

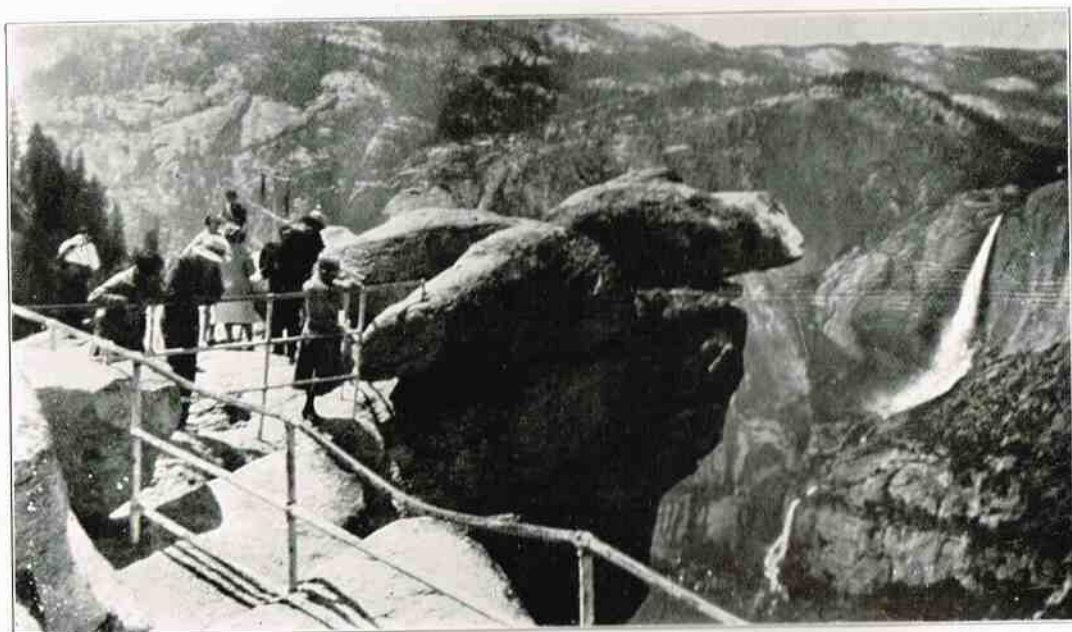
SURFACE SERVICE MAGAZINE

VOLUME 4

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NUMBER 8





A View Taken From Glacier Point Looking 3,200 Feet Down Into the Yosemite Valley With the Falls in the Distance. This Picture Was Taken by George Croner of Lincoln Station on His "See America First" Trip



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 4

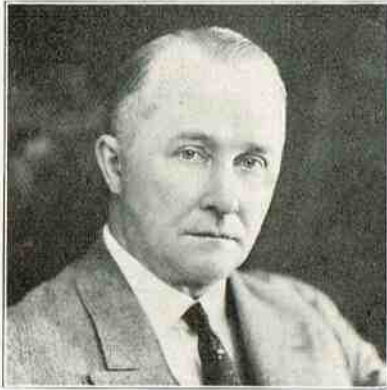
NOVEMBER, 1927

NO. 8

Ripley Night at the Club

"The Romance of Power" to Be an Illustrated Address by a Great Engineer—November 16

One of the most interesting entertainments ever offered to a Surface Lines audience will be presented at the Club House on the evening of Wednesday, November 16, when Charles M. Ripley, engineer, author and lecturer, will present his illustrated review of "The Romance of Power."



Charles M. Ripley

Full of humor and replete with interesting pictures taken in many foreign countries, this talk by Mr. Ripley has proved a headliner wherever it has been given. The material he employs is the result of years of association with the General Electric Company, with which he is now connected, and the electric light and power industry.

He was intimately acquainted with the late Dr. Steinmetz, and was a frequent visitor at the laboratory and home of the famous electrical wizard where problems of the day both scientific and social were discussed. Two of Mr. Ripley's outstanding books are "Romance of a Great Factory," with a foreward by Dr. Steinmetz, and "Life in a Large Manufacturing Plant," with an introduction by E.

W. Rice, former president of the General Electric.

Mr. Ripley recently returned from an airplane trip over several European countries. Many of the views he will show during his talk are from photographs he took during his travels showing the life and customs of foreign peoples.

This engagement is regarded as a stellar booking in view of the popularity that has attended Mr. Ripley's talks in many other cities. He has come to be regarded as an outstanding example of a technical man who is also a clear, entertaining, and forceful speaker.

Mr. Ripley has been brought to Illinois by the local public utilities and his appearance at the C. S. L. Club House is one of the few talks he will make during four days he will spend in Chicago.

Those who do not hear Mr. Ripley will miss one of the finest things they have ever had an opportunity of hearing.

The meeting will begin at 8 P. M., and will be open to all Surface Lines employees, their families and friends.

KEEP CARS IN MOTION

It is the opinion of Lucius S. Storrs managing director of the American Electric Railway Association, that the practise of parking cars in downtown areas, or in what might be termed the "civic center," must be abolished says the Stamford, Conn., Advocate. It is an injustice his point is, to allow a few cars to block traffic by their parking and prevent street cars carrying many more people than drive automobiles from operating to the best advantage.

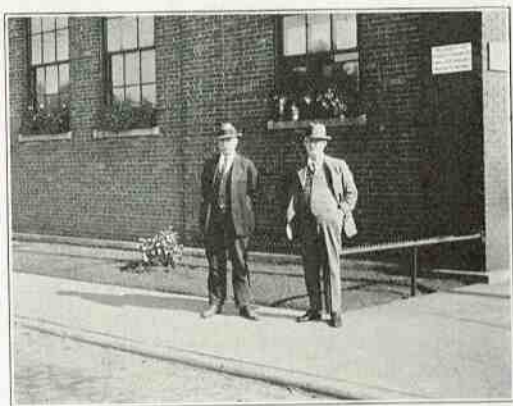
Or, to put into his own language: "Think of the injustice of permitting one man to park his car at the curb and throw traffic over in front of a street car and delay 75 or more workers."

Mr. Storrs' point is well taken. The parking problem can never be solved on the present basis of parking downtown. In the nature of the case no adequate space can ever be provided in any thickly populated center.

Things to Be Thankful for

Technical Journal Praises Our Accomplishments—Letters from Patrons Praise Our Men

After having had an opportunity to inspect the brief, filed by the Surface Lines in the Coffin Award Competition, the *Electric Railway Journal*, the leading publication in the electric railway field, is eloquent in its acknowledgment of the foresight, judgment and accomplishments of the management. The results of the policies of the Companies under conditions of a discouraging character evidently appealed to the editor of the *Journal* as a brilliant example of managerial efficiency that should prove an inspiration for other executives and a lasting benefit to the industry as a whole.



Division Superintendent Jones and Carhouse Foreman F. W. Meyers Standing Near the Flower Boxes Which Add So Much to the Attractiveness of the 77th Street Station

That these accomplishments also constituted a distinguished contribution to the development of electric railway transportation is quite clearly indicated in the editorial survey of the situation.

Briefly reviewing the peculiar difficulties with which the Chicago management was confronted, the editorial points out that the franchises expired in February, 1927, and since that date the property has been operated under temporary grants, with one of the constituent companies in technical receivership. It proceeds:

Not only in the figures themselves, but in the conditions under which they were re-

corded, lies the true measure of Chicago's accomplishments. Machinery calls for capital and to get capital requires credit. It is one thing to put money into an enterprise which is promising, but it requires an entirely different quality of foresight and courage when no bridge is visible over troubled waters.

Chicago turned hard cash into more cars, new and rebuilt track, more efficient substations and maintenance machinery to keep these facilities at the highest possible standard of efficiency, despite costly labor and an uncertain future. In no city of the country has there ever been a like demonstration, on such a scale, of faith in the fundamental need for street railway transportation, in the ultimate judgment of the American people toward a transportation management or in the power of demonstrated efficiency to win a square deal for invested capital. In most cities the approach of such a franchise condition as now exists in Chicago has been accompanied by physical deterioration and operating lassitude.

There is strong evidence that the full significance of the Surface Lines management's performance during the past several years is gradually penetrating the public consciousness in that city. When an equitable franchise settlement is reached—such a result seems inevitable if the present policy is continued—there will have been written what is perhaps the most glorious chapter in all recent local transportation history.

Bouquets for the Boys

Well, that gives us something to be thankful for. But it isn't the only thing. We all have reason to be thankful for a growing appreciation on the part of the public of the character of the service they are receiving, this appreciation being expressed in the letters of commendation coming to us daily. It takes a little time and a little trouble to write a letter to the management, and for that reason letters either of criticism or commendation deserve and receive the most careful consideration. In either case it must be assumed that the writer is in earnest. But as it is much easier to criticize than it is to praise, it is only fair to assume that service that draws an expression of appreciation makes a deep impression on the correspondent. And this being the month during which Thanksgiving is celebrated, it seems quite proper to carry into this column

the commendatory letters which have been received with thanks.

One of the most interesting communications was one of which Conductor Jerome J. Callahan, Badge No. 12058, of Cottage Grove should be very proud. And the writer shows herself to be a very competent observer. Here it is:

Gentlemen: Owing to the fact that I have been out of town this is the first opportunity to write you. Last Sunday afternoon, October 16, I was on a No. 4 car going South. At 69th and Cottage (I believe it was) an elderly woman with a crutch tried to get on the street car. The conductor (No. 12058) and his motorman stepped over to assist the woman. When the car started the lady discovered she had lost the rubber off the bottom of the crutch and explained her predicament to the conductor. The motorman stopped the car which by this time was nearly half way down, the conductor ran back, found the rubber and with a smile took the crutch and put the ferrule on. The woman was a bit excited and I don't believe she said "thank you," but I assure you everyone in the car greatly appreciated his act. Oh, if you officials only knew what a kind act like this means, you never would get through praising your men who deserve praise. This conductor's face will never be forgotten by those on that car Sunday and here's hoping this act, which no doubt is only one of the many kind deeds performed by him daily, will mean a big success to him. You surely are to be complimented to have a "perfect gentleman" connected with your organization. I hope I am only one of the many occupants who are calling this to your attention. Lots of good luck to conductor No. 12058.

Miss D. C. Fitzsimmons
Care La Salle Ex Univ.
4046 South Michigan Ave.

Supervisor Walter Noble, 69th, Gets His

Chicago Surface Line, Gentlemen:

Recently read your ad in the newspapers about the work of supervisors and, being one of your daily riders, could not help but agree that they do handle the street car traffic as nearly perfect as it is humanly possible during the rush periods of Chicago's traffic.

This morning, Oct. 22, at 8:20, while transferring at 47th Street and Ashland Avenue, the supervisor on duty there saved the life of a child who had wandered into the street unnoticed by everybody in the traffic jam except this supervisor. Just as the little tot was stepping in front of a north bound automobile, the supervisor grabbed him in time to save him from injury and possibly death.

At the time he was performing one of his daily duties at that point, that is, receiving transfers from passengers boarding north bound Ashland Avenue cars to keep the traffic moving along.

Perhaps in the rush and jam, only a half-dozen or so noticed this man's good work. He deserves a word of commendation from your office because he was doing just a little more

than you could expect a supervisor to do and I do hope you will tell him that his work did not go by unnoticed.

Yours respectfully, Geo. J. Essex,
6206 S. Artesian Avenue.



Spanish War Veterans at Detroit—Standing, Supervisor Doherty and C. J. McCarthy, Blue Island; Seated, J. W. Bennett, Limits, and U. G. Lee, Treasury.

Conductor W. E. O'Connell, badge No. 14020, of Limits, was observed by one of the company inspectors assisting a blind man to alight from his car at Ainslee and Broadway leading him to safety at the curb. The incident was reported to Superintendent Evenson and was credited on the record of the conductor.

Here is a story that received some newspaper publicity but has not yet been properly recorded in SURFACE SERVICE: Roslyn Straus, aged 3½, and Bobbie Blanchard, aged 4, were invited by a strange auburn-haired lady to go riding with her and took them aboard an Armitage Avenue car. It happened that the conductor of this car, A. Cunnally, recognized Bobbie as a little chap who with his mother was a daily passenger on the car to and from a nursery. "Hello, Bobbie," said Conductor Cunnally, "where is your mother?" Bobbie explained that he was on his way downtown with a nice lady to get some candy. At the next intersection, the mysterious lady left the car and the conductor thereupon turned the children over to Supervisor Hart at Milwaukee and Halsted who notified the depot of the circumstances and then put them aboard a westbound car for the depot. Arriving there, Division Superintendent Bolger took charge of the pair, located Bobbie's residence at 3315 Palmer Street, took them both in his machine and delivered them safely to their parents who had not missed the children. The police are attempting to locate the mysterious lady.

Division Superintendent O'Connell commends Motorman Walter E. Finnegan, badge No. 4867,

for his prompt action in following the blockade due to a stalled automobile truck on State near Kinzie. Motorman Finnegan at State and Lake Street promptly busied himself rerouting northbound State Street cars over Lake to Dearborn, to Kinzie, to State, and the delay to the service generally was thereby minimized. Supervisor Becker reported the incident to Superintendent Evenson whose commendation was transmitted through Division Superintendent O'Connell.

