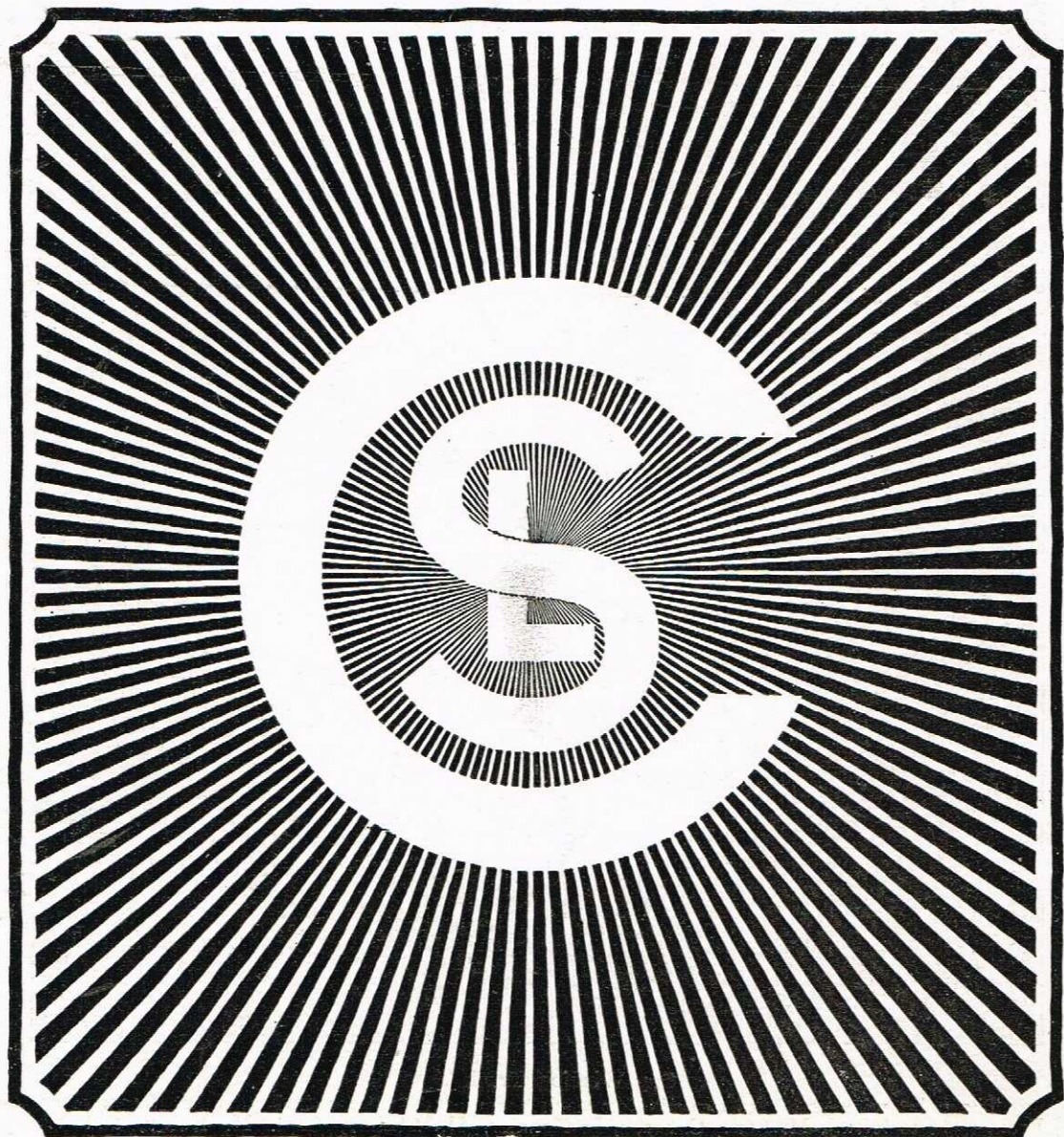


SURFACE SERVICE MAGAZINE

VOLUME 2

AUGUST, 1925

NUMBER 5



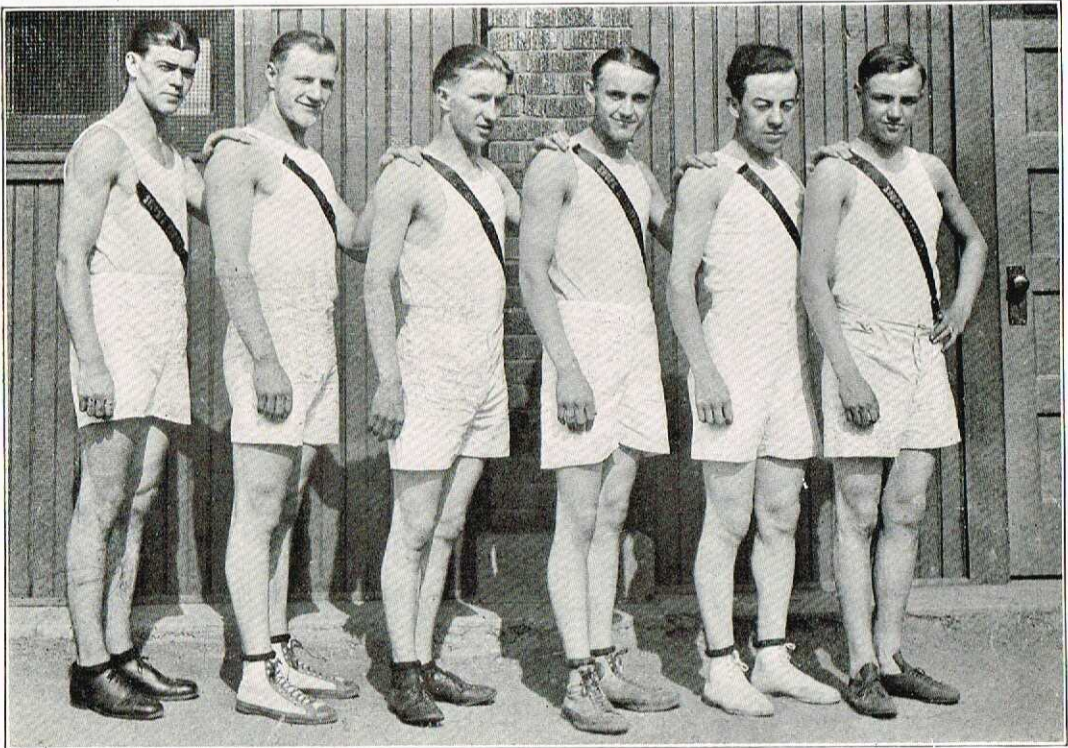
The Winning Tug of War Team

This picture of the Engineering Department Tug of War Team represents the brawn and muscle of that Department. They are all track foremen from various divisions on the system.



ENGINEERING DEPARTMENT TUG OF WAR TEAM. - CHAMPIONS - CHICAGO SURFACE LINES - 1925.

1. P. BRITVIC. 2. J. DYRA. 3. G. RANCICH. 4. M. DOLJAMIAN. 5. G. CHUCH. 6. N. DOMBROWSKI. 7. C. SUCOVICH. 8. N. KAMENJARIN.
T. GARLICH - J. W. HEWITT - COACH.



Cup Winning Track Team

The point winners of the cup-winning track team of the Shops & Equipment Department. From right to left: J. M. Lane, C. Stroh, L. Kramer, H. Ebeling, Capt. M. Rubey, and W. Donaldson.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 2

AUGUST, 1925

No. 5

Our Ninth Glorious Outing

All Records Broken at Riverview Grove—Lists of Prizes and Winners

The ninth annual picnic of the Surface Lines Club and the Woman's Auxiliary broke all records for attendance, enthusiasm and genuine enjoyment. From

located and equipped for such an outing. More than 3,100 employees and officers registered at the registration booth, but it is estimated that at least 1,000 more



First-Prize, Photographic Contest—Miss Ruth Busse, Accounting

baseball to barnyard golf, and from catching the greased pig to the final dance in the evening it was a huge success.

The baseball teams gave an exhibition worthy of the big league nines.

The athletic events were above the ordinary in ability of the entrants and the tug of war proved a real thriller.

Riverview Picnic Grove is ideally

were on the grounds. The Club issued a blanket invitation to all employees and their families to attend, regardless of whether or not they were club members and many accepted the invitation.

Mr. Richardson and the other officers of the Company were present during the day and greatly enjoyed the fun.

The ideal weather contributed materi-

ally to the success of the picnic. There was just enough haziness in the air to prevent the sun's being too warm.

Enough credit can not be given to the Children's Welfare Committee who were on duty from early in the morning until late in the evening, entertaining and feeding the youngsters, thus relieving many of the parents of this worry for a few hours and giving them a chance to enjoy a few of the other events. With

only struck out 5 times and threw wild so often that several balls were never recovered.

At 11 o'clock in the morning the preliminary in the 100 Yard Dash, the 220



2ND PRIZE PHOTO CONTEST—MISS MAGNUSSSEN,
ACCOUNTING

such workers as Auntie Anderson, Mother Thierkauf and Aunt Mary Beatty on the Committee the Welfare Tent was bound to be a popular place with the parents who brought their little kiddies along. This Committee took care of 65 children.

The Outdoor Indoor Ball Tournament was won by the team representing the North Division and the members of the winning team were presented with gold plated safety razors, but it will be quite a few years before some of the men on the team will learn how to use them. As usual several stars were uncovered such as Goldberg of the South Shops, Ed Marks from Down Town and the greatest of them all Andy Martin, who



SOME OF THE LARGER "KID'S"

Yard Dash, the High Jump and the Hop, Step and Jump was held. The athletes were then allowed to rest until late in the afternoon when the finals were run off. The Individual Stars of the meet were John Lane and Harold Ebeling of the Shops & Equipment Department, who scored 15 and 12 points respectively, besides being members of the winning Relay Team. This was the Club's first attempt at any real Track and Field



PRESIDENT MALMQUIST, WELFARE

Events and the spectators seemed to be very interested in the various events. The following list shows the number of points won by the various Departments:

Shops & Equipment.....	38
Engineering	22
Transportation	8
Accounting	3
Accident Investigation.....	2

The winning team was presented with a Cup emblematic of the 1925 Champion-

ship upon which will be engraved the names of the point winners. Much of the credit for the success of these events belongs to John Landeck who worked hard to put the Athletic Carnival over.

Unusual interest was taken in the Tug of War between teams representing the Track & Roadway, Electrical, Shops &

Shop Team. Mr. John Hewitt, Coach of the Track & Roadway Team showed rare judgment in the selection of his men and it would be a pretty tough job for any



A GROUP CAUGHT BY MISS ANDERSON, WEST SHOPS

Equipment and Transportation Department. In the preliminaries the Track



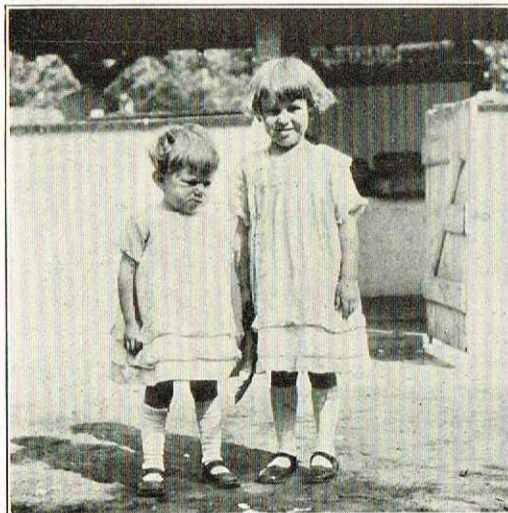
EMMA MILLER ENTERTAINS

eight men to defeat the eight foremen who made up this Team. The prize for this event is possession of the Tug of War Cup for one year.



TOM COAN'S DAUGHTER TAKES A STROLL

defeated the Transportation and the Shops defeated the Electrical. In the finals the Track Team made quick work of the



BILLY FRANK'S DAUGHTERS

From 6:00 p. m. to 10:30 p. m., dancing was all the go with the large majority. The music was furnished by Carl Eric-

son's Orchestra and for real snappy dancing music it was hard to beat.

Following is a list of Prize Winners:

Girls' Race, 4 ft. and under—1st prize, Ellen Dressler; 2nd prize, Evelyn Benjamin.

Girls' Race, 4 ft. 6 in. and under—1st prize, Margaret Drake; 2nd prize, Evelyn Marzohl.

Girls' Race, 5 ft. and under—1st prize, Margaret Bollinger; 2nd prize, Grace Petersen.

Girls' Race, 5 ft. and over—1st prize, Grace Petersen; 2nd prize, Ida Bollinger.

Girls' Slipper Race—1st prize, Elen Inachenbrush; 2nd prize, Margaret Drake.

Boys' Race, 4 ft. and under—1st prize, Raymond Bonman; 2nd prize, Robert Marshall.

Boys' Race, 4 ft. 6 in. and under—1st prize, Wilfred King; 2nd prize, Alvin Solberg.

Boys' Race, 5 ft. and under—1st prize, Leroy Brookman; 2nd prize, Floyd Edmonds.

Boys' Race, 5 ft. and over—1st prize, Ed Kubes; 2nd prize, Wm. Lane.

Boys' Three-Legged Race—1st prize, Harold Van Dee, Walter Ferrell; 2nd prize, Joe Seaman, Chas. Armstrong.

Men's Race, 50 Yards—1st prize, Kenneth Dewey; 2nd prize, J. Nattinger.

Ladies' Race, 50 Yards—1st prize, C. Bartkus; 2nd prize, Ida Bollinger.

Fat Men's Race—1st prize, Elmer Brookman; 2nd prize, Clarence Ferrell.

Fat Ladies' Race—1st prize, Margaret Rake; 2nd prize, J. McGowan.

Men's Sack Race—1st prize, Wm. Schultz; 2nd prize, H. Weddel.

Ladies' Nail Driving Contest—1st prize, E. Ploetz; 2nd prize, R. Ferrell.

Men's Baseball Throwing Contest—1st prize, Ed Wendt; 2nd prize, H. A. Carlson.

Ladies' Baseball Throwing Contest—1st prize, Mildred Altmeier; 2nd prize, Irene Donahue.

Men's Fungo Bating—1st prize, C. Zeiher; 2nd prize, H. Grimm.

100-Yard Dash—1st prize, J. Lane; 2nd prize, Harold Ebeling.

Running Broad Jump—1st prize, J. Lane; 2nd prize, Harold Ebeling.

220-Yard Dash—1st prize, J. Lane; 2nd prize, Howard Isaacson.

Running High Jump—1st prize, H. Eicken; 2nd prize, Harold Ebeling.

Hop, Skip and Jump—1st prize, O. Fisher; 2nd prize, Harold Ebeling.

Shot Put—1st prize, E. Gagler; 2nd prize, J. O'Shaughnessy.

One Mile Relay—1st prize, West Shops; 2nd prize, Engineering.

Horse Shoe Pitching Contest (Men)—1st prize, W. Blakely; 2nd prize, P. Stob.

Horse Shoe Pitching Contest (Ladies)—1st prize, Mrs. O. Hoger; 2nd prize, Mrs. H. Hoger.

Tug of War—Engineering Dept.

Youngest Baby—Charlotte Van Wiele, 7 weeks, daughter of E. Van Wiele, Material & Supplies Dept.

Winner Five-Dollar Gold Piece—Violet Doolin, Purchasing Dept. R. T. Fick.

The Science and Art of Purchasing

Supervisor Hamilton Lets Us In on Departmental Practices in Spending \$7,000,000



F. M. HAMILTON

The successful Purchasing Agent should look upon his profession, both as a science, and an art, for the term "Scientific Purchasing," is now firmly established and recognized in college and commercial school. Students deliberately preparing themselves for this vocation, are given a course almost the opposite of salesmanship, and one that is calculated to enable them to withstand the blandishments and enthusiasm of the modern trained "go-getter" type of salesman.

Other things being equal, psychologically, the type of man best suited by nature successfully to fill the position of Purchasing Agent, is just the opposite of the eager, impulsive, enthusiastic, hand-shaking class of salesmen whom he must continually encounter.

The Purchasing official should be quiet, dignified yet friendly, a keen analyst,

both of men, and statements, ever putting into practice Bacon's advice, "Neither accept, nor reject, but weigh and consider"; although he should not take too seriously the motto, "Caveat emptor"—let the buyer beware.

Mr. A. E. Paull, a British author once observed: "In the nature of things we love the salesman, and dislike the buyer—but the queue outside his office is long. There is between these two classes of men, the substantial difference of having an axe to grind, and possession of the grind stone."

The old saying, "Goods well bought are half sold," may well apply to public utility companies, for well bought supplies have no little bearing upon another department's showing in the matter of economical operation.

The Purchasing Agent worthy of the title, should be a close student of both domestic and foreign trade conditions, and regularly and closely scan the fluctuation of basic commodities, in order to be in a position to buy intelligently. For instance: If a general railroad strike is imminent, and threatens to tie up transportation, he should be in a position immediately to take such action as would insure his company a reasonable quantity of necessary materials on hand to tide over the emergency.

The same might also apply to a strike in any of the several key commodities, such as coal, ore, etc., or whatever may be basically important in the industry, or business he is purchasing for. This forward looking attitude should also apply to crops, as there is hardly any company or industry that is not affected by a shortage, or large increase in the average fundamental crops produced throughout the world, such as cotton, hay, grain, rubber, hemp, vegetable oil, etc., as reflected by government reports.

The Purchasing Agent is responsible for having an adequate supply of materials used by his company on hand at all times, and yet he must be very careful not to overstock, or speculate on price changes. Many large and conservative companies throughout the United States, and for that matter, the world, were seriously embarrassed, and some to the point of actual failure, because the depression of 1921 caught them with an excessive

quantity of supplies purchased at peak prices. On the other hand, it is just as bad for a Purchasing Agent to allow his company to be "caught without the goods," in a period of advancing prices, as to be "caught with the goods" in a period of deflation.

November 1st, 1923, the office of Supervisor of Purchases and Supplies was created, and from that time on, both the Purchasing Agent and the General Storekeeper have reported direct to the Supervisor. The co-ordination of the activities of these two departments under one general head, has naturally resulted in reducing delays to a minimum, and has safe-guarded to a great extent, the substitution of inferior materials for those contracted for in the original purchase transaction.

The average total yearly purchases for the Chicago Surface Lines, amount to over \$7,000,000, and this does not include electric power purchased from the Commonwealth Edison Company.

The Purchasing of this amount of materials and supplies necessitated the handling last year, of 4,375 requisitions from the Material & Supplies Department, and as most of these requisitions contained from fifteen to twenty supply items, they further necessitated the issuing of over 17,000 separate purchase orders.

During the fiscal year ending January 31, 1925, the Purchasing Department recorded and checked for price, 38,900 invoices and forwarded them to the Auditor.

Briefly, our system of purchasing is as follows: Materials and supplies required for replenishment of stock for maintenance and operation, are listed by the General Storekeeper on a requisition blank (our form No. 6004) and forwarded to the Supervisor of Purchases and Supplies for approval. Requisition is then forwarded to the Purchasing Agent, and is ready for purchase.

Requisitions for material, supplies, equipment, etc., chargeable to capital or renewal accounts, are listed by the General Storekeeper on the same form, but are marked "Construction and Equipment," the special account number to which item, or items are chargeable being shown thereon. These requisitions are

first forwarded to the department head ordering same for his O. K., and then forwarded to the Supervisor of Purchases and Supplies for approval, after which the original and two copies are forwarded to the Purchasing Agent, who in turn forwards to the Chief Engineer's office, two copies, one for his file, and one for the Board of Supervising Engineers, Chicago Traction.

All requisitions are stamped in the offices of the Supervisor of Purchases and Supplies, and the Purchasing Agent, on the date received. They are then checked against the hold-order file, and such items as are covered by contract or agreement, are ordered at once, on form No. 6010, and the date of contract or agreement shown on original and copies of orders. Inquiries on the remaining items are sent to various manufacturers, jobbers, etc., on inquiry form No. 6002. When all of the items on requisitions have been ordered, they are checked complete.

Replies to inquiries for prices, sent out on form 6002, are listed on a summary (form 6003) and as soon as each summary is complete, the bids are tabulated on a typed summary sheet, and orders are placed with the lowest responsible bidders.

All important items are brought to the attention, and receive the approval of the Supervisor of Purchases and Supplies. Purchases for items shown on Construction & Equipment requisitions must also be approved by the Board of Supervising Engineers, Chicago Traction, before purchase is made.

In addition to purchasing material, the disposal of obsolete and scrap material is handled by the Purchasing Department. In the year ending January 31, 1925, we disposed of 20,289,920 lbs., or 9,058 gross tons of iron and steel scrap, and 936,000 lbs., or 468 net tons of copper and brass, receiving for these items, a total of \$235,438.00.

Space does not permit giving a general outline of the routine Purchasing Department work. Our system, however, follows closely, the approved modern methods of scientific purchasing.

To safe-guard the purchase of material, as many items as possible, are covered by restrictive specifications, yet

broad enough to permit of lively competitive bidding.

In order to insure receipt of the quality and quantity of material purchased, a rigid inspection is made, first by the Receiving Clerk, and all important items are later followed up by a traveling inspector before the material is taken into stock.

Our aim is to be absolutely fair and impartial in the distribution of business, and the inspection of material, but when we find a firm repeatedly practicing substitution and short weights, or measures, they are arbitrarily removed from our inquiry list.

In closing this article, we desire to sincerely thank the various departments for their fine spirit of co-operation, without which we would be unable to function successfully. Everyone in the purchasing and distribution of material and supplies, from the department head to the office boy, realizes that our business is to render prompt, efficient, and cheerful service in the field of our special endeavor.

The following list will show some of the important items that went to make up our total purchases of \$7,000,000 for the last fiscal year:

Item	Amount
Track Special Work, Incl. Switches,	
Frogs, etc.	\$411,418
Rolled Steel Wheels.....	316,250
Rail	232,275
Lumber	150,455
Brake Shoes	109,341
Armature Coils	107,170
Granite Paving Blocks.....	100,500
Gears and Pinions.....	96,912
Coal	69,000
Trolley Wire	81,000
Torpedo Sand	68,867
Paper for Transfers.....	66,756
Steel Bars, etc.....	65,863
Window Glass for Cars.....	58,882
Paint and Varnish.....	56,611
Bank Sand	54,000
Yellow Pine Ties.....	44,450
Cement	216,000
Std. Tie Plates.....	43,178
Rail Clips	40,902
Magnet Wire	38,867
Crushed Slag	37,748
Incandescent Lamps	36,376
Std. Screw Spikes.....	36,368
Creosote Paving Blocks.....	35,080
Seat Rattan	33,503
Commutators	30,018
Brushes and Brooms.....	26,045
Gasoline and Kerosene.....	25,656
Wool Waste	25,000
Axles	23,788

Wanderers in Wonderlands

Misses Munkvold and Jeffrey Return From a Thrilling Western Trip

The Chicago Surface Lines were well represented in the West the month of June when two of our promising young ladies spent their vacations in the "great out-of-doors." Miss Clara Munkvold of the Executive Department and Miss Maude Jeffrey of the Secretary-Treasury Department, together with two other young ladies left Chicago on May 29th, via the Santa Fe. Their first stop was at the Grand Canyon, where a day was

they had luncheon in Santa Barbara was demolished by the earthquake a week later. The drive home was made through Conejo Pass.

Another delightful trip was made to San Diego, stops being made at the mis-

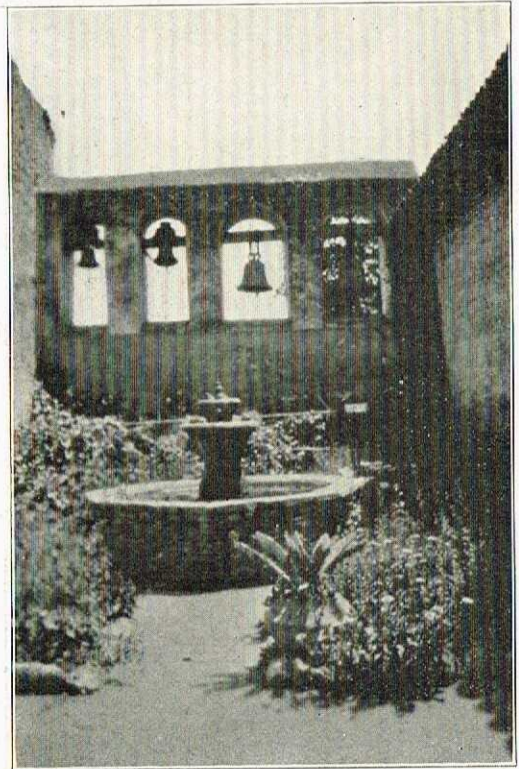


AT GRAND CANYON

spent in trying to grasp one of nature's wonders.

Los Angeles was reached on Tuesday, June 2nd. One of the delightful compensations of travel is the occasional opportunity for reunions with old friends, who very kindly made it possible for them to see all of this lovely city and others nearby. Los Angeles is the home of the bungalow style of architecture. Beautiful palms, trailing vines and flowers line the driveways. Roses plentiful, and blooms of all colors nod over walls and hedges.

They resumed their roaming in a motor trip through Lankershim, San Fernando, Newhall Pass, Sulphur Mountain, Ojai (Indian for "nest") Valley, Ventura, along the Pacific Ocean for 30 miles to Santa Barbara, a quaint old town, interesting for its Spanish houses and gardens. The Santa Barbara Mission, founded in 1786, is the most attractive of all the missions of California. The place where



SAN JUAN CAPISTRANO

sion of San Juan Capistrano, Sunny Jim Cave at La Jolla, Sunset Cliffs, Ramona's Marriage Place and Point Loma. The trip home on the following day was made through Balboa Park, comprising 1,400 acres, in the center of San Diego. It was here that the Panama-California Exposition was held and fifteen of its permanent buildings remain on this superb spot. They also stopped at Riverside, where a visit of some four hours was made at the Mission Inn. It was at this Mission that Carrie Jacobs Bond received her inspiration to write "The

End of a Perfect Day." The famous chimes played while dinner was being served in the patio.

Not only were the wonders of California visited in the way of scenery, but



STANDING IN WITH "DOUG."

their entrance into moviedom was very apparent. Douglas Fairbanks played the host, and through his courtesy they were permitted to visit his studio, and later



MARY'S "DRESSING-ROOM" COTTAGE

had the above picture taken with him. "Doug" they say is a very friendly, hospitable man, delighted to welcome them to California.

One evening they were entertained at the famous Cocoanut Grove where Elinor Glyn was giving a dinner party to many of the celebrities, and those included in the party were:

Mary Pickford, Douglas Fairbanks, Marion Davies, Charlie Chaplin, Claire Windsor, Bert Lytell, Blanche Sweet, Nita Naldi, Myrtle Stedman, Agnes Ayres, Bessie Love.

The girls also visited studios where they saw Constance Talmadge at work in her new picture "The Little Sister from Paris," also Rudolph Valentino and wife busily engaged.

The girls are now home which is somewhat surprising, as they received a number of flattering offers to appear in the movies, and the solemn look on "Doug's" face is an indication of great disappointment when he was unable to persuade these young ladies to sign on the dotted line.

The Wonderful Frog

The Chicago Board of Education has caused a classic essay to be immortalized in type. It's about frogs, and was written by a young Norwegian. The essay: "What a wonderful bird the frog are! When he stands he sit, almost. When he hop, he fly, almost. He ain't got sense, hardly. He ain't got no tail hardly, either. When he sits he sits on what he ain't got, almost.

The Weaker Sex

"They tell me Shorty had quite a scrap with his wife last night."

"What was wrong with him?"

"I didn't hear."

"Liquor, do you suppose?"

"No, she licked him."

A Musical Mare

Schubert had a horse named Sarah,

Rode her in the big parade,

When the brass band started playing

Schubert's Sarah neighed.

F. P. H.

There was a young fellow name Izzie

Who went for a drive in his lizzie

His view of a train

Was hidden by rain

Alas for poor Izzie, where is he?

—Tips and Topics.

Maid: "I feel terrible, mum, about losing my two front teeth."

Housekeeper: "But why? You don't look badly without them."

Maid: "I know that, mum, but the trouble is they was me pillow case teeth."

The Finishing Touch

Rose-pink is the present fashionable wear for the bride. The delicate hues of the dress are particularly enhanced if a pale bridegroom is worn hanging on the right arm.—London Opinion.

Archer Depot Trophies

Souvenirs of Athletic and Other Victories by Teams and Individuals

At first glance this beautiful group of silverware suggests an artistically arranged advertisement for some loving cup manufacturer. But on second considera-



tion it wonderfully impresses one with the tremendous effort and great skill that was necessarily employed to win such a galaxy of handsome prizes. In our endeavor to discover the secret that

enabled Archer Depot to capture these trophies, the statement by Mr. D. F. Bowles, the Division Superintendent, covers the ground in the fewest words: "I have always taken a keen interest in the various sports, but have been persistent in demanding that our representatives play the game fairly and squarely. In fact we would rather lose a game than win it by unfair methods. Our players are always expected to be gentlemen. While any real ball game will have a certain amount of "scrapping," this should be held down and never allowed to develop into rowdiness."

The banner in the background is the pennant won by Archer baseball team, season of 1915. South side teams only participated in the league. A pennant was also won by Archer the following year, 1916, the reward being only a streamer and to our regret decayed with age.

During the World War, 1917-18, on account of the shortage of men our efforts were placed in another direction and no league was organized. Trophies on upper shelf reading from left to right: Cup presented to baseball team by P. J. Carr, season 1924; cup presented to baseball team by Spaulding Co., season 1920; cup presented to baseball team by Ald. A. J. Cermak, season 1922. Lower shelf, reading from left to right: Cup won by John Howe in the Chicago Surface Lines checker tournament as champion checker player, season 1925; cup presented by Spaulding & Co. to baseball team, season 1921; cup presented by May & Malone to baseball team, season 1924. Trophy on floor: Compliments of Lawrence F. King, president of Drainage Board, Sanitary District, for Central Manufacturing District Bowling League and won by Archer boys, season 1924.

The Archer boys say they are out to get the "Richardson Trophy" for the season of 1925.

Abie—"Papa, what's science?"

Papa—"Don't be dumb like, Abie. It's them things like what says, 'Keep off the Grass.'"

Asking the Riders

How the Vote on the Broadway Route was Taken— No Uncertain Verdict

In order to get an expression from passengers on Broadway service as to their preference of route, the Surface Lines on July 13 took a vote on all south-bound cars north of Diversey between 7 a. m. and 7 p. m.

The result was 9,086 votes in favor of the present route, delivering passengers on the east side of the loop and only 3,038 votes for the old route in effect prior to September 14, last, which delivered passengers on the west side of the loop.

In other words, those voting were 3 to 1 in favor of the present route.

When it is considered that approximately 90,000 riders use this line daily and when allowance is made for riding both ways during the twenty-four hours, it is estimated that the vote indicates less than 10 per cent of the passengers favor the old route. It may reasonably be assumed that those who did not avail themselves of the opportunity to vote are satisfied with present conditions.

The extra service provided on Clark street is taking care of those who desire delivery on the west side of the loop and at a conference of Surface Lines officials with members of the Illinois Commerce Commission it was generally agreed that objections of those who have been agitating a change have been met.

The taking of a vote to ascertain sentiment of passengers has not heretofore been attempted by the Surface Lines. The ready response indicates that the effort was worth while.

Fifty thousand ballots were printed and distributed in lots of 50 to conductors on the line under direction of Mr. Evenson. On south bound trips during the hours of balloting, the conductors handed out the ballots to all passengers boarding the cars. Supervisors at Diversey and Belmont collected the marked ballots, initialed them and forwarded them at once to headquarters where they were counted and the results tabulated.

Every effort was made to insure fairness. All questionable ballots were

thrown out and only those which showed plainly the intention of the voters were counted.

The expression of the passengers in favor of the present route bears out careful investigation made by Surface Lines engineers. Since rerouting, riding on the Broadway line has increased about 13,000 a day, and the number of transfers collected on Broadway cars has increased 80,000 a month. This indicates that the line is now delivering passengers from the north and northwest sections of the city to streets where the great majority of them want to go.

Previous to rerouting last September, the entire section north of Lake street to the city limits between the North Branch of the Chicago River and the Lake had no street car service delivering passengers in the loop further east than Clark street except the limited service provided by through routes No. 1 and No. 3. No other part of the city had so little choice of cars to the great shopping and theatre area east of Clark street.

The rerouting of the Broadway cars remedied this situation and in addition eliminated much interference of cars with each other and did away with two turns of cars on Madison street. It was one of the most important features of the rerouting scheme which city officials now agree has reduced accidents in the loop 50 per cent and has materially speeded up street car service.

All in the Definition

A teacher asked her class to write an essay on London. She was surprised to read the following in one attempt:

"The people of London are noted for their stupidity."

The young author was asked how he got that idea.

"Please, Miss, he said, "it says in the text book that the population of London is very dense."

Just a Bad Fit

"What's the matter with Smith? Got lumbago or spinal curvature or something?"

"No, he has to walk that way to fit some shirts his wife made for him."—The Congregationalist.

A Place for the Motor Bus

Managing Director Storrs, A. E. R. A., Reviews the Situation and Makes Predictions

"The effort to find the place of the bus in local transportation has caused voluminous discussion, brought grief to many electric railway companies and profit to a few, but the end is not yet," says Lucius S. Storrs, Managing Director of the American Electric Railways Association.

"That the bus is going to wholly supplant electric railways is a ridiculous assertion. That it can be utilized by the railway company as a part of its service is true.

"The tangled and chaotic condition of local transportation in some places today is due in great measure to the bus. It is being produced in large numbers and a vast army of high-powered salesmen, spurred on by keen competition are doing their utmost to find a place for their output. An honest effort is being made by a majority of the leading bus manufacturers to place their product first with electric railways, but failing in this, they turn to independent operators.

"Electric railways are rapidly assimilating this new form of conveyance. More than 200 companies now are supplementing their car service with the bus. However, there are many independent lines, and, because of lack of national legislation, and in some cases local legislation, defining the bus as a common carrier, there exists much duplication of service. Likewise, there is a great lack of authentic information regarding the actual cost of operation under all conditions, and this fact, coupled with a desire of unseasoned transportation men to plunge into what appears to be a bonanza, is responsible in great part for the present condition.

"This situation, however, will not continue. Economic laws, if nothing else, will prevent it. Within the next few years bus transportation will be operated on a scientific, profitable and properly controlled business basis, and when that time comes, electric railway companies will be found operating the greater part of the local bus service in the United

States. Our industry has supplied the bulk of local transportation during the last 35 years and it is going to continue to do so. Furthermore, it will supply it at a profit because people of this country will always pay a fair price for adequate transportation service, once they are made to understand all the facts about it, and we must and will tell them the facts."

SURFACE LINES IN MOVIES

"The Magic of Transportation" Ready for Exhibition to Clubs and Societies

The two-reel picture, "The Magic of Transportation" showing the development of the Chicago Surface Lines has been completed. The story is told in an interesting way that will appeal to everyone.

The intention is to show this picture before clubs, social and church organizations throughout the city. If any organization of which SURFACE SERVICE readers are members would like to see the picture arrangements can be made by calling Mr. Crews, Supervisor of Publicity at Dearborn 8800.

It requires about half an hour to show the picture.

For the larger gatherings, where a longer entertainment is desired, arrangements can be made through Mr. Crews for a speaker representing the Surface Lines who will show, as part of his address, a set of lantern slides illustrating the work of various departments of the system.

It's Here, Says 'E

"The time will come," shouted the lecturer, "when women will get men's wages."
"Yes," yelled the little man in the back seat, "next Saturday night."

It's True

College Professor—"What can you tell me about nitrates?"

Telephone Operator—"Well-er-they're a lot cheaper than day rates."

SURFACE SERVICE MAGAZINE

Published Monthly by

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

"HOW UNUSUAL IS IT?"

There has been a good deal of newspaper comment over the bequest of \$4,000 by an aged Washington lady to a street car conductor who had been courteous and kind to her. The *Pittsburg Post* devoted some editorial space to the incident under the caption "How Unusual Is It?" and among other things had this to say:

It is one thing to commend her spirit of appreciation and another to accept that such courtesy is so unusual. Undoubtedly there are some thoughtless conductors, but it is to be kept in mind that in addition to the natural kindness practically every man feels toward an aged woman, public service corporations have for years been emphasizing the importance and desirability of courtesy. It is due both to the average street car conductor and his employers to say that in most cases an aged woman seen waiting for a car would find due courtesy.

The car crews have their faults, but in this case we are speaking of their attitude toward the aged or crippled.

What user of street cars has not seen a conductor show special consideration to some aged person or a cripple?

It is not possible for all—or necessary for any—to give pecuniary reward for such courtesies, but appreciation by word and smile certainly should be shown.

There is no doubt that the remarks of the *Post* are applicable to the employees of the transportation industry generally, and we know from the letters we receive that they are particularly deserved by the employees of the Surface Lines. For every letter of commendation written to us there are scores or hundreds of special acts of courtesy and consideration that are accepted by our patrons as a matter of course. Unfortunately it only takes a few instances of gruffness or discourtesy to spoil a fine general record. The reputation of our whole army of trainmen suffers seriously through the thoughtless-

ness, carelessness or indifference of a few men who fail to appreciate their responsibilities to our patrons and to their fellow employees.

THE WITNESS CONTEST

The announcement last month that SURFACE SERVICE would begin the publication of the number of witnesses secured per accident by car stations for purposes of comparison has aroused a good deal of interest. The first compilation which will cover thirty-one days of July will appear in the September issue of this magazine.

It is quite evident that the importance of witnesses in accident cases is appreciated by the majority of Surface Lines employees. The Department of Accident Investigation holds very strong opinions on the necessity for witnesses and plenty of them, and it is believed that in putting this matter on a competitive basis results will be of marked advantage to the interests of the Surface Lines.

A Smile for Grand-Daddy



The Editor's Grand-daughter Jean Owen of Grand Rapids, Mich., Hopes Everybody Is Happy

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

Keeping 'em Rolling

North Avenue Jumps Into First Place—The 20,000 Mile Mark Passed

Added interest to the "Keeping 'em Rolling" competition has been contributed by the authorization of a flag of special design to be awarded to the leading car house crew each month, to be flown from the car station flag

an increase of 10,195 miles per failure, which is a remarkable record.

This improvement has been accomplished by a full co-operation between the employees of the Transportation and Shops and Equipment De-



staff beneath Old Glory for such period as that particular crew may hold the lead. This flag which was approved by Vice-President Richardson has a deep blue field in the center of which is a white star. At the present time, it is flying proudly from the staff at North and Cicero Avenues.

partments, and the North Avenue Division is to be congratulated upon its record.

Six other carhouses improved their records in miles operated over the month of May: Rockwell, by 2,543 miles; Lincoln, by 2,395 miles; 77th, by 1,974 miles; Kedzie, by 1,401 miles; 69th, by 1,108 miles; Noble, by 802 miles.



Division Superintendent Hall and His Assistants

J. Bretschneider, T. Goggin, F. Fennema, W. A. Hall, Supt., W. Pasche, Asst. Supt., J. O'Shaughnessy, O. Budoff, H. Dillon, F. Eggert

The North Avenue Carhouse has taken the lead of all carhouses in the pull-in record for the month of June, having jumped from 4th place to 1st. During the month of May, they averaged 10,638 miles per equipment failure, and during the month of June, they averaged 20,833

For the month of June, the record shows that there is one carhouse in the 20,000 mile class and 7 carhouses in the 10,000 mile class. The following figures show the result for the month of June, and the rank for the various months since January:

Miles Op'd Per car Pulled in Charge'le to	Rank						
Carh Equip. Fail.	June	May	Apr.	Mar.	Feb.	Jan.	
N. Av....20,833	1	4	6	4	4	3	
Arm'ge ...14,285	2	1	1	3	1	2	
Blue Is....12,346	3	2	3	2	6	7	
Lincoln ...10,870	4	7	9	9	12	16	
Limits ...10,752	5	3	4	5	2	4	
Div'n ...10,639	6	5	2	1	3	1	
Rock'll ...10,417	7	10	10	10	8	11	
Devon ...10,204	8	6	5	6	5	6	
K'zie9,804	9	8	8	8	7	10	
Elston ...7,463	10	9	7	7	9	5	
69th St....6,289	11	13	13	13	11	13	
Cot'ge Gr..6,211	12	11	11	15	14	15	
77th St....5,776	13	14	14	12	10	9	
Lawn'le ...5,051	14	12	12	11	15	12	
Burn'de ..2,941	15	15	15	14	13	14	
Noble2,778	16	16	16	16	16	8	

The North Avenue Prize Crew

H. Gillespie, D. Cullom, J. Hoefflinger, J.

Kmick, P. Freisinger, T. Irwin, N. Digilio, W. Curry, P. Finnigan, M. Polkowski, F. Klugiewicz, L. Wazikowski, J. Carrol, P. Rice, T. Tarbolski, B. Buckley, D. Bigley, J. Balijs, H. Shoot, F. Wazikowski, J. McGrath, D. Farrol, J. Maloney, J. Strond, J. Cerepa, W. Hoyer, J. Durkin, J. Cunningham, S. Greco, T. Lagerstadt, B. Pease, J. Witt, W. McElligott, L. Einfeldt, J. Gasparatus, E. Lynch, W. Pokoitis, F. Reinke, F. Slabenak, C. Conkrite, H. Wasserstrauss, K. Zimitis, G. Ruikis, P. Kajuski, A. Steponaitis, S. Matsas, J. Vogt, S. Olsen, J. McPhee, D. Cremin, C. Roggentin, P. Mahon, H. Karadimos, W. Egontwich, A. Anderson, F. Lynch, P. McAvoy, J. Sarkouskis, J. Macey, F. Witte, A. Dekaklear, K. Wegzyn, J. Lyons, J. Cantolope, J. Gibis, J. Cahill, J. Gillen, E. Kueh-fuss, M. Jensen, A. Tomkewicz, A. McGuire, J. McGill, M. Grontova, J. Forty, S. Bakutis, M. Irwin, M. Walsh, H. Kietzer, J. Brelick, J. Flinn, C. Raney, M. Sak, B. Mitchell, E. Proll, O. Roder.



Accident Prevention Meeting at Lawndale

Trainmen listening to Mr. Victor T. Noonan speaking to them on how to prevent accidents. This was only one of thirty-two such meetings held at all stations. Some of the other meetings were larger than the one pictured above.

THREE CARDINAL RULES

Be Honest, Be Careful and Be a Gentleman A Fine Bit of Advice

A wise old man, the other day gave me three things to remember. In his own words it was this:

"Boy, there are three things to remember in this game; first, Be Honest, next, Be Careful, last, Be a Gentleman." He further said that more men lose their jobs through neglect of one or all of these three things than from any other cause. Can you think of any other thing which can lose a man his job?

This man is a philosopher of the best kind and one who gives for the pleasure it brings him. It was my good fortune to receive instructions as a conductor on the Chicago Surface Lines from this man and this article holds my thanks to him for all he gave me. Those things upon which no value can be set but yet are worth more than money can buy.

I count such a man more of a success in life than he who has merely succeeded in accumulating a vast sum of money, estates and other material things. One gives, the other gets. But what one gets someone else had and will have again while the other gives what can not be bought, what no one else could give in just that way and what no one can take from you.

What a man is worth, then appears to rest in his character, his ability to do something worth while or give something of worth to his fellowmen—something which no one else can give.

Who can estimate the value of what this fatherly conductor gave me: "Be Honest, Be Careful and Be a Gentleman?" It will apply in any game.

J. C. Williamson.

Precisely

"How would you classify a telephone girl? Is hers a business or a profession?"

"Neither. It's a calling!"—London Mail.

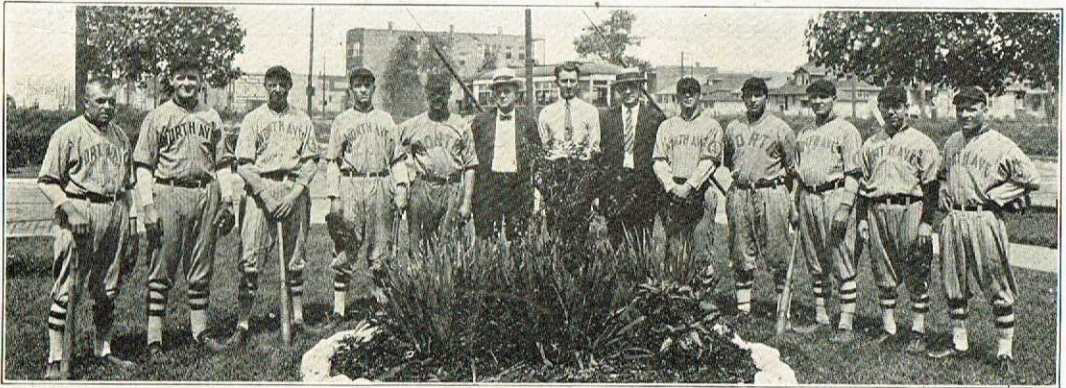
For Baseball Fans

Teams Full of Pep and Going Strong—How They Stand

The Richardson trophy in a big plate glass case has been on its travels for some time and has attracted a great deal of attention at the stations where it has been exhibited. There has been an appreciable "pepping up" of the baseball teams and all of them have cast longing and proprietary glances at the beautiful cup. In the Street Car Men's Baseball League, as in the major leads, tail-enders often play a very important part in determining the season's results, and for that reason, every team, no matter what its standing, should continue to put up the best scrap it knows how to do in the interests of good sportsmanship.

will not allow the fact of his winning or losing spoil it. A good sport is not developed in a day or season. It takes breadth of mind to just to beat one's antagonist. A good hypnotist on one side could work on his principal opponent player and get him in a dazed condition and thereby win the game.

Those who were fortunate enough to witness the exhibition game at the Surface Lines picnic at Riverview Park, July 18, between North Avenue and Archer Avenue, enjoyed a rare treat. In spite of the improvised field both teams put up as pretty a five-inning game as the most ardent fan could wish. The result was, North Avenue, 3; Archer, 2.



Division Superintendent Hall and His North Avenue Hopefuls

Left to right—E. Gnech, manager; T. Cooney, outfield; F. Lindroth, outfield; H. Daisy, pitcher; G. North, catcher; W. A. Hall, Supt.; E. Peterson, scorer; W. Pasche, asst. supt.; J. Hickey, 1st base; E. DeLave, 3rd base; H. Umlauf, outfield; R. Reiter, 2nd base; H. Wankel, short stop.

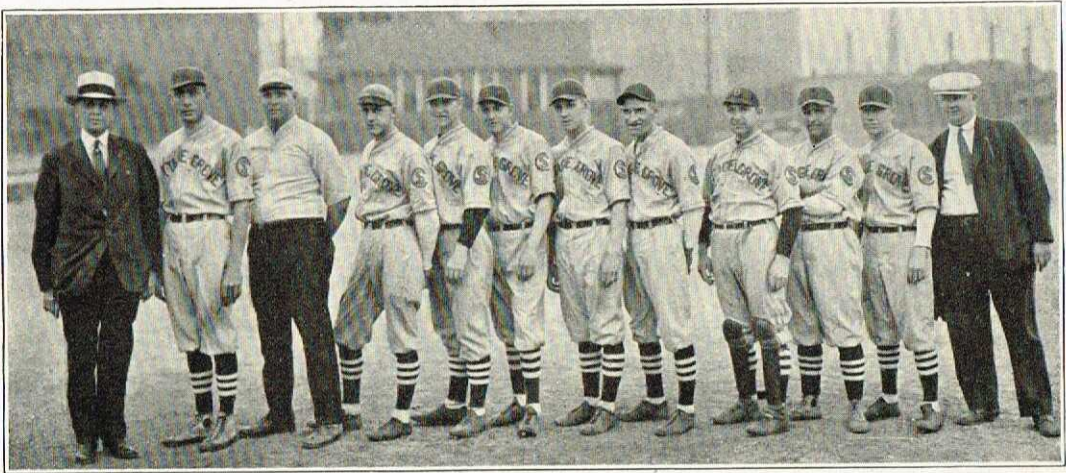


Division Superintendent Bowles and His Archer Pennant Aspirants

Division Superintendent, D. F. Bowles; M. J. Phelan, short stop; W. L. Grannon, catcher; H. J. Grannon, right field; C. P. Glennon, left field; W. H. Aincham, 2nd base; F. W. Schultz, 3rd base; J. J. Conlan, center field; E. J. Carney, utility; J. J. Daley, utility; W. Pinn, 1st base; W. J. Hogan, pitcher; L. Tobin, utility; C. Borchending, manager; M. J. Gentleman, official scorekeeper.

After a quick survey of the baseball situation one feels like quoting that prince of all around sports, Theodore Roosevelt, where he states that the right kind of an American will play the game for the enjoyment of the sport and

In the League, in the South Division 77th Street still retains the lead, hard pressed by Archer. In the North Division, North Avenue still leads, with Armitage-Division Street and Elston teams on its heels.



Division Superintendent Beldam and His Cottage Grove Contenders

Left to right—R. Beldam, Div. Supt.; G. E. Thompson, center field; J. Kuhlien, right field; A. Ostrich, pitcher; Ed. Healy, 1st base; C. Lipke, 3rd base; L. Redland, 2nd base; W. Eckel, left field; J. J. Casey, catcher; J. Villiers, utility; M. McGinnis, short stop; Fred Thiele, manager.

Games of July 8

North Division

Postponed Game of May 6th

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

Postponed Game of June 17th

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Devon-Limits	0	6	1	0	1	0	0	1	1	10	15	4
Lincoln	0	0	0	0	0	0	0	0	4	4	6	3

Postponed Game of June 17th

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Kedzie	0	0	0	0	1	0	1	0	1	3	6	4
Elston	1	0	1	1	0	4	0	2	x	9	13	3

South Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Burnside	5	1	1	0	2	3	1	1	1	14	17	2
69th Street	0	0	0	0	0	1	0	0	0	1	4	5

Games of July 15

North Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Kedzie	2	0	0	2	0	3	0	0	1	8	10	1
Devon-Limits	0	1	0	3	0	0	0	2	0	6	8	2
Elston	0	1	0	3	0	0	4	0	2	10	14	2
Lincoln	1	0	0	2	0	2	0	1	0	6	8	1

South Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
77th Street	0	3	0	2	0	0	4	2	2	13	15	1
Blue Island	0	0	4	0	0	1	1	3	2	11	12	2
Archer	4	0	2	3	0	1	1	0	2	13	16	0
69th Street	0	0	0	0	0	0	0	1	0	1	7	3

Games of July 22

North Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Devon-Limits	0	2	0	3	0	2	0	0	0	7	10	0
Elston	0	0	0	1	0	0	2	0	0	3	8	2
North Ave.	0	3	0	2	3	0	2	0	0	10	12	0
Lincoln	0	0	0	1	0	0	0	0	1	2	9	3
Lawndale	0	3	0	0	0	3	0	2	0	8	11	0
Kedzie	0	0	0	0	1	0	0	0	0	1	6	1

South Division

Team	1	2	3	4	5	6	7	8	9	R.	H.	E.
Archer	0	2	0	4	1	3	0	0	0	10	12	1
77th Street	2	0	0	0	2	0	0	3	1	8	10	2

Standing July 25—North Division

	P.	W.	L.	Pct.
North Ave.	9	9	0	1.000
Armitage-Division	8	6	2	.750
Elston	10	7	3	.700
Devon-Limits	10	6	4	.600
Lawndale	7	3	4	.428
Kedzie	10	4	6	.400
Lincoln	9	1	8	.111
Noble	8	0	8	.000

South Division

	P.	W.	L.	Pct.
77th Street	9	8	1	.888
Archer	9	7	2	.778
Burnside	9	5	4	.556
Blue Island	9	3	6	.333
69th Street	9	3	6	.333
Cottage Grove	9	2	7	.222

Games Scheduled—South Division

August 12th

Archer	at	Blue Island
77th Street	at	Cottage Grove
69th Street	at	Burnside

August 19th

Blue Island	at	77th Street
Archer	at	69th Street
Cottage Grove	at	Burnside

August 26th

Burnside	at	Blue Island
69th Street	at	Cottage Grove
77th Street	at	Archer

North Division

August 12th

Lincoln	at	Division 12
Division 9	at	North Avenue
Elston	at	Kedzie
Lawndale	at	Noble

August 19th

North Avenue	at	Kedzie
Division 9	at	Elston
Lawndale	at	Lincoln
Division 12	at	Noble

Bouquets for the Boys

That the public appreciates special acts of courtesy and consideration was shown by the recent consignment of commendatory letters which were unusually complimentary:

Conductor Carl Lyon, badge No. 6350, of Lincoln Avenue, who had a paralyzed passenger on his car, won the warm appreciation of the on-lookers when he picked this man up in his arms and carried him off the car.

Conductor Albert G. Eisa, badge No. 11882, had a lady passenger who just after leaving the car was struck by an automobile. She was not seriously hurt, but the nervous shock was severe. Conductor Eisa collected all of the facts bearing on the accident and turned them over to the lady, as a result of which her husband sends us a letter expressing his gratification.

Conductor John J. McInerney, badge No. 4352, of Kedzie Avenue, handled a transfer incident so courteously as to warrant a letter from Mr. Howard M. Jones of Hull House, who complimented him on his diplomatic actions.

Motorman Henry Gottsch, badge No. 4021, of Cottage Grove, through his quick wit and prompt action when an automobile dashed in front of his car averted an accident thereby winning the praise of his passengers, one of whom, Mrs. A. E. Winrott, 508 South Dearborn street, expressed her gratification in a highly complimentary letter.

Conductor Howard Harris, badge No. 3766, of 69th Street, showed so much consideration and kindness to a lady passenger who fainted on his car that Mrs. S. Davis of 7736 South Marshfield avenue told us about it in a letter and wanted him to know how much his actions were appreciated.

Conductor Edward J. Lundy, badge No. 11572, of 69th Street, when on his way home was addressed by Mr. P. L. McCauley, sales manager of the Invincible Metal Furniture Company of Manitowoc, Wisconsin, a stranger in the city, who sought information how to reach the Union Station. Conductor Lundy not only gave him the directions but walked several blocks out of his way to make certain that Mr. McCauley reached the station all right.

Conductor Thomas E. Nolan, badge No. 11994, of Burnside, was complimented for his kindness and courtesy by M. E. Dowdell, room 804, 30 North La Salle street.

Conductor Patrick J. McCarthy, badge No. 4052, of Kedzie; by helping an elderly and decrepit couple on to his car and also by furnishing information to a stranger on his car, received the compliments and thanks of Mr. A. W. Draine, 1514 Blondeau street, Keokuk, Iowa, who described Conductor McCarthy as "one of the most accommodating and pleasant conductors I have ever seen on system of this magnitude."

Conductor Robert Frisbie, badge No. 2686, of 69th Street, was warmly commended for assistance given to a blind elderly lady passenger

whom he escorted safely to the curb when she left his car.

Conductor J. E. Connors, badge No. 3802, of the Limits station, attracted favorable comment from Mr. Frank H. Lowry of 873 Cornelia street by his consistently pleasant manner in dealing with crowds of passengers, and it was specially noted that he called all streets distinctly.

Conductor Otto Wegner, badge No. 3840, of Elston, gave much needed assistance to a plainly dressed and very badly crippled old gentleman passenger, helping him board the car and at his destination accompanying him to assure reaching the curb in safety. Mr. C. H. Wilson of the American Lumberman, 481 South Dearborn street, observes: "If he was late on that trip no one has a kick coming. He did a good act without making any fuss over it."

Conductor John Healy, badge No. 8080, of Noble, found a watch and chain in Lincoln Park and subsequently was able to restore it to the loser, Mr. J. F. Driscoll of the Trucson Steel Company, 165 East Erie street, who commends Conductor Healy for his honesty and his efforts to discover the owner.

Conductor George W. Riley, badge No. 3640, of Kedzie Avenue, has attracted the favorable attention of his passengers by his personal neatness and his consistent kindness and courtesy to the men, women and children who ride with him. A letter of appreciation from S. Silvia Slivaka of the G-A Ball Bearing Manufacturing Company advises us how creditable Conductor Riley is as a representative of the Surface Lines.

Conductor John M. Donohue, badge No. 7522, of Division station, who found a rosary which had been dropped on the back platform of his car, made immediate and successful efforts to find the owner among his passengers, thereby winning the praise of P. J. Kane of the Sinclair Refining Company of 2540 West 22nd street.

Conductor Walter B. Whetmore, badge No. 7094, of Devon, and Patrick J. Griffin, badge No. 10962, of Armitage, were jointly complimented by F. M. Dodgers of 234 South Wabash avenue. Mr. Dodgers states that he came to Chicago a stranger two years ago, that he had ridden with both of these conductors and that the pleasant manner in which they always answered not only his questions but the questions of other strangers convinces him that they were both employees whose methods of discharging their duties entitled them to the thanks and appreciation of their passengers.

Conductor Samuel Rasmussen, badge No. 6516, of Lincoln Avenue, was so careful and thorough in instructing inquiring strangers that Mr. E. M. Dodson of the New York Life Insurance Company, of 39 South La Salle street, wrote us a very complimentary letter about him.

For Fido

"Madame," said the dignified gentleman, "your dog bit me on the ankle."

"He did?" cried the lady. "Oh, I must send for a doctor!"

"Oh, I assure you it isn't as bad as—"

"You're the third person he's bitten today," broke in the lady. "I just know he isn't feeling well."

Departments and Divisions

Engineering

Harry Schlachter, Chief Clerk in the Track and Roadway Department, is spending his vacation with his family at the Dells.

M. Korosy visited the grocery store on Main Street in Franklin Park during his vacation and whittled with the crowd.

F. Borg has returned from a vacation well spent in touring the boulevards of our fair City.

The Tug of War Championship for 1925 was won by the Engineering Department team at the Annual Picnic. They won two out of three pulls from the Transportation Department in the preliminaries and then made it two straight from the Shops and Equipment Team in the finals.

N. R. Alexander and his family put in two perfectly blissful (or blisterful) weeks at their summer home on Bangs Lake.

We extend our sympathy to Chauffeur Wm. Smith in his bereavement over three deaths in his family during the last six weeks. Also, to Motorman Wm. Dalton in the loss of his mother.

Electrical

Ralph Smith is sure stepping out these days, and the cause of the whole thing is a very beautiful blonde girl who lives near 65th St. and Marshfield Ave. The couple can be seen most any evening either at White City Roller Rink or along some quiet lane. Ralph you will remember was the drummer in the Electrical Department Show last winter, whose stellar work helped to make the show a success.

Miss Hogan is spending her vacation on her farm which adjoins a near by village. There is nothing like getting out into the fields of new mown hay, sweet clover and potatoes and onions, and carrots, and radishes claims Miss Hogan.

Miss Wardine Sheldon is spending her vacation near Rhinelander, Wis.

Bert Noah and George Broderick played eighteen holes of golf several days ago. We are not publishing the score.

We take our hats off to Johnny Hewett and his championship tug of war team.

H. Essington.

Accounting—Downtown

Miss E. Miller had her hair bobbed and her tonsils removed during her vacation in Louisville, Ky.

The following returned from their vacations and report they had a wonderful time: Miss J. Dooley, Mrs. M. Yumul, Miss F. O'Leary, Miss M. Scholl, Miss M. Chelstrom, Miss E. Miller, Miss A. Marsden, Miss J. Peletrin, Mr. L. Hill, Mr. E. Stack, Mr. W. Wojcik, Mr. R. Abrahamson, Mr. E. Sheehan, Mr. G. Pellicore, Miss A. Samek.

Miss M. Scholl had her hair bobbed during her vacation.

Miss A. Marsden and Miss A. Samek report

that they had a wonderful vacation trip to Glacier National Park.

Clark and Division

Lillie Valentin got tired roaming the world during her vacations so this year she spent her vacation exploring the wilds of Chicago.

Bob Fleming enjoyed his vacation at Buchanan, Michigan, and if he had stayed a few more weeks he would have gotten as plump as Gordon Kinsman.

We wish to congratulate the boys of Clark & Division offices on winning the Baseball games and receiving the Gillette razors and we expect to see clean shaven faces around here more frequently.

The employees of this Department were 100 per cent perfect at the picnic and by this we showed our appreciation of the efforts of A. W. Malmquist and R. T. Fick to make this picnic a success. Dugal Lamont sure had a good time at the picnic.

Thomas F. Coan.

Schedule and Timetable

Art K. Langohr returned from a two weeks' trip to St. Louis, and other Southern cities via Indianapolis. This trip did not include Dayton, Tenn.

We were all sorry to have Mr. H. B. Cammack leave the Schedule Department, but wish him well in his new position in Mr. C. V. Weston's office.

Keith Bell is vacationing at Detroit and, of course, occasionally goes across the water to the Canadian side to meet friends, and so forth ———.

George Byran is back on the job, all tied up for life, but he forgot all about the candy and smokes.

John Franzen rented a cottage at PawPaw Lake where he will spend his vacation, after scouting around the Sand Dunes of Indiana.

Congratulations to Miss E. H. Morrison who resigned August 1st to embark upon the sea of matrimony.

Miss Dorothy Peacock and others occupied some of the best seats at the Barnum-Bailey & Ringling Bros. circus. Would you not do the same if your daddy had a good position with the Big Show?

Miss Dorothy Johnson, during her vacation, motoring to Green Bay, The Dells, Geneva, and Mackinac Islands, found time also to visit friends in Canada.

Miss Esther Sandstrom is vacationing in a lovely country cottage at Iron Mountain, Wis. Those trips "back home" are becoming so frequent, they begin to look sort of serious. I wonder ????

G. Weidenfeller.

Material and Supplies

J. McElwee (The Whistling Blackbird) is now the proud father of an 8½-lb. baby girl. Where's the Stogies, Jack?

Joe Williams spent his vacation motoring through Michigan.

Herb. Hoyer has returned from his vacation, which was spent at Niagara Falls, with Mrs. Hoyer and a few more members of the family. Herb. claims that it was not a honey-moon trip.

Mr. Stockley put in a somewhat belated appearance at the office June 29th. It appeared that he had spent his vacation fishing, up in the wilds of Wisconsin and on arriving at the Lake, he failed to take the necessary precaution of going behind a tree to bait his hooks, and he being a small man, the old time fish mistook him for a little piece of bait, and started out to capture him. After struggling for some time with the fish, he managed to free himself and ran for his skiff. In attempting to jump in, he fell and broke a toe. Experienced fishermen then drove the fish back into the water to await more fun from the next sucker who spends \$3.00 for a license to fish for these educated fellows. This was not all. Poison Ivy had punctured Mr. Stockley in a good many places and he looked somewhat damp, but still wore a smile which conveyed the meaning that he was happy to be back.

W. J. Dignan spent his vacation working on his newly bought home.

Bert Long thinks that hiking is far superior to touring, as an ideal method of spending a vacation. If he did not think so before, he does now. He drove 125 miles in two days in the out-going journey and on the return journey the rear end snapped, so Bert speaks from experience. Moral: Don't buy a Chevrolet.

Andy Martin returned from his vacation which was spent looking over part of Indiana. Most of the time was spent swimming in the Tippecanoe River.

The West Shops congratulates the Clark & Division Baseball team on the winning of the Championship from them.

J. Devery has returned from his vacation, which was spent seeing the sights of Maywood in his new Chevrolet. R. E. Buckley.

Shops and Equipment North and West

The sincere sympathy of the entire department is extended to J. V. Yoerger, timekeeper at the West Shops, in the loss of his daughter, Mary Isabelle, who passed away July 7th after a three weeks' siege of typhoid fever. Miss Yoerger was a talented musician on the piano and as a teacher of this instrument had many pupils in her care. She was an honor graduate in music from St. Mary's of the Springs, Columbus, Ohio.

John Koss, West Shops Switchman, is the proud father of a baby boy born June 28th.

Jack Newton, foreman of the Paint Shop, announces the marriage of his daughter Ruth to Albert Masters on June 10th. Our congratulations and best wishes are extended.

F. Stoll, assistant night foreman at Kedzie Carhouse, returned from his vacation looking fine. He reports having a wonderful time, always finding something new and interesting to occupy his time.

On July 18th George Strickland, automatic door expert at Kedzie Carhouse, found the combination to the door of Matrimony and led his bride to the altar. He was back on the job Monday looking very happy. The boys at Kedzie wish them many happy returns of the day.

Again the Shops & Equipment Department

walked away with most of the honors in the athletic events at the picnic.

J. N. Lane finished first in the 100 and 200 yard dashes, and first in the broad jump.

Harold Ebeling finished second in the 100 yard dash, the broad and high jumps, and also the hop, skip and jump.

The West Shops won the relay race, the team being composed of J. Lane, Harold Ebeling, C. Stroh and L. Kramer.

All the boys are sporting medals.

The department is proud of the permanent possession of a silver loving cup which was awarded for having scored the highest number of points in the athletic events.

O. H. JORGENSEN.

Shops & Equipment, South

Miss Emily Fencil of the Printing Department was married on July 15, 1925, to M. J. Martiny. Mr. Martiny was formerly employed in the Printing Department. A long and happy wedded life is our wish for the newly-weds.

Walter Godeski, Machinist, South Shops, is the proud daddy of a bouncing baby girl, born July 13th. Congratulations.

Mr. Alton has moved into his new bungalow at 8113 Merrill avenue.

J. P. McCAULEY.

Around the Car Stations

Cottage Grove

To that courteous, dignified, accurate Supervisor.—We are proud to acknowledge joint interest in such a valuable asset to a great institution. We realize that he is just and fair, hews strictly to the line. May time and tide deal kindly with him, is the wish of his brother employees in the First Division.

A photo of our ball team and our Division Superintendent will appear in this issue. Plans have been in the making for a banquet and everything, when the boys have brought home the bacon. But, at this writing, various obstacles are in evidence, and not the least are North Ave., and Seventy-seventh. But, maybe, the powers will be considered and give us a little party anyhow.

A radical change, that is thoroughly appreciated by all trainmen, is being made on the front, glazed sign on near side cars, placed on windows. Greater portion of glazed part will be eliminated. Under new conditions, we will have a better control of passengers, boarding car and alighting from same, and traffic on street.

Michael J. Murnane recently returned from a business trip to Ireland. Characteristic of his ancestry, he combined business with pleasure and in New York, married the beautiful, and accomplished Margaret Hyland, a companion and sweetheart of his school days, in Ireland. The bride has an intense yearning in her heart to again visit the scenes of her girlhood, across the sea. They will go in the near future, but

will return and make their permanent home in the best city on earth, "Chicago."

James Calder.

Burnside

Well here we are again in the magazine after a short interval. Our Superintendent, Mr. Altemeier had feared that the editor might think there was no news out here in Burnside and accordingly has enrolled another reporter on the staff.

Boys have you seen the bulletins in reference to transfers, ventilation, passing up passengers, position of cars when stopped after a fuse has been blown, accidents at railroad crossings and boulevards and the slow down orders at 73rd and Jeffery Ave. owing to a defective sewer? These show that our Superintendent is anxious to warn us of any danger that might by chance overtake us.

We regret to report the illness of George Warchus, Mat Anderson, Geo. Smith, E. J. O'Rourke, Ed Wynn and Jake Hoskins, the latter having been severely hurt in a crash with an auto truck. We hope for their speedy recovery.

J. W. Reilly and Oscar Anderson have decided to leave the day cars for the summer and have picked night cars. Reilly says he has worked days so long that he thinks he can see better at night as for Anderson that idea must work for this is his second change on the owl. Norman, Cleary, Leonard, Bannister, Benson, Hingstrom, Egan, Sawyer and Butts can also vouch for that statement for they are getting to be old timers on the night cars.

Charlie Butts, the manager of our Ball Team, is very jubilant for although he lost the "Seventy-seventh" by the close score of 6 to 4 a few weeks ago he carried the day on July 9th when "Sixty-ninth Street" went down to defeat by a score of 14 to 1 which was due to the able work of Pitcher Leske.

Division Superintendent Altemeier is in receipt of a letter from Motorman Ed Wynn, Prescott, Arizona, who is convalescing in the mountains and hopes to be back with the Boys at Burnside before very long.

Conductor V. Anderregen in alighting from his night Owl the other night was struck and badly injured by an automobile at 111th Street and Torrence Avenue Saturday morning, July 18th, 1925.

Conductor M. J. Reynolds had the misfortune of having one of his little boys struck and badly injured by an automobile near his home this week.

Have you noticed the smile on Hale and Young lately? Well, that's because they are working while the other boys are sleeping. Tom Doherty is on the Hammond run and when his Connie was asked how he found the way he replied that the first day he had to stop out there near Wolf Lake to read the signs.

V. L. Sawyer.

Sixty-Ninth

Several of the boys are taking their vacations and it is keeping the extra board quite busy at present.

"You know I just hate these vacations," remarked Supervisor Johnson as he made his

getaway in a trusty Lord, "but one just has to take them, so I must obey the Company's rules."

That good looking chap you see starting at 63rd and Central Park is H. E. Harris ("Heave" Harris), who took up his new duties on July 13th.

Division four regrets to announce that the daughter of motorman Robert Booth has passed away in Oakland California. Also the death of motorman J. D. Coates' wife, who was in ill health a long time and the sister of T. J. Manual, who died from the effects of an operation on July 7th, and the loss of a baby son by Mr. and Mrs. F. L. Haden. Sincere condolences are offered to relatives by Division Four.

Conductor Little has taken two weeks' time off to visit his folks at Aitkin, Minnesota. Conductor M. J. Hayes took a vacation to motor East to Niagara Falls in his Ford sedan. Conductor J. M. Flaws has taken a trip to California and other points of interest along the way. Conductor Naylor took his vacation and motored to Elmira, Ohio. Motorman H. B. Graves took three weeks off to motor to Hillsdale Wisconsin, and clerk Wooldridge writes in from Fond Du Lac, Wisconsin, and said there was a big fish up there.

The old stork on a recent trip left babies at the following homes: For Mr. and Mrs. G. W. Fauset, twins, a boy and a girl born July 18th; for Mr. and Mrs. M. Prendergast an 8-lb. girl, born July 9th. Mothers and (fathers) doing fine. Congratulations All.

W. L. Pence.

Archer

The new frame and card posted in Trainroom reading:

ONE GROUCH BEGETS ANOTHER

Don't start one!

Look for the reflection of your smile on the face of your passengers.

has been read and exemplified by the trainmen and clerks of Archer depot.

A postal was received from Conductor Louis P. Vinopal one of our War veterans who is suffering from the after effects of being gassed while in the Army service, now at Haugen, Wis. trying to recuperate.

Conductor G. G. Ruys has returned from his Honeymoon. He was married July 11th, 1925, at St. Davids Church and the wedding supper was served at the Hotel La Salle. Congratulations are now in order.

A postal was received from Sam Menary—Supervisor and correspondent for "Surface Service" Archer depot, enroute to Ireland, sailing from New York, June 27th, 1925.

Never again; Conductor Charles Halverson in service since 1895 participated in a ball game with his son to his sorrow, returning home with a badly bruised arm. He says the young blood is too fast for him.

The trainmen on Archer Avenue line are much elated over the progress of the new street

improvement west of the Santa Fe tracks, it is hoped that the good work will extend to Cicero Ave.

Barney Malloy, our Chief Clerk is spending his vacation at the "Dells" of Wisconsin. He has taken his leaping Leana along for a companion.

Motorman Hughey McGarry is the proud father of twins. A boy $7\frac{1}{2}$ and a girl $6\frac{3}{4}$ pounds. Hughey seems to be well pleased with the Stork's delivery.

The sympathy of the boys from Archer depot is extended to motorman Joe E. Brein who was called on to part with his wife on Sunday, July 19th, 1925 who underwent a serious operation which caused her death.

Suppose everybody saw George Lemons new car. "It aint no FORD." It's a real up-to-date FLINT.

Remember boys, others will treat you very much as you treat them, so don't go down the street with a grouch and later on expect to get witnesses.

All you vacationers should bring in notes of interest to your correspondent, a few fish stories would be enjoyed by many of us.

The boys are sorry to learn of the death of motorman Leo Murray's father who was a resident of this neighborhood and known by many.

The new Utility badge worn by the emergency crews are a mark of art, boys give them your loyal support in clearing up delays.

Supervisor Christ Zeiher is some fungo batter having captured first prize at the picnic. While Christ does not indulge in tobacco the boys of Archer appreciate good cigars.

Archer depot was well represented at the Surface Lines Club picnic and from the pleasant relationship and cordial hospitality shown, we are looking forward to next season's picnic.

The exhibition base ball game of five innings was a very snappy game on both sides and while Archer team lost we do not feel down hearted, but congratulate the manager and team of North Avenue.

From the expression of Mr. Richardson's face and his remarks we know he enjoyed the game as much as the rest of us.

Charley Watson, Receiver has just returned from Kankakee where he has been trying to reduce in weight, taints so bad in cold weather.

D. F. Bowles.

Lawndale

June brides have nothing on Lawndale, where we have a number of June Bridegrooms.

Our quartet leader Mr. L. Duffy had a real home-town wedding where the tables were loaded down with good things to eat, and plenty of dancing as the music was furnished by the Lawndale Band, and everybody had a good time.

Mr. and Mrs. Duffy have just returned from their honeymoon trip which they spent in Canada, and both are looking fine and happy.

Our base ball star Mr. P. W. Corrigan also took unto himself a wife and had his wedding the same night as Duffy, so you see that the band could not play in two places at the same time, and we will excuse them for that. Corri-

gan would not tell us where he was going, but we heard that he went to Canada also, "What is there so attractive in Canada?"

We had a number of postals from our Chief Clerk Hackbarth who is spending his Vacation in Muskegon, Mich., so we will have to postpone all other weddings until our band-master returns. But look out, Hackbarth! You know Muskegon is where the Muskies live and as we all eat fish, we are going to meet you at the four corners before you get home.

J. M. Johnson.

Blue Island

Our sympathy is extended to Conductor Smutny in the loss of his mother.

Captain Lee need have no fear on Pay Days now as he is protected by Klicman's Boston Bull.

Porzel has no excuse to miss now as he has a racing car and a colored chauffeur to drive him to work and they sure do go.

Willie Winter spent his vacation in the Dells of Wisconsin where he enjoyed a wonderful time.

A new addition to the Keeler Ave. Aristocrats is Supervisor Lewerenz.

Supervising Motorman Cillian has been assigned to Mr. Anger's office in charge of the meters, but will visit the boys more frequently now so keep your Kilowatts down.

Supervisor Roeser is back from his vacation which he spent in the City enjoying every minute of it.

Starter Heffernan spent his vacation in Duluth, Minn., and enjoyed the change.

Combination Receiver John Quaid is back from Montreal where he enjoyed a wonderful time.

Gneda has been trying out Broadcasting on the One Man Cars and says it tires him out after he is all through.

Assistant Superintendent J. M. Johnson is back on the job after enjoying his vacation.

Superintendent Maguire's vacation is delayed on account of the installation of One Man cars on the Fulton-21st St. Line as he takes great interest in them and wants them to be a success before he leaves. Mr. Irvine beat Mr. Maguire by operating the first One Man car over the Line so the next day Maguire beat him by putting on four and has the men well broken in on them.

Hoff and Loeb are experts in instructing one man operators.

Motorman Strubelt and Conductor Smidl are very ill and would appreciate the visit of some of the boys. Strubelt is at home and Smidl at the Speedway Hospital.

Supervisor Madsen although getting around with one leg is a Hustler when it comes to instructing and OKing the men on one man operation, and is up and down the street from morning till night.

C. P. Starr.

Kedzie

Our baseball team seems to be unable to stand prosperity, winning two games in succession would be too much of a shock for our manager, Chas. Eccardt. (Young Eddie

Collins.) But nevertheless there is consolation in winning once in a while.

One man cars have made their debut on the "Main Line"—Fulton-21st St. It is the real line now that a number of men are breaking in as Operators. The breaking in game has become as popular as learning the Charleston Step.

Speaking about automobiles, Thos. Fahey, Supervisor, drove up to The Dells and back again while on his vacation.

We all extend our heartfelt sympathy to Eddie Devine our Chief Night Clerk and Family in the loss of his sister who, passed away July 2nd, 1925.

Our honorable Chief Clerk is back from his vacation and outside of a fishing trip, he claimed he had a good time. He did not pass the Cigars around so I guess he did not get MARRIED. When is it coming off?

The Scribe.

North

Our sympathy is extended to Motorman W. Hoefft whose daughter was drowned, June 19th while swimming at Palatine, Ill.

Also to Motorman Fred Schreiber who lost his wife on June 13th. Conductor W. Ollenquist lost his mother. Motorman W. Richter's brother died July 20th.

July 18th was a huge day for North Avenue. We won the ball game at the picnic. Our young men trimmed our ancient rivals from out Archer Avenue way to the tune of 3 to 2. And a neat game it was. Our Supervisor Alvin Solberg won a classy box of cigars by placing first in the fungo hitting contest. Supervisor J. O'Shaughnessy placed first in the shot putt and Supervisor Emil Gagler was runner-up. Altogether we were a great success.

Conductor Victor Malacki, he of the golden voice, stuck his head too far out of the car while working on Lake Street the other day and connected with one of the posts. When asked if he hurt the post he said, "Sure, they've got a piece of it in on the boss's desk."

Conductor Charles Gokenholz is the proud father of a 7 lb. girl born July 2nd. Conductor F. Hurley announces a 9½ lb. boy born June 11th. Supervisor O'Shaughnessy reports a pair of twin girls born June 22nd. This is the second set; and judging by the broad smile he wears he is well pleased with the world in general. Mothers and babies doing well.

Division Supt. Hall is spending his vacation in Michigan. Asst. Supt. Pasche is sporting a new Hupmobile.

Conductor John Sutton is visiting in Seattle, Wash. Conductor John De Juren and Motorman Max Bruhn are in Germany. Motorman A. Hanson is in Sweden. And Conductor Otto Wohlers is sojourning in England; he has a weakness for tea and marmalade. Paul Lindenberg is vacationing in Wisconsin.

Conductor W. Klinghofer was married Saturday 27th, suddenly. He says he made up his mind one Saturday and was married the next Saturday. Our boys are noted for speed. By a ceremony performed July 14th Conductor A. Anderson was incorporated into that great institution the American Husband than which there is no greater. Congratulations to these lucky

boys and their brides and the well wishes of all North Avenue men to them.

We see where the Tribune's Inquiring Reporter coralled Conductor Wm. St. Louis down at the pier and asked him if he would be greatly perturbed if he knew he had a simian great grand dadie. He replied in part. "Not in the least. I've always thought that we were descended from some branch of the monkey family. One sees evidence of that today in the way a baby grabs for the things he handles." It may be. We remember when we marched with the Surface Lines contingent in the Preparedness parade some years ago and were greeted all along the line with "Here come the nickle grabbers." It may be so.

The blue flag with the white star in the center, flying from the flag pole, under the Stars and Stripes, was presented to this depot by Mr. G. A. Richardson, Vice-President and General Manager, as a token of his appreciation for the showing, that this, the largest car house in the United States, has made in the low number of pull-ins for the month of June.

This flag will remain with us as long as we remain low in the number of pull-ins. Long may it wave over our depot.

CHARLES A. KNAUTZ.

Armitage

McHale has one of the best runs on the street on weekdays but on Saturday it is the best run in the barn.

Some of our fishermen are back from their fishing trips all they brought back was their health.

Kirchoff had fish in the live box to bring back to the depot but the bottom fell out when he started home.

Bob O'Conner did just like the rest of us did when the right girl came along. Good luck to you Bob.

L. Milz.

Elston

Receiver Geo. Neuhaus reports that fishing wasn't so bad. He got six on his vacation.

On July 15th pitcher S. Beirowski refused to pitch to the Lincoln Ave. Base Ball Players until he saw that his fielders were sitting down. Lincoln Ave. what do you think of our Pitcher?

We wish to extend our sympathy to Motorman P. Karge whose father passed away, and also to Conductor R. Hennelly whose wife passed away.

We were glad to hear that Motorman S. Gile's wife is getting along fine after being operated on.

Conductor W. Gough and Conductor A. Kupinski announce the arrival of two big baby boys. Mothers and babies doing fine.

Sorry to hear that Conductor E. Gentzberger broke his leg.

The fat man's race at the Surface Lines Picnic was a success as the writer won the first prize.

Conductor J. Ippolita made a proposition to the Ball Players that every time a player made a home run he would give them a hair cut and shave. Up to date S. Beirowski, H. Klitzke and

E. Reindl have received three. R. Kormacki received one.

If you have any trouble with your lawn see our lawn expert—E. Johnson. (Receiver)

Catcher E. Reindl heads the fielding list with a per cent of 946, while pitcher S. Bejrowski heads the batters with a per cent of 629.

Chief Clerk B. Jagla and family just got back from a fishing trip, but he claims that meat is awfully high at Fox River.

After catching bull heads at Fox River, Conductor P. Krueger brought them home and put them in his bath tub. That is why he took the next day off to re-catch them.

Why did you pass that box of cigars out the other day Mr. Altpeter? We will have to look into this.

E. L. Brookman.

Noble

We wish to thank Mr. Harrington and Mr. Eigelsback for their kind co-operation in making the Armitage-Center line a success on the opening day at Noble Depot.

We also wish to thank supervisors, McMann of Archer Depot, Beckers of 77th St., Ackersberg of Lincoln Depot, Solsberg of North Ave. and Carlin of Armitage, for the help they gave us.

The men on the Armitage-Center Line were sorry to see Supervisor Carlin leave as they enjoyed his smile and his help was always appreciated, they hope he will be back with them in the near future.

The men on the Armitage-Center Line have taken the attitude that they would rather lose their left leg than switch. Keep up the good work boys.

Surface Lines Club take notice: At the next picnic please make the prize in the fat men's race 50 cigars instead of 25 as Div. 10 will again have Mr. Brookman represent them and 25 cigars don't go around.

Time sure must fly on the Armitage-Center Line as operator P. Kupawa punched his transfer late and when asked the reason for it he stated he thought he had another trip to make. Operator C. Clausen gave the same reason the day he refused to be relieved for his fall back.

The three expert fishermen of Noble (W. Malecki, E. Donald and B. Michaels) went out for three days and promised many of the boys to bring them some fish. On their return Motorman J. Hoffman was waiting for them but all he got was the information that it was too hot to carry them home.

Say boys what's the matter with the ball fans? Come on out and let us see that you are not all dead.

Albert J. Asp.

Lincoln

The Lincoln Station is Broadcasting that Conductor P. O. Malley and R. Burk have taken a furlough and have gone to the home of the Shamrock, to visit their friends and relatives.

A. P. Gliffe has taken a motor trip to Iowa. He didn't say for how long, but we hope he had good luck and didn't pick up any nails.

Our young sheik, F. Meyers the receiver, went to Canada for a vacation.

C. O. Anderson has taken unto himself a

June bride and was married June 20. Congratulations old boy.

The Lincoln Station is helping to increase the population. A son 8¾ lbs. born to Mr. and Mrs. Zilinski, Monday, June 22nd, a 9-lb. girl to Mr. and Mrs. A. Gibbon, Sunday, July 19, and a girl to Mr. and Mrs. Falls, 8¾ lbs.

Conductor C. Christian, 5166, who has been ailing many months, died June 30. Our sympathies to the family.

L. Geneke, conductor, who underwent an operation, lost his mother, who died July 2nd. The boys extend their sympathy.

H. Spethman.

Limits

Conductor O'Brill was married June 28, 1925. Now we know why he worked ringers.

Conductor Grass has welcomed a little son into the family.

Motorman Jacobson is all ready for the trip to Starved Rock—new tires, new spark plugs and new tow rope. He says she runs like a clock. Why not? It's an Elgin.

Motorman E. E. Keeler has returned from a Fox River fishing trip and reports a 17-inch pickerel. In fact, he says the fishing is so good you have to hide behind a tree to bait your hook or the fish will jump right out of the water and take the pole, line and all if you're not careful.

Bob Southern, our chief clerk, says that the recent dry spell in the Diamond Lake district was so severe that the fish swimming up the Desplaines River actually raised a cloud of dust.

Sam Hunt, while cleaning his windows, accidentally fell out two stories to the ground and was pretty badly injured. Luckily he struck his shoulders. The doctor is optimistic about his recovery. Sam is at the Alexian Bros. Hospital. Visitors welcome.

Jerry Burke has recently attended a clinic at Milwaukee, Wis., and the professor holds out great hope for Jerry's recovery in, say, three months or so.

Conductor Lester Green is proud daddy to a little baby girl, born June 30, 1925, at North Chicago Hospital.

E. G. Rodgers.

OBITUARY

Ed Lee of the Shops & Equipment Department

The sympathy of the department is extended to the bereaved family of Edward Lee, Day Foreman at Division & Western Carhouse, who died at his home on April 28th.

Mr. Lee was 65 years old and had been in our employ since May 13, 1893, starting as a Repairman at Elston Avenue Carhouse; was promoted to Night Foreman in May 1895, and advanced to Day Foreman in 1904, which position he occupied at Division Street Carhouse for the past 13 years.

"Ed." as he was universally known on our system was considered one of the best equipment maintenance foreman in the department. The record he established over a period of years is one to be proud of, and his fair and square dealing with the men over whom he had charge will always be remembered.

In the passing of Edward Lee, we suffer the loss of a true friend and an old and faithful employee.

Some More Babies

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

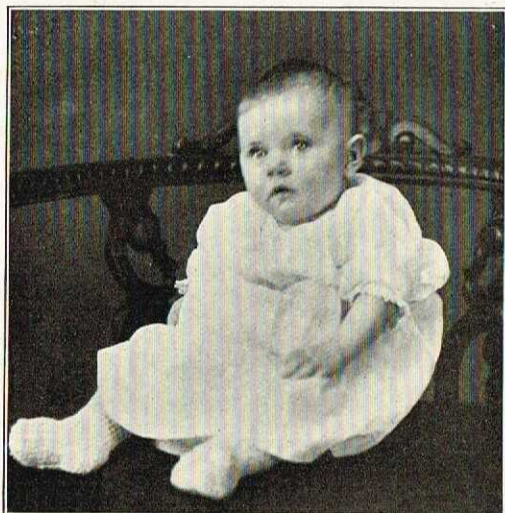
Last month SURFACE SERVICE showed a bouquet of baby blossoms and this month presents several additional pictures that have been forwarded by proud parents. We would like to have more of these pictures of the little ones so if you have a good clear picture of the baby send it in addressed to the editor of SURFACE SERVICE, Room 1479, Illinois Merchants Bank Building. The pictures will not be harmed in any way by the engraver and will be returned after they have served their purpose.



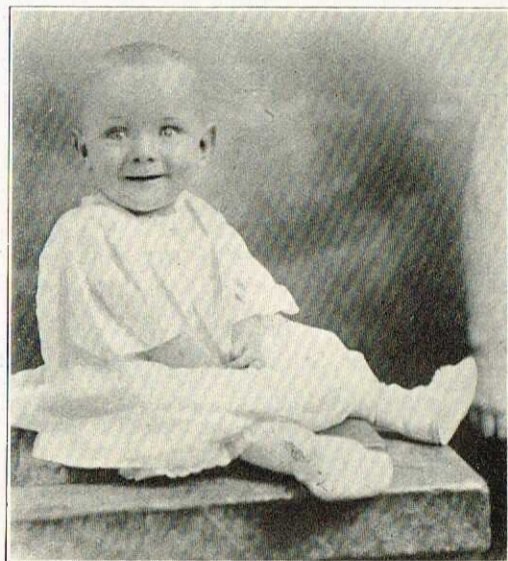
EDITH JANE KLATTE
Daughter of Mr. and Mrs. A. J. Klatte.



RAYMOND MILZ
Son of Assistant Div. Supt. Milz.



MARIE CAROLINE HOLZSCHUH
Daughter of Assistant Day Foreman Holzschuh,
Lincoln



JOSEPH EUGENE MARSHALL
Son of Joe Marshall, Legal Department.



MRS. J. F. JOHNSON AND BABY
Wife and son of Motorman Johnson of Kedzie.



ROBERT EDWARD MARK
Son of Ed Mark, Accounting Department.



GERALDINE WELIN
Daughter of C. Welin, South Shops.



EILEEN FRANCES COAN
Daughter of Thomas Coan, Accounting.



JOHN S. MANASSE
Son of Joseph Manasse, Legal Department.

DIE when I may," said Abraham Lincoln, "I want it said of me, by those who knew me best, that I always plucked a thistle and planted a flower whenever I thought a flower would grow." Almost everybody needs kindness; the meanest most of all. Everyone should try honestly to see the other fellow's side, to see it as he sees it; to understand how he came to see it so and feel that way about it. Employes should always remember that it is quite possible for both themselves and their company to be wrong.

