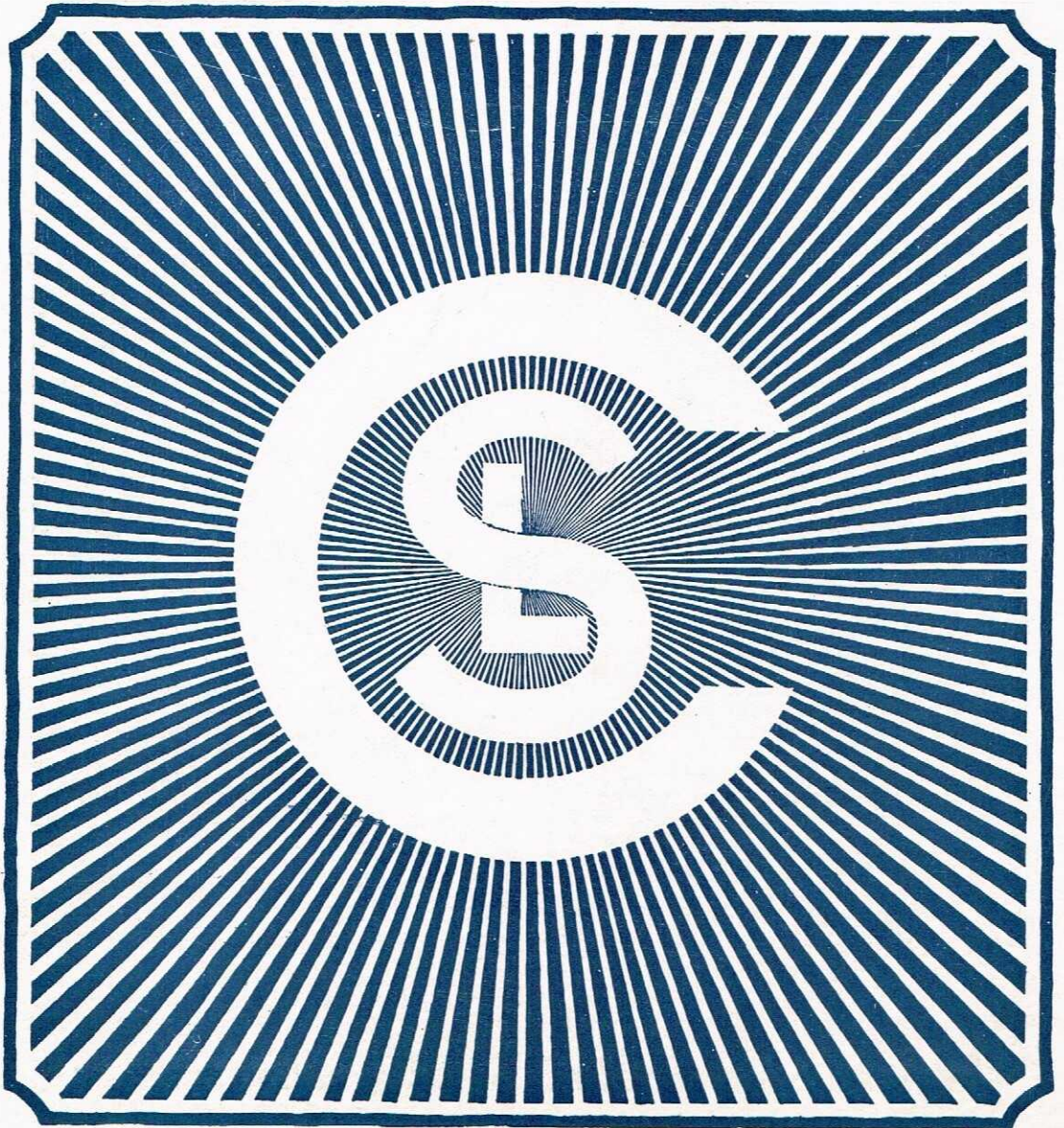


SURFACE SERVICE MAGAZINE

VOLUME 3

October, 1926

NUMBER 7





Sunset After the Storm—An Unusual Snap Taken by Edward Cummings of the Purchasing Department at Grand Rapids, Minnesota

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

OCTOBER, 1926

No. 7

Splendid Accident Prevention Records

Exact Standings in Contest with Best Averages, February to August Inclusive—Figures Cause for Pride

First Place	Division No. 9, Division & Armitage.....	57.69
Second Place	Division No. 2, Burnside	57.04
Third Place	Division No. 8, North Ave.	53.52
Fourth Place	Division No. 7, Kedzie	52.22
Fifth Place	Division No. 11, Lincoln	51.82
Sixth Place	Division No. 10, Elston & Noble.....	48.35
Seventh Place	Division No. 5, Archer	41.09
Eighth Place	Division No. 4, 69th	37.13
Ninth Place	Division No. 12, Devon & Limits.....	35.71
Tenth Place	Division No. 6, Lawndale	35.67
Eleventh Place	Division No. 1, Cottage Grove.....	28.94
Twelfth Place	Division No. 3, 77th	22.80

Accident Prevention Records of All Divisions in August

First Place.....	Elston & Noble, 400% Credits	Total 777.4
Second Place	Kedzie, 400% Credits	Total 738.6
Third Place	North Ave., 400% Credits	Total 718.1
Fourth Place	Division & Armitage, 400% Credits	Total 715.5
Fifth Place	Burnside, 300% Credits	Total 639.3
Sixth Place	Lincoln 400% Credits	Total 634.0
Seventh Place	Archer, 400% Credits	Total 626.3
Eighth Place	Lawndale 200% Credits	Total 610.9
Ninth Place	77th, 200% Credits	Total 535.4
Tenth Place	69th, 300% Credits	Total 502.1
Eleventh Place	Cottage Grove, 200% Credits	Total 457.6
Twelfth Place	Limits, 200% Credits	Total 383.1

By Victor T. Noonan
Supervisor Accident Prevention

Division Superintendent Barney Bolger and trainmen of Division No. 9, Division-Armitage, are again in first place in the contest according to August accident prevention figures. If you will read the standings at the top of this page, you will observe that Division No. 9 earned 400 credits for having no accidents and the total credits earned for the month are 715.5, which is getting pretty near having a spotless accident prevention record for an entire month.

Division No. 2, Burnside, is in second place in the contest and for the month of August this Division dropped to fifth place.

North Avenue is in third place, while Kedzie is close behind in fourth place.

The best Accident Prevention work for the month of August was accomplished by Divisions Nos. 10, 7, 8, 11, 9 and 4, whose Accident Prevention records were remarkably good.

The following Divisions earned 400% credits for having no accidents in four classifications during the month of August: Kedzie, Elston & Noble, Lincoln, Archer and North Avenue.

Burnside still leads in 100% credits earned with a total of 2400. Please note that 69th has 1900, Kedzie 1900, Elston & Noble 1900 and Lincoln 1900.

Division Superintendent Bowles and trainmen at Division No. 5, Archer, earned 400% credits for having no acci-

Total 100% Credits Earned for No Accidents in Various Classifications, February to August Inclusive

First Place	Division No. 2, Burnside	2400%
Second Place	Division No. 4, 69th	1900%
Third Place	Division No. 7, Kedzie	1900%
Fourth Place	Division No. 10, Elston & Noble	1900%
Fifth Place	Division No. 11, Lincoln	1900%
Sixth Place	Division No. 5, Archer	1800%
Seventh Place	Division No. 8, North Avenue.....	1600%
Eight Place	Division No. 1, Cottage Grove	1500%
Ninth Place	Division No. 9, Armitage & Division.....	1400%
Tenth Place	Division No. 12, Limits	1300%
Eleventh Place	Division No. 6, Lawndale	1200%
Twelfth Place	Division No. 3, 77th	1100%

dents in August bringing the total credits of this Division up to 1800.

This is remarkably good work on the part of Archer Division.

Divisions Nos. 8 and 9 also earned 400% credits each for August.

So far as injuries and fatal accidents to trainmen are concerned, the following Divisions have had a spotless record, having no injuries or deaths to trainmen in the first six months of the Contest: Divisions Nos. 1, 2, 3, 4, 5, 7, 8, 11 and 12.

This score won by all these nine Divisions in classification No. 1 shows what can be accomplished when trainmen are careful of themselves. It means every trainman should remember not to go in between cars to adjust trolleys, to be careful boarding and alighting, and to be careful at grade crossings.

Every Division on this system is certainly doing its best to make a good showing in this great contest.

At this time I want to assure every Division Superintendent, as well as all trainmen in each Division, that there is no criticism of any Division that does not stand high in the contest, because we know that the Divisions that are at the bottom are doing their best from day to day.

Let me suggest to those Divisions that want to reach the high place in this contest to study the standings and figures as I have given them above. Check off those classifications in which you are having the most accidents and then make a determined drive during the coming month to reduce the number of those particular accidents.

You will be surprised how this studied

effort will increase your averages each month. I am certain that the next five months of the contest will bring many surprises.

I want to take this opportunity of congratulating all the division superintendents and trainmen in all Divisions for the remarkably good Accident Prevention work done during these strenuous and busy, if not trying, summer months. You have done well, gentlemen. This is my report to the management and to you.

Your efforts are contributing to the greatest work we have in this country today—the work of saving human life.

I am absolutely convinced in my own heart that we have saved a number of lives since the first day of February, 1926. Let's keep this wonderful fact before us and it will help us and inspire us in our efforts to prevent accidents.

Keep up the good work! Your efforts and your thought in behalf of accident prevention on the front and rear platforms of your cars will save others from getting injured or losing their lives in serious accidents.

The Concrete Saved Him

Mose Lightfoot, one of the best hod carriers on the job, lost his footing and fell to the street, four stories below.

Mose hit on his head, struck the cement pavement and went through to the basement.

When the foreman went to the basement, expecting to find Mose cold and stiff, he met Mose coming up the steps.

"Great Scott, man, aren't you killed?" he cried.

"No," Mose replied, dusting off his clothes. "I guess dat concrete pavement musta broke my fall."

How men undervalue the power of simplicity, but it is the real key to the heart.

—William Wordsworth.

A. E. R. A. Convention

Surface Lines Represented at Cleveland by a Good Sized Delegation of Idea Seekers

The American Electric Railway Association held its convention this year in Cleveland, where it also met thirty-four years ago when the industry was a minor one and electric transportation was in its infancy. The exhibits, both of raw material accessories and completed equipment, were more numerous and extensive than ever before, with a display of buses that surpassed that at Atlantic City two years ago.



J. V. Sullivan

For the first time adequate space was secured for a proper display of up-to-date cars and builders took full advantage of the opportunity. One of the latest of the Surface Lines cars was a center of interest to visitors and was regarded as the last word in a serviceable, attractive, sturdy model for city operation, and it was the best looking car in the group.

The programs of the various divisions of the Association were practical, brief, snappy and very much to the point. The discussions that followed indicated the sincerity with which every feature of the business is being studied with a view to progressive improvement.

The largest delegation in its history represented the Surface Lines for varying periods during the convention week, and those from this organization were particularly interested in the fact that one of their associates, Mr. J. V. Sullivan, succeeded to the presidency of the Traffic and Transportation Association, with which he has been identified for

many years. Practically every branch of the Surface Lines organization supplied one or more visitors to the convention, who made the best possible use of their time in familiarizing themselves with the latest mechanical developments as well as advance methods of management and operation.

The Surface Lines group included Messrs. Richardson, Hupp, Sullivan and Wilkie from the Executive Department; Comptroller Allen of the Accounting Department; Mr. McIlraith of Schedules and Timetables; Superintendent Evenson, Assistant Superintendent Quinn and Division Superintendents McKinney and Bowles from the Transportation Department; Mr. Crews our Supervisor of Publicity; Messrs. Adams, Shaughnessy, Wheeler, Hale and Meyers from the Shops; Messrs. Fleming, Wolfe, Schmidt, Alexander and Busch of the Engineering Department; Messrs. Thomas Blakely and W. C. Becker from the Utility Department; Mr. Thelin from the Purchasing Department; Mr. Hubert Smith from the Legal Department; Mr. Noonan of the Accident Prevention Department, and Messrs. Murray, Jones, Noah and Roper of the Electrical Department.