The Transportation Department is made the subject of a very complimentary letter from Morgan G. Hugge, Assistant Superintendent of Schools, for the efficient co-operation with the Board of Education in transporting safely many thousand children to the Safety Pageant at Soldiers' Field, on October 5. And Homer E. Niesz, President of the National Safety Council, is equally enthusiastic in a letter on the same subject.

Conductor D. Curtis, badge No. 5716, of North Avenue, earned the thanks and appreciation of Mrs. J. Shewchuk, 1434 North Avers Avenue, who while a passenger on his car dropped a \$100.00 bill which she had just collected from a society for the relief of unfortunate children in Europe. The prompt recovery of this bill saved Mrs. Shewchuk from worry and embarrassment.

Conductor Herbert A. Vahl, badge No. 9358, of Cottage Grove, was particularly solicitous about the comfort of one of his passengers, Mr. George B. Evans, 5454 Woodlawn Avenue, who was suffering from a slight physical disability. Mr. Evans in addition to expressing his personal appreciation referred to the general efficiency of Conductor Vahl in dealing with his passengers, noting particularly his invariable use of "please" in addressing his passengers.

Motorman Joseph E. Soukop, badge No. 10273, of Blue Island, when approaching Robey and Lake Street, observed two blind women attempting to cross the street, one of them falling. He stopped his car, assisted the fallen woman to her feet and then led them both across the street to safety. Miss Florence F. Swiryn, 2018 Fowler Street, sent us a letter of appreciation and commendation saying she was only one of a number who noticed the motorman's act.

Conductor Bernard M. Lutz, badge No. 1256, of Lincoln, helped out Mr. F. A. Lohman, of the Charles Emmerick Company, 501 West Huron Street, when Mr. Lohman found himself without small change. Conductor Lutz rang up his fare and gave him a transfer for identification purposes. Mr. Lohman later on transmitted the seven cents with a very pleasant letter of appreciation.

Miss Mary J. Saunders, 4231 Cottage Grove, who was the victim of an automobile accident in which her right arm and left knee were fractured during her period of convalescence when she was able to get about used the Cottage Grove line to visit her downtown physician. She found all of these men so courteous, kind and considerate that she wrote a letter including them all in an expression of thanks and appreciation.

Motorman William H. Lorenz, badge No.

9479, of Cottage Grove, while at 81st and Cottage Grove late one Sunday night saw two ladies running for his car just after he had started. He promptly stopped his car and waited for them. One of these ladies, Mrs. W. Ray Kerwin, writes a letter of appreciation and adds that at every cross line, Motorman Lorenz waited to give the transferring people an opportunity to board his car. One of her fellow passengers remarked: "it isn't every night when a motorman is on his last trip, that is so accommodating as this man."



This Little Chap, Richard, the 28 Months Old Son of Conductor Otto Samp of Limits, Shows an Affectionate Interest in the Big Tree

Mr. Robert H. Nau, Secretary, Street Traffic Committee, Chicago Association of Commerce, was very much impressed by the care shown by Motorman George A. Hansen, badge No. 8905, of Elston, in warning three children between ten and twelve years of age to be careful when alighting from the front platform. This warning, wrote Mr. Nau, not only had an effect on the children but was heard and appreciated by others.

Motorman Daniel Hurley, badge No. 2767, of Archer Avenue, is warmly thanked by Mrs. G. S. Otto, 8012 South Paulina Street, for the promptness with which her purse and its contents were turned in. Mrs. Otto thought she had been the victim of pickpockets when transferring from one car to another but later on found that she had dropped the purse on Motorman Hurley's platform.

Motorman Charles C. Haerle, badge No. 767, of North Avenue, when at Cicero and Madison, with the green light in his favor, waited to give Mrs. George Olson, 4960 Ber-teau Avenue, a chance to board his car. Inasmuch as it was raining at the time Mrs. Olson was very grateful and telephoned her appreciation to Superintendent Evenson.

Motorman John J. Dolan, badge No. 713, of Burnside, had as one of his passengers, Mr. Herbert W. Swanson, 1845 West 34th Place. Mr. Swanson, who had just come from the dentist, and was still suffering from the hem-

morrhage following extraction was most uncomfortable but on explaining the situation to Motorman Dolan, he did everything he could for him, opening the exit door occasionally to enable him to find relief. Although a lady passenger gave the motorman a "bawling out," Mr. Swanson is high in his praises of the consideration shown him.

Conductor George A. Hoglund, badge No. 14150, of Devon, earned the gratitude of Miss Carolyn Grubb, 5539 Glenwood Avenue, by permitting her to ride when she found she had nothing smaller than a five dollar bill which he could not change. Miss Grubb returned the amount of her fare with her very appreciative thanks for the consideration shown her.

Conductor James B. Leibforth, badge No. 13958, of 69th was very careful on the approach of a heavy shower to go through the car and close the windows. This consideration for his passengers was brought to our attention by Mr. H. W. Wright, 6223 South Albany Avenue, who commends him for his care.



Conductor Bert Sheehy and His Bride

Conductor John J. Donovan, Jr., badge No. 13736, of 77th, made a prompt return of a purse dropped on his 75th Street car and Mrs. T. E. Sweeney, 7228 Greenwood Avenue, who owned it, writes us that it was promptly returned to her intact, the contents including among other things, a fifty dollar bill. She compliments Conductor Donovan for his honesty.

Miss Amelia Schweitzer, 16 West Maple Street, observed Conductor Charles Fennessy, badge No. 13378, when he was assisting a blind man to the sidewalk at Superior Street and later on saw him make some adjustment in the car which would make his passengers more comfortable. She compliments him upon his interest in his passengers.

Conductor James Curry, badge No. 12840, of 77th, is commended highly by Mrs. Hazel Collier, 1240 West 95th Place, for the pleasant manner in which he dealt with a very heavy load during the evening rush hour, looking out at each stopping place to see that all were safely aboard before giving the starting signal, responding "all right" whenever a passenger indicated his stopping place, called every street

and cautioned each passenger as they got off to be careful and look out for other vehicles. Mrs. Collier considers Conductor Curry a very creditable representative of the company.

Mr. L. L. Dean writes to congratulate the company on having a representative like Conductor Arthur F. O'Connor, badge No. 11888, of North Avenue, who kept his temper and managed to control a quarrelsome intoxicated woman passenger, later helping her safely to the street.

Conductor Patrick Mahony, badge No. 10546, of 69th, is thanked by Miss Anne M. Andrus, 6050 Dorchester Avenue, for the consideration he showed a lame lady passenger who was carrying quite a heavy load of books when she hailed his car. Conductor Mahony relieved her of the bundle, deposited it near a seat at the entrance and then assisted the lady carefully to a seat. Miss Andrus commends the crews of the 59th-61st Street line generally for their accommodating spirit.

Conductor Otto S. Cullen, badge No. 10060, of Division, was the recipient of a letter signed by six employees of the Stewart & Warner Corporation, who have been frequent passengers on his car for more than three months. His courtesy in dealing with all of his passengers, his consideration shown to people of advanced years and his neat personal appearance were all the subject of comment in the complimentary letter addressed to Superintendent Evenson.

Conductor Anthony J. Thome, badge No. 9406, of 77th, was congratulated by Mr. C. Frank Slater, 5832 Dempster Street, for his general courtesy and assistance that he rendered to passengers loaded with bundles.

Conductor Walter H. Dorgan, badge No. 4834, of 77th, guided a blind man from the curb to the car at Clark and Madison Street and Mr. C. G. Beard, of the National Tea Company, 1000 Crosby Street, who witnessed the incident, thinks that a word of commendation is deserved.

Professor A. J. F. Zieglschmid, of the Northwestern University, wrote us commending Conductor Thomas T. Chapleski, badge No. 4768, of Elston, for his care in seeing that his passengers were safely on or off the car before giving the starting signal. Professor Zieglschmid thinks that such methods undoubtedly prevent accidents.

Miss Mary L. Loftus congratulates the company on having conductors like George A. Clark, badge No. 3336, of 69th. She found herself without change on his car, and was much relieved when he permitted her to ride, ringing up her fare. She later remitted the amount with a letter of thanks.

Assistance rendered by Conductor William F. Peterson, badge No. 2444, of 77th, to a crippled lady passenger was appreciated by all of his passengers, one of whom wrote from Mt. Greenwood commending him for his consideration.

Conductor James C. Groundwater, badge No. 2402, of 77th, noticed that one of his school boy passengers had left the car without taking with him his umbrella. Later the lad's grandfather secured it and Mr. and Mrs. J. A. Bostedo, 1140 West 106th Street, sent us a

letter of thanks and saying that they were glad to have this evidence that lost property coming into the hands of employes is returned to the owners.

Conductor Robert Brindisi, badge No. 2246, of North Avenue, is particularly thanked by Mr. C. E. Brandenburg, 808 North Lawler Avenue, who is unfortunately badly handicapped physically. Mr. Brandenburg is warm in his praise for the motormen and conductors generally on the Chicago Avenue line. Conductor Brindisi is also congratulated and complimented by Miss Mabel E. Becker, 127 East Oak Street, for his general courtesy to her and other passengers.

Conductor Ernest Turgeon, badge No. 1720, of Archer, helped one of his passengers of advanced years off his car and escorted him to the sidewalk and Mrs. George Krippahne, 1235 Greenleaf Avenue, said that it gave the observers a thrill to witness an act of this sort.

Conductor Homer E. Bledzoe, badge No. 890, of Devon, permitted Mr. N. R. Rohl, 5744 Kimbark Avenue, to ride on his car without payment of fare when Mr. Rohl had locked himself out of his house without any money. Mr. Rohl later on transmitted the amount of the fare with a letter of appreciation.

Conductor Mylis McFadden, badge No. 696, of Kedzie, through his assistance extended to a blind man boarding his car, attracted the favorable attention of Dr. H. O. Wiseman, 1605 West Van Buren Street, who made the incident the subject of a letter of commendation.

Conductor Charles Wiedle, badge No. 274, of Armitage, is commended for his general courtesy to all of his passengers by Mr. A. Schwanenberg, 3755 Castello Avenue.

Here is one that shows how a little extra effort is appreciated, the conductor mentioned being Myron W. Ayers of Seventy-Seventh:

"I boarded a Clark-Howard car in the loop Oct. 25th, going north about 12:15 noon. When we got to Washington Street the conductor called out the street and also 'the County Building.' When we got to Randolph he called 'Hotel Sherman,' and when we got to Chicago Avenue he called '800 north, car line' and so on all the way. When we got to Belmont Avenue he went inside and informed a lady it was Belmont Avenue and she evidently got on away out south, but he didn't forget. Also when a lady got on with a little boy about 3 years old, he helped her and held on to the little boy's hand while she got her fare from her pocket book. This conductor was No. 2694.

"Yours truly,
"A. J. WESMAN, Glen Ellyn, Ill."

Objectively Speaking

Minor: "Were you fired with enthusiasm when you tackled your first job after leaving college?"

Ology: "Was I? I never saw a man so glad to get rid of me in my life."

GOING AFTER WITNESSES

North Avenue, Elston-Noble and 77th Still in
1, 2, 3 Order—Average for System 4.10

Evidence that crews generally are taking commendable interest in the company-wide attempt to furnish the Legal Department with a sufficient number of witnesses to insure a determination of the facts in accident cases is shown by returns for September. Again the average for the system is above 4. North Avenue maintains its lead by a substantial margin but its average of 5.37 might easily be reached if not surpassed by a little extra effort on the part of the Elston-Noble men. All of the divisions except Cottage Grove, Archer and Lincoln show an increase over August. As to Kedzie and Archer which were tied for 7th place in August, Kedzie pulled away by increasing its average from 3.80 to 3.97 while Archer dropped from 3.80 to 3.46. The September figures are most encouraging and with the spirit of competition and helpfulness fully aroused, further improvement may confidently be expected.

	Sept.	Aug.	July	June
1. North Avenue.....	5.37	5.23(1)	5.34(1)	5.09(1)
2. Elston-Noble	5.13	5.05(2)	4.62(2)	4.38(5)
3. 77th Street	4.75	4.61(3)	4.49(4)	4.56(3)
4. Lawndale-Blue Isl.	4.62	4.19(4)	4.52(3)	4.53(4)
5. Burnside	4.27	3.87(6)	3.89(6)	4.65(2)
6. Kedzie	3.97	3.80(7)	3.90(5)	3.99(7)
7. Cottage Grove.....	3.76	3.97(5)	3.62(9)	4.11(6)
8. 69th Street.....	3.65	3.62(9)	3.51(10)	3.49(11)
9. Devon-Limits	3.52	3.30(10)	3.10(12)	3.20(12)
10. Archer	3.46	3.80(7)	3.81(7)	3.78(8)
11. Armitage-Division	3.32	3.12(11)	3.20(11)	3.70(10)
12. Lincoln	3.21	3.68(8)	3.74(8)	3.76(9)
Average for the system.....	4.10	4.02	4.00	4.08

Short Division

Around the docks they are telling about the man who came back from Havana on the S. S. Reliance, much perturbed about the forbidden fruit he had with him. The customs officer asked if he had anything to declare. Like the honest citizen he was, he pointed to his daily dozen and murmured, "Three for you and nine for me."

