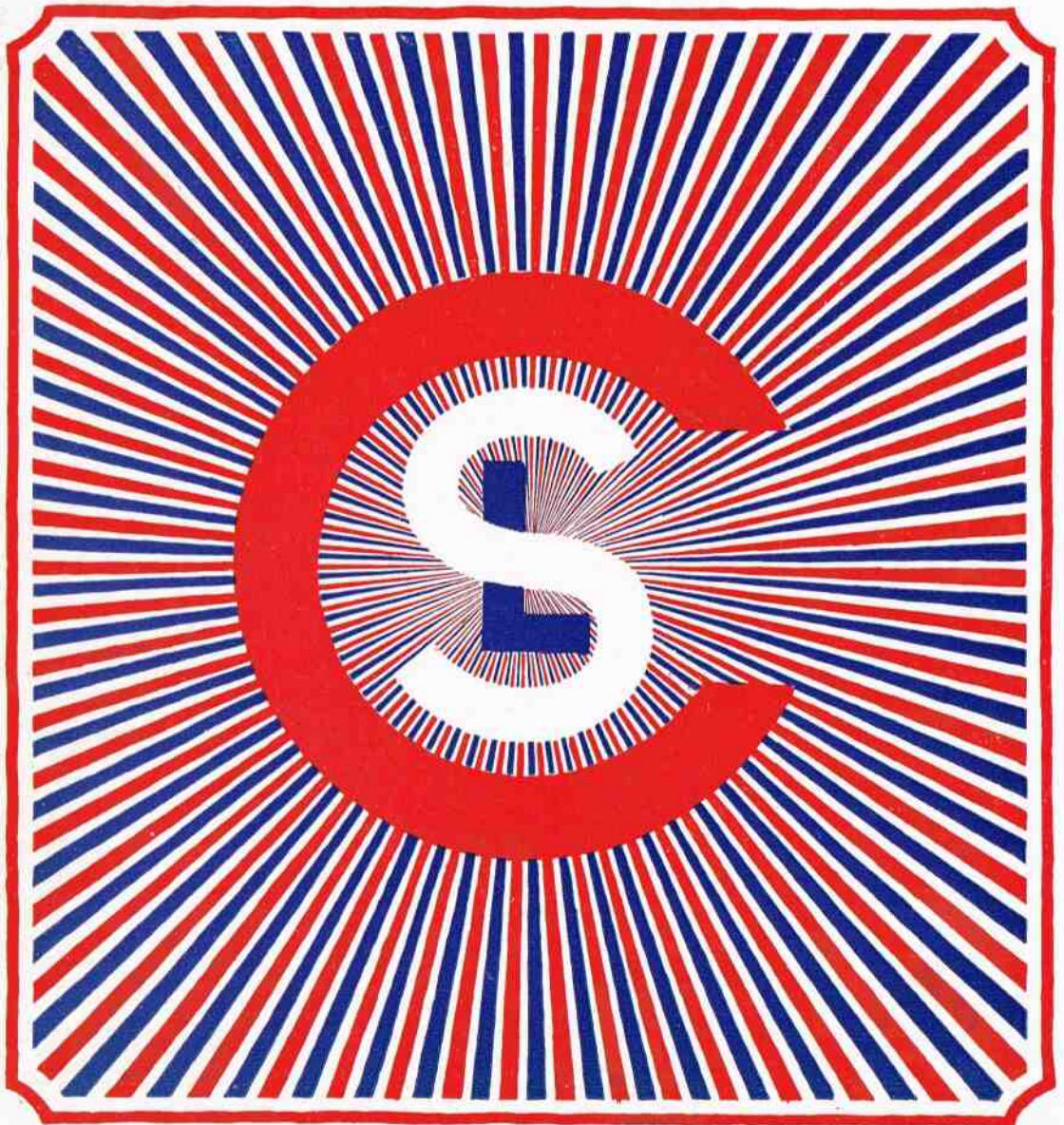


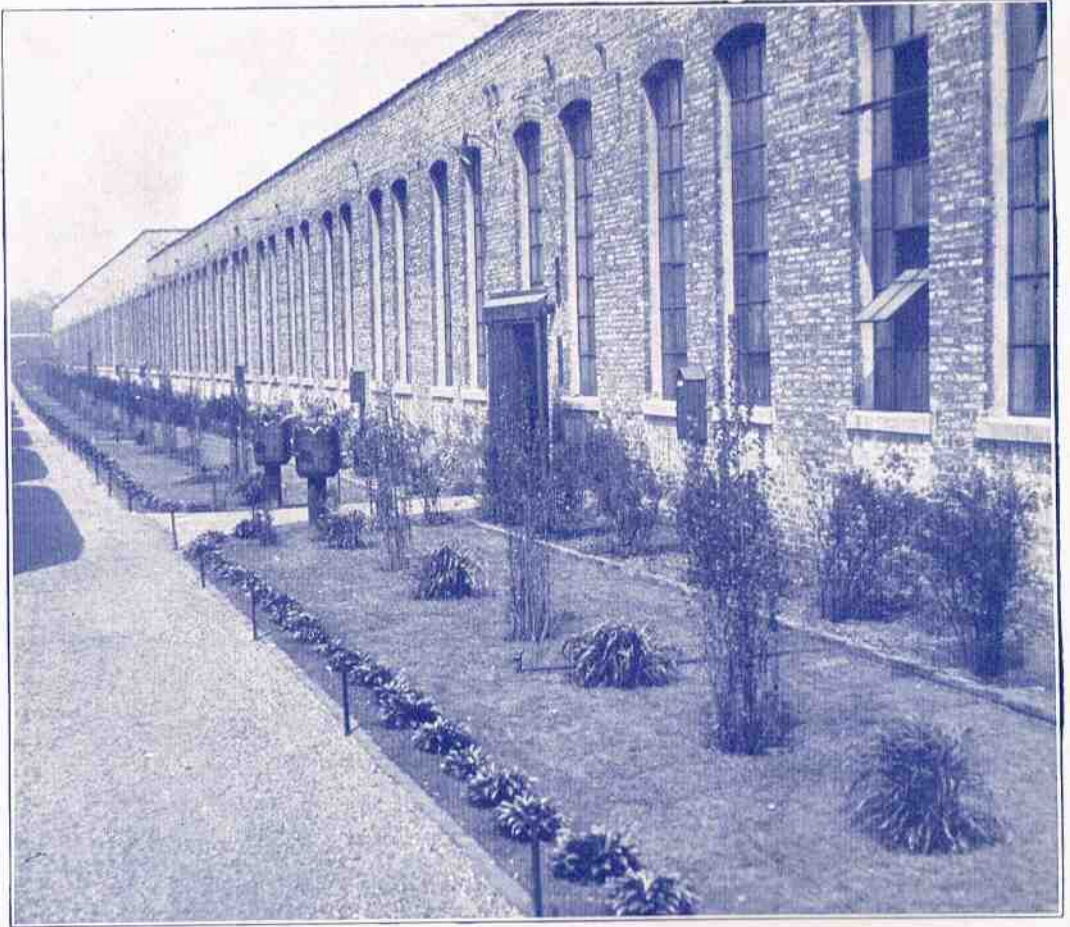
SURFACE SERVICE MAGAZINE

VOLUME 5

JULY, 1928

NUMBER 4





What Used to Be Waste Space Along the South Side of Devon Car Station

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 5

JULY, 1928

NO. 4

Sixth Division Holds Honors

*First in Accident Prevention for Period and for May—Ninth
Division Second*

Standing of Divisions—February to May, Inclusive

			Percent
First Place	Division No. 6,	Lawndale & Blue Island	84.946
Second Place	Division No. 9,	Division & Armitage	84.656
Third Place	Division No. 2,	Burnside	81.596
Fourth Place	Division No. 10,	Elston & Noble	81.370
Fifth Place	Division No. 1,	Cottage Grove	80.636
Sixth Place	Division No. 11,	Lincoln Avenue	80.469
Seventh Place	Division No. 4,	69th	79.688
Eighth Place	Division No. 5,	Archer	79.450
Ninth Place	Division No. 7,	Kedzie	79.276
Tenth Place	Division No. 3,	77th	78.202
Eleventh Place	Division No. 8,	North Avenue	77.267
Twelfth Place	Division No. 12,	Devon-Limits	72.963

Standing of Divisions—May

First Place	Division No. 6,	Lawndale & Blue Island	88.022
Second Place	Division No. 9,	Division & Armitage	86.041
Third Place	Division No. 11,	Lincoln Avenue	85.760
Fourth Place	Division No. 7,	Kedzie	85.465
Fifth Place	Division No. 10,	Elston & Noble	84.520
Sixth Place	Division No. 1,	Cottage Grove	82.312
Seventh Place	Division No. 2,	Burnside	82.001
Eighth Place	Division No. 5,	Archer	81.909
Ninth Place	Division No. 4,	69th	81.467
Tenth Place	Division No. 3,	77th	80.279
Eleventh Place	Division No. 8,	North Avenue	78.762
Twelfth Place	Division No. 12,	Devon-Limits	73.162

By WM. PASCHE

Supervisor Accident Prevention

Lawndale & Blue Island, Division No. 6, is now leading in the Accident Prevention Contest, less than one point ahead of Armitage & Division, Division No. 9, which is in second place.

From all appearances it looks as though we are going to have a very close contest. Six Divisions now have a percentage of more than 80%, and three Divisions are very close to 80%. All this indicates that we are going to show some very interesting results at the end of the year.

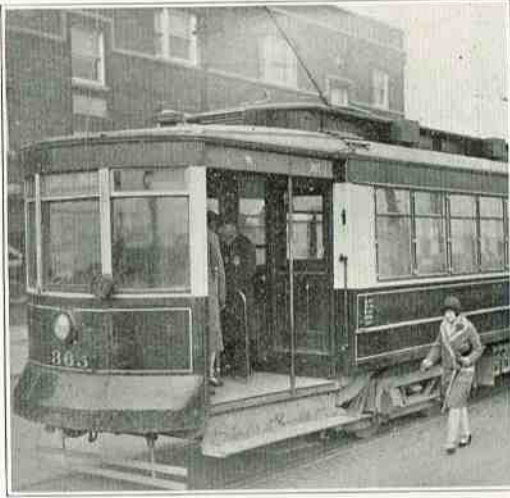
In compiling figures on accidents for the first four months of the fiscal year,

namely, February, March, April and May, and comparing them with the same months in 1927, we find some significant facts, chief of which is that motormen are again showing decreases in traffic accidents. "Collisions with Vehicles" show a decrease of 9.33%; "Struck by Cars" a decrease of 7.41%; "Collisions with Cars" have decreased 21.62%; "Brushed from Steps" a decrease of 33.33%, and "Thrown in Car by Sudden Start or Stop" shows decrease of 9.9%.

These percentages prove that we are right when we say that Chicago Surface Lines motormen are the best operators of vehicles in the streets of Chicago. This is especially true when we take into

consideration the fact that other vehicles registered in Chicago show an increase of 2.93% over last year.

For the first time this fiscal year conductors have shown a decrease in "Boarding and Alighting," but there is still a total increase for the four months, February, March, April and May, of 4.93%. This increase can and should be cut down to show a total decrease in the next two months.



Failure to Look Out for an Approaching Passenger May Be Followed by a Boarding Accident

A very gratifying feature in the records we are compiling is that there has been a decrease of 5.77% in "Employees Injured While on Duty." Fatal accidents in connection with the operation of street cars show a decrease of 22.22%, again proving that the street car is the safest place on the streets.

The showing of a total decrease of 3.38% is exceptionally commendable when it is added to the 12½% decrease of last year and when we take into consideration the fact that everything occurring is counted as an accident. All trainmen are to be congratulated on the excellent showing they are making in the prevention of accidents.

We have had a number of right-angle accidents in the past few weeks at intersections where there are "Stop and Go" lights. Observation at such intersections shows that traffic in general is violating the orange or intermediate light by starting as soon as it flashes. We also find that motormen are not observing it

as they should. When traffic violates traffic regulations some accidents are sure to follow. Motormen should set the example for others by strictly following the rule to wait for the Green light and then proceed over the crossing with caution at all times, expecting other traffic to violate the rule.

At the time this article is being written "Boarding and Alighting" accidents are again showing an increase and motormen are showing a steady decrease in traffic accidents. When a certain class of accidents is increasing we try to find the cause. In this case we are watching what conductors are doing in the way of obeying instructions and we find that there is very little looking out alongside of cars for prospective passengers before giving the "Go Ahead" signal. We also notice that conductors are not giving the second "Go Ahead" signal when held at intersections by the traffic light.

We have also noticed some premature starting. In one case there were about ten passengers waiting to board a car, among them several women. Before all had boarded, and without looking, the conductor gave the signal to go. One woman took a chance and boarded after the car was in motion, while another woman was left and had to wait for the following car which arrived four minutes later.

When some conductors do this kind of work accidents follow as a matter of course.

THE SILVER CAR

Lincoln's Accident Prevention Trophy, the beautiful silver car, has had an extraordinary amount of attention since its formal presentation at the May banquet. It was closely inspected—crowds of ten thousand or more a day while it was on exhibition at Field's; it was the center of attraction at the Women's World's Fair; it had a short period of display at one of the banks on the Northwest Side and lately had the central point of interest in the main lobby of the First National Bank.

It now begins its tour of the car stations, at each of which it will remain for three or four days, winding up at its 1928 home at Lincoln, where a special place has been prepared for it.

Who can say where it will find its resting place of honor in 1929?

Our Garden Contest

Judges to Visit All Displays Early This Month—Splendid Showings Everywhere

It is doubtful if any of us in the beginning realized what was to be the full effect of our Garden Contest, and the far-reaching results of the effort to improve the appearance of our properties. It was certain, of course, from the enthusiasm of the various car house groups, that there was going to be a real exhibition of floriculture, and the keen rivalry among the amateur gardeners guaranteed some strenuous work to put their gardens in the front rank.

they were large or small, ash and rubbish heaps were removed, rich loam was brought in, white-washed stones were used to outline the flower beds, window boxes attractively colored and filled with vines and flowering plants found their way on to stone sills and in a few weeks the old and unattractive buildings blossomed into structures that were a credit to the neighborhood.

Everybody spruced up a bit. The boys were more particular about the



These Flower-boxes in Green and White Are Most Decorative at the Limits

One of the earliest reactions of the gardening activity was a sudden interest on the part of trainmen and equipment crews in the general appearance of their quarters. Stray papers and rubbish of one sort and another which had gathered about the buildings and previously had received little or no attention from anyone suddenly disappeared. There was a sort of a cleaning up fever which attacked everybody, and a striking transformation followed.

With this cleaning up, there was coupled a lot of activity in finding spaces available for cultivation, and whether

cleanliness of their linen and the neatness of their uniforms. The surrounding residents in many cases responded to the example set by the car houses and neighborhood pride was stimulated to the point where the general improvement was marked.

Aside from the generally favorable comment on the part of observers, some of our friends were so impressed that they went to the trouble of writing us. The following correspondence which happens to relate to our Blue Island property reflects the reaction of appreciative public officials:

CITY COUNCIL
COMMITTEE ON LOCAL INDUSTRIES,
STREETS AND ALLEYS
CITY OF CHICAGO, ILLINOIS

Dennis A. Horan, Chairman

June 16, 1928.

Dear Mr. Wilkie:

Recently while driving along Leavitt street my attention was attracted to your property at 24th and Leavitt streets. It was the wonderful appearance of your barns and premises which drew my eye to the property. I noticed very pretty flower boxes on the outside of the building which beautified the premises very much.

results of some of our efforts to improve the appearance of our properties. A street car depot is unfortunately something of an architectural nightmare, due partly to the fact that many of the structures were built during a strictly utilitarian period. There was little thought in those remote days of doing anything to soften the stark blankness of our walls or to do anything that would make them a credit and attraction to the neighborhood.

Now with a fuller conception of the public responsibilities of a utility like ours, we have taken a very real interest in improving the situation. We feel that there will be a distinct gain in self-respect on the part of our employes and



Window Boxes and Parkway on Addison Street Side of Elston

Then, too, everything was very neat and is certainly worthy of commendation.

As Alderman of the 21st Ward I want you to know that it makes me happy to know that an organization of your type is endeavoring to keep up the neighborhood and make it a clean place in which the residents may live. I know my people will not pass this unobserved, and that the efforts and expense to which you have been put in maintaining and beautifying the premises will not have been for nothing.

With kind regards, I remain

Yours very truly,

DENNIS A. HORAN,

June 19, 1928.

Hon. Dennis A. Horan,

My dear Alderman:

It was a great gratification to us to receive your letter commenting so pleasantly on the

are hopeful that the example we set may stimulate a community pride that will be beneficial to contiguous territory.

All of this may result in a greater demand on the municipality to do something to improve the condition and appearance of its streets in which you are particularly interested, which we believe will all be distinctly worthwhile.

Very truly yours,

JOHN E. WILKIE,

Assistant to the Vice-President.

Chicago, June 18, 1928.

My dear Mr. Wilkie:

As my work takes me out of the city, I was very much impressed by the appearance of the Chicago Surface Lines Carhouse, located at Leavitt and Blue Island Avenue.

This carhouse has a very neat appearance; flower boxes surround it, and it shows a very

high grade of housekeeping. This is certainly commendable—continue the good work!

Very truly yours,

EDWARD SKARDA,

Representative 15th Sen. Dist.

Hon. Edward Skarda,
c/o Hon. Edmund K. Jarecki,
County Building,
Chicago.

Dear Sir:

Thank you very much for your letter commenting so favorably upon the appearance of our car station at Leavitt and Blue Island. We have been making a special effort during the last two years to improve the immediate surroundings of these stations in order that they may not only be a credit to the neighborhood but an example to property owners in the neighborhood, who might follow in our footsteps. It is interesting for us to see how sincerely devoted our train crews are to their official quarters and how much pride they take in simple plans of decoration and landscape gardening.

We are also trying to do something with our loops at various terminals, but have a great deal of difficulty in getting the public to realize that a lawn or flower bed in such a place should not be ruthlessly trodden under foot. We shall continue to try, however.

Very truly yours,

JOHN E. WILKIE,

Assistant to the Vice-President.



Preliminary Clean-Up at Kedzie

A COMPREHENSIVE NOTICE

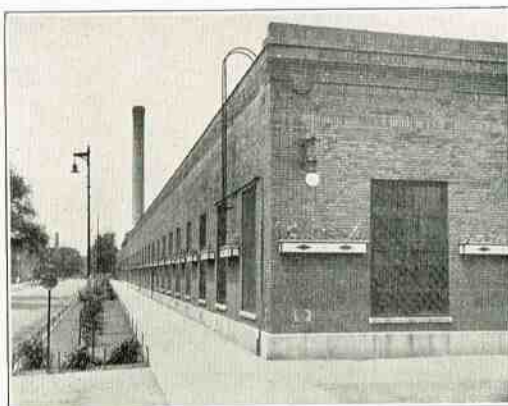
How a Young Husband Protected Himself in a New Neighborhood

A young friend of ours upon moving into a new home posted the following notice on his front door:

WHAT I DO NOT NEED

I have a piano, victrola, radio, battery charger, automatic meat-grinder and other kitchen accouterments. My wife has an electric hair curler, vacuum cleaner, all the lamp shades she needs. We buy our clothes at regularly patronized merchants.

We get our groceries, fruits, nuts at the grocers; our pies and angel food at Van Camps. I get all the fruit juices I need that will ferment unless 1% of benzoate of soda is added. I have all the magazine subscriptions, de luxe editions I can afford. Our old clothes are given to the Salvation Army. The car is fine and cared for by regular garage. I have a saxophone, camera and all the Hair Again needed, patented mops, oiled dust cloths, Japanese water flowers and premium offers for life size portraits. We have an electric sewing machine and automatic heating units.



Kedzie as it Looks with Boxes Installed and Parkway Cared for

The radio has an outside aerial and a fine wave trap. I carry all the life insurance I can stand and I know one in every seven is killed annually by accident. I am examined as to my health twice annually by our family physician. I have all the real estate I can afford and am a member of a Golf, a Beach, a Camping and an Athletic Club. I am a Mason, an Elk, a Moose and a Woodman—cannot afford other fraternal connections. This house is rented so I cannot be solicited for repairs or additions. I make all my contributions to charity through regularly organized channels. Therefore all solicitors, salesmen, agents and young men and women working their way through college—please do not disturb. I may be inside but I write for a living and cannot be interrupted. So sorry!!
PLEASE DO NOT RING THE BELL.
He tells us it worked.

A few days after Harry's mother came home from the hospital with a brand new baby, Harry fell and broke his arm.

As the family doctor was lifting the little fellow out of the car to take him into the hospital, Harry asked the doctor if he must go in there. "Yes, but don't worry, laddie; the hospital's a nice place and we'll soon fix you up," replied the physician.

"All right, doctor, but if I have to go to the hospital, I want a pup—I don't want a baby."—*The Kablegram.*

The Friend-Making Contest

Standing in Courtesy at End of First Month—Some Weak Spots Disclosed

Following is the standing of the various depots at the close of May, the first month of the second year's competition in the Courtesy Campaign:

	Dist.	P.U.	Trns.	Q.S.	Total	Comnd.
1 Armtg.	2	1	2	..	5	4
2 Bl. Isl.	2	1	2	..	5	4
3 Elston	3	1	1	2	7	..
4 69th ..	8	3	4	2	17	9
5 N. Ave.	13	7	10	3	33	3
6 Lawnd.	6	3	4	..	13	1
7 Noble	4	2	1	..	7	1
8 Ct. Gv.	8	5	3	2	18	1
9 Devon	8	10	4	1	23	4
10 Kedzie	17	7	5	3	32	6
11 Limits	8	..	5	..	13	1
12 Lincoln	8	2	3	4	17	2
13 Archer	14	5	7	9	35	6
14 Division	6	1	3	2	12	1
15 77th ..	21	11	7	4	43	5
16 Burnsd.	5	4	3	3	15	3
Total	133	63	64	35	295	51

Now we are shooting against last year's mark in Courtesy, and judging from the score there are still some very poor marksmen in our ranks, the majority of whom are honestly and conscientiously striving to extend to our passenger patrons that which costs absolutely nothing to produce but which ranks high in value in the standard of operation maintained by the largest street railway company in the world—our own.

In May, 1927, there were 118 chargeable discourtesy complaints, while in May, 1928, there were 133, an increase of 15. This in the face of the fact that complaint investigators have had a full year of experience along these lines and that on the Division Superintendent's recommendation following an investigation by his staff, some complaints of this type have been cancelled and stricken both from the trainman's record and the Depot standing. We slipped on plain discourtesy in the first month. A slip of any kind is usually corrected by tightening up and in this case it apparently means a tightening up of discipline. Courtesy is highly commendable at all times. Discourtesy has no place in the annals of a company now making the records we are daily, and will be met with effective corrective methods.

"Passing up" shows 63 complaints in

May, 1928, against 50 in May, 1927, an increase of 13. Again we fall below last year's mark. These complaints have likewise been given a rigid investigation which left them chargeable. Individual depot's records of motormen will be examined and on recurrence of a chargeable passing up complaint, that man will be sent to the General Office to determine whether or not he shall remain in the service in our organization, whose one marketable commodity is service, not its avoidance. "Let the next fellow pick them up" never did and never will encourage and build up patronage.

Transfer complaints jumped up from 49 in May, 1927, to 64 in May, 1928, another unwelcome increase of 15. What if the other conductor has made a mistake in punching transfers. The rule is clear on that subject. Read section (J) in Rule 81, which is as follows:

"(J) Conductors and operators must exercise patience, civility and politeness in issuing and accepting transfers, bearing in mind that the passenger is not always thoroughly informed as the trainmen, and must in all cases of apparent error, either on part of passenger or issuing conductor or operator, endeavor to correct same and if necessary carry passenger without collection of extra fare."

Adherence to that rule can have but one result, a decrease, instead of an increase in transfer complaints.

Quick starting complaints, the cause of which, as has frequently been pointed out, often results in serious personal injury to boarding or alighting passengers, shows the only improvement in the number of complaints. Last May we received 47, this year 35, a decrease of 12. Look out alongside of your car before you give the "go ahead" signal. If your platform is so crowded that you can't look out, sing out a warning that you are about to start. Remember that the boarding or alighting passenger places his or her safety absolutely in your hands. They trust that you will permit no injury to them. Do not violate that trust.

Total complaints were 295 in May, 1928, against 264 in May, 1927, an increase of 31.

Commendations show an increase of 15 over May of last year.

The greatest change in the standing of the depots during May, 1928, was among the fellows who finished last in the first year of competition. Cottage Grove jumped up to eighth place, halfway up to the top in one jump. Grab hold of your boot straps, Cottage Grove, and jump again, and up. There is plenty of room at the top. Devon, next to last, now holds ninth place. The same to you, Devon.

Archer Avenue, a championship possibility at all times in last year's competition, got off to a bad start in thirteenth position.

Lincoln Avenue, which started out in

first place in May, 1927, and finished in fifth place, also had a poor start and now holds twelfth place.

We now have the vacation period approaching with the thousands of folks coming to see Chicago and to verify its fame as a summer resort. They are going to ask questions; remember that they are not as well acquainted with the city as you are. Be patient, be courteous and explain how they are to reach their destination. Remember that old farmer last year, how careful and painstaking he was to tell you which road to take to get to such and such place. Going to let him show you up?

The Judge.

Money Saved On Coal

What Skillful Supervision Has Accomplished In Four Years of Expert Firing

Steam Engineer George W. Dunlap has been giving a part of his time to firing methods at various company properties, and the following interesting figures present the results of care in the use of fuel:

Statement of tonnage and money comparison of coal delivered to all carhouses and to the south and west shops, for the years 1923-1927:

1923				Mean Av. Temp.
Carhouses ...	5985.58 tons @	\$4.69 per ton.....	\$28,072.37	
Shops	15500. tons @	3.96 per ton.....	61,341.88	
Total	21485.58	Av. per mo. 1,790.46 tons.....	\$89,414.25	50.4°
1924				
Car houses ...	6562.72 tons @	\$4.93 per ton.....	\$32,354.20	
Shops	12574. tons @	3.84 per ton.....	48,288.16	
Total	19136.72	Av. per mo. 1,594.72 tons.....	\$80,642.36	48.1°
1925				
Carhouses ...	5891.97 tons @	\$4.55 per ton.....	\$26,808.46	
Shops	11543. tons @	4.01 per ton.....	46,283.82	
Total	17434.97	Av. per mo. 1,452.91 tons.....	\$73,092.28	50.3°
1926				
Carhouses ...	4923.23 tons @	\$4.49 per ton.....	\$22,115.08	
Shops	9808. tons @	3.92 per ton.....	38,490.80	
Total	14731.23	Av. per mo. 1,227.60 tons.....	\$60,605.88	47.9°
1927				
Carhouses ...	3338.4 tons @	\$4.56 per ton.....	\$15,215.32	
Shops	9334.5 tons @	3.53 per ton.....	32,468.80	
Total	12672.9	Av. per mo. 1,056.08 tons.....	\$47,684.12	51.0°

Applicant for Insurance: "Do I get that policy?"

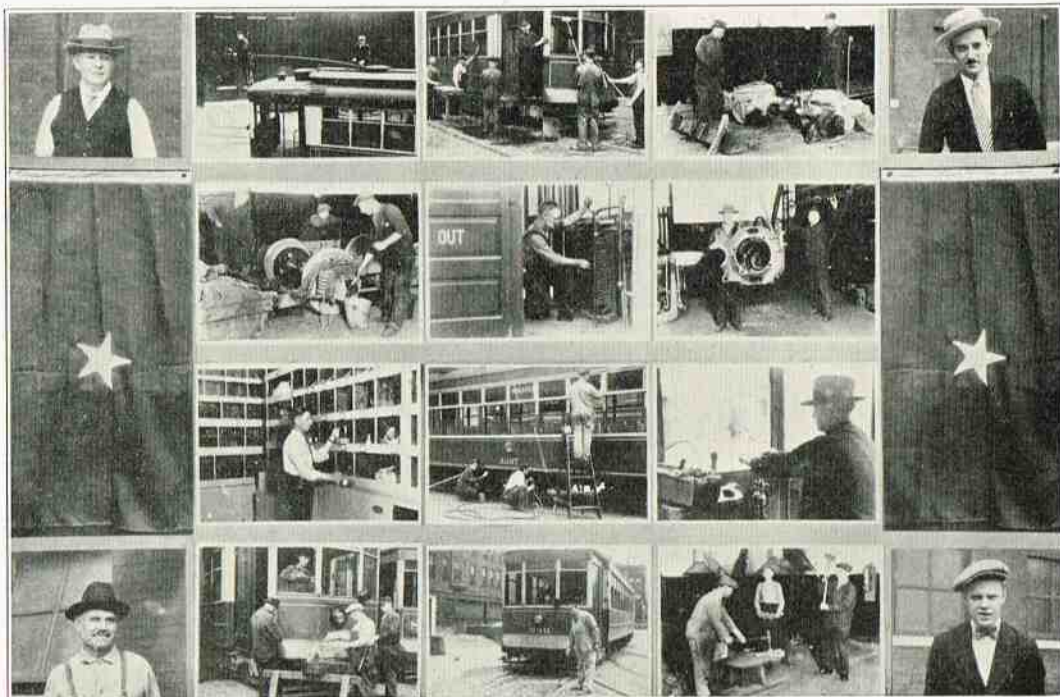
Fred Fuller: "Can't be done. The doctor makes a chart of every applicant. He punches a hole wherever there is something wrong. I took your chart home, put it on the player-

piano and it played, 'Nearer My God, to Thee.'" —*The Little Chronicle*.

