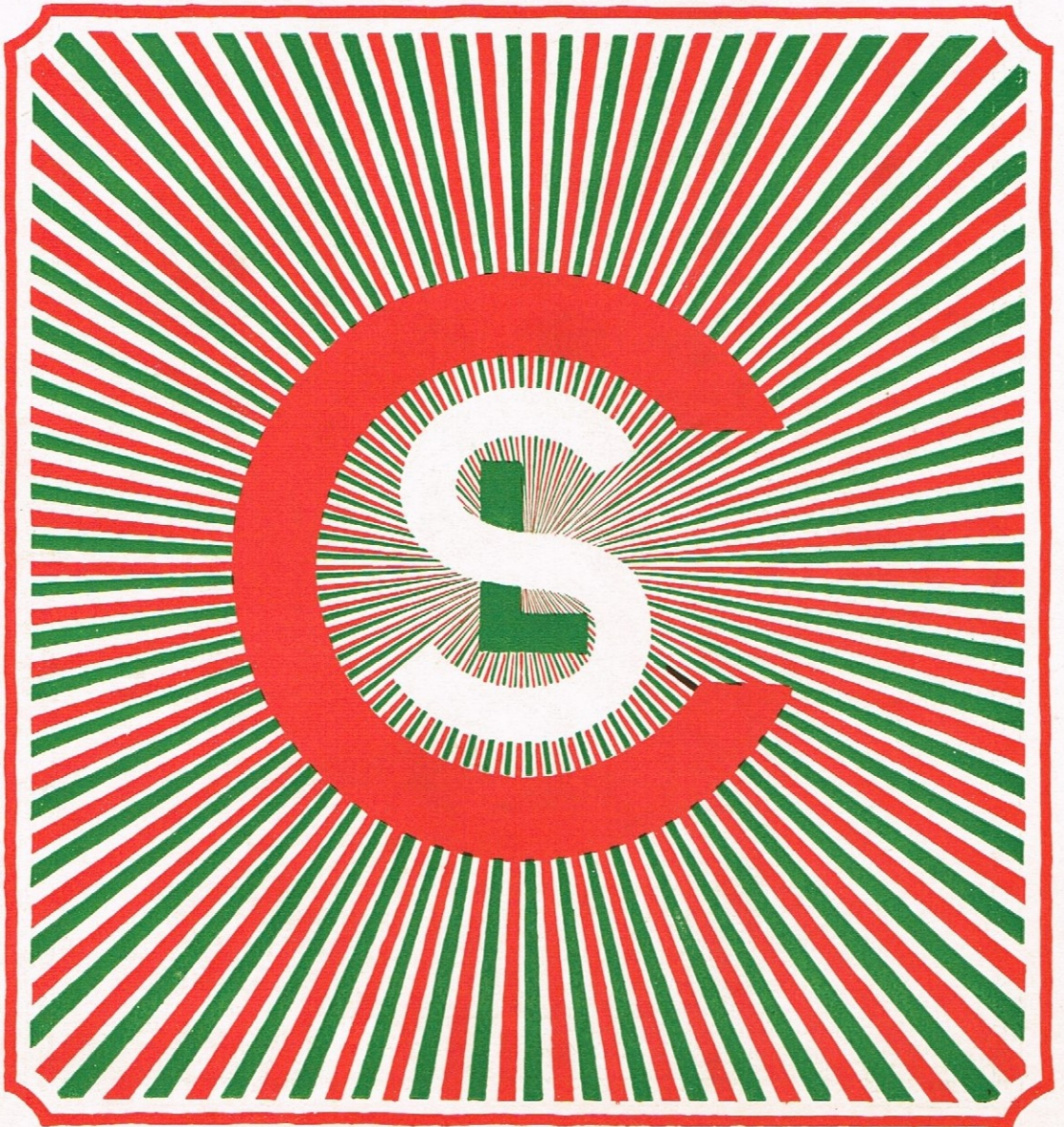


SURFACE SERVICE MAGAZINE

VOLUME 3

December, 1926

NUMBER 9





The Attractive First Prize in the Accident Prevention Contest



This Is the Second Prize Trophy

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

DECEMBER, 1926

No. 9

North Avenue Regains Lead

Burnside a Close Second, Kedzie Third and Other Divisions Pushing to the Front

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

First Place	Division No. 8, North Ave.	61.21
Second Place	Division No. 2, Burnside	58.96
Third Place	Division No. 7, Kedzie	55.65
Fourth Place	Division No. 9, Division and Arm.	52.94
Fifth Place	Division No. 11, Lincoln	51.68
Sixth Place	Division No. 5, Archer	48.82
Seventh Place	Division No. 10, Elston and Noble.	48.40
Eighth Place	Division No. 4, 69th	43.05
Ninth Place	Division No. 12, Devon and Limits.	40.91
Tenth Place	Division No. 6, Lawndale and B. I.	39.19
Eleventh Place	Division No. 1, Cottage Grove.	30.66
Twelfth Place	Division No. 3, 77th	26.05

Accident Prevention Record of All Divisions in October

First Place	Lawndale-Blue Island, 400% Credits.	Total 700.0%
Second Place	North Avenue, 300% Credits.	Total 661.2%
Third Place	Burnside, 300% Credits.	Total 626.9%
Fourth Place	Kedzie, 300% Credits.	Total 626.1%
Fifth Place	Elston-Noble, 300% Credits.	Total 603.1%
Sixth Place	Division-Armitage, 200% Credits.	Total 552.3%
Seventh Place	Archer, 300% Credits.	Total 527.1%
Eighth Place	Seventy-Seventh, 200% Credits.	Total 509.8%
Ninth Place	Cottage Grove, 200% Credits.	Total 483.3%
Tenth Place	Lincoln, 200% Credits.	Total 470.5%
Eleventh Place	Devon-Limits, 200% Credits.	Total 466.1%
Twelfth Place	Sixty-Ninth, 100% Credits.	Total 463.8%

By VICTOR T. NOONAN

Supervisor Accident Prevention

North Avenue is in first place again in our great Accident Prevention Race. Thus ends the ninth month. This is the important news for thousands of contest fans in this organization and the thousands of other fans elsewhere throughout this country who are eagerly watching the final efforts in this extraordinary and worthwhile race. North Avenue in the running from February 1st to October 31st inclusive, is first with a cumulative average of 61.21.

Burnside is in second place for the

same period with a cumulative average of 58.96. North Avenue, therefore, leads Burnside by 2.25. Kedzie is in third place with an average of 55.65 or 5.56 behind North Avenue.

Division-Armitage, in fourth place, has an average of 52.94. Lincoln, in fifth place, has an average of 51.68. In other words, Lincoln, in fifth place, is only 9.53 behind the leader in first place, North Avenue.

Draw your own conclusions, folks. These five Divisions just named have a running average of over 50% in the Contest from February to October inclusive. Should the two leaders, North Avenue

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

First Place	Division No. 2, Burnside	3100%
Second Place	Division No. 7, Kedzie	2500%
Third Place	Division No. 10, Elston and Noble	2500%
Fourth Place	Division No. 11, Lincoln	2500%
Fifth Place	Division No. 5, Archer	2400%
Sixth Place	Division No. 4, Sixty-ninth	2200%
Seventh Place	Division No. 8, North Avenue	2200%
Eighth Place	Division No. 1, Cottage Grove	1900%
Ninth Place	Division No. 6, Lawndale and B. I.	1900%
Tenth Place	Division No. 9, Armitage and Division....	1800%
Eleventh Place	Division No. 12, Devon and Limits.....	1700%
Twelfth Place	Division No. 3, Seventy-seventh	1400%

and Burnside, slip anywhere in the last two months of the Contest, either Kedzie, Division-Armitage, or Lincoln could jump into first place. Likewise in this arrangement of affairs any one of these three could be in second place. Put in another way, this means that out of twelve Divisions we have five Divisions so close together that in spite of the fact that North Avenue is now leading, four of these five Divisions are all eligible for first and second places respectively.

This writer is not telling you to put your money on North Avenue because the horses representing Burnside, Kedzie, Division-Armitage and Lincoln are all running too close behind North Avenue for me to make any kind of a wise crack that North Avenue is going to win. No foolish prediction like that will be made. During the months of December and January there will still be time for one of the dark horses in this race to spring a surprise. This much may be said, that if North Avenue stays in first place until the 31st day of January, 1927, and wins this Contest, then North Avenue will have won the greatest race ever recorded in the history of this business. Nevertheless, you are advised now to be cautious in your judgment. Look what happened to Burnside last month. This Division was in first place in the Contest. Since this matter was last discussed with you in these pages a couple of affairs happened in the Burnside Division that certainly did provoke the trainer, Mr. Altemeier, because they knocked him and his men into second place.

It is evident that the North Avenue racer has acquired a reputation. North Avenue has been leading in the witness

contest and in the pull-in contest. Now comes this query from Archer Division:

"What is this North Avenue outfit anyway? Where is it? How big is it?" Good questions! It seems some of the boys in Archer Division don't seem to know much about North Avenue. Some of the other Divisions don't realize the size of this Wm. Pasche outfit.

Well, listen: North Avenue is the largest Division at the present time on the Chicago Surface Lines system. It has nine car lines. On its busiest days it operates approximately 380 cars, with about 1,400 trainmen. Of this number 228 trainmen have been over twenty years in service.

North Avenue is located in what is known as "Smoky Hollow," and it serves not only some of the largest industries in Chicago, but some of the largest industries in the country. Among these are Montgomery Ward & Co., the Hall Printing Company, publishers of Liberty Magazine, and other publications, and the Western Electric Company, who have more than 23,000 employees.

North Avenue has the greatest diversified operation of any Division on the Chicago Surface Lines system. It operates one-man cars on three lines, and has two kinds of train operation, the old type two-car train operation; that is, motor car and dead trailer on Cicero avenue. On Grand avenue the Division runs the newest type of train operation in Chicago known as the multiple unit. The North Avenue Division is really a big electric railway system in itself. It is larger than the entire street railway system of Rochester, N. Y.; larger than the system in Louisville, Ky.; larger than the rail-

way system in Columbus, Ohio, and this one Division is larger than the Third Avenue Railway system in New York City.

Division Superintendent Pasche, although young in the game, has had first-class experience. This "Bill" Pasche started as a conductor, and in that particular job he was distinguished for faithfulness to duty, unfailing courtesy to passengers and neatness in dress. His attention to duty brought him promotion. He was supervisor, and assistant superintendent. When that genial, kindly, and popular gentleman, W. A. Hall, was promoted to be assistant general superintendent, Mr. Pasche succeeded him.

Just a word about our beautiful prizes or trophies shown on the inside cover. They are declared by all who have seen them to be the most beautiful prize trophies ever donated by any company, industrial, railroad or electric railway anywhere in this country. Officials of the Western Electric Company say that our First Prize is "a classic"

The first prize is mounted on black ebony, with the raised figures of two trainmen, and company initials. At bottom is the raised figure of a two-car train, latest model. In the center is mounted a beautiful Taylor Instrument Barometer or Storm Guide, as they are called. The plaque is 24 inches in length and 16 inches in breadth.

The second prize is a plaque 18 inches in length by 12 inches in breadth. Base of black ebony, the inscriptions and mountings being of green and gold. In center is a white cross within a green circle, the national emblem of human safety.

Both these prizes will remain for all time with the two winning divisions.

Contest ends January 31st. Result will not be published until March issue of this magazine. But this is an age of leaks, and this may leak out before that time.

Scrambled Sexes

Gather round and hear Annabelle rave;
She is one you might call fashion's slave.
In a bobber shop chair
She dozed off, I declare,
And the bobber man gave her a shave.
Go on and let Annabelle rave—
Your deeper complexion I crave:
When I took a nap
In his chair, the poor sap
Went and gave me a permanent wave!

THROUGH A MOTORMAN'S WINDOW

An Editorial View of the Troubles of a Motorman.

How simple are the duties of a motorman! All he has to do is to pilot his car through the mazes of downtown traffic and get back to the end of his run on time, with no passenger hurt or angered, no pedestrian scathed, no automobile jammed and his own ponderous vehicle unscratched.

Nobody has a kind word for the motorman. If a jaywalker gets in his way and is clanged at, the motorman is to blame. If a motorist gets in the way of a street car, the motorman is at fault. If a passenger arrives after the car starts or gets carried by a stop or is swayed against a neighbor by a quick application of the brakes, no one but the motorman is responsible.

The inflexibility of street cars in traffic is a factor too often overlooked in the consideration of congestion. A street car cannot dodge; cannot detour around an obstruction. The motorist who acts the grasshopper, gets out of line and into the car track may hold up sixty passengers merely to save a few seconds for himself. The driver who deliberately pulls in front of a car, knowing the motorman will not hit him if he can help it, does the whole brotherhood an injustice.

Blaming one's own faults on the motorman does not help solve the traffic problem. It is merely an index of one's own folly. The constant wonder is not that an occasional automobile is nipped by a street car but that such accidents occur so seldom. Behind a motorman's window is a good place to study highway foibles. The urban world passes in jumbled panorama outside.



Sherley Burzlaff, 17 Months Old, Daughter of
Conductor Burzlaff of 69th

Poor Georgie died of sheer delight;
He found a parking space one night.

Engineering Instructs and Entertains

"Company Night" at the Club House Introduces Figures Pictures and Talent

The several hundred people who braved the inclement weather on the night of November 17th to attend the Engineering Department's Company Night were well repaid for their effort.

From "The Inside Story of the Outside Work" to "Finale—Entire Company"—there was not a dull moment.

Even such heavy statistics as the price of labor in 1919 and 1926 and the fact that the cost of transportation on the

accompaniment of a violin solo by G. F. Johnson won the audience at once and he was greeted with enthusiastic applause on his subsequent appearance in the sketch, "The League of Nations."

This sketch constituted the latter half of the program. It was the vehicle for some very pleasing specialties.

Margaret Rake Kush and L. C. Dewey, for instance, did some good dancing; J. F. Macfarlane and R. H. Sims, as Scotch



The Entertainment Crew, Stage and Orchestra, That Provided the Specialty Program on the First Company Night

Surface Lines is 1.6 cents per mile compared with 2.9 cents on the railroads, were interesting under the skillful manipulation of H. W. Busch.

The motion picture with which the program began, was so clear a presentation of the work of the department that even the "King of Vagabonds" and "Her Royal Highness" could not quite make one forget that tracks must be built, cars must be run and schedules maintained.

B. H. Lindstrom as soloist and as "King of Vagabonds" was a distinct hit. His rendition of "Gypsy Dreams" to the

Highlanders, were good; the Spanish Troubadors—L. Nocera, piano accordion; A. Donile, and A. Grambalvo, guitar and F. N. Carbonaro, soloist—were called upon to answer several encores.

L. C. Dewey, as "an Asphalt Arab"; F. J. Avery, "a Professional Man from Darkest Africa"; T. E. McCarthy, "from the Emerald Isle"; T. J. Rice, "a Salesman"; N. R. Alexander, "just arrived from Deah Ol' Lunnon"; V. Mauantonio, "a Son of Sunny Italy"; M. P. McHale, "a Taxicab driver", and E. M. Meyer,



N. R. Alexander, L. C. Dewey, F. J. Avery and B. H. Lindstrum, the Picturesque Male Quartette of Engineering Night

"Her Royal Highness", rounded out the successful sketch.

By no means the least of the pleasant features of the evening was the music provided by the orchestra composed of P. J. Raver, piano; G. F. Johnson, F. J. Koza and T. Stiglish, violins; R. C. Caul, clarinet; L. J. Boisvert, cornet, and H. S. Krueger, drums.

The committees in charge of the entertainment were as follows:

ARRANGEMENTS—Messrs. F. Acker, N. R. Alexander, W. C. Becker, T. J. Blakely, R. Callahan, W. H. Figg, B. Greenway, J. W. Hewitt, R. L. Johnson, H. C. Kelly, B. H. Lindstrom, P. J. Raver, P. Rich, W. Schenck, G. J. Schima, H. Schmidt, J. A. Wirtel, J. Wolfe.

RECEPTION AND SEATING—Misses Belle Fox, Isabel McGinnis, Josephine Petras, Mary Riley, Mrs. Mary J. Thierkauf; Messrs. A. Blakely, C. C. Chambers, D. Dartt, G. P. Johnson, W. Klotz, M. Korosy, H. Lewis, G. W. Lynn, E. H. MacDonald, J. O'Connor, L. J. Renner, D. A. Robinson, R. J. Rumatz, H. Safford, H. M. Schlachter, and L. W. Schraag.

A Quick Method

Mr. Ferris was teaching his boy to be an accountant.

R. F. F.: "Now, Roy, if your mamma had five dollars, and I gave her ten more, what would she have?"

Son: "Gee, daddy, she'd have a fit."

Artificial Respiration by Prone Pressure

Standardized Details of Applying the Method Should Be Studied by All

The Prone Pressure Method of artificial respiration described in these rules should be used in cases of suspended respiration from all causes—drowning, electric shock, carbon monoxide poisoning, injuries, etc. Delay of even one minute in the application of the method may lose a life. Follow the instructions even if the patient appears dead. Continue artificial respiration until natural breathing is restored or until a physician declares rigor mortis (stiffening of the body) has set in. Success has come after three and one-half hours of effort!

Here is the accepted standardized technique of "How to Give Artificial Respiration by the Prone Pressure Method", agreed upon by a special committee of national organizations and persons appointed by the United States Public Health Service of the Treasury Department:

1. Lay the patient on his belly, one arm extended directly overhead, the other arm bent at elbow and with the face turned outward and resting on hand or forearm so that the nose and mouth are free for breathing. (See Fig. 1.)

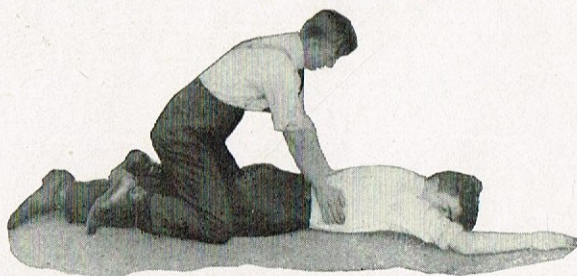


Figure 1. Ready to Apply Pressure



Figure 2. Pressure Applied

2. Kneel straddling the patient's thighs with your knees placed at such a distance from the hip bones as will allow you to assume the position shown in Fig. 1.

Place the palms of the hands on the small of the back with fingers resting on the ribs, the little finger just touching the lowest rib, with the thumb and fingers in a natural position, and the tips of the fingers just out of sight. (See Fig. 1.)

3. With arms held straight, swing forward slowly so that the weight of your body is gradually brought to bear upon the patient. The shoulder should be directly over the heel of the hand at the end of the forward swing. (See Fig. 2.)

Do not bend your elbows. This operation should take about two seconds.

4. Now immediately swing backward so as to completely remove the pressure, thus returning to the position in Fig. 3.

5. After two seconds, swing forward again. Thus repeat deliberately twelve to fifteen times a minute the double movement of compression and release, a complete respiration in four or five seconds.

6. Continue artificial respiration without interruption (if necessary for at least two hours) until natural breathing is restored. Cases are on record of success after three and one-half hours of effort.

7. As soon as this artificial respiration has been started and while it is being continued, an assistant should loosen any tight clothing about

the patient's neck, chest or waist. Keep the patient warm. Do not give any liquids whatever by mouth until the patient is fully conscious.

8. To avoid strain on the heart when the patient revives, he should be kept lying down and not allowed to get up or be raised under any consideration unless on the advice of a doctor. If the doctor has not arrived by the time the patient has revived, he should be given some stimulant, such as one teaspoonful of

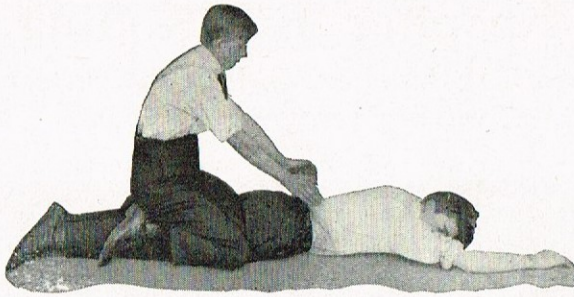


Figure 3. Pressure Released

aromatic spirits of ammonia in a small glass of water or a hot drink of coffee or tea, etc. The patient should be kept warm.

9. Resuscitation should be carried on at the nearest possible point to where the patient received his injuries. He should not be moved from this point until he is breathing normally of his own volition and then moved only in a lying position. Should it be necessary, due to extreme weather conditions, etc., to move the patient before he is breathing normally, resuscitation should be carried on during the time he is being moved, if practicable.

10. A brief return of natural respiration is not a certain indication for stopping the resuscitation. Not infrequently the patient, after a temporary recovery of respiration, stops breathing again. The patient must be watched and if natural breathing stops, artificial respiration should be resumed at once.

1. In carrying out resuscitation it may be necessary to change the operator. This change must be made without losing the rhythm of respiration. By this procedure no confusion results at the time of change of operator and a regular rhythm is kept up.

Fundamentals of Transportation

A. E. R. A. Advisory Council on the Duties of Companies, Employees and the Public

Good local transportation results only from mutual efforts of company managements, employees and the public, the Advisory Council of the American Electric Railway Association declares. Each group has a specific duty to perform, the Council insists. These are the duties:

The Companies Must:

(a) Obtain the friendly co-operation of the public.

(b) Establish a sound financial structure.

(c) Adopt modern methods and equipment and sell their service in every legitimate way.

(d) Give the best service possible with their income, and let the public know it through advertising.

(e) Recognize that the private automobile is a competitor, and offer such class of service as will attract private car owners.

(f) Control and co-ordinate with their railway systems bus operations throughout their territories and conduct an active campaign openly and above board, against the parking evil.

(g) Have their executives always accessible to their employees and the public. Welcome suggestions made in the interest of the service, grant reasonable requests, and have a genuine interest in the welfare and progress of the communities in which they operate.

(h) Above all else, give the fullest publicity to earnings and demonstrate to the public that if it wants electric railway service it must ac-

tively—and not passively—support it.

The Employees Must:

Realize that their interests and those of the company are the same, and make every effort to be useful public servants in an honest endeavor to make friends for themselves and their company.

The Public Must:

(a) Favor a just system of regulation and consent to rates of fare that will make its transportation agent a solvent industry.

(b) Understand that the best service at the lowest cost can only be obtained in a community through the operation of all public transportation by one efficient organization.

(c) Realize that antiquated and burdensome taxes are reflected in the rates of fare; that the present system makes the railways act as tax collectors for the communities and state, and that the public itself will benefit by aiding in bringing about a more equitable taxation system by which the industry, in common with all others, will not be taxed beyond its ability to pay.

(d) Realize that 75% of the people use the public transportation service in their daily occupations, and insist such effective traffic control that the public vehicles may have a relatively unobstructed use of the streets.

George: "I got chilled to the bone coming to work this morning."

Frank: "Why don't you wear your hat?"

Keeping 'Em Rolling

Limits Carhouse Takes Honors in Pull-in Contest—Mileage for System Averages Over 25,000



Limits Efficient Mechanical Specialists

G. Chamberlin, C. Holzschuh, E. Gustafson, E. Warchol, T. Dwyer, L. Buyle, S. Yopchick, J. Werminont, P. Irvin, H. Hayden, S. Solak, W. Teichner, S. Breining, L. Solak, N. Schneig, L. Matick, E. Verbiest, G. Johns, J. Kaypust, M. Kressler, J. Warchol, J. Vroble, S. Dykinga, R. Zink, A. Andrewpolis, L. Gawlik, W. Jackusak, H. Butcher.

