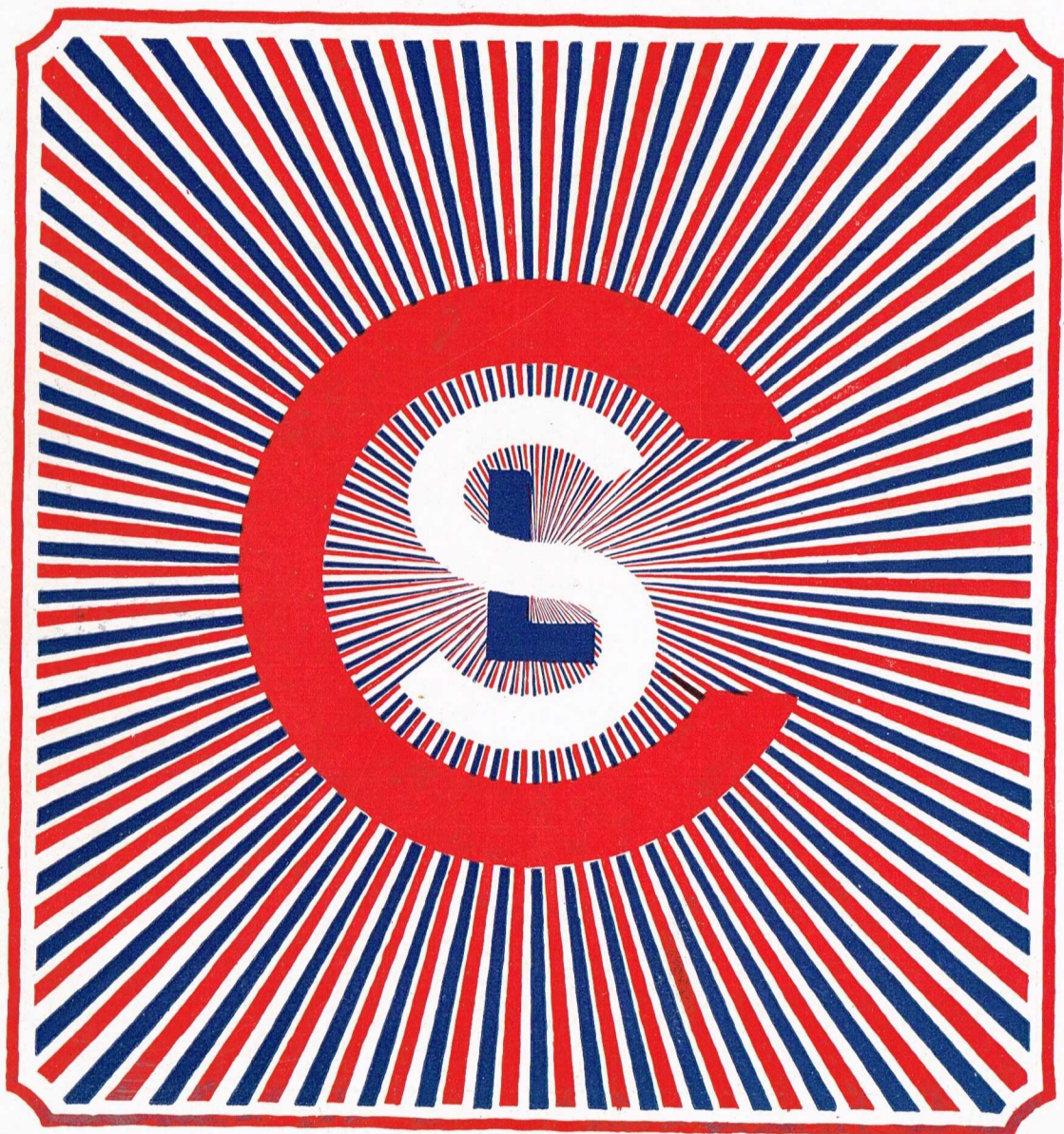


SURFACE SERVICE MAGAZINE

VOLUME 4

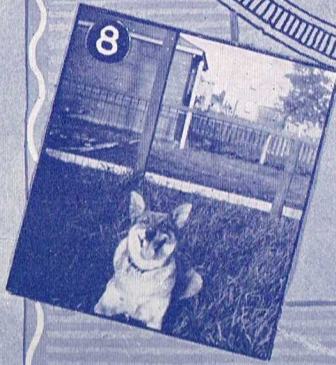
JULY, 1927

NUMBER 4





- ### OUR PETS
- 1—"Rabbit"—English Bull
F. C. DURHAM—*Lawndale*
 - 2— Janet Schaaf's Bull Dog
 - 3—"Flirt"—Airedale
J. JENSEN—*Burnside*
 - 4—"Pal"—Cocker Spaniel
CHAS. ECKART—*Lawndale*
 - 5—"Duke"—Great Dane
GEO. CHVATAL—*Blue Island*
 - 6— Spitz
J. KOKOSKA—*Blue Island*
 - 7—"Tell"—German Police
CHAS. BONNEFOI—*Devon*
 - 8—"Christie"—German Police
J. C. WERDELL—*Devon*
 - 9— Toy Fox
T. S. WHITE—*Burnside*
 - 10—"Coalie"—Scotch Collie
B. F. GEACH—*Devon*



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 4

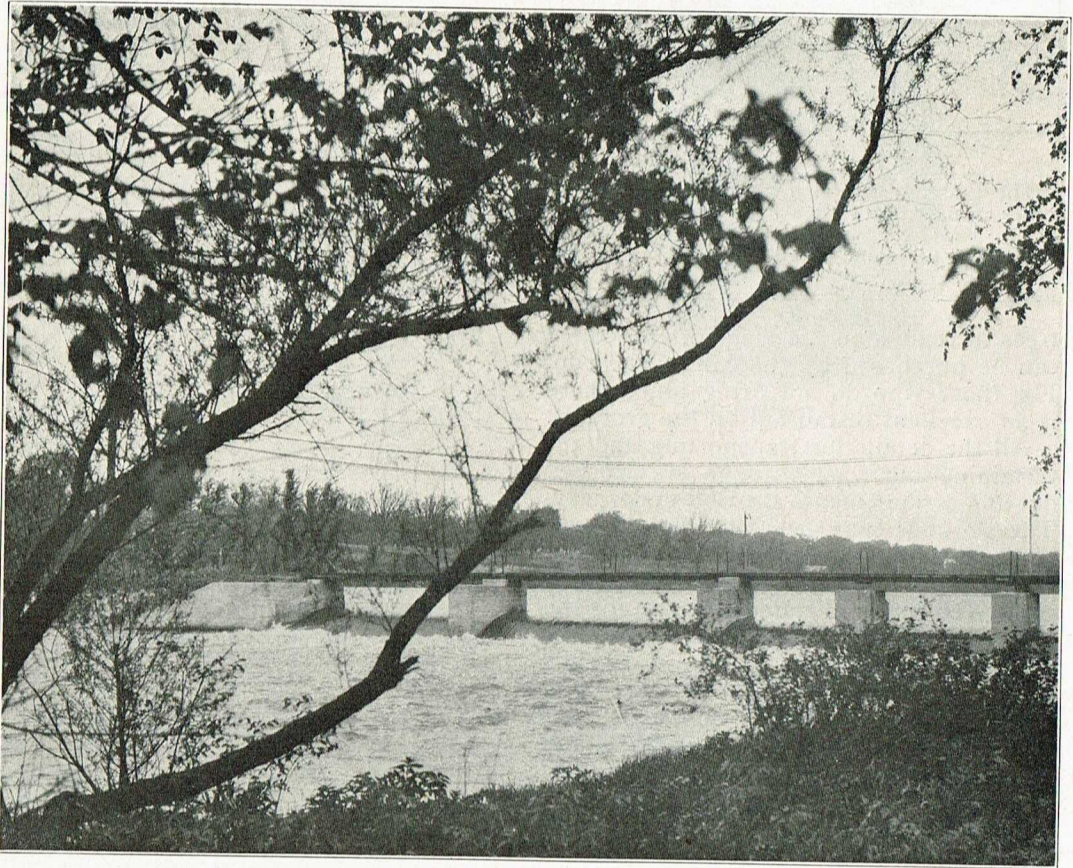
JULY, 1927

NO. 4

Hey! Hey! for the Picnic

All Aboard! We're Off for the Country! 'Ray! ! ! ! !

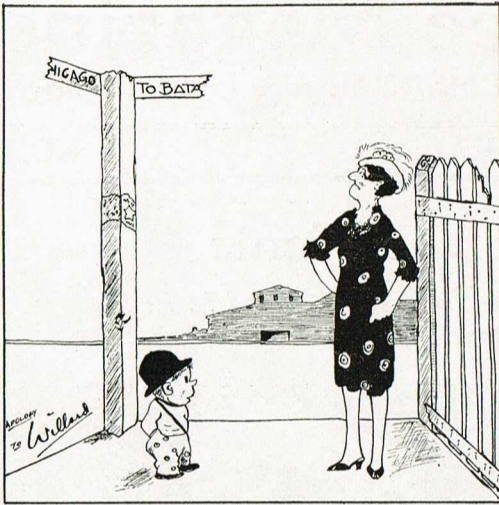
Program Details



Looking Up the River

The date of the eleventh annual picnic of the Surface Lines Club is July 16, 1927. Every employe of the company from water boy to president is cordially invited and urged to attend. Too much cannot be said concerning the beautiful location chosen for this years' outing. Glenwood Park, near Batavia, Ill., is one of the beauty spots of Kane County. Situated on the banks of the Fox River, where

giant shade trees throw their dense shadows over the Luxuriant blue-grass in a successful effort to enhance the beauty of nature's handiwork; where a babbling brook winds its shady course to join the placid waters of the miniature river; there we slaves of industry may gather for one day to rest, to play, to forget the shrieks and glammers of a noisy city. Lunches may be spread under the



Doesn't Look Good to Him

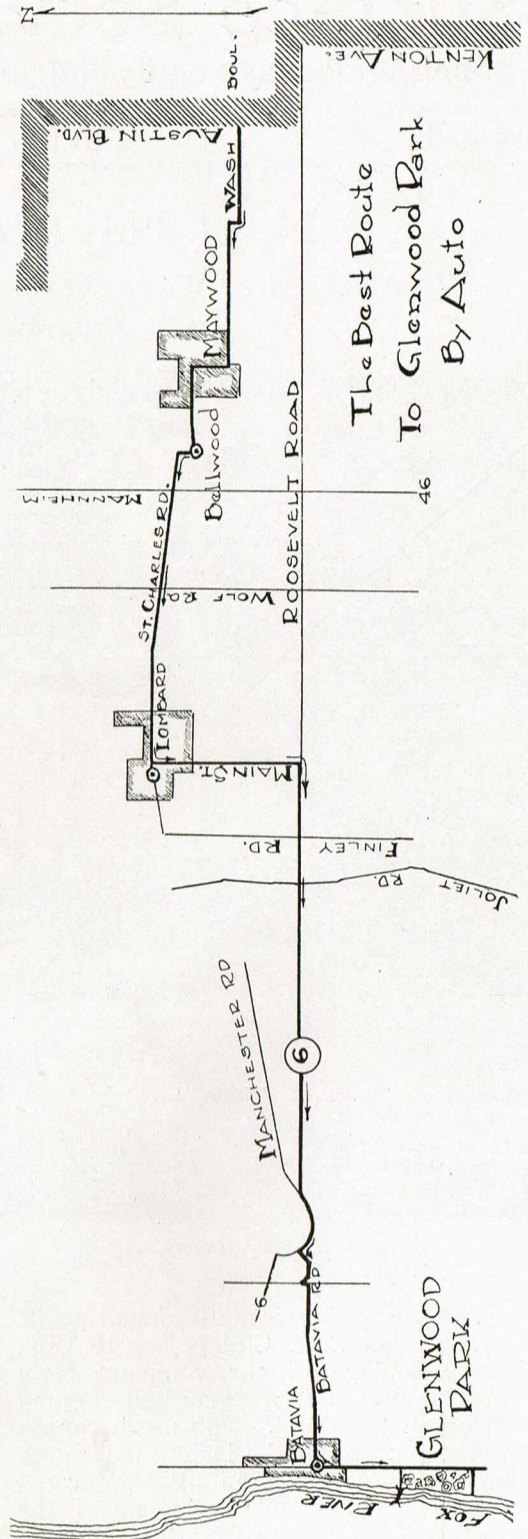
The Lady: "I'm on my way to the Surface Lines picnic and that's a bad sign."

The Kid: "I'll say it is. You better wait here lady till some blind guy gives you the green light."

trees in regular picnic fashion, and coffee can be purchased by the can or the cup. For those who do not bring lunch there is an excellent restaurant on the grounds.

All the details for transporting and entertaining our vast throngs are worked out and arrangements are well under way. The grounds may be reached very conveniently by the Chicago, Aurora and Elgin Railway, which road has agreed to give us a special round trip rate for the day, and there will be special trains for picnickers only that will leave the Wells Street terminal at 9:00, 10:00, 10:30, 11:30 a. m., and 1:30 p. m. They will stop at Des Plaines street, Marshfield and Laramie avenues. The company has agreed to accept the special tickets on all regular trains also, but you will get there in less time by taking one of the specials. (These special trains will leave the park at appropriate times in the late afternoon and evening.) The special rate round trip tickets will sell for 65 cents for adults and 33 cents for one or 65 cents for two for children of 6 to 12 years of age, and may be secured from the directors of the Club. Those wishing to drive out will find directions are given in a map elsewhere in this issue. Ample parking space will be provided.

Enough events will take place to occupy the greater portion of the day.



However, these will be so spaced that everyone will have the opportunity of getting over the entire ground to enjoy the scenery and to visit with friends.

Gates Open—Whenever you get there.

Free Coupons—Will be issued to children at Headquarters Booth to be exchanged for ice cream, candy, etc., and a ride on the merry-go-round.

Children's Welfare Booth—A nursery where you can leave the little ones in the good care of others while you enjoy yourself.

First Aid Tent—Where a doctor and nurse will be on duty to administer medical aid if necessary.

Chariot Races—These will take us back to the old Roman days with their thrills and hair-raising stunts in the arena with open chariots and fleeting horses. If you are out for a thrill see this.

Children's Carnival—This, under the direction of Mr. Altemus, will be the great event for the kiddies. A big old-fashioned carnival with all its attendant fun and merry-making activities.

Andresen's Side Show—Biggest and best show in the world—animals, freaks of nature, human freaks, all kinds of freaks imported from all parts of the world. Don't fail to see this marvelous array of rarities. Women and children free. Don't crowd the entrance, there's room for everyone.

Races and Contests—These will draw contestants of every age and size. Start your training now so you may take home a prize, for there will be many and valuable ones, too.

Tug-of-War—Decendants of Hercules will do their "stuff" and we guarantee the rope won't break (it will be 2 inches thick).

Indoor Baseball—Four department teams will be on diamond until the "champion stands alone." Besides these games there will be one between the Executives and the Club Directors.

An Announcing System will be installed whereby announcements of events and prize winners, etc., may be heard anywhere in the Park.

A 12-Piece Brass Band will also be there to keep things in tune.

A Dance during the evening in the Park Pavilion with Marigold's 10-piece orchestra, will wind up the day's activities.

Come One, Come All!



Conductor Joseph Slajchert and daughter Deloras of Blue Island.

DILLON SAVES A LIFE

Quick Thinking and Acting Prevents a Bad Accident

Supervisor Dillon of North Avenue Depot was riding west on the front platform of a westbound Grand Avenue car on the afternoon of June 23, 1927. He was standing to the right of the motorman and in front of an open vestibule window.



Supervisor Dillon

As the car was crossing Paulina Street, Terry Stoke of 514 N. Paulina Street, a two-year-old child, stepped from the west crosswalk to the street and paused, then started to walk toward the track. The motorman made all possible effort to stop the car and Dillon, anticipating an accident, leaned far out of the window and dropped his hand down to the bumper of the car just in time to prevent the car from striking the child. The bumper, Dillon's hand, and the child all came together simultaneously, and Dillon pushed the youngster some five feet to the clear, thereby preventing a probably fatal accident. The car stopped about twelve feet from where the child would have been hit had it not been for Dillon's presence of mind and alertness.

The child sustained a bruised forehead on account of falling to the pavement and a slight scratch on the face where Dillon's hand pushed it.

Dillon has been in service 13 years and has been a supervisor for the past five years. He is the father of a small boy slightly younger than the one whose life he saved.

Striving for Courteous Supremacy

The Race for Honors Is on and Lincoln Leads at End of May

The following statement showing the standing of the sixteen depots in the Courtesy Campaign now under full swing was sent out for posting on June 24th, accompanied by an explanatory letter from Mr. Evenson commenting on the value of courtesy and explaining, briefly, the method pursued in determining the standing of each depot.

	Discourtesy	Passing Up	Transfer	Quick Starting	Total	Commendations
1. Lincoln	1	1	1	1	3	1
2. Armitage	1	1	..	1	3	1
3. Lawndale	2	1	..	1	4	1
4. Division	2	..	1	1	4	..
5. Blue Island	2	..	2	4	8	3
6. North Avenue ..	11	3	5	6	25	4
7. Cottage Grove ..	9	1	5	1	16	1
8. Elston	5	..	1	3	9	1
9. 69th	10	6	4	5	25	6
10. Archer	13	4	4	7	28	1
11. Kedzie	12	6	8	1	27	5
12. Limits	5	3	4	1	13	2
13. Devon	10	6	4	3	23	4
14. Burnside	7	2	4	2	15	2
15. 77th	22	15	3	8	48	4
16. Noble	6	2	3	2	13	..
Total	118	50	49	47	264	36

The total number of passengers for the calender month carried by each depot is the yardstick by which its standing in the contest is measured.

The total number of passengers carried, divided by the total number of complaints, gives the actual number of passengers carried for each complaint received.

The depot carrying the largest number of passengers, per complaint, Lincoln Avenue, occupies the place of honor for the month of May. Lincoln Avenue also leads the way in the Accident Prevention contest. Apparently courtesy and care go hand in hand at this depot.

It must be remembered that complaints are fully investigated before being listed or charged and that the actual number of complaints is used in determining the depot standing—not the number of letters received, for one letter may contain more

than one chargeable complaint. For instance, a transfer complaint may be accompanied by a charge of discourtesy. Both would be charged to the depot. An invalid transfer may be refused as payment of fare in a perfectly courteous way, with an explanation as to why it is invalid. Under such conditions no charge of discourtesy will be charged against the station. The conductor must bear in mind that possibly the passenger does not understand our transfer regulations and in any event is entitled to an explanation as to why his or her transfer is not good.

Likewise a charge of quick starting may also be accompanied by a charge of discourtesy on the part of the conductor when the passenger remonstrates on not having been given sufficient time to board safely. Both of these charges are entirely unnecessary, the charge of discourtesy particularly so, as a quick ready apology generally prevents a letter of complaint from this source.

The great majority of our men are courteous, but a study of the standing of the depots in the Courtesy Campaign clearly shows that there are some men still in the service who do not understand or value the necessity of keeping the good will of their passengers.

It takes a **man** to be courteous.

Discourtesy Injurious

"Why does discourtesy on the part of an employe injure the railway for which he works?" That question was asked in the course of an examination held by the Boston Elevated Railway. The answers, some of which follow, indicate that the employes generally realize the importance of treating the public courteously:

It creates hard feelings on the part of passengers. Often a passenger could be of great help to the Railway.

Courtesy is the best way to get friends and revenue for the Railway, just the same as with any business house in the country.

It gives the road a bad name and all the other employees a bad name, even though they may be the most polite men in the country.

The whole system is condemned for what the party sees on the particular car, as they (especially strangers) think that all are alike.

It discourages riding, causes ill-feeling toward all the rest of the employees, and when persons offended are in position to help the Railway they will not do so because of ill-will.

Because it lowers public opinion. In case of an accident, it makes the injured party resentful and makes witnesses indignant. Discourtesy breeds discontent in the riding public.

Because in time they get disgusted with us all and rather than put up with it, they go to the bother of writing complaints about us, and eventually they buy a car and we lose the revenue.

Because in the matter of securing witnesses it pays to have the good-will of your passengers. A satisfied passenger will prove a good witness. Courtesy helps to reduce complaints and enables the public to better appreciate service.

The mental impression left with an antagonized passenger is seed that will ripen into claims and suits and weld links in an endless chain of bitterness and dissatisfaction with the Railway, management and employees.

Because it gives people a bad impression. They sum up the whole working order of the Railway and come to a bad conclusion regarding the management of the road, which is not at fault. Courtesy is everything regarding the Railway.

Because he represents the Railway and if he is disagreeable and discourteous the result is unhappiness for himself and the road is reflected in a false light, and the passengers are antagonistic to the Railway. Courtesy makes for happiness and friendly relations.

The discourteous employee reflects discredit on the Railway for which he works, thereby making enemies for it; because being agent before the public his conduct discourages patronage and consequent loss to the road's revenue and standing as a public-service corporation.

Discourtesy by one individual reflects on the entire system. Not alone the Railway, but all his fellow-workers are included. The more a story is told the greater or more serious it grows and this is exceptionally true of matters of discourtesy.

A passenger does not have a good word for the Railway and at time of accident refuses to give name and stops other passengers from giving name. He oftentimes tries to get by without paying fare and passes the conductor big bills. All of this makes it hard for employees.

It leaves the passenger with the feeling that he isn't getting his money's worth, breeds a dislike to use cars unless absolutely necessary, and if a visitor from another city, gives the road and men a bad name. In case of accident, it increases desire of passengers to obtain damages.

It hurts the whole organization; for instance, if treated discourteously today tomorrow he may be a very material witness to an accident and even though the man who had the accident was a good fellow, that witness was lost by the discourteous act. The prestige of the Railway and the impression strangers get about it are judged by the courtesy of the men.

LAWRENCE AVE. THEN AND NOW

Transportation in the Truck Garden Days and Today—An Interesting Contrast

In the days of not so long ago Lawrence Avenue was a one track line; with one-hour service and both east and west trips were made on the east-bound track; the west-bound being hidden under a jungle-like growth of burdock, marigold and morning-glory, purple and pink. From old 40th Avenue to Kimball Avenue a ten-foot ditch half filled with water ran along between the south rail and the wooden side-walk and in the ditch frogs, crawfish and other creatures of interest to the small boy held forth. A line of willow trees in soldierly array from Hamlin to Kimball acted as windbreak to the farms that lay to the south. And a large pond good for wading in summer and better for skating in winter lay about where the Kimball "L" terminal now stands. Further east was the old high, wooden bridge over the North Branch. Beyond the river were the "Woods" which yielded violets, thorn apples, shinney sticks, butter-cups and butter-nuts. And so on down through old Bowmanville and Ravenswood and the sand-lots to old Evanston Avenue.

In those days of one-hour service the riders were largely those who came out to pick onions and tomatoes on the truck farms that hemmed the line in for long stretches on both sides. Riders were few in summertime and fewer in wintertime.

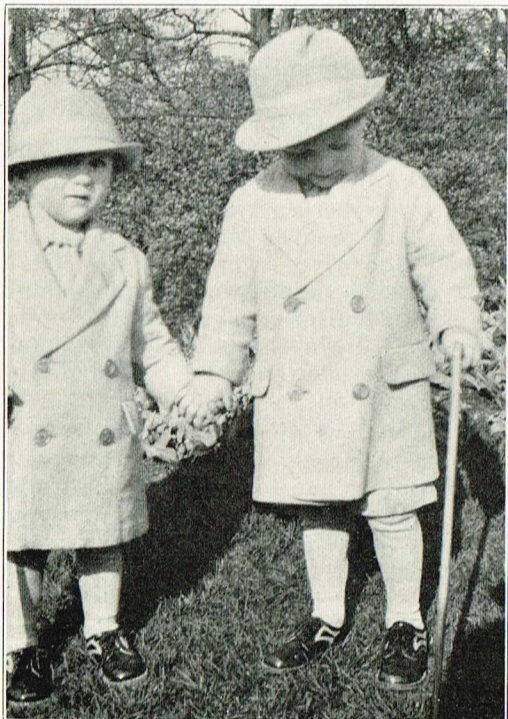
Conductor "Charlie" Krebs and Motor-man "Bob" Lockwood, two sterling old-timers, comprised the crew of the lone car. And they tell a little story of how "Charlie" came in one winter evening after the day's work and handed in his trip sheet to the receiver and asked for a nickel explaining that although they had carried one passenger that day he had spent ten cents to call the wreck wagon. Another standing joke was "Who is going to pick the night car on Lawrence Avenue?"

One track, one car, one-hour service. The smell of sweet clover and wild roses. The hum of bees. An occasional rider. Such was the Lawrence Avenue of yesterday.

And then the boom came; as ever following the street car line.

Today, the smell of gasoline and the hum of industry and business. Hotels, banks, movie palaces, scores of eat shops, style shops and sweet shops. Thousands of shoppers. With its many cars serving thousands of riders Lawrence Avenue has become a mighty artery in the transportation scheme of the far North Side; vital to the life of the city; fully justifying the faith of those builders who visioned the tremendous growth of the Metropolis of the West and pointed out the way.

Enumerator.



Harold and Elmer, Jr., sons of Motorman E. J. Hausler, Limits.

He called her Lily, Violet, Rose,
And every other flower of Spring.
She said, "I can't be all of those,
So you must Lilac everything."

Not Color-Blind

Lecturer—What's the color of the human skin?

Ruth—Well, er—about the same color as flesh colored stockings.—London American.

"NOT MISSED—PARENTS NOT INTERESTED"

A Pathetic Incident Disclosed in a Routine Report

On his 10:15 P. M. trip on June 17, Conductor L. D. Good, badge No. 8486, of the Limits Station was stopped by a southbound conductor at 95th and State who turned over to him an 8-year-old boy who had been discovered alone on the southbound car. The youngster who was evidently having the time of his life was able to give the name of John Lazar but was unable to give where he lived except that it was near Lincoln Park. The boy being so indefinite as to his residence, Conductor Good decided to turn him in at the Limits Depot which he did. The facts were given to the switchboard operator who immediately got busy, first of all discovering that no missing boy had been reported to the police. Later on, trying numerous calls to various addresses in the telephone book, he was able to locate the parents, who had not missed the little fellow and were not particularly interested in getting him back. The Sheffield Avenue police were then called and Johnny was taken to the residence of an aunt on Sedgwick Street where he arrived at midnight.

LINING UP THE WITNESSES

North Avenue Still Leading—Marked Improvement in Average for the System

While North Avenue dropped a fraction below its average for March and April, it still held close to an average of five witnesses per accident and thus led in this interesting contest. Lawndale-Blue Island nosed out Elston-Noble and Burnside secured second position with the other two stations trailing. For the first time since the contest started, six of the stations showed an average of better than four witnesses per accident. Cottage Grove in moving up from eighth position to fifth showed the largest increase, while 69th Street suffered a slump dropping from fourth to ninth. The average for the system—3.95—is the best showing thus far made and is immensely gratifying to the Legal Department.

	May	April	March	Febr.
1. North Avenue	4.92	5.00 (1)	5.32 (1)	4.63 (2)
2. Lawndale Blue Isl.	4.76	4.33 (3)	4.18 (3)	4.50 (3)
3. Elston-Noble	4.61	4.56 (2)	4.65 (2)	4.87 (1)
4. Burnside	4.16	4.33 (3)	3.99 (4)	3.85 (4)
5. Cottage Grove	4.10	3.48 (8)	3.41 (9)	3.54 (7)
6. 77th Street	4.05	4.05 (5)	3.79 (5)	3.77 (6)
7. Kedzie	3.89	3.97 (6)	3.46 (7)	3.12(12)
8. Lincoln	3.67	3.31(10)	3.30(11)	3.18(10)
9. 69th Street	3.65	4.18 (4)	3.66 (6)	3.83 (5)
10. Archer	3.51	3.56 (7)	3.44 (8)	3.43 (8)
11. Armitage-Division	3.38	3.40 (9)	3.33(10)	3.16(11)
12. Devon Limits	3.07	3.11(11)	3.28(12)	3.33 (9)

Average for the System... 3.95 3.93 3.80 3.74

Good Example

"Surely, Miranda, you're not going to marry again when the Lord just took Smith."

"Yes, I shuah am," replied Miranda. "As long as the Lawd takes 'em, so will I."—Messenger.

Cutting Down Accidents

Lincoln Again Leading—Some New Features of the 1927 Contest

Standing of Divisions February to May Inclusive

First Place	Division No. 11, Lincoln	64.29
Second Place	Division No. 7, Kedzie	61.80
Third Place	Division No. 6, Lawndale & Blue Island.....	59.33
Fourth Place	Division No. 2, Burnside	58.93
Fifth Place	Division No. 8, North Avenue	57.51
Sixth Place	Division No. 9, Division & Armitage.....	55.96
Seventh Place	Division No. 10, Elston & Noble	52.56
Eighth Place	Division No. 5, Archer	51.67
Ninth Place	Division No. 3, Seventy-Seventh	50.59
Tenth Place	Division No. 1, Cottage Grove	50.08
Eleventh Place	Division No. 4, Sixty-Ninth	49.09
Twelfth Place	Division No. 12, Devon-Limits	44.40

Standing of Divisions May, 1927

First Place	Division No. 11, Lincoln	84.86
Second Place	Division No. 9, Division & Armitage.....	78.83
Third Place	Division No. 7, Kedzie	77.49
Fourth Place	Division No. 6, Lawndale & Blue Island.....	75.56
Fifth Place	Division No. 8, North Avenue	72.99
Sixth Place	Division No. 5, Archer	71.78
Seventh Place	Division No. 3, Seventy-Seventh	71.76
Eighth Place	Division No. 1, Cottage Grove	67.85
Ninth Place	Division No. 2, Burnside	67.27
Tenth Place	Division No. 10, Elston & Noble.....	66.71
Eleventh Place	Division No. 4, Sixty-Ninth	62.92
Twelfth Place	Division No. 12, Limits & Devon.....	58.88

By **WILLIAM PASCHE**

Supervisor, Accident Prevention

Lincoln Avenue Depot is again leading the Accident Prevention Contest with Kedzie a close second and Division No. 6 (Lawndale-Blue Island) in third place. Burnside has dropped from second to fourth and 77th Street has come up from eleventh to ninth place.

The new system of including only the chargeable and doubtful cases, which was inaugurated May 1st, has had the effect of raising the standing of each and every division in the contest. For instance, for the month of May the lowest percentage for any division was higher than the highest percentage for any division during the month of April. Under this system there may be an increase in the number of accident reports without affecting the standing of the division, as great care is being exercised to exclude accidents which could not have been prevented by any action of the trainman.

During the month of May I have scrutinized carefully every report made by

trainmen and in a great many of the cases have consulted with the Division Superintendent before determining whether the accident should or should not be charged. There are a great many doubtful cases which, until we are in a position to determine otherwise, are charged; and here is where the trainman could frequently be of great assistance in making more complete and correct reports.

The outstanding class of accidents is the vehicle collisions, and motormen will agree that the two greatest preventives for such accidents are sounding the gong and constant alertness on the part of the motormen in an effort to anticipate what the driver of the vehicle is going to do.

The Mechanical Department is giving the matter of gongs special attention at this time and motormen who have a car on which the gong does not function properly should sign it in at the end of his day's work.

Boarding and alighting accidents, in number, are second only to the vehicle

collision accidents and special attention might, at this time, be called to Paragraph C of Rule 36 on Page 16 of the rule book, reading as follows:

"The motorman must answer the signal "go ahead" from conductor by two taps of the gong. If unable to proceed immediately on receipt of signal, motorman must obtain another "go ahead" signal before starting car."

Attention is also called to General Order No. 3-26, paragraph 4, of which reads:

"At all intersections, conductors and motormen must observe carefully to see if there are any passengers to board and give them sufficient time. When the conductor has given the motorman the "Go ahead" signal and the motorman remains at a standstill until he gets the green light, other persons may wish to board and it becomes the conductor's duty to observe them and to notify the motorman by proper signal."

Conductors and operators should distinctly announce all stopping places or streets where cars stop. In this way they will be selling service to our passengers and will help to prevent alighting accidents. In many cases a passenger seated in the car and not having heard the street announced, noticing that he is passing the street where he wishes to alight, will rush to the rear platform and quickly step off the car. This might cause him to fall, whereas, if the street had been called, this rush on the part of the passenger would not have been necessary.

Rule 72, Paragraph A, Page 41, of the rule book is quoted below:

"Conductors and operators shall distinctly announce all stopping places, transferring points, and railroad depots; also parks and places of amusement when passengers may be going thereto. They should endeavor to keep passengers informed as to their whereabouts, and avoid carrying them beyond their destinations."

Not Enough Water

Teacher asked her class if they could compose a rhyme using the word "Nellie." Johnny Jones, being called upon, rose, much embarrassed—"There was a pretty little girl named Nellie, Who fell in the water and wet her little feet."

"Why, Johnny! That doesn't rhyme."

"I know it don't. The water wasn't deep enough."

There are two kinds of men—those who do as their wives tell them—and bachelors.

ARMITAGE GAINS FIRST PLACE

Tops Power Savings List, Nosing Out Cottage Grove—All Improve

To run on time will save power.

To become proficient in the proper operation of an electric car is an accomplishment well worth the effort and attention required.

If you put into practice the instruction your supervising motorman presents to you—

It will make car operation a better business;

It will make car operation easier for you;

It will prevent the waste of power;

It will please the public.

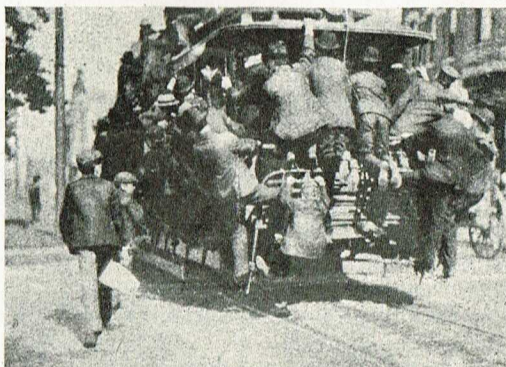
The following table has been arranged for the benefit of our motormen and shows the standing of each depot on the basis of the greatest gain in power saving when compared with the first operating period of the depot, the per cent column showing the amount, thus determining the rank of the depot on this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

Division	May	Per Cent Saving or Loss
Armitage	1	13.08
Cottage Grove	2	11.80
Lincoln	3	8.95
North	4	6.23
77th-Vincennes	5	6.20
Limits	6	5.74
Devon	7	4.87
Burnside	8	4.57
69th-Ashland	9	4.42
Kedzie	10	4.32
Archer	11	4.13
Division	12	3.68
Lawndale	13	1.75
Elston	14	0.64
Noble	15	0.31
Blue Island	16	0.00

Total points 80.67

April points 70.45

May gain.....10.22 points or 14.5%



Here's a reminder of the way the ball fans loaded up an open car to reach the old Cubs Park.



Lincoln's Husky Bunch of Ball Players

Left to right, first row: P. B. Nardie, J. C. Drees, J. M. Schaller and F. J. Henery. Second row: A. P. Maes, J. Angel, catcher; L. Dellamaria, J. C. Smagach, and R. C. Brooks. Upper row: W. L. Bock, C. A. Reinmiller, P. P. Schormack, pitcher; and G. H. May.

Spethman Discusses Lincoln

Up to this date June 20th the Lincolns are still leading the North Division of the baseball league having defeated Division No. 9 by a score of 18-2 May 25th. Four home runs were made by the following players: May, Nardi; Maes and Dellimaria, also defeated North Ave. by a close score of 9-8 June 8 and winning the game with Devons by a score of 14-1 June 15th. During the 8th inning of the Lincoln-Devon game, there was quite a bit of excitement around third base when the third baseman in trying to get a ball, ran into our supervisor, W. Ackelberg, who stood nearby, knocked him off his feet. Mr. Ackelberg arose smiling and brushed the dirt off and wondered what struck him and the many rooters for both teams enjoyed a good laugh. One man who has never been mentioned is our coach, Mr. C. Rhinemiller, who deserves a great amount of credit for his faithfulness and loyalty to the team both this year and last year. He is always ready and pleased to go out and practice and to help the boys in any way he can.

STREET CAR MEN'S LEAGUE

How They Stand, Including Games of June 29

NORTH DIVISION

Team	Played	W.	L.	Pct.
Lincoln	8	8	0	1.000
Lawndale	8	5	3	.715
Kedzie	7	5	2	.715
Division Nine	7	4	3	.572
Devon	7	3	4	.426
Division Ten	8	3	5	.375
North Ave.	7	2	5	.286
Limits	8	0	8	.000

SOUTH DIVISION

Team	Played	W.	L.	Pct.
Burnside	6	6	0	1.000
Blue Island	6	4	2	.667
Archer	7	4	3	.572
77th Street	7	4	3	.572
69th Street	7	3	4	.426
Cottage Grove	6	2	4	.333
Hammond	7	0	7	.000

We want to congratulate our pitcher, Pete Schormack, who is the proud father of a baby boy born May 26.

Nurse: "Professor, a boy has arrived."
Absentminded Professor: "Ask him what he wants."

A Busy Social Season

Numerous Affairs Complimentary to Miss Anderson Preceding Her Marriage to Mr. Shaughnessy

A series of parties were given the latter part of May for Miss Lydia M. Anderson, before her marriage to Mr. Thomas H. Shaughnessy, Asst. Supt. of Shops & Equipment, North & West Division.



Mr. and Mrs. Shaughnessy

On May 26th, various members of the Women's Auxiliary attended a surprise farewell party at the Clubhouse in honor of the bride-to-be. When she arrived, the rooms were darkened and the strains of Lohengrin's Wedding March greeted her. The first part of the evening was spent in playing cards and Bunco, and refreshments were served later. The prize-winners at each table were then announced, and Miss Anderson was told that she had won the "booby" prize. A large box tied with white ribbon was presented to her, and everyone was anxious to see what the box contained. Upon opening it there was disclosed a silver footed tree meat-platter, together with silver gravy boat and tray. After the excitement had died down somewhat, a cake was brought in and the bride-to-be

was requested to cut it, as this was a wonderful cake, which would tell the next bride, the one doomed to spinsterhood and the lucky one—there being a ring, a thimble and a wish-bone baked into the cake. Miss Carlson found the ring, Mrs. Sigwalt the thimble and Miss Mildred Humes the wish-bone. Everyone then wished Miss Anderson the best of luck and all the happiness in the world, and before leaving she was presented with a beautiful bouquet of roses. The hostesses of the evening were Mildred Humes, Henrietta Fidler, Marie Krausman, Georgia Smith, and Josephine Sigwalt. There were 40 present at the party.

The girls at the West Shops arranged a luncheon at Powers' on May 26th. The table was beautifully decorated with sweet peas and jonquils, and the luncheon was such as only Powers knows how to serve.

As Miss Anderson was leaving on May 28th, her co-workers thought it fitting to give her a farewell reception, and accordingly her office was decorated in pink and white, and the door leading thereto was tied with a large white bow. As a remembrance, the clerical and supervisory forces presented her with a 53-piece chest of silver. This reception was almost too much for the bride-to-be, and it was the longest time before she recovered enough even to take off her hat and coat.

All of the above were only the preliminaries for the final event, which took place June 8th, 4:30 P. M., at St. Peter's Church, Belmont Avenue at Broadway.

Miss Anderson walked down the aisle with her Mother, who gave her in marriage. She was attired in an attractive gown of white georgette, carrying a gorgeous bouquet of white roses and lilies of the valley. Her large white hat of georgette and taffeta was most becoming. Mrs. Anderson looked very charming in a gown of rose crepe with hat to match.

Miss Irene Libby was the only attendant, and wore a becoming gown of pink georgette and hat of the same shade. She

carried a bouquet of roses, which blended very prettily with her gown.

Mr. Elmer Sigwalt served Mr. Shaughnessy as best man.

A wedding supper for a number of friends at the Briar Hotel, followed the ceremony, after which the newlyweds left on an extended trip through the East—Washington, Philadelphia, Atlantic City, Boston, New York, and Niagara Falls, expecting to be gone about three weeks.

Miss Anderson was Mr. Adams' stenographer for over ten years, and was a faithful and efficient worker. She took an active part in the Women's Auxiliary, serving two terms as President, and she leaves the company with the best of wishes from her many friends.

LEGION TOPICS

Drum & Bugle Corps Benefit

On Saturday evening, June 25th, a Bunco Party was held at the club rooms at No. 40 S. Clark St., as a Benefit for our Drum and Bugle Corps. A large crowd of Surface Lines Post boosters attended and showed the boys that their efforts are being appreciated. This party was made necessary by the zealous manner in which the boys carried out their part in the memorial exercises.

The State Convention

Your special attention is called to the state convention to be held in Joliet on Monday and Tuesday, Aug. 29th and 30th. Surface Lines Post is planning to rent a house at Joliet for the days of the convention which will serve as headquarters for visiting comrades, and will serve the purpose of keeping our boys together much better than could be accomplished at a hotel.

New Chaplain

Comrade S. Sherman has been elected Chaplain of the post to replace Comrade F. H. Sherman, who resigned recently.

Meeting Nights Changed

During July and August there will be only two meetings a month. These will be on the 1st and 3rd Fridays in the club rooms at No. 40 S. Clark St. We have a lot of new members and new furniture in the club rooms. Come out and get acquainted with both.

Don't forget the state convention at Joliet, Aug. 29th and 30th.

The Weaker Sex

There was a young girl from Siam,
Who had a rough lover named Priam—

"I don't want to be kissed,

But if you insist

God knows, you are stronger than I am."

CLUB SPARKS

The Gold Coast Bowling Alleys on Clark Street at Division have been secured for next winter's season. All indications are that there will be 12 teams entered in the big league. The Club House League also is looking forward to a big season. If you want to bowl next winter get yourself lined up with a team now. See your director about this and watch for future announcements.

Track and Field Meet

The Annual Track and Field Meet of the Surface Lines Club will be held Saturday afternoon, August 13, 1927, at the Athletic Field of the Sears-Roebuck Department, Y. M. C. A., at Arthington Street and Kedzie Avenue. As the whole afternoon will be devoted to this Meet, a wide range of events have been carded.

Sprints, half-mile run, running, high and broad jumps, shot puts, hurdle and relay races are listed. Exclusive novice events have been arranged for beginners.

Elaborate gold, silver and bronze medals will be awarded in each event. Keen competition is expected for the departmental trophy.

The management is backing this event and every effort will be put forth to make it the most successful athletic venture the Surface Lines Club has ever undertaken.

Trolley Party

The Surface Lines girls spent a pleasant evening out at the Forest Preserves, at the end of the Milwaukee Avenue Extension Line on June 16th, at a trolley party given by the Program Committee of the Woman's Auxiliary. A brand new two-car train, through the kindness of Mr. Evenson of the Transportation Department, was chartered for the occasion, and when this train rolled up alongside the North Side Offices at Clark and Division, a happy crowd of girls were waiting to board. This train hailed from the Armitage Station, and under the personal supervision of Mr. Emil Gagler, supervisor, and it was unanimously decided one of our very finest supervisors, who, with his trainmen, took the party on a safe journey to its destination. Games were played and prizes awarded to the winners. The first prize was won by Erma Jahn, sprightly young miss in the Purchasing Department, in the Kangaroo Hop race. The second prize went to Grace McCann of the Accident Investigation Department, for winning the circle running race; the third prize went to Mary Atols, sister of Anna Atols of the Financial Department, for blowing the largest balloon, and the last prize was awarded to Catherine Beatty, sister of Mary Beatty of the Accident Investigation Department, for being the best rope jumper.

"How about some nice horseradish?" said the grocer to the bride.

"Oh, no indeed! We keep a car."

SURFACE SERVICE MAGAZINE

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

A Prayer

I EXPECT to pass through this world but once. Any good therefore that I can do, or any kindness that I can show to any fellow creature, let me do it now. Let me not defer or neglect it, for I shall not pass this way again.

—OLD SAYING.

GOING AFTER THE COFFIN AWARD

The Surface Lines organization has entered the competition for the Charles A. Coffin award. This week it will file with the committee its statement of the reasons for believing that it has "made a distinguished contribution to the development of electric railway transportation for the convenience of the public and the benefit of the industry." If its presentation of facts sustains its confident belief in the character of the accomplishments the Award is as good as won. The committee in charge of the contest will announce the result at the annual convention of the American Railway Association at Cleveland next October. The successful contestant receives the Coffin medal and \$1,000 in cash.

COURTESY AND ACCIDENT PREVENTION

The Courtesy Contest, started at the beginning of May, found Lincoln in the lead at the end of the first month, thus winning double honors, as the men of

that station also led in Accident Prevention. There is a well substantiated theory that courtesy carries with it a consideration for passengers and a care in operation that tends to prevent accidents. One of our conductors, M. H. Tierney, Badge No. 12092 of Seventy-seventh undoubtedly had been impressed by this fact when he sent in a suggestion that the "C.S.L." might well indicate the slogan: "Courtesy Saves Lives." It was a good thought and an examination of the tables showing the standing of the respective depots in the Accident and Courtesy Contests goes far to confirm the theory. It will be noted that generally speaking the Divisions with a high standing in the Courtesy Contest are also well up in the Accident Prevention Contest. It will be interesting to watch this parallel as the contests progress.

SERVICE WORTH TEN CENTS

Lady Visitor Insists on Paying Three Cents Extra as Fair Fare

Miss Myrtle Dietericks, who was a passenger on one of our Cottage Grove cars and just before reaching her destination, stepped out on the rear platform where Conductor P. W. Fitzell, badge No. 1154, was standing and handing him three cents, told him that the service being rendered by the Surface Lines was easily worth ten cents. As she had only paid seven, she was giving him the difference in the firm conviction that ten cents was little enough for the kind of transportation being furnished by the Surface Lines in the matter of its type of equipment, speed and universal transfer privileges. Miss Dietericks is familiar with transportation in various parts of the country and, therefore, was actuated by her experience growing out of the observation of service elsewhere.

The worst bankrupt—the soul that has lost its enthusiasm.—Dr. Frank Crane.

He who talks without thinking runs more risks than he who thinks without talking.

In the old days, if anybody missed a stage coach he was contented to wait two or three days for the next. Now he lets out a squawk if he misses one section of a revolving door.

Keeping 'Em Rolling

*Elston Breaks High Record and the Average for all Carhouses
Exceeds Previous Figures*



Elston's Bunch of Hustlers

W. Goddard, L. Nystrand, W. Hall, E. McGill, S. Geller, J. O'Leary, E. Jeffers, T. Urpralis, M. Bochnick, C. Kloster, O. Nelson, J. Glab, A. Trokenbrot, H. Cunningham, T. Brownell, J. Ryan, B. Dliooge, F. Wesbey, J. Piche, C. Rasmussen, J. Majowski, J. Pezwinski, J. Kipos, W. Fellsk, A. Dumborski, P. Treweiler, W. Kibitt, J. Ceisla, P. Gerhardt, J. Nordman, S. Stoga, O. Krueger, O. Krause, P. Donnelly, A. Gregorczyk, W. Skopis, T. Katowski, P. Nagel, A. Casalino, J. Polinski, N. Jeing, J. Polka, J. Buzinski, W. Grzeleski, W. Halpin, J. Heldebrand, T. Vareles.

Elston is back in first place again and has broken the high record for the system, having operated 63,205 miles per pull-in.

The average mileage for the system is also the highest it has been, being 26,352 miles per pull-in, a gain of 19.4% over April, or 95.2% over May 1926.

The month of May has been one of great changes. Elston moved from 11th in April to 1st this month, with an increase of 222.8% in mileage; Blue Island from 10th to 3rd and 77th from 8th to 2nd. Some of the reverses were Lincoln from 1st to 15th, Limits from 4th to 13th; and 69th from 2nd to 8th. With all the changes, there were only 4 carhouses that had a decrease in mileage over that of April. This

month shows more than any previous month what large upsets there can be in the pull-ins, and it behooves everyone to keep plugging all the time, or they will be passed by others who probably had been far below them the month before.

The individual records follow:

Rank	Carhouse	Zero Days	Miles		Percent Inc. or Dec.
			Per Pull- In for May	Ov. Apr.	
1	Elston	25	63,205	222.8	
2	77th	7	34,036	44.5	
3	Blue Island	20	33,602	55.4	
4	Archer	11	31,386	21.1	
5	Devon	12	30,397	21.6	

6	North	7	30,076	2.7*
7	Armitage	19	29,407	12.7
8	69th	3	28,582	7.7*
9	Lawndale	16	25,900	41.7
10	Division	15	24,962	39.7
11	Noble	23	23,487	3.0
12	Kedzie	8	22,210	34.5
13	Limits	21	22,187	26.6*
14	Cottage Grove	10	20,939	13.0
15	Lincoln	8	19,584	40.6*
16	Burnside	7	14,994	36.0
		212	26,352	19.4

*Decrease.

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

Carhouse	May	April	Mar.	Feb.	Jan.	Dec.
Elston	1	11	6	1	2	10
77th	2	8	12	13	13	8
Blue Island	3	10	2	2	7	3
Archer	4	6	4	4	4	9
Devon	5	7	1	3	6	11
North	6	3	8	11	11	15
Armitage	7	5	9	12	3	5
69th	8	2	3	8	10	6
Lawndale	9	13	14	7	8	7
Division	10	14	13	6	9	1
Noble	11	9	11	9	5	2
Kedzie	12	15	10	15	15	12
Limits	13	4	5	10	1	4
Cottage Grove	14	12	15	14	12	14
Lincoln	15	1	7	5	14	13
Burnside	16	16	16	16	16	16

Bouquets for the Boys

Mr. Thomas E. Fenn of the Metropolitan Syndicate Press of Chicago congratulates the management and employees upon the character of the service and the courtesy of the company's representatives particularly in the South Chicago section. He says he does not see how the present service in routing, schedules and personnel could be improved.

Mr. Frank G. Tabb, Chief Engineer of the Pullman Free School of Manual Training, arranged with Instructor J. M. Johnson to take a group of the electrical students under the direction of Mr. McDougal over to Burnside and spend an afternoon in the instruction car. The class was so highly entertained and instructed that Mr. Tabb expresses his appreciation to Mr. Altmeier and Mr. Johnson for the courtesy extended to these pupils.

Mr. J. H. Dunn, 2154 West 108th Place, commends Conductor Eugene Mulcahy, badge No. 1362, of 77th for paying his fare when a passenger was short of change and remits the amount in stamps with his thanks.

Motorman Daniel Sheehan, badge No. 3805, of 77th is thanked and commended by Miss Helen Randolph, 739 Brompton Place, for the prompt recovery of her pocket book containing eleven dollars and a wrist watch.

Conductor Frank E. Broger, badge No. 11,-

324, of Lincoln is described by Miss Mason as a model of kindness and courtesy because of the attention given to elderly people in getting on and off his car.

Conductor Charles McGoldrick, badge No. 5382, of Burnside is similarly commended by Mrs. J. W. Wilkins who was one of those who was assisted in boarding and leaving his car.

Mr. E. Oberneit, 1221 Astor Street, thanks Conductor Michael Doyle, badge No. 1846, of 77th for promptly turning in his umbrella.

Motorman James Dougherty, badge No. 3793, of Lincoln observed a pocket book lying in the street on the Lincoln Avenue car tracks. Through a card in the pocket book, the owner was identified as Mrs. Hans E. Pessarar, 3311 Eastwood Avenue, and arranged for its immediate restoration to the owner. Mr. Pessarar writes us to express his thanks and to say that Motorman Dougherty declined to accept the reward which was tendered him.

Miss Martha Hofmann, 4944 North Hoyne Avenue, who traveled with Conductor Paul H. Peterson, badge No. 524, of Burnside on a Stony Island Avenue car on Memorial Day with her small son of four years, writes a letter of thanks for the assistance rendered to her by his conductor who she states is the most accommodating young man she has ever come in contact with.

Conductor John T. Crowley, badge No. 350, of Burnside helped a blind man off the rear platform at 22nd and Indiana and accompanied him to the particular corner which he wished to reach. Mr. George S. Patterson of the Illinois Athletic Club comments on the kindness of the conductor, and also states that no impatience was shown by the motorman who seemed to be in entire sympathy in what his connie was doing.

Miss Ella Rorke, 6520 Glenwood Avenue, observed Conductor William J. Washa, badge No. 420, of Devon when he after taking the fare of an elderly crippled shabbily dressed lady passenger, assisted her into the car and saw her safely seated before giving the starting signal. Miss Rorke was much impressed by the thoughtfulness of this employee.

Conductor William C. Walker, badge No. 1078, of 77th during a very busy trip was flooded with questions by a number of passengers under trying conditions and his respectful and definite replies and consistent courtesy so impressed Mrs. A. D. Lake, whose husband is at the head of a large concern at 738 Federal Street, that she wrote us an enthusiastic letter of commendation.

Mrs. Arthur Carlson, 3918 Mozart Street, compliments Conductor Stanley I. Bergren, badge No. 1960, of Elston for the consideration shown an elderly lady passenger who boarded his car and found that she had left her purse at home. Conductor Bergren saved her embarrassment by paying her fare and was generally courteous to all of his passengers. Mrs. Carlson observes that it is a pleasure to have men like him in our service.

Dr. Arthur Stenn, 1811 West 47th Street, found himself short of change only having three pennies; but Conductor John Hyland, badge No. 2462, of 69th permitted him to ride and

later on Dr. Stenn forwarded the balance with the letter of appreciation.

Mr. F. C. Fitzmaurice of the Chicago Athletic Association was on the car in charge of Conductor Alexander H. Klein, badge No. 2610, of Devon and witnessed the assistance rendered by the conductor to a crippled young lady who boarded his car at Washington and State Street. The kindness and thoughtfulness of Conductor Klein so impressed him that he said it was a pleasure for him to report the incident to the company.

Conductor Joseph E. Olson, badge No. 3944, of Noble was so careful in helping an old lady off his car and to the sidewalk that Mrs. A. Devitt, 713 South Paulina Street, who was a

No. 7718, of North Avenue, in looking after two children who were passengers on his car. Mr. Sturdevant thinks that Conductor Dwyer saved them from serious accident in alighting. Other instances in which Conductor Dwyer was particularly solicitous for elderly lady passengers is also referred to by Mr. Sturdevant.

Conductor John C. Taylor, badge No. 8848, of Lincoln, earned the gratitude of Mrs. Sarah McGee, 5901 South State Street, a lady of advanced years, when he directed her very carefully how to get to where she wanted to go when she was confused and in unfamiliar surroundings. She wrote a very nice letter expressing her thanks.

Conductor George J. Biedermann, badge No.



Thirty-One Years Ago at Archer and Pitney

The attached is a group of trainmen at the old Archer & Pitney Car House, taken in September, 1896. Property of W. A. Bessette, Act. Supt. of the First Division. Front row, left to right: John Allen, Car Placer; Michael Brown, Thomas Bell, William Burke, Richard McGee, Motormen; W. A. Bessette, Harry Sievert, Conductors; Thomas Versailles, Richard Cowan, Motormen; Hamilton Murdock, Conductor. Last man unidentified. Standing on car: First man unidentified, Conductor John Campbell, errand boy repair dept.; James Woulf, Conductor; A. Sonneborn, Gus Boldt, Motormen; James Drury, Conductor; John Magee, Michael Fitzpatrick, Richard Woulf, Motormen. Five of the group are still in the service: Michael Brown, Thomas Bell, John Magee, Hamilton Murdock, W. A. Bessette.

passenger on the car could not refrain from describing him as one of the most courteous men she had ever seen.

Conductor Charles M. Thom, badge No. 4252, of Cottage Grove is thanked by Miss Elizabeth Belle Shear, 1906 Estes Avenue, for the prompt recovery of a pocket book lost on his car.

Mr. F. A. Sturdevant, 1742 Brigham Street, was very favorably impressed by the care exhibited by Conductor William L. Dwyer, badge

10,044, of Devon is commended by Mrs. Oscar Danielson, 4936 North Kedvale Avenue, for his unusually creditable service and appearance. Clean linen, freshly pressed uniform and polished shoes were in evidence and the writer states that it is a pleasure to hand a fare to this type of representative.

Conductor Henry Uhl, badge No. 10188, of Lincoln, seems to have a pleasant "good morning" for his passengers and is particularly considerate of those of advanced years or who

are physically handicapped. Mrs. M. Eisner, Deputy in the office of the Clerk of the Municipal Court, writes us to congratulate the company on having a conductor of this character.

The manner in which Conductor Benjamin E. Hancock, badge No. 11142, of Devon calls his streets attracted the special attention of Mr. F. P. Dengler of the Industrial Research Laboratories, 124 West Kinzie Street, and he writes us commenting not only on this particular feature but on the willingness of Conductor Hancock to serve all of his passengers courteously.

Mrs. A. L. Grimes of Niles, Michigan, while a visitor in the city, rode with Conductor Patrick Rowland, badge No. 11218, of Devon and his manner of discharging his duties was so satisfactory and he was so helpful and courteous that she wished the company to know that this service was appreciated.

Conductor Joseph G. A. Coleman, badge No. 11362, of 77th, was commended by Mr. Eugene Shubart, 35 South Dearborn Street, for the assistance rendered to an old blind colored woman passenger who was helped from the car and safely conveyed to the sidewalk.

Conductor John Peanowski, badge No. 11508, of Archer was particularly attentive in helping Mrs. A. Mell, 716 West 43rd Street, when she boarded his car with four small children. The fact that he assisted her so kindly and that when she paid her fare she had only a five dollar bill, he made change promptly and pleasantly. She congratulates the company on having a conductor like this in the service.

Mrs. Vera C. Cameron, 3219 West 65th Street, a teacher at the Harrison Technical High School, on two occasions found herself without change. Conductor Michael Coleman badge No. 5366, of Kedzie and Conductor Percy B. Boylan, badge No. 12340, of Kedzie were the conductors with whom she was riding at the time. Each of them extended to her the courtesy of transportation and Mrs. Cameron was very much impressed by their interest in maintaining the highest quality of public relations. Conductor Coleman even went so far as to offer her a ticket on which she could ride home at the close of the school day, but this she did not require. She extends her sincere thanks to both of them.

Conductor Albert Special, badge No. 13454, of 77th is thanked by Miss Helen Von Thaden, 8338 South May Street, a student who lost her pocket book and recovered it and a new fountain pen when it was promptly turned in.

Mr. Vincent Murphy of Drummond, Ontario, a visitor to the city, had some friendly and pleasant things to say of the service generally expressing his appreciation in particular of the kindly interest of Conductor Thomas J. H. Dowdall, badge No. 14368, of Blue Island, who directed Mr. Murphy to his destination and also helped Mr. Murphy's mother in boarding and leaving the car.

Motorman Marius A. Madsen, badge No. 7349, of Kedzie, through waiting a few seconds at the intersection of Kedzie and Archer Avenues to enable passengers from Archer Avenue to connect with his car, earned the gratitude of Mr. Joseph J. Erklin, 5119 South Kolin Avenue. Mr. Erklin is enthusiastic over the consideration thus shown him.

Mr. H. F. Israel, 2133 West 107th Place, expresses his thanks to Conductor Frank J. McIver, badge No. 8838, and Motorman James R. Rafferty, badge No. 12,393, of 77th for the safe return of Mrs. Israel's hand bag.

Conductor Fred Sperry, badge No. 5698, and Motorman James P. Harman, badge No. 12,697, of Devon noticed several ladies running toward their car shortly after midnight, stopped, and waited the necessary few seconds to give them a chance to reach and board the car. Miss Elsa Franks, 211 East North Water Street, who was one of the ladies, writes a letter of deep appreciation for the courtesy extended.

Departments and Divisions

Accounting

Miss M. Earth, who left service Wednesday, June 15th, 1927, surprised her friends recently by announcing that she has been married since April 16th, 1927. Congratulations and best wishes.

A "private" garden party was held in honor of Miss Helen Ruberry on her birthday, Saturday, May 28, 1927. A good "laugh" was had by all.

On Thursday, June 16th, 1927, there were twenty-four girls present at a glassware shower given by Misses L. Rigoni and J. Warren, in honor of Miss Juliet Peletrin.

Another good man has lost his identity. Mr. L. J. Francoeur and Miss Harriet Finnegan were married Saturday, June 18th, 1927 at St. Peter Casinius Church at 9:00 A. M. Mr. and Mrs. Francoeur are spending their honeymoon in Northern Wisconsin. We all wish them happy days.

We wish to extend our sincere sympathy to Harold Sprenger in the loss of his mother; we also sympathize with Otto Hoyer, whose mother passed away recently.

Cupid has scored another hit. Miss Elsie Paige came to work on Blue Monday wearing a great big smile, the reason being that she received a beautiful diamond from THE boyfriend.

Harold Holger returned from his vacation after a wonderful trip to the South. Miss McCabe has returned from her trip West and reported having had a good time.

Mrs. Margaret Wey has tendered her resignation, as she intends to go into housekeeping soon.

Mrs. T. Coan was taken to the hospital for an operation for appendicitis. We all wish her a speedy recovery.

During the month two of our boys were promoted and transferred to the Transportation Department, Mr. A. Alaburdas to Cottage Grove Ave. Car House and Mr. C. C. Skrickus to Noble St. Car House.

We wish to introduce three new members of this department—Miss B. Dreury, employed

June 17th, Mr. Wm. Heise, June 16th and Wm. Conlin, June 16th, 1927.

T. F. Coan.

Car Meter

We offer a hearty welcome to Miss E. Norden, our new employee.

Evelyn Schieman is enjoying a two weeks' leave of absence.

Grace Cassell has returned to work in this office during the vacation months. We are all pleased to have her with us again, this being her third summer here. June 8th, Miss Cassell graduated from a two year course at the National Kindergarten College, Evanston, Illinois. She received an Honorary Scholarship and will return for a third year this fall.

We are anxiously waiting to see how many of the girls who are wearing diamonds will return from their vacation wearing the other ring. We aren't saying a word, but we have our suspicions.

Who will win and who will lose in the great mustache growing contest? Frank Burke, Pete Voss, J. Blake and J. Cronin are the contestants. The one who shaves his mustache off first will find himself out the price of a big feed for the rest. Pete Voss is having great success and has assured us he will not buy the feed.

Mr. H. H. Jones is spending his vacation in Texas. We wish him a good time and a good coat of tan.

Carol Anger completed her four years course with her class, June 20, at the Northwestern University, Evanston, Illinois and will attend summer school at this university this season to prepare for entrance to high-school teaching.

Rose Snider.

Purchasing

The employees of this Department wish to extend their best wishes to Miss Irene Sembach who has received a beautiful diamond.

Vacation time has started in this Department. Edmond Connors spent a week of his vacation by helping his folks paint. We bet that he did a good job because we all know "Ed" too well. Miss Viola Stanger, our Chief Clerk, spent part of her vacation at home.

Berk Sperring takes week-end trips to Milwaukee quite often. By the looks of things we had better start saving our pennies for a wedding present because he keeps on saying, "It won't be long now."

"Judge" Edward Cummings is to take his bar examination on July 14th, and we take great pleasure in wishing him success.

John J. Svoboda.

Material and Supplies

We wish to extend our sympathy to the Hoger family in their bereavement over the death of their mother.

Lyle Eckdahl is ambitious to emulate the example of Babe Ruth. He made a home run the other day, but broke a window which was worth \$1.50. He doesn't think the thrill was worth it though.

Gene Kwasigroch has been seen looking longingly in the windows of every Ford Agency he passes. It looks as if he is having a relapse of his old disease.

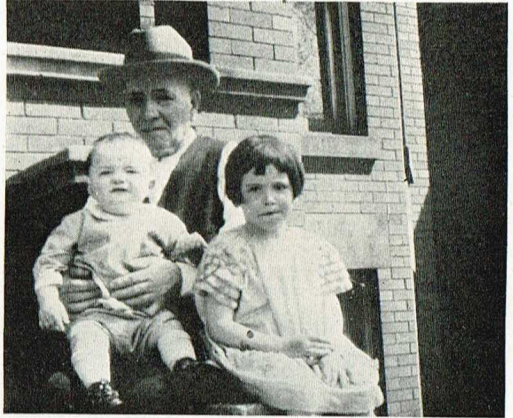
M. H. Tucker, while going home the other evening had a slight accident with his wearing apparel much to the amusement of at least two of his fellow passengers. For information, ask Tucker.

Elmer Ratzel is planning a trip to Minneapolis.

The afternoon baseball players will soon be good enough to get mixed up in a scandal.

Charles (Lee) Jung finally struck out and broke a perfect batting record of 1000.

R. E. Buckley.



Here's a busy granddaddy, Tom Mitchell of the M & S Department with a pair of his grandchildren.

Shops and Equipment—North and West

West Shops: Mr. and Mrs. Walter Krull are the proud parents of a baby boy, Richard Walter, who was born on June 23rd. Congratulations! Walter has been kept busy supplying all his friends with cigars and candy.

Mr. Joe Nemecek, Draftsman, is back at work, felling fine, after being in the hospital for a few days for a slight operation.

Mr. Walter Farrar of the Drafting Room is on his vacation. June is the month for weddings. 'Nuf sed till next month.

Mr. John Hickey, Inspector, is also on his vacation.

Erwin Pickard, one of the Helpers of the Car Wiring Gang (better known as the Sheik) wants to know if Indiana is called the Hosiery State. Will someone kindly enlighten him?

Elston: The Elston boys and their teamwork with the Operating Department, again won the Pull-in Flag. You will see a picture of them on another page.

The Carhouse men at Elston wish to thank the train men for their help in filling the flower boxes and the pride they take in them.

W. Fellsk is back on the job after spending a week's vacation on the farm in Michigan.

P. Treweile is on the sick list, and we hope for a speedy recovery. He would be glad to have the boys pay him a visit.

We are glad to see S. Geller back with us again after a sick spell.

Mr. O. Nelson is back, after spending three weeks on the jury. He says it is hard to get used to work again.

Devon: Mr. and Mrs. C. Draznek announce the arrival of a baby boy on June 21st, weighing over 7 pounds. The proud daddy passed plenty of cigars around.

Kedzie: Mr. Jacob Miller, Repairman, passed away June 6th. He reported for work at 9 A. M., in apparent good health. He took sick at 9:40 and in four hours had gone to his last reward.

Mr. Miller started to work at the old Western Avenue barns thirty-three years ago. He was then transferred to the Madison Street Loop House, and when it was closed up, he came to Kedzie Carhouse. He was well liked by everyone for his pleasing disposition, and the heartfelt sympathy of his fellow workers is extended to his family.

William Domara bought a two-flat frame building. Good luck in your new venture, Bill. D. Cremin, asst. night foreman, and C. Groth, Clerk, report having a very good time on their vacations.

Ask Mr. Krueger how to spray air tanks.
Jane V. McCarthy.



These young live stock experts are Gunder Oliver and Herman Frederick, sons of Conductor Hagen Paulsen of North Avenue.

Shops and Equipment—South

Robert J. Troughton, Asst. Night Foreman, Archer Carhouse, is the proud owner of a new Chevrolet sedan. We understand that Henry Stuewe will be the next customer.

Joe Bermingham started overhauling his

Chevy, and while in the midst of it all, his "Sweetie" called him and he had to go and see her. We wonder how he got there. We are told that Joe takes excellent care of his correspondence—he keeps them in a cute little cedar chest.

Henry Heck has returned to work having been off for a short time with two broken ribs.

R. Fenton and P. McCoy, 69th Street, are still off sick. The boys hope for a speedy recovery.

Wm. Broadfield, South Shops, recently attended the dog races at Homewood, and we understand he had his favorite picked and was about ready to place his bet, when he was persuaded to change his choice. When the race ended, he lost and his first choice came in at 15 to 1. Tough luck, William.

H. Hosang, 69th Street, has returned from his fishing trip. He broke all records by catching one fish.

Anyone going on a fishing trip should consult Mat, Art or Emmet at 69th Street. They go fishing at Mat's Lake and they have a record of one small bullhead and a crab. Some fishing.

J. Moskus, 69th Street, has returned to work fully recovered.

John Taylor, welder, is planning a non-stop trip from Cicero to Chicago in his new Ford, which he has called "The Spirit of Cicero."

John Sake has changed hats, which is a sure sign that summer is here.

Dan Casey, 77th Street, will now be seen in a "trolley" suit.

The boys at 77th Street are wondering who the young lady is that goes motoring quite frequently with Mike Scallil.

Pandemonium broke loose one morning recently when the early arrivals at work noticed a small dark object appear from the north, circle around the large parking space south of the South Shops and finally come to a stop. Shouts of "Lindbergh is here" caused workmen to leave their newspapers and conversation, windows and doors were filled and a near panic resulted. When the noise of machinery had ceased and the smoke cleared away we saw Charlie Westcott climb out of what proved to be a rejuvenated Ford Coupe (less accessories), which had seen better days back in 1924, but recently had been endowed with a coat of paint. After renewing many parts he is now able to reach Roseland without stopping. MORAL: A coat of paint covers a multitude of grief.

Tony Mavrinac, 77th St., is on the sick list. The boys hope for a speedy recovery.

J. P. McCauley.

Wireless Telegraphy

First Barber: Nasty cut you've given the old gang, Bill.

Second Barber—Yes, I'm courtin' his 'ousemaid—that's to let 'er know I can see 'er Tuesday night!—Pickup.

Stop, Look, Listen

"Marriage," said the philosopher, "is like a railroad sign. When you see a pretty girl you stop; then you look, and after you're married you listen."

Around the Car Stations

Cottage Grove

I believe we are safe in stating that we are delayed less with traffic than ever before in the history of the game. When we are delayed a little out of the ordinary let us not stop to argue with the offender as this procedure takes away the prestige and dignity that is associated with our work and is a matter of confusion for all. A friendly and courteous salute as we pass paves the way for future good service on their part.

Brother Luken who recently passed into eternity was a splendid man physically before stricken with the illness that caused his death. His immediate family and friends had hoped that the crisis was past and his recovery assured but fate decreed otherwise. Luken was about fifteen years in the service. Charles Shaw, Paul Martinson and James Phillips ministered as best they could to lighten the sorrow that Brother Luken's family sustained.

The competition in the street car base ball league is more active and acute than ever before in the history of the league. While our team "The Gypsies" are not challenging for the lead at the present time we have a splendid team individually and collectively and I believe will assert their supremacy before the season closes.
J. Calder.

Burnside

With due respect to saving space in the July issue of the Surface Service Magazine we will confine our write up to the following Base Ball News and the attached sketch:

Take a little tip and a little trip
To the Burnside Base Ball game.
We'll bet a five, That the team's alive
They're the boys that'll win us fame.

Take a little tip and a little trip
To the Burnside Base Ball game.
We'll bet a dollar, Without a hollar
That the team will win us fame.

Take a little tip and a little trip
To the Burnside Base Ball game.
We'll bet a ten, That they'll win again
They're the boys that will win us fame.

Conductor Rose our Star second baseman is suffering with a fractured ankle. The injury occurred when he collided with a spectator who had wormed his way too close to the side line during the 69th Street-Burnside game. We are hoping Rose will recover sufficiently to take his place in the near future.

Pitcher Crank holds a remarkable record. He has won five straight games averaging (10) strike outs to a game. We might also mention that he has a batting average of (.800) for the season. Go to it JOHN we're with you.

And our Catcher Elliott who is so dog gone fat
Has been told that he looks like a cow at the bat;
But remember Babe Ruth isn't dainty and slim
And who would dare to ridicule him?

Though Elliott may look like a great big clown
When it comes to hitting you can't keep him down
You may think that I'm boasting so I'll knock on wood
When I say that the whole darn team is equally good.

Fan.

77th Street

It is with pleasure we inform the boys of the return to work of our old stand-by, Motorman John Nerney. John looks natural and says he is feeling fair.

Did you notice the flower boxes in the north windows of the Trainroom? This bit of added beauty is the work of Mr. Meyers, the Carhouse Foreman and that isn't all. Our bays have been whitewashed, trimmed and floors scrubbed. Looks like Lindy is going to pay us a visit.



This very nice girl is Josephine, daughter of Conductor J. B. Blais, 77th Street Depot.

Conductor Chas. Kaley is back in the harness again after having had a very serious operation. Charley is a tough old bird, well initiated on the cable on State St.

Motorman Paddy McHugh of State St. is contemplating a trip to the old Dart to witness the installation of the members of the "Dail." While on vacation he expects to visit King George of England. Anybody personally acquainted with the king kindly forward a letter of introduction to Paddy. We are sure he will greatly appreciate same.

Decoration day has come and gone. The

way the crowds were handled was creditable to the trainmen who handled those people.

Well did you notice the fine tasty sandwiches we had to eat this year? We think it is in order to inform the boys that the kind lady who condescended to make these for us was no less a person than Mrs. Tappenback, mother of Chief Night Clerk Eric. We wish to express our appreciation for same as they certainly were a treat.

Conductor Mike Sillery visited the Post office on business and after transacting same scouted for a half mile around looking for a mail box.

The Accident Prevention is going full speed ahead. Should an accident occur don't wait, get after your witnesses—the more the merrier as these names are going to help place the responsibility either on you or the other party. Remember two or even six sets of eyes don't always see the same. Upon arriving at the depot don't be afraid to sling the ink as this is also beneficial to you and your report. Off again on again Finnigan is bad stuff nowadays.

Art. Lipphardt seems to be getting sore eyes looking at the furniture store windows. A word to the wise is sufficient. Only trust one eye, Art.

The baseball is doing nicely. This being an off season too much is being expected from the players who having had very little practice have done remarkably well. Stick tight boys, we are with you, and bring home the bacon.

The bouquet column finds our old standby M. H. Tierney and a number of other boys of this division leading by a very safe margin, I dare say. It is a great deal more pleasant to tell you how good you are and how your actions have been noticed by the public than the opposite.

The following trainmen have decided to become benedicts, namely: E. E. Knapp, W. E. Lawler, H. J. Smith and P. J. McGann. To the boys we extend our congratulations and wish them plenty of prosperity.

Our transportation family has been increased as follows: W. C. Boyd, a boy; J. F. Ford, a girl; H. A. Baker, a girl; and A. D. Renard, a boy.

This division wishes to extend its profound sympathy to the following trainmen in their bereavement: Motorman J. Kennedy No. 1 in the loss of his wife; Conductor M. F. Kuzel in the loss of his mother and Conductor J. G. A. Coleman in the loss of his mother.

C. A. Gylling.

Sixty-Ninth

The friends of S. A. Peters whose mother died April 8th offer heartfelt sympathies to him in his great loss. Others to whom we extend sympathies are: Mr. J. H. Bossi whose wife died May 13th; relatives of Conductor J. Hall who after a long illness passed away May 24th; Motorman J. J. Finnegan who lost his father June 8th; Motorman J. F. Erlhoff who lost his mother June 21st, and Motorman J. Carney who lost his son June 3rd, 1927. Division No. 4 extends sympathy to them in their bereavement.

Motorman N. B. Morien, who passed away May 12th, is mourned by many friends among

the boys at this station. The funeral was military and the following comrades served on the firing squad under the guidance of C. J. Burke post No. 177 veterans of foreign wars;



J. Bischoff, W. Bonner, E. Boylan, R. Doughty, J. E. Gillooly, A. J. Kreutz, O. F. Pecht and A. J. Letkey. Sergeant E. Salensky, Color bearer J. J. Ehler, Bugler H. Klopp.

Among the new citizens reported are: The 8 pound son of Mr. and Mrs. J. C. Becker, born April 28th. An 8 pound baby girl born to Mr. and Mrs. S. J. Reidy, May 26th. The 9½ pound son born to Mr. and Mrs. John Looney. The 7 pound baby girl born to Mr. and Mrs. M. Glynn. A 9 pound boy born to Mr. and Mrs. C. D. Ryan June 15th. A 9 pound and 6 ounce son was born to Mr. and Mrs. A. Ostberg, and the 10 pound baby boy born to Mr. and Mrs. B. T. Peterson, June 10th, 1927. All reported doing fine. Congratulations.

Wedding bells pealed out for Mr. T. Poland and Miss Mary Callahan Wednesday, April 27th. Also for Mr. J. T. Heraty and Miss D. Rattigan June 15th. Conductor P. O'Connor was married to Miss Nola Gannon June 15th and Conductor D. McCauley is leaving for a vacation and will return after he is married to Miss Margaret Harrington Saturday, June 24th.

Friends of B. Lox whose mother died May 24th offer their heartfelt sympathies to him in his great loss.

Clerk Suma is feeling fit after the wonderful vacation he had in Chicago Lawn and Cicero.

Warning. If you see R. Walsh driving a Chevrolet sedan south on Ashland, "Get outa the way quick" for he travels at a terrible rate of speed and has already become acquainted with a speed cop on Ashland Avenue.

It is rumored that Mr. Irvine will soon announce the purchase of a new and up to the



Little Miss Lambrecht is the daughter of Supervisor C. Lambrecht of the Fourth Division.

minute automobile. Watch his selection.

W. L. Pence.

Archer

The interest of the boys in trying to keep Archer in first place for neatness in appearance is shown along the parkway of depot. The constant efforts of planting and replanting of trees and the beautiful floral window decorations most gracefully adorns Old Archer. The credit reflects back to you in your efforts.

Our sympathy is extended to Conductor F. W. O'Hatzke whose father died June 8th at the age of 76. Buried June 11th from the Evangelical Lutheran Trinity church. Laid at rest in Concordia Cemetery.

Conductor C. J. Mattas strolled away April 13th and took upon himself a wife. Charles kept the secret well until a few days ago the truth leaked out. We wish you well in your undertaking.

Conductor Verne Johnson is spending his vacation with his parents down on the farm at Waterloo, Iowa.

Motorman J. J. Hansen, commonly known to the boys as DINGBAT, left the ranks of single blessedness and entered into the blissful life of matrimony June 18th and conductor A. F. Gallagher took the part of best man.

Conductor Joe English on his way home at midnight Monday, June 13th, noticed in passing the Mid West Theater that the building was on fire. Joe is always on the alert and his quick action in turning the fire alarm saved the lives of those asleep within. Damage done to the building was three awning on store windows. Joe, we have no medals today. Had we any you would have captured the prize.

Born to Supervisor Terry McMahon and wife a bouncing baby girl, Mary Jane by name

who has come to stay. This makes nine boarders in the McMahon home and the caboose is not in sight. Keep up the good work Terry. Here's wishing you a speedy recovery and hope to see you back on the job soon.

Conductor Alex Innes received a fifteen day leave of absence to go to Rochester, Minn., to visit his brother who is in the Mayo Bros. hospital undergoing a serious operation.

Conductor Chas. Hackbusch reports the arrival of Charles Jr. who made his appearance on Tuesday morning, June 14th. Charles took a week off to celebrate the happy occasion.

Motorman J. M. Pechek underwent an operation for appendicitis. He has been away from his work some four weeks. Our last information, he is getting along nicely and will soon be back on the job.

Conductor George Laschetzke reports the death of his brother Walter, an ex-conductor from Archer depot, who died suddenly Monday, June 20th. The boys extend their sympathy in your bereavement.

The supervisory force of Archer depot are doing well to increase the population. Supervisor Martin O'Grady says the stork left a new arrival at his home on Sunday, May 22nd. Martin is now wearing a smile that won't come off.

Motorman M. J. Barr went to the Speedway hospital June 1st, for an operation the after-effects of a shrapnel wound received in the World's War. Here's wishing you a speedy recovery.

Conductor F. W. O'Hatzke who buried his father on June 11th, was hurried to St. Anthony's hospital June 20th for an operation. We all wish you a speedy recovery.

May 21st conductor B. B. Yeoman turned in a boy 5 years old found on his car. The boy refused to go with a police officer, but on seeing Supervisor Bill Heise, recognized and called him Daddy. Supervisor Heise later found the boy's mother. The reward was the happy expression of the boy when he saw his mother.

Conductor Ed. Geary who was laid up for over a month with blood poisoning in his right arm resumed work a few days ago. The boys are all glad to see you back and in the harness again.

Motorman Charles Chiz reports the arrival of a 8¾ pound baby boy born June 2nd. Charley says there is quite a debate between he and his wife as to the name of the boy and as this item goes to press the boy it without a name.

Conductor Robt. Fyffe, one of our oldest veterans, has been on the sick list for nearly a year, called at the depot June 15th and made the boys a visit.

Motorman P. Black is recuperating at St. Bernard's hospital from an appendicitis operation on June 1st.

Motorman W. M. Sutherland is spending a thirty day vacation among the hills of northern Wisconsin.

Conductor John Lenzen sends us a postal card from Los Angeles, California, which would indicate he is being well treated in the golden State of California.

Motorman Charles Crilly, one of our veterans having a seniority dating October 26th, 1899, is having an extended vacation visiting home folks at Salmon Arm, British Columbia.

Motorman W. F. Hay announces the wedding of his oldest daughter on Wednesday, June 1st. Says he and Mrs. Hay are again alone and where they first started out themselves as man and wife.

Conductor Lawrence J. Snedeker, commonly known to the boys as "Babe" Snedeker and the most popular conductor at Archer Depot, at least so exemplified on June 11th, took to himself Marie Gallagher as a June bride. About four thirty Saturday about 500 of his fellow workers and friends gathered at the Archer Depot acting as a reception committee awaiting the arrival of Babe and his wife who arrived in primitive style in an antique cab drawn by four mules. The party consisted of about 50 autos all lined up in front of the depot, blocking traffic for a half hour. Conductor Frank Kondelik was best man. Motorman M. J. Gentleman was master of ceremonies. The wedding, a full dress affair, took place at St. Gabriel's Church, 45th and Wallace streets. Father Hyland officiated. The wedding dinner was given by the bride's mother, 43rd and Wallace streets. Babe and his bride are celebrating their honeymoon at the Dells of Wisconsin. The boys extend their heartiest congratulations.



The Snedeker-Gallagher Wedding Party

We are again pleased to have Mr. J. M. Johnson, Chief Instructor, and his school car with us. Education is the thing that counts these days and there are none of us who do not appreciate the fundamentals presented by Mr. Johnson in his lectures. When Mr. Johnson leaves us we should be better conductors and motormen, better able to perform our duty as trainmen.

Motorman H. Cunningham, another of our old timers, has been on the sick list for some six months and while he is out around he is not able to work. Huggy, the boys all wish you a speedy recovery.

Some class to the new summer uniform. A more nifty uniform has not yet been seen in Chicago. Those of the trainmen who have gotten and wearing the new uniform are a model of neatness.

Dusty.

Lawndale

On June 2, 1927, Jones and Baumrucker, jewelers, did an advertising stunt around 26th and Crawford Ave. An airplane dropped tickets good for a number of different prizes. This of course drew a large crowd and it required a number of supervisors to assist in controlling the crowd. All went off nicely, and there was no delay to service. After all was over, Mr. Baumrucker called all the supervisors in to their store and presented each with an envelope and a clothes brush. Upon opening the envelope it was found that it contained two nice crisp \$1.00 bills. The boys say in chorus, "Many thanks," Jones and Baumrucker.

Our reliable friend, John Cillian, has returned to train service and has the best wishes from the boys for his success. George Janda, who is taking his place as traveling motorman, will be missed very much by the ball players, as he was their relief pitcher when others went wrong. In the last game with Division No. 9 he saved the day by winning his own game. Best wishes for his success.

Boys, take notice: Division Six is in second place in the "Courteous to the Public" contest, with Lincoln in first place. Now boys, if we can not get Lincoln out of first place in the base ball league, then let's try and get into first place in this contest.

Wm. H. Hackbarth.



This good natured youngster is labeled "Prop-erty of Conductor A. Johnson of Kedzie."

Kedzie

Old Man Dan Cupid has been very busy around the depot. Of course the month of June is bad on the boys anyway, so we notice that J. J. Coleman started the ball rolling by getting "hitched" on the first of the month, followed by P. Sugrue on the sixth and G. Ambrose on the 18th. Evidently from all appear-

ances there will be more before the end of the month.

Supervisor C. Thompson reports that a 9½ pound boy arrived on the 17th. Am not sure but think this rounds out his ball club at home. Hope this does not discourage the boys "stepping off" this month.

"Beau Brummel" had nothing on our friend D. O'Brien. In his new Supervisor's uniform he is sure stepping high, wide and handsome. Besides D. O'Brien we have two brand new Supervisors, A. Ure and John Hays. Congratulations.

Our ball team has hit its stride taking our traditional enemy, North Ave., into camp to the tune of 7 to 5 and Lawndale by a score of 7 to 6 and we are waiting for Lincoln. We want revenge.

North

C. S.

Conductor Redmond Lyons, one of our most popular old-timers who has successfully evaded the darts of cupid for many years, was married May 18 to Miss Bridie O'Rourke at St. Angela's church. According to Jim Walsh and Pat Nolan, Red met the young lady last fall and fell heavily. The honeymoon was spent traveling through the South. Congratulations Red old top!

Motorman Dan Finley became papa to a dandy baby girl weighing 6 pounds on the 26th of May.

The arrival of June saw further depletion in the ranks of our eligible bachelors. Martin Sinnott became a happy June bridegroom on the first. Clerk Harold Forbes, who hails from Boston, also became a married man on the same date. On June 4, Motorman W. Meeson was married. We hope his bride allows him to keep that cute little mustache which adorns his upper lip. Conductor Joe Griffen was married June 11. Chief Night Clerk Miles Mahoney was best man at the wedding. Conductor Gerald Walsh was married June 25. The best wishes for a long and happy married life go to these men from all the boys at North Avenue.

Motorman Al Thompson is traveling in Scotland.

Motorman Joe Senz is spending his vacation in the wilds of northern Minnesota. A wonderful country up there. There are some lakes up there that you can take fish out with a shovel. If you don't believe it ask Al. Merker.

Senor Richard Ferwerda and family will spend their vacation touring through the Southwest and California.

June 2 Conductor Walter Kinsella appeared at the depot with the first straw lid of the season. A gorgeous affair with band of crimson and gold. Watch our boys for style.

June 3 North Avenue had but one accident report and that on a minor case. A few more days like that and we will be back at the top of the list in the Accident Prevention Contest.

Ex-Conductor "Big Jim" Landrigan, who retired about three years ago after more than thirty years of faithful service is still providing transportation for the riding public. He may be seen any sunny afternoon over on Rice Street wheeling his grandson in the perambulator.

Judging from his broad smile he enjoys his job immensely.

June 6 Motorman Lawrence Duffy, one of our old-timers passed on. He was laid to rest at Waldheim. He was a man respected and well liked by his fellow workers and we mourn his loss.

Conductor Al. Jordt is the proud father of a bouncing, baby boy weighing 8 pounds who arrived June 18. That's a boy and a girl for Al.

With the interior of the car bays freshly decorated in green, white and black. The screens around the entire building freshened up with a new coat of green paint, the window boxes in place and blooming, the park along North Avenue with its fine grass and shrubs making a pleasant picture to the eye, the depot presents quite a contrast in appearance to the depot of some years back. These things reflect the industry of our popular repair foreman Jack Gillen.

Clerk Harrington is vacationing at the present. He and his Ford Coupe are great little pals and they plan to cover many miles of Illinois roads before coming back on the job.

C. A. Knautz.

Elston

Well Boys, we have a new correspondent for Elston Avenue, owing to the fact that Louis Quetschke has resigned, so if the Boys will kindly co-operate with Doc Kraening in securing news, it will be greatly appreciated.

Elston Avenue's Baseball Team sure has got a lot of "Pep." We've got a better team this year than we have had for the last two seasons. In the game we played with Lawndale on June 1st, we had a lot of new faces in the rooting rank that haven't attended any of our ball games this year. Now, if we can get some more of the "Razers" to turn out to be rooters, and to see the boys of Elston play, I think we can add a greater number to the rooters, which will, no doubt, make the boys feel like playing and also help out Mgr. M. Szudarski and Capt. Suralski. If we had more baseball fans, like our superintendent, Mr. W. Kroll, and Asst. Supt. Mr. Victorson and Supervisor Elmer Balfanz, we surely would have a lot of baseball fans, for they have attended every game.

Charlie, our Chief Clerk, was one of the new faces at the game. We hope he will get more time to attend the games.

If some of the boys want to learn how to make a "Flying-Nose-Dive" see Bill Hennelly for lessons.

If the team goes out many more times to play Dunning, Sheriff Blake will have to take his pay out to square up for the milk the team is drinking.

Now, in regard to the sick members, we still have Motormen John Neswick, Bob Miloyevitch and J. Schwass, also Conductors McGovern, Dobson and J. Majewski, who has just gone under an operation. If some of the boys, in their spare time, would visit some of the sick brothers, I know it would help to cheer them up and make them feel happy.

Congratulations to Mr. and Mrs. M. Van Der Meulen, who are the proud parents of an

8½ pound baby girl, born May 7th. Come on, all you daddies. The stork seems to be visiting other depots more than he is Elston. Come on boys, we all smoke.

Our sympathy is extended to Conductor John Olson on the death of his wife, who died Saturday, June 11th, owing to a long illness.

Doc Kroening.

Lincoln

The boys are all glad to see B. F. Wiley, one of the most ardent rooters at the ball games, who was hit by a batted ball May 25, back on the job again. He was off three weeks, owing to the injury he received which was very serious at the time. His doctor told him if he had applied ice or cold water to the bruise at the time it happened, it would have kept him from being laid up.

H. McGinnis, who two months ago, while on his way home, was struck down by a machine, whose driver did not stop and left him lay unconscious, until later he was picked up and taken to his house by the police squad, has recovered and is back at his work again.

Another old timer who has gone from our ranks is John A. McWhorter, age 77, who was with the company 42 years. He was laid to rest in Rosehill Cemetery.

There was a time when the Lincoln Station was never very well known, but so far this year, they have climbed to the top in three contests. The shopmen have gained the top in Keeping 'Em Rolling for May and the trainmen are ahead in Accident Prevention and ball games. They are fourth on the list of power saving, which can be greatly improved on, but in going after witnesses, they are away down in 10th place which is not so good, with a great deal more effort the boys ought to go much stronger and get near the top if not the top on that contest.

The Lincolns defeated Division No. 10 at Welles Park June 22, with a score of 17-8. Maes, our third baseman, made a home run.

Congratulations to Mr. and Mrs. John Peters, who were presented with a baby girl, 10½ pounds, born June 22. He sure is a real sport as he passed cigars.

This is supposed to be a secret but I am going to tell, A. J. Moehn was married Friday, June 26.

E. B. Hutten is on a furlough and has gone to Texas to see his brother, who is very ill. Let us hope his brother has recovered when he gets there and his furlough will turn out to be a pleasure trip.

H. Spethman.

Limits

Our chief clerk, Mr. Hill, has been confined to his home for the past three weeks and at this writing is still ill with a very severe attack of stomach trouble. We look forward to his speedy recovery and return to duty.

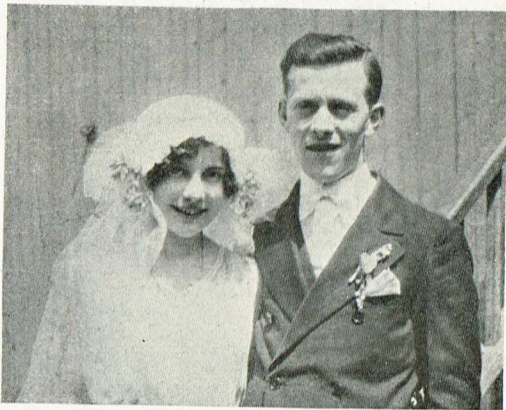
Cond. Roy. V. Mack is the proud daddy of a 7 lb. baby girl delivered at the Norwegian American Hospital on June 10th. Mother and daughter doing well. Congratulations, Mack.

Mot. Sammy Hunter died June 1st from an acute attack of double pneumonia and pleurisy. He is survived by his widow, three children, his mother, two sisters and a brother. Sammy came to this country from County Donegal, Ireland, at the age of 17 and volunteered in the late World War. He was a clean, hard working, sober and industrious trainman and well liked among the boys—a credit to the service—and we sincerely regret his passing.

Cond. Willie Kane announced his engagement to Miss Moran at a party held on June 5th at the home of his sister, 525 Deming Place. Kane swears by all the fairies of Ireland that "she" is the only girl he ever loved. It was but seven short years ago, at Castle Bar, County Mayo, Ireland, at a cattle show held on market day, that Kane won first prize with his well bred donkey and jaunting-cart and there met Miss Moran, who took second prize in an Irish jig contest. And in commemoration of the happy circumstances under which they met, Kane sang several Irish songs at the above mentioned party as follows: "Goodbye, Pat," "Goodbye, Mick," and "I sailed away in a Pleasant Gale on the Good Ship Tim O'Leary." Well, good luck, Willie; we wish you a long life and a happy one with your bride-to-be.

Cond. Otto J. Arndt and his good wife were married nineteen years on June 20th, 1927 and on June 24th their 17 year old son, Earl, graduated from the Waller High School, whereupon they celebrated these two momentous events as one with a pleasant little gathering at the Arndt home, at which Earl received many appropriate gifts.

E. G. Rodgers.



Conductor William A. Negele of Devon and his bride.

Devon

W. Negele and Miss Lauretta Morath were married at St. Alphonsus Church by Rev. Father Thomas.

Wm. A. O'Connell and Miss Frances Borgstrom slipped away unnoticed and were married. Our best wishes are hereby extended to them.

On June 1st at 6 p. m. the name of Fred Johnson was called and like a dutiful son he answered to the unseen hand and entered to his promised home. Interment was at Grace-land Cemetery and was in charge of Deering Lodge, I. O. O. F.

D. Thayer has gone to Wisconsin on account of sickness.

On June 11 Motorman Egan found he had a boy at his home.

Supervisor Joe Hubberts has been busy and the kilowatt consumption of M. McGreal, Al-good R. Wolff, L. Gruber, E. Peterson, G. Fisher, J. M. Doran, C. Norin, L. M. Evans, A. Smith, J. Fishback, and S. Gustafson have shown considerable improvement.

O. Hildebrandt received a letter and a reward for a valuable package he turned into the lost and found.

Starter Whitman, Chas. Klumpp, and our old friend and standby Paul Hauser have gone to Twin Lakes, Wis., on a fishing trip.

Wm. Kennelly, our receiver, has received several letters from Lester Lamping, who would like to hear from his old friends.

Chief Clerk Mitchell reports that the pick went through without any arguments of any kind.

C. E. Roy.

Western Avenue, 1908



This picture of a group of old timers was sent in by J. Rumney, Sr. of Kedzie Avenue who supplies as a title "Some of Duffy's Old Standbys at Western and Washington in 1908."

A Smile or Two

The Curse of Drink!

She: I took a drink last night. Did I do wrong?

Kaydet: Don't you remember?

Speaking of parental discipline, I heard a girl remark recently that she had been spanked as far back as she could remember.

And now the question is: "Is beauty skin deep or knee high?"

Why are a man's eyes like a sparrow?
Because they flit from limb to limb.

Economy

"What's this?" asked the Scotchman excitedly, glancing at the headlines of the news-stand. "Edinburgh Express wrecked near Dundee?"

"And my wife was on that train," he said as he turned to walk away.

"Well, aren't you going to get a paper and read the details?"

"Oh, I'll wait for the later edition and get the football news at the same time."

When Doctors Disagree

Lady—"You say your father was injured in an explosion. How did it happen?"

Child—"Well, Mother said it was too much yeast, but Father said it was too much sugar."

—Iowa State Green Gander.

Why?

The teacher was explaining to the class that "the bride always wore white because the wedding day was the happiest of a woman's life."

"Then why do the men all wear black?" asked a precocious boy.—Railroad Telegrapher.

Selma Cohen had just engaged a new washerwoman, and after explaining what there was to be done, added: "My husband has a trick of writing his engagements on his shirt cuffs. I hope you don't mind."

"Shure an' that's all right," answered the washerwoman. "I love a bit of scandal."

Life's Daily Doesn't

The alarm that doesn't go off.
The check that doesn't come.
The street car that doesn't stop.
The fountain pen that doesn't write.
The telephone that doesn't answer.
The bank book that doesn't balance.
The gift cigar that doesn't burn.
The big deal that doesn't come off.
The bootlegger that doesn't deliver.
The information clerk that doesn't know.
The weather prediction that doesn't come true.

The latch key that doesn't unlatch.—Life.

How Do You Feel?

"Bully," said the Steak.
"Punk," said the Firecracker.
"Rotten," said the Apple.
"Fit," said the Tailor.
"Corkin'," said the Bottle.
"Fine," said the Judge.
"First-rate," said the Postmaster.
"Great," said the Coal.
"Grand," said the Piano.
"Ripping," said the Trousers.
"All done up," said the Shirt.

He Said a Mouthful

Teacher—"Robert, give me a sentence using the word 'satiated.'"

Bobby—"I took Mamie Jones to a picnic last summer and I'll satiate quite a lot."

"OUR SUPERVISING CREW"

(At the annual dinner of the Surface Lines Club at the Morrison Hotel a dozen or more supervisors were asked to stand up while Toastmaster Wilkie introduced them in rhyme. In response to several requests the jingle is reproduced for the readers of Surface Service.)

You can have a lot of nifty cars and natty crews to man 'em—
You can have a ream of schedule sheets and clever men to plan 'em
You can have a thousand miles of track of Fleming's installation—
You can have your big electric subs with Klatte's insulation—
But you'll never be successful in the field of modern traction
Till your Supervising forces have been mustered into action.
They've served a long apprenticeship—they're onto all the tricks;
They know what downtown service means, and service "in the sticks."
They know that regularity is what the public asks
And holding scheduled spacing forms the groundwork of their tasks.
When things are moving normally they've little cause to worry,
But let a four-eleven strike—that starts them in a hurry.
Ignoring all the clatter of the engines and the shouting,
They size things up and quickly plan a general re-routing.
To keep cars moving—break the jam—that forms their chief objective—
It gives a thrill to see how quick they make their plans effective.
By day, by night, mid flood and fire, one thought alone's controlling:
"It's up to us to find a way to keep our traffic rolling."
We're sure you're proud to represent our Supervising Crew,
And knowing what you're doing we are mighty proud of you.