Willing to Aid

"Can't I be squeezed in there somehow?" asked the young lady at the entrance door of the street car. "If you can get in I have one arm free," said Carless Clarence over the conductor's shoulder.

Ticklish

There is the story of the dusky lady, narrated in the Rock Island Argus, who went into a drug store and asked for one cent's worth of insect powder.

"But that isn't enough to wrap up," objected the drug clerk.

"Man," exclaimed the dark lady, "I ain't asked you to wrap it up. Jes' blow it down my back."

The Accommodation

"I want to return to the city on a late train," said the stranger at the small-town ticket office. "Well," responded the agent, "I'd recommend No. 7; she's usually as late as any of 'em."

—American Legion Weekly.

Richardson Trophy to Archer

Final Game a 7-3 Victory Over Lincoln—An Exhibition of Good Baseball

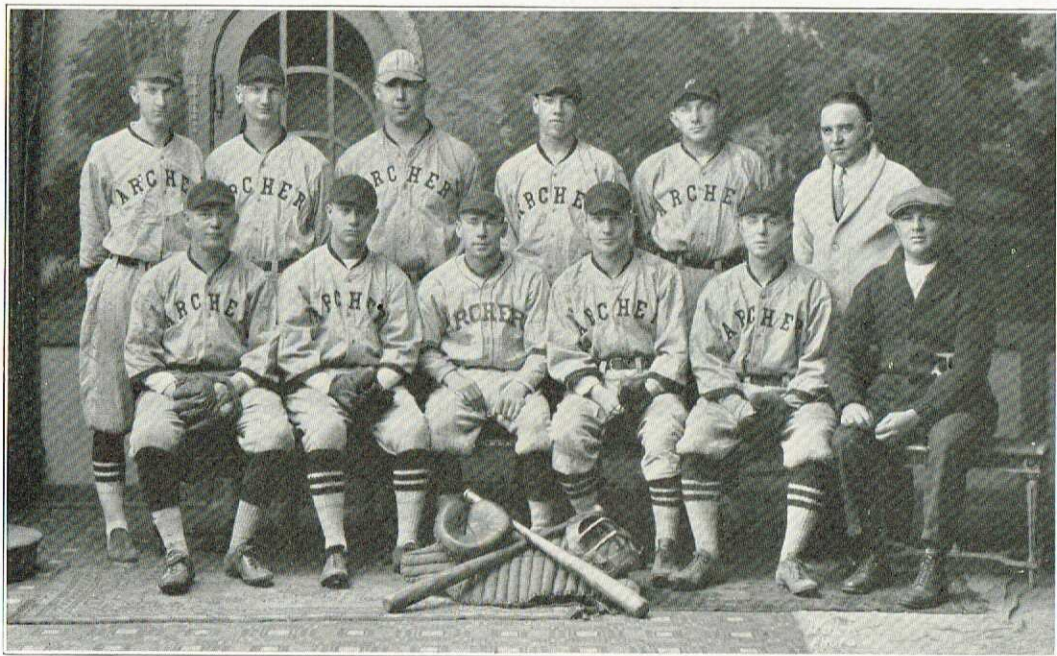
By John Begy

Archer defeated Lincoln in the final game of the championship series by the score of 7 to 3. The game was played at Cermak-Mills Park, Kilpatrick avenue and Lake street.

Young, Archer pitcher, pitched a dandy

Archer with a single and double and a triple. Barber also got three timely singles. Schultz, Schneider and Fox got two hits apiece.

Outside of the heavy hitting of the Archer team there were several fielding



THE 1926 CHAMPIONS C. S. C. M. B. B. L.

Seated Left to Right—Frank William Schultz, captain and 3rd base; William Thomas Barber, right field; Harold James Grannan, catcher; Henry Fredrick Kostka, left field; Christian William Schneider, short stop; Chris Borcherding, manager.

Standing Left to Right—Frank James Fox, 1st base; Leo Patrick Tobin, utility; William Aloysius Young, pitcher; Charles Ambrose Broderick, 2nd base; Michael Joseph Phelan, center field; Martin Gentleman, official scorer.

game and was only in trouble once and that was in the sixth inning when Lincoln bunched three hits and a base on balls and scored two runs. Young sure was in perfect form for this game and struck out nine of the Lincoln batters.

Schornack was not up to his usual form, although he struck out eleven of Archer's hitters. Archer hammered the ball hard all through the game and made fourteen hits. Mickey Phelan, Archer star center fielder, led the attack for

features. Kostka's throw to second base to catch Dellamaria who drove a terrific hit to left field in the first inning and tried to stretch it into a triple then changed his mind and tried to get back to second but Kostka's throw was perfect. Sullivan of Lincoln also made a wonderful throw from left field to catch Phelan at home after Barger drove a single to left field in the seventh inning.

Lincoln won the toss of the coin and took the outs. Mr. Evenson pitched the

first ball to Alderman Thos. J. Bowler of the 41st ward; formerly board member of the Elston avenue depot, also former star ball player in our league. Then the game was on.

Archer started right off in the first inning by scoring two runs on Schultz's single, a triple by Phelan and singles by Schneider and Barber.

Lincoln came right back in their half and scored one run on Angel's single; a sacrifice by Sullivan and an error by Tobin who let one of Young's fast ones get away from him. Dellamaria then drove the ball up against the fence in left field and tried to make a triple of it but changed his mind and when he tried to get back to second he found Kostka's perfect throw from left field waiting for him and was an easy out to Broderick.

Archer scored again in the third on Phelan's single, a sacrifice by Schneider and a hit by Barber to Elie who after holding the ball for a few seconds threw home for no known reason and threw the ball over Angel's head, the ball rolled to the grand stand and Phelan scored. Schornack then tightened up and struck out the next two men.

Archer started again in the fifth inning and scored two more runs. After Schultz struck out to start the inning, Phelan stretched his hit into a double. Schneider singled to center field and Phelan scored, Schneider went to second on the throw in to the plate. Barber hit one on the nose to center field, Schneider went to third and scored when Kostka put a Texas leaguer into right field. Broderick ended the inning by hitting one to Elie and was out to May at first base.

Lincoln rooters finally had a chance to yell in the sixth inning when Lincoln rallied and scored two runs. Gardner first up, struck out. Schornack poked a Texas leaguer into short left field for a single. Angel drew a base on balls. Sullivan run his string to three and two then hit to Broderick and was out to Fox. Schornack and Angel advancing to third and second respectively. May then bounced a hit off Young's shins and Schornack scored. Dellamaria singled to left field and Angel scored. Dellamaria was forced at second when Maes hit to Broderick who touched second, ending Lincoln's only rally of the game.

Archer scored one more in the eight after two were out, Fox got a single to left field and stole second. Young was safe on Elie's error, Fox scoring.

Archer scored again in the ninth. Schultz led off with a hot single to center field. Phelan struck out. Schneider flied out to left field. Schultz stole second. Dellamaria muffed Barber's fly in center field for an error and Schultz scored Archer's final run.

Lincoln must be given credit for being good losers. They took their defeat with a smile but the sure did play until the last man was out.

The attendance was the largest of the three games, all depots being well represented as well as a large crowd from the general offices of the Chicago Surface Lines.

The Richardson trophy will be presented by Vice-President Richardson at the Transportation meeting to be held at Archer during the latter part of this month.

The Score

ARCHER	AB	R	H	PO	A	E
Tobin, c.	5	0	0	10	2	1
Schultz, 3b.	5	2	2	2	1	0
Phelan, cf.	5	3	3	3	0	0
Schneider, ss.	4	1	2	1	0	0
Barber, rf.	5	0	3	1	0	0
Kostka, lf.	5	0	1	2	1	0
Broderick, 2b.	4	0	0	1	1	0
Fox, 1b.	4	1	2	6	0	0
Young, p.	4	0	1	1	1	1
Totals	41	7	14	27	6	2

LINCOLN	AB	R	H	PO	A	E
Angel, c.	3	2	2	13	2	1
Sullivan, lf.	3	0	0	1	1	0
May, 1b.	3	0	1	8	0	0
Dellamaria, cf.	4	0	2	2	0	1
Maes, 3b.	4	0	0	1	0	0
Elie, 2b.	4	0	1	0	2	2
Schaller, ss.	4	0	0	1	1	0
Henry, rf.	1	0	0	0	0	1
Gardner, rf.	3	0	0	1	0	0
Schornack, p.	3	1	1	0	2	0
Totals	32	3	7	27	8	5

Sacrifice hits—Schneider, Sullivan. Two base hits—Phelan, Dellamaria. Three base hits—Phelan. Struck out—By Young, 9; by Schornack, 11. Bases on balls—Off Young, 3. Balk—Young. Stolen bases—Fox, 2; Schultz. Umpires—Broad and O'Keefe.

	1	2	3	4	5	6	7	8	9
Archer	2	0	1	0	2	0	0	1	1—7
Lincoln	1	0	0	0	0	2	0	0	0—3

"Andy" Ure Revisits Glasgow

*Goes with His Wife to the Scenes of His Boyhood—
Drops in on England Too*

A visit to one's boyhood home after many years of absence is always an interesting event, and the recent trip of Mr. and Mrs. Andrew C. Ure to Glasgow,



Mr. and Mrs. Andrew C. Ure

Scotland, the birthplace of Mr. Ure, was the fulfillment of a long cherished plan. Leaving Chicago on July 18 they arrived at Hamilton, Ontario, on July 19. On the same day they took in the wonders of Niagara Falls from the American side, and in the evening embarked from Lewiston, N. Y., for Toronto. The next day they experienced the thrills of Lachine Rapids on their way down to Montreal. After spending two days among the interesting places of Montreal, they sailed on the S.S. Lititia of the Anchor Donaldson Line, for Glasgow, arriving there on July 31.

While in Glasgow they visited many places of historic memories and on Aug. 6 motored to Ayr, the home of Scotland's great poet, Robert Burns. A tour through the highlands of Scotland and picturesque England, took them to London, but not before they stopped at Douglas on the famous Isle of Man, where they had a ride on the "Toast Rack" trains, the ancient one-horse car. On returning to Glasgow through the courtesy of Mr.



A Scotch Lassie Conductor

Wilson, secretary of Glasgow Corporation Tramways, Mr. Ure visited the street car depots, and was permitted to take a number of pictures.

One interesting snapshot shows a Conductorette turning in her day's receipts. Another photograph gives an excellent idea of the neat and snappy appearance of the crews of buses which are also operated by the Glasgow Municipality.

On Sept. 3 Mr. and Mrs. Ure sailed for the United States and on their way home visited Mt. Vernon, Arlington, the Capitol and White House and many other interesting places about Washington. They reached Chicago September 18.



Snappy Looking Bunch of Bus and Train Conductors Snapped in Glasgow by "Andy" Ure.

Keeping 'Em Rolling

First Place Held by North Avenue—21,184 Miles Per Pull-In, for Entire System

For the sixth time since the record has been kept, North Avenue Carhouse wins the flag, with a record of 49,449 miles operated per pull-in, which is an increase of 7.4% over last month. The increase for the system amounts to 14.3%.

Twelve of the 16 carhouses show an improvement over the previous month, the highest being Cottage Grove, with an increase of 53.9%. The 69th Street Carhouse, after climbing up to 4th place, dropped down to 10th. Blue Island and Lincoln made good progress, while seven carhouses did not change their positions at all. Every carhouse but one operated its cars over 13,000 miles per pull-in.

It now appears as though the other carhouses will have to make special efforts, unless they intend to have North Avenue head the list regularly.