Cars operating out of the Limits Carhouse during October, ran 57,717 miles per pull-in, an increase of 63.4% over their mileage for the preceding month.

The second highest increase over last month was made by the Cottage Grove Carhouse—60.8%—bringing them into third place.

Decreases were noted at 9 carhouses, which are probably accountable in some cases, to the drop in temperature.

All but one of the 16 carhouses had an average mileage per car per pull-in chargeable to the equipment, of over 15,000 miles. The average for the system, while not quite as high as the previous month, was well above 25,000 miles—a fine record considering conditions.

The individual record follows:

Rank	Carhouse	Zero Days	Miles Pull-In October	Percent Inc. or Dec.
1	Limits	25	57,717	63.4
2	North	10	42,896	30.9*
3	Cottage Grove...	18	40,550	60.8
4	Archer	12	38,195	55.9
5	Armitage	20	36,102	25.6
6	69th	9	31,303	13.5
7	Elston	10	25,994	33.7
8	Division	14	24,703	17.6*
9	77th	4	23,554	2.2*
10	Kedzie	4	23,259	3.2*
11	Blue Island	17	23,087	53.8*
12	Lawndale	15	22,773	27.7*
13	Lincoln	13	22,390	1.1*
14	Devon	9	17,727	22.4*
15	Burnside	5	16,338	9.3
16	Noble	16	9,719	16.0*

*Decrease.

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

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

SANTA CLAUS IS COMING

Arrangements Completed for Reception at Surface Lines Hall, December 18th

The annual Christmas Party of the Surface Lines Club will be held Saturday, December 18, 1926 at 2:30 and 7:30 P. M.

Request cards have been mailed to all Club members and it is desired that members having children or younger brothers and sisters use them so that youngsters may enjoy the wonderful party prepared for them.

The Committee has arranged an entertainment that will require about two and a half hours to complete. There will be fun and laughter in abundance and the entertainment outside of the distribution of gifts will be in a class by itself.

Professor Fick, of the Accounting Department will be master of ceremonies and we guarantee that he will keep the kiddies in a riot of laughter all afternoon and evening.

The entertainment will consist of motion pictures and several good vaudeville acts especially prepared for children's enjoyment.

Miss Margaret Harte, a pianist, and her brother, Mr. Thos. Harte, will furnish the musical entertainment.

The latest news from the frozen north is that Santa will arrive in a blaze of glory by aeroplane with presents for all.

Proper

"—And then I told him I didn't want to see him any more."

"What did he do?"

"He turned out the lights."

Collision

With all their many traffic laws,

They've never made one yet

That'll keep a brand-new motorist

From running into debt.

No Wonder

"Why is she so fond of that hotel clerk?"

"Because opposite her name on the register he wrote, 'Suite 16.'"

GOING AFTER THE WITNESSES

North Avenue Still in the Lead, Though a Fraction Lower Than in September

North Avenue seems determined to hold its position at the head of the list in the contest for honors in securing the greatest number of witnesses per accident on the system. By referring to the detailed table it will be seen that the October record was not quite up to that of September, and that Lawndale-Blue Island and Elston-Noble changed places, Lawndale-Blue Island going into second position, 77th and Cottage Grove moved up, Archer dropping back from fifth to sixth place. 69th also advanced its position in the column although its average for the month was lower than in September. Burnside dropped into eighth position from fourth in September. Armitage had the doubtful distinction of bringing up the rear of the procession. The average for the season, 3.80, was not so good, but North Avenue, Lawndale-Blue Island, Elston-Noble and 77th were all above the average.

Admittedly, conditions are unfavorable at this time of the year and it requires special effort on the part of both the motorman and conductor to secure as many names as the Legal Department would like to have in accident cases.

The correspondent at North Avenue reports a renewed determination on the part of the men at that station to better their figures and the November returns, when they come from the Department of Accident Investigation, will prove interesting reading.

	Oct.	Sept.	Aug.	July
1. North Avenue	5.05	5.06 (1)	4.78 (2)	5.37 (1)
2. Lawndale-Bl. Is'ld..	4.69	4.63 (3)	4.94 (1)	3.79 (5)
3. Elston-Noble	4.53	4.83 (2)	4.42 (3)	4.32 (2)
4. 77th Street	3.98	3.71 (6)	3.70 (6)	3.81 (3)
5. Cottage Grove	3.71	3.70 (7)	3.81 (4)	3.79 (4)
6. Archer	3.65	3.75 (5)	3.70 (6)	3.70 (5)
7. 69th Street	3.53	3.67 (9)	3.79 (5)	3.52 (8)
8. Burnside	3.36	4.00 (4)	3.70 (6)	3.59 (7)
9. Lincoln	3.35	3.68 (8)	3.61 (7)	3.64 (6)
10. Kedzie	3.22	3.35 (10)	3.25 (8)	3.26 (9)
11. Devon-Limits	3.20	3.12 (12)	3.14 (9)	3.36 (9)
12. Armitage-Division ..	3.16	3.22 (11)	3.11 (10)	3.11 (10)
Average for the system	3.80	3.84	3.81	3.86

A girl and her bashful lover sat on the beach. The full moon silver-plated the waters of the lake. The night was full of romance. The girl let her hair touch her lover's face. No results. She rested her head upon his shoulder. Still no results. Then she asked:

"Why don't you kiss me?"

"I can't," he said, "some sand got into my mouth."

"Swallow it, boy; swallow it!" she said. "If anyone ever needed sand, you're the guy."

Judge: "I can't understand a big husky man like you beating a poor frail little woman like your wife!"

"But she keeps nagging and taunting me until I lose my temper!"

"What does she say?"

"She yells, 'Hit me! I dare you! Go ahead! Just hit me once and I'll have you dragged up before that baldheaded old fossil of a judge.'"

"Case dismissed."

New Substation in Service

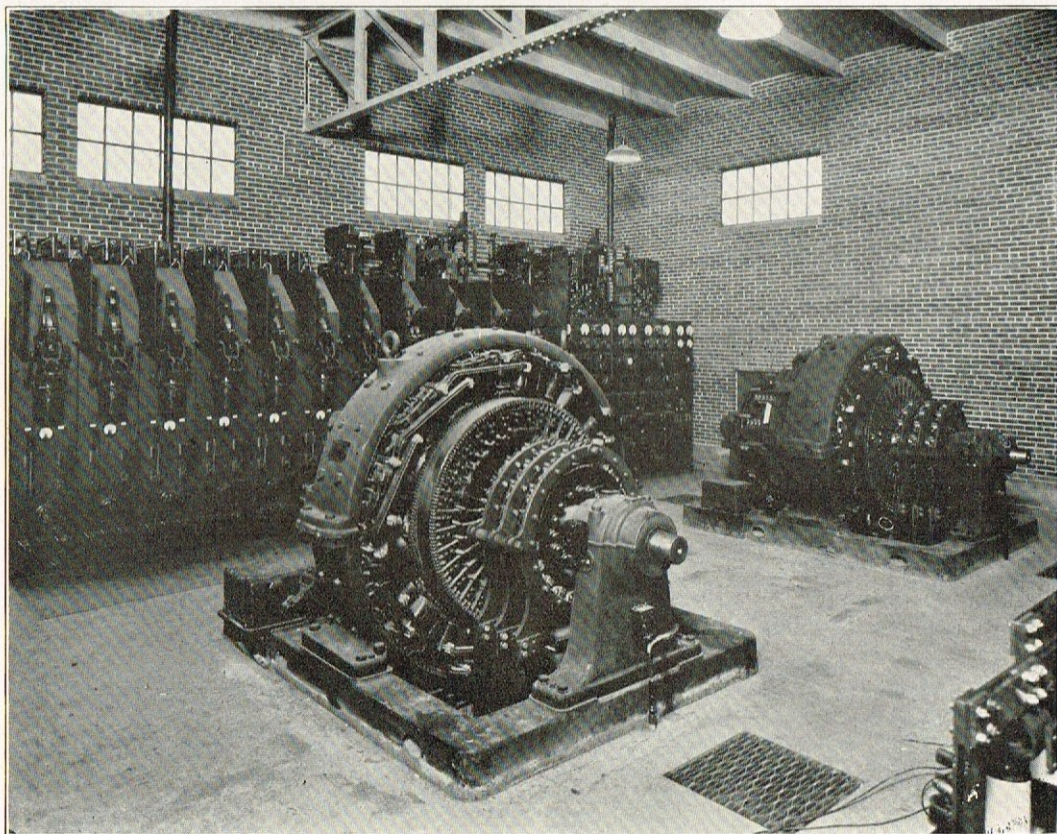
Grimm Avenue Automatic Has Many New Features—Some Technical Details

Both units of the new Grimm Avenue Substation are now in service. This substation, which is located on Grimm avenue, just east of Milwaukee avenue, is the first of the automatic railway type to be put into operation in Chicago and was built at a cost of \$143,000. It furnishes power for the Milwaukee avenue line from Irving Park boulevard to the City Limits, the Lawrence avenue line from the River to Austin avenue, and the Irving Park boulevard line from Milwaukee avenue to Dunning. These lines were formerly fed from the Crawford avenue and Ravenswood Substations.

The Grimm Avenue Substation contains two 2,000 K. W. 60-cycle, synchronous converters and will function

without the aid of attendants. The equipment is fully protected against all of the many things that can happen in a substation. In the event that a hot bearing develops, the machine is locked out of service until an inspector visits the substation and makes the necessary repairs. This is also true in case of over-speed, short circuit on the alternating current side, flash to the frame, and if the cycle of starting is not completed within a predetermined time. The machines are also protected against excessive temperature due to overload, shunt field failure, single phase operation, reverse polarity and short circuit on the distribution and trolley system.

The last mentioned protection is ac-



Interior View Showing the Two 2,000 K. W. Synchronous Converters and Switchboard

complished by the use of high speed circuit breakers on the machines. When a trolley wire breaks and falls on the rail these circuit breakers will disconnect the machines from the short circuit in .012 of a second. This is twenty-five times as fast as the circuit breakers in the older substations. The feeder circuit breaker on the grounded section will also open and isolate the faulty feeder, after which the high speed circuit breakers will reclose and the machines will continue to carry load. The feeder circuit breaker, however, will not reclose until thirty seconds after the wire is removed from the rail. This time delay in reclosing is used to enable a man to remove the fallen wire to a safe distance from any grounded structure. The wire has a small flow of current through it while lying on the rail. This current flow is necessary for the functioning of the resistance measuring relays in the substation. These relays cause the circuit breaker to close when the wire is removed.

The normal automatic operation of the substation is as follows: The first unit will start up in the morning and assume a portion of the system load when the voltage conditions indicate the need of additional converting capacity. When the load on the first unit has reached a predetermined value, the second unit will start and assume its share of the station load. After the morning peak hour the load on the station will decrease and one unit will shut down. The remaining unit will carry the load until the evening peak hour. At that time the second unit will again start and share the peak hour load with the first unit. After the evening peak, the second unit will again shut down and the remaining unit will continue to operate until the load demand has decreased to an uneconomical operating value at which time it will also shut down and the station will remain out of service until the next morning peak.

In addition to the above described automatic features, this station is equipped with a high speed supervisory control system which enables the operator at Crawford Avenue Substation, two and one-half miles distant, to control both units and all feeder sections. He also has indication of the load on each machine, the position of the incoming alter-

nating current line circuit breakers, and indication of the condition of the operating battery. All of these controls and indications are transmitted over five line wires between Grimm avenue and Crawford avenue substations. With this system of supervisory control it is possible to have fifty points of control and indication over the same five wires. A control system of this kind is invaluable in case of fire or accident in which live trolley wires are hazardous. In such an event the dispatcher will call the operator at Crawford avenue substation and he in turn will open the proper feeder circuit breaker in Grimm avenue, thereby taking power off the trolley wires in question. This system has many other advantages under both normal and abnormal operating conditions.

