want to go back on the old horse cars again."



August Bohnhoff

August Bohnhoff, Badge No. 7309, No. 1 Motorman at Noble Depot, commenced service as a groom in old Indiana street barn, now Grand avenue, May 20, 1882. In October of the same year he was promoted to driver of horse car under Supt. Jas. K. Lake. He drove a horse car on Indiana street for 6½ years and transferred to Noble depot on April, 1889, continuing on a horse car on Ashland-Erie route until 1898. Since then he has operated electric cars out of the same depot and is still hale and hearty and on the job daily after 43 years of uninterrupted service.

Being a driver in the good old days was quite different from what it is today. Many a time after putting in a day's work on his car he would be called out to clear the tracks in a snowstorm, and put in from 24 to 36 hours and even 42 hours on snow plow without a wink of sleep. These were hard and trying days.

Preferred Him "As Is"

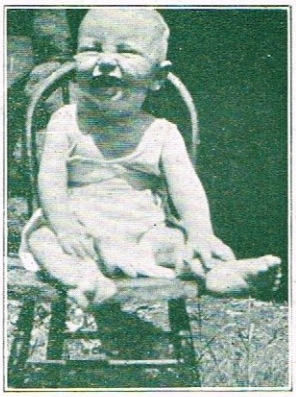
Justice of the Peace to the dusky bride—"Do you take this man for better or for worse?"

Bride—"No suh, Judge, youah honoh. I takes him as is—as is, Judge. Ef he gits any bettah he'll die. Ef he gits any worse, Ah'll kill him mahse'f."

—Exc' ange.



Miss LaVerne Klann, daughter of Antoine Klann of the Shops and Equipment Department, Rockwell car house, is exhibiting the ideal hot weather costume. She's only eight months old, but they get on to these things early.



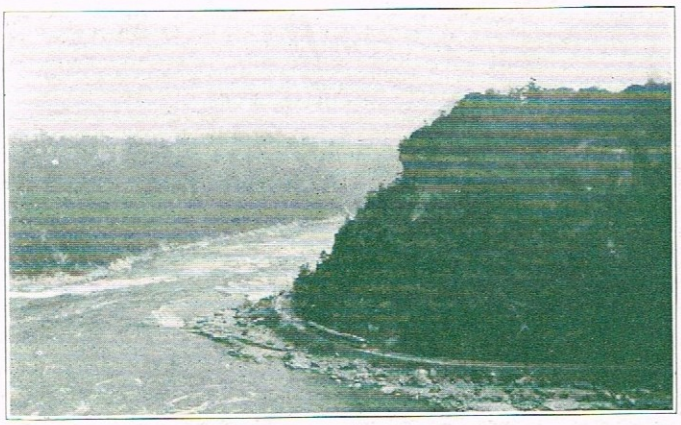
Marvin Jay Stegman is this husky looking youngster, the eleven-months-old son of William A. Stegman, car wire man in the West Shops. Young William evidently appreciates the joke his father has just sprung.



William Barnes, Jr., the two-year-old son of William Barnes, Supply Department 39th and Halsted, has picked out a comfortable place from which to view the scenery. He'll have to look out when daddy presses the starter.



Miss June Lindquist, the seven-months-old daughter of E. L. Lindquist of the South Shops, is all ready for a ride in the cooler weather which will be along soon.



This interesting view of the Royal Gorge of the Niagara River was snapped by H. Hoger of the Material and Supplies Department.