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

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

The individual record is as follows:

Rank	Carhouse	Zero Days	Miles per Pull-In	Percent Inc. or Dec.
1	North	12	49,449	7.4
2	Blue Island	21	41,056	39.6
3	Lawndale	20	40,056	15.3
4	Limits	20	32,725	.2
5	Lincoln	13	28,311	30.1
6	Cottage Grove...	14	28,160	53.9
7	Armitage	14	28,083	16.3
8	Rockwell	6	27,182	13.8
9	Division	16	25,963	11.4*
10	69th	7	21,626	33.0*
11	Kedzie	4	21,315	.2*
12	Elston	14	17,977	24.9*
13	Devon	4	14,773	9.3
14	Noble	18	14,358	23.6
15	77th	1	13,586	37.7
16	Burnside	3	8,494	25.2
		187	21,184	14.3

*Decrease.

Effective Eloquence

"Fare!"

The passenger paid no attention to the conductor's demand.

"Fare, please!"

Still the passenger was oblivious.

"By the ejaculatory term 'Fare!' " said the conductor, "I imply no reference to the state of the weather, nor even to the quality of the service vouchsafed by this philanthropic company. I merely alluded, in a manner perhaps lacking in delicacy, but not in conciseness, to the monetary obligation incurred by your presence in this car, and suggest that you liquidate."

And then the passenger woke up and produced the requisite amount.—The Pilgrim.

"Why Is a Street Car?"

A Veteran Operator Propounded This Conundrum to His Trainmen With Remarkable Results

The crowd in the smoking compartment on one of the Convention trains moved over to make room for a late arrival.

"Sit here Jim," said the big man with the Dawes pipe. "We were just talking about you. I was saying to the gang that you had found some way to make your public turn a complete somersault in their attitude toward your property. You transformed a cityful of critics and complainers into the most enthusiastic bunch of boosters I have ever seen. And we want to know how it was done."

"Jim," a veteran operator who had reached the presidency of his company over the rough road of practical experience, smiled as he edged himself into the seat beside his portly friend and shook his white-thatched head. "You got me wrong Billy. It wasn't me. It was my boys."

"All right. Let it ride that way you modest old bluffer. But how did they do it?"

"It was a ridiculously simple matter," said President Jim after he had assured himself that his cigar was well alight. "There was a time, as you all know when we were catching hell all along the line. People who used our cars got writer's cramp telling us their troubles—you know, 'rotten service', passing up, rough operation, quick starting, discourtesy and all the rest of it. We were being slammed right and left and my directors were beginning to ask embarrassing questions."

"Put it up to you, did they?"

"I'll say they did, and then some. I thought I knew our men in the train service, but I went out to increase my knowledge. The majority—ninety percent were better than the average bunch—a good many old-timers, some of them dating back to the days when I was holding down the back end of a horse-car, and the usual sprinkling of new and young men. My study convinced me that the trouble was with the ten percent, and the flood of complaints from the public was justified by the kind of serv-

ice they were giving. I don't refer to equipment or schedules for they were all right; but some of my boys hadn't got the right slant on their jobs. That was the simple truth of the matter. They seemed more interested in getting through on time or a little ahead of it than they were in picking up passengers. They forgot or failed to appreciate that the people who rode or who wanted to ride were the people who were paying the bills."

His listeners nodded. They recognized conditions with which most of them were quite familiar.

"That's the old story, Jim. What did you do?"

"Well, as I said a moment ago, it was a ridiculously simple matter. A conundrum did the business."

"A conundrum?"

"A conundrum: 'Why Is a Street Car?'"

That's the conundrum I put up to the platform men on our property. As I have said ninety percent of them knew the answer but I asked every man to put the question to himself, and after he had thought about it awhile, to answer it to himself and then if he was not already doing so to carry out the ideas he got from the answer in his dealings with the public. They did, and it worked. I figured that there wasn't an angle of service that wasn't covered by some one of the many answers that would have to be made to the conundrum if a man gave it any thought at all. And just as soon as the boys had convinced themselves why the cars were on the street, just that minute they began to cut out the causes of public criticism."

"And you got a quick public response?"

"Not only that, but there was a change in the mental attitude and temper of the men themselves. You'll see more smiles now among trainmen and passengers in a day than you used to do in a month."

"I don't wonder you were pleased with the result," observed one of his listeners. "But now, Jim, tell us—Why is a street car?"

"Because it was discovered that people

could be induced to give up money to be carried safely and quickly from where they are to where they want to go.

"Cars are bought, tracks laid and men hired to run the cars for one reason only—to carry people from where they are to where they want to go.

"They pay the bills. The man who pays the bills is the man who is entitled to consideration. We fail in our purpose if we don't take him aboard, and if we don't stop long enough to make his boarding certain and safe.

"We fail in our purpose if we don't recognize what he should get for his money. He is entitled to know where he is all the time. Hence there should be care in calling the streets. If he asks us about where he should transfer to reach his destination he is entitled to careful and exact information.

"We fail in our obligation to the man who pays if we are not careful to see that our cars are started and stopped smoothly. The man or woman who pays is entitled to pleasant treatment from the men whose wages he is paying.

"These are some of the thoughts that developed among our trainmen following the publication of the conundrum. They reasoned it out for themselves and there were a lot of minor angles to the proposition all of which had a direct bearing on the matter of service. It was a case of self-education on the part of a group of intelligent men who had grown careless merely through failure to appreciate why they were employed and for whose benefit cars were being operated."

"Jim's" little discourse made a deep impression on that group in the smoking compartment and there is more than an even chance that other systems now burdened with criticism for various shortcomings in service may have a chance to develop new and better relations with the public by finding the real answer to the question: "Why is a street car?"

In all the affairs of human life, social as well as political, I have remarked that courtesies of a small and trivial character are the ones that strike deepest to the grateful and appreciating heart.

—Henry Clay.

GOING AFTER WITNESSES

Lawndale-Blue Island Makes Spectacular Advance from Fifth to First Place

North avenue, which has held the leadership in the number of witnesses per accident secured in the universal effort to aid the Legal and Accident Investigation Departments, was displaced when the August records disclosed the fact that Lawndale-Blue Island had come through with 4.94 witnesses per accident. North avenue slipped down to second place with 4.78. This crowded Elston-Noble into third position, the first time in four months that they have been lower than second.

Another commendable improvement was that established by 69th, which advanced from eighth position in July to fifth in the August showing. They are pressing Cottage Grove closely, the Cottage Grove figures being 3.81 and 69th street 3.79. Archer, 77th and Burnside are tied in sixth position.

Rumors from the car stations indicate that in spite of unfavorable operating conditions there is a united determination to improve past figures, the goal sought being an average of four or better for the system. They came within two points of it last spring and it is not beyond reach.

The comparative standings for August and the three previous months are shown in the following table:

	August	July	June	May
1. Lawndale Bl. Is'd	4.94	3.79 (5)	4.55 (3)	4.66 (3)
2. North Avenue	4.78	5.37 (1)	5.66 (1)	5.25 (1)
3. Elston-Noble	4.42	4.32 (2)	4.71 (2)	4.74 (2)
4. Cottage Grove	3.81	3.79 (4)	4.30 (4)	3.73 (8)
5. 69th Street	3.79	3.52 (8)	3.31 (9)	3.74 (7)
6. Archer	3.70	3.70 (5)	3.49 (8)	3.70 (9)
7. 77th Street	3.70	3.81 (3)	3.94 (5)	3.98 (4)
8. Burnside	3.70	3.59 (7)	3.67 (7)	3.89 (5)
9. Lincoln	3.61	3.64 (6)	3.91 (6)	3.79 (6)
10. Kedzie	3.25	3.36 (9)	3.30 (10)	3.27 (12)
11. Devon-Limits	3.14	3.36 (9)	3.30 (10)	3.50 (10)
12. Armitage-Division	3.11	3.11 (10)	3.67 (7)	3.47 (11)

Averages for the system 3.81 3.86 3.94 3.98



Margaret and Audrey, children of J. M. Long, Department of Accident Investigation, at Breezy Hill Farm, Pullman, Michigan.

"Is that police dog of yours pedigreed?"
"Pedigreed? Say! If that dog could talk, he wouldn't speak to either of us."

Surface Lines Athletes Win Meet

*Score 47 Points in Industrial Meet Arranged by
Sears-Roebuck Y. M. C. A.*

On Saturday, September 11, 1926, the Surface Lines Club entered a track team in the industrial meet held under the auspices of the Sears

team to make in its first attempt and a great deal of the credit is due to its coach and manager, John Landeck.



The Winning Surface Lines Track Team

E. Cagler, L. Sego, M. Doljamine, C. Sucovich, S. Ivich, G. Ramich, N. Kamenjarin, P. Brilovic, F. Fielding, R. Rogers, J. W. Hewitt, J. W. Landeck, Roy Rogers, H. Eichin, G. Church, H. Ebeling, T. Kuta, W. Donaldson.

Roebuck Y. M. C. A. and our boys landed on top with 47 points, our nearest competitor scoring 16 points.

The individual star of the meet was Harold Ebeling, who won firsts in the 100 yard dash and the novelty event, third place in the hop, step and jump and fourth in the shot put for a total of 13 points.

The tug of war team, which represented the Engineering Department at the club picnic, easily defeated the team representing the Aero-motor Company. Johnny Hewitt's able coaching had all the men pulling in perfect unison.

The Rogers brothers easily won the horse shoe doubles, both Roy and Roland throwing the shoes with their usual accuracy. In the singles Lee Carr finished second after a very close and hard-fought match, which was in doubt until the last shoe was thrown.

Following is a list of the Surface Lines Club winners:

100 Yard Dash—Harold Ebeling, first; Vihnanek, second; Donaldson, third.

Hop, Step and Jump—Eichin, first; Kuta, second; Ebeling, third.

Novelty Event—Ebeling, first.

Shot Put—Gagler, second; Ebeling, fourth.

Horse Shoe Doubles—Roy and Roland Rogers, first.

Horse Shoe Singles—Lee Carr, second.

Tug of War—Engineering Department team.

This was a mighty fine showing for the club



Mr. Mauslee of the Accident Investigation Department and Mrs. Mauslee with the prizes of a day's fishing.

PET CONTEST

From time to time we have heard some wonderful tales from our employees about their pets, pedigree and otherwise.

We offer to publish the best pictures that are submitted to us by the owners of pets, and a five dollar gold piece will be presented to the owner of the best picture.

Save Power by Running on Time

You Can Do This Without Passing Up Any Passengers—Valuable "Tips"

By E. A. Anger

To motormen of the Chicago Surface Lines who feel that they are unable to reduce their kilowatt hour per car mile consumption records and who do not see how the other fellow does it, the first lesson for them to learn is the art of coasting and to know when and where to bring it into practice.

On every line of this great system there is at least one and in many cases, several, stretches of track and roadway where the congestion and traffic is such that it does not materially interfere with the practice of the best methods of coasting. It is along these ideal stretches of from one-half to one mile and more, where the average number of stops per mile is seldom made, that your efforts with power saving and good car operation go hand in hand with scientific coasting.

Taking advantage of these places every time you go through them in the course of your run, considerably affects your entire day's power consumption record. These stretches should be considered the practice grounds of good car operation, which when mastered it becomes natural for you to do all along the line. It is even possible to coast in the most congested districts if it is done scientifically. So pick out these practice grounds on the line and take advantage of them.

A test showing the following average results on one of the heaviest lines of this system over a stretch of one mile of roadway in which there was one boulevard stop, with the same type of car used on the line was run by an expert motorman and timed by means of a stop watch.

METHOD	KWH-CM	RUNNING TIME
Full power on, no coasting, no stops	3.10	3 Minutes, 10 Seconds
Coasting, no stops	2.13	3 Minutes, 10 Seconds
No coasting and making all stops	5.37	4 Minutes, 19 Seconds
Coasting and making all stops	4.00	4 Minutes, 34 Seconds

This simple test shows the result of the extremes of two methods of car operation, which could be justly termed as—

First—A power wasting and schedule killing method.

Second—A power saving and running on time method.

In the first method we have a car traveling at a high rate of speed with the power on all of the time, which makes it difficult to stop suddenly in case of emergency and really saves no time as you will note. The power saving, however, is a considerable figure, amounting to some 25 to 31 per cent difference between the two practices.

In actual service operation, carrying passengers, the results would be changed but very little, if any at all, as it has been noticed that both of these methods are daily being practiced by the motormen who run over this line and those using the second method are generally found to be above the average on the kilowatt hour per car mile lists.

Pick out these places and practice these methods, as the running time is generally ample to allow you to do so, even though you have to make every stop.

The Supervising Motormen of the System will be very glad to point out to you these good coasting stretches and instruct you on the best methods of car operation to lower your kilowatt hour per car mile record.

Division	August	Per Cent Saving or Loss
Cottage Grove	1	10.16
Armitage	2	7.17
Lincoln	3	6.50
69-Ashland	4	5.52
Limits	5	5.13
Archer-Rockwell	6	4.95
Kedzie	7	4.82
North	8	4.49
Devon	9	3.79
Burnside	10	3.52
77-Vincennes	11	1.79
Elston	12	1.61
Division	13	1.22
Lawndale	14	1.15*
Noble	15	4.62*
Blue Island	16	5.53*

Total points 49.37

July points 55.84

August loss 6.47
points or 11.58 per cent.

*Loss.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 3 October, 1926 No. 7

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

"WHY IS A STREET CAR?"

On another page of this issue there is a story of an incident on one of the Convention trains en route to Cleveland which provides a rather interesting slant on the transformation effected by a transportation executive through propounding to his trainmen the conundrum: "Why Is a Street Car?"

The answer to this query seems to have furnished to his employes an illuminating illustration of how simple elements, when combined, result in real service and highly satisfactory public relations.

What the public ought to receive and why it should receive it in service is a subject very close to the hearts of all managements, who depend on the men in immediate contact with the public,—the trainmen,—to establish and maintain the respect and friendship of the car riders. "Why Is a Street Car?" is a very pertinent and important conundrum.

GENEROUS AND SPEEDY

When the wires brought the story of Florida's stunning disaster the American Red Cross machinery for relief of the stricken thousands was set in motion. And as it was evident that the first great need would be for money the Surface Lines acted promptly. Before the various public committees functioning through the Association of Commerce had been fairly organized, the call for help was broadcast throughout our car stations, shops and departments and within twenty-four hours we were in a position to forward to Treasurer Dickinson of the Chicago Chapter of the Red Cross our first installment of \$12,000, a

second check for another \$1,500 following twenty-four hours later. And there will be more later as the lists are checked off.

The Association of Commerce in its formal apportionment of the amounts expected to be contributed by commercial and industrial concerns fixed the quota for the utilities of the city at \$12,500, of which the Surface Lines were looked to for \$2,500. The sum actually contributed by the employes of this great company is nearly \$2,000 more than was expected to be turned in by all of the local transportation, telephone, electric light and gas companies. This result was an amazing demonstration of the big way in which our people meet emergencies and the Relief Committees are lavish in their praise of the generous and prompt response on the part of the rank and file of this organization. All hats are off to the men and women of the Surface Lines.

A FALSE ALARM

She fondly gazed into his eyes
When he had finished talking;
Her face was flushed, her eyes were bright,
When they again went walking.

"Come, darling mine," he said to her,
While bounding to her lithely;
"Let's roam the country far and wide,
"Come, sweetheart, and go with me."

And together they did go,
Her soft arms his entwining;
And here and there they lingered long,
His lips and hers combining.

Her eyes so full of shining love,
Sought his in silent wonder;
They walked along so deep in love,
That naught could tear asunder.

And traveled on thus occupied
In happiness supreme;
The shadows fell, the stars came out,
'Twas just like in a dream.

Beneath the trees, the gentle breeze
Brought perfume through the air;
The moon shone bright on this sweet night
And all the world seemed fair.

At last they rose, and hand in hand
They sauntered o'er the lea;
The katydids and whip-poor-wills
Were reveling high and free.

At last, they came into the town
Right where the stores were handy;
She then looked up and said to him:
"Please, Daddy, buy some candy?"

HAZEL HILL.

(Daughter of Motorman Chas. E. Hill,
Archer Station.)

Instantaneous Response

Generous Contribution by Surface Lines Employees to the Florida Relief Fund

The news of the Florida catastrophe flashed to the world following the tropical storm roused all humanity to immediate action. No one was more prompt in adopting relief measures in the form of cash than the thousands of employees of the Chicago Surface Lines.

Even before the municipal plans were perfected for organized relief, bulletins had gone to the various car stations, shops and offices stressing the need for immediate financial assistance. Subscription lists hastily run off at the South Shops Printing office were distributed by special trucks from Mr. Blakely's department and were in the hands of all department heads by nine o'clock on Tuesday, September 21st, and the response was so prompt and general that on the following day we were able to send to Treasurer J. M. Dickinson, Jr., a check for \$12,000 as the preliminary commitment on our contribution.

As this check was leaving the office by special messenger an official notice was received from Chairman Lytle of the Utility Division of the Association of Commerce that \$12,500 had been fixed as the quota of all of the Chicago utilities—electricity, gas, transportation and telephone—and that the Surface Lines' share would be \$2,500. However, that caused no change in the program and no delay. The check went forward just the same.

A week later a check for an additional sum of \$1,500 was forwarded to Treasurer Dickinson and there will be still more when the final check-up is completed. In connection with this splendid achievement of the men and women of the Surface Lines the two following letters are of peculiar interest:

Mr. G. A. Richardson, Vice President,
Chicago Surface Lines,
231 South La Salle Street,
Chicago.

Dear Mr. Richardson:

I think your contribution of \$12,000 to the Florida tornado relief fund, and in such short order, is truly remarkable. The men on the lines will be particularly interested in knowing

that this contribution comes within \$500 of being the total quota given to all of the public utility companies of the city.

It is only another evidence of the extraordinary things we have seen the Surface Lines do, particularly over the last year—things which are more commonly talked about by people on the street than you who are so close to the business realize.

Very truly yours,

H. M. LYTLE,
Chairman, Public Utilities Division,
Chicago Association of Commerce.

Members of the Public Utilities Committee,
Chicago Association of Commerce.

Dear Sirs:

I would like to call your attention to a very extraordinary happening in connection with the Florida tornado relief fund.

You will recollect that the division was assigned a quota of \$12,500. I have a letter from G. A. Richardson, Vice President, Chicago Surface Lines, in which he says:

"Inasmuch as we inaugurated our campaign independently before we were advised of the actions of the Association of Commerce, I am sure we may be pardoned for exceeding the quota as assigned to us."

He notifies us that their check is for \$12,000 and that this represents incomplete returns on subscriptions by employees.

Very truly yours,

H. M. Lytle,
Chairman, Public Utilities Division
Chicago Association of Commerce.



Mr. and Mrs. Hartwick Johnson of Devon 20 miles south of the Canadian border at their morning exercise.

Lively Tennis Tournament

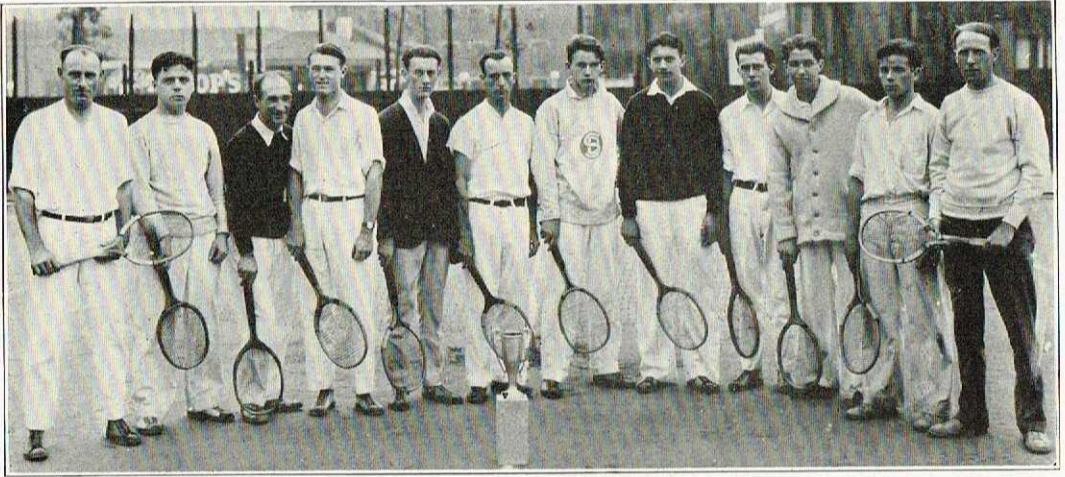
Mulville of the South Shops Captures Singles—Waddell and Eash Win Doubles

The most successful tennis tournament our club has experienced was carried through September 4, 5 and 6 in spite of the heavy rains Friday, Saturday and Sunday. Mulville of the South Shops carried off the singles cup after some strenuous battles, defeating Waddell of the Accident Investigation in the finals.

Surface Lines Club desire to enter into a league. The detail of the play follows:

SINGLES

First Round: Umlandt drew bye; Hoskins defeated Hintz 6-0, 6-1; Eash defeated Rosenthal, default; Mulville defeated Dunn 6-1, 6-2; Farrow defeated Augustyn 8-6, 7-5; Nattinger defeated Kaffenberger 6-2, 6-2; Edwards defeated Sterling 6-0, 6-1; Waddell drew bye.



Our Tennis Enthusiasts

From left to right: Umlandt, Augustyn, Mulville, Farrow, Hoskins, Nattinger, Sterling, Kaffenberger, Eash, Dunne, Edwards, Waddell.

The doubles championship was won by Waddell, D. A. I., and Eash of Devon Station, defeating last year's finalists, Umlandt and Nattinger. Farrow of the Accident Investigation was teamed with Eash originally but as he had to leave the city Waddell substituted for him and the new combination worked so smoothly it gathered in the gold medals. The unsettled weather necessitated the contestants playing two or more matches on the final day and the finalists and semi-finalists found themselves entered in an endurance contest. There was some very interesting competition and Mulville lost one of his sets to Umlandt by a 14 to 16 score. Generally there was more real tennis played in spite of heavy courts and wet balls than in any previous tournament and some good material was uncovered for the future, should the

Second Round: Umlandt defeated Hoskins 3-6, 6-3, 7-5; Mulville defeated Eash 6-2, 6-1; Nattinger defeated Farrow 6-4, 6-1; Waddell defeated Edwards 6-2, 6-4.

Semi-finals: Mulville defeated Umlandt 6-1, 14-16, 6-4; Waddell defeated Nattinger 6-0, 7-5.

Finals: Mulville defeated Waddell 6-3, 6-3.

DOUBLES

First Round: Dunne and Edwards defeated Sterling and Rosenthal 6-0, 6-0; Nattinger and Umlandt drew a bye; Mulville and Kaffenberger defeated Hintz and Augustyn 6-0, 6-2; Farrow and Eash defeated Waddell and Hoskins 6-2, 6-2.

Semi-finals: Nattinger and Umlandt defeated Dunne and Edwards 6-2, 9-7; Waddell and Eash defeated Mulville and Kaffenberger 12-10, 4-6, 6-3.

Finals: Waddell and Eash defeated Umlandt and Nattinger 6-3, 6-4.

A Golfalogue

Joe—"What do you think I made the eighteen in, yesterday?"

Bill—"About twice."

Joe—"Twice what?"

Bill—"Twice what you're going to tell me."

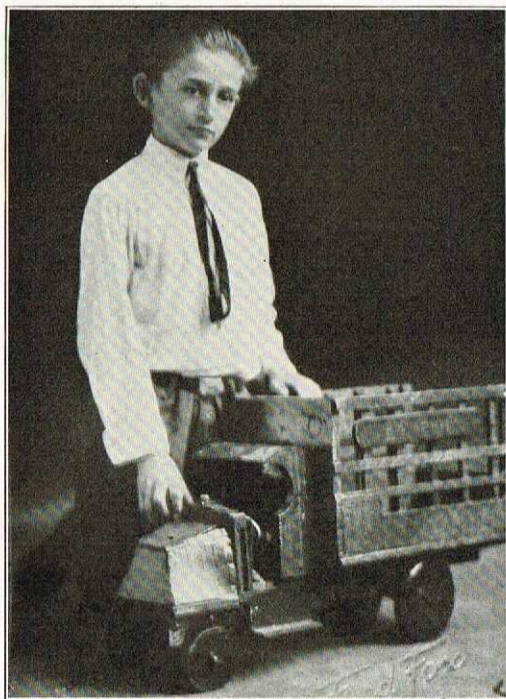
Bouquets for the Boys

Conductor John J. Ryan, badge No. 4644, of Kedzie, is thanked and complimented by Mr. Thomas H. McGary, 4325 West Cortez Street, for lifting a crippled lady passenger of advanced years off his car and helping her to the curb.

Mr. W. Brandenstein, care of A. G. Becker & Company, 137 South LaSalle Street, commends Conductor John S. Rassmussen, badge No. 6218, of Devon Avenue, for his politeness to his passengers, his neat appearance and his smile and "thank you" when receiving fares.

Conductor William J. Prims, badge No. 7932, of Division, is highly commended by Mr. T. Paulson, 3012 North Lotus Avenue, for the care with which he calls his streets, for the assistance rendered to passengers in boarding and alighting and for his interest in and courtesy for passengers even during the busiest rush hours.

Conductor John Sherpan, badge No. 12664, of Lawndale, is commended by Miss Virginia Bauer for the assistance he renders to women and children passengers when boarding and alighting. Assistance to aged and infirm passengers is also noted.



Young Bill, son of Motorman William Andrews of Kedzie and the model "Mack" he built for fun.

Mr. D. J. O'Connell, 3052 Gresham Avenue, sends us a letter of thanks for the service rendered by Motorman E. Miller, badge No. 12211, of Armitage. Mr. O'Connell's gratitude grows out of the fact that Motorman Miller saw Mr. and Mrs. O'Connell with their baby hurrying to catch the Belmont car and waited a few seconds in order to give them a chance to get aboard. He appreciates the service.

Conductor Richard A. Ford, badge No. 564, of Burnside, was so pleasant in dealing with a rush hour crowd that Mrs. E. A. Walling, 8029 Ridgeland Avenue, who was a passenger, thought it worth a letter of thanks and encouragement to the management.

Conductor Clarence W. Chittended, badge No. 1974, of Devon, made an awful hit with Mr. F. M. Nelson, 1508 Fourth Avenue, Rockford, Illinois, who was a recent visitor to Chicago. The care taken by Conductor Chittended to give him explicit directions how to reach his destination earned both the admiration and gratitude of his passenger and a highly commendatory letter was the result.

Taking a little trouble to handle a lady passenger's suitcase as she left the car resulted in a letter of thanks from Miss Clara L. Lehmann, 6911 East End Avenue, conveying her appreciation to Conductor Sidney Swensen, badge No. 2300, of Burnside.

Miss Ilma B. Dunning, 1500 North Kedzie Avenue, writes commending Conductor Bernard Smith, badge No. 2416, of North Avenue, for his courtesy and kindness to her and to other passengers.

Conductor Edward C. H. Hansen, badge No. 3186, of Division Street, assisted a blind passenger from the car to the sidewalk and started him safely on his way, and this action observed by Mr. O. Gihle, 2454 Cullom Avenue, resulted in a letter commending the thoughtfulness and interest of the conductor.

Conductor Sylvester L. Malloy, badge No. 4484, of Division Street, helped two blind women passengers on and off his car so courteously and with such an evident interest in their safety that Mr. Louis Ambler, Jr., 603 South East Avenue, Oak Park, wrote a highly commendatory letter to the management.

Mrs. M. Koplin, 1319 West Cullerton Avenue, was assisted off the car with her infant daughter and son and was particularly gratified at the pleasant way in which Conductor Arthur L. Halford, badge No. 5866, of Lawndale, spoke to the boy. She noticed that he had a pleasant word or smile for all of his passengers, and adds, "I am sure mothers would not hesitate in doing more visiting if all conductors were like this one."

Conductor Clarence B. Wainscott, badge No. 9724, of Lincoln, when informed by a passenger, Mr. H. L. Jackson, 312 East 49th Street, that he discovered that he was out without money advanced his surface lines fare and gave him a transfer. As Mr. Jackson wrote us asking for the name and address of Conductor Badge No. 9724, there is no doubt that the money advanced was refunded.

Conductor Bernard D. Miller, badge No. 10448, of 77th Street, when he found that a passenger had handed him two one dollar bills

stuck together returned one of them and later on a nice letter from the passenger paid a high compliment to Conductor Miller's honesty.

Conductor Martin F. McGinty, badge No. 10704, of Archer, showed a commendable interest in assisting Mrs. Joyce, 3252 South Irving Avenue, and her two children and a heavy suitcase on board his car at the Western Avenue Station of the Chicago, Milwaukee & St. Paul Railroad. He not only helped her on with the grip but put it inside the car for her and later gave her similar assistance in leaving the car. She was particularly appreciative because her little boy was quite ill and she was anxious about him. Her letter concluded, "When he helped us off safely I was profuse in my thanks, but still feel that I did not thank him half enough. When I did thank him, his reply was, 'Glad to be of service and glad it is appreciated.'" She congratulates us on having men of this type in our service.

Conductor Lowry L. Johnson, badge No. 14084, of Cottage Grove, following a severe rain storm during which the car windows necessarily were closed, took the trouble to go through the car after the storm was over and open up a number of windows. He had a heavy load and this action was noted and commented on by one of his passengers, Mr. P. H. Connally, 346 East 29th Street.

Mr. William Kelly, with Lees Brother, 323 West Jackson Boulevard, expresses his thanks to Motorman Robert Graham, badge No. 1963, of 77th, for holding his car a few seconds to give Mr. Kelly, who was on the run for it, a chance to get aboard.

Mr. Thomas Breen, 5747 South Mozart Street, compliments Conductor William H. Rampage, badge No. 3184, and Motorman Maurice Haller, badge No. 2583, of Blue Island, for their efforts to avoid an accident which happened in spite of them and for the way they conducted themselves after the accident in taking care of the injured, looking after passengers' welfare and notifying the proper authorities. The accident was a collision between a truck and their car in which the liability rested entirely on the truck driver.

Miss Levina F. Swanson, 1908 North Hoyne Avenue, expresses her appreciation of the action of Motorman Otto F. Janacek, badge No. 7713, of Blue Island, in lending assistance to a blind man from the curb on to the car. Miss Swanson was in an automobile in the street and on witnessing the incident took the trouble to obtain the motorman's number in order that she might write us about it.

Conductor Edward J. Duprey, badge No. 3780, of our Halsted Street service, was warmly thanked by Mr. A. L. Anderson, 2624 North Albany Avenue, for assistance rendered in a very courteous way to Mr. Anderson's aged mother in getting on and off the car. "When a man strives to serve a captious and oftentimes unreasonable public," writes Mr. Anderson, "his efforts should be recognized."

Things That Girls Have Given Me

Fits, encouragement, the blues, red neckties, a pain, excuses, sisterly advice, other kinds of advice, the headache, the air.

Departments and Divisions

Electrical

Mr. and Mrs. Charles E. Watson are the proud parents of a 6½-pound baby girl, who was born on Sept. 13. Congratulations! The cigars made a big hit with the boys.

R. G. Rogers and R. F. Rogers, crack horse-shoe pitchers of the Electrical Department, won gold medals at the Sears Roebuck Annual Tournament. The boys are to be congratulated upon the fine showing they made, as the field was large and competition strong.

Abdul Hamid, Lewis Mraule and Orville Daniels are new members of this department.

Bill Nelms goes out to Checkerboard Field quite frequently and is getting to be quite an aviator. He claims that he may possibly drop in on some of his friends in Cleveland.

Mr. and Mrs. H. Essington are spending their vacation at Escanaba, Mich. Mr. Essington's folks live there.

Mr. H. G. Bauer spent his vacation motor-ing through Wisconsin and Minnesota.

The sympathy of the department is extended to the family of Joseph O'Neal who was killed on September 2nd. Mr. O'Neal had many friends throughout the department, and it was with deep regret that they learned of his death. He was 26 years of age and resided with his parents at 228 So. Oakley Blvd. It will be remembered that he took an active part in the last departmental show.

Mr. Frank Roper has returned from Barlow Lake, Michigan, where he spent his vacation.

C. Wiegart is taking a vacation trip to Arkansas and Oklahoma. Mr. Tom Allen is taking Mr. Wiegart's place while he is away.

H. Essington.

Accounting—Down Town

Thirteen friends of Miss Agnes Helein were present at a dinner held in her honor at the Eleanor Club, located in the Stevens Building, on Thursday evening, Sept. 16, 1926. Miss Helein, who is leaving for a month's vacation to spend out West, was presented with a beautiful purse.

Miss Florence Turek returned from her vacation displaying an engagement ring. Congratulations.

Mr. M. Reiter left service Tuesday, Aug. 31, 1926.

Misses E. Huskey and K. Gardei left service Saturday, Sept. 4, 1926.

Mrs. M. Yumul has shorn her beautiful long locks. Who will be next?

Miss Agnes Griffin left service Saturday, Sept. 18, 1926.

Misses V. Schumacher, J. Dooley, Mrs. V. Tabb, Misses Agnes Samek, J. Coles and Mr. Lester Hill were promoted.

Miss E. Schlaun, comptometer operator, returned to North Side Office Monday, Sept. 20, 1926, after having been in the Downtown Office temporarily since Sept. 9, 1926.

We wish to extend a cordial welcome to four new Receipts Analysis clerks, Misses Lillian Scott, Martha E. Moore, Marion L. Earth and Blanche Glidden.

Returned from vacations recently, are: Misses L. Cramblet, L. Carlson, A. Atols, H. Baar, S. Novotny, H. Ruberry, E. Sullivan, S. Sievert, Mrs. M. Moore, Mrs. M. Yumul, Messrs. E. J. Marks, W. Folta, R. L. Hill and W. Wojcik. The report is, all had a pleasant time.

Clark and Division

Miss O. Wagner has returned after spending her vacation seeing the Dells and various other points of interest in Wisconsin.

A. E. Johnson spent his vacation sightseeing in Elmhurst and Villa Park.

Gizella Lachata had a most enjoyable time sliding down the cliffs at Mirror Lake, Wis.

Bob Fleming's most notable feat was the catching of a four-pound sunfish at Long Lake, Ind.

Misses Kane and Du Bois journeyed to Milwaukee where Merle became acquainted with a new "Melody," which she says can not be sung.

Mr. Maus enjoyed two weeks of much needed rest at his home in La Grange.

Mr. R. T. Fick did such fast motoring on his vacation through Michigan and Wisconsin that the wind blew the paint off his "Leaping Rudolph."

Leon Salisbury must still think he is on his vacation, as he was seen the other day chasing "Butterflies" in Lincoln Park.

Miss Ethel Swanson was in the train wreck on the Northwestern Railroad, Sept. 6. We are glad to report that her sister and she were only badly shaken up.

Thomas F. Coan.

Legal and Accident Investigation

J. R. Williams spent his vacation with his wife, son and daughter at Estes Park and Rocky Mountain Park horseback riding, hiking and mountain climbing, including Long's Peak. It is evident that there was considerable physical recreation included in this vacation.

Mrs. Mary H. Vaughan spent her vacation on and near the shore of Lake Michigan, just north of South Haven, swimming, diving, etc. She had one close shave, that is to say—a bob, during her vacation.

Olaf Schau took a nice indoor vacation at Menominee, Wis., as it rained 12 out of the 14 days.

Carl Bodenstedt picked up some nice fish at Lake Noyebay, Wis.