Unlike those in the older substations, the Grimm avenue power transformers are oil insulated, self-cooled, outdoor type and are located in a wire mesh compartment at the rear of the building. This arrangement insures good ventilation for the transformers and reduces the size of the building. The wire mesh compartment has two functions: First, it affords adequate protection against lightning, due to the fact that it is grounded, and second, it prevents wires from falling or being thrown across the terminals of the transformers.

Ground was broken for the building on April 30th, and the building was completed in July 18th. The first unit was put into service on October 6th, and the second unit on November 22nd.

Sign On a Ford:

Excuse My Rust.

"Those who watch the clock at 20 are watchmen at 60."

"The man who knows it can be done, counts not the risk, but the reward."

Roy: "I know you just love music."

Nan: "Of course I do, Roy. But never mind, you just go right on playing."

Jack: "Can you tell me what is the best labor saving device known?"

Tom: "Sure, a good fat bank account."

Phyllis: "When did you think seriously of marriage, mother?"

Mother: "About two months after the ceremony, dear."

SURFACE SERVICE MAGAZINE

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

HOLIDAY CRUSH PERIOD

During the next two weeks the Surface Lines undoubtedly will break all records as to passengers carried. Crush hours will be substituted for rush hours. And the crowds will be different. Passengers generally will be loaded up with Christmas packages. And there will be tens of thousands of tired mothers with children who have been seeing the Santa Claus sights at the big stores. The everyday annoyances which try the patience of a conductor will be multiplied; the traffic hazards that keep a motorman on the alert will be infinitely greater. But notwithstanding the increase in the operating difficulties we have faith that our men will come through with credit to themselves and the management whose personal representatives they are.

We have been preparing for this for months. Every car station has been visited by the Superintendent of Transportation and his assistants who have conducted a series of meetings of the trainmen. The halls have been crowded to capacity on each occasion and every talk has had as its subject the duties and responsibilities of the platform men as relating to the public, to each other and to the management. "Service" has been the keynote. And courtesy, caution and consideration have been stressed as essential to satisfactory service.

There will not be a man in the organization who does not know what the public and the management expect of him. He knows the value of cheerfulness, a smile and a pleasant manner. He knows how important it is to give passengers a chance to get on or off his car safely. He knows that cars are on the street

for the purpose of giving riders a chance. He knows that the flashing of a green traffic signal does not justify running by a stop or running away from intending passengers. He knows that streets should be called distinctly and that questions should be answered pleasantly. He knows everything about everything he should know how to do.

There will be more than four million chances every day to demonstrate "class" in service and with nearly fifteen thousand blue uniformed demonstrators on the job the Surface Lines ought to be able to establish a record of which we can all be proud.

And we are confident it will.

CLOSE OF CONFERENCES

Gratifying Attendance at the Car Station Sessions Conducted by Superintendent Evenson

The afternoon and evening meetings held at the various car stations during the last three months have been most satisfactory in the matter of attendance and enthusiasm. Everywhere the trainmen were cordial in welcoming Mr. Evenson, and his practical talks on everyday subjects were listened to intently and were roundly applauded. Every phase and angle of operation were touched upon and the importance of courtesy to the public and squareness in dealing with the management were two of the important subjects emphasized by Mr. Evenson. The willingness and desire of the company to be helpful in cases of personal troubles was expressed in an invitation to all of the men to feel perfectly free in coming to headquarters for advice.

The general effectiveness of the season's work has been shown by a marked improvement in the spirit of service throughout the system. Letters of commendation for individuals often carry assurances that the writers have observed a general improvement in the attitude toward the company's patrons. So Mr. Evenson's work has been very much worth while.

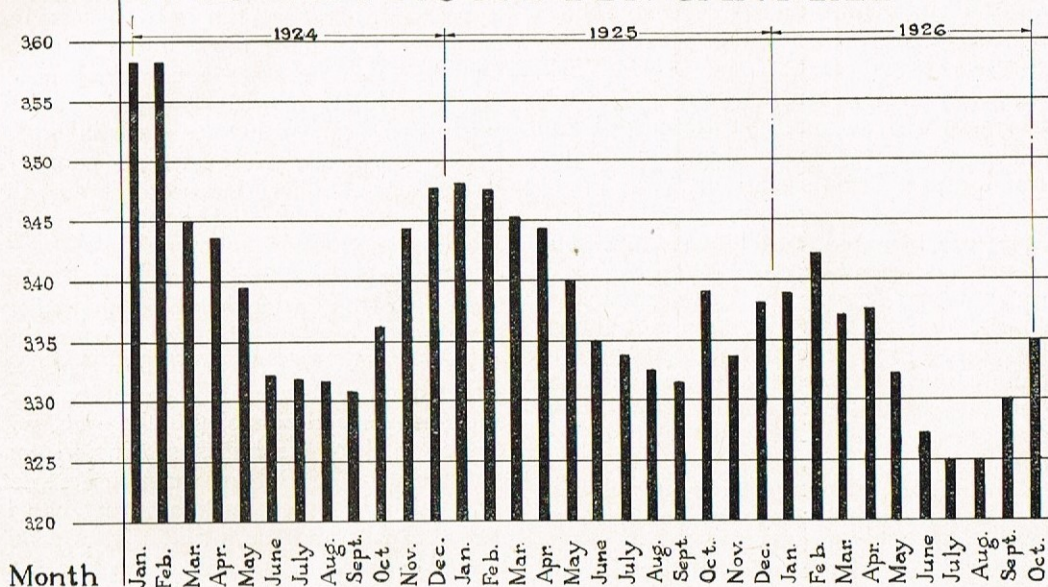
Man (handing conductor crisp, new dollar bill): "Here, go paper your bungalow."

Conductor (handing back change): "Here, go feed your chickens."

Power Saving in Low Temperatures

Timely Suggestions—What the Chart Shows in the Way of Seasonal Power Consumption

KILOWATT HOURS PER CAR MILE



The cold wintry days accompanied by occasional snow, low temperatures and sleet, together with bad rails, air freezing and other interferences resulting in congestion, are here. These natural conditions are bound to come and it follows logically that the power necessary to operate a car will increase.

In the warmer months of the year the power requirements are the lowest. As the cold days of fall and winter approach the demand will be greater as compared with that of the spring and summer months. Cold weather with its attendant disturbances naturally affects all car operation and transportation.

It is, therefore, most important that all of the motormen apply the methods of good car operation through this period of the year in order that the business of Power Saving may be maintained second only to that of the safe operation and the selling of transportation, and present unnecessary tie-ups due to equipment failures such as are caused by leaky air valves, poor brakes, stiff controllers, car and section breakers blowing, broken switch tongues, chipped, broken, and battered special track work and crossings.

The accompanying graphic chart will serve to illustrate the above statement as pertaining to the influence of the season's weather upon the power required to propel the average car on this system.

October Record

Division		Per Cent Saving or Loss
Cottage Grove	1	11.14
Lincoln	2	6.77
Armitage	3	6.53
Rockwell	4	6.33
Limits	5	6.05
69-Ashland	6	5.64
Kedzie	7	4.31
77-Vincennes	8	4.12
North	9	3.81
Devon	10	3.79
Burnside	11	2.94
Division	12	2.14
Elston	13	1.94
Lawndale	14	0.86
Noble	15	3.39
Blue Island	16	5.21

Total points	57.77
September points	59.52

October loss	1.75
points or 2.94 per cent.	

Which?

A negro went fishing. He hooked a big catfish which pulled him overboard. As he crawled back into the boat he said, philosophically: "What I wanna know is dis: Is dis niggah fishin' or is dis fish niggerin'?"

Foreign Experts Strong for Trolleys

After American Studies Are Convinced Buses Unequal to Mass Transportation

Three representatives of the Berlin City Government, who were in the United States for a month recently studying street railway and bus operations, inspected transportation in New York, Philadelphia, Boston, Cleveland, Detroit, Chicago, St. Louis, Pittsburgh and Washington. Previously they had studied London and Paris situations.

The committee will report to the city that co-ordinated street car and bus transportation will render the best service, but that street cars must remain the chief conveyances. Buses have not shown themselves, in this country, to be able to handle mass transportation and in London they have led to chaotic traffic congestion, the committee further will report.

The report will emphasize the wisdom of Berlin continuing to make its city-owned surface lines a source of profit. Berlin taxpayers are opposed to subsidizing low street car fares as is done in New York and a study of the New York situation reinforced the committee's belief in the advantages of the German system. Berlin has a flexible car fare and when the city needs more money for any purpose its officials notify those in charge of the railway that fares shall be raised and a raise follows virtually automatically. At present the surface lines of Berlin are carrying 54 per cent of the traffic, the subways and elevated 12 per cent, buses 5 per cent, and steam railways, which constitute a belt line, 29 per cent.

The committee consisted of Dr. Friedrich Lademann, Director of the Berlin Street Railways, and Hermann Amberg and Friedrich Lange, members of the Advisory Board. "The committee was formed to study outstanding traffic problems in London, Paris and the American cities visited, particularly as they related to the operation of cars and buses," Dr. Lademann explained. "There has been some agitation by a city official in Berlin for the substitution of buses for street cars in the downtown section.

"Our investigations here and abroad

have convinced us that such a substitution is not feasible. The principal objections to it are that the cost of carrying passengers is higher on buses and the vehicles also occupy more street space per passenger than the surface car. In Berlin, we seek both to make transportation service profitable and to conserve street space. There is no doubt that the surface car accomplishes these results better than the bus.

"Our own experience has proved that the cost of operating a bus is about fifty per cent higher than the cost of operating a street car. We have found that 300 street cars, with a seating capacity of 24 and an overload capacity of 70 each, will do the work of 475 buses, seating 54 passengers each in Berlin's principal street. The initial cost of such a street car is 30,000 Marks and the initial cost of a bus is 40,000 Marks. We use trailers on fifty per cent of our cars and operate them on a quick headway, there being a street car every twenty seconds on some lines. Minute service is quite common.

"The situation in London was enough to convince us that the bus should not be made the principal means of transportation in downtown Berlin. We have no desire to create such traffic congestion in our streets as London now is experiencing with its many buses.

"One feature of American operation which has impressed us greatly is the tremendous accident cost to which your transportation lines are subjected. We have found that some companies are paying as much as ten per cent of their gross in accident claims. Our accident payments are much lower than this, due in part, no doubt, to the fact that we have fewer automobiles. There are only 50,000 motor vehicles of all classes in Berlin. About 20,000 of them are pleasure vehicles. They consist mainly of foreign cars. Attempts by Henry Ford to invade the German market were thwarted by a prohibitive tariff.

"The surface lines at present are owned

by the city and operated privately. The bus company, which now has 450 vehicles in operation, is owned and operated privately. The buses run on the same streets as the street cars. Eventually the city will take over all forms of local transportation. Every indication is that it will continue to make transportation pay. Berlin has no desire to keep fares

down by paying part of the cost of transportation through taxes. The conviction that the transit lines should stand on their own feet is general."

The total number of local riders of all classes in Berlin last year was 1,439,000.-000. Divided, surface lines, 772,000,000. Steam roads, 421,000,000. Subways and elevated, 172,000,000 and buses, 74,000,000.

General News of the Industry

Odds and Ends of Interest from Other Cities Briefly Presented

Fare Referendum Illegal

The plan of New York City politicians to find an excuse for their five cent fare position through a public referendum has failed. The state court of appeals has held that such a referendum would be illegal.