"Wal," drawled the officer, "you're warm but you ain' quite right."

"Six for you and six for me," whispered the trembling citizen, hopefully.

"Naw," muttered the champion of the law. "But you're warmer—twelve for me."—The New Yorker.

Parson Johnson: "De choir will now sing, 'I'm Glad Salvation's Free,' while Deacon Ketcham passes de hat. De congregation will please 'member, while salvation am free, we hab to pay de choir foh singin' about it. All please contribute accordin' to you' means an' not yo' meanness."—Boston Transcript.

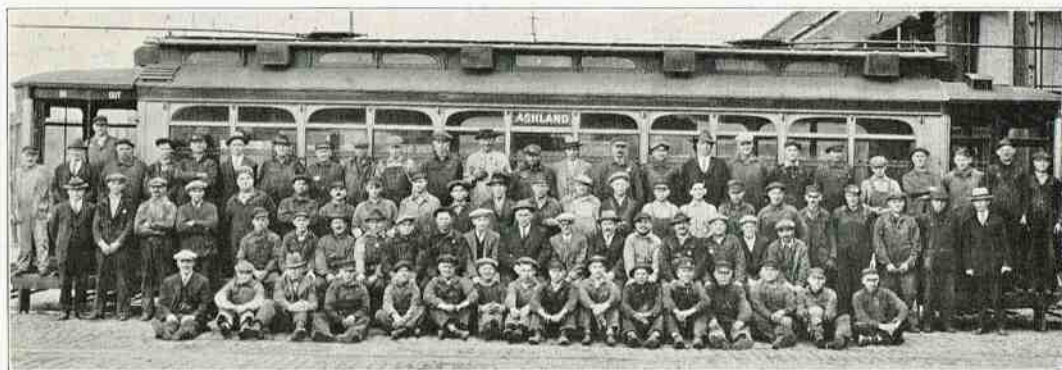
"Business is so quiet that we better have a special sale," said the shoe merchant.

"All right," said the store manager, "what shall it be."

"Well," said the boss, "take that line of \$5 shoes and mark them down from \$10 to \$8.50."

Keeping 'Em Rolling

69th and Ashland Takes the Flag to the South Side—September Rains Lower Average



Flag Winners at 69 th and Ashland

Foremen: J. Gamen, Day; M. Burke, Night. Assistant Foremen: J. Keane, Day; W. Gerth, Night. Repairmen: N. Howe, C. Forta, M. Baldwin, D. Krivicich, D. Condon, G. Shputis, A. Druceis, C. Olson, S. Von Huben, P. Gricius, P. Fiffles, J. Donaldson, M. Hogan, P. Dymosh, C. Gugaitis, P. Jordan, F. Krasamkes, J. Czarnauskis, F. Schroeder, A. Daukas, J. Laundenski, C. Boster, J. Fitzgerald, A. Zemankis, P. Mockela, J. Uzandenis, N. Zlebuskis, P. Demakus, M. Marcus, J. Stankus, J. Kosmaiski, W. McTigue, J. Tumas, L. Keane, D. Forta, P. Balzicek, J. Burtheiwicz, J. Sparakos, F. Burmeika, A. Ormond, T. Zigmont, A. Daily. Car Placers: G. Booras, J. Van Huben. Car Cleaners: J. Klimas, G. R. Krause, J. Cleary, R. Caplis, J. Maskus, G. Georgopolas, T. Melody P. McCoy, P. Fitzgerald, W. Coombs, J. Millas, D. Mustaccio, P. Denas, J. McClements, W. Keenan, J. Dempster, M. Kirby, F. Levans, M. Sheehan, J. Michuskis, T. Walter, W. Goheen, R. Ryan, L. Little, A. John, J. Howe, J. Brazawskis, F. Pickering, L. Morley, M. Lane, J. Crowley. Store-room Clerk: A. Jones.

In the September issue of the magazine the prediction was made that the pull-in flag would go to the South Side in the near future, and actually in the month of September this prophecy was fulfilled. Sixty-ninth & Ashland leads with 55,561 miles and Archer is second with 46,369.

The average for the month of September is 18.2% lower than that of August, but as everyone knows, September had many heavy rains, flooding subways, thereby causing more pull-ins for electrical trouble than the month previous. This average is however, higher by 1,231 miles than in September a year ago, and September a year ago was second highest for 1926.

The individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Percent Inc. or Dec.
1	69th St.	14	55,561	18.3
2	Archer	15	46,369	32.0
3	Armitage	20	40,939	19.4
4	Limits	20	38,679	5.2
5	Blue Island ..	21	37,529	21.0
6	Elston	20	36,828	23.2*
7	North	11	36,410	7.4*
8	Noble	22	33,604	4.7*
9	Lawndale	18	27,648	68.2*
10	77th Street ..	11	26,287	10.3*

11	Division	15	25,491	34.5*
12	Lincoln	13	22,693	28.6*
13	Cottage Grove ..	10	22,553	16.5*
14	Kedzie	7	20,075	25.8*
15	Burnside	12	17,030	30.8*
16	Devon	2	13,449	42.9*
		231	27,081	18.2*

*Decrease

The standing of each carhouse for the past half-year follows:

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

Service Is Either Good or Bad

Up to the Motorman and Conductor to Determine Which It Shall Be

"By his work a man shall be judged." In this day and far into the future, this is and will be more and more applied to the rank and file of the individuals in the industries.

Today the individual results, no matter what work he may be engaged in, are either good or bad. There seemingly is no middle ground to rest on as there was in the days gone by when a mediocre record might be referred to as one where it did not seem fair to class it entirely as bad. Therefore we must be capable of choosing for ourselves either the good or the bad.

With the industry providing transportation to a mass of people, this method of praise or condemnation is very readily used, as we often hear it said that the service is either good or bad.

With the business of piloting an electric street car through the streets of a large city; the ease and safety with which it is done, the effect on the riders, the regularity of the service, and the efficiency with which it is accomplished—all of these have a direct and uncompromising influence on the minds of the people. A low power record per mile of car operated is indicative of a motorman who knows his business to a degree where the people recognize it as good service.

These are facts notwithstanding that you may have heard it said in high as well as low places within and without the industry that "power saving is all bunk." You and your business are indeed fortunate in having a means unbiased, fair, accurate, showing no favorites, founded on a principle of natural law, and beyond the power of any human being to dispute where the Kilo Watt Hour Meter speaks for you.

This Company is equipped with the finest tools known to the business of furnishing transportation, coupled with a proud and sensitive executive and administrative force; proud in that they are able to furnish the best that can be produced in Power Houses, Track, Cars, Buildings, and all other necessities and tangibles; sensitive in that they are awake to the responsibility that reposes on them. They must produce as near a perfect service as is possible.

Mr. Motorman and Conductor it is your work to deliver the results of these mighty machines and this organization to the people in a manner that they will call it good service. The kilo watt hour per car mile, and passengers carried records for any run, time, after time, is the true measure of the manner in which the car is being operated.

To run on time—save power—safety always—these are the high points in your business; all they really mean is good service.

The following table has been arranged for the benefit of our motormen and shows the standing of each depot on the basis of the greatest gain in power saving when compared with the first operating period of the depot, the per cent column showing the amount, thus determining the rank of the depot on this system:

Division	September	Per Cent Saving or Loss
Cottage Grove	1	10.50
Armitage	2	6.85
Lincoln	3	5.68
North	4	5.53
Burnside	5	2.94
77-Vincennes	6	2.65
69-Ashland	7	2.48
Archer	8	1.93
Division	9	0.92
Limits	10	0.91
Devon	11	0.54
Lawndale	12	0.29
Elston	13	0.65*
Kedzie	14	1.01*
Noble	15	1.85*
Blue Island	16	4.88*
Total Points		32.83
August Points		48.63

September Loss 16.21
or 33.3%.

*Loss

The following shows the division standing for six months:

Division	Aug.	July	June	May	April	Mar.
Cottage Grove	1	1	1	2	2	1
Armitage	2	2	2	1	1	2
Lincoln	3	3	3	3	3	3
77-Vincennes	4	4	4	5	4	4
69-Ashland	5	9	11	9	11	11
North	6	8	9	4	8	9
Archer	7	6	7	11	12	12
Devon	8	7	8	7	7	5
Burnside	9	10	6	8	5	8
Limits	10	5	5	6	6	6
Division	11	11	13	12	10	10
Kedzie	12	12	12	10	9	7
Elston	13	15	15	14	14	14
Lawndale	14	14	14	13	13	13
Noble	15	13	10	15	15	15
Blue Island	16	16	16	16	16	16

The Infant

A motorist found himself almost out of gas in a strange suburb the other day with only forty cents in his pocket. He drove into the nearest filling station and gave his order:

"One gallon of gas, please."

The man in overalls looked over the big car. "One gallon!" he said. "Whatcher tryin' to do, wean it?"

Lawndale-Blue Island Gaining

Lead in Accident Prevention for September—Lincoln Still Ahead for Full Period

Standing of Divisions, February to September Inclusive

First Place	Division No. 11, Lincoln	74.60
Second Place	Division No. 6, Lawndale & Blue Island.....	70.99
Third Place	Division No. 7, Kedzie	69.65
Fourth Place	Division No. 9, Division & Armitage.....	69.33
Fifth Place	Division No. 8, North Avenue	67.60
Sixth Place	Division No. 2, Burnside	66.79
Seventh Place	Division No. 10, Elston & Noble.....	66.09
Eighth Place	Division No. 1, Cottage Grove	65.89
Ninth Place	Division No. 5, Archer	64.13
Tenth Place	Division No. 4, Sixty-ninth	63.04
Eleventh Place	Division No. 3, Seventy-seventh	62.60
Twelfth Place	Division No. 12, Devon-Limits	57.02

Standing of Divisions September, 1927

First Place	Division No. 6, Lawndale & Blue Island....	86.70
Second Place	Division No. 11, Lincoln	82.15
Third Place	Division No. 9, Division & Armitage.....	79.29
Fourth Place	Division No. 4, Sixty-ninth	76.83
Fifth Place	Division No. 1, Cottage Grove	75.57
Sixth Place	Division No. 10, Elston & Noble.....	75.56
Seventh Place	Division No. 5, Archer	73.99
Eighth Place	Division No. 8, North Avenue.....	73.55
Ninth Place	Division No. 7, Kedzie	73.41
Tenth Place	Division No. 2, Burnside	72.03
Eleventh Place	Division No. 3, Seventy-seventh	70.89
Twelfth Place	Division No. 12, Devon-Limits	67.19

By **WILLIAM PASCHE**

Supervisor, Accident Prevention

Lincoln Depot, Division No. 11, continues to lead in the Accident Prevention Contest. Blue Island & Lawndale, Division No. 6, has moved from third to second place, and Kedzie, Division No. 7, has dropped from second to third place. Division No. 9, Division & Armitage, has moved up from fifth to fourth place, having changed places with North Avenue, Division No. 8. Burnside, Division No. 2, continues in sixth place with Elston & Noble, Division No. 10, in seventh place. Cottage Grove, Division No. 1, has moved from ninth to eighth place and Sixty-ninth, Division No. 4, has dropped from eighth to tenth place, Archer, Division No. 5, having moved up from eleventh to ninth place with 77th and Devon-Limits, Divisions Nos. 3 and 12 bringing up the rear.

In the past two issues of SURFACE SERVICE we have discussed Vehicle accidents and Car Collisions. In this issue we will discuss Boarding and Alighting Accidents. These accidents can generally be avoided if both trainmen are alert and interested in their work. The calling of streets will generally eliminate Alighting accidents where passengers rush out from the interior of the car just as the car has arrived at the street where passenger intended to alight. Many times a passenger is seated in the car looking for a certain street and just as the rear end of the car has passed the near side curb he or she notices that they are passing the street where they had intended to alight and rush to the rear platform of the car and step off quickly, sometimes falling to the street in the center or far side of intersection. The calling of all streets where cars make service stops is selling service and will be greatly appreciated by our

passengers. It is also an accident preventive.

Conductors when collecting fares and loading passengers should keep themselves in a position to look out alongside of car for passengers before giving go-ahead signal to motormen or closing automatic door. At intersections where there are Stop and Go lights you should obey the instructions posted at all deposits with reference to giving motormen the second go-ahead signal and keeping automatic doors open until the orange light is shown.



J. Dunnavan and W. F. Kornoski from Division Car Station and J. Kelly from Ingram Barns, Pittsburgh, Meeting After an 8 Year Separation

Many boarding accidents can be prevented by motormen if they will slow down the cars when they see prospective passengers running for the rear end of the cars or, better still, if they have not started, to remain standing until the passenger has had a chance to board. In cases where car is standing at an intersection and a prospective passenger runs

in front of the car and turns toward the conductor's platform, if the motorman starts car and the passenger is not permitted to board while the car is standing, the motorman has not only failed to do his duty, but he has been positively discourteous as well.