Dave Feldman recuperated at Los Angeles, San Francisco and the Grand Canyon of Colorado and peeked through the glass bottom boat at the Catalina Islands.

Mr. and Mrs. Jule Lellinger and Miss Lou Sanders visited Three Lakes Minoqua, Eagle River, Medicine Lake Lodge, Big Bass Lake resort, Bond Falls and many beautiful spots along the Wolf River in Wisconsin. The biggest game they encountered was mosquitos. They also fished with nickels in those little machines which sometimes return two nickels after ten have been deposited, but they claim that they spent much of the time fishing for fish and not playing the part of a fish.

Paul Murdock spent his vacation entertaining a new arrival, a third in this family. Frank Murdock buzzed in his bus, returning spasmodically to Chicago for a new start.

W. R. Fish tackled Pittsburgh and other eastern points—presumably in search of another one to share his wealth.

W. L. Donovan visited Paw Paw Lake, Mich., and Joliet, Ill., which used to be a haven of rest until some of the members took it upon themselves to pick their own time for vacations, shooting up the country a bit. Mr. Donovan did not like the bunch and returned to Chicago.



John May, Lew Altemus and Fred Shau of the Department of Accident Investigation at Crevitz, Wisconsin.

John M. Long took a real country vacation at Ereezy Hill Farm, Pullman, Mich. He says it's great and will give details to any one interested in a reasonable, comfortable vacation with fine food and conditions.

J. A. Nellis drove and drove and drove through Wisconsin, and no doubt many a farmer wondered what "that" was buzzing by. He was merely tuning up for the Indianapolis Speedway races next year.

J. O. Dwight drove to Canada by the way of Port Huron, Mich., then into the Muskoka region, then visiting the Soo, returning through Michigan and Wisconsin. Nat.

Engineering

Louie Ciucci returned from his vacation without any new fish stories. But he still proudly boasts of the time he caught a forty-pound halibut on Kinzie Street.

Fred Acker recently motored to the Dells. He says the scenery may be beautiful, but you cannot see it for the hot dog stands.

George Francis Johnson is the proud father of a nine-pound baby boy. Mother and boy are doing well.

Emil Carlson is slowly recovering from his late accident and hopes to resume work shortly.

Everybody will be glad to see Emil back on the job.

Walter Ambler has spent his week ends this year over in Michigan putting up a summer home.

Frank Brychey, night timekeeper in the Northern Division, recently took unto himself a bride. We're all wishing Frank and his bride much joy.

Harry Abbott made another addition to his bowling outfit this fall. He is now the proud possessor of one bowling ball, one bowling shirt and two high grade bowling shoes. If equipment counts for anything Harry should be the world's champion bowler this year.

Wreck Wagon Helper R. Mau, who has just returned from a visit to Wales, reports a "whale of a time."

We extend our sympathy to Wreck Wagon Helper James McGowan and family in the loss of their father, who died on August 26, 1926.

We regret to report the death on September 1, 1926, of Robert Stobart, chauffeur at Grand and Leavitt. Mr. Stobart was in the employ of the company for the past eight years.

Our sympathy is extended to Trolley-Tender Stanley Ott in the loss of his father.

Transit.



"Judge" Edward Cummings, Purchasing, and his string of (purchased?) fish.

Car Meter

Miss Hazel Rector surprised all of us by getting married on her vacation. The wedding took place on August 28. Her new name is Mrs. Walter Swanson. Best wishes are extended to the happy couple.

The girls of the Car Meter Division, together with those of the M. & S. department, have planned a party to be given at the clubhouse on Thursday, Oct. 21. Those on the committee from this department are Catherine Miller, Marie Cox, Katherine McGill, Mary Voss and Catherine Devins. As this is our very first party we hope to make it a big success and can if everybody will lend their cooperation by coming. Don't miss the biggest and best party of the season.

A card received from Miss Marie Kmetz, who with her sister, is visiting their parents at Streator, Ill. Marie writes that she is having a very good time.

A beautiful diamond ring worn on the fourth finger of her left hand gives Miss Grace Dean's secret away. We wish her all the happiness in the world and wonder when she'll start wearing the other ring.

Mrs. A. Rahn, formerly Miss Florence Anderson, has returned from her vacation and reports having had a very enjoyable time.

Now that the new season of the Women's Auxiliary has officially opened we want to impress upon all the girls the need of taking a more active part in its doings than has heretofore been done. You can always have a good time at the clubhouse and that and the fact that it is your own should enliven your interest. Notices are always sent out in due time for any affair that is to be given and if you will take advantage of them be assured that you will have the best time of your life.

Mr. Paul Pompian had a very good time on his vacation, which he spent driving around in his new car. As yet no one has received an invitation to ride with him.

Ruth Brokopp.

Shops and Equipment—North and West

Mr. G. Smith, Machine Shop Foreman, is wearing the smile of a grandfather these days, but looks as young as ever.

Moving season is approaching and Mr. Frank Abel has decided to make a change in residence. Some miscreant tied a sign on his Ford, reading, "Although I'm shiftless—I'm not lazy."

Miss Caroline Johnson has returned to work, and we hope that her health will continue to improve.

Mr. and Mrs. Walter Krull announce an arrival, but it stays in the garage! A Dodge De Luxe.

Our best wishes for the future are extended to "Dan" Coughlin, draftsman, who has resigned his position to return to Wisconsin.

W. B. Farrar spent a week end recently visiting in Kansas City and St. Joseph, Mo.

Some men are so devoted to their work they can't forget it. Mr. Newton spent a good part of his vacation painting.

Our European traveler, Mr. Joseph Ralinovsky, is back on the job, after a very pleasant trip.

We are glad to see J. Kazenski back at his work in the Paint Shop.

Mr. Fred Carroll, pipe fitter, has our sympathy in the loss of his father who passed away on September 20th.

When George Castle, machinist, was off recently, the boys thought he had gone fishing,

but it was their mistake; he was helping usher in the New York.

Heinee Figge looks bad these days. His bowling score was 383 for 3 games, and he bought a second-hand Buick. "Not so good."

Indiana cannot be dry, as Tony Vanderlike goes there regularly on Sundays.

Lincoln: Mr. E. Hickey, repairman, passed away on September 21st. We sympathize with his family in their sorrow.

J. Bindhammer enjoyed a trip to Germany, but says old U. S. A. beats them all.

Devon: We regret the accident to H. McDonagh, car cleaner, who was struck by an automobile on his way to work and severely injured. Latest reports say that he is convalescing at home and we hope it will not be long until he has fully recovered.

Kedzie: The boys extend their sympathy to E. Seefeldt in the loss of his daughter, and F. Bugarevicz in the loss of his son.

During a recent rain storm Mr. Louis Conrad was marooned at the West Shops without an umbrella, and his clothes needed pressing when he arrived at Kedzie. Mr. Krueger was unable to help him out, however, not being proficient in the art of ironing.

North: One of our old timers, M. Polkowski, in service 40 years, just celebrated his 69th birthday, and is still holding up his end with the younger boys on trucks. Congratulations!

The boys sympathize with N. Foley, repairman, who lost his six-months-old daughter.

The life of a bachelor is lonesome, J. Durkin decided, and he has joined the ranks of the benedicts. Best wishes. Yes, we smoke.

We hope that E. Lynch, repairman, will have a speedy recovery from his operation.

Noble: Nigger, the carhouse mascot, presented Noble with a litter of 9 pups on September 9th. Mother and offsprings doing well.

L. M. Anderson.

South Shops and Carhouses

C. Lozeau, car cleaner at Rockwell, had his Ford smashed and he was injured in a collision with a taxicab. We are told that he has decided not to change the gear ratio of the Ford now. The boys at Rockwell wish him a speedy recovery.

Miss Price's many friends were sorry to hear of her resignation. We sincerely hope that she will be enjoying the best of health in the very near future.

If you hear squeals on Monday nights you will know it is Henry Stuewe with his new radio.

We sympathize with C. Friedstiek, 77th St., in the loss of his son.

Henry Warnken, 77th Street, certainly got high-toned since he bought his bungalow. He now walks home.

Mr. Alton is recuperating at Hollywood, California.

J. P. McCauley.

A New Bank

"Since I bought a car I don't have to walk to the bank to make my deposits."

"Ah, you ride there."

"No, I don't make any."

Around the Car Stations

Burnside

Everybody has returned from his vacation with the exception of our friend Ed. Butler, but we feel sure that he will return because we know that he purchased a round trip ticket.

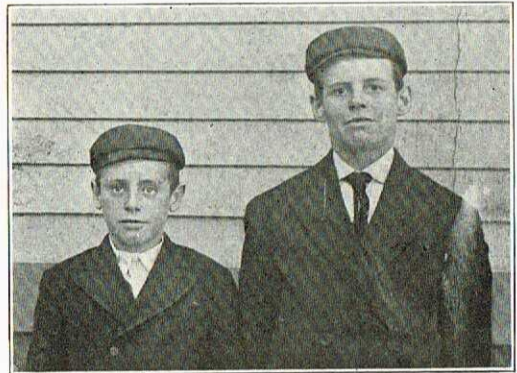
A cloud of dust was seen traveling northward at 93rd and Cottage Grove Avenue. Upon thorough investigation it proved to be Supervisor Robb hunting his Beagle Hound who was A. W. O. L.

Motorman M. Kenny passed away at his home Sept. 12, 1926, after a short illness. He leaves a wife and three small children to mourn his loss.

Our old friend Tom Thornton has been seen the last few days sporting real 10 cent cigars. Come to think of it the "Lost Article List" was posted about a week ago. It read as follows: Article No. 19—One box cigars for Motorman Thornton.

We announce the arrival of two baby girls. Conductor B. Stewart and Operator P. Linkowski are the proud fathers. Babies and mothers doing fine. Congratulations.

Wm. D. Frank.



W. J. and D. H. Urquart of 77th as they looked when they landed in Chicago 20 years ago.

Sixty-Ninth

Some new arrivals of importance are the 7 lb. 11½ oz. son of Mr. and Mrs. F. J. Simpson, born September 5th, and the 9 lb. baby daughter of the W. H. Cornells, born August 7th.

They certainly can make good sweet potato pie down in Atlanta, Georgia. Gillis, the globe trotter, says that is about the only pleasant thing he can remember on his recent motorcycle trip to Florida.

Rumor has it that H. E. Harris is soon to wed a young lady of Wisconsin.

James Fahey won the 3 standing jump at A. A. Union games at Polonia Grove at 36

feet 9¼ inches, and Matt Gleeson won the 56 lb. Weight Height at 15 feet 5¾ inches.

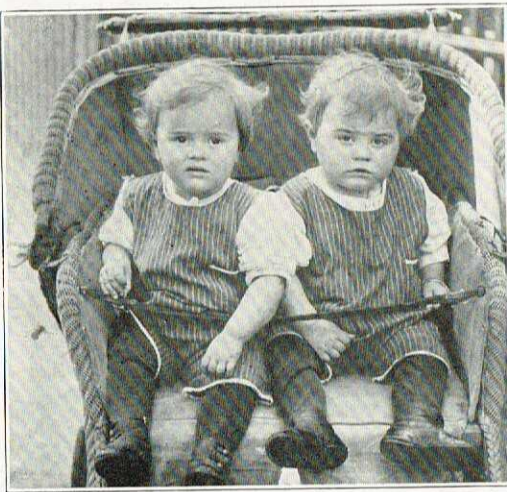
Miss Sundmacher became the bride of A. H. Frier, Saturday, September 25th. They have our best wishes for a long and happy life together. Another marriage of recent interest was that of Ed Dickens' son, C. A. Dickens. He was married September 21st to Miss Madaline Oppenheimer. We extend our best wishes.

Motorman C. Jepson passed away September 21st, after an illness of a short time. Death has also claimed another one from among us, Conductor J. McGowan. Supervisor G. McGonigle's brother passed away August 25th, and Conductor C. R. Stitt lost his father during the month. Motorman J. D. Coates lost a daughter August 5th, 1926. Our sympathies are extended to the bereaved ones.

Konecke, the world renowned fisherman, went out to South Dakota for his vacation and did nothing but fish. At the end of a month there wasn't a fish left in the state (not even in the gold fish bowls), so he had to come home.

J. M. Ditsch was married August 31st and left with his bride on a trip to Niagara Falls. May their troubles be little ones, and we extend our very best wishes to the happy couple.

W. L. Pence.



Lorraine and Lawrence, twin daughter and son of Motorman H. G. Hubbard of 69th Street.

Lawndale

Well boys, Division Six has jumped into first place in getting witnesses for the month of August, and jumping from 5th place to 1st place is wonderful work, it shows when just that little effort is made, that it can be done. Now, boys, keep it up and see if we can not stay in first place.

Superintendent Maguire is vacationing in Michigan.

Ass't Superintendent Eigelsbach returned to work after his vacation and says he had a wonderful time.

Clerk Reidel is vacationing with his new Ford

coupe and a pretty young lady but has kept the place a secret. We are hoping they are having fine weather and a good time.

Red Grange of Lawndale has taken up his training quarters at night taking register statements in order to reduce in weight. He says he has tried golf but gained 20 pounds. Why not try swimming?

Conductor J. Sullivan No. 3 reports a 10 pound baby girl. Mother and baby doing fine.

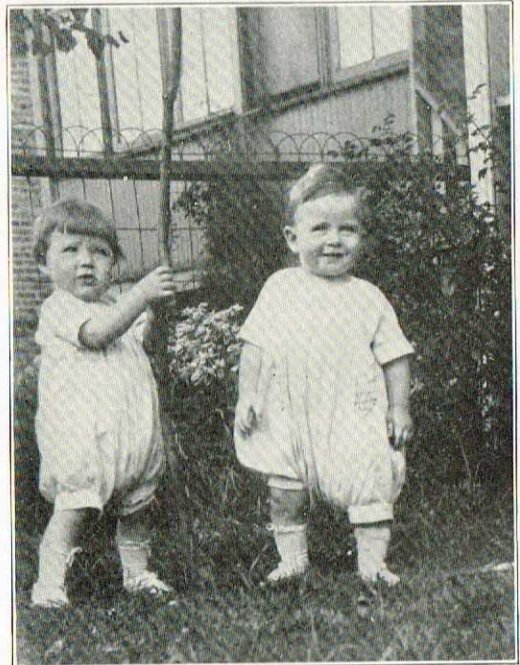
Supervisor Ford has had some trying days as his wife went through a serious operation, but came through with flying colors and is back home with the family, still weak but improving day by day. We are all hoping for a speedy recovery.

The boys in Division Six have sure put on new fronts by shining up. Once we used to wear our old uniforms on week days and doll up on Sundays, but it looks now as if we are having Sunday every day.

William Hackbarth.

Blue Island

Chief Clerk Starr is back on the job after being on the sick list for some time. Charlie went out to the country to rest up and recover and is feeling much better and hopes to continue doing so. Owing to his absence there



Eleanor and Robert McGarry, children of Hugh McGarry of Archer.

were no items in the September issue of the Magazine.

Since the August issue the following trainmen were presented with new arrivals: W. Baburek, a 11½-lb. boy; J. Biros, an 8-lb. girl; W. Collins, a 10-lb. girl; J. Kadlec, a 7-lb. boy; L. Mussared,

a 7½-lb. girl; A. Pearson, an 8-lb. boy; H. Pontarelli, a 9-lb. boy; R. Quill, an 8-lb. boy; H. Summers, an 8-lb. boy. Twins to Conductors France and McEvoy. Pass the cigars, boys.

We are all back from our vacations and ready to work till next summer.

John Quiad, our Assistant Receiver, on returning from his vacation had the misfortune to be in a train wreck but was lucky to escape without injury.

Our handsome Assistant Day Clerk, Ralph Torgerson and the Prince of Wales cannot be told apart as they look so much alike.

Miss Myra Winter, daughter of Supervisor Winter, was married to Conductor F. H. Deets of Lawndale Depot, on Saturday, Sept. 25, 1926. We wish them the very best of luck and success in their married life.

Supervisor Roeser has left the aristocratic Keeler Ave. and has moved into a mansion on 22nd Street Drive. John says it's like living in a park now.

Supervisor Powers and a few trainmen visited the writer at Fox Lake and had Norman's tin Lizzie to drive down in. Powers, although he is supposed to be an expert driver, was off the road into the ditch more than being on the "track." He had one narrow escape. There was a gate open where the road turned which led into Cedar Lake. It was very dark and he had no lights on the car. He ran into the gate and only for Kamba seeing the water they would have been in the lake yet. McGowan had to get a steam engine to pull him back on the road. They went a little farther and the battery fell apart and they had to tie it together. He then gave up driving as a tough job. How come, Powers? We thought all operators could run anything on wheels but we advise you to stick to the street cars and you'll always be on the track, and safe.

Ask Powers who Mr. Foley is.

Boys, don't fall down on the job. Get busy and let us come up in the Accident Prevention contest, Witness contest and Pull-In contest. Show us you can do it. S.

Kedzie

Proud fathers for the month of September: Motorman J. R. Quinlan, an 8½-lb. boy, born Sept. 9, and Conductor J. J. Brennan, a 7-lb. girl, born Sept. 19.

Motorman R. J. Hepperle was married September 18. Conductor George Anderson, our south paw pitcher, followed the same course Sept. 29, 1926. We wish these brave men all the luck in the world.

Conductor Swan Johnson, an old timer of this depot, died Sept. 18, of cancer of the heart. The sympathy of his many friends is extended to the bereaved family.

Mr. Harrington, our Div. Supt., has returned from his vacation after spending two weeks around the Dells and lakes of Wisconsin.

The boys are just about all back from their furloughs. Andy Ure has returned from a trip to Scotland; Anton Poch traveled through different parts of Europe; P. J. Harrington, Wm. McCarthy and D. J. Mulvihill have returned from Ireland. We will bet the Scotchman returned with the most money.

Motorman J. P. Shea showed his big hearted-

ness recently by loaning his (?) car to one of his friends (?). The friend and car have disappeared. Now Shea is trying to explain things to his wife how it all happened. Here's "hoping," friend Shea.

Conductor T. F. Wynne is in the Robert Burns hospital with a fractured skull, the results of an unprovoked attack when making his P. M. relief at Harrison and Kedzie.

One of the boys sitting in the Sox Park bleachers reports that he heard Big Bill Reichhold's voice from the center grand stand telling Eddie Collins to miss a pop fly. The racket was so great Eddie looked up and let the fly drop. Don't do it again, Bill, and maybe the Sox can win a game now and then.

Conductor J. P. Fitzgerald is looking for a new invention that will raise him in the morning. Would suggest yeast, Buddy.

C. Sonders.



Elmer Lapierre—a veteran West Shops watchman with his two grandchildren at his farm in Westmont, Illinois.

North Avenue

Six times winners! The flag for low number of pull-ins stays at North Avenue. Foreman Gillen's repair men are to be commended for their excellent work in keeping the equipment in such good shape and the train crews for using discretion in keeping them on the street.

The standing in Accident Prevention shows that we moved up two notches. This is considerable improvement. Keep up the good work boys and we may land that cup yet.

Well, we are tumbled out of first place in the witness getting contest. Our hats off to Lawndale-Blue Island. We have no excuses to offer. Tilden, Jones, Dempsey, Pittsburgh—all in September. It was a bad month for champions. Watch us next month!

Sympathy is extended to Chief Clerk Shedroff and family in the death of his grandfather, Sept. 6. Also to Motorman A. Kotowicz who lost his father.

Two of our motormen, M. Tiden and A. Kruse, were called to the Great Beyond during September. They were buried the same day and the same hour, Sept. 20. Our heartfelt sympathy is extended to their families in their bereavement.

Motorman W. Kurz was married Aug. 28. Conductor Emmett McNamara was married Sept. 18. Congratulations!

Frances Lydia, a young lady weighing 8¾ lbs. arrived at the home of Conductor Ernest Kaps Sept. 1. Frances Lydia is the baby of the family. Motorman K. Lussem announces the arrival of a 7½-lb. son Sept. 7. And Conductor E. Lawhead a 7-lb. girl, Sept. 8. Motorman J. McGuire reports a girl born Sept. 10, and Conductor V. Hill a girl born the same date. Conductor F. Anderson reports an 8-lb. boy born Sept. 15.

The fall inspection of uniforms showed all the boys measured up almost to a man. Mr. Pasche's talks on courtesy and tact in handling the public were appreciated and will bear fruit in smoother service.

Conductor J. Palmer and family motored to Pittsburgh and back. Conductor D. Hickey postcards from the famous goose center, Watertown, Wis. Conductor Henry Conrad and family motored to the Dells and succeeded in getting lost in the woods. Conductor Weidler sends a card from Rochester, Minn. Conductor Harold Seaton and family spent a wonderful two weeks at Paw Paw Lake and vicinity. He sent us a card from Waterville. The last time we got a line from Harold was during the war when he wrote telling how he and Conductor M. Weis were enjoying the cooties in Siberia. They both declare, however, that Japan is a wonderful country is sojourn in.

North Avenue showed its heart is right by contributing over \$1,000 to the Red Cross Relief Fund for the Florida hurricane sufferers. Bet our genial paymaster Mr. Byrnes thought he was on the outer edge of the storm center when he began to deduct those dollars from the payroll. C. A. Knautz.



Traveling Motorman Gaglar of Armitage with a big one that didn't get away, Okee, Wisconsin.

Armitage

How to tell 'em: A red wheel wagon—that's Hart; a blue wheel wagon—that's Disseldorf.

A chance of a lifetime for a real live wire—Free excursion to Benton Harbor. Don't send money and with no obligations. Call or write Conductor John Adamszyk.

Well, the vacations are all over, and the stories are circulating. Hoff says he is a fisherman too, and thinks if the rest can get away with it, so can he. He caught 'em, but "had to put 'em back," at Starved Rock, and can prove it by John Jaacks and Rine Haug.

Our traveling motorman, Emil Gagler, caught the big one. They are now reproducing the likeness of Emil and the fish on postal cards, which are on sale up at that Northern Wisconsin fishing resort.

Conductor A. J. Gutke, who entered the service Jan. 26, 1892, passed away Sept. 19, 1926. We extend our sympathy to his loved ones.

If you see Tom O'Donnell ask him how he is. Fine, it's a boy.

R. O'C.

Noble

We wish to extend our heartfelt sympathy to the family of Conductor Martin Walsh who died on Saturday, Sept. 18, 1926.

The proud fathers for last month are: Conductor W. Logan, a boy on Aug. 20; Motorman V. Szymkowiak, a boy on Sept. 3; but the proudest of all was Motorman J. Pawelczyk who was presented with a boy and a girl on Aug. 29. All report mothers and babies doing fine. Please pass the cigars around.

Conductor J. Casper entered the land of matrimony on Aug. 26, and Conductor M. Nosalik followed suit on Sept. 18. We wish them the best of luck.

If some of the boys find a lot of time on their hands and wish to spend some of it they might take a ride and visit our old time friend Motorman G. Murray, who has been sick for several years and would appreciate the visit of some of his old time pals. His address is 2454 N. Fairfield Ave.

Albert J. Asp.

Lincoln

Another man stepped into double harness on Sept. 7th, when A. Henegan married Miss Conway. Congratulations to the young couple.

Our center fielder of our baseball team, Larry Dellamaria, is the proud father of a baby girl born Sept. 2. Another proud father is Conductor C. M. Reese, a 5-pound baby girl born Sept. 19. Congratulations to both families from the boys.

Boys are all pleased to see Receiver A. Franks back on the job.

H. Spethman.

Limits

Conductor W. Kane sang several Irish melodies in his rich and melodious baritone at the first public concert given by the Irish Pipers at Belmont Hall on Sunday, August 8th.

Conductor Aug. F. Breinig and wife have just returned from an automobile trip to Duluth, Minn., St. Paul and Minneapolis, down the state line to Dubuque, Ia., and back through Galena, Rockford and Chicago. Breinig's son, a graduate of Lane Technical High School, is

employed in the Engineering Department of the Chicago Surface Lines.

Conductor Frank Young has returned from his vacation, having made the trip in his Maxwell roadster to Philadelphia, visiting relatives there; also taking in Atlantic City, and coming back saw that master engineering feat, the new bridge, dam and flume at Paupac Lake, Hawley, Pa., which is one of the masterpieces of engineering in that state.

Motorman Pottstock and family have returned from a thirty-day furlough, during which they drove to the Black Hills, touring the same in his Ford. Mr. Pottstock drove 360

portation problem, it being entirely unorganized, no meters, and you have the unique proposition of not only paying the price that the driver demands for mileage to the place, but also paying him for going back. The people there are making an earnest effort to organize their agriculture on a stable basis and establish markets for the same. The outstanding major development now under construction is a huge dam in County Limerick on the River Shannon to provide cheap hydraulic power as an inducement for industrial development of the country.

Mickey O'Malley learned with deep regret of the sudden and unexpected demise on his father's estate of their most valuable pedigreed goat.

Our chief clerk, Mr. Hill, took his Jewett Touring for a little airing, visiting Yellowstone Park. Mr. Hill says the only way to appreciate your country is to see it but see it by machine, by all means. Mr. Hill had the carbon removed and the valves ground and he says his car has got some pick-up now. In fact, he had hardly reached the city limits before he picked up two—a blonde and a brunette.

E. G. Rodgers.



Lawrence Richard Miller, 17 months old son of Conductor John P. Miller of Limits, with a smile that won't come off.

miles in one day in order to be on the job the following day, which is some record for a Ford.

Conductor Andy Salmon and Motorman Mickey O'Malley have just returned from a six weeks' trip to Ireland, where they visited the Dublin International Horse Show and the greater part of western Ireland. Being County Mayo men they did not fail to visit the county of their birth. Salmon informs your correspondent that living expenses have doubled since he left the country, and one thing which immediately impresses the tourist is the taxi trans-



Ed. Cummings and His Uncle, Joe Sandberg, with a car load of fish. Northern Minnesota.

Devon

Wm. Hupe, aged 70 years, was called to his promised home on September 14th while visiting at Washington, D. C. He has been an employe for 38 years, having entered in employment May 29, 1888, and was well liked by the men. The men of Devon Station extend their sympathy to the family. Burial was at Rosehill Cemetery, September 17, 1926.

Martin C. Nielson and Alice Elizabeth Larson were united in holy matrimony at the English Lutheran Church of Benson, Omaha, Nebraska. H. Larson accompanied Nielson.

Louis Englerth and Margaret Haecker of Mount Clare were married Aug. 28, 1926, at 6 o'clock in the evening to be exact.

Dan Cupid, you notice, has been very busy, and also is pointing toward Scott and Cobb. Cobb has gone down to Texas to claim his bride.

John J. O'Dea has been seen in the vicinity of the Webster Hotel. In the near future John

expects to take Catherine Lydon as his wife, to love, cherish and obey. Atta boy, John.

Elmer Studdt and the former Miss Maud R. Bankman of Niles, Mich., were married September 8th, 1926. They ran away to do it.

Mike Miraglio is on a short leave of absence. There is a little visitor there. We have not heard what it is.

Roy announces a girl at his home. Mother and baby are doing nicely.

E. Morni and his brother J. Morni were called home to Kankakee on account of their father's illness. We understand he lived about an hour after their arrival.

Chas. Elmer's wife was taken to the Evangelical Deaconess Hospital and operated on for an ingrown goitre. Here's hoping for a speedy recovery.

Otto Hildebrandt received a reward for a brief case he turned in to the lost and found.

C. Birkemo was seen tugging a case of hardware up the stairs. Someone left it on his car. Well it was called for.

C. Ross was seen carrying a bag such as the women carry, containing babies' emergency clothing and necessities.

P. Walsh, No. 2, was out driving his pushmobile and was seen at Clark and Bryn Mawr Ave. He says he parks it in the front hall. Four wheels, one brake.

Among the older men, F. Blaul, Ben Hancock and P. Martin were evening visitors.

Wm. Kinnally, our night receiver, has returned from Detroit with his family and is feeling fine but lighter in pocketbook.

Bill Broberg has been heard from; this time he's at Beverly Hills, California, and expects to visit Los Angeles, San Francisco, Salt Lake City and Colorado Springs before coming home.

Wm. Botle (Big Bill) left on the Nickel Plate and spent his vacation in Pennsylvania.

M. J. Murphy motored down to Richmond, Va., in a Reo.

Bill Speckman reports he had a good time. J. Moran took his place.

H. Discon went near the fruit belt of Michigan.

Supervisor Al Burke is now back at the old stand, Lawrence and Broadway. Dick Waldon took his place at the Limits.

Let us introduce Mr. Geo. Day, the new addition to the clerical force.

Devon is still in fourth place as to power savers. By studying the lists you will see a few changes in the standings of the percentages in the power savers.

Mr. John Reid, our venerable starter at Howard Ave., is now a grandpa. Congratulations.

Joe Miller heaved a sigh when he returned from relieving for the vacations. Come again, Joe.

Roy.

LEGION TOPICS

The Post desires to express its thanks to all for the hearty support given our Carnival, held August 25th to September 12th, 1926, at 79th St. and Maryland Ave. Also to express its

appreciation of the donation of the use of the property on which the Carnival was held to Mr. Andrew Karzas, and to Alderman Meyer for his assistance in securing the necessary permission from the city.

The Fall season is now under way. The first event will be our Armistice Day celebration, arrangements for which are under way. This promises to be the best social event held by the Post so far, so reserve this date and be with the Post on Armistice Night. Full information will be posted as soon as the details are worked out.

Arrangements are also under way for our Bunco Party and Raffle to be held in one of the large down town halls. At this event we will raffle the Pedigreed Collie Dog donated by Comrade Thomas O'Malley. This dog is now about 2 months old and is one of the best dogs of his breed in the United States. Full details with regard to this event will be published in the November issue.

The Rifle Club has now some 30 odd members, and arrangements are under way to have our original shoot at Fort Sheridan during the early part of November. We are endeavoring to make arrangements for the use of one of the indoor ranges near the central part of the city for our indoor work during the winter months.

Anyone interested in rifle or pistol shooting should get in touch with H. W. Lewis, 1165 N. Clark St., who is president of the Rifle Club, or James Gillespie, South Shops, secretary.

The 1927 Membership Cards are now out, and anyone joining the Post at this time will be carried as a member for the balance of this year, as well as for the full year of 1927.

If you served honorably in the World War, it is your duty to belong to the Legion. The Legion is purely and simply an association of ex-service men banded together for mutual helpfulness. No one is eligible who did not serve honorably during the late war, regardless of social or financial position, so you see it is an honor as well as a duty.

Fall in boys—the Legion needs your support. If the ex-service men do not get together to take care of themselves no one else will do it for them. Because you cannot attend every meeting should not stop your joining. The numerical strength of the organization means everything when endeavoring to secure legislation which is needed for those who are not as well off as ourselves. So join up, and you will be surprised how many meetings you will be able to attend with but very little endeavor.

CLUB SPARKS

Despite the warm weather there was a record attendance at Paul Murray's dance at the clubhouse Saturday, Sept. 18. The Charleston seemed to be on the wane and the intricacies of Valencia and Black Bottom not being mastered yet, there was plenty of room for the entire one hundred couples to dance at once. Benson's Red Jackets furnished excellent music and were

kept constantly aware of it by the enthusiastic and appreciative crowd.

Something new was witnessed in the huge revolving mirror covered cone suspended in the center of the hall. When the three colored spot-lights were turned upon it the effect was one of dazzling beauty.

Chairman Murray was assisted by the Misses Dorothy Peacock, Elsie Paige, Mary Topolinski, Linnea Carlson and June Schoentgen, Messrs. Billy Schenck, Nick Deutsch and H. B. Cammack.

Bowling

Eight teams entered in the bowling league the opening night, Sept. 20, at Kaadlands alleys, located at Lincoln and Roscoe. The enthusiasm shown would indicate that a very successful season is to be expected.

A Good Time Roller Skating

Although we had a light rain Monday evening, September 27th, about one hundred and seventy-five employees and their friends enjoyed the exclusive use of the Madison Gardens Roller Rink at Madison and Rockwell Streets.

Superintendent C. H. Evenson was present and showed his usual interest in this fine sport.

If anyone is looking for a place to spend an occasional pleasant evening we heartily recommend the Madison Gardens. This place is exceptionally well managed and the service is perfect.

The rink is open every evening except Monday. On Saturday and Sunday the charge is sixty cents for men and forty cents for ladies. Other evenings the charge is fifty cents for men and thirty-five cents for ladies.

Space is set aside for beginners. Roller skating to music on a large, well-cared-for floor is great exercise.



The hot dog and coffee stand at the Beach Party—Agnes McCormick, Catherine Reinhardt, Eva Paslof, Bill Schenck, Bessie Cameron, Eddie Volland, Harold Hoger, Loretta Kane. Gazella LaChata seated.

The Way It Sounded

Young Man—Can I have this dance, madame?

Young Lady—No, I am too danced out!

Young Man (a trifle deaf)—You're not, madame; you're just pleasingly plump.

Two Are Necessary

"May I hold your hand for a second?"

"How will you know when the time's up?"

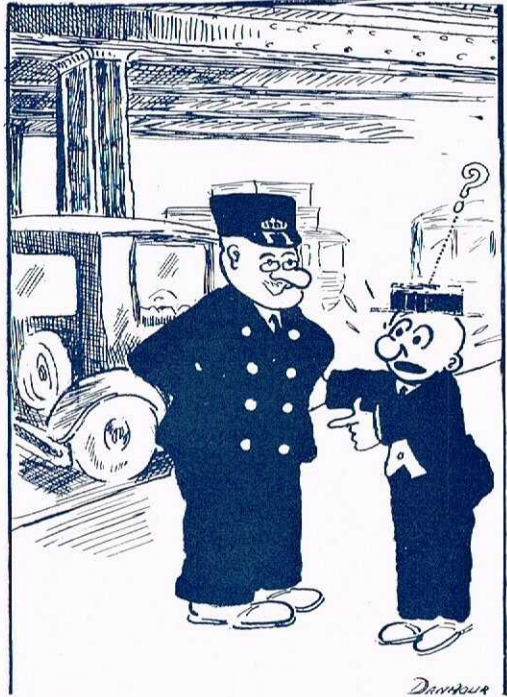
"Oh, I'll need a second hand for that."

How They Do It

"Now, waiter, I want an extra nice porter-house cut thick. Give my regards to the chef. Tell him to put a little piece of fat on top when he grills it, and to sear it quickly on the outside so it will be juicy. I don't want it burned up nor should it be undone—just right, a little rare in the middle, you know, and plenty of gravy. Now you tell the chef exactly what I require."

"Yes, sir," said the waiter, "certainly, sir." Then he shuffled to the rear, whistled down the speaking tube and shouted: "Hey, Joe, bif-steak!"

GETTING IN WRONG WITH THE PUBLIC



Stranger at Wabash and Adams—"Where do I get the Elevated Lines?"

Surface Lines Employee—"Get the 'L' up-stairs."

Stranger—"You're a °!° *†° fresh guy."

The Greek Was Out of Luck

A taxi driver in New York put on a spurt of speed at the request of his passenger with the result that the car got beyond his control and he upset a fruit peddler's cart. A policeman rushed to the scene and demanded the taxi driver's name.

"Michael O'Brien," was the reply.

"Indeed," said the policeman, "that's my name, be gorra! And where do you come from?"

"Cork, Ireland."

"So do I. Now you just stand still a minute while I go over here and arrest this fruit peddler for backin' into ye."

Wednesday, October 20

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