The outstanding point in the court's decision is that it was sought to make a law through a referendum which would supersede the State Public Service Commission law and the authority conferred on the Transit Commission.

The New York City transit situation is greatly clarified as a result of this decision. Now it is up to the city and state officials to solve their own transit problems, instead of hiding behind a referendum by the people.

Under present operating conditions it is costing much more than five cents to carry passengers in New York City. As a result of the determination of politicians to not increase the fares transportation conditions are wretched. People are being jammed into cars and trains are being slowed up. The city is getting no return on its enormous investment in the subway properties and losing millions through the inability of transportation companies to pay their taxes. Many investors in transportation securities are getting no return on their money. Employees are getting lower wages than they would if the properties were paying. Real estate values are suffering because of the lack of adequate transportation.

Some day public officials with real backbone are going to step forward in New York and insist on a fare which will correct all of these conditions. The five cent fare never will do it.

Riding Is Increasing

The street car riding habit per inhabitant has increased greatly in the last 23 years. In 1902, when there were almost no automobiles, each individual in this country averaged sixty-one street car rides annually. In 1925, with approximately twenty million automobiles, the average number of car rides per person was 115 annually.

Back to Street Cars

Walla Walla, Wash., is returning to the trolley. A bus line which took over the franchise of the street car system has been discontinued. Smaller cars will take the place of the large buses. It was found that the bus could not adequately handle the peak crowds. Then, too, the

buses did not take in as much money as the cars. Therefore, by urgent public request, the street cars are going back to work.

M. O. Not So Good

Seattle's experience with municipal ownership has been distressing. Deeply in debt, denied further credit and threatened with bankruptcy, the city's railway chaos now has forced Mayor Landes to order the superintendent of municipal utilities to survey and report the situation. Then will come a conference between the city administration, business interests and the taxpayers. The latest crisis lies in the car-builders' refusal to take warrants as pay for \$1,350,000 worth of new cars and the local banks' decision not to carry any addition to the \$260,000 in warrants which the railway has out.

Trolleys in Venice

Venice, the city famed for its canals and gondolas, is harking to the call of progress. It is planned to unite five other communes with the city by bridges, over which electric cars will be operated. If city officials approve this plan it will mean that the trolley will practically replace the gondola except for sightseeing.

Cincy Traffic Plan

Railway executives and city officials everywhere are giving serious consideration to the traffic congestion problem. They are trying to move the greatest number of people in the least possible time. Colonel Sherrill, city manager of Cincinnati, has set forth this definite scheme for moving traffic: First, street cars. Second, large motor buses. Third, taxicabs. Fourth, motor cars.

Traffic Increasing

Traffic congestion and the lack of parking space in the cities are helping increase the patronage of street railways in many large cities.

Sixteen companies in Missouri report an increase of 25,000,000 riders during the first six months of 1926 as compared with the same period last year.

There is a decided trend to the street cars for transportation to and from work. This is due to the congestion in business districts at peak hours. It is becoming more and more apparent that thousands of working people who must get to their places of employment at fixed hours will have to turn to the cars for quick transportation.

Placing the Blame

A recent report on vehicular traffic congestion made by the U. S. Department of Commerce makes some significant remarks:

"Street cars have their own definite lanes of travel and power to move rapidly. It is probable that the 'slow headway' is partly the result of other and slower means of transportation occupying the car lanes. Just as a chain is no stronger than its weakest link, so traffic can move no faster on any one lane than the slowest moving vehicle."

Many automobiles operate on the street car tracks where there is plenty of room at the side. This is one of the things which must be eliminated in order to speed up traffic movement.

Cleveland Fares Up

Street car fares have been advanced in Cleveland. The new rate is a 7 cent cash fare, an advance of one cent. Eight tickets can be purchased for fifty cents. Formerly nine tickets sold for fifty cents.

Increased cost of operation is the cause. The property is run under joint supervision of the city and railway management.

The late Tom Johnson hoped to operate cars under a three cent fare. It was tried for a short time.

WHERE SECONDS COUNT

Some interesting figures are contained in an article appearing in the Winnipeg Electric Public Service News. According to the article a street car moving one mile per hour moves approximately 1.5 ft. per second; five miles per hour 7.4 ft. per second, ten miles per hour 14.5 ft. per second, fifteen miles per hour 22.0 ft. per second, and twenty miles per hour 29.3 ft. per second.

The article goes on further to state that a pedestrian usually takes four steps and consumes about three seconds in crossing a car track. In this time, a car can cover about 87 feet. A team and wagon averages about 24 feet and this added to the width of the car tracks requires the team to move about 30 feet. At this rate a team takes about $5\frac{1}{2}$ seconds to cross a car track, and during this time a street car can move 159 feet. The time required for an automobile to clear the tracks depends of course on the rate of speed at which the auto is traveling, but will average from two to five seconds.

The above figures were compiled by the Winnipeg Electric Company to show the people that a street car travels a good deal faster than most people think. They also serve as a guide as to chances taken by people in trying to get across the street in front of a moving street car.

Off and On

"You give your clerks two weeks' vacation every year, don't you, Mr. Tintack?" asked the friend.

"A month," grunted the eminent hardware dealer.

"A month?"

"Yes. The two weeks when I go on my vacation and two weeks when they go on theirs."

WHAT IF MR. ADAMS TRIED THIS?

Some Say There's No Chance for a "Dirty" Department Sign in Our Shops

While on a hasty tour of a large industrial plant in Ohio a correspondent of Electric Traction noted with some amusement a large 14-foot sign over the door of the shipping department, which read: "This is the dirtiest department in the plant." In answer to his query, the superintendent silently lead him to the assembling department where, perched over the entrance was a similar sign reading: "This is the cleanest department in the plant." He then went on to explain that on Saturdays at twelve the factory superintendent, in company with an official from the general offices, made a tour of the entire establishment for the sole purpose of inspecting the place for neatness and good housekeeping. To the department that showed up as being the cleanest and more orderly went the "clean" sign, while that department which proved inexcusably dirty or disorderly had the imposition of the "dirtiest department" sign for the entire week. According to the superintendent, the men of the institution found considerable pleasure in hunting out the "dirtiest department" on Monday mornings, then "riding" the men for their slovenliness throughout the remainder of the week. The idea, according to the superintendent, "works wonderfully well."

Good housekeeping is as imperative to industrial life as to military life. It is also just as imperative to street car barns and shops. Disorderliness contributes to accident hazard, costly expense and low morale, while neatness and cleanliness invariably tend to reduce accidents, effect important economies in shop work and increase over-all efficiency. It is no easy task to keep a large shop or barn spick and span, year in and year out. Particularly is this true where there is an abundance of maintenance work. The paint shop would probably never be comparable in neatness to the office.

Back to Earth

Stenographer: "Bob, dear, when we are married, will you still continue to give me flowers every day?"

Clerk: "No, I'll give you a box of seeds and you can grow your own."

Salesman (wiping the perspiration from his brow): "I'm afraid, madam, we've shown you all our stock of linoleum, but we could get more from our factory."

Customer: "Well, perhaps you had better! You see, I want something of a neater pattern and quite small—just a little square for my bird-cage!"—Good Hardware.

"Some" Alibi

"Rastus, what's an alibi?"

"Dat's provin' dat you wuz at a prayer meetin', whar you wasn', in order to show dat yo' wasn' at the crap game where yo' wuz."

Sure Cure

Clerk—"I'm not feeling well, sir."

Boss—"Why don't you get a bottle of ink to make you write."

SURFACE LINES CLUB BOWLING LEAGUE

Standing of Teams and Individuals as of
November 22, 1926

TEAMS							
Teams	Games Won	Lost	%	High Game	Total	Aver.	Handicap
Accounting	19	11	.633	1061	23099	770	85
Shops	19	11	.633	1044	24511	817	38
Accid. Invest.	16	14	.533	938	23317	777	78
Schedule	16	14	.533	978	22714	757	98
Transport'n	14	16	.467	945	25535	845	10
Mat. & Sup.	13	17	.433	967	25661	855	..
Engineering	13	17	.433	910	23485	783	72
Electrical	10	20	.333	1056	23848	795	60

INDIVIDUALS

Bowler and Team	Games	High	Total	Average
Zang, M. & S.	30	224	5515	183.83
Pratt, Transportation	21	218	3805	181.19
Hearn, M. & S.	30	216	5374	179.13
Alexander, Engineering	24	222	4244	176.83
Anderson, Transportation	27	214	4754	176.07
Sigwalt, Shops	30	243	5193	173.10
Rogers, Electrical	30	246	5180	172.67
Dixon, Schedules	30	210	5130	171.00
Emerson, Transportation	30	210	5111	170.37
Eger, Accid. Invest.	30	203	5064	168.80
O'Brien, M. & S.	30	214	5058	168.60
Schmarje, M. & S.	15	198	2528	168.53
Platt, Engineering	27	205	4503	166.67
Fish, Accid. Invest.	30	206	4997	166.57
Wilberscheid, Transport'n	24	233	3992	166.33
Bretschneider, Transport'n	30	222	4949	164.97
Neusel, Shops	30	219	4912	163.73
Luebke, Accounting	30	235	4904	163.47
Sehick, Electrical	14	185	2285	163.21
Gallagher, Electrical	30	226	4892	163.07
Wendt, Shops	21	202	3402	162.00
Peterson, M. & S.	21	202	3391	161.48
Porten, Shops	30	209	4827	160.90
Siers, M. & S.	15	227	2406	160.40
Pfaus, Schedules	26	203	4145	159.42
Amblor, Engineering	30	240	4782	159.40
Ebeling, Shops	30	215	4750	158.33
Gafvert, Electrical	30	233	4733	157.77
Volland, Accounting	30	237	4684	156.13
Ryan, Transportation	15	197	2319	154.60
Davis, Electrical	18	180	2775	154.17
Altamus, Accid. Invest.	27	178	4150	153.70
Jann, Accounting	30	212	4584	152.80
Wilson, Accounting	30	171	4572	152.40
Geiger, Accid. Invest.	30	212	4551	151.70
Sedlack, Schedules	30	204	4508	150.27
Schroeder, Electrical	9	190	1343	149.22
Lee, Engineering	26	191	3819	146.88
Sprenger, Accounting	30	187	4355	145.17
Cammack, Schedules	21	200	3043	144.91
Bonhomme, Engineering	30	176	4323	144.10
Boal, Schedules	6	172	863	143.81
Schneck, Electrical	14	161	1959	139.93
Wegman, Accid. Invest.	27	161	3725	137.96
Bell, Schedules	27	181	3667	135.83
High Game Average, Shops				990 1/2
High Team Games, Accounting				1061
High Individual Average, Rogers				207 1/2
High Individual Game, Rogers				246

Excited?

"Were you excited at the wedding?"

"Excited? Say, I gave my bride \$10 and tried to kiss the preacher."

Daisy—"If you men told the truth, you would have to admit that you like talkative women just as well as you do the others."

Tom—"Others? What others?"

"I want some collars for my husband," said the woman, "but I am afraid I have forgotten the size."

"Thirteen and a half, ma'am?" suggested the shop assistant.

"That's it. How did you know?"

"Men who let their wives buy their collars for them are always about that size, ma'am," explained the observant salesman.

Bouquets for the Boys

Conductor T. Serran, Badge No. 1348 of the Cottage Grove Depot, is entitled to a place on the "Honor Roll" as a physician specializing in the treatment and cure of "Forgetfulness" as is evidenced by a letter of commendation received from one of his patients, a Mr. Diehl of 7444 Merrill avenue. Mr. Diehl it seems was attacked by a very severe case of "Forgetfulness" while riding on a Cottage Grove avenue car on Friday, Nov. 19th. But "Doc" Serran rose to the occasion and within two hours had Mr. Diehl restored to his normal condition. The facts of the case are, Mr. Diehl lost his diamond Masonic ring on Conductor Serran's car at about 1 p. m., on Friday the 19th of November. Conductor Serran found the ring and turned it in at his depot, where it was returned to Mr. Diehl at 3 o'clock the same afternoon. Conductor Serran is praised and highly commended by Mr. Diehl for his honesty and the promptness with which he helped to return the ring to its owner. "Doc" Serran's prescription for "Forgetfulness" is: "Equal parts of honesty and promptness, to be used regularly and in emergencies as required." Good work, Doc, keep it up.

Motorman George E. Stanley, badge No. 12429 of North Avenue, took the trouble to get off his car and escort a blind man across the street to a waiting eastbound Chicago Avenue car. This kindly act was observed by Miss Florence Wagner of the Robbins Mfg. Co., 1901 N. Central Park Avenue, who sent us a letter of commendation and appreciation.

Mrs. B. H. Smith of 6119 Vernon Avenue commends the efficiency and courtesy of Conductor Arthur W. Buhning, badge No. 4998 of 69th Street, as a result of the consideration shown her mother, a resident of Brooklyn, New York, who is here on a visit. Mrs. Smith's letter concludes, "There has been an observed improvement in your service as a whole, and your men show the spirit of true and helpful service to the public which is attractive advertising for our city."

Conductor William J. Fleming, badge No. 1968 of Archer, is the subject of a letter of warm appreciation from Mr. C. H. Wilson of the American Lumberman, 431 South Dearborn Street. Mr. Wilson states that the exhibition of a little patience and by being wide awake to his job, Conductor Fleming made it possible for Mrs. Wilson, Mr. Wilson and his daughter to catch his car to keep an important engagement, and subsequent requests for information which they made were met pleasantly and completely.

Conductor Harry W. Leach, badge No. 2048 of 77th, was under the observation of Mrs. Frances M. Cronk of 7920 Bennett Avenue, on a number of trips. She observed that he always helped women on with their children, and was universally polite. An out-of-town guest of Mr. Cronk's, who traveled on Conductor

Lech's car, commented on the marked change for the better over conditions ten years ago when the guest was a resident of Chicago.

Mr. E. Helland of 5136 Waveland Avenue, commends Conductor James R. Stahl, badge No. 2142 of Archer, for the care he exercised in making certain that two blind lady passengers alighted at their destination. He went into the car, assisted them out, off his car, and to the curb. Mr. Helland adds that this particular act "touched his heart."

Conductor James J. O'Keefe, badge No. 3580 of Elston, is congratulated by Miss Phebe R. Keiffer of 933 Edgecomb Place, for his pleasant manner and special helpfulness to a woman and small child who were helped on and off his car.

Mr. W. F. Haas of 517 S. Cicero Avenue, who was a passenger on a Cottage Grove car in charge of Conductor Anton W. Sorensen, badge No. 4808 of Cottage Grove, sent us a letter of appreciation growing out of the extreme courtesy and kindness extended to a blind passenger. "It has been my observation," concludes Mr. Haas, "that the rank and file of your employes are a high type of citizens and I trust that kind acts like this are appreciated."

Mr. C. E. Brandenburg of 729 North Monticello Avenue, who explains that he is so crippled with rheumatism that it is difficult for him to get on and off a car, expresses his deep appreciation to Conductor Gust Johnson, badge No. 6988 of Limits, for the assistance rendered to him when Mr. Brandenburg was a passenger on his car and alighted at Kinzie Street. "I will never forget how hard he tried to help me and how kind he was," the letter concludes.

Mrs. James Parker, 5224 Marathon Place, Los Angeles, California, who was in Chicago during the early part of November, was much impressed by the courtesy of Conductor Harry G. Tint, badge No. 8634 of Division. Her letter of commendation refers particularly to the pleasant and consistent manner in which he assisted women and children and elderly passengers on and off his car. His cheerfulness and method of calling the streets distinctly and opening and closing outside doors for passengers were referred to in her letter, which also described how Conductor Tint accompanied a blind man into the car and found a seat for him.

Conductor Patrick J. Hastings, badge No. 10856 of 77th, was thanked and commended by Miss Florence M. Kimmet of 6942 Hilldale Avenue, for his courtesy. The matter was a trivial one, she states, but his politeness and consideration were much appreciated.

Mr. Anthony McAndrews of 5927 South Richmond Street, lost \$80.00 on the street at 87th and Racine Avenue. It was picked up by Conductor Michael Nolan, badge No. 10002 of 69th, and upon satisfactory identification was restored to the loser. Mr. McAndrews states that he offered Conductor Nolan a reward, which he was too much of a gentleman to take.

Mrs. G. H. Eberle, 5135 Altgeld Street, lost a hand bag in a car in charge of Conductor Ewald R. Anderson, badge No. 11676 of Lincoln, and as the bag contained her husband's week's pay, the loss was a serious one. The bag was returned to its owner and an offer of reward was pleasantly declined. "I think the

Fullerton Avenue line has some of your best men. I have been using this line for eight years and have never found anything but polite conductors," is the concluding sentence of Mrs. Eberle's letter.

Mrs. L. McD. Garrard, 1428 Olive Avenue, who has given numerous evidences of her close observation of and interest in our service, adds Conductor Leo Brush, badge No. 11898 of Devon, to the list of those whose efficiency and courtesy have attracted her special attention. His manner of calling the streets distinctly must be appreciated, she states, by every stranger in the city who rides with him.

Mrs. G. Hasterson, 3649 South Winchester Avenue, in a very brief letter, expresses her thanks for the kindness shown to her by Conductor John Hanrahan, badge No. 13012 of Archer, but furnishes no details.

Conductor Myles J. Clinch, badge No. 13480 of Elston, calls the streets in ample time and distinctly, and is courteous to everyone who rides on his car. These facts are included in a letter from Mrs. Francis Seidl, 2242 Leland Avenue.

Miss Minnie C. Frost, 1730 North LaSalle Street, expresses her thanks for the courtesy and helpfulness on November 12th, of Conductor Thomas Geoghegan, badge No. 14518 of Devon.

Miss Florence Miller, 6026 Ellis Avenue, called at the office to report that she had ridden with Motorman Michael McHale, badge No. 3575 of 69th, on a number of occasions and that she was much impressed by the care with which he operated his car. The skill with which he avoided a serious accident on November 4th was commented on as an evidence of his efficiency.

Mr. John R. Mayeskie, who is connected with the Buda Company and resides at 11135 South Park Avenue, and who has found cause on two occasions to make complaints, writes that the courtesy of Motorman Maurice Fitzgerald, badge No. 4049 of Burnside, was so marked that he was compelled to write a letter commending him and congratulating the company on having such an employee.

Mrs. Keil, 329 South Whipple Street, is enthusiastic over the operating methods of Motorman Maurice J. Griffen, badge No. 7911 of Kedzie, who starts and stops his car without inconveniencing his passengers. She expresses the wish that all of the motormen could be as successful in this direction as Motorman Griffen.

Conductor Harry Lundberg, badge No. 1070, and Motorman Thomas Daly No. 2, badge No. 12321 of Cottage Grove, were both commended by Mr. Lee Felsenthal of the AD-LEE Company 825 South Wabash Avenue. These men showed a particular interest in passengers who were physically handicapped and both of them rendered assistance to both men and women in boarding and leaving their car.

Motorman Robert E. Murphy, badge No. 9031 of Limits, who had a collision with a truck, was complimented by one of his passengers, Mr. Melvin Famestad, 1220 Burling Street, who forwarded a letter exonerating the motorman from responsibility, and commending him highly for doing everything possible to

avert the accident. Among other things, he got all of his passengers out of the way so that none of them was hurt, all of this apparently without thinking of himself.

Mr. J. J. McGuire, 5135 N. Ashland Avenue, who is a lecturer and "Chicago Booster," writes a letter commending Conductor Henry Kern, badge No. 6058 of Devon, for his courtesy, interest in his passengers, and clearness with which he calls the streets.

Conductor Christopher R. Troost, badge No. 2026, of Limits is highly commended by Jacob Levin, 3351 S. Halsted Street, for going to the trouble of assisting a young crippled passenger from his car to the sidewalk in a heavy rain-storm. Mr. Levin considers this an outstanding act of courtesy.

Mrs. A. W. Roth of 265 Monroe Avenue, River Forest, Illinois, was on a car on which Motorman Mathew J. Warren, badge No. 10073, of Armitage was on duty. Mrs. Roth needed some information and asked Motorman Warren for directions. The cheerful promptness with which he responded, giving her in careful detail all that she wanted to know, caused her to class him among the most creditable of our employees.

Mrs. Luettich, 1330 Capital Bldg., found Conductor James J. O'Keefe, badge No. 3580, of Elston most courteous and helpful. His warning to her: "It is a bad night, lady, and slippery, so take your time," assured her that she was being carefully looked after, and she feels quite confident that there are no accidents on his car.

Departments and Divisions

Electrical

Fred Klinder who has been employed at Grand and Leavitt for many years died November 3, 1926. Mr. Klinder was held in high esteem by his many friends throughout the department.

Mr. J. W. Jones who was confined to his home for two weeks with an attack of sciatic rheumatism is now back at his work again.

News item extraordinary—Miss Hogan had two tickets for the Army and Navy game.

Authentic reports have it that Clarence Wieg-hart will soon be married.

Oh! Adelaide! Oh Hank

Charles Ernst who has been employed on electrolysis work has been transferred to the drafting department.

H. Essington

Accounting

We extend our most sincere sympathy to Mr. J. J. Beatty, in his bereavement by the death of his sister who died Sunday, November 21st, in Dubuque, Iowa.

Miss Martha E. Moore employed as Receipts Analysis clerk left service Thursday, October 28th, 1926.

We extend a cordial welcome to our new co-worker, Miss Helen E. Dennison employed

Monday, November 1st, 1926, in the Pay Roll Department.

Miss Bernice Walper of the Car Meter Department but formerly of the Accounting Department was married Saturday November 20th, to Mr. Matthew Potenza at Our Lady of Angels Church located on Iowa Street and Avers Ave., at 3:00 P. M. Mrs. Matthew Potenza is living at 1152 N. Mansfield Ave., Ambassador Apts., where she will be glad to receive her many friends. The department takes this means of extending to the bride and groom its hearty good wishes.

Clark and Division

We have Miss Edna Karus back with us looking very fit after her operation for appendicitis.

Congratulations and best wishes are extended to Mrs. John Melody, nee Lauretta Kane, who was married on November 23rd, 1926.

A. W. Malmquist has finally come to the conclusion that the "Grebe Radio Set" is the best set on the market as it has such clarity of tone and fine selectivity. We hope he will have the set for the Christmas Carols.

Upon arriving home from hunting trip Harold Holger found that his mother had invited thirteen people over for Dinner because "Her Son" had gone hunting, BUT little Harold had only shot two rabbits, so these unlucky thirteen people had to be content with stew.

Hulda Youngstrom certainly was proud that her nephew was one of the three selected to lead the West Point Cadet Parade, November 26th.

Our office is again watching the "Budding of a New Romance." For further particulars see Howard Dahl, who is one of the Gentlemen who prefer Blondes.

We wish to congratulate "Gene" Kwasigroch of the M. & S. Department upon winning Agnes.

Mr. R. T. Fick spent a very enjoyable Thanksgiving with his folks in Michigan.

Thomas F. Coan

Car Meter

Miss Ella Gehrke, chief clerk, wears silk smocks in the office. Exceedingly becoming and also very uplifting to our general reputation.

Hope everybody enjoyed the Thanksgiving turkey, goose or whatever you had, together with all the fixin's, didn't overeat and have indigestion the following day and has enough courage left to go through the Christmas season with the same heroic endurance.

Miss Marion Cox continues to have her hair cut shorter and shorter all the time. Very good looking, but I guess it's up to the rest of us to save what is left of her tresses or Marion is very likely to have her cute little ears nipped by Jack Frost one of these days.

All those from this department who attended the show given by the Engineering Department at the Clubhouse on November 17, gave it their enthusiastic approval, and from the way they advertised it around here I am sure the next show of this kind will have a much larger attendance.

The men in the Test Car and others coming under the jurisdiction of this department are kindly requested to send in for publication any items about themselves or things concerning their work to Miss Ruth Brokopp, correspondent, Car Meter Division. We do not want this column taken up with items concerning just a few of us but want everyone to have what they are entitled to, namely a chance to let the rest of us know, through the best way possible, what they are doing.

With Christmas only a few weeks away the usual yearly advice is given to "Do your Christmas shopping early." Here's wishing everyone a very Merry Christmas and an equally happy New Year. Hope Santa Claus is good to all of you.
Ruth Brokopp.

Shops & Equipment—North & West

West Shops: Mr. John Sadowsky, Blacksmith, passed away on October 27th, after an illness of only three days. He has been in the service for the past six years, and a number of his friends in the Blacksmith Shop attended the funeral. Our sympathy is extended to his family.

We regret the continued illness of Mr. Martin Kramer and hope for his speedy and complete recovery.

Messrs. Joe Flannery and Bolech are back at the West Shops in their usual state of exuberance after extended inspection work out of town.

It is now "Auntie" Jane McCarthy, since the arrival of a baby girl at the home of Mr. and Mrs. A. J. Cummins, named Mary Jane.

Mr. and Mrs. M. J. Pare brought home the bacon, or rather the coffee, after the Bunco given by the Legion Surface Lines Post.

Mrs. James Dooley of Creston, Iowa, (Alice Harty), paid a visit to her friends at the West Shops when she was in Chicago for the Thanksgiving turkey.

Cobb Eskelson of the Armature Room has a hunting license for sale, because he has no gun. Tony Vanderlike needs no gun. He (so the boys say) coaxes the chickens into his car with corn along the roads. Another one of the boys says he saw Eskelson in the wilds of Lincoln Park armed with a high-powered bean blower.

It is rumored that George Zang has purchased non-fouling bowling shoes, and the boys say he sure needs them.

Mr. S. Lepine, painter, who has been ill since September 28th, returned to work November 18th. John Leahey has also recovered from his illness. We are glad to see these men back on the job, but regret that Messrs. Pauli and Dundervitch are still on the sick list.

Edward Johnson, Electrician, was detained on a trip to Milwaukee. His oratory was not sufficient to cause Chief Davidson's man to release him. Result—\$10 fine. Motto: Prepare for future.

Muffler: An instrument for keeping collars clean. Usually worn by Andy Brillo.

Kedzie: We sympathize with Mr. Joe Arloff in the loss of his wife, who passed away on November 23d.

R. Naessens, Claim Inspector, had his tonsils removed and is now back at work, as good as new.

S. Sutterman, carpenter, reports having a wonderful time on his recent trip to the old country. The afternoon he came in to report for work, he met a brass band in front of the carhouse.

P. O'Rourke is so popular that when company came to see him recently, there was hardly room for him and he was obliged to sleep on the floor.

N. Kashul, repairman, reports the arrival of a 9¼ lb. baby girl. Congratulations Nick. The boys enjoyed the cigars.

Division: Walter Stevesand, repairman, is the proud father of a 9-lb. baby boy. Congratulations!

Lincoln: The boys extend their sympathy to Max Johns, station cleaner, in the loss of his wife.

Mr. Philip Piantkowski welcomed a 10-lb. young lady into his home recently, to stay.

We are all looking forward with pleasure to the marriage of Vincent Max, fireman, who expects to make the fatal move of his life in a short time. Oh Vinc—when do we smoke?

North: The boys extend their sympathy to Mr. M. Jensen, Assistant Night Foreman, in the loss of his Mother.

J. Flinn, repairman, has joined the ranks of the married. He says his wife is **some** cook. When do we smoke Jim?

Devon: The stork presented C. Kelly, car cleaner, with a 7½-lb. boy. Congratulations!

Elston: We wish for a speedy recovery for T. Torchia, H. Cunningham and F. Jensen, who have been on the sick list for some time.

Anyone looking for bargains in real estate see J. O'Leary?

J. Hildebrandt was on a hunting trip to Indiana, and found that there were plenty of rabbits, but he only got one.

Limits: Please take a look at our picture which appears on another page.

L. M. Anderson.

South Shops and Carhouses

We are all very happy to see Mr. Alton back at his desk after his illness.

Ed. Wiggins, 77th Street, is looking forward to a happy married life.

W. L. Hodgson, Armature Winder at the South Shops, died recently, after having been in the service of the company for 14 years. Our sympathy is extended to the bereaved family.

D. Babulus, Repairman, has joined the ranks of the benedicts. The boys at Rockwell are waiting for the cigars.

The hunting gang of the Painting Department went out on opening day and came back with a nice bag of cottontails. They have been eating Hasenfeffer all week.

The boys at 69th Street are glad to see J. Keane, Assistant Day Foreman back on the job.

Wm. Seegert, Car Placer, Rockwell, who has been with the Company for the past 23 years,

has resigned. We are sorry to lose him, but wish him the best of luck.

We are told that "Doc" Mohrman made a long trip to Hammond, Indiana, a few Sundays ago and came back the same day without any trouble at all. Leave it to "Doc."

Leo Keane, 69th Street, is the proud daddy of a 7½ pound baby girl. Mother and baby are doing fine. The boys at 69th Street are not a bit particular what kind of cigars they smoke.

It has been observed that Mr. Meyers has been limping for some time. Upon investigation it was found that he had a bad dream and kicked a hole through the wall with his big toe. We hope there are no bones broken, and that he will have a speedy recovery.

We understand that Mrs. Moir is negotiating for the purchase of a Radio Set. By the time this is off the press, we are confident that the contract will be closed, and all the idiosyncrasies of the set will have been mastered.

J. P. McCauley.

Around the Car Stations

Cottage Grove

It is my observation that the cars at our depot are in better condition than ever before. It is very unusual to see a motorman replacing a defective fuse. I have not had the honor of meeting the master hand in charge of this department, but, in my humble opinion he has a splendid organization and the trainmen particularly the motormen are strong for his department.

How many brothers that read the Service Magazine realize that this journal reaches the four quarters of the globe. I have the honor of sending one monthly to far away sunny Australia and they are being sent to every important centre of the world and thoroughly appreciated by our brothers that are far away, they will come back and thank us for our kind consideration. You all have a friend in some distant part that would appreciate this little sacrifice on your part.

Scotty.



Burnside Station—Little But Oh My!

Burnside

A long felt want has been supplied to the Depot in the form of a new Bulletin Board. From time to time important notices will be posted in this frame. As part of your daily duty give it the "Once Over."

Up to the time these notes have gone to press Burnside is leading in the Accident Prevention Contest. When Mr. Victor T. Noonan Supervisor of Accident Prevention came to our depot and gave us such an inspiring talk on the real value of safety measures in human life we believe every man from that time on has been earnestly striving to promote safety and avert accidents. The Boys at Burnside have decided that Accident Prevention is the greatest contest in the world and are putting their shoulder to the wheel 100%.

W. D. Frank



Jean Mary Denbry, daughter of Motorman L. C. Denbry of Burnside

Sixty-ninth

Conductor F. J. Schmidt and Motorman N. G. Meyer and Conductor J. J. Moloney have recently shown themselves to be "friends in need" to fellow trainmen. Each one of these men has taken the trouble to obtain witnesses for other crews in distress, and such actions are deserving of much favorable comment. May others follow their good example whenever the occasion permits.

If you think that June is the month for weddings read the following: Miss Marie Staubach and Mr. A. Klaesi were married Saturday, November 6th. Conductor F. E. Lux was

married to Miss Mabel Hennessy on November 3rd. Tuesday, November 23rd, was the date of Miss Annie Kenney's marriage to Thomas Sheahan and on Wednesday, November 24th, Miss Helen Dant became Mrs. W. H. Dobson. The marriage of Miss Ellen Holwell and M. G. Gier took place Monday, October 18th, and October 27th was the day of Miss Margaret McNicholas' and P. Harrigans' wedding. All these happy couples have our hearty congratulations.

Which reminds us—Mr. and Mrs. H. B. Graves are also due for congratulations, inasmuch as Friday, November 19th, was the date of their Silver Wedding Anniversary which they celebrated in style with their family at the Drake Hotel.

Supervisor W. Schueler has recently purchased a bungalow at 71st and Campbell avenue and barring the mud in the alley says he likes living in Schuelerville.

Friday, November 12th, was the date Mr. and Mrs. J. D. Gallagher celebrated their 5th anniversary. A new arrival arrived on this date. She weighed 8½ lbs. Congratulations.

W. L. Pence.

Archer

We are glad to see our Chief Clerk, Barney Malloy, back on the job after being layed up some six months with rheumatism.

Conductor Fred Buck slipped away unbeknown to the many of us and took upon himself a wife. Wedding took place October 9th, 1926. Here's wishing you success.

Our patrons along the Archer-Cicero Line were inconvenienced owing to the City putting in sewerage connections between Kostner and

Cicero Ave. However, we all looking forward to spring time when the street is to be paved.

The boys of Archer depot extend their sympathy to Motorman D. F. Cronin on the loss of his mother who passed away while at her devotion in St. Agnes Church on Sunday, November 7th, 1926.

Born to Mr. and Mrs. M. Thelen on Sunday, November 14th, a baby boy, Raymond Mathew, Barney says another good motorman for Archer Depot.

Joe Durkin, our Assistant Day Clerk, bid adieu to Archer depot on November 1st, transferring to North Avenue Depot. We are sorry to see you go, but wish you every success in your undertaking.

Tim McGuire, one of our old faithful conductors having a seniority dating March 21st, 1882, and who has been on the retired list for the last three years, died November 5th at the Mercy hospital. Tim had many friends among his fellow employees.

Boys let us put in our best licks on the Accident Prevention Contest and see if we can't jump a few points on the remaining months. When this goes to press we are below the center division, which is not the standard of Archer Depot.

Among those on the sick list of Archer depot we have James Kane who has been laid up for some three months. Jim made the boys a call on payday last. Says while he is much improved it will be some time before he will be back on the job.

Conductor W. L. Grannon is wearing another smile. He is the proud daddy of a baby girl, Kathleen, born October 23rd.

Postal received from Motorman George Lennon from Salt Lake, Utah.

Henry Raske reports a baby girl at his home, born October 15th. Says Dorothy is the only girl in town.

Have you seen the latest? Our traveling motorman Mr. A. E. Wessel going down the street with a swell new seven passenger sedan, Buick. Otto says there is nothing too good for him.

Good news for the train crews on Kedzie Ave. It is reported with the prospects of good weather our Kedzie Ave. cars should be running through the new subway at 49th street by January 1st. Another big improvement on Division No. 5 which will be greatly appreciated by our patrons as well as those operating cars on Kedzie Ave.

Motorman Wm. Blakley has been confined to his home for some two months, made the boys a visit a few days ago, says he expects to return to work with the new pick January 1st. Here's wishing you a speedy recovery.

Our sympathy is extended to motorman F. Gorniak on the death of a son.

The boys of Archer depot are much elated over the new multiple unit cars which are now in service on our Western Ave line. With the new cars and the conference talk by Mr. C. H. Evenson on courtesy and neatness in appearance the boys of Archer depot should rank A1.

We were again pleased to have Mr. J. M. Johnson, chief instructor with us and appreciate his mannerism of instructions which better enables us to be more skilled in our line



Starter B. J. Ott of Burnside on Duty
Twenty-five Years Ago

of work. And we feel sure that after his instructions on the multiple unit car we are better able to operate the new cars.

Motorman J. A. Anderson, another of our veterans, having a seniority dated May 18th, 1893, died at his home after a serious illness on November 9. Our sympathy is extended to his wife and family.

The boys of Archer depot greatly appreciated the operating conference by Mr. C. H. Evenson and without a doubt we have all gained knowledge which will better enable us as trainmen to be more proficient in performing our duties. It has been the lack of such education in the past that has cost many a man his position, being ignorant of proper methods in handling the traveling public. Courtesy and civility on our part from the present on should gain a reward in the pending franchise. Let us all in team work use the tactics laid before us by Mr. Evenson and our reward is sure to come.

The boys of Archer depot were very fortunate and appreciated the "Radio" quartet furnished by Burnside depot which added to the evenings program. The song being especially written up for the occasion.

We as employees of Archer depot extend our sympathy to Miles Callahan, executive board member, on the death of his wife who after an illness of several months died Thursday, November 18th, at Phoenix, Ariz. Funeral Tuesday, November 23rd from St. Brendans Church.

Clyde Mayer is the proud father of a nine and one-half pound baby boy, born Sunday, November 21, 1926. Dusty.



Adeline and Frances Brhel, Daughters of Conductor F. Brhel of Blue Island Depot.

Blue Island

Conductor G. Kouba was presented with a 10 lb. boy on Nov. 16th, congratulations Geo. Conductor Claunch was presented with a baby girl weighing 8 lbs.

We all wish to extend our sympathy to the family of Motorman B. Czachorowski who passed away on October 22nd, 1926, after a short period of illness. Barney had been in service since December 21st, 1901, and was well liked by all his fellow workmen.

We also wish to extend our sympathy to Conductors J. and F. Brhel in the loss of their

father and Motorman G. Sobota in the loss of his father.

Boys don't fall down on the job, get busy and get back to first place in Witnesses. Let's work hard and get up a few points on the Accident Prevention Contest. The bad weather is coming so let's be very careful to prevent all the accidents we can. Motormen operate your cars more cautiously and conductors be sure your steps are free from ice and that your passengers are safely aboard before you give the starting signal and we will get to the top if you will only cooperate.

Conductor J. McGowan is at the Speedway Hospital where he is resting up and trying to get over his illness. He will appreciate a visit from some of you boys.

Conductor Noah Gross had the misfortune of having his leg broken while he was helping push a stalled truck out of the tracks. In so doing another truck passing by ran over his leg break-



Conductor J. A. Minga Is Training His Son to Succeed Him

ing same. We are all very sorry to hear of his misfortune and hope that he will have a speedy recovery and that his leg will be saved.

One of our handsome motorman Wm. McEvoy took unto himself a life partner the other day. Bill thought he put it over on us but we knew all about it. Good luck to you both and don't forget the smokes.

The writer wishes you all a very Merry Christmas and a Happy and Prosperous New Year. C. P. Starr

Kedzie

Conductor J. A. Millay is in the hospital with a broken leg; an auto crashed into the rear of his car while he was putting the trolley pole up.

Motorman T. Wohl is back to work after spending several weeks in the hospital nursing a fractured ankle. An auto knocked him down and ran over him while he was putting a fuse in the car.

Ben Amsterdam dropped us a line from California and says he was having a wonderful time.

Motorman Jas. Griffin, one of the old-time motormen at this depot, is going to spend the winter months in the state of Washington.

Conductor W. Strubing informs us of the birth of a baby boy weighing 9 lbs.; Conductor Wm. Glade also is the proud father of a 7-lb.

baby boy, and Motorman P. E. Knapp was presented with a 6-lb. baby girl. Mothers and babies doing fine.

Conductors P. O'Connor and C. Hinkle decided that double harness was better than single and so set Thanksgiving Day as the day of days. We all wish the newlyweds the best of luck.

The mystery of the oil can has been the talk of the depot for the past month and has not come to light yet. Conductor Gorey has heard where things get legs and silently walk away, but Receiver Rix thinks that is absurd. Clerk Brady has been walking the floor nights trying to figure out the mystery.

C. S.

North

North Avenue rode into first place in the Accident Prevention Contest. Inasmuch as we arrived by the most satisfactory method of increasing our percentage our success is doubly gratifying. The element of luck plays but a small part in a contest of this kind. Rather is success dependent upon the constant application of those principles of safety which Mr. Noonan advocates. Adherence to those principles will bring us continued success. Violation of them will mean sure defeat. We all want to win the trophy but in a larger sense the great work which we can do in cutting down the enormous toll in loss of life and limb which the speed and complexity of modern life exacts, is our ultimate goal. This contest is being watched by the nation and it would be a great honor indeed if the largest depot in the system should be declared the winner. Stick to it boys and we'll register.

Sympathy is extended to Motorman J. Dyra and family in the loss of his son. And to Conductor Leo Herring in the loss of his mother Nov. 6. Also to Conductor P. Peiper whose mother died Nov. 9. And to Motorman Cadogen and family whose home was saddened by the death of a loved father and grandfather, Mr. Van Dyke.

Our witness average shows a slump though we continue to hover comfortably near first place. We'll have to pep up considerably if we are going to collect that six average for December. It is on "blind cases" that we lose to a great extent. Don't fail to report accidents, no matter how trivial they may seem. When such a report turns up they practically count two reports against us.

Conductor A. W. Smith was married Nov. 17. Motorman John Ward, No. 2, was married Nov. 26. And Motorman Sam Mitchell hied himself to Canada to become a happy bridegroom. Congratulations one and all!

Those two fast-stepping red heads, Conductors J. Hickey and Ed. Hays, journeyed to New York, Nov. 11, to see the Army-Notre Dame football game. Some class to these boys.

Conductor Harold Seaton announces the arrival of an 8½-lb. boy at his house. That a boy, Harold. And here's Conductor J. Corbett with a boy born Nov. 18; weight, 8 lbs. Conductor J. Sloan reports a girl arriving Nov. 27. She is very young for her age and weighed 6 lbs. 6 oz. on arrival. Also there is one for the motormen. None other than F. Zurek, who reports a 9-lb. boy arriving Nov. 28.

Doctor Cooper with able assistance of "Prof." Solberg and "Doc." Brookman examined and passed upon over 1,200 men in the vision examination in three weeks' time. Good work.

The new two-car trains are doing very well, all conditions considered. The "kinks" will all be ironed out in short time and everything will go along smoothly. A new machine must always be "learned" before the best results are obtained.

Conductor Harold King was severely injured by being struck by an auto while running a railroad crossing.

C. A. Knautz.

Elston

Elston Depot now broadcasting after a long delay.

The way that stack of Surface Service Magazines disappears shows that there is a lot of interest at this station in what the other fellows are doing. We ought to put Elston in the running and your correspondent would like to have you give him suggestions about any of the activities of the boys, news of those who may be ill, reports of newly weds, names of proud daddies, checker, bowling, pool or other sporting events. With the right kind of co-operation Elston ought to be able to make quite a splash in the magazine.

Everybody is pleased over the fact that Elston went through the eye tests 100 per cent perfect.

In the Accident Prevention Contest you will notice that we are in the dark horse class, and let's see if we can't help our little jockey bring his mount under the wire a winner.

In the Witness Contest a little extra effort on our part, with the assistance of Noble ought to enable us to squeeze North Avenue out of first place.

We can do better in power saving with a little extra care and by consulting the traveling motorman, Peter Berkel, and following his advice.

We are proud of Bill Griesse and Fred Wenzel for showing up on the honor roll.

Louis Quetschke.

Lincoln

Congratulations to Mr. and Mrs. F. J. Maddock who are the proud parents of an 8-pound boy born Nov. 18.

The Lincoln ball team, this years winners of the North Side division, were given a beautiful silver cup, the trophy being presented by Alderman Thomas Bowler. The boys appreciate the gift very much and are very pleased to have it in the Lincoln office.

Pete Schornack, our star pitcher for 1926, put one over on the boys at the station Saturday, Nov. 7, when he slipped away and got married. He is very well liked by his teammates, also the boys on the other teams. They would try during the games to get his goat by jollying him, but he always took every thing as a joke and the more the kidding the bigger the smile. A man with a disposition like Pete has should make a wonderful husband, so here's wishing the happy couple many, many years to enjoy health, wealth and happiness.

The Lincoln men enjoyed a pleasant afternoon and evening program Nov. 8 when Mr.

Evenson lectured to the men on different subjects pertaining to street cars. The pictures of olden times were very interesting to many of the older men and when the more modern types were shown, the men realized what great improvements have been made by the company, a great benefit to the men, as well as the public.

H. Spethman.



Master John Charles Sheetz, Jr., Two-Year-Old Grandson of Conductor Henry C. Sheetz of Limits Depot, Who Is Well Known Over the Entire System. Henry Is Justly Proud of Little Johnnie

Limits

Mr. C. H. Evenson, General Superintendent of Transportations, paid us a visit November 9, 1926, at which time a moving picture (devoid of the usual love triangle theme) was shown depicting the evolution of transportation in Chicago, from the horse car to the new multiple control cars. We saw the wrecking wagon in action and the cars in the making at the shops.

Dan Cupid's arrow has at last pierced the erstwhile immune heart of one Christ Denis; in fact, he has moved right up near the Edgewater Beach Hotel where his loved one, Miss Koehane, holds a responsible position under that management. We understand that Denis has bought the diamond ring. Congratulations.

Our old friend, John Frank, passed away November 2, leaving a widow and five children. Funeral was from his late residence to St. Benedict's Church, where requiem high mass was celebrated, thence to Holy Sepulchre Cemetery. John Frank was with the Company about

twenty years and was well thought of among the men, especially the old-timers who sincerely regret his passing.

John Pritchard, another old-timer, is very ill with dropsy at 1918 George St. There is very little hope for his recovery, and if you wish to see him before he passes away it would be just as well not to delay the visit too long.

E. G. Rodgers.

Devon.

The picture, "The Magic Transportation," and a talk by Superintendent Evenson, was attended by five hundred and fifty men of Devon Depot. The picture and talk were both instructive and interesting. This has surely given us something to think about. At this same meeting Assistant Division Superintendent Simpson also made some remarks, and as a finisher Mr. Thomas Green spoke. The picture is the one that the Company loans to clubs, lodges and improvement associations. A well-qualified speaker is sent to explain it.

On the pages of the sick-book, we find: C. Johnson, V. Otiker, L. Myerman and Herman Bartsch. Herman met with an accident while on duty, in which he was severely bruised. At last reports these are all on the road to recovery.

The other day M. Lyons, T. Lyons and P. Cassidy visited LeRoy Richardson. They report that he is receiving excellent care.

On October 12, 1926, Mr. A. C. Wagner and Miss Katie Bywer were married.

Mr. Stanley J. Michalak, a brother of Joe at the Limits Depot, has joined the clerical force at Devon. Mr. George Cox, of Devon Extension fame, had an increase in the family November 4, 1926, to be known hereafter as George Cox, Jr.

C. E. Roy.

LEGION TOPICS

The eighth anniversary of Armistice Day was celebrated by Surface Lines Post by a dance given in the Red Room of the La Salle hotel. This dance was at once the celebration of Armistice Day and the presentation of the colors to the Ladies' Auxiliary by the men of the Surface Lines Post. Ferre Watkins, State Commander, made the presentation speech in his usual finished style, and Mrs. Smith, State President of the Ladies' organization, accepted for the Ladies' Auxiliary.

This is the first function of this nature that the Surface Lines Post has had and its success was attested by four hundred and fifty-three who attended.

A bunco party was held in the Red Room of the La Salle hotel November 23rd, at which the attendance was well over the three hundred mark.

The attendance at the two above mentioned affairs is evidence of the host of friends and boosters which the Post has acquired in the first year of its life and the close of 1926 finds it on its feet—an up and coming organization in every way.



Surface Service

Wishes Everybody

Merry Christmas

and

Happy New Year