A pretzel is a doughnut that died doing the Charleston.

Keeping 'Em Rolling

First Place Won by Limits With a Total of 94,471 Miles Per Pull-in



Didn't Stop Work for a Picture

At work somewhere in this novel group of Limits repair departments are the following: G. Chamberlain, C. Holzschuh, E. Gustafson, J. O'Connors, J. Nardiello, T. Dwyer, L. Buyle, I. Paulauski, L. Verstrate, P. Irvin, H. Hayden, S. Solak, S. Golemski, L. Solak, N. Schneig, J. Maykowsak, L. Matich, J. Piclia, E. Verbiest, J. Grant, G. John, J. Kaypust, M. Kressler, J. Warchol, S. Burzynski, J. Vrobel, S. Dykinga, A. Polis, L. Gawlik, M. Gitto, B. McAlinden, W. Jackusak, P. Clancy.

During the month of May the cars at Limits Carhouse were operated 94,471 miles per pull-in due to equipment failure. This represents an increase of 47.1% over last month, or 32% over May, 1927, when this carhouse operated 22,187 miles per pull-in. They also hold the record for zero days for the month of May, or 28 days without an equipment failure pull-in.

The average miles operated for the system was 36,207, and there were nine carhouses that showed increases. Only four carhouses were below 30,000 miles per pull-in.

Creditable records were made by Cottage Grove, moving from twelfth place last month to fourth this month and increasing their mileage 62.4% over the previous month; also Armitage who moved from fifth to second place, and Archer from eighth to fifth.

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

Carhouse	May	Apr.	Mar.	Feb.	Jan.	Dec.
Limits	1	3	2	6	13	4
Armitage	2	5	5	10	14	3
Elston	3	2	3	7	16	15
Cottage Grove ..	4	12	14	14	11	14

Archer	5	8	4	13	9	5
Devon	6	1	1	2	1	2
Lincoln	7	9	10	12	12	11
Kedzie	8	4	6	5	2	8
77th Street	9	7	9	11	6	7
69th Street	10	6	7	8	5	6
Blue Island	11	14	11	1	4	1
North	12	13	12	4	7	13
Division	13	10	13	15	10	9
Lawndale	14	11	8	3	3	10
Noble	15	15	16	9	8	12
Burnside	16	16	15	16	15	16

Elston Carhouse operated their cars the last week in May without a pull-in of any kind.

The individual records are as follows:

Rank	Carhouse	Zero Days	Miles Per Pull-in for May	Percent Inc. or Dec.
1	Limits	28	94,471	47.1
2	Armitage	24	69,571	30.3
3	Elston	26	63,862	13.7*
4	Cottage Grove ..	18	53,220	62.4
5	Archer	16	51,069	29.5
6	Devon	16	47,749	51.5*
7	Lincoln	20	43,043	11.5

8	Kedzie	13	40,341	32.7*
9	77th Street ...	8	39,597	3.8*
10	69th Street ...	10	37,979	20.3*
11	Blue Island ...	20	35,264	20.5
12	North	6	32,557	6.2
13	Division	14	21,739	36.9*
14	Lawndale	11	19,984	40.6*
15	Noble	18	19,433	16.6
16	Burnside	11	18,352	22.9
		259	36,207	

Decrease.



Supervisor Volgart When He Was Starter at
79th and Halsted

CONDUCTOR SHANK AT THE CANYON

One of Our Seventy-Seventh Street Boys Gets
His Life-Long Wish

Editor, Surface Service:

I have always had a desire to see the Grand Canyon. So here I am standing on the brink looking down into the canyon a mile below, with walls almost perpendicular at some places. This whole neighborhood seems at one time to have been a tableland which has been carved into deep gorges by the law of erosion and the action of the water for a million years or more.

You can see across the Canyon for a distance of 14 miles as clearly as you can see for one block in the murky atmosphere of Chicago. I did not take the Bright Angel Trail ride because I am not as good an equestrian as I was fifty years ago. Besides, I did not like the suspicious look in the eyes of the mule which they brought out for me to ride. I did, however, take a nine-mile ride on the rim of the canyon to Hermit's Rest. The topography of the scene changes with each point of view. The rocks of which these mountains are formed are mostly red granite or gray limestone.

If I wished to become poetical, I would say that this is the grandest, the most sublime and the most magnificent sight that my eyes have ever beheld. I go from here to San Diego, Los Angeles, San Francisco, Portland, Seattle, Vancouver and home via Yellowstone Park. "See America First."

L. R. Shank,

Conductor, 77th St. Depot.

Grand Canyon, Arizona,

GOING AFTER WITNESSES

Nine of the Twelve Divisions Score Four
or Better—New High Average

The Legal Department has been observing with growing interest and satisfaction the gradual increase in the number of witnesses per accident secured by trainmen throughout the system. While there is an occasional instance where a comparatively trivial accident is made the subject of an abnormally large number of witnesses, yet on the whole, an analysis of the work being done by the trainmen indicates that there is a very sincere effort on their part to see that the company's interests are protected in the matter of witnesses.

The leading position is still held by Elston-Noble. While their score for the month of May was fractionally lower than that of April, it was still high enough to head the column, with North Avenue their chief contender for first place honors. Lawndale-Blue Island and 77th Street maintain their respective positions of third and fourth, each one of them, however, showing a slight improvement over the figures of the previous month. Burnside and Kedzie each moved up a notch by making a better showing than Cottage Grove, which was forced from fifth place in April to seventh place in May. Sixty-ninth Street climbed over Archer, although Archer for the first time reached the four-witness standing.

The boys operating the Diversey Street buses, who have been showing only a fraction over one witness per accident, came through with three and one-half, which shows an awakening to the importance of the contest in which they share responsibility with the trainmen.

The following figures disclose the division standings for February to May, inclusive:

	May	April	March	Feb.
1. Elston-Noble	5.57	5.63(1)	5.68(1)	5.22(2)
2. North Avenue	5.06	5.33(2)	4.73(2)	5.21(1)
3. Lawndale Blue Isl.	4.96	4.95(3)	4.45(4)	4.50(3)
4. 77th Street	4.58	4.55(4)	4.45(4)	4.33(4)
5. Burnside	4.38	4.19(6)	4.54(3)	4.11(5)
6. Kedzie	4.33	4.48(7)	3.76(8)	4.10(6)
7. Cottage Grove	4.15	4.20(5)	3.79(7)	3.75(8)
8. 69th Street	4.11	3.77(9)	4.10(5)	3.60(10)
9. Archer	4.00	3.87(8)	3.83(6)	3.64(9)
10. Lincoln	3.72	3.43(10)	3.39(9)	3.88(7)
11. Armitage-Division	3.56	3.21(12)	3.03(11)	3.13(12)
12. Devon-Limits	3.03	3.25(11)	3.20(10)	3.15(11)
Average for the system	4.25	4.16	4.04	4.02
Diversey Bus	3.50	1.30	1.20	1.75

An Ounce of Prevention

First Aid Should Go Hand in Hand with Study of Accident Prevention

By JOHN LEEMING, M. D.

Medical Counsel

The study of accident prevention and first aid treatment should go hand in hand. Specialists in either one of these activities should give thought and consideration to the other. At a recent discussion and demonstration of first aid methods our Superintendent of Accident Prevention was one of the most interested attendants. The Superintendent of Transportation and other department



This self-reliant chap is Gordon J., son of Motorman C. V. Wiedner of Burnside.

heads have in the same way evidenced their interest in this work. You should use every possible effort to prevent accidents, but at the same time be prepared to render appropriate first aid treatment if necessary—remembering that despite all efforts against them accidents will occur in the best regulated companies as well as in the best of families.

The suggestion has been made that an injured employee, when he has recovered, should appear before the committee on accident prevention and explain the details of the occurrence, including the first aid treatment and care he received. This is to give those who are making a special study of these subjects the opportunity to analyze the cause or causes of the accident with a view to, using the information obtained for the purpose of preventing a similar accident. This sug-

gestion may have some value and will undoubtedly show that many injuries which appear at first to be simple develop serious and sometimes fatal complications.

My main purpose in writing this article is to stress as much as possible one important principle which I have emphasized to the 600 men who now constitute the Chicago Surface Lines First Aid Corps. That principle has to do with the necessity of giving proper treatment to apparently simple and unimportant wounds. I have said to every one of these 600 first aid men:

"Don't neglect a simple abrasion of the skin, but immediately apply mercuriochrome as a germicide and cover the wound with absorbent cotton soaked in a solution of boracic acid. Both of these preparations will be found in every first aid kit. You don't know, of course, whether the simple wound is poisoned by the germs of disease, but to be on the safe side your rule should be to treat every wound on the theory that it is infected. If it should be a clean wound and does not actually require the treatment, no harm will be done. On the other hand, if it turns out to be an infected wound and you as a first aid man neglected to apply the proper treatment because the wound appeared to be so simple and so insignificant very serious consequences might result from your neglect."

Let me illustrate by giving you an example of an actual occurrence: A few weeks ago a valued man with many years' experience in the company's service had the misfortune to wrench his knee and at the same time bruised the skin on the side of the joint. When the leg was examined a minute abrasion was discovered. The superficial or scarf skin had been rubbed off over an area about half an inch in diameter, which permitted the oozing of a small amount of blood. The wound appeared to be so trivial that no germicide was applied to destroy any possible infection that might be present, nor was any antiseptic protective dressing used to prevent later

contamination. Shortly thereafter inflammation developed, localized first at the site of the abrasion, but finally by absorption of the infectious products it became systemic and a few weeks following the occurrence the patient died in a hospital as a result of general septicemia or blood poisoning.

The unbroken skin is a wonderful protection against infectious germs. Raw surfaces resulting from a scratch, abrasion, laceration or any other form of wound are very inviting fields for the entrance and growth of these mischievous little micro-organisms. This big word is used in describing them because they are invisible to the naked eye. Even if you can't see them, I want every member of the First Aid Corps to take for granted that they are present in every fresh open wound. Therefore, in all such cases follow the rule above given—apply mercurochrome freely as soon as possible and cover the affected part with absorbent cotton saturated with a solution of boric acid. If this simple treatment is used at once in every injury which breaks the skin, the serious and dangerous complications due to infection can be prevented.

"HAY BURNERS" vs. ELECTRIC MOTORS

Efficiency an Almost Unknown Element in the Old Days—Different Today

Way back when street cars were propelled by "hay burners," it required but very little of the then known world's knowledge of efficiency to operate one. It made no great difference, as the horses soon became automatic in their actions, starting and stopping by the tap of the bell. Only the layman who has actually lived this change can fully visualize the disastrous results if practiced today.

From the moment the driver dropped the throttling reins to this source of power and grasped the controlling implements of the electrically propelled car, he launched the business of furnishing city and urban transportation into an era of progress. This is evidenced by the fact that after thirty-five years we find it still forging ahead by enlisting the thought,

brains, and inventive genius all along the line to provide an efficient and rapid service at the lowest cost.

In order to use this highly developed and efficient machine in the manner and way it was intended, the motorman must know his business; not only the ground or foundation principles which have to do with safe operation, it is now a necessity that he include the refinements which deal with efficient, rapid and comfortable operation, vital factors to the successful street railway system of today.

The motormen of this system striving to better their operating methods will advance a long way towards perfection by watching and interesting themselves in their kilowatt hour records. A long record is something every man may have and a good record is worth having.

The kilowatt hour meter indicates the way. Do your part and it will credit your efforts in this march of progress.

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	7.47
Cottage Grove	2	5.90
Burnside	3	5.78
Lincoln	4	4.57
Limits	5	3.59
69-Ashland	6	3.28
Devon	7	2.97
77-Vincennes	8	2.70
Archer	9	1.93
Lawndale	10	1.15
Elston	11	0.64
Noble	12	*0.31
North	13	*1.41
Division	14	*2.45
Blue Island	15	*4.77
Kedzie	16	*6.26
Total Points		24.78
April Points		27.42
May Loss—2.64 or 9.6%		

Static

Son—"Our garage man's got a better radio than ours, mamma."

Mother—"What makes you think that, dear?"

Son—"He said he knew he'd get hell when he went home tonight."

SURFACE SERVICE MAGAZINE

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

MEN WHO KNOW HOW

One of the interesting signs of progress in the transportation industry is the active participation by practical men in the discussion of their problems in the technical journals. They write not as theorists, but with the authority born of actual experience.

Every man who takes his job seriously and who hopes to improve his methods is, as a matter of course, curious to know how the other fellow meets certain operating or mechanical demands in his every day activities; and it speaks highly for the industry that the practical men all along the line have developed an ability to think logically and to express themselves both as talkers and writers in such a manner as to make their subjects interesting and of real value to their fellow operators.

There have been two recent illustrations of this, the authors in both cases being identified with the Surface Lines. In the June issue of "Electric Traction," the leading article in the section devoted to operating is one on "What Does the Rider Want?" by John B. O'Connell, Division Superintendent in charge of the Eighth Division at North and Cicero Avenues. Mr. O'Connell puts his answer in a nutshell: "A fast ride and a minimum wait for a car," and then proceeds with an analysis of the features of service on the Surface Lines that have resulted in increased riding. Mr. O'Connell knows his subject and his work in the Eighth Division shows that he practices what he preaches.

In the "Electric Railway Journal" of June 23 there is featured a paper prepared by Staff Engineer E. J. McIlraith

for presentation to the recent Canadian Electric Railway Association Convention under the title "Are We Merely Running Cars?" Having asked the question Mr. McIlraith proceeds to point out some of the essentials that must be regarded to meet changing conditions in the railway business. Readjustment in methods, the modernization of equipment, constructive thinking, planning and managing mark the progressive operator. Mr. McIlraith's paper is a thoughtful and compelling contribution to transportation literature.

OUR FLOWER SHOW

This month will find our various car-house properties looking their prettiest, with window boxes, well kept parking and flower gardens transforming what used to be waste and rather forbidding places. Elsewhere we are showing a few of the early camera shots that give an inadequate idea of what has really been accomplished, and announcement is made that the Floral Contest judges will be on the job by the middle of the month.

The boys at Noble surprised the Editor of SURFACE SERVICE with several bunches of beautiful blossoms from their carefully cultivated flowering plants. Pansies, sweet peas and coreopsis were perfect in form and wonderful in color, and were most creditable evidences of the skill of the garden specialists. Our thanks are hereby extended to the Noble group for these very satisfactory samples from their flower beds.

THE PICNIC

July 4th was the National Holiday; July 7th the Surface Lines Holiday. At the time this is written we can only hope that the weather man will be kind enough to cork up some of his moisture and give us a real July summer day. Our next issue will have a lot to say about the outing with pictures, contest winners "an' ever'thing."

Canning the Patter

A barber was much surprised to receive a tip before he had cut his customer's hair.

"Thank you, sir! It isn't many who tip us first," he said.

"That isn't a tip," snapped the man in the chair. "That's hush money."

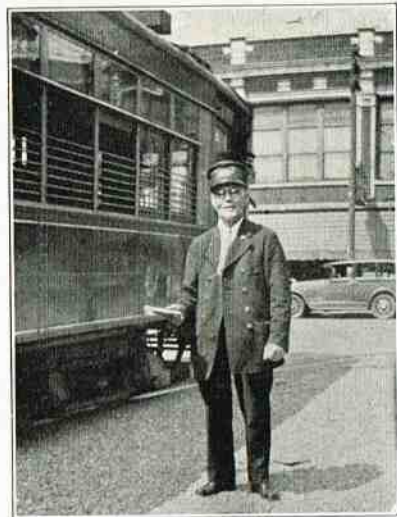
Praise for Work Well Done

Commendation from Officials and from Our Patrons Won by Deserving Employees

Assistant Superintendent Zage reports that Supervisor A. VanDee, of Lincoln Avenue, while off duty found southbound Kedzie Avenue traffic tied up by fire hose. He immediately got busy, secured the co-operation of the captain and the hose was removed and traffic restored without serious delay.

Division Superintendent O'Connell reports that on June 5 an accident tied up westbound North Avenue traffic at Lincoln Street. While the crew took care of an injured woman, the three following crews picked up the standing car in each case and proceeded west to their regular terminal. There was but one car out of place, and the service was greatly aided by the voluntary action of these trainmen. Personal commendation has been made to Conductors F. March, badge No. 4966; Q. Love, badge No. 1196; H. Anderson, badge No. 8270 and Motormen J. Larner, badge No. 13163; O. Vates, badge No. 3343 and C. Birk, badge No. 11993.

A little more than a week later he reports that a somewhat similar condition arose on Crawford Avenue at Lake Street, where a woman with a baby in her arms fell while alighting. The conductor of the car took her into a drug-store to render first aid and later saw that she was taken to a hospital. Motorman C. Conroy, badge No. 1957, who was operating the car in which the accident occurred, sized up the situation by arranging with the following crews as they arrived to pick up the car ahead and carry through. It took the co-operation of ten crews to dispose of this incident without delay to traffic. Following are the conductors commended: E. Graf, badge No. 2072; R. Stevens, badge No. 5912; W. Jahrke, badge No. 1948; M. Clements, badge No. 3008; W. Heyman, badge No. 13580; B. Stack, badge No. 5972; L. Lonergan, badge No. 5042; H. Heide, badge No. 3694; F. Morrison, badge No. 13276; E. Cannon, badge No. 3484. Also Motormen S. Kilburg, badge No. 11351; R. Mathes, badge No. 1925; A. Juehlke, badge No. 7081; J.



Starter Story, a Familiar Figure at 79th and Halsted

Brodie, badge No. 13341; M. Rauen, badge No. 625; H. Carr, badge No. 8791; H. Laurenson, badge No. 12373; C. Haerle, badge No. 767; J. Buthman, badge No. 12843; L. Miller, badge No. 2467.

On June 20 at 6:15 p. m., a motorman failed to make his relief southbound on Crawford Avenue at North Avenue. The crew of the following car seeing what had happened took the standing car and went through with it to the south end. Division Superintendent O'Connell commended S. Auxier, badge No. 926, and Motorman E. Shattuck, badge No. 5647. The belated motorman had an unpleasant fifteen minutes with the Superintendent when he arrived.

Conductor J. O. Shaw, badge No. 12222, permitted a passenger who was short of change to ride on payment of five cents and later received a remittance to cover the shortage and a letter of thanks from the passenger who much appreciated the courtesy.

Conductor F. Erickson, badge No. 3418, of North Avenue, is highly commended by Mrs. Mary Winters, 3509 Wilton Avenue, for the prompt turn-in of a package dropped on his car. Mrs. Winters writes to thank the conductor for this act.

Mr. C. E. Brandenburg, 808 North Lawler Avenue, wishes to praise Supervisor James R. O'Shaughnessy for the assistance he rendered him on a rainy day at State Street and Chicago Avenue by seeing that he was safely aboard the car.

Conductor J. Schwertfeger, badge No. 4674, of 69th, is the recipient of a complimentary letter from Mr. J. Srejda, Room 804, City Hall, to thank him for paying his fare when he boarded his car with no small change and saying a good word for him.

Mrs. Z. A. Cowan, The Lonnquist Company, 111 West Washington Street, writes to Conductor L. G. Lane, of Cottage Grove to thank him for allowing her to ride without paying her fare, which she appreciates.

Conductor Matthew M. Queenan, badge No. 7602, of 69th, is made the subject of a congratulatory letter from Miss Jessie L. Moller, Secretary to the General Manager, The Western Union Telegraph Company, for the assistance he rendered her when alighting from his car with heavy luggage and also for the consideration and courtesy he showed other passengers on his car.



Betty Mae Jaeger Watching an Aeroplane. Her Father, George, Is a Conductor at Archer

Miss Annie K. Stock, Principal, Corkery School, writes to thank Supervisor William C. Winter, Division No. 6 and Supervisor Gustav F. Johnson, Division No. 4 for the prompt and efficient service rendered to the teachers and boys of the school on Saturday, May 26th.

Burnside Depot is commended for the prompt recovery of a parcel of correspondence left on one of our cars by some one of The Reuben H. Donnelley Corporation, 352 East 22nd Street. Mr. H. M. Perrin of the Direct Mail Division is the writer of the letter to the Surface Lines.

Conductor Joseph Tipner, badge No. 2088, of Archer, is complimented by Mr. E. G. Brookfield, 5419 Harper Avenue, for the efficient manner in which he handles his passengers.

Mr. R. V. Schageman, 5736 North Maplewood Avenue, commends Conductor Walter Termandt, badge No. 2096, of Lincoln, for the courteous service he renders and thinks that he is an asset to the company.

Conductor James McGrath, badge No. 2390, of Kedzie, is made the subject of a letter of praise by Mr. Richard Whithington, 3210 Arthington, for his efficient service.

Mr. C. R. Borril, 9741 Hamilton Avenue, comments favorably on the courteous consideration shown a crippled woman by Conductor Alvin J. Cantwell, badge No. 3148, of Noble.



This Youngster in Fuzzy White Is Naturally Much Admired by Motorman R. C. Brooks, One of Lincoln's Baseball Players

Conductor Patrick J. Robinson, badge No. 4132, of Cottage Grove, turned in a hand bag containing a considerable amount of cash belonging to Miss Phyllis Koproski, 4145 Drexel Blvd., who thanks Conductor Robinson for his honesty, leaving a five dollar bill at the depot for him.

Mr. Arthur C. Dreyer, 2091 Estes Avenue, observed a meritorious act on the part of Conductor William C. Fischer, badge No. 4402, of Archer—assisting an elderly lady in boarding and alighting from his car.

Conductor Arthur J. Tibbetts, badge No. 5436, of Devon, is made the subject of a letter of commendation from Mr. Eugene G. Pierce, 49 South Water Market, for his courtesy, kindness and patience in dealing with the traveling public, especially women and children.

Mrs. Margaret Purvis, 312 West 52nd Street, is highly appreciative of the treatment accorded her by Conductor Raymond S. Matern, badge No. 5700, of Devon, when she became ill on his car, the conductor assisting her from the car to the sidewalk.

Conductor Raymond S. Matern, badge No. 5700, of Devon, is also commended by Mr. Sheridan Gallagher, Jr., 4311 Kenmore Avenue, for his unusual courtesy and efficiency in

handling passengers during the rush hours. Mr. Gallagher was very much impressed with Conductor Matern's methods.

Mr. W. J. Bloch, of Hirsch, Chaiken & Bloch, 160 North LaSalle Street, is another writer of a communication involving Conductor Raymond S. Matern, badge No. 5700, of Devon. He is commended for his efficiency, patience and kindness to women and children in a letter of high praise.

Conductor George C. Haley, badge No. 5708, of Armitage, is the recipient of a letter of commendation from Mrs. Mary Stewart, 2737 North Sacramento, who observed an act of kindness when a lady passenger was taken ill on his car. "He deserves honorable mention," quotes Mrs. Stewart in her communication.

Mr. Ogden Ashley, The Hills Brothers Company, 58 East Washington Street, writes in behalf of Conductor Patrick Haggerty, badge No. 6224, of North Avenue, for the consideration he showed to a crippled man who wished to board his car. Mr. Ashley believes this act is worthy of attention.

Conductor August E. Backhaus, badge No. 6646, of Devon, is commended for his politeness by Mr. A. W. Hess, 1946 Farragut Avenue.



Intensely Earnest Is Little Grace, Daughter of Conductor Otto Dode of Armitage

Mr. W. H. Blackburn, 2023 Bissell Street, writes to state that he thinks Conductor Rudolph Kepler, badge No. 8352, of 69th, is a perfect model and merits special commendation.

Conductor Edward Wapp, badge No. 8618, of Armitage, is made the subject of a letter of praise by Mr. A. Pearlman, Brillo Manufacturing Company, 549 Washington Boulevard, for calling his immediate attention to an error in fare.

Mr. F. A. McMorro, 561 Surf Street, wishes to commend Conductor Edward E. Thacher, Jr., badge No. 12974, of Devon, for

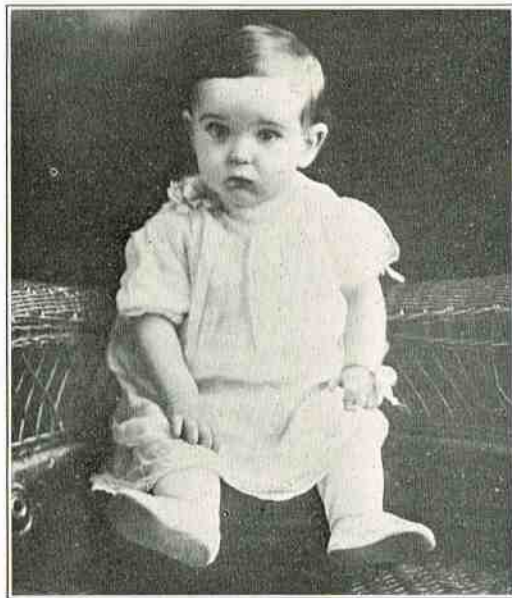
the calling of all the streets and prominent buildings in the loop.

Conductor Joseph Leyden, badge No. 13116, of Devon, is thanked by Mrs. Paul Dykelmann, Sheppard Apartments, Ashland and Pratt Boulevard, for the assistance he rendered her when alighting from his car and also for his politeness to all his passengers.

Mr. S. R. Weis, 1860 South Ridgeway Avenue, writes a congratulatory letter in behalf of Conductor Frank Sennebogen, badge No. 13380, of Lawndale, who so kindly held his car to enable a colored man to board carrying two heavy grips. Mr. Weis also states in his letter that Conductor Sennebogen is not only courteous and pleasant, but a real, well-bred gentleman.

Conductor Stewart S. Sim, badge No. 13802, of Kedzie, is complimented for his unusual courtesy and consideration to his passengers by Mrs. W. G. Kotschidoff, 2842 Wellington Street, who boarded his car with her two children, Conductor Sim assisting one of the girls to board.

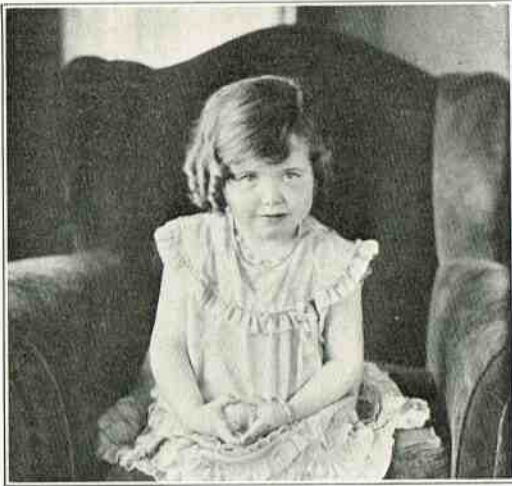
Mr. Ralph Brown, The Adams & Westlake Company, 319 West Ontario Street, is the writer of a letter of praise in behalf of Conductor Alexander H. Klein, badge No. 2610, and Motorman George J. Marsh, badge No. 393, of Devon, for the efficient operation of their car when something went wrong with the mechanism, the conductor operating the car from the rear while the motorman guarded the front end. "I have ridden on the street cars of Chicago all of my life, but never before, to my recollection, have we had the fine service that now exists," writes Mr. Brown in his letter.



Little Walter, Aged Eleven Months, Watching for His Daddy, Conductor Walter Baruch of Blue Island

Conductor John P. McCune, badge No. 4294, and Motorman Edwin Williams, badge No. 1641, of Cottage Grove, are highly commended for the attention they show to Mr. Z. A. Giltner, Manager, Consultation and Service Department, National Salesmen's Training Association, North Dearborn at Elm Street, who is quite lame. He writes to express his appreciation for their kindness.

Mr. Frank L. Gardner, 6611 Newgard Avenue, observed an act of courtesy and consideration by Motorman William Montfort, badge No. 3271, of 69th, when a couple of straw hats were blown into the car tracks, but he applied his brakes at once, thus averting the crushing of the hats.



Eileen Frances, the Four-year Old Daughter of T. F. Coan of the Accounting Department, Looks Very Thoughtful

Motorman Bat Maloney, badge No. 3609, of 69th, is made the subject of a letter of praise for the smooth operation of his car by Mr. F. F. Millis, 7138 South Morgan Street.

Mr. C. G. Gregory, 1824 58th Court, Cicero, highly commends Motorman Nicholas Monzel, badge No. 6659, of Blue Island, for the consideration he showed a woman passenger with a baby in her arms by assisting her with other children to the curb to safety in spite of the fact that he was running behind time.

Motorman Wallace R. Norris, badge No. 6999, of North Avenue, is praised in a letter of commendation from Mr. Ernest S. Beaumont, Supervisor of Safety, The Peoples Gas Light and Coke Company, 122 South Michigan Avenue, for the consideration he showed a woman with a small child in her arms whom he saw running for his car. Mr. Beaumont observed this act of courtesy while riding on the front platform with Motorman Norris.

Mr. Harry H. Pence, Frank A. Mulholland Company, 6 North Michigan Avenue, is the writer of a letter of compliment in behalf of

Motorman William E. Ewers, badge No. 10897, of 77th, for the kindness he showed a woman with several small children in ably assisting her in alighting.

Conductor Fred C. Schrack, badge No. 14168, and Motorman Peter A. Riemer, badge No. 11387, of Armitage, are thanked by Mrs. Hannah O'Neil, 1441 Grand Avenue, for their courtesy and consideration for her and two children. She appreciated this act of kindness.

Mr. John L. Enright, 5546 West Monroe Street, wishes to thank Conductor A. Bennett, badge No. 3554, of Kedzie, for turning in a kodak left on his car. Mr. Enright enclosed a reward for the conductor's honesty.

OBITUARY

Motorman Samuel Caldwell

Motorman Samuel Caldwell, born in Five-milltown, Ireland, April 1, 1858, came to the United States in 1878 and entered the service of the Chicago Surface Lines during 1884. He reported for work as usual on Friday, April 6, 1928, but it was necessary for him to be relieved during the forenoon due to a heart at-



tack, and on Easter Sunday, April 8, 1928, he passed away at his home, 6744 Winchester Ave. Funeral services were held Thursday, April 12, from the Englewood Baptist Church. Mr. Caldwell is survived by his widow, three sons, three daughters and two grandchildren. He is also survived by four brothers and a sister in Ireland and a sister in Australia.



This Was the Way the Lincoln Station Appeared Twenty-eight Years Ago Looking South from Wrightwood—From the Old Time Collection of M. K. Kressler of Limits Station

Departments and Divisions

Car Meter

After seven months of service for this company, Miss Bessie Fielding resigned to take up the duties of another position.

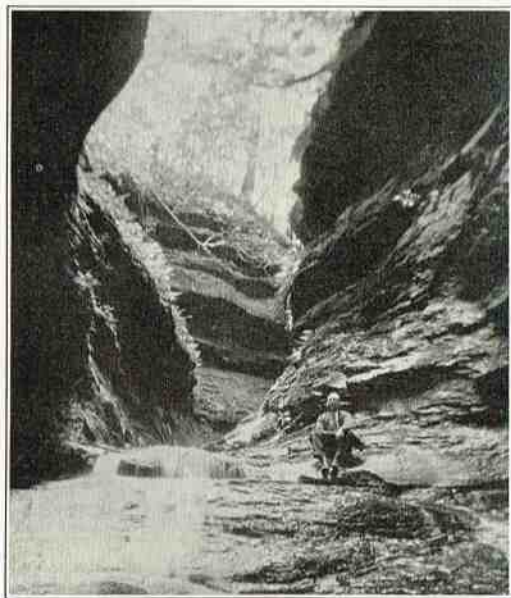
Catherine Devins is at home on account of illness, but we are hoping that she will be able to be with us soon again.

We are all agog over the thought of vacations. Everyone is busy planning and breaking plans. Some have already gone on their vacations, among them Ella Bedrowsky and Allene Heath. Mildred Leventis has already returned from a week's leave of absence, reporting having had a wonderful time at Kilbourne, Wis., where she spent the latter portion of the week.

On June 6th Grace Cassel graduated with honors from the National Kindergarten School of Evanston where she received a scholarship last year. She has accepted a position to teach in the Kalamazoo Public School of Michigan. We sincerely hope Grace will enjoy her work and have much success. Grace has been employed here for the last four years during vacation periods and we hope to have her here with us again this summer.

P. Voss of the Meter Test Car now comes to work in his newly acquired Ford. It evidently chooses to run, seeing that he comes to work on time. Has it a "I'm Glad I Waited" sign on it, Pete.

Evelyn Petersen.



A Picturesque Bit of Turkey Run, Indiana's State Park, with Associate Editor Altemus Right Center

Accident Investigation

A wedding of interest to many members of the Surface Lines organization took place on Saturday, June 30, 1928, at St. Paul's Church, Dorchester Avenue and 50th Street, when Miss Elizabeth Morron Kane, the daughter of Mr. and Mrs. Thomas Bell Kane, of 4920 Greenwood Avenue, was united in marriage with Major Abe R. Peterson. After the wedding reception at the home of the bride's parents, the newlyweds departed for a honeymoon in Europe.

Major Peterson has been connected with the legal work of the Surface Lines since he began practice and is now one of our leading trial lawyers. He will be remembered by those who attended the Surface Lines Club banquet at the Hotel LaSalle in April as the genial toastmaster who presided so ably at that function.

We neglected to state last month that Olga Geisler was one of the girls who won the Red Cross Life Savings Corps medal at the test held at the West Side Y. W. C. A.

Donald James O'Sullivan is now gracing the home of David O'Sullivan of this Department and Mrs. Myrtle Walthers O'Sullivan formerly of this Department. Donald commenced to adjust matters to suit himself on May 22nd and Dave will no doubt have a busy time the rest of his life with Donald. X.

Electrical

George Schroeder is spending his vacation with some distant relatives in West Pullman. We extend our sympathy to the family of Frank Morse, who passed away June 8, 1928.

Oscar Ohman, Line Foreman, is the proud grandfather of a bouncing baby girl born to his daughter June 21, 1928. Congratulations, Oscar. H. M. Essington.

We extend a welcome to Mr. Richard Peterson, who is a new member of the line department. Mr. Peterson is a swimmer of note, being a member of the I. A. C. swimming team. He has recently returned from San Francisco where he participated in the tryouts for the 1928 Olympic games.

Mr. Charles Francis Smith of the Electrolysis Department, has been selected to attend student's course. Our best wishes to you, Smith.

Mr. W. H. Holman is the new member of the Electrolysis Department. Glad to have you with us, Mr. Holman.

Gene Miley wears the most youthful looking straw kelly.

The mysterious "Mr. Goldblatts" is to be published shortly. Ask for details.

Mr. George Schroeder is spending his vacation with distant relatives in Roseland.

H. Essington.

Engineering

Ben Lindstrom has planted a "Kansas Garden" alternating one row of onions and one row of potatoes. The onions make the eyes of the potatoes irrigate the garden.

A newcomer to our ranks is Walter Fathauer, who is to be employed as an Estimating Engineer in the Track & Roadway Department Office.

Louis Schraag has officially opened the fishing season in northern Wisconsin and it is hoped that after many bitter disappointments he actually catches a fish.

Ralph Janetz graduated from the Northwestern University and is now a full fledged Civil Engineer. Welcome back, Ralph.

Fred Acker, our vocalist, says that the ukulele is the hip flask of music.

W. Cotter, Night Timekeeper in the Western Division of the Track & Roadway Department, is spending his vacation enjoying the sights in dear old "Chi." Transit.



Starter Sorenson and His Wife Snapped in an Orange Grove in San Bernardino Valley

Material and Supplies

John Hasto plunged into the sea of matrimony on June 19, 1928. We extend our congratulations and thanks for the candy and cigars.

Miss Wylodene Prose is recuperating from an appendicitis operation. We hope to have her back with us soon.

George Cotter is still confined to his home on account of sickness. We wish him a speedy recovery.

There has been an elusive rumor going around the South Shops. Heretofore, all efforts to confirm it have proven futile. However, we are now authorized to announce that Marty Garrity has abandoned his intention of getting a derby hat.

Florence Hochleutner and the "boy friend" were seen enjoying a bicycle ride in Park Ridge.

The following employes were transferred to the Accounting Department. We wish them success in their new work: F. C. Nagel, Mary Topolinski, Erna Karge, Esther Sturm, Christena McMaster, Lillian Dempsey, Alta Korb, Walter Kubala, Florence Wolke, Catherine Reinhardt, Lucy Spencer, Catherine Cunningham.

We also wish the following employes, transferred to the South and West Shops, and Grand and Leavitt, success in their work. To the South Shops: Alma Kreps, Mildred Vaul-



Edwin Frederick, the Son of Motorman Gessner of Devon, Ready to Speed Up

man, Tessie Berkowsky, Marion Micetic, Leslie Schon.

To the West Shops: Emily Carlson, Alice Swanson, Eva Paslof, Emma Weber, Lyle Eckdahl.

To Grand and Leavitt: Elmer Ratzel.

We also wish to welcome the following employes, transferred from the Electrical Department to the M. & S. Department at Grand and Leavitt: J. Devery, E. Plowright, E. Quigley, A. Jacobsen, R. Masesso, D. Mackey, H. Main, R. E. Buckley.

Shops and Equipment—North and West

West Shops: Mrs. T. H. Shaughnessy (Lydia Anderson) entertained 24 girls at her home on June 2nd. Bridge and Bunco were played and a delightful midnight lunch was served.

Mr. W. C. Wheeler's ship must have come in, because he now owns a radio.

Mrs. J. Dooley (Alice Harty), who was in town for a week during the first part of June, called to see all her friends at the West Shops. We are glad to know she does not forget us.

Louis Pluta is on his vacation and is seeing the sights in the Big City.

Andrew Tyson is visiting his old home in Sedalia, Mo., traveling via motorcycle.

We hear that Mr. C. Vaillancourt, foreman of our Armature Room, bought a Cunningham sedan. We have not seen the new auto, as his license will not allow him to travel outside of Oak Park.

Donald Sterling is spending his vacation in La Porte, Indiana. (Alone.)

Among the prominent people present to see the Shops and Equipment boys win the track and field meet on June 2nd were Mr. E. J. Sigwalt, Mr. and Mrs. Walter Krull and son Richard, Mrs. J. W. Landeck and son Neil, Misses Eleanor Rall, Caroline Johnson and Mildred Habeger.

Mike Pribish of the Carpenter Shop could not sleep for a week when he discovered that some one had stolen seven bags of cement from him. Tough luck, Mike.

It sure surprised us to hear that Andy Brillo annexed a new switchman to his family. He has more hair than his father and weighs 14 pounds. Congratulations!

We are glad to have George Rooney (Baldy) back with us. See that you don't get sick again, George.

B. Albrecht is vacationing with the National Guards at Camp McCoy, Sparta, Wisconsin. L. Kramer is spending his two weeks in Starved Rock.

Division: Essex cars are becoming quite popular at Division. G. Holzschuh is sporting around with a new Essex coach and Mr. Briglio has a new Essex sedan.

F. Pelzmann has returned to work after spending his vacation camping in the wild woods of Wisconsin.

Limits: Ed Veribest, repairman, is having great difficulty in getting a smoke from his pipe since he had the misfortune of losing his teeth. We hope you will get your new set soon.

Public Notice! John Piclia, our general repairman, has moved his office from the north end to the south end of the pit.

Louis Matick, alias "One Point Louie," ran away and got married May 20th on the sly. When he came back we noticed the sight was weak in one eye. And now all the boys are wondering why.

Our Assistant Day Foreman, E. Gustafson, has a new job as assistant photographer. He was seen June 20th holding the flash for the photographer, when we had our pictures taken for winning the pull-in contest. Look us over on another page.



Motorman Harry Mavis of Kedzie with a Morning's Catch

Elston: W. Fellsk, one of the old-timers, has resigned to go on his farm in Michigan. We wish him the best of luck.

Two of our bachelors, G. Baker and C. Jeffers, seem to be weakening, as they took a day off together and were seen looking in furniture store windows.

S. Geller has decided to plant oranges this year instead of onions.

Kedzie: A love bird now occupies the cage at Kedzie. The cage had been on hand for some time waiting for an occupant, so when this bird flew in the barn Patty O'Rourke, with the aid of a little salt, captured it.

North: Christ Jacobson is falling away to a ton. Are you sick, Christ? Why not give Hank some idea as to how it is done. How do you get that way?

Meyers, one of our night watchmen, must be getting his second childhood, as he is seen pulling signal boxes and has a teething ring attached to the signal box key. Do you hand it over to your relief, Meyers?

Bill Fillson is heavy on the soccer game and is enjoying it every Sunday since he has Sunday off. Atta boy, Bill.

Jim Rafter is around again, after being laid up with a cold.

Jake Klass is now on the job again, and if any of the boys are looking for a good spring suit of clothes, see Jakie, who will turn on the blue light or any color you want. He also has the new creation, the traffic light.

Blue Island: One of the most attractive places on the West Side will be Blue Island when Mr. Hale and his associates finish their garden in front of the carhouse office. Mr. Hale should be congratulated for the wonderful effort he has shown to win the first prize for the best looking depot on the system. We know he will get first prize.

If you wish advice in regard to garden rakes, consult Tom Hoey, who is an expert rake maker.

Beeckman and Verderber say they intend to put on weight by eating two T-bone steaks a day instead of only one.

Jane V. McCarthy.

South Shops and Equipment

South Shops: S. Marshall, millwright, South Shops, has been off for the past couple of months due to an injury sustained at the shops. He is getting along as well as can be expected, and we hope to see him back on the job real soon.



Mr. and Mrs. Matheny and Mr. and Mrs. Westcott

Bill Gurgel of the Printing Department and his wife are rejoicing over an eight pound boy, born on Decoration Day. The boys all smoked,

but the girls have to wait until some other time, so Bill says.

As we go to press, we have an unofficial report that Ann Taylor has departed from single life. At this time the report cannot be verified.

A little boy from Canada who had never seen a negro was riding with his uncle when he saw a colored lady.

"Why does the woman black her face?" he asked his uncle.

"That's her natural color," said the uncle.

"Is she black like that all over?"

"Yes," replied the uncle.

"Gee, uncle," said the lad, admiringly, "you know everything, don't you?"

77th Street: The boys all wish for a speedy recovery of R. Taggart, who has been off sick for the past few weeks.

We are told that J. Lilley has secured his third radio.

Frank Havel is a newlywed. Congratulations.

Jim Hopkins has disposed of his Ford and is now sporting a Dodge.

69th Street: A picture of the three charming children of A. Zimont, Car Repairer, will be found in an adjoining column.

Archer: Watch the bulletin board for date of J. Wagner's homecoming party.

J. P. McCauley.

SURFACE LINES POST

The American Legion

At the next Post meeting to be held on Friday, July 20, 1928, the delegates and alternates to the State Convention will be elected.

The Convention is to be held at Waukegan on September 10th and 11th. Any member of the Post who wishes to attend the convention should notify the Adjutant as soon as possible so that reservations can be made.

Comrade St. John, who has been confined to the United States Veteran's Bureau Hospital at Hot Springs, Arkansas, reports that his condition is improving. He would be glad to hear from any of the Post members.

A report has been compiled by the State Service Department showing the various bills which have been passed by Congress benefiting the ex-serviceman. A copy of the report will be forwarded to all Post members in the very near future.

J. P. McCauley,
Commander.

Taming the Wild

"Hello, old man, where have you been?"

"Just got back from a camping trip."

"Roughing it, eh?"

"You bet. Why, one day our portable dynamo went on the bum and we had no hot water, heat, electric lights, ice or radio for almost two hours."—Life.

Around the Car Stations

Cottage Grove

It was very gratifying to our Division Superintendent, Mr. W. Bessette, and his assistant, Mr. C. Cricks, when they received the May report of the Courtesy Campaign and saw that Cottage Grove had at last left the bottom of the list and had climbed into eighth place, halfway up the list in the first five months of this year. We have still seven months to get to the winning post, so get the Chicago spirit, "I Will," and then when the contest ends for 1928 Cottage Grove can be at the top.

In the accident prevention and witness we made a slight gain, one jump ahead, which shows we are improving.

Rowley Shelton, who was in the employ of the Chicago Surface Lines for a great number of years and severed his connections with us five years ago, visited us recently and was a welcome visitor. Rowley sang great praises of the climate of Los Angeles, California. He said of all the countries he had visited the climate of California was the best. He left Sydney, Australia, stopping at New Zealand and another British Island called Raatonga, thence to Tahiti, one of the islands of the Society group under French rule. Papeeta is the capital of these islands and it is here Capt. Cook, the great explorer, is buried. This is Rowley's second trip around the world and we hope to see him again in the near future. He left Chicago June 8th for Montreal, Canada, to sail on the S.S. Albertic of the White Star Line for Liverpool, England, for two months' visit in London with his brother, after which he sails to Adelaide, Australia, where he expects to land about Christmas, after stopping a short time in South Africa. The trainmen of Cottage Grove Depot wish him a safe journey. Before leaving he wished to thank the management of the Chicago Surface Lines, especially the transportation department, for the courtesies extended to him.

We are sorry to hear that our oldtime Motorman, James King, fell down when at home and broke his arm. The trainmen wish him a speedy recovery.

We are glad to see Motorman A. Huftile working. He says he feels 100 per cent after his operation.

It is with deep regret we announce the death of Conductor James Ashby on June 11th.

It is with profound sorrow we hear of the death of Mrs. Hooper, mother of Harry Hooper, who is assistant superintendent of the Accident Prevention department, and mother of Conductor Fred Hooper of this depot. The trainmen extend their sympathy to all the family in their bereavement.

Vacation times are now in order, so come back and let us hear some fish stories.

J. H. Pickin.

Burnside

Vacation time is here. Do not fail to give yourself that much needed rest. Arrangements have been made to have plenty of extra men so that you can obtain a furlough at any time.

While enroute to the depot Conductor F. Zind and Motorman J. Krause noticed a live wire hanging close to the ground. Motorman Krause continued to the depot, while his conductor guarded the wire until the proper action was taken. Credit was given to these men in helping to avoid possible accident and delay.

We hereby extend congratulations to Conductors Valentine Kropfel and Joseph Schieve, who entered nuptial bliss in the month of June.

W. D. F.

77th Street

At the last meeting of the Club on June 1, 1928, Conductor Bud Watson was appointed to the position of director. Congratulations, Bud.

Motorman Nels Olson has left on an extended tour of his native land. We wish Nels the best of luck on his well-earned vacation.

Motorman Jerry Madigan challenges our champion horse shoe player, Motorman Harry Barry, to a series of games. The results will appear in the next issue. Motorman Barry extends a challenge to any Surface Lines employee. For further information communicate with his manager, Chief Clerk O. T. Duncan.

Conductor Tom Beggan has had the misfortune to receive some painful injuries in an auto accident. We are pleased to say he is back again at work.

Motorman M. G. Smith, No. 1, has been vacationing in California, returning lately looking and feeling like a two-year-old.

Conductor Joe Bucholz has been very sick with pneumonia. We are pleased to say he has returned to work recently.

Conductor Luke Shank has started on his vacation by touring the West. His stops will include most of the large cities from Los Angeles to Seattle.

Motorman Dick O'Connor, who has been sick for over a year, has returned to work again as fine as a fiddle. Glad to see you back again, Dick.

The trainmen, as mentioned, report the arrival of youngsters at their respective homes namely, Conductor Chas. Woehlke, Conductor J. J. Bonney, Conductor J. J. Stanton, Conductor V. E. Olson, Conductor W. R. Betty, Conductor J. J. Browne, Conductor P. J. Burke. Kindly accept our congratulations.

Motorman J. J. Cummings is now confined at the County Hospital. Warm days are hard on patients, so pay Jim a visit and give him a cheery word of encouragement.

Motorman B. J. Berry, Motorman R. W. Pierce and Conductor J. J. McSwain have suffered the loss of infants by being called to the Great Beyond. To these bereaved parents we extend our sincere sympathy.

Did you notice the flower boxes that adorn the windows of our trainroom? Well, boys,

this is the work of our Car House Foreman, Mr. Meyers. Let us show Mr. Meyers we appreciate his kindness by helping him make a good showing in his mileage contest.

The death notices of this issue cover a period of two months and the following trainmen have suffered the loss of relatives: Sister of Motorman T. J. Hughes, sister of Motorman J. B. Downs, sister of Conductor E. M. Visell, wife of Conductor J. Higgins, No. 1, wife of Conductor E. J. O'Malley, mother of Conductor C. F. Kleutgen, mother of Conductor E. S. Calvin, father of Conductor C. V. Hunter, No. 1, and daughter of Conductor S. A. Webster. To the relatives of the above mentioned this Division begs to extend their sympathy in their bereavement.

In the past month two of our esteemed trainmen have passed away, namely, Conductor Richