

SURFACE SERVICE MAGAZINE

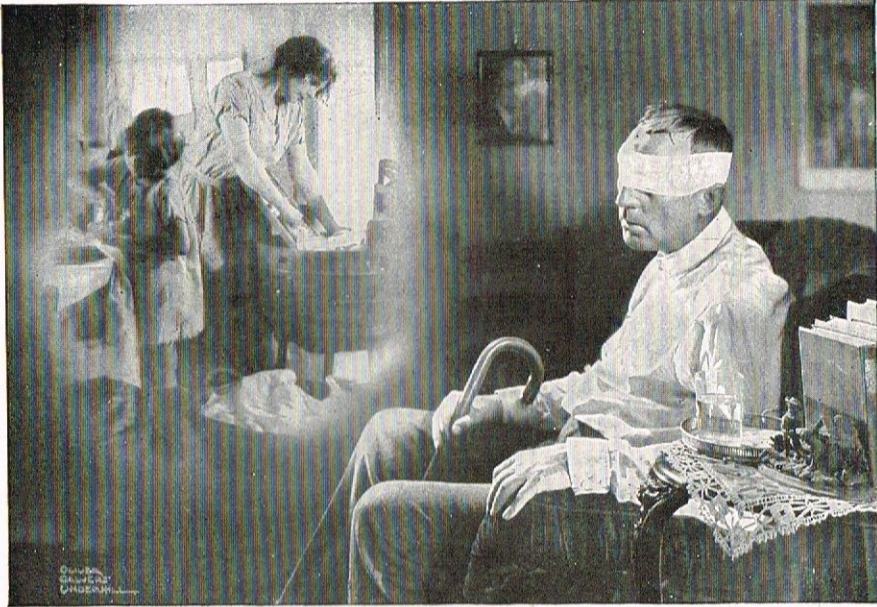
VOLUME 3

November, 1926

NUMBER 8



He Left Off His Goggles



AN AFFECTING APPEAL

“Tell Santa Claus to Send Daddy’s Two Eyes Back Again”

It was Christmas morning, the little girl seemed very downcast. Her mother asked her was there something that Santa Claus might bring her to make her happier?

The little girl replied: “Tell Santa Claus to bring back Daddy’s two eyes.”

This is no piece of fiction, but a true story from life. The man in the above picture, the father of two lovely children was warned to wear his goggles while at work. He usually did. But one day, his goggles were pushed up over his forehead and not over his eyes. Suddenly

there was an explosion of hot metal. The unfortunate man’s two eyes were burned right out of his head.

This picture and this story needs no moral lesson to be drawn from them. Every man in this organization who should protect his eyes when there is danger of injury, knows when this Company gives him a pair of goggles to wear, that they are not intended to cause him discomfort, but rather to protect his valuable eyes and to prevent suffering to those who are nearest and dearest to him.

Wear your goggles while at dangerous work and you will have no regrets.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

NOVEMBER, 1926

No. 8

Burnside Leads Accident Prevention

Five Other Divisions Pressing Closely As Contest Continues—Dark Horses Looming Up

Exact Standings in Contest With Best Averages, February to September Inclusive

First Place	Division No. 2, Burnside	56.35
Second Place	Division No. 2, North Avenue	54.73
Third Place	Division No. 7, Kedzie	53.61
Fourth Place	Division No. 9, Division and Armitage.....	50.92
Fifth Place	Division No. 11, Lincoln	50.56
Sixth Place	Division No. 10, Elston and Noble.....	45.03
Seventh Place	Division No. 5, Archer	41.08
Eighth Place	Division No. 12, Devon and Limits.....	36.61
Ninth Place	Division No. 4, Sixty-ninth	35.33
Tenth Place	Division No. 6, Lawndale	33.67
Eleventh Place	Division No. 1, Cottage Grove	29.02
Twelfth Place	Division No. 3, Seventy-seventh	25.44

Accident Prevention Records of All Divisions in September

First Place	Lincoln, 400% Credits.....	Total 651.08
Second Place	Cottage Grove, 200% Credits.....	Total 647.00
Third Place	North Avenue, 300% Credits.....	Total 615.06
Fourth Place	Burnside, 400% Credits.....	Total 601.01
Fifth Place	Archer, 300% Credits.....	Total 577.09
Sixth Place	Lawndale, 300% Credits.....	Total 574.09
Seventh Place	Kedzie, 300% Credits.....	Total 569.02
Eighth Place.....	Elston & Noble, 300% Credits.....	Total 561.04
Ninth Place.....	Division & Armitage, 200% Credits.....	Total 502.06
Tenth Place.....	Devon & Limits, 200% Credits.....	Total 443.03
Eleventh Place	Sixty-Ninth, 200% Credits.....	Total 419.02
Twelfth Place	Seventy-Seventh, 100% Credits.....	Total 384.07

By VICTOR T. NOONAN

Supervisor Accident Prevention

Well, folks, here is the latest news on our contest. Burnside slipped into first place again in September, thus ending the eighth month of this remarkable contest to prevent accidents. Burnside, in first place again, but by such a very close margin that Superintendent Altmeier and his husky boys will have "to step on it," as the modern saying is, if they want to hold, retain and possess that much coveted first place between this time of writing and the thirty-first day of January, 1927, when this first accident prevention contest ends its wonderful and

splendid year's effort.

As stated, Burnside is in first place, but that is about all. With an eight months' average in the contest of 56.35 North Avenue is second with an average of 54.73, or, just 1.62 behind Burnside. Kedzie is in third place with an average of 53.61, or, just a mere 2.74 behind Burnside.

Consider the situation these three Divisions are in now: Burnside, North Avenue and Kedzie are so very, very close, so far as their contest averages are concerned, that you might say North Avenue and Kedzie are flirting affectionately with first place. The two Divisions

**Total 100% Credits Earned for No Chargeable Accidents in Various Classifications,
February to September Inclusive**

First Place	Division No. 2, Burnside	2800%
Second Place	Division No. 11, Lincoln	2300%
Third Place	Division No. 7, Kedzie	2200%
Fourth Place	Division No. 10, Elston and Noble.....	2200%
Fifth Place	Division No. 4, Sixty-ninth	2100%
Sixth Place	Division No. 5, Archer	2100%
Seventh Place	Division No. 8, North Avenue	1900%
Eighth Place	Division No. 1, Cottage Grove	1700%
Ninth Place	Division No. 9, Armitage and Division....	1600%
Tenth Place	Division No. 12, Devon and Limits.....	1500%
Eleventh Place	Division No. 6, Lawndale	1500%
Twelfth Place	Division No. 3, Seventy-seventh	1200%

almost have their arms around the goal, much to the concern of Burnside.

Mr. Altemeier got so excited when he found Messrs Pasche and Harrington so close on his trail with two regiments of safety trainmen that he called his own men together and said: "Boys, we are in first place in the contest, but only by a hair's breadth. The fellows from Kedzie and North Avenue are at our heels—so close to us, in fact, that we get their breath. Make no mistake, we've got to step on it and we've got to use more than ordinary gas—we must use our brains more, mixed with a strong supply of will power. If we want to stay in first place, we must have no accidents. That's all there is to that. Just a couple of accidents and we are gone. This contest has got me perspiring and now I want you fellows to do some perspiring yourselves."

Any one who knows Mr. Altemeier and who reads the above remarks knows that's exactly the way the Burnside Superintendent talks. So far as Burnside is concerned the situation is exciting and also humorous. Burnside wanted to get into first place and got there, then lost out and slipped down along the line somewhere, and now Burnside is back in first place and finds that that particular location in our Contest is rather warm with several other Divisions swarming after them like blood-thirsty Indians.

It certainly looks as if four ambitious and determined gentlemen, Messrs. Pasche, Harrington, Bolger and Hays, are going to make it much warmer for Mr. Altemeier in the next three months of the contest, because I may as well

tell you that any one of the four Divisions represented by the above quartet of Division Superintendents might easily slide into a permanent first place in this contest.

By the time these lines reach your eyes this great Contest will be within two and one-half months of the finish. It has been a close contest for some time, but it is getting closer and closer. Burnside, Kedzie, North Avenue, Division and Armitage are all keenly after the prizes.

One of the trainmen said to me the other day: "Tell me something confidential about this contest. Are there any dark horses among the Divisions that could win?"

"Fair enough question," I replied. You bet there are dark horses in this contest, just like there are dark horses in any great national affair. This is a year of strange upsets in all kinds of championships. Dark horses have been walking, running, jumping and galloping into all sorts of events, thereby upsetting the wise guesses of the boys at the corner grocery. Between you, me and the gate post, there are some dark horses in this contest and I would not be a bit surprised at all if one of these dark horses were to run out of one of the barns at either Lincoln or Elston and Noble. If you want to watch a couple of dark horses in this contest, there they are. Are they doing anything in this contest? Listen!

"Here is the dope on the two racers that I am now discussing. One of them has a trainer called Hays. Well, sir, this Lincoln dark horse was way behind in

the race, just strutting along, nothing very remarkable about his strutting either, when all of a sudden, you might say from no where, he plunges ahead in the race and in the September running, what do you think he did? Why, man alive, the whole Hays organization was back of that horse and what does he do but land in first place for the month of September. That is the cold fact that I am chronicling here and now, and that is that Division No. 11, known by the good name of Lincoln won first place for the best Accident Prevention record for the month. That was no small achievement either. Mr. Hays and his men made 400 per cent credits for having no accidents in certain classifications. Altogether this Division made a total of 651.08 credits for no accidents in September. Pretty good work, you bet.

"Now the other dark horse that is foaming at the mouth and blazing in the eye is this Bob McKinney horse with two stables for one horse at Elston and Noble. You all know who McKinney is. He knows how to fight a battle in a dark corner. No doubt, that is where he got acquainted with this dark horse that he is wallowing into this contest. It took McKinney a long time to get warmed up but like the horse from the Lincoln barn this Elston and Noble participant in our contest is beginning to attract the serious attention of every thoughtful man who is watching this race from month to month.

"The McKinney organization's dark horse took first place in August for the best record for that month. That was the second time that this jockey slipped one over quietly. In the contest the Division stands in sixth place up to September, but mark these words, if Elston and Noble are in sixth place they are only 11.32 per cent behind Burnside. Don't overlook these figures. One hop and this dark horse could be in first place if the other five suffered any slight weakness.

"And talking about dark horses, look what Division No. 1 did in September. From second last place this Division jumped into second place with the best record for the month, earning 200 credits for no accidents and with a total for the month of 647 per cent. Not bad at all.

I should say remarkably good work on the part of the Cottage Grove boys.

"Have we dark horses in this contest? We certainly have, two or three good ones. Next month I may be able to drag out a couple of more dark horses. If they can be brought out, out they will come. In the meantime, the race is close, so close that three Divisions you might say are neck and neck, while two others are so close behind that you almost think they are in first place."

The whole train organization is certainly taking some interest in this contest. Down here at the main office we are with you heart and soul. You are all doing well. We see you doing your best to put Safety over the top, and you are doing it boys. Good luck and success to you.

ANNUAL ACCIDENT PREVENTION DINNER

Arrangements are being made for the second annual dinner of all the members of all Accident Prevention Councils, representing all departments to be held very early in the New Year. There will be special music and singing, as well as community songs and other good features to be revealed later. Complete announcement will be made in the December issue.



Carl Bodenstedt of Legal Department and his brother-in-law (in white shirts) and a day's catch of pike at Lake Naquebay, Wis.

Mr. Richardson Presents Trophy

Value of Teamwork Is Theme of Talk at Archer—Medals Given Individual Players

Success either in baseball or electric railway operation is dependent upon good teamwork, Mr. Richardson told a large audience of trainmen at the Archer Car Station on the evening of October 27th.



The Richardson Trophy

The occasion was the presentation of the Richardson Trophy to the Archer team, champions of the 1926 Surface Lines series. On the stage in addition to Mr. Richardson were Mr. Evenson and his two assistants, Messrs. Hall and Quinn, Division Superintendent Bowles and President Quinlan, Secretary Kehoe and Board Members Callahan and Crinnion, of Local 241. One of the series of operating conferences being held by Mr. Evenson at the various car stations had just been concluded, after interesting talks by Mr. Evenson, Mr. Bowles and the union officials.

Prefacing his remarks by a few words of enthusiastic praise of the spirit manifested by Chicago Surface Lines employees and particularly by the great majority of the trainmen, Mr. Richardson emphasized the importance of co-ordination of effort on the part of all departments.

"You must have teamwork in your own division," he said, "but there must be teamwork also in every division, among the divisions and among the various departments of the organization if we are to give the people of Chicago the best transportation service possible."

That there is good teamwork now is proved, he declared, by many evidences of improved operating conditions and better public relations. There is no longer any talk of the "obsolescence" of street cars. Instead, the growing importance of the Surface Lines in local transportation is recognized and the steady and truly remarkable increase in riding testifies eloquently to their greater popularity.

Without teamwork and an enthusiastic spirit of loyalty and unity of purpose all this could not have been accomplished. That it has been done in spite of an expiring franchise makes it all the more remarkable.

Recalling his own experiences as a trainman and later as a superintendent of transportation, Mr. Richardson told the men he felt quite at home in that kind of a meeting.

"Since I started in the electric railway business in Boston I have been fortunate enough to have experience in many different divisions of the service," he said, "and I can sympathize with the various departments in their efforts to solve their own problems. But my experience has taught me that these departmental problems must be considered first of all in their relation to the service as a whole. Teamwork is all-important."

At the conclusion of the talk, Chris Borcharding, manager of the Archer Avenue team, was called to the stage and through him Mr. Richardson presented

the trophy to the division. Sterling silver medals, suspended from heavy ribbons of crimson and white, provided by



One of the Championship Medals

SURFACE SERVICE MAGAZINE were presented to the individual members of the team.

During the operating conference which preceded the presentation, Mr. Evenson discussed at length the problems of operation and made suggestions for improvement. Mr. Quinlan pointed out that the welfare of the Surface Lines is essential to the welfare of employes and urged the men to strive for the greatest efficiency and courtesy in the performance of their duties.

A quartet from Burnside sang songs written for the occasion.

No Talent Required

Nothing is easier than fault-finding; no talent, no self-denial, no brains, no character are required to set up in the grumbling business.

A Minneapolis youngster was having his first experience in the country, and when he came upon a farmer's wife plucking a chicken he asked curiously:

"Say, lady, do you have to undress 'em every night?"—*Thomas Topics.*

DANGEROUS SPORTS

Beating the Traffic Rules Usually Brings Discomfort If Not Disaster

Opinions may differ as to whether or not traffic regulations in the average city are well adapted to present congested conditions. There can be no doubt, however, that infractions of the regulations are becoming more and more frequent. Like most had habits this disregard of the law grows upon those who practice it.

"Passing another vehicle on the wrong side is thought by many drivers to be a creditable achievement, if one gets away with it. Beating the traffic officer's whistle at a street intersection gives the average automobilist a glow of inward satisfaction. Parking in a restricted area is considered quite a feat if one does not "get a ticket." So it goes. Violation of traffic regulations seems almost like a game, the winner being the driver who disregards them the greatest number of times in a given period.

"Nobody stops to analyze the results to himself of this general habit of violating the traffic regulations. For once that the automobilist gains some slight advantage through his own transgression he suffers delays a dozen times on account of the transgressions of others. Consider, for example, the man who goes over the wrong side of a two-lane roadway in order to pass the vehicle ahead of him. Where traffic is dense he seldom succeeds in this attempt, but usually loses his own place in the column and effectually blocks movement in the opposite direction. Yet nearly everybody does this when opportunity offers.

"Even more serious is the effect of this attitude on public transportation vehicles. Instances can be seen every day where one man in a private automobile blocks a street car or bus carrying 20 to 100 people. Perhaps the man who never uses public transportation vehicles can afford to be indifferent about blocking traffic. But how few people there are who come in this category. While a great many people own automobiles, the number who use them habitually when traveling on congested city streets is comparatively small. Traffic counts have shown time after time that upward of 75 per cent of the traffic is being carried by public conveyances. The man who selfishly delays them today is likely tomorrow to be a passenger indignant at a similar action of some one else."—*Electric Railway Journal.*

That Comes Later

"Why is it that a red-headed woman invariably marries a very meek man?"

"She doesn't—he just gets that way."

"And this," said the artist, "is my latest frieze."

"How perfectly wonderful!" said the appreciative flapper. It actually makes me shiver to look at it!"

Asked to pray for warm weather, so that her grandma's rheumatism might pass away, a five-year-old girl knelt and said:

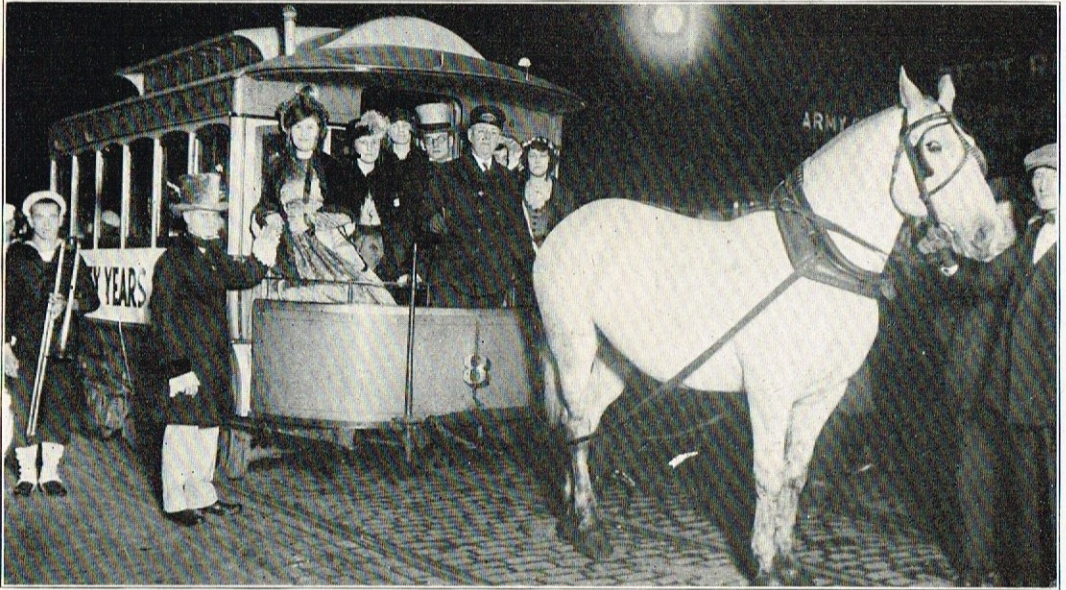
"Oh, Lord, please make it hot for grandma."

Back to the Horse Car

Scenes of Other Days a Feature of Recent State Street Festivities

The hundreds of thousands of people who crowded State Street on the night of October 14 to celebrate the turning on of the new lights saw an old horse car of the type used on State Street 60 years ago amble along the track. Behind this ancient equipment was a brand new two-car train.

The car is a replica of the old bob-tail horse cars used in Chicago in the early days of street railway operation. The white horse which drew the car was borrowed for the occasion, since not a single horse is now owned by the Surface Lines. It was driven by David Robinson, who began his career as a horse car driver.



As It Used to Be

Left to right: W. J. Powers, Georgia M. Smith, Marie M. Krausman, Mildred I. Humes, Louis J. Bohlin, David Robinson, Henrietta D. Fisler and Clara M. Munkvold.

The horse-car looked ridiculously small compared with the large modern train, and it was greeted with laughter and cheers as it proceeded along the street from Van Buren Street to Lake Street. It was the hit of the evening.

The passengers on the car were Surface Lines employes, dressed in the styles of the '60's. They included the Misses Georgia M. Smith, Marie M. Krausman, Mildred I. Humes, Henrietta D. Fisler, and Clara M. Munkvold, and Messrs. W. J. Powers and Louis J. Bohlin.

Purely Medical Reasons

"Now, tell us about it—why did you take the purse?"

"Your Honor, I won't deceive you—I was ill and thought the change might do me good."

Poor Dummy!

Percival—"That was the most unkindest cut of all, as the poet says."

Penelope—"What was that?"

"I showed her one of my boyhood pictures with my father holding me on his knee, and she said: 'My, who is the ventriloquist?'"

—Youngstown Telegram.

Both Were Wrong

Two battered old wrecks were sitting on a bench when one remarked: "I'm a man who never took advice from anybody."

"Shake, brother," said the other. "I'm a man who followed everybody's advice."—Boston Transcript.

"How's that new secretary of yours making out?" inquired the senior partner.

"Oh, all right, I suppose," answered the junior. "She's got things so tangled up in my office already that I can't get along without her."—American Legion Weekly.

"Forgetters" and Finders

Passengers Leave Valuables in the Cars, and Trainmen Turn Them in—An Honor Roll

Any survey made of the service rendered daily by the employes of the Surface Lines would be incomplete without a chapter devoted to lost and found articles.

It has always been a part of the regular routine and duty of our trainmen to inspect their cars at the ends of the lines for lost articles. Judging by the great number and variety of articles that are turned in daily at the depots, our riding public has developed a chronic case of "forgetfulness."

The remarkable thing about this lost property is not the amount or the variety so much as its value to the loser. To cite a few examples: A lawyer's brief-case containing papers of great value; a ladies' wrist watch, probably a gift; a working girl's vanity case, containing three or four dollars; a broker's wallet with some large sized checks, some contracts and some fifty odd dollars in currency; a pair of glasses; a bunch of office keys; etc., etc.

In many cases these are of greater value to the loser than the finder, and we know from experience that the loser is usually greatly distressed over his loss and is made exceedingly happy over its recovery.

Many thousands of daily street car patrons can testify to the honesty and integrity of the employes of the Surface Lines. The management also takes a peculiar pride in this phase of the service, and believes that it is an easy and sure method of making more and better friends for the company.

The following is a list of trainmen who found and turned in to their respective depots during the first twenty-seven days of September, pocket-books containing various amounts over one dollar.

Cottage Grove

L. M. Buckner... 4212 J. B. Condon... 9454
F. G. Cuddy... 4160 J. C. Norton... 1104
W. J. Walsh, 12400.

Seventy-Seventh

A. Altermatt... 1734 T. O'Donnell... 6072
W. D. Carroll... 1868 C. B. Pierson... 10812
E. W. Day... 1512 J. W. Ryan... 9690
A. H. Feltz... 12104 W. O. Taylor... 11417
J. Groundwater... 2402 L. E. Tillman... 8280
F. M. Hansen... 14242 G. Zimmer... 1845

Burnside

J. A. Cronin... 508 R. C. McCracken 758
J. Chemelina... 10350 W. S. Rogers... 2766
A. E. Crawford... 4754 E. J. Swift... 4426

Sixty-Ninth

J. Dauphinas... 13410 R. Harrop... 12320
L. F. Ewert... 12747 G. H. Knight... 11920
W. T. Finnegan 7368 F. W. Jensen... 1438
M. J. Fesried... 7472 F. Stanbach... 3874

Archer

P. G. Burandt... 3326 J. McVay... 2622
T. Beohringer... 3947 C. Nickola... 2586
R. M. Eggert... 10808 J. O'Brien... 2256
W. Farrell... 1706 J. Prentice... 9812
W. C. Fisher... 4402 D. F. Samuels... 7879
J. Koepfle... 5858 C. Stranc... 11730

Lawndale

C. W. Kramer... 7992 C. Stastny... 12496
H. Krug... 8300 J. Taraba... 1612
F. Martinek... 8034 E. Voss... 13406

Blue Island

H. Wandry, 8862.

Kedzie

G. Altan... 11976 M. Hart... 7800
T. J. Calvin... 8762 D. Joyce... 7222
Wm. Glade... 1126 Wm. Reichhold... 8730
L. Geller... 8496 F. Ridler... 7128
T. Tarpey, 10498.

North

W. Anderson... 11250 D. Fitzpatrick... 4114
A. Brooks... 12246 J. Granahan... 9924
T. Callan... 11171 M. Loftus... 10091

Armitage

A. Brown... 7019 W. Koczorowski 2788
W. Doll... 9695 H. Pauly... 5509
H. Helgesen... 7024 H. Ullestad... 4950
D. Walsh, 7724.

Division

J. Karasek... 8576 E. Lauerman... 936
B. Kujawa... 12178 P. Nelson... 7191

Elston

W. Griesse... 2520 F. Wenzel... 8116

Lincoln

E. J. Curtis... 3066 E. J. Morris... 11300
L. J. Geweke... 726 S. Rasmussen... 6516
A. R. Keller... 8738 R. E. Smith... 6360

Limits

J. N. Duggan... 10776 T. McAndrews... 4306
M. Dempsey... 7826 E. P. Nolan... 10882
O. DeMay... 5075 F. Rosemeyer... 2154
F. Geise... 8960 J. H. Schreiber... 11220
F. Mueller... 1580 E. Zungwicki... 10520

Devon

C. E. Johnson... 11310 J. Van Der Eden 3190
L. Warren, 13456.

Help

Eloping Bride—Here's a telegram from father.

Bridegroom (eagerly)—What does the old chap say?

"Do not come home and all will be forgiven."
—Answers.

Keeping 'Em Rolling

Unusual Record of 62,098 Miles Keeps North in First Place—Average for the System, 25,850 Miles



The Record Makers at North Avenue

J. Gillen, J. Nuisl, J. Gibis, J. Witt, J. Macy, H. Keitzer, A. DeKukler, W. McElligott, J. Brelick, T. Kenny, W. Egentwitch, J. Cantalope, D. Buckley, T. Lagerstadt, J. Cahill, J. Collins, S. Bakutis, K. Wegrzyn, P. Mahon, T. Katauski, C. McAuly, F. Witte, H. Wasserstraus, M. Sak, G. Lego, J. Forty, M. Polowski, L. Wisenkowski, A. Tarbolski, J. McGill, L. Einfeldt, K. Zemitus, J. Flinn, J. Gaspartus, E. Proll, C. Raney, P. Finnigan, H. Karadimos, J. Lyons, P. Rice, H. Shooth, A. Anderson, S. Prus, N. Foley, A. Cerepa, B. Mitchell, G. Rukis, J. Bayla, A. Stepanatos, J. Sarkowskis, B. Pease.

To the average reader, an article on "Pull-Ins" and the figures relating to them, may seem a dry and uninteresting subject, but the man connected with the operating or maintenance end of any street railway, realizes that "Service" and "Pull-Ins" are very closely associated. The following facts should therefore be of interest:

During the month of September, the North Avenue Carhouse, which is the largest of the 16 operating barns, and which operated 420 cars during this month, made an average mileage per car of 62,098 per pull-in due to failure of the equipment. The second highest barn, Blue Island, made a record of 49,998 miles per pull-in. The average miles operated per car pulled in for the entire system, was 25,850, which is the highest mileage to date.

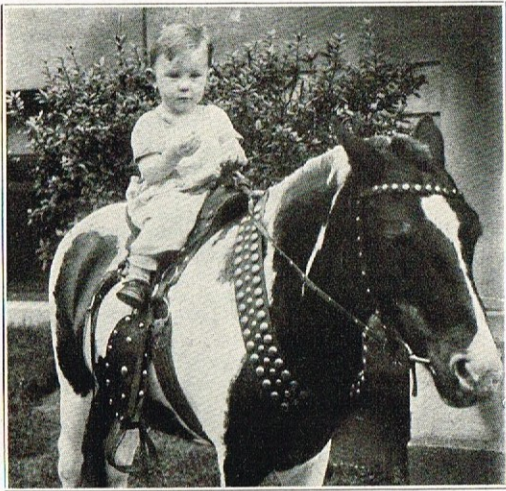
No carhouse made a record of less than 11,000 miles, as will be noted below:

Rank	Carhouse	Zero Days	Miles per Pull-In	Percent Inc. or Dec.
1	North	14	62,098	25.6
2	Blue Island	22	49,998	21.8
3	Limits	21	35,327	8.0
4	Lawndale	17	31,491	21.4*
5	Division	18	29,968	15.4
6	Armitage	15	28,750	2.4
7	69th	8	27,576	27.5
8	Cottage Grove	13	25,223	10.4*
9	Archer	7	24,504	9.9*
10	77th	3	24,083	77.3
11	Kedzie	5	24,040	12.8
12	Devon	8	22,854	54.7
13	Lincoln	12	22,640	20.0*
14	Elston	16	19,437	8.1
15	Burnside	9	14,944	75.9
16	Noble	15	11,577	19.4*
		203	25,850	22.0

*Decrease.

The standing of the carhouses for the past half-year is as follows:

Carhouse	1926					
	Sept.	Aug.	July	June	May	Apr.
North	1	1	1	2	1	2
Blue Island..	2	2	5	3	5	1
Limits	3	4	3	9	3	7
Lawndale ...	4	3	2	8	4	5
Division	5	9	6	12	8	6
Armitage	6	7	7	1	10	13
69th	7	10	4	14	14	14
Cot. Grove...	8	6	12	11	2	9
Archer	9	8	9	6	11	12
77th	10	15	15	15	16	16
Kedzie	11	11	11	7	6	4
Devon	12	13	13	13	12	8
Lincoln	13	5	10	5	13	10
Elston	14	12	8	10	7	3
Burnside	15	16	16	16	15	15
Noble	16	14	14	4	9	11



Fred E. Wood, Jr., 18 months old, son of Motorman Wood, 77th

"CUT THE CONVERSATION"

A Special Request Addressed to Employees Outside the Transportation Dept.

The Transportation Department has requested SURFACE SERVICE to broadcast a request to clerical employees and those in other departments, to refrain from chatting with motormen with whom they may happen to be acquainted when these motormen are on duty. There is great temptation when riding home on the front end of a car with a chap you know well, to keep up a running conversation with him on matters of mutual interest, but it is the experience of the Transportation Department that this practice is an undesirable one as it may result in distracting the attention of the motorman at a time when he should be most alert in meeting an emergency.

"My, but it is hot in your office," said a client to his lawyer.

"It ought to be," replied the attorney, "I make my bread here."

MASS CARRIERS DO THE WORK

And Loop Parking Is the Most Serious Obstruction to Their Movement

In a report following a ten months' study of street traffic conditions recently completed by Miller McClintock, director of the Albert Russel Erskine Bureau for Traffic Research, and submitted on Sept. 24 to the Chicago Association of Commerce it established that the downtown streets of Chicago carry 846,753 persons and 314,610 vehicles on an average week day, a greater traffic density than in any other city in the United States.

This congestion is made worse, Mr. McClintock points out, by horse and buggy parking practices, a lack of wide streets and high speed arteries, too much jaywalking, and archaic traffic laws.

In co-operation with the department stores, banks, restaurants, and other business institutions, a cordon count of the "loop" district was made last June. More than 96,000 shoppers were interviewed on a typical week day to secure information on the transportation which these store visitors utilized in coming to the "loop." The check-up showed that only 8 per cent drove their cars into the central business district and a bare 1.57 per cent left their cars at the curb to add to the disastrous street conditions which now prevail in the "loop." In other words, the practice of parking accommodates only 15 out of every 1,000 shoppers, while the overwhelming majority of 985 are, as a result, jammed at street intersections, delayed on street cars and buses and otherwise so discommoded as to drive them to the neighborhood stores.

In no loop business house did the percentage of car-parking patrons exceed 3.2 per cent, said Mr. McClintock, in commenting on the tally. He said:

From this study the conclusion is warranted that curb parking is not supplying a considerable part of the patronage of business houses in downtown Chicago. As a matter of fact, interviews with 96,082 patrons show that more than 19 per cent came to the "loop" on suburban trains, 33.8 per cent on elevated trains, 26.2 per cent on street cars, 11.4 per cent on buses, and slightly more than 1 per cent arrived in taxicabs. From these figures it will be seen that the largest feeders of loop patronage are the mass carriers and not private automobiles.

Among the recommendations for relief which the Association of Commerce contemplates making to the City Council as a result of this \$50,000 traffic survey are drastic curtailments in, if not entire elimination of, parking, new arteries, more light controls and other traffic regulations.—Electric Railway Journal.

FLORIDA RELIEF FUND

The final remittance sent to Treasurer J. M. Dickinson, Jr., of the Chicago Chapter of the Red Cross was made on October 27th, the total being \$13,753.

"I paid the plumber the last installment today."

"Thank goodness! I can at last take a bath with a clean conscience."

Pertinent Questions

A Pacific Coast Friendly Critic Wants Feelings Considered

"Street railway motormen are certainly a wonderful set of men," said a friend of ours the other evening. "It's a marvelous thing to see them running their hundreds of cars up and down the streets, day and night, without hitting anything."

"Oh, but they do hit something once in a while," we told him.

"Well, I've never seen an accident with one of your cars yet. And, honestly, I don't see how they avoid them. Nervous people get between the cars; women, with children by the hand, rush in front of the cars; auto drivers come tearing up to corners full speed and dart across in front of cars coming from both directions.

"Your motormen sure deserve credit for the way they watch out for danger, and for keeping good control of their cars.

"But," he continued, "I've sometimes wondered if, in trying to avoid hurting people's bodies, some of them don't forget that sometimes there is a chance of hurting people's feelings."

"How do you mean?" we asked.

"Well, he said, "for instance: A lady gets on the rear platform, starts to take her fare out of her purse, the car starts with a jerk; she is thrown against another passenger, or the back end of the car. What do you suppose she thinks? She is embarrassed; perhaps drops a bundle; maybe, she thinks she hears someone laugh,—you've hurt her feelings.

"Then again: conductor is in a hurry. He looks out, sees a man waiting for the car. The car begins to slow down; conductor gives signal just as man starts to board. He gets hold of the handles and one foot on the steps. Car

by this time gathers speed; the man on the step is thrown against side of the car,—maybe hurts his shoulder. How do you suppose he feels? Friendly toward the conductor and motorman? Maybe so—maybe not.

"And now that you got me going good, let me add this: Did you, yourself, ever stand on a corner in the morning, and maybe you were a little bit late, and along comes a car?

"You and several other people step out on the street and lift your hand to the motorman, but he's looking the other way, and goes right on by. Did it ever happen to you, eh? And how did you feel about it?

"Oh, of course, there was another car coming, four or five blocks away, and maybe the car that whizzed by you was going to the car house, but does that make you feel any more friendly? Now, honestly, just between the two of us, weren't you sore? I'll say you were!"

After thinking over what he had to say, we had to admit that we should try to protect our patrons' feelings as well as protect the lives and property of people on the streets.—Inside Track San Francisco.

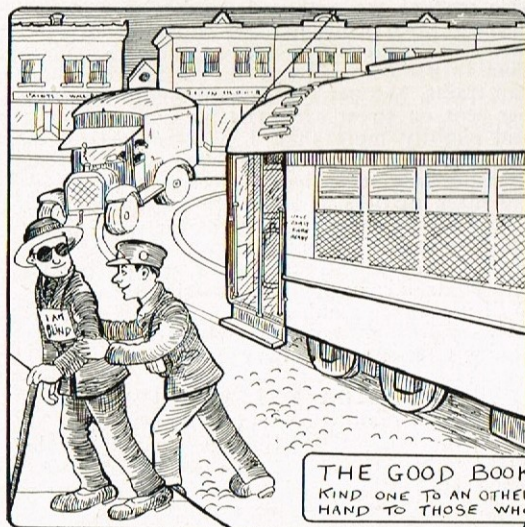
Wanted to Know All

"Yes," said Mrs. Newrich to the auto salesman, "I understand about the carburetor, and all those other parts. Now please show me the depreciation. I've been told that it gives more trouble than anything else."—Ventura Mission.

For an English Sex-Tette

Violinist: "I want an E string, please."

Sadie: "Oh, if you don't mind, would you pick it out for yourself, sir? I 'ardly know the 'es from the 'shes!"



THE GOOD BOOK SAYS!—"BE YE KIND ONE TO ANOTHER"—SO LEND A HELPING HAND TO THOSE WHO ARE AFFLICTED.



PLACE OF THE BUS DEFINED

Board of Aldermen of St. Louis Have Sane Ideas on Competition

Buses never will supplant street cars for mass transportation in St. Louis or any other city, in the opinion of the special committee on subways of the Board of Aldermen of St. Louis, which has been rendering all-embracing views upon subjects related to rapid transit for St. Louis, after a study of conditions in many large cities of the United States. In general the committee finds:

The consensus of opinion seems to indicate that there is no place in any city, except possibly the few very largest cities, for the bus in competition with street railways, because such competition inevitably renders adequate service by the railway impossible, if it does not actually ruin it, while after the ruin takes place the bus cannot handle the load, particularly during the rush-hour peak. Competition might, however, be justified where the street railway is backward and will not keep up with modern developments.

There is a sociological question involved in the difference between a 7-cent car fare and a 10-cent bus fare. The difference between these two rates means an average increase for transportation of about \$50 a year a family. No doubt in any community 5 or 10 per cent of the families can easily absorb such increase, but the great multitude of the families cannot contemplate or undertake with equanimity an increase of \$50 in the family budget; to avoid that the cheaper means of mass transportation by street cars in the larger cities must be continued in full vigor and at the least cost. This cannot be done if they be subjected to unregulated competition of favored, subsidized motor-bus lines.

The extent to which buses in St. Louis have been favored and subsidized is indicated by the fact that they are permitted to charge a 10-cent fare while the railways are limited to a 7-cent fare; the railway company contributes to the city about 12 per cent of its gross revenues in various forms of taxation and paving costs, the bus company approximately 4 per cent; the bus company is not compelled to provide any particular quantity of service during the rush hours, but is permitted to choose the number of passengers for which it is willing to provide seats; the railway is compelled to provide a fixed number of seats and a fixed area of standing room for all the passengers and carries the burden; the buses wear out pavements provided by others; the railway pays for pavements used by others. There is no obligation on the bus company to continue service on any line.

Needed Identifying

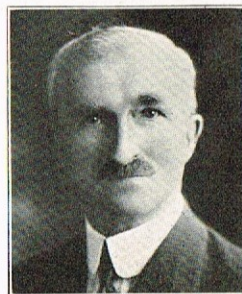
They sat at table, he and she, and gazed into each other's eyes, what time he mechanically consumed the food which was set before him.

"Ah," she said, "I am glad you like it. Mother says that there are only two things I can make properly—potato salad and marmalade tart."

"Indeed," said he, "and which is this?"

PASSING OF WILLIAM S. HALKETT

Any one familiar with street railroading on the West Side during the last thirty-six years knew William S. Halkett. There was such an intense spirit of earnestness about his personality that readily impressed everyone. This he carried out in his daily work.



William S. Halkett

He was born in Scotland, March 25, 1866. Coming to this country in 1889, he came to Chicago and on February 1, 1890 he started to work for the West Chicago Street Railroad Company. He held various positions of responsibility and was always a zealous worker. He was taken ill Friday evening, September 22nd, and died Tuesday afternoon, September 26th. The sympathy of his many friends is extended to Mrs. Halkett.



Conductor McCormick of Archer on the farm on the Dixie Highway southeast of Kankakee

"So you wouldn't start a journey on Friday?"
"Not I."

"I can't understand how you can have faith in such superstition."

"No superstition about it. Saturday's my pay day."

SURFACE SERVICE MAGAZINE

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C. L. Altemus - - - - - Assistant Editor

THANKSGIVING

Some of us have everything to be thankful for; all of us have something for which to be thankful. There will be many happy reunions on Thanksgiving day around tables loaded with favorite dishes specially prepared by loving hands and to all of those gathered about these boards SURFACE SERVICE extends the wish first voiced by Shakespeare: "May good digestion wait on appetite, and health on both."

THE PUBLIC APPROVES

The car-riding public is quick to register its appreciation of the sort of teamwork that characterizes the operation of the Surface Lines. The carefully co-ordinated effort on the part of the various departments makes it possible to provide a regularity and frequency of service, highly dependable under all normal conditions, that is a constant invitation to patronage. And it is an invitation that is being accepted to such an extent that all records are being broken in volume of traffic. The daily observation of actual riding habits, the revision of schedules to meet changes in local conditions, the additions to equipment on the heavily traveled lines, the close headways maintained on the trunk and important cross-lines—these with as high an average speed as any system of surface traction in the country were the features of the transportation facilities given to 75,705,646 revenue riders during the month of October. This was the greatest month's business in the history of the Surface Lines.

The organization will continue its activities in all of the essentials of service, with special provision for the demands that will be made upon it during the approaching holidays. The response of the public to the past accomplishments is a compelling incentive to further improvements.

HATS OFF TO NORTH AVENUE

Of all the contests inaugurated in the Surface Lines for the development of a higher efficiency, none has shown more remarkable results than the "Keep 'em Rolling" struggle. The contest started in December, 1924, and the figures for that month appeared in the February, 1925, issue of SURFACE SERVICE. Division was in the lead at that time with a total of 8,333 miles per pull-in chargeable to equipment failure and it was observed at that time that 10,000 miles would be a fine mark to shoot at.

With sharp competition and the adoption of systematic methods by the hustling car-repair crews the mark was passed three months later when Division, which had dropped to third place for a single month, came back with 14,925 miles. In June North avenue swung into the lead with 20,833 miles. There followed an interesting see-saw for first honors with a constantly increasing mileage until the whole system exceeded the 25,000-mile average, and North avenue established the remarkable average of 62,098 miles per pull-in.

We are inclined to look upon this as a world's record. Two distinguished officials of the London Tramways and Underground Railways who were in Chicago when these figures were announced were amazed and spent considerable time in studying the methods which made the results possible. The determination of the North avenue repair crew to keep everlastingly on the job is reflected by the record in which they stand at the top four months out of the six ending with September when their phenomenal high average was established. The importance of keeping the equipment in service on the street cannot be overestimated. It is the one thing that makes regular and efficient transportation possible.

SCHOLAR AND MOTORMAN

A Burnside Trainman With a Reputation Among Intellectuals

If one were looking for a man who spent his spare time poring over dusty tomes in reference libraries, making copies of antique volumes in the dead languages, translating from the original Hebrew, he would not expect to find him among a force of trainmen. Snappy, in-



Max Davidson, Motorman at Burnside, Who Has Reputation as Student of Dead Languages

tellectual, up-to-date chaps, some with college and technical training, yes. But delvers into the dead past, deep students of the Talmud in the original—hardly. But we have just that kind of a scholar in the person of Max Davidson, a motorman of Burnside. The discovery came about when Staff News, the official publication of the Chicago Public Library, ran this paragraph in its October issue:

Mr. Max Davidson, a Russian Jew, has been a patron of Chicago libraries for twenty years. During this time he has learned to know the Newberry Library, the John Crerar Library, and the Chicago Public Library, and to use them as few Chicago residents use them. His knowledge of literature is extensive and his achievements of study after long hours of routine work are remarkable. He has read widely in medicine from the layman's point of view at the John Crerar Library, and he uses the Public Library in studies of the Talmud which he has pursued closely since childhood. For twelve years Mr. Davidson has been occupied in copying by hand a Talmud dictionary in the Aramaic and Hebrew languages in the Reference Room. He has completed this task, and is now at work transcribing another. The time and labor that Mr. Davidson has spent on his different branches of learning is the more remarkable when we realize that for several hours out of the twenty-four he is employed as a street car motorman.

COASTING IS NOT LOAFING

Here Is What It Means to Coast Scientifically

- To COAST SCIENTIFICALLY—is to run on time.
- To COAST SCIENTIFICALLY—is to keep moving at a uniform speed with safety.
- To COAST SCIENTIFICALLY—is to produce a service for the riders that leaves no room for advise comment.
- To COAST SCIENTIFICALLY—is to approach a time point without loafing.
- To COAST SCIENTIFICALLY—is to know your business.
- To COAST SCIENTIFICALLY—is the very heart of your business.
- To COAST SCIENTIFICALLY—is to like your work.
- To COAST SCIENTIFICALLY—relieves you of strain and tension and makes your work easier.
- To COAST SCIENTIFICALLY—is to put the business of running a car in the class that it deserves.
- To COAST SCIENTIFICALLY—is to save POWER.

Invite your motorman Supervisor to ride with you. He may be able to give you a few pointers.

THAT'S HIS BUSINESS.

—E. W. A.

September, 1926

Division		Per Cent Saving or Loss
Cottage Grove	1	11.47
Armitage	2	7.47
Lincoln	3	6.77
Limits	4	6.35
Archer	5	6.06
Kedzie	6	5.08
69-Ashland	7	4.68
Devon	8	4.60
Elston	9	3.88
North	10	3.45
77-Vincennes	11	2.65
Burnside	12	2.61
Division	13	2.14
Lawndale	14	0.00
Noble	15	2.16*
Blue Island	16	5.53*

Total points 59.52

August points 49.37

September gain 10.15
points or 20.55%.

*Loss.

NO REAREND ACCIDENTS

Burnside Has a Number of Conductors with Commendably Clean Records

Division Superintendent Altemeier, in looking over his records and stirring up interest in the Accident Prevention Contest discovered that he had a number of conductors who have served many years without having a rear platform accident charged against them. He has sent to SURFACE SERVICE a number of photographs of some of the men and the names of others whose photographs were not available. There must be a great deal of personal satisfaction to a conductor having been in charge of a car for thousands of miles, carrying hundreds of thousands of passengers year after year without a single back platform injury to any of those who entrusted themselves to his care.



Conductor M. Folliard of Burnside and family
No rear platform accident for 8 years



Conductor Lapham. No rear platform accident since February, 1925



Conductor R. A. Ford. Without rear platform accident for 24 years



Michael McGuire. No rear platform accident for more than 3 years
(To be Continued)

GOING AFTER WITNESSES

North Avenue Comes to the Front, Lawndale-Blue Island Dropping Back to Third Place

Not content with a world-beating record in the "Keep 'em Rolling" contest, North Avenue takes the lead for September in the number of witnesses per accident with an average of 5.06. Elston-Noble moved up from 3rd to 2nd place by increasing its average from 4.42 to 4.83. Lawndale-Blue Island which was first in August, with 4.94, dropped back to 3rd place. Burnside, Archer and 77th which were tied for 6th place in August with 3.70 each were in the September returns, strung out with Burnside in the lead having 4.00, Archer 3.75 and 77th 3.71. The average for the system was 3.84 which was better than in August but not so good as in June.

To occupy a leading position in this contest, greater personal effort perhaps is required and greater difficulties are encountered than in any of the others. So much depends upon the way in which witnesses are approached without request for their names; and as it seems that the public generally is reluctant to be identified in any way with unfortunate happenings involving personal or property damage it requires persistence and a conciliatory attitude to get results.

	Sept.	August	July	June
1. North Avenue	5.06	4.78 (2)	5.37 (1)	5.66 (1)
2. Elston-Noble	4.83	4.42 (3)	4.32 (2)	4.71 (2)
3. Lawndale-Bl. Is'ld.	4.63	4.94 (1)	3.79 (5)	4.55 (3)
4. Burnside	4.00	3.70 (6)	3.59 (7)	3.67 (7)
5. Archer	3.75	3.70 (6)	3.70 (5)	3.49 (8)
6. 77th Street	3.71	3.70 (6)	3.81 (3)	3.94 (5)
7. Cottage Grove	3.70	3.81 (4)	3.79 (4)	4.30 (4)
8. Lincoln	3.68	3.61 (7)	3.64 (6)	3.91 (6)
9. 69th Street	3.67	3.79 (5)	3.52 (8)	3.31 (9)
10. Kedzie	3.35	3.25 (8)	3.36 (9)	3.30 (10)
11. Armitage-Division ..	3.22	3.11 (10)	3.11 (10)	3.67 (7)
12. Devon-Limits	3.12	3.14 (9)	3.36 (9)	3.30 (10)

Averages for the system 3.84 3.81 3.86 3.94

Bouquets for the Boys

Two commendatory letters recently received, seem to us sufficiently interesting to present in full. Mr. Reilly is a bit of a poet as well as a friendly critic. Mr. Gorder, who commends Conductor Schuler, evidently feels that his own physical deficiency makes the act of Conductor Schuler particularly appreciated.

Chicago, Oct. 13, Chicago Surface Lines. Gentlemen—There may be nothing in a name, but there is much kindly courtesy in your Mr. C. B. Smith, Badge No. 976, I can testify. I began riding on the State street line the past year and felt sure of rough treatment as my then weak legs made it an athletic feat to board the car.

Every one said, "Die decently going up the 'L' stairs, for if you had the heart of a wrestler the State street roughnecks would give you heart disease, and of a more deadly kind than you have. Take the bus, they are so sweet and gentle."

In a year I have bumped into but one savage and the men generally are far above any other street car boys I have known in 25 years in Chicago, and C. B. Smith leads all the rest. His intelligent eye pierced by carefully camouflaged affliction and he held out such a pleasant hand to me that for a moment I felt I was being welcomed over the threshold of his home.

I watched his unfailing urbanity as the crowds of new passengers swirled about him, taking the fares, answering questions, seeming to take a curious interest in it all as if it were a novelty that the daily routine had no power to stale. The only Smith I recall at the moment who made the grade on up to fame was the John Smith of colonial times; but he had a Pocahontas to help him.

Any Smith who can, day in, day out, pilot a car through that State street jungle, with a never-failing politeness to white and black, quietly, efficiently, with a smile in the eye, deserves the willing tribute I wish to pay him. It is no mean thing, to so conduct a street car in Chicago that anyone shall notice in it an excellence unusual, a touch of personality that gilds the grime.

And if it's scrawled across the stars,
That I shall ride in surface cars,
Here's to the boys I'm riding with,
And a double health to C. B. Smith.

Sincerely yours,

John B. Reilly,
211 East 56th St.

October 18, Chicago Surface Lines. Gentlemen: On several of my visits with you our conversation has led up to trials, tribulations and courtesies met through daily contact with your employees. Today I witnessed what I believe to be the finest display of consideration for others that I have seen.

It all happened on a very busy corner, a corner at which it is at times almost impossible to cross the street with any degree of safety at all. I am referring to the intersection of the Clark and Halsted Lines at Clark, Halsted and Barry. I chanced to be waiting on that corner for a car when a little child approached me with a statement that she would like to cross the street.

I'm not so good on my feet myself and the job before me looked a little large momentarily. Two of your conductors standing close by apparently having a friendly chat while they were waiting for their run, likely overheard this and one of the men I noticed gave me a once-over and probably thought it was a big job to tackle and so he immediately volunteered to usher the child across the street. It all was done so quickly and in such wonderful spirit that I could not help but take notice. The man's number was 540, and after he had left with the child I ascertained from by-standers that his name was Mr. Schuler working out of the Limits Depot.

In view of my constant contact with your conductors and motormen, I realize that this is only a sample of the general spirit and attitude displayed by your men, but I just couldn't help mentioning this because of the very excellent spirit that was shown on the part of this Mr. Schuler, for I wanted you to know that courtesies extended by your employees are not always overlooked.

Respectfully yours,

Chas. A. Gorder, The Paulson Tools Co.
327 S. LaSalle Street.

Mrs. Axelia Westerlund of 319 S. Wabash Ave., apparently resented a paragraph which appeared in a north side neighborhood paper, the Lincolnite, describing a particular conductor on the Devon-Kedzie line as the most efficient and courteous employee on our system. Mrs. Westerlund thinks this is unfair to the rest of the men on the line, and says that, from her own personal observation, "although only an ordinary worker like the most of our one thousand passengers on the Devon Avenue line," she thinks it would be hard to find a more efficient and courteous set of conductors in Chicago, as well as fine service on the line.

Conductor Nickolo VanOosten, badge No. 700 of Burnside was commended by a lady passenger of advanced years, who received from him, unusual consideration and assistance.

Conductor Wm. J. Boose, badge No. 1928 of Kedzie was complimented by Sergeant John Matson, 515 W. Madison St. for the tact displayed in handling an intoxicated passenger who fell some distance after leaving the car. Sergeant Watson also comments on the spick and span uniform of Conductor Boose.

Miss Frances Gordan, 1532 N. Hamlin Ave., expresses her thanks to Conductor Robert Brindisi, badge No. 2246 of North Avenue, for paying her fare when she discovered that she had no money with her.

Mr. and Mrs. J. E. Leve, 22812 S. Keeler Avenue, wrote a joint letter of thanks to Conductor Edward Simons, badge No. 3134 of

North Avenue, who discovered that a bill handed to him by Mr. Leve was a \$20.00 bill and not a \$1.00 bill. This mistake was not discovered until after passengers had left car, but the bill was turned in with a report at North Avenue and was used to pay a hospital bill. The circumstances made the honesty of Conductor Simons particularly impressive.

A. H. Smith of the Barnard Advertising Agency, 720 North Michigan noticed Conductor Godfrey S. Carlson, badge No. 3542 of Devon as he helped a blind man off the car and escorted him to the sidewalk. He thought the incident one deserving of commendation and approval.

Conductor Patrick J. Robinson, badge No. 4132 of Cottage Grove was particularly careful to assist children and elderly women on and off car.

Conductor Oscar C. Ruske, badge No. 4852 of Lincoln made a prompt turn-in of a sample case left on his car, and through the assistance, enabled Rev. and Mrs. W. J. Sweeney, 1709 N. Fairfield Avenue to make a quick recovery of their lost property. They express their gratitude in a joint letter.

Conductor James W. Saley, badge No. 7582 of Kedzie is commended by R. W. Mitchell of 3130 W. Washington Blvd., on his neatness and politeness. Mr. Mitchell finds it a pleasure to ride with Conductor Saley.

Mrs. M. H. Lalor, 1544 Edgewood Avenue, noticed that Conductor Chas. F. Daran, badge No. 8186 of Kedzie, was particularly solicitous of the comfort and safety of blind, aged and infirm passengers. Mrs. Lalor thinks such consideration in these days of hurry and carelessness deserve, and should receive commendation.

Conductor Orson P. Kendrick, badge No. 9538 of Devon is highly commended by Mrs. Bertha E. deRapalje, 71 E. Elm St., for what she describes as an extraordinary exhibition of patience and courtesy on a heavily loaded car. She states that there evidently had been some delay along the line so that there was an unusual crowd at each intersection, but he remained unruffled and perfectly courteous in spite of the rush and crush. A woman who spoke imperfect English, and had great difficulty in making herself understood had all her transportation troubles solved for her by Conductor Kendrick, who saw that she was permitted to alight at her proper corner.

Conductor Frank L. Peterson, badge No. 686 and Motorman Roland C. Theil, badge No. 757 of Burnside, practically carried a very helpless old gentleman to the curb from their car. This incident was observed by Frank Wiser, 6528 Drexel Blvd., who stated that automobile traffic stopped, the drivers watching the service with interest, and not a horn was blown as an expression of impatience for the minute or so that elapsed.

Conductor Raymond L. Ruler, badge No. 3012, and Motorman Bernard McNulty, badge No. 11973 of Archer, are warmly complimented by Mr. and Mrs. G. J. Johnson, 3459 N. Ridgeway Avenue, because, although the green traffic light was showing at Irving Park, this crew waited for Mr. and Mrs. Johnson and

several other intending passengers. Mr. and Mrs. Johnson are convinced that this crew is engaged in giving service to the public rather than operating its car for amusement.

Jacob Reitz, 25 N. Parkside Avenue, describes the kindness of Conductor James Hickey, badge No. 8612 of Kedzie who assisted a blind man from his car to the corner.

C. C. Evans, 2355 W. 56th St., an electrician writes that during his work on October 12th, he lost all of his money which he discovered on boarding a Racine Avenue car in charge of Conductor Cyril Zahradnik, badge No. 9962 of 69th. The conductor paid his fare on receiving his explanation, thereby earning Mr. Evans' gratitude, but a little later Mr. Evans found a car ticket in the bottom of one of his pockets, the existence of which was unsuspected, and was thus able to reimburse the conductor. He will always remember the incident with gratitude.

Mrs. Ruby Steele Johnson, 5008 N. Ashland Avenue expresses her appreciation of the courteous and sympathetic attention given her when her little girl was suddenly taken ill on a Chicago Avenue car in charge of Conductor George J. Butler, badge No. 11640 of North Avenue.

Miss Susan E. Ramsey with Jane E. Smith & Company, 1246 W. 59th St., says that while it is sometimes necessary to make complaints, she believes it is equally incumbent on street car patrons to report unusual courtesy or evidences of special efficiency. She then describes how Conductor John J. Susralski, badge No. 11874 of Devon, was particularly solicitous in seeing that an aged couple, one of whom was evidently almost-blind, were helped off the car at the Garfield Blvd. crossing and escorted safely to the curb.

Mrs. W. H. Burkhart, 908 Montrose Ave., left a case containing a silk dress on the Montrose Avenue cars. The case was found by Conductor Leonard B. Tully, badge No. 12556 of Elston, was promptly turned in, and a little later restored to the owner. Mrs. Burkhart says that it meant a great deal to her to get this property back again, and expresses her deep appreciation of the courtesy and honesty of Conductor Tully.

A. Jensen, 12018 Michigan Avenue, writes enthusiastically of Motorman Fred Broderius, badge No. 547 of Burnside, having witnessed an incident at 119th and Vincennes Avenue. A lady of advanced years was unable to get up on to the step and Motorman Broderius picked her up in his arms, helping her aboard, and similarly picked her up and carried her to the curb when she arrived at her destination. She expresses her thanks for this kind act.

Motorman Wm. Hale, badge No. 2125 of Burnside, during a heavy rain storm, saw a lady running for a car on 111th Street, stopped and waited for her, thereby saving her from a long wait and complete soaking. This passenger was Mrs. J. J. Novy, 10929 South Park Avenue, and she pays high tribute to the consideration shown her by our representative.

Motorman Chas. A. Sargent, badge No. 2803 of Cottage Grove is sincerely thanked by Mr.

E. Puttkammer of 4704 Kenwood avenue, who states in his letter that he is seriously handicapped by lack of sight, and that when ready to leave the car at Adams and State Streets, his difficulty was discovered by Motorman Sargent who immediately went to his assistance and saw him safely off the car. Mr. Puttkammer was very grateful and asks that his thanks be conveyed to this motorman.

Motorman Emil C. Schroeder, badge No. 6779 of Lawndale operates his car so smoothly, both as to accelerating and braking, that he has a number of enthusiastic and delighted passengers who find it a pleasure to ride with him.

Motorman Chas. A. Ellis, badge No. 8899 of Devon is commended by Mr. A. T. H. Brower of the Brower Company, 166 W. Jackson, for the skill with which he handles his controller. Mr. Brower, who has had some unpleasant experiences with less skillful and less careful motormen and has been badly shaken up, both in starting and stopping, believes that Motorman Ellis is entitled to unusual credit for his intelligence and skill.

Motorman James J. Delahunty, badge No. 9819 of Kedzie, is made the subject of an enthusiastic commendatory letter by Chas. Broad of 537 N. Albany Avenue. Mr. Broad says that Motorman Delahunty's leader was apparently passing up everybody on the street, while Motorman Delahunty was picking them up, and he did this in spite of the fact that at many points the green signal light was displayed. The skill with which Motorman Delahunty started and stopped his car, including two emergency stops to avoid accidents, without shaking up passengers, was one of the features about which Mr. Broad was most appreciative.

A. J. Altmeier of 9212 Commercial Ave., commends Motorman James A. Parker, badge No. 9891 of Burnside, who avoided what seemed to be an inevitable collision, by his presence of mind and applying the emergency brakes when a big sedan running at 40 miles an hour, dashed across in front of him at Cheltenham Place and Coles Avenue. Mr. Altmeier believes that Motorman Parker saved both lives and property by his quick action.

W. D. Emil of the Booth Fisheries, 205 North Michigan Avenue, was passenger on a southbound Clark Street car when, without any preliminary notice of any kind, the driver of a sedan that was parked on the west side of Clark Street, suddenly shot out in front of the southbound car. Quick application of the emergency brakes avoided a collision and Mr. Emil is only too glad to subscribe to the diligence and quick thought of Motorman Victor D. Barthle, badge No. 11241 of Devon.

Mr. R. V. Lewis of Lombard, Illinois, sent us a particularly pleasant letter under date of October 22nd, congratulating the company on having an employee like Conductor Thomas A. Larson, badge No. 7752, of Armitage. Mr. Lewis referred specifically to the conductor's kindness to a confused passenger who was in a strange neighborhood, the pleasant and clear manner in which he called every street, and generally his politeness in dealing with all of his passengers. He adds that Conductor Larson was modest enough to say "forget it" when

Mr. Larson said he was going to write the management a letter of commendation.

Conductor Edward J. Thatcher, Jr., badge No. 12974 of Devon was complimented for calling the name of every street from Van Buren to Farwell on a Through Route No. 22 car, and not only calling them, but pronouncing them so that he could be understood. Mrs. T. E. Beduhn of 1663 Farwell Avenue, who wrote the letter of commendation, also commented on the neatness of this conductor's appearance.

Motorman Roland C. Thiel, badge No. 747 of Burnside is complimented by C. W. Kirkham of 815 Pershing Rd., for the smoothness with which he operated his car and for the consideration shown, both to intending and alighting passengers. His patience in replying to the inquiries of an old gentleman who was nervous and uncertain as to his whereabouts was especially commended.

Mr. Wm. Norton of 161 Institute Place writes to credit Conductor John E. Allen, badge No. 3150 of 77th for his courtesy in dealing with an unkempt foreign speaking woman who insisted on trying to pay her fare with a new lead pencil. Conductor Allen's diplomacy in dealing with her aroused the enthusiasm of Mr. Norton.

Motorman A. Russell, badge No. 10485, and Motorman P. Marsh, badge No. 8115 of Devon, were commended by Mr. J. V. Sullivan of the Executive Department for their skill in avoiding an accident when a truck was suddenly driven in between their two cars moving in opposite direction.

An invalid lady passenger who does not wish her identity to be disclosed, expresses her thanks to Conductor R. R. Rufener, badge No. 12224, for the assistance rendered her when she became indisposed on his car. He assisted her to the curb and left her with a smile.

THE MOTORMAN

Each day he drives a certain car,
Not of the tribe of limousines,
But those that more familiar are
To folks who live within their means.
A trolley car is what he drives,
And yet I often wish that we
Would turn the corners of our lives
With some of his philosophy.

Just yesterday he said to me,
"I never look a lot behind.
Ahead is all a man can see,
And even then he's pretty blind.
So when some fellow starts to shout
I never turn and look," he said,
"For I might see what he's about
And bump into a truck ahead."

So folks may groan for many a year,
May grieve by always looking back,
But straight ahead is where to peer
For any trouble on the track.
A trolley car is what he drives,
And yet I often wish that we
Would turn the corners of our lives
With some of his philosophy.

—Douglas Malloch.

Departments and Divisions

Accounting Downtown

We wish to extend a cordial welcome to our new co-workers, Misses V. Lampker and D. Scully, employed at Comptometer Operators, October 19th and 21st, 1926, respectively, and Miss Helen Tyne, employed October 22nd, 1926 in the Pay Roll Department.

Mr. Armand Primeau and Miss Edith Coles left service Wednesday, October 20th, 1926.

Mr. Joseph Heraty left service Thursday, September 30th, 1926.

Miss Emma Miller, displaying a beautiful engagement ring, returned Monday, October 11th, 1926, after spending her vacation in her home town, Louisville, Ky. Congratulations.

Vacationists returned: Mr. W. Garstka, Misses M. Chelstrom, E. S. Miller, C. Bielenberg, L. Carlson, and A. Helein.

Clark and Division

The following vacationists have returned: Miss Myrna Nelson reports having a good time and lots of rest at her home at Madison, Wis. E. Toman spent his vacation exploring the wilds of "Cicero." Mr. Frank Miller put off one week of his vacation until October in order to see the Cubs lose again. Miss M. McCabe spent her vacation in Chicago and Woodlawn.

We wish to extend a cordial welcome to our new co-worker, Mary Chambers.

We wish to extend our heartfelt sympathy to Mr. Ralph Luebke in this hour of his bereavement (The Cubs lost the City series again).

Prospective owners are now building "Kennels" for that "Pedigreed Dog."

We are all glad to see the following sick girls back to work: Misses H. Crowley, E. Karus and H. Olson.—Thomas F. Coan.

Electrical Department

We extend our sympathy to Julius Boisacq in the loss of his wife. Mrs. Boisacq died suddenly the evening of October the twenty-second.

Mr. Abdul Hamid who joined the department a short time ago has left.

Tom Callahan went to McHenry on a hunting and trapping expedition. One morning Tom trapped a pretty little black and white kitty with a big bushy tail and lost a perfectly good suit of clothes.

There is a rumor that in the course of time Adelaide and Hank are going to get hitched up. H. Essington.

Car Meter

The party given at the Club House by the girls of the Car Meter Division and M. & S. Department combined was a great success and everyone who came enjoyed the games, dancing and refreshments, that had been planned for them.

Here's introducing two new members of this

department: Miss E. Gable and Miss A. Heath, both employed as card record clerks. We wish them success and hope they like their new work. Miss Gable's grandfather, Mr. John McCarthy, before his death several years ago, was employed by the Chicago Surface Lines at the now abandoned car station at Western and Washington Streets. Mr. Mike McCarthy, a deceased brother was at one time Superintendent of this same car station.

Word is out that Supervisor J. Natelborg is again doing his regular work of instructing motormen on Power Saving, having been detailed to other work for several months past. Other car stations had better look to their standings on the power saving list as the motormen and Mr. Natelborg at the 77th Street Car House certainly know how to co-operate in this important work.

Mrs. P. Voss is in the hospital recovering from an operation for appendicitis. Mrs. Voss is an employee of this department. We all wish her a speedy recovery.—Ruth Brokopp.

Shops & Equipment—North & West

Mr. Frank Abel recently lost his brother, who passed away at his home in Michigan City, Indiana.



E. Pflug wearing medal shopmen made and presented for saving girl from drowning at Lake Marie



Tom Cleary with medal made and presented by men at West Shops for stopping runaway horse

Postal-cards were scarce in Sedalia, Missouri. Mr. Wheeler evidently was well occupied on his visit with his parents.

J. Denault, pipefitter at the West Shops, has

returned to work after a long illness. We hope that his health will continue to improve.

The men at the West Shops presented two hero medals to the following: Tom Clearly, pipefitter, for stopping a runaway horse. E. Pflug, electrician, for saving an 18-year-old girl from drowning, at Lake Marie.

Miss Rall was pleased with the flowers Mr. Simpson sent her. He being a bachelor, it created quite a stir. The other girls were favored with bouquets from Mr. Ben Phillips, which were very much appreciated. We understand the flowers were grown at North Avenue.

Mr. Sam Lepine, painter, has been on the sick list since the latter part of September. Mr. John Leahey met with an accident. We wish them both a speedy recovery.

A son was born to Mr. and Mrs. Charles Finlay, on October 6th. Congratulations.

Mr. Jack Grainger was entertained in Glasgow on his recent trip home by Mr. Arthur Newton, cousin of our Paint Foreman.

Joe Rogg recently went duck-hunting, but we hear he bought the ducks from Vic Franc.

Dan O'Brien's bowling scores have been laughable this season. Keep it up, Dan. We improve with age.

Armitage: Robert Wogelaire, our wreck wagon driver, was seen riding with a young lady recently. Any cigars, Bob?

The boys at Armitage extend their sympathy to D. Striker in the loss of his brother.

P. Lapowicz' son was run down by an automobile on October 13th. The boys hope for a speedy recovery.

Devon: The boys of Devon wish L. Reilly the best of luck in his new position as Asst. Night Foreman at Noble Carhouse.

Lincoln: Mr. Bollinger was seen at the Roller Skating Party, gliding along as though it was an every-day occurrence.

Blue Island: Mr. Hale, Foreman, reported a very pleasant time at the A. E. R. A. Convention which he attended at Cleveland.

We were pleased to see our former Assistant Day Foreman W. Coughlin, who is slowly improving in health.

Kedzie: J. Logan, car cleaner, got excited last pay-day, by putting his pay in the wrong pocket and thinking he had lost it. Be more careful next time, Logan.

J. Garrity, is back on the job after an accident at his home caused by a stairway giving way when a stove was being carried down. The stove was bigger than John.

With the help of Mr. L. Conrad's committee, of which F. Stoll was appointed a member, Mr. E. Carlson, Asst. Day Foreman at Armitage, decided on the name, Johanna, for their new daughter. Don't forget we smoke.

Three prospective cleaners were born recently. A. Orizoni, cleaner—a 12½-lb. baby boy. D. Masella, cleaner—a 9-lb. baby boy. J. Bertsos, cleaner—a baby boy.

Clarence Groth, clerk, was present recently at the Silver Wedding Anniversary of his parents.

Tom Dooley, our stock clerk, with the girlish voice, decided to part with his tonsils, and is now back to work feeling fine.

L. M. Anderson.

South Shops and Carhouses

The boys of 69th & Ashland were sorry to hear of the death of James Fisher, repairman at 69th Street, who passed away Saturday night, October 16, at the Speedway Hospital.

H. Steuwe our Asst. Day Foreman, spent his vacation seeing Jackson Park.

"Dame Rumor" says that Car Placer Dan Mahoney is thinking of joining the newly wed class.

P. Eckert of Burnside enjoyed his vacation with the exception of having so much rain. Pete said he saw all the beautiful sites of Chicago in his little Essex.

We sympathize with R. Bolt of the Tinning Department in the loss of his mother.

Mr. E. Wiggins took on to himself a wife, so don't forget we smoke cigars, Eddie.

Mr. Meyers enjoyed his trip to the convention.

Raymond Yourrich of 77th Street, has his mother-in-law with him. He said she is a nice woman.

Bob McClelland of 77th Street, has had an addition to his family.

Jim Hopkins of 77th Street, went downtown to see the Great White Way. He said it sure is bright.

William H. Cohan, formerly night foreman at the 69th Street Car House, recently transferred, was presented with a Service Set from his many friends for his services while among them.

J. P. McCauley.

Material and Supplies

We wish to express our most sincere sympathy to the family and friends of W. L. Wuster who was stricken with a very serious case of "Golfitis" while on his vacation.

Marion Neahous and Fred Getz can hardly wait for the noon whistle lately. As soon as the whistle blows they get into their favorite corner and eat their lunch hand in hand. The boys cannot even get Fred interested in the Checker Contest anymore.

One of Jim Gillispie's favorite songs used to be "The Prisoner's Song" but not anymore. Here's the reason: One Sunday afternoon Miss Ethel Johnson took Jim and Robert Smiley out for a spin in her new Nash Sedan. While traveling along about fifteen miles per hour they were arrested by a rough Policeman who said they were going thirty-eight. They were taken to the Station where they were locked up for the day. The next morning the Judge said "Five Dollars and Costs." We have not received any reports as to who paid the Five.

Since Len Wirth has been assigned to the gate he is getting to be quite collegiate. He now wears a tie. Why?

—Robert E. Buckley.

Dilapidated looking young man—"Are you sure it was a marriage license you gave me last month?"

Marriage license clerk—"Certainly, sir—Why?"

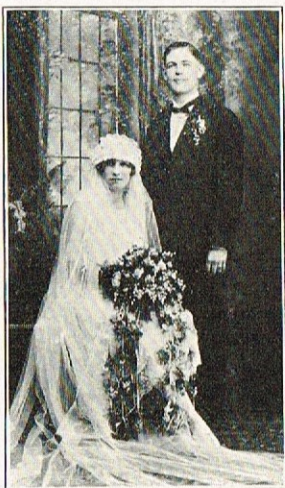
D. Y. M.—"Because I've lead a dog's life ever since."

KLEHM-DRAPER WEDDING

The Purchasing Department Loses One of Its Popular Young Ladies

A very pretty wedding took place on Saturday, September 25th, when the vows of Miss Lilian Draper, who was formerly employed in our Purchasing Department, and Mr. Gilbert Klehm, both of Arlington Heights, Illinois, were solemnized.

The ceremony was performed at the home of the bride's parents on Euclid Avenue in Arlington Heights, which was very beautifully decorated in "Southern Smilax" for this joyful occasion, an arch of flowers and greens erected in the parlor of the residence serving as a canopy under which the bride and groom plighted their troth, and later received the congratulations of their hosts of friends.



Mr. and Mrs. Klehm

Directly after the ceremony, the happy pair were whisked away with their attendants, midst a shower of rice and confetti, to the photographers, while the guests admired the many beautiful gifts which were spread out for view.

A bit later, the guests motored to the Presbyterian Church, in the assembly hall of which a delicious dinner was served.

A program had been assembled by the bride and her parents, which consisted of selections by a male quartet, readings, two pretty solos which were sung in a very sweet and well trained voice by our own Miss Hennem, also a very fitting talk was given by Mrs. Agnes McCormick who expressed the sentiment of "The Office Force," in a beautiful eulogy to the bride. "A Prophecy" a glimpse of the future, given by an old friend of the bride and her parents, finished the evenings program.

Toward midnight, the bride and groom left for an extensive tour of the east, stopping off at the many places of interest along the route.

A wonderful time was had by everyone, and we, the bride's former office associates, join with a great host of friends in wishing the couple good luck and prosperity.

CLUB SPARKS

Merry Time at the Club House With High-Grade Entertainment Features

The Hallowe'en Dance of the Surface Lines Club, Saturday, October 30, 1926, will live in the memories of those who attended as one of the most successful parties ever staged at the club house. The novelty of entertainment between dances by such artists as Pauline Gaskins, who found time to entertain the Club members between acts at the Terrace Gardens where she was appearing at the time, and Miss Rosemary Hughes, that delightful contralto from Radio Station WQJ, and the inimitable Scotty Welsh with the Madison Sisters and their Irisholas (ukes), gave the evening the air of a typical night club.

The decorations were very attractive and effective, especially after the crowd had tossed several thousand serpentine over wires hung for the purpose, forming festoons all over the place.

A "pirate" was abroad all evening in the person of Miss Ruth Ford, who captured the bulk of the "pieces-of-eight" (five bucks), winning first ladies' prize for costumes; while Gordon Kinsman monkeyed around as a disciple of Darwin, until he convinced the three orchestra men who acted as judges that he was entitled to first men's prize. Miss Agnes Topolinski in a gypsy outfit, gyped second prize; while Miss Marie Sullivan sailed off with third prize in a sailor's costume. Alf Remack won the men's second prize with a hobo costume, and P. Crimain won the third prize with a domino costume. Many others also ran and the choice of winners was a tough job that the committee was glad to give to the orchestra.

The crowd was well fed on real spook food in keeping with the Hallowe'en spirit, such as doughnuts, apples, cider and candy.

The music for the evening was furnished by Barney Richards' "Collegians," and when we say "furnished," we don't mean "perhaps" nor yet "maybe." He have never had a harder working bunch of boys on any job, and the way they delivered it, oh boy!—well, you should have been there.

For all of which thanks are due to Mr. Howard B. Storm of the Purchasing Department, charge d' affaires.

WOMEN'S AUXILIARY

The regular meeting of the Surface Lines Club, Women's Auxiliary, was held at the Club House on Thursday evening, September 16th. The entertainment, in charge of the Accident Investigation and Legal Departments, took the form of an aeroplane ride—a high old time. If one could judge by the screams and yells, it was certainly a successful trip, and girls who were successful in guiding the ships back to the landing place in the quickest time received due rewards.

The refreshments after the ride were out of the ordinary and very much enjoyed.

Thrills for the Girls

At the Hallowe'en party given by the Material & Supplies and Car Meter Departments Oct. 21, as the girls entered the Club House they were ushered upstairs where ghosts flitted in and out, flashing lights and making weird noises, but these were not the only thrills in store for the girls, for upon entering the parlors more ghosts seized them and took them in a darkened room where the witches and cats abounded, and after much screaming and laughter they reached the dance hall, where afterwards a bunco party was given. When the twenty games were played beautiful prizes were given to the lucky winners. Delicious sandwiches, doughnuts and coffee were served, each plate looking dainty with Hallowe'en souvenirs and napkins, the decorations of the hall also following the Hallowe'en color scheme.

This affair was one of the parties to be given by the girls of the North Side Offices in lieu of the annual "Trolley Party" in order that we might enjoy more Thursday evening parties at our Club House.

Announcements

On Saturday evening, November 13th, a mid-autumn dance is to be given by the Women's Auxiliary.

Thursday evening, November 18th, regular monthly meeting, Executive Department entertaining.

LEGION TOPICS

Armistice Day Celebration

This year the Armistice Day Celebration will take the form of a dance at the Hotel LaSalle Red Room, LaSalle St. at Madison on Nov. 11th, at 8:00 P. M. The original Benson's Red Jackets, led by Walter Eden, have been engaged for this occasion. Admittance will be by invitation. These invitations will be mailed during the coming week.

This event will be made the occasion for the presentation of a stand of colors to the Ladies Auxiliary Unit of Surface Lines Post. Mr. Ferre C. Watkins, newly elected State Commander has kindly consented to present these colors to the ladies in the name of the Post, and Mrs. Smith, newly elected president of the Auxiliary, has agreed to accept the colors for the ladies.

This promises to be a very colorful and entertaining event and one of the high spots in the history of the Post.

Prize Drawing and Bunco Party

Arrangements for this event have been completed, and will take place in the Red Room of the Hotel LaSalle, 8:00 P. M., November 23rd, 1926. The raffle tickets on the pedigree collie dog, donated by Comrade Thomas O'Malley, owner of the Southfield Kennels, are now in circulation and it is the desire of the officers of the Post that the membership push the sale

of these tickets as much as possible. This dog gives every promise of being a sure prize winner, as he has all the points which are essential in this breed of dog. His sire has won a number of championships.

Paris Trip

The time is getting short for any of those who may desire to make the pilgrimage to Paris and Europe in the fall of 1927. Several of the members have already made their reservations. Those who desire to go and have not taken care of this detail should get busy at once, as the quota allotted Illinois is only 1,200. Any applications in excess of this figure will have to be made up through failure of other states to use up their allotment.

The only requisite for this trip is a paid up membership for 1926 and 1927. Anyone desiring to visit Europe and has not as yet joined the Legion, should do so at once.

The cost of this trip as a cabin passenger is \$175 from New York to Paris, including five days' hotel bill and breakfast in Paris and return to New York. Railroad fare from Chicago to New York is one-half the regular rate. This rate also applies to all European railroads and steamship companies. Passport regulations and visas in Europe have been suspended to all American Legion visitors. This means a saving of from \$18 to \$25 in money and considerable time at each frontier passed. Therefore, Legionaires can visit any country in Europe on his American Legion passport.

These tickets are good to return up to December 1, 1927. (Leaving any European country on regular steamship lines—it is not necessary to return to Paris.)

The boats engaged for this trip are regular passenger boats plying between Europe and the United States. The Illinois delegation has been assigned to the Cunard Liners.

A wife, mother or sister of any Legionaire may be included on these trips. So it will not be necessary to leave the ladies behind. Any ex-service man interested should get in touch with R. W. Ambler, 1165 N. Clark St., as early as possible so that you may secure your reservation.

Dues 1927

A goodly number of the members have paid up the 1927 dues, but considerable have neglected that bill to date. While dues do not become due until January, 1927, it is the desire of the present officers of the Post to turn over to the newly elected officers on the night of installation, Dec. 3, 1926, a 100 per cent membership, or every 1926 member paid up for the ensuing year, so as to give them a good start. "Won't you please give us your help?"

"What does your father do for a living?" asked a lawyer of a sleepy-looking, poorly-clad youth who occupied the witness chair.

"Nuthin' much," was the reply.

"How does he support the family?" continued the attorney.

"Aw, he does odd jobs."

"Now, son, as a matter of fact, isn't your father a worthless sort of fellow? A loafer and a dead beat?"

"I don't know. Ask him. He's settin' thar in the jury box."

Around the Car Stations

Cottage Grove

P. Atkinson our chief night clerk started on his vacation to tour the Sunny South. He left Chicago early in the morning for Kentucky, arriving safely with a couple of passengers, one a foreign gentleman from China. They enjoyed themselves for over a week, and started home in what was a first class Buick coupe, but on arriving in or about Danville they tried to convert this same into a sea-plane to swim over the water but it stopped in about 4 feet of water. For further details consult Atkinson.

Mr. Cricks says that there is no sign of winter yet, according to the weather forecaster, at the Grove barn. He always tells him in advance by watching Jerry O'Connor. On the first winter moving Jerry will be attired in a nice new red shirt.

Mr. J. C. Ashby visited his mother in Indiana for a week and found the good old soul happy and hearty. It pays to visit the old folks once in a while to cheer them up.

A visit to the sick will cheer them up to a speedy recovery, so let's see who is sick: C. Brown, W. B. Haskin, J. L. Wanous, J. T. Eger and a few more of the old-timers.

Surely the grim reaper is exacting his toll in the First Division, Blanchard Jones seemed in perfect health up to a few hours before his death, which occurred on Tuesday, September 28th. Burial was at Mt. Greenwood, Thursday, September 30th. Blanchard was not old in years but was a great many years in the service and was so big in his work and general deportment that he did not know a questionable act.

The writer called at Jack's home, the bearer of an important message. Jack returned to dress. I was conscious of an unusual noise and arose to my feet exclaiming "There must be a fire or a panic." "No," said the very estimable Mrs. Jack, "that's only Jack adjusting his cuff buttons."

J. Calder.

Burnside

Any man who has the privilege of running with "Buddy" Deam is assured of immediate recognition of the residents of the 111th Street Line. His present motorman, Pat Loomam, has been appointed advisor of this enterprising community, having been thoroughly vouched for by the aforesaid Buddy Deam. It is extremely gratifying to note the esteem held by this crew on this line and they are well worthy of emulation.

Proving Emerson's words, "Ability cannot long go unrecognized," Conductor P. J. Moore of this depot has been selected to fill the important post as Juror. He having filled this position so creditably the Chief Justice reapointed him for another term. The Chief Justice also said he could not understand how

any man could possess such judicial sagacity without having been admitted to the bar. "Patty" said he was admitted to the bar once in Dublin but as it was closing hour he was greatly disappointed.

This depot has been extremely fortunate in obtaining the service of Doctor Ferrin to examine the eyes of the trainmen. This measure has received the whole hearted support of the trainmen and appreciative comments are heard on all sides. Conductor Benson says he could not see very well through the Doctor's periscope. He said his vision through it was a total loss but after being told to remove his finger from the other eye the examination proved to be 100 per cent.

The proud fathers this month are Conductors R. J. Stephens, badge No. 9178, and A. E. Crawford, badge No. 4754. Mothers and baby girls doing fine.

W. Frank.

Sixty-Ninth

Conductor J. McGoldrick was married Saturday, October 16th, to Miss Annie McDonnell, whom he had the pleasure of meeting while in England a few years ago. They spent their honeymoon at St. Louis, Mo.

October 16th, 1926, Motorman P. Donelson was married to Miss Mary Maloney. We all wish the newly weds the best of luck.

Conductor W. G. Jackson met with a serious accident on Tuesday, October 12th, 1926, at 86th and Racine, when he was struck by a truck. We hope for his speedy recovery.

We regret to report the death of the infant of Conductor C. J. Miller, October 22nd, 1926.

Conductor E. J. Maloney informs us of the birth of a baby girl in the Maloney household. It weighed 8 lbs. Motorman C. M. Gorniak also is the proud father of a 6 lb. and 11 oz. girl, and Conductor J. P. Quinn welcomed a 6½-lb. baby boy, who arrived in their midst on October 19th, 1926. Mothers and babies all doing fine.

Mr. Pat Bradley, our novel baseball fan, made the prediction a few Sundays ago that New York would win the World's series. Ask Pat.

Dr. Ferrin is at the division every few days examining the eyes of trainmen.

Conductor J. Manion came to the depot Sunday, October 24th, and asked Conductor J. T. Philpott if he had heard that the 59th street cars were to be stopped tomorrow? Philpott wanted to know why they were to be stopped. And Manion replied "To take on passengers." Motorman J. McCarthy, No. 1, must have heard part of this story because the next day he got a crowd of trainmen around him and asked them if they had heard that the buses were not running today.

In October 18th, motion pictures made some time ago of our club room were shown here, after which Mr. Evenson our superintendent of transportation gave a fine talk to the assembled trainmen. Let us, everyone, now demonstrate our application of his appeal for courtesy.

W. L. Pence.

Blue Island

We failed to announce in the last two issues that Motorman P. Peters was presented with a 11-lb. boy on September 10th, 1926.

At last we got to the top in witnesses holding first place for the month of August. We showed we could do it, so why not get busy and get first place in the Accident Prevention Contest, we fell all the way to 11th place. Let's co-operate and before the contest ends get up to first place. We went up to second place on Pull-Ins for August and intend to get first place again, so get busy.

The mystery of how Echlin keeps his tooth from falling out is solved: He uses chewing gum.

Operating conference was held at this depot on Wednesday, October 20th at 2:30 p. m. and 7:30 p. m. The Surface Lines Moving Picture film entitled, "The Magic of Transportation," was shown and Mr. Evenson presided. The attendance was very large both afternoon and evening, and the picture was enjoyed by all. Mr. Evenson gave a nice talk on the street car business and on co-operation and courtesy. Mr. O'Brien, the executive board member, spoke and also Assistant Supt. W. A. Hall, and Asst. Div. Supt. T. H. Eigelsbach.

Our sympathy is extended to Conductor M. Thelin in the death of his brother, Henry Thelin of Ingleside, Ill., who on Sunday, October 17th, was returning home after visiting friends and was walking down the highway when a machine came speeding along and hit him breaking his back and fracturing his skull, he died soon after. The driver got away.

Motorman J. Marvin, who underwent an operation, is on the road to recovery and we hope to have him back on the job soon.

We wonder why Glowacki, better known as 8,000, is so anxious to borrow Ralph's tie.

Harry Hale, car house foreman, had the pleasure of attending the Railway Convention at Cleveland, Ohio, and enjoyed it very much. Harry says the streets are very wide, thus eliminating congestion, and the car lines have numerous loops which speeds up the service. He also found many other interesting things which he no doubt, will tell us about later.

C. P. Starr.

North

Sixty-two thousand miles! A new world's record for low number of pull-ins. With this figure North Avenue wins the flag for the third straight month. Co-operation wins.

We are right back in first place in the witness getting contest. Who says champions can't come back? Come on boys, ten or more to a report and we'll help the system to get that "four" average.

We placed second in the Accident Prevention contest. The margin between our percentage and that of the winners is very small. Our position shows success without victory. The contest is two-thirds over and each accident makes a bigger dent in our percentage as the finish draws near. That extra ounce of precaution will put us over the finish line in first place. The other divisions are putting up a stiff fight for the cup, but we have the stuff to win and serve humanity. We want success with victory.

Sympathy is extended to Motorman W. Summerville in the loss of his brother and to Motorman J. Korman whose mother died October 7.

Also to Supt. Pasche whose brother passed away October 19. Sympathy is also extended to Supervisor Bane and family in the loss of his young son.

We advanced a few notches in power saving. Our traveling Motorman Jauman is an able coach in this department and labors hard to impart his knowledge of power saving and smoother operation to the men. Consistent application of the principles he advocates will bring results. He can give you the "pointers" but it's up to you as to whether or not they take.

Conductor Teddy Lind says the nose was never meant for snuff, it was it would have been put on upside down.

Motorman Otto Vates reports a 6-pound girl, born October 19; and Motorman T. Rawling a 9-pound boy, born October 23. Conductor William Spears announces an 8-pound boy, born Oct. 12.

More than 1,200 men have been examined by the eye doctor to date. Fast work.

North Avenue had visitors from all divisions Sunday, October 24. A trip on the new train over Grand Avenue with talks by Mr. Johnson and Supervisor E. Gager on the operation of the new type were given.

We also, during the past month, enjoyed the visits of men in charge of street railway transportation at Hongkong, China; Mexico City, Mexico; San Francisco, California, and Grand Rapids, Mich.

Jack Rose and Lichtenberger with rose tinted polished finger nails. Why and how?

C. A. Knautz.

Noble

We wish to extend our heartfelt sympathy to Motorman J. Wiczorek in the death of his brother Oct. 3rd, and Motorman S. Czapiewski whose father died Oct. 15th.

The only report from the stork last month was Conductor J. Liewergen, proud father of a 9½-lb. boy, Sept. 21st. Mother and baby doing fine. DO WE SMOKE?

W. Rooney was seen breaking in on the one man car. Better watch Bill, boys, or you will loose your day cars.

Any one wishing to know the parking rules in Park Ridge will have to see Conductor A. Petterson, who lives in Park Ridge and thought he knew the rules until last week.

Albert J. Asp.

Lincoln

Conductor C. F. Newton, who has been sick since July, is back on the job again, and the boys are all glad to see him in good health, and hope he will remain so.

Another victim of an automobile accident was McDonald, one of our boys, he was hit and injured by a machine Sept. 28, and taken to the Alexian Brothers hospital, where he is improving, and we hope to see him around again soon.

Congratulations to Mr. and Mrs. C. J. Roeske, who are the proud parents of a baby boy born Sept. 29th. Motorman Roeske, who now has three boys and two girls claims he has a full house, but tells us that his new son is to be a great ball player. Well, good luck to mother and baby, and also Roeske, who is a

regular fellow, and passed around the cigars.

The Lincoln boys feel very proud in coming to the top and winning the accident prevention flag for the month of Sept. It shows that by earnest trying the lead can always be attained and the boys, one and all, did their best, and let us hope they will continue to keep the top of the list and also try to get the lead in the other contests.

H. Spethman.

Limits

Our division superintendent, Mr. Phil Smith, lost his wife on Sept 23rd, she being suddenly taken ill and confined to her bed on the 18th, removed to St. Joseph's hospital at 3 p. m. on the 23rd and passed away at 8:15 p. m. on the same day at the early age of 33. The body was laid out at her late residence, 822 Edgecomb Place, it being necessary to hold the funeral until her mother could arrive from Los Angeles. The wake was well attended by the rank and file of the Limits and Devon depots, and also by general superintendent, Mr. C. H. Evenson, and Superintendent McKinney as well as other officials. Funeral was held Sept. 28th, high mass being celebrated at the Church of the Lady of the Lake. Interment Holy Sepulcher Cemetery. The boys of the Limits and Devon express their sympathy with two beautiful floral pieces. Back of every man's success in life there has been some good woman who, through encouragement, good, sound advice, thrift and moral support, has brought out the better qualities in all of us and steeled us to new efforts enabling us to overcome new obstacles in life's path. And so, Phil, we feel that your success, at least in part, has been due to her untiring love, loyalty and devotion to your welfare. She not only lived with you but for you, and nothing that we could do or say would heal the wound within your heart or bring back to you her smiling visage, but you can rest assured that you have our full and deep sympathy in this, the hour of your greatest grief.

"Slim" Carey is confined to his bed with a severe attack of pneumonia.

Otto Arndt is confined to his bed, suffering from an attack of lumbago.

Ray Mack was married Sept. 8th to Alice Miller. Ray says double harness isn't so bad.

Phil Murphy was married to Miss Magee, Oct. 16th, at St. Vincent's Church. Good luck, Murphy.

Motorman Webster has returned from an automobile tour to Cleveland, Buffalo, Albany, N. Y., down the Hudson to New York City, to the Philadelphia Sesqui-Centennial Exposition and back to Chicago, by way of the Lincoln Highway.

The new multiple control train cars are now in evidence at the Limits. The boys attending the school kept Supervisor Joe Hubbards busy answering questions and giving practical demonstrations. There are 12 in operation at the Limits at present. The majority of the boys seem well pleased with the progress made and feel that if the Milwaukee Ave. outfit can handle them, we can go them one better.

Cond. McAndrews says the beauty of a clay

pipe is that if you drop it you don't have to brother to pick it up.

E. G. Rodgers.

Devon

It has just been announced, although a bit late, Mr. Dan York has entered on that cruise, which all married men travel. While on his leave of absence he was married, taking an old school mate and chum from childhood days, Miss Ella Newport of Cincinnati, Ohio. The ceremony was at Oneida, Tenn., July 5. Here is wishing them the best of luck.

L. Myerman reports that a baby girl arrived at his home on Sept. 2, 1926. Mother and baby are doing fine.

But Mr. Fred Toepper tried to get away with saying he was off repairing a fence he had knocked down with his new Moon. But the truth is that on Sept. 25th, 1926, Dr. Stork called and left a boy. Mother and baby are doing nicely.

Barney Callahan reported a girl on Sept. 20, and mother and baby are O. K.

The daughter-in-law of Mr. James Urban, was killed, and her husband and little tot are in the hospital. Their machine was hit by an A. E. and C. train when they were returning from Lake Delavan. Our sympathy is offered those left.

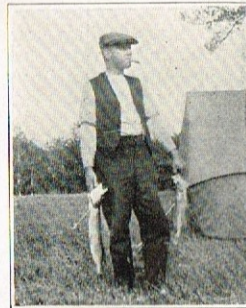
The wife of our superintendent, Mr. P. J. Smith, died September 23 after a brief illness at St. Joseph's hospital. Funeral services were held at Lady of the Lake Church, Sheridan Rd. and Buena Ave., Sept. 26, and thence to Holy Sepulchre Cemetery. Devon and the Limits (Division 12), extend our deepest sympathy to her relatives.

On the evening of Sept. 25th, Thomas Mahoney was called home on account of the death of his wife. Services were held at St. Alphonus Church, and burial at All Saints Cemetery.

The wife of Frank Brudy was called to Philadelphia on account of the illness of her sister, but arrived too late.

Supervisor Al Burke is confined in the hospital with pneumonia. How he is progressing, we have not heard, but hope it is for a rapid recovery.

L. Reilly, our trouble shooter, has been promoted to night foreman, and is now at Noble Depot.



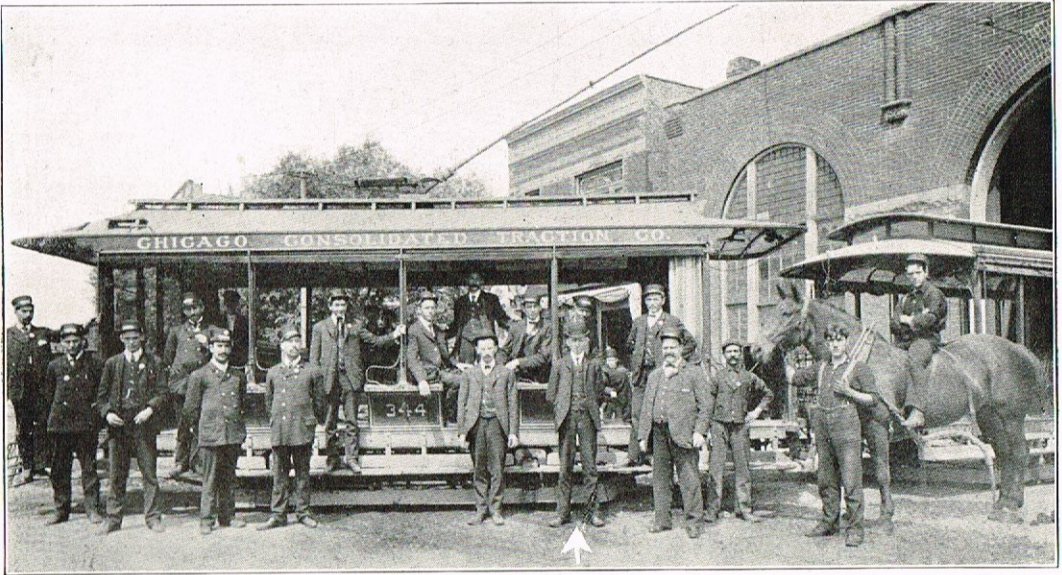
Albert Jones of Devon

Mr. Braghe, who returned from a trip through Europe, has promised us an article for a future magazine.

C. E. Roy.



The Old Consolidated Twenty Years Ago



This picture was taken in 1902 at the depot on Madison Street west of Crawford Avenue, showing a train made up of motor car and two trailers about to pull out of the depot for service to the Harlem Race Track in Forest Park, and Hawthorne Race Track in Cicero, where race meetings were held from May until October.

Before the automobile made its appearance and for a long time after that, about the only means of transportation, the general public had to reach Desplaines River Woods (now part of the Forest Preserve) and the numerous cemeteries in and near Forest Park, were the old reliable street cars; last but not least was our famous "Dago" Sunday. This was about the middle of July each year when all the Italians in Chicago tried to go to Melrose Park and return in one day. We usually had them going strong at 6:00 A. M., the last of them returning from there about 2:00 A. M. Monday.

The arrow points to Mr. Weidenfeller, Supervisor of Traffic Clerks, who in 1902 was Superintendent of the Cicero Division of the Chicago Consolidated Traction Co.



Wednesday, November 17

FIRST COMPANY NIGHT

Season 1926-27

Our Announcement Last Month Was Wrong
This One is Right

Engineering Artists

*Are Prepared to Present A
Highly Interesting Program
of*

MUSIC — NOVELTIES
and
FASCINATING FACTS

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