In no instance should the go-ahead signal be given by the conductor to the motorman until the last intending passenger has safely boarded the car. The same care should be exercised as to alighting passengers. In other words, neither the motorman nor the conductor should take a chance of starting the car without knowing, as a positive fact, that the passenger has safely boarded or alighted. At times the street pavement opposite the usual alighting point becomes so worn or is so depressed that the height of the step to the street at either the front or rear end of the car is high and dangerous. Where such street conditions exist the trainmen are in a good position to learn of the conditions and should report them so that an effort may be made to have the City put the pavement in good repair. Where a motorman or operator has knowledge of such a dangerous condition the car should be stopped at a point to avoid the unsafe street condition, or, if this is not practical, alighting passengers should be especially warned of the danger.

Motormen, when coming up to an intersection to make a stop, should not open the exit doors until such time as the car has actually stopped. We sometimes see motormen when they are still seventy-five or one hundred feet away from the intersection opening the exit door and, in some cases, passengers who wish to alight step from the car before it has actually stopped. After having received the go-ahead signal at an intersection and all passengers have safely alighted from the front platform the motorman should in every case close the front exit door. We sometimes see motormen operating the cars over intersections with the doors open. This is a violation of the rules and is not a safe practice.

Vanishing Miracle

Tillie—"What would you call a man who hid behind a woman's skirts?"

Willie—"A magician."—Awgwan.

September Courtesy Gains

*Better Than the Average in Everything, but Quick Starting—
Archer Leads*

Standing From May to September Inclusive

	Dis.	P. U.	Trns.	Q.S.	Total	Cmnd.
1 Archer	41	15	16	16	88	11
2 Lincoln	20	9	17	8	54	10
3 Lawnd.	33	10	14	4	61	4
4 Bl. Isl.	26	5	11	10	52	9
5 Limits	20	13	10	5	48	6
6 North	76	26	34	31	167	17
7 69th	52	23	20	17	112	11
8 Armtg.	27	14	10	6	57	3
9 Elston	20	7	13	5	45	8
10 Division	33	8	10	15	66	1
11 Kedzie	71	19	35	13	138	21
12 Noble	18	8	8	6	40	1
13 77th	95	58	21	37	211	25
14 Brnsd.	27	18	16	10	71	17
15 Devon	87	30	24	12	153	21
16 Cot. Gv.	61	20	34	19	134	12

Total 707 283 293 214 1497 177

Following is the record by months:

	Dis.	P.U.	Trns.	Q.S.	Total	Cmnd.
May	118	50	49	47	264	36
June	152	77	69	49	347	45
July	159	61	63	46	329	37
August ...	140	47	57	27	271	28
Sept.	138	48	55	45	286	31

Total .. 707 283 293 214 1497 177

At the end of September in summing up the results of five months efforts to produce the most courteous, as well as the most efficient type of street railway service, we find encouragement from the fact that we are showing a general improvement in our courtesy rating.

For instance, taking the total number of "discourtesy" complaints received in the four months preceding September, we find a monthly average of 142. In September we received 138 complaints of this type. Nothing that would call for the hiring of a brass band, but an actual step in the right direction. Let's "Step lively" now that we're headed the right way.

The monthly average for "passing up" complaints during the same period—May, June, July and August was 59. In September we pulled this down to 48 complaints. Still heading in the right direction. Remember, if you follow the rule book, you will have no passing up entries on your record sheet.

"Transfer" complaints show an average of 59 per month up to September. In September we received 55. Another small

decrease which indicates the need of using the utmost care in issuing transfers.

"Quick starting" complaints. Here is where we take some bad medicine. Up to September 1st, the monthly average for this type of complaint was 42. During September we boosted it up to 45. Knowing, as we all do, that quick starting when a passenger is either boarding or alighting from a car has often resulted in serious personal injury with the attendant liability and long drawn out legal battles, we cannot help but view this increase with considerable apprehension. Investigation of many of these cases shows that the conductor was actually careless in taking for granted that all persons were safely on car when he gave the "go ahead" signal without first actually looking out alongside his car. Some conductors form a very bad habit of standing with their backs toward the car steps. In this position they are forced to half turn and look over their shoulder in order to view boarding or alighting passengers.

Total of all complaints average 303 per month, previous to September. In September we received but 286.

Taken as a whole we are improving our courtesy record.

Commendations come in at an average of 37 to the month and dropped to 31 for September.



Granddaddy Motorman William Rump of Lawndale Is Mighty Proud of This Pair of Grandchildren, Randall Marsh and Evelyn Miller

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

EFFECTIVE CONFERENCES

Superintendent Evenson and Supervisor of Accident Prevention Pasche have completed a series of afternoon and evening talks at every car station. Service of the right kind, relations with the public, selling transportation, a get-together spirit that bring results, courtesy and close attention to everything that can insure the safety and comfort of street car riders were features of these practical conferences. At each of the meetings, there were also brief talks by the local division superintendent or his assistant and usually also by an official of Division 241.

This plan of maintaining a close personal contact between the Superintendent of Transportation and his divisional assistants and the platform men was inaugurated a year ago and the results were so satisfactory that arrangements were made for a repetition this year with slight variations. The interest created a year ago when Superintendent Evenson made his first tour was a demonstration that the men were both anxious and willing to listen to technical and practical discussions of subjects affecting their daily business lives. That interest grew with the passage of time with the result that at this year's series of meetings, the attendance was much greater than heretofore. At many of the stations practically every man who was not on the street in service was an interested listener in the audience that greeted the Superintendent and his assistants.

All of which is a most gratifying evidence of advancement toward a higher type of service and a more satisfactory relationship with the Surface Lines patrons.

RICHARDSON TROPHY PRESENTED

Superintendent Evenson Turned the Big Cup Over to the Lincoln Champions

Following practical talks on general operation and accident prevention work by Mr. Evenson and Mr. Pasche, presentation of the G. A. Richardson baseball trophy was made by Mr. Evenson at Lincoln Station, Thursday, Oct. 27.

Members of the baseball team were congratulated on their fine showing of team work which directly made possible the winning of this fine cup, and the trainmen in general at Lincoln Depot were complimented on their efforts and team work which has resulted in keeping them at the head of the Accident Prevention Contest list for eight consecutive months of competition.

They were told, however, that although they were now at the top of the list, the lowest depot was but 16 points below them and within striking distance.

Favorable mention was also made of their position (2nd place) in the Courtesy Contest. The combination of team work shown in physical competition, Accident Prevention and Courtesy, being of the highest order.

Mr. Hays, in behalf of the team, accepted the cup commenting on the Depot standing in work, as well as play, and presented Mr. Evenson with a baseball inscribed with the names of the baseball players stating that the boys wished it given to Mr. Richardson with their thanks and as a token of appreciation.



Operator H. B. Stahl, Badge No. 4925, and His Happy Family—Six Real Smiles

A ZOOLOGICAL ERROR

Secretary Hupp Almost Causes a Tragedy at Lincoln Park

Upon his return from the Ozarks last week "Alderman" Joshua Burgee brought with him in a crate a wise-looking, fuzzy-coated long-tailed quadruped which he presented to Secretary Frank Hupp, explaining that this was a young 'coon captured on his estate. Secretary Hupp having no accommodations in his modern apartment for a zoological annex was momentarily embarrassed, but after a little thought decided he would transmit the gift to the Lincoln Park "Zoo." Pete Wagner's services were secured and with his assistance young Mr. 'Coon was transported via Pierce-Arrow to the Park.

There Mr. Hupp inquired for the man in charge of the 'coon collection, and after finding that the gift would be acceptable, the column was formed in the following order, headed for the 'coon village:

Park Policeman on Foot,
'Coon Superintendent,
'Coon in crate
Supported by
Pete Wagner and Secretary Hupp,
Park attendants, visitors, etc.

Reaching the 'coon quarters the procession halted, and the box was lowered with its gate at the door of the 'coon house. The superintendent, leaning over the fastenings was about to make the transfer when he suddenly straightened up.

"Hey!" he exclaimed, "what's the big idea? You said you were giving us a 'coon."

"That's right," said Mr. Hupp, "that is my intention."

"Well, where is he?" demanded the attendant.

"That's him right there," replied Mr. Hupp.

"G'wan!" exploded the attendant, "that's no 'coon; that's a 'possum."

Closer examination confirmed this verdict, and a hurry call was put in for the 'possum keeper. The procession was reformed with young Mr. 'Possum in the center of the line, escorted as before by Messrs. Hupp and Wagner, and, attended by an interested crowd, delivery was finally made at the 'Possum Village.

"Pete," observed Secretary Hupp as

they were rolling back to the office, "what do you suppose would have happened if they'd let that 'possum into the 'coon cage?"

"Dunno," said Pete, "but from what I've heard, 'coons' are mighty fond of 'possum and I guess he wouldn't have lasted long."

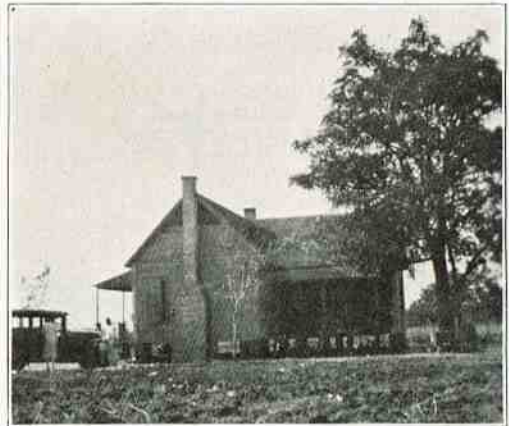
"Well," reflected Frank, "we saved his life, but Josh Burgee has been down in the Ozarks long enough to know a 'coon from a 'possum, and will have to be more careful in labeling his exhibits."

MASSA ANDRESEN RETURNS, SAH!

He and His Family Visit Their Geo'gia Pecan Plantation

Upon the advice of a friend, who had never been south of 79th and Halsted Streets, we started October first on an automobile trip through the southern states, arriving on the fourth day in a place called Jacksonville, Florida.

We found the roads very good with the exception of the southern part of Georgia, where we encountered many detours.



Massa Andresen's Geo'gia Mansion

We were greatly impressed with the beautiful scenery in Tennessee and the manner in which the natives live, which, by the way, is still a mystery. The population is mostly colored. The negro cabins are practically all alike, one being a little worse than the other. Paint is an unknown commodity and for a negro to be seen driving a nail or replacing a broken window is looked upon with as much favor as mayhem. The result is, they live in their cabins until they fall down on their heads, then sometimes they move.

Al Jolson, an actor, for years has been singing the praises of his dear old mammy. To us she was no particular inspiration for a song. Mammy never weighs less than 250 pounds and invariably smokes a corn cob pipe. In most

cases she is generously mooned. Saturday night doesn't mean a thing to her, except just another day after Friday. Sitting in the broiling sun all day—well, use your own judgment.

The white population, sometimes playfully called "crackers," could teach the tired business man up north the art of resting. In order to rest more peacefully, some of them have installed a gasoline container which they sit and watch until they fall asleep. If you succeed in waking him up, the "cracker" will glance at the container and if he finds it is full, will sell you a supply of gas—providing you hold the hose. If he is obliged to pump a new supply, he will probably tell you he reckons you have enough to last until you reach the next town. Before you get started he is sound asleep again.

The return trip was made by way of Alabama, now believed to have the most terrible roads in the world. Nothing but detours over mountains, through streams, and over newly plowed fields, all of us hoping that we would be safe in a hospital with only a broken neck.

It has been truly written, that instead of sending Missionaries to China, they might to better advantage, try to reform the Alabama State Road Commission. There is a State road tax of 5 cents per gallon on gas. Why, we don't know.

After sundry and divers flat tires, caused by nails, spikes, boll weevils, or what have you, we arrived at Nashville, located near White Bluffs, Tennessee. Every part of the machine was making a noise except the horn.

The most beautiful scenery of all was the lights of dear old Chicago.

Still some people would call this a pleasure trip.

A. F. A.



Lucille Shipper and Her Prize Winner "Ted." She Is 11 Years Old and Her Father, Conductor B. Shipper of Blue Island, Is Very Proud of Her

BOWLING FANS BUSY

Season Opens With Largest Number of Teams in the League's History

The 1927-1928 Bowling Season of the Surface Lines Bowling League opened September 9, 1927, with the greatest number of teams that have ever competed in the Surface Lines Bowling League in the history of the club's activities. The games are bowled each Friday evening at 7:00 p. m. on the third floor alleys of the Gold Coast Recreation Rooms, located on Clark Street, just north of Division Street.

Practically every department is represented, having one or more teams entered, their being twelve, five-man teams competing for the honor of finishing in first place, and the prizes donated by the club.

The growth of the league from an eight club-league of previous years to a twelve club-league of this year demonstrates the growing interest in this healthful recreation.

The bowling season extends over a period of 33 weeks, thereby bringing together a greater number of club members over a longer period of time, than any of the other club events.

A. C. JANN, Secretary.

STANDING OF TEAMS AND INDIVIDUALS AS OF OCTOBER 28, 1927

Teams	Games		Per- cent	High	Totals	Aver- age
	W.	L.				
1. Transportation	16	8	666	914	20,491	854
2. West Shops	15	9	625	933	18,124	755
3. Engineers, No. 2	14	10	583	996	18,324	763
4. Car House	14	10	583	921	18,744	781
5. Accounting	13	11	542	953	18,919	788
6. West M. & S.	12	12	500	968	18,836	785
7. Schedule	12	12	500	990	18,060	752
8. Engineers, No. 1	10	11	476	938	16,602	791
9. South Shops	10	14	417	914	18,494	771
10. Electrical	10	14	417	900	18,876	786
11. South M. & S.	9	15	375	892	18,895	787
12. Accid. Invest.	6	15	286	922	15,293	819

INDIVIDUAL AVERAGES

Player and Team	Games	High	Total	Aver-
1. Eger, Accid. Invest.	15	257	2,867	191
2. Demzien, Car House	24	215	4,424	184
3. Dixon, Transp.	15	233	2,726	182
4. Ennerson, Transp.	24	221	4,352	181
5. Rogers, Elect.	22	215	3,821	174
6. Wilberscheid, Transp.	24	241	4,165	174
7. Zang, West M. & S.	18	213	3,119	173
8. Fish, Accid. Invest.	21	201	3,622	172
9. Siers, West M. & S.	9	194	1,549	172
10. O'Brien, West M. & S.	21	212	3,574	170
11. Ebeling, West Shops	15	249	2,548	170
12. Geiger, Accid. Invest.	18	223	3,055	170
13. De Lave, Transp.	24	224	4,070	170
14. Zamzow, South M. & S.	21	209	3,554	169
15. Alexander, Engineers, No. 1	21	198	3,548	169
16. Schick, Elect.	17	214	2,871	169
17. Sedlack, Schedule	24	257	4,036	168
18. Isacson, Engineers, No. 2	21	219	3,514	167
19. Carr, South Shops	21	213	3,514	167
20. Molath, South Shops	18	209	2,969	165
21. Zanetz, Engineers, No. 2	12	218	1,977	165
22. Volland, Accounting	24	222	3,951	165
23. Gallagher, Elect.	24	221	3,908	163
24. Cammack, Schedule	18	191	2,925	163
25. Mavrinac, South Shops	24	210	3,886	162
26. Ambler, Engineers, No. 1	21	190	3,397	162
27. Michalic, Transp.	16	213	2,584	162
28. Jann, Accounting	24	229	3,835	160
29. Stack, Accounting	20	195	3,179	160
30. Wendt, West Shops	24	222	3,821	159
31. Altemus, Accid. Invest.	8	181	1,274	159
32. Nirkovitch, South M. & S.	24	190	3,815	159
33. Collins, Car House	24	202	3,803	158
34. Platt, Engineers, No. 1	21	188	3,317	158
35. Lynn, South M. & S.	18	225	2,831	157
36. Sprenger, Accounting	24	196	3,766	157
37. Gargel, South Shops	24	183	3,760	157
38. Stevesand, Car House	21	221	3,276	156

39. Figge, West M. & S.....	24	191	3,727	155
40. Vchanek, West Shops.....	24	237	3,724	155
41. Flood, Engineers, No. 2.....	12	189	1,854	155
42. Neusel, West Shops.....	24	202	3,699	154
43. Ryan, No. 1, South M. & S....	19	186	2,929	154
44. Kariall, Engineers, No. 2.....	21	191	3,220	153
45. Lee, Accounting.....	21	209	3,218	153
46. Abbott, Engineers, No. 1.....	21	183	3,218	153
47. Ploner, Accid. Invest.....	9	184	1,376	153
48. Bollinger, Car House.....	21	200	3,192	152
49. Forsythe, Schedule.....	21	191	3,178	151
50. Cummings, South M. & S.....	18	176	2,691	150
51. Barhamme, Engineers, No. 1....	15	216	2,215	148
52. Linn, West M. & S.....	15	183	2,197	146
53. Schenck, Electrical.....	17	190	2,488	146
54. Bell, Schedule.....	24	177	3,500	146
55. Renner, Engineers, No. 2.....	24	179	3,484	145
56. Bloom, South Shops.....	18	190	2,520	140
57. Heath, South Shops.....	21	155	2,851	136
58. Stoll, Car House.....	24	172	3,239	135
59. Streeter, Accid. Invest.....	14	182	1,834	131
60. Tepper, West Shops.....	24	162	3,125	130
61. Ryan, No. 2, Schedule.....	18	168	2,256	125
1st High Team Average—Engineers, No. 2—939.				
1st High Single Game—Schedule—090.				
1st High Ind. Average, Three Games—Eger, 234 1/2.				
1st High Single Game—Sedlack—257.				
2nd High Team Average—Accounting—911 1/2.				
2nd High Single Game—West M. & S.—968.				
2nd High Ind. Av., Three Games—Demzien—208.				
2nd High Single Game—Ebeling—249.				

GEORGE LOVELL POWERS

Lovell Powers has passed away! This sad announcement came as a shock to his legion of friends in the Chicago Surface Lines on Thursday, October 27th. Lovell was pay roll clerk in the Accounting Department and was known throughout the entire system for his congenial disposition. Entering the service of the West Chicago Street Railway Company in 1894 his talents were soon recognized and promotion



followed. During the troublesome days of 1908-09 when thousands of employees were engaged in the rehabilitation work, he was appointed Time Keeper and Track Paymaster of the Chicago Railways Company, for which service he was highly commended by the officials of the company. The obsequies took place Saturday afternoon, October 29th, from his late residence, 4914 Roscoe Street, and were attended by a large number of Chicago Surface Lines employees. Services were conducted by Blaney Lodge, A. F. & A. M., of which the deceased was a member, and interment was at Acacia. Mrs. Powers has the sympathy of hundreds of our employees in her sad loss.

Departments and Divisions

Engineering

John Ruzich the "Profile Clerk" distinguished himself by winning the second prize in the singles in the Horse Shoe Tournament, held recently at the Club House. John also pitched (?) in the doubles.

Leonard Dewey is back at his desk at Burnside after a trip to Europe. He finds it hard to adjust himself after the gay life in Paris.

Mr. Knutsen says he is glad he was not born in Germany, because he can't talk German.

Glen Haberer has a sport roadster which he claims is the speediest thing on the road, always keeping six weeks ahead of pay day. He gets 10 gallons per mile.

Bryan Maloney is the proud father of a new baby girl. This makes two girls for Bryan.

A tramp asked Joe Koza, "Can I cut your grass for a meal." Joe told him he could eat it without cutting it, if he wished to.

Since the resignation of Mrs. Margaret Kush, Miss Isabel McGinnis is in charge of the office and files of the Building Department. She is assisted by a new employee, Miss Olwen Glynne, daughter of the late Robert Glynne, who was a faithful employe of this Department for twenty years.

The sympathy of all the employees of the Engineering Department is extended to A. B. Bonhomme, on account of the death of his father.

Transit.

Accounting

Mr. Arthur Wixon, who left service Friday, September 30th to go to Boston, Mass., for the cranberry crop, is back in town again. Arthur and a boy friend of his purchased a second-hand Ford car, started for Boston, arrived safely, but just too late for the cranberry crop, and came home again, sold the car, and are none the worse for their experience.

Miss Merle Du Bois left the Company's service on Saturday, October 22nd, to take up other duties with Chicago, Rock Island and Pacific R. R. Co. The department wishes her the best of luck in her new ventures.

The department extends congratulations and best wishes to Mr. and Mrs. H. A. Praitier who announce the arrival of a bouncing baby girl Sunday, October 9, 1927. The latest report is mother and baby are doing fine.

We take pleasure in welcoming four new members to the department—Misses Anne Keruish, Mildred Hedstrom, Elsie Wigell and Margaret McConnaughey.

A suggestion to organize a basket ball team in the department has been made; anyone wishing to play see Mr. Howard Dahl.

The girls in the Stenographic Department will develop into A-1 Bridge Players if they continue having Miss Harriet Hanley instruct them during noon hour period.

The girls in the department showed wonderful club spirit by their attendance at the Shops' Hallowe'en party, Thursday night, October 20, 1927. Misses Evelyn Schlau and Anne Keruich were prize winners in the pumpkin eye game.

Flapper's Husband: "There's a limit to all things. I don't mind washing the dishes. I don't mind feeding the cat, I don't mind mending my own clothes, but I'll be darned if I'll wear pink ribbons on my nightshirts to fool the baby."

Vacationists returned: Misses H. Ruberry, E. Ronick, O. Tidler, M. Valentino, J. Warren, G. DeCola, M. Du Bois, Mr. J. Kruty, Mrs. E. Savickey and Mrs. B. Wagner. All report a wonderful time.

Thomas F. Coan.

Shops and Equipment

West Shops: Mr. Eugene A. Foster, who has been employed in the Air Brake gang at the West Shops during the summer months; has been transferred to the Engineering Division, to fill the vacancy left at the time of Mr. Farar's transfer to the Transportation Department.

Extra! Extra! Harold Ebeling bought a radio.

Gus Olson and Conrad Stoffass, of the Paint Shop, are on the sick list. We hope for their speedy and complete recovery.

Mr. George Turton, in writing from England, wishes to be remembered to the boys in the Paint Shop.

We are glad to see William Fehrman back to work after spending several weeks in the hospital.

Our sincere sympathy is extended to Edward Pflug, electrician, whose mother passed away October 15th.

We are sorry to hear of the illness of Martin Kramer, and hope that he will soon be well again.

North: Hank Wagner took home a bird the other day thinking it was a canary, and after putting it in a cage it got out three times. Hank thinks now that it was a jail bird because the minute he opened the door you couldn't catch it with a shotgun.

George Johnson is working days and going to night school. Perhaps he will be able to put the radio together now.

Hot Box Stanley had his pockets picked on a street car the other night and lost two pay checks, but the pickpocket could not use them and they were returned to Stanley again. Some luck, Hot Box.

Limits: We are proud to say that our day Foreman, Mr. George Chamberlin, had the opportunity of attending the American Electric Railway Convention in Cleveland, as a reward for the good work done at the Limits Carhouse during the past year, in regard to the reduction of pull-ins or equipment failures.

Blue Island: Our sympathy is extended to Mr. Protapas and family, who lost a dear son and brother in an automobile accident Saturday evening, October 8th.

John Cremin's wife and 5-month-old son are

taking a three months' pleasure trip visiting relatives and friends in Kildare County, Ireland.

The wedding bells rang out for George Telias. Congratulations! George passed the cigars.

Mike Salkowski, who was injured, is getting along fine at St. Anthony's hospital. He hopes to be out soon and back to work.

Mr. G. Edmonds bought a five-room bungalow on Kolmar Avenue, near Belmont. He spent his vacation wheeling dirt.

Lawndale: David Walsh passed away at Speedway Hospital September 26th. Our sympathy is extended to his family.

Kedzie: The Mechanical Department at Kedzie suffered a loss when T. Noon passed away on August 30th, after an illness of several weeks. Our sympathy is extended to his family in their bereavement.

H. Pitkus just reported the arrival of a fine baby boy, born September 10th. Congratulations! Cigars are still in order.

The boys were very sorry to hear of Mr. Krueger's illness and are glad to know that he will be back with them before long.

J. Karic is wearing a smile these days. The reason is that an 8-pound baby boy arrived at his home on October 15th. Yes, the boys all smoke.

The following men are off sick: J. Kelos, M. Kushidowiz, T. Psihogis and A. Cobrian. We hope to see them back on the job soon.

A. McGuire was transferred to Limits on October 4th. The boys were sorry to see Andy leave and wish him luck in his new job.

Lincoln: Our sympathy is extended to Mr. W. Stevesand in the loss of his sister, who passed away very suddenly while visiting relatives in Hammond.

Jane V. McCarthy.

South Shops: For the first time since the Pull-In contest started, the flag has been won by the South Division, having been won by 69th Street Carhouse this month. It is not necessary to say that we are glad to see the flag on this side of the city and now that we have it, we are sure that it will take considerable hustling by the carhouses North and West to take it away from us.

Charles Palmer, Armature Winder, is back on the job after an extended illness.

Chester Sandow's wife is recovering after an operation for appendicitis.

Charles L. Reed, former machinist at the South Shops who has been an invalid for the past few years, passed away on October 13th.

W. Bebbler on the Supply Car was recently seen pushing a go-cart. It seems as though he has been keeping something from us.

Dick Hauptman has returned from a two weeks' vacation, which was spent in the wilds of Michigan.

Andy Ziegelmier received many compliments on his picture which was in last month's issue of the magazine.

Burnside: Tim O'Connell, night watchman, has been laid up with rheumatism for the past few weeks. We all wish Tim a speedy recovery.

77th Street: Ed Wiegand is the proud daddy of a 9-lb. boy.

A. Posykus has been off sick for the past few weeks. The boys hope to see him back on the job very soon.

When it comes to trucks, ask Frank Rodovick.

69th Street: The boys are all glad to see the Pull-in flag come to this carhouse and everyone will do his best to retain it.

Mr. Gamen reports a very good time at the convention in Cleveland.

J. Keane is the proud father of an eight pound boy. Mother and baby are getting along fine.

W. Gerth was seen riding around in a new Chevrolet Sedan. Looks like he'll have some explaining to do.

Leo Keane has put away the fishing tackle and has taken out the old rifle. He is out after big game, he says.

J. P. McCauley.

Electrical

Leo Purcell, who suffered a fractured kneecap on July 15th, is still in the Washington Blvd. Hospital. Visitors are a very welcome diversion. If you want to do a good deed, here's your golden opportunity. Purcell's family does not reside in Illinois, so he is dependent upon his friends. Do your stuff.

Capt. H. A. Chadwick, A. E. F., is the new member of the Electrical Dept. The captain was connected with the Line Dept. in 1917.

H. M. Essington.

Material and Supplies

Inspired by the flight of Colonel Lindbergh, Jim Sefcik has taken up aviation. His ambition is to be the first to fly over the Drainage canal. Jim's plane, the Spirit of Berwyn, is in the coal yard being prepared for the hop-off.

A. J. Stockley and A. F. Kuster went on a fishing trip last week to Lily Lake and Browne Lake. Although A. J. was the smallest man in the party, he got the largest fish.

We do not think that the middle of the street at Clark and Division is a safe place for a man to stand and scratch his neck.

Viola Eger has been transferred from the Requisition Division to the South Shops Store Department. Evelyn Sahs was transferred from the Ledger Division to the Requisition Division.

Marty Garrity, the sheik of the South Shops, is considered to be some hooper. So sure is he of his fame that when attending a dance, he only purchases a ticket for himself and then lets the news leak out that he will be there. This generally causes the members of the fair sex to attend said dance in droves. He doesn't lack partners and also saves the price of one ticket.

We should like to receive more contributions to this column. Please send them to the undersigned.

R. E. Buckley.

Around the Car Stations

Cottage Grove

The accident prevention meeting was held at this depot on Monday, October 10th, about 500 trainmen attending. The meeting was opened by a 20-minute instructive talk by Superintendent Evenson, whose well-chosen words were listened to with a great deal of interest, especially when he said, if the conductors would co-operate more with the motorman at the time when waiting for the signal lights, and give the go ahead signal when everything was safe to go, after changing to the green lights, more of the motorman's attention could be devoted to watching the traffic, thereby preventing a great many accidents. Mr. Evenson then called upon our Division Superintendent, Mr. Bessette, for a few words. Mr. Bessette, who was suffering from a cold, asked to be excused, but said he would like to see Cottage Grove on top of the Accident Prevention contest.

Mr. Wm. Pasche, superintendent of Accident Prevention, was introduced by Mr. Evenson, who spoke of the length of time Mr. Pasche had been in the service of the Surface Lines, working his way up from the train service to his present position. Mr. Pasche in a very forceful speech explained his theory of the prevention of accidents. His remarks should be an incentive for the trainmen to be determined to be on top of the list instead of the seventh place.



Peter Fitzell and John Pickin of Cottage Grove at Pickin's Cottage, Bass Lake, Pentwater, With Their Morning Catch



Here Is a 3½ Year Old Daughter of Conductor E. A. Lunquist of 77th on Her Holiday

Executive Board members, Phillips and Smith, were called upon for a few words. Al Smith kept the audience in good humor by his injecting some amusing stories in his speech.

Bessette-Francouer

A pretty church wedding took place at Beaverville, Ill., on Saturday, Oct. 15, 1927, when Miss Marie Francouer and Mr. Wm. Bessette, division superintendent at Cottage Grove depot, were joined together in the holy bonds of matrimony. They are spending their honeymoon in an automobile trip around Lake Michigan and were last heard from in Wisconsin.

The bride was in business for a number of years at Kankakee, Ill., where Mr. Bessette met her when visiting the State Fair. Mr. and Mrs. Bessette will be at their home in Brighton Park where they will receive their friends after November 1. The trainmen wish the bride and groom much happiness and prosperity.

We are all pleased to see Supervisor Harry Hooper promoted to assistant to Mr. Pasche of Accident Prevention and wish him good luck in his new position.

J. H. Pickin.

77th Street

Conductor W. D. Perry arrived home safe and sound after an extended vacation in the Rocky Mountains. Walter says "America First" for natural scenic beauty.

Conductor T. J. Morris has become a benedict. To Mr. and Mrs. Morris we extend our congratulations.

That cog we slipped in the witness contest has been recovered. How about recovering the rest of the cogs. A little faster work at the time an accident occurs and a little less oratory will help wonderfully.

The following trainmen report the arrival of youngsters at their homes, namely: W. J. Doran, a girl; E. Hideen, a boy; J. J. Kenny, a girl; C. J. Baker, a girl; H. F. Sandstrom, a

girl, and H. M. Dacey, No. 1 a boy. To the parents of these children we extend our congratulations.

Conductor Geo. Grassell relates some great fishing stories from his fishing trip in Northern Wisconsin. "Muskie" and everything.

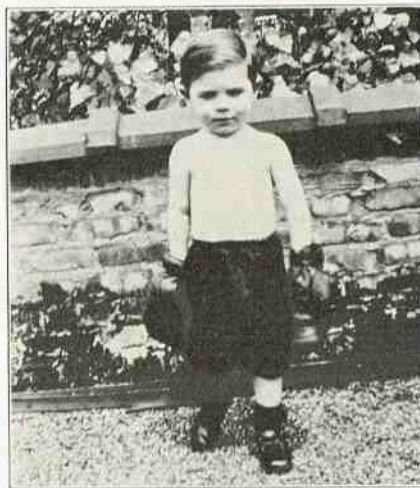
Conductor Mike Lyons has been appointed supervisor again and judging from his past record in the same position he is bound to make good. Here's wishing you success in your promotion.

Conductor Paddy O'Keefe is back to work again after an extended sickness caused by his honorable service in the World War. Glad to see you around again, Paddy, Old Top.

Motorman Jack Hogan, after vacationing in the vicinity of French Lick Springs, comes back in fine condition. Jack is the boy to get all that a vacation has in it.

Conductor Joe Corless is back in the harness again after being off since last December. Quite a long time away, but you are welcome as the flowers in May.

Motorman R. J. Tappenbeck is now undergoing treatment at the Wesley Hospital. We wish him a speedy recovery.



If Jack and Estelle Ever Have a Boxing Son, He Will Have to Look Out for "Kid" Norway, the Husky Son of Motorman Norway of 77th

The Safety and Operating meeting of October 12th was a huge success. The trainmen were addressed by Messrs. Evenson, Quinn, Pasche, Jones, Meyers, McNamara and Ellerbeck. The talks were very instructive and the policy of the company was explained clearly. The attendance was fine, considering the inclemency of the weather, 500 attending the afternoon meeting and 450 the evening. Let us show our pride for ourselves and our depot by following these instructions to the letter and thereby make a more creditable showing in the Courtesy contest.

The bowlers are getting together for the winter season, but to date we have no definite information. Teams of other depots and depart-

ments take notice, as these boys have a chip on their shoulder.

A drive for new club members is now in full force. Trainmen who have been members or newly employed men will get in touch with Chief Clerk O. T. Duncan or any of the directors for information. The dues and conditions are very reasonable, so let's go.

To the following trainmen of our division we extend our profound sympathy in their bereavement in the loss of their relations: Motorman James McComb in the loss of his wife; Motorman J. O. Hahn in the loss of his father, and Conductor W. B. Weisseg in the loss of his daughter.

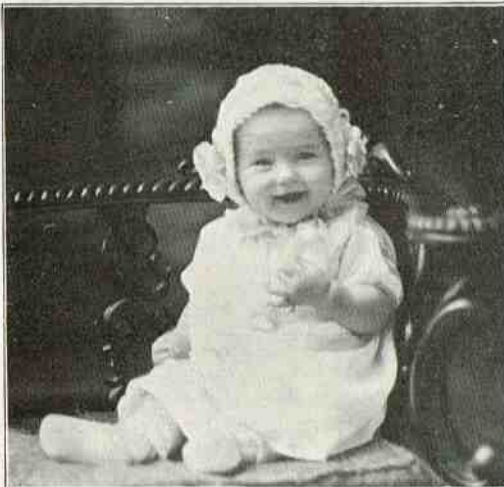
C. A. Gylling.

Burnside

Probably the most instructive and helpful meetings ever conducted were held at the Burnside Depot October 11th, 1927. Messrs. Evenson, Pasche and Quinn presented their views and instructions on accident prevention. Knowing that by their years of experience and study better knowledge was unavailable it was wholly believed that time could not be spent any better than to be present. By an actual check 92% of the trainmen at the Burnside Depot were there.

Numerous comments have been heard in the train-room regarding how clean it is of late. Our custodian, Mr. Theis, is to be credited for these comments. Keep up the good work, John. Cleanliness is next to godliness.

Conductor J. Landzaat, badge No. 6102, has been given creditable mention for a perfect non-accident record for the past three years. Little Joe says, "Eyes open plus a sane bell and you have safety."



A Good Morning Smile from Henrietta, the 10 Months Old Daughter of Motorman L. Pine

Sixty-ninth

We regret to learn of the death of Mrs. J. Schmitt, who passed away September 24th. To Motorman Schmitt we extend deepest

sympathies. Conductor W. Woltman also has the sympathies of his many friends in the recent loss of his sister.

T. J. Duggan, now studying to be a detective, expects to specialize in the matter of missing false teeth.

Weddings of recent date are as follows: F. R. Somer to Miss Teresa Cejnow on September 28th; T. J. O'Shea to Miss Katherine Touhy on August 20th; T. McHugh to Miss Corcoran on October 26th. Our congratulations and best wishes to these happy couples.

Among the broadly smiling gents at our depot this month are: J. E. Connelly, whose 10-lb. son arrived September 15th; J. Clancy, who was presented likewise with a son, 7 $\frac{3}{4}$ lbs., on September 16th. Then there's J. M. Potter, who is mighty proud of his 9 $\frac{3}{4}$ -lb. daughter, born September 19th.

C. Curtis, one of our veteran conductors, has suffered the misfortune of falling on the pavement and breaking his hip. We have had no late report as to his condition, but trust that he will soon be on the mend.

We will be proud to see the picture of 69th streets expert repair crew in Surface Service Magazine. The more miles per pull in blue flag and white star now hangs in the train-room at the 69th Street depot.

W. L. Service.

Archer

After many years of married life, Conductor Harry Fick becomes the proud father of a bouncing baby girl, making her appearance October 8th. Father and Mrs. Fick doing nicely.

We regret to announce the death of Conductor J. K. Mark's son, aged 10 years, who died October 3rd, after an illness of four years. Our sympathy is extended to the parents.

Motorman W. E. Garrity strolled away September 25th and took upon himself a "Frau" to guide him on his way through life's journey. A very elaborate dinner was served at the bride's home. The young couple hired a hall to celebrate the happy occasion.

Motorman J. J. Vogal, commonly known as Peoria Pete, has recently purchased a five-passenger 1928 Nash Sedan. John says he picked out a maroon color to attract the attention of the maiden ladies. Fifty is slow speed for John.

The mother of Conductor J. E. McCarthy died October 18th. Funeral services from St. Agnes church. Sympathy is extended by the boys.

Conductor Bert A. Sheehy, another of Archer's progressive young men, was married Saturday, September 24th. The wedding was celebrated at Nativity church. The young couple on their honeymoon visited Canada, returning home via Niagara Falls. A honeymoon well spent.

Among the sixteen depots of the Surface Lines organization, Archer had the pleasure on Friday, October 14, at 2:30 and 7:30 p. m. to listen to Mr. C. H. Evenson, superintendent of transportation, and Mr. Wm. Pasche, supervisor of accident prevention. The tips given at these meetings should be a vital and great benefit to all and we have learned that the real fundamentals of Accident Prevention sum-

marized is the adherence to our rule book governing careful operation. The good attendance and interest taken in these meetings was greatly appreciated by the division superintendent.

Dusty.

Blue Island

Conductor L. Szacik was presented on October 4th with an 8½-lb. baby girl. Congratulations.

Motorman J. Jagos took unto himself a life partner on October 15th. We all wish them the best of luck and success.

We all wish to extend our sympathy to the following and their families in their recent bereavement: R. Krenek in the loss of his son; Chas. and Michael Nails in the loss of their mother and C. Kuhlo in the loss of his mother.

The Accident Prevention meetings held at this depot were attended by 95 per cent of the men at the depot. The other 5 per cent working and unable to attend either meeting. Mr. Pasche's talk was very interesting to the very last. Mr. Evenson and Mr. Maguire, as well as Mr. O'Brien, the executive board member, also gave a talk on subjects which were very interesting and advising.

Blue Island and Lawndale jumped up into second place in the Accident Prevention contest and when the next chart comes up we want to be in first place. Get busy and show Lincoln we can beat them on accidents if we can't beat them in baseball. We know you can do it and that you will.

Don't forget that witnesses count and that we are falling down. Put in a little more effort and get back to where we were and still better get to the top in witnesses.

It takes less effort to be courteous and accommodating than to be constantly getting into trouble, so use this effort and get to the top in the Courteous contest.

C. P. Starr.

Lawndale

On Monday, October 17, 1927, at our Accident Prevention meeting we had a wonderful attendance, both afternoon and evening. Mr. Evenson, Mr. Pasche, Mr. Maguire, Mr. Eigelsbach, Mr. Johnson and board members, Mr. Horan and Mr. Molik, speakers gave us some good talks on the proper operation of Stop and Go lights; also conductor giving that second bell and looking out before starting and motorman waiting for this second bell. This advise should be followed as it will put us in better standing in our great showing in the Accident Prevention contest. Ring the gong passing automobiles parked in the middle of the block and before starting should be made a regular habit and checking the speed of the car at blind crossing which will prevent many bad accidents. The evening crowd was treated with music furnished by Jake Mangan's Harmony Kings after the speakers were through and Conductor Halvey danced the clog dance and Conductor Brady, No. 2, did the singing.

Motorman J. Reising died at his home October 21, 1927. Death came very suddenly as he worked the morning part of his run October 20th and failed to show up for the afternoon part. Our sympathy is extended to his relatives.

The following are the new arrivals at Lawndale Depot: Conductor J. Gallagher reports a boy and Chief Clerk Hackbarth reports a 9¾-lb. boy. Mothers and babies doing fine.

Wm. H. Hackbarth.

North

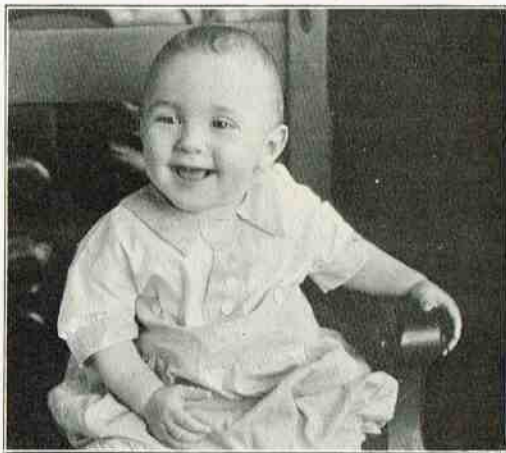
Frank Wieskopf and wife recently celebrated their 25th wedding anniversary. The celebration was held at his son's home in Downers Grove. The happy couple received many beautiful gifts. Many more happy anniversaries to you Frank.

The infant daughter of Conductor Armin Hansen died October 19th. The infant daughter of Motorman J. McMahon, passed away October 17th. Sympathy is extended to these men and their families in their bereavement.

Conductor Charles Gordon recently returned from a trip through New England and eastern Canada.

Conductor Vic Malecki is leading the Six Corners Bowling League with an average of 207. His team is also leading the league.

Motorman H. Anderson recently returned from a trip to Denmark. Same old "Snooky."



Young William Edward Spears, Jr., Has the Kind of a Smile That His Daddy, Conductor William Spears of North Avenue, Wears When Greeting His Passengers

Conductor H. Schwarz was married September 24th. Congratulations.

Conductor Harry Albecht reports the arrival of six-pound daughter, October 16th. Same old Harry.

Conductor Alec Graham recently returned from a trip to Scotland.

We are going along nicely in the business of getting witnesses but those boys from the South Side are coming along too and constitute a new threat to our leadership. A little extra effort and we will hold our own and maybe a little better.

C. A. Knautz.

Noble

Conductor Tom Smith appears to be the champion fisherman of Noble, from the picture on the postal that he sent from Eagle River, it looked as if he needed some flat cars to haul his catch home. We are told he divided one fish three ways.

Conductor J. Terek is looking forward to Thanksgiving Day, when he will have the turkey and all the dressing and he will also take unto himself a bride, thus joining us benedicts. Boys if you have missed his cigars, be sure and see him.

Motorman C. Dries toured down to Peoria and spent quite a few enjoyable days there with his friends; since then he has been singing that song "I wished I was in Peoria," as he intends to visit there again shortly.

Conductor A. E. Petterson was making 55 miles per hour through the beautiful place called "Park Ridge" the other day with his ancient chariot when the honorable constable informed him, "ignorance of law is no excuse." But somehow Art did not pay. How come, Art?

We wish to extend our sympathy to Conductor J. Cook in the recent bereavement of his wife.

Motorman H. Meyers was seen the other day assisting an aged passenger to alight from his car. This party had a bushel basket of fruit with him and Mr. Meyers even carried this basket over to the sidewalk. Courtesy of this sort is but one of the ways that we can serve the public and win their appreciation. Courtesy and civility promote accident prevention, thus yielding large returns.

These modern days we have seen lots of things, but a motorman with a new sort of a hair cut donated to him and cut by a conductor is the latest. Some barber.

The writer wishes you all a happy Thanksgiving, with lots of turkey, cranberry sauce and pumpkin pie, but don't sign the sick book the next day.

Elston

Again Division Ten is in second place in lining up the witnesses. We are going right ahead and show our ancient rivals how to get them. North Avenue can be beat. Right at 'em, boys! Ten or more to a report and we will register big. Co-operation will do it. Our increase in the percentage is gratifying. No one man is entirely responsible for this splendid showing, all having plugged along and got results. Now do your bit and a little more, then we will lead.

Meske, Wierig and Wegner, "The Three Musketeers," went hunting in the wilds near Belvidere, bagging some squirrels and a pole cat.

Conductor Fred Lohse has joined the ranks of benedicts. Congratulations, Fred.

Our famous Gun Club (Norcott, Lechner, Meyers, Cubycheck and Snell) raised havoc with the mud hens on their last visit to the Hunting Grounds, securing the limit. One casualty, Norcott has a lame shoulder.

The Surface Service Magazine was in big demand at this depot last month. Not a one left the morning following their arrival. The

cartoon "A Day and a Night at Sturgeon Bay" was a scoop and went over big. We are informed by he who socked the Gilly-gile bird that our smiling assistant superintendent, Mr. E. Victorson, was seen attempting to get some of them but they were at a premium.

E.

Lincoln

These announcements of new babies are a trifle late but better late than never: J. M. Schaller, one of our well known ball players, is the happy daddy of a 11-lb. son; Conductor Reedy, who is already the proud father of two girls and a boy, is again boasting the arrival of a 10-lb. boy, born September 5th at the Illinois Masonic hospital; Tommy Harlan was also presented with a 9½-lb. boy Monday, September 26th. These three fine, healthy baby boys may all be future presidents. Here's wishing the mothers and sons good luck and good health.

Extra Motorman A. F. Wickman took himself a partner for life when he was married October 8th. Congratulations to the happy couple from the boys.

Another of our boys, M. Gillespie, was struck and injured by a machine October 11th as he was making his relief. The injuries were not very serious though, he was off several days. But there is nothing so deadly as these speeding machines and although the car men are always advising others to be careful, they must also be careful themselves.

Adam Roser, an old-time conductor, who has been ill and has been staying in the country with his brother, is improving and expects to be back on the job again in the near future.

H. Spethman.

Limits

Motorman Nick Sebastian was tendered a party October 4th at his home, 5604 N. Ashland Avenue, by his six children in celebration of his 40th wedding anniversary. Nick has spent over thirty of those years on the street cars, being one of our old time motormen and we were certainly delighted at the opportunity to extend our congratulations. We hope that he and his good wife will celebrate many more anniversaries.

Cond. Frank Norren buried his brother Albin at Allegan, Mich., on August 22nd. We extend our sympathy.

Three young Italian rowdies boarded the car of Cond. Ed. Regulsky at Taylor St., north bound on Halsted, on Sept. 14th and at Jackson Blvd. began interfering with the signal cord. Ed. remonstrated with them and at Chicago Ave. attempted to put them off whereupon they attacked him and dragged him from the car. At this point his motorman Jacobson came to the rear of the car just as one of the rowdies was about to plunge a stiletto into Ed's back. Jacobson hit him (and it was not with his fist, either) and one "wop" was off watch. Ed and his motorman took care of the other two but Ed has been laid up with a broken hand ever since. We trust that he will be back soon.

Our old friend of the snow plow, Bob ("Big") Webster, has just returned from a belated auto-

mobile trip, visiting Detroit, Ontario, Can., Niagara Falls, through New York state, Philadelphia, Baltimore, Washington, D. C., and back home over the Lackawanna Trail through the Allegheny Mountains with their trout streams and winding roads. Bob says the most interesting feature of his trip from an educational standpoint was the geological construction of the Falls, being of sedimentary formation, approximately 200 feet of solid limestone, in which can be seen the fossilized remains of shell fish and fauna of past ages. Beneath this is a brown sandstone formation, the Falls eating into the sandstone and undermining the limestone, causing it to break off and drop piece by piece. It is estimated that the Falls are receding towards Lake Erie at the rate of about five feet a year. Literature obtainable at the Falls states that it has taken between 25,000 and 30,000 years for the Falls to recede from Niagara Glen, (Canadian State Park) to their present position. Mr. Webster was particularly interested in the boulders of Niagara Glen with their pot holes, which were indisputable evidence that the Falls were there some thirty thousand years ago. Mr. Webster says a man gets out of his trip what he is able to put into it and therefore he likes to prepare his mind for these annual journeys.

E. G. Rodgers.

Devon

W. Duffy has returned from Antigo, Wis., where he took Miss W. O'Hara as a bride.

V. Decker and Miss E. M. Kohntopp were married recently.

Jas. A. Burke and Miss Norine Maloney were married Sept. 24 and spent their honeymoon at Niagara Falls and Ottawa, Ont.



Mildred Flanderka, the 9 Year Old Daughter of Paul Flanderka of Devon, Is All Dressed Up for a Costume Party

C. F. Henna and Miss H. Schram were to be married Oct. 16 but the wedding was postponed on account of the death of the bride's mother.

Thos. Moran tells us it's a boy weighing 8½ pounds, on Oct. 16.

M. Johnson says it's Peggy Louise and weighed seven pounds and five ounces at the Ravenswood Hospital.

F. Petry announces a 9½ pound girl.

We are very sorry to hear that our superintendent, F. J. Smith, has been laid up with an infection of the eye, but wish you a very speedy recovery, Mr. Smith. During Supt. Smith's absence, Ass't. Supt. Robt. Simpson and Joe Mathley are in charge.



A Friendly Smile from Stanley Einar Bernard Johnson Indicates That He Is Not Seriously Handicapped by His Long Name. He Is 7 Months Old and Is the Son of Conductor Axel V. Johnson of Devon

S. G. Wheat is able to get around on crutches. He had a foot crushed by a taxicab.

L. Lowery was a visitor and says he feels very much improved after his long sick spell.

Supervisor Joe Hubbards was interviewed on Lawrence Avenue and says, "Run on time; obey the lights; sound your gong, and save on kilowatts."

Jas. Fahey has returned from a trip to see his mother and father in Ireland. He has some photos to show that are interesting. While there he met Ed. Gibbons, also spending a short stay with folks.

C. E. Roy.

Ouch!

Teacher: "When I was your age, I could name all the presidents off by heart."

Tommy: "Yeah, but there was only about ten to remember then."

Motor Cop (to fair motorist)—"You were speeding, I've got to pinch you."

Fair Motorist—"Oh, please! If you must, do it where it won't show."

Boy (accompanied by smaller boy): "I want a tooth out, an' I don't want gas, 'cos I'm in a 'urry."

Dentist: "That's a brave young man! Which tooth is it?"

Boy: "Show 'im yer tooth, Albert."

CLUB SPARKS

The social activities of the season were successfully ushered in with a dance at the Club House on Saturday evening, September 24th. Over three hundred were present, which is significant of the popularity of our club dances. Benson's Blue Jackets, under the leadership of Johnnie Mullaney, had the crowd cheering before the evening was over. Souvenir programs entitled "A Trip to Chicago Land," in the form of a railroad ticket with stops at various points on the Surface Lines System, provided a novelty of distinction. Chairman Raver and his assistants are to be commended on the results accomplished by their efforts.

The first of the Fall series of men's card parties was held at the Club House on Tuesday, September 27th, when Five Hundred and Pinochle held full sway. Cash prizes were awarded for the highest scores which developed keen competition in each game. Besides prizes for some, there were smokes and nourishment for all, and apparently the evening was thoroughly enjoyed by everyone present. Remember, there is one of these card parties each month.

Someone expressed a desire for a "get-together" of all those vested in the art of "barnyard golf." That desire was fulfilled by the holding of a Horseshoe Pitching Tournament on the Saturday afternoons of October 1st and 8th. The singles event took up the first afternoon and the doubles event the following Saturday. Much lively interest was shown by the contenders, some of whom are experts at tossing the shoes. Thirty-seven men were entered and twenty-eight participated. J. W. Hewitt was chairman of the committee and awarded prizes to the following winners: Singles event—1st, Lee Carr; 2nd, John Ruzich; 3rd, J. J. Rumatz. Roy Rogers won a prize for the most ringers made by a contestant not participating in the other prizes. Mr. Rogers made 18 ringers.

Doubles event—1st, Lee Carr, Roy Rogers; 2nd, J. W. Hewitt, R. J. Rumatz; 3rd, E. Platt, A. Flood.

Auto Ownership

California is first, and Iowa second, in the number of automobiles per capita in the United States. There is a car for every 2.6 persons in California, and one for every 3.6 persons in Iowa. Alabama is last with a ratio of 1 to 12 persons. The nation's average is one automobile to every 5.8 persons.

Teacher—"Now, suppose I am leaving the school and a man comes up to me, gives me a blow which knocks me down and my head strikes the pavement with great force and I am killed. What are the consequences?"

Bright pupil—"We would all have a holiday."

LEGION TOPICS

The Surface Lines Post Rifle Club is meeting regularly every Monday night at the 132nd Armory, Madison and Rockwell Streets. The Armory range has been reserved for our use on that evening. There are plenty of rifles, ammunition and good entertainment at a very low cost. Here is a way for you to show you are back of the government's preparedness program. At frequent intervals the Rifle Club has the use of the outdoor range at Ft. Sheridan. We can take care of an unlimited number at these outings.

Thursday, November 10th, a dance was given by the Post in the Red Room of the La Salle Hotel to celebrate Armistice Day. A large number of Legion members and their friends were present. Benson's Red Jackets furnished excellent music.

The annual election of officers was held Friday night, October 28th. The official installation of the new officers will be held December 9th. This is the one meeting in the year that should have a 100 per cent attendance. Come out and show your retiring officers that you appreciate their work of the past year, and the new ones that you are back of them in the coming year.

The Bugle and Drum Corps is still meeting regularly. Places can be found for several more buglers and drummers. Remember no previous experience is necessary. We teach how to "blow" and "beat."

A concerted membership drive has been going on for two months with the hope that Surface Lines Post may win the Cook County prize for the greatest per cent increase. The drive closes Armistice Day, November 11th. Indications at present are that we are going to give some one a real race.

Not Fit For Publication

Once in an English class the teacher assigned a composition to be written and it had to contain 250 words. The next morning one little boy was asked to read his. This is what he had written: "My uncle was driving his new car one day and he had a puncture—. The other 236 words are not fit for publication."

Willing to Venture

"Who will drive this car away for \$100?" read the sign on the dilapidated flivver in the dealer's window.

A gob passed, read it through twice, then entered the store. "I'll take a chance," he offered. "Where's the hundred bucks?"

Energy Required

Dorothy—"But, surely, you didn't tell him straight out that you loved him?"

Jane—"Goodness, no! He simply had to squeeze it out of me."

NEWS OF THE INDUSTRY

Learn from the Motorman, Says Newspaper

Motorists are urged to learn careful driving from motormen on street cars by the Norristown, Pennsylvania Herald.

"An accident for which a trolley car is responsible is a rare exception," the Herald says. "Collisions between automobiles, and the injury or death of pedestrians run down by them are so common as though it would cease to be news."

"Observe the trolley motorman. He runs no risk. He does not wait for the situation of danger to arise. Before the situation is dangerous he has shut off the power."

"How often do we see a motorist adopt a precautionary measure until the accident is almost too imminent to avoid?"

"If the motorman has an accident he must answer for it to a stern boss. The motorist may have to furnish a few explanations to a traffic judge, but the latter, a hundred to one, is a motorist himself and, at all events, such mishaps are an old story to him."

"The motorist, found guilty of recklessness, seldom is penalized beyond a fine which he can well afford to pay. The motorman, convicted of gross carelessness, loses his job."

"The motorman's motto is, 'Safety First'."

"The motto of many a motorist is, 'Take a chance'."

Nothing But Grief in Seattle

F. Lauriston Bullard, a staff writer of the Boston Herald, recently made an investigation of the results of municipal operation of electric railway lines in Seattle, Washington. He found that fares had doubled, taxations gone up from \$6,220,797 to \$18,717,506, and a vast amount of new bonds had been issued.

"It is hard to see what justification the advocates of municipal ownership can find in Seattle records for the claims they make as to the savings and the merits of public ownership and operation of a great public utility," Bullard said.

"The people of Seattle themselves know apparently that their difficulties in this respect are almost insurmountable. The present writer asked a question about the results of city operation of three ordinary men—a door-man at a hotel, a taxicab chauffeur, and a street car conductor. It is a curious fact that all three made the same reply—'Nothing but grief.'"

Room for Both Cars and Buses

The Washington Post in a recent editorial declared that there is a place in national transportation for both buses and trolleys, but predicts a higher fare for buses.

"The Street Railway Companies in general have been fair and unbiased in their attempts to make use of the motor bus," the Post said. "When buses first appeared on the transportation horizon, there was a definite attempt to ignore or fight them. Before long, however, railway executives realized that buses could provide transportation in certain cases to good advantage. Then began serious experiments to fit them into the existing scheme, both to supplant rail service and to supplement it. Here

and there the bus has proved the better medium of the two. As a general thing, however, operators of street railway systems have found that to move large numbers of people quickly the trolley car is superior to the bus. If it is true that buses cannot be operated at a profit for less than an eight cent fare, whereas trolley cars can survive on an average fare of 7.75, economic law will tend to fix their respective fields of operation."

"Good Old Days" Not So Good

The much-praised "good old days" were tried here recently—and found to be "not so good."

A city sewer, into which the local electric light and power company discharged water from its boilers, collapsed, and to prevent a serious disaster the power company was compelled to shut down its plant. What happened is told by the Evansville Press:

Sales of candles in three days exceeded the usual demand of three months, and oil lamps were at a premium.

Grumbling office workers, forced to walk to work because the street cars were not operating, added to their complaints when they had to climb several flights of stairs.

Even auto owners found trouble. Air had to be hand-pumped for tires, the electrically-operated compressed air machines being out of service. Filling station employees, accustomed to mechanical pumps, had to use the hand crank.

Restaurants, sandwich shops and soda fountains had their troubles. In many establishments toast, milk shakes, lemonades and drinks made from carbonated water were not to be had.

Patrons of beauty shops were disappointed when they could not get marcel and massages.

Laundries and shoe repair shops were compelled to explain to disgruntled customers that they could not work without electricity.

Post office clerks laboriously cancelled stamps by hand. The weather bureau press boy muttered over being compelled to operate his press by hand.

Dentists either cancelled their appointments or resurrected the old-fashioned foot pedal grinder.

The only recorded benefit was to small boys who missed their Saturday night bath. Housewives had been warned to draw and conserve water against a possible acute shortage.

Little Marjorie (age four)—"Grandma, hell is an awful hot place, isn't it?"

Grandma—"Yes, dear, very, very hot. But what do you want to know about such things for?"

"I just wanted to be sure you wasn't going home soon. I heard daddy say he reckoned you'd stay till it freezes over."

Auditor: "Yes, we have two or three positions open. Do you know anything about figures?"

Applicant: "Do I? I was lifesaver at Kidd Springs for two years!"

HOW DO YOU SPELL IT?

Detroit Trainmen Have Forty-Six Varieties of "Chevrolet"

E. H. Doane of the Detroit Street Railway reports nearly four dozen ways of spelling the name of one auto, these being selected from reports of cases where Chevrolets had collided with trolley cars. Here is how they managed it:

Cheveulate	Shiverlay
Shevalay	Chorevelt
Shevela	Cheverolet
Chevulat	Chelverloet
Cheverlet	Cheverlave
Chevelay	Shivelett
Chavorlett	Chiverlet
Chellet	Chevorley
Cerolete	Cheverlea
Cheverolette	Chivolet
Chivalett	Chiveralette
Cheivrelet	Chivorlett
Chevelett	Chrovlet
Chevalatt	Schovelett
Cheverlott	Chevorlett
Cheverlett	Chevrlet
Cheroullet	Cheverit
Chavlett	Cheviorlet
Cherivolt	Chevolette
Chivrolet	Chevralette
Shevelet	Chevlet
Cheverlet	Chevrette
Chevorlat	Cheverltte

Applying Himself

"Sir: I am Wong. I can drive typewriter with good noise and my English is great. My last job has left itself from me for the good reason that the large man is dead. It was on account of no fault of mine. So, honorable sirs, what about it? If I can be of big use to you, I will arrive on some date that you would guess."

Isn't It 'So?

Just as soon as a man begins to think he knows everything, along comes his twelve-year-old boy and asks him a question in geography or arithmetic or English which he cannot answer.

In English Class

Teacher—"I have went. That's wrong, isn't it?"

Pupil—"Yes, ma'am."

Teacher—"Why is it wrong?"

Pupil—"Because you ain't went yet."

Easy to See

Mistress (to new maid): "Now, Nora, I am not hard to please."

Maid: "I could see that, Mum, when I saw your husband."

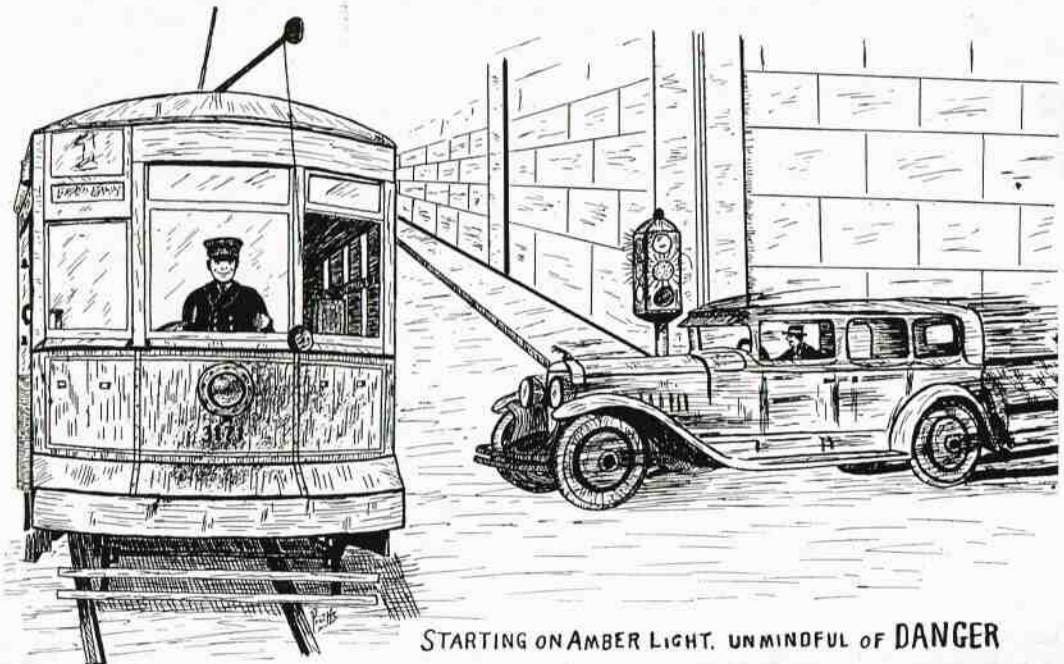
A Sad Plight

"Ever hear about the little boy that swallowed a spoon?"

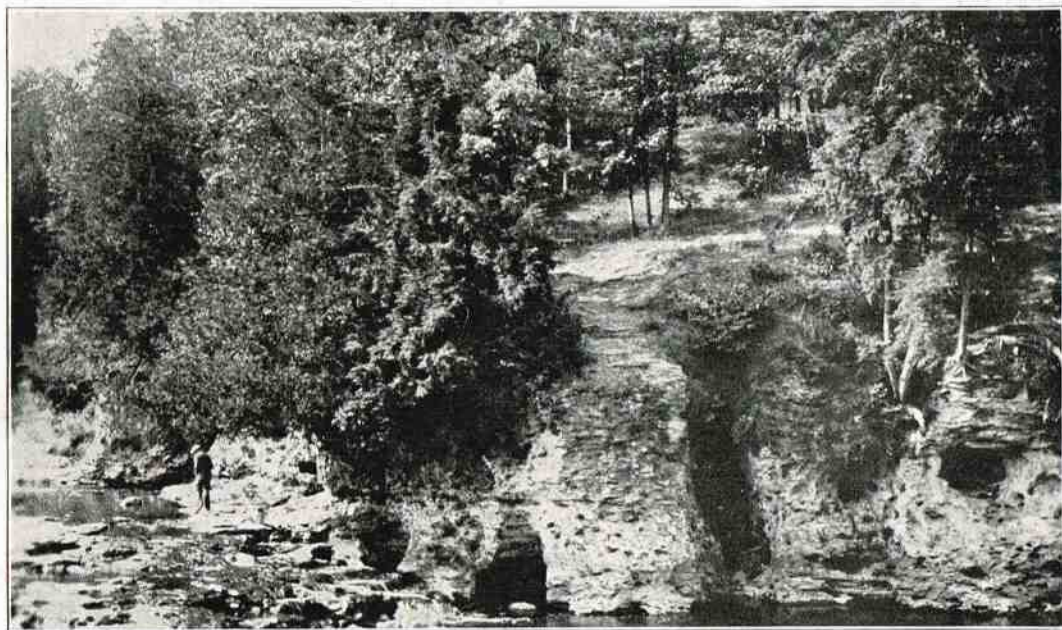
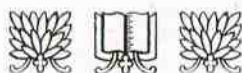
"No; what about him?"

"Why, he can't stir!"

Cartoonist Pruitt Calls Attention to One of the Causes of Accidents.



STARTING ON AMBER LIGHT. UNMINDFUL OF DANGER



An Interesting View of the Manitowoc River Near Manitowoc, Wisconsin, from the Camera of
G. W. Peterson, Employment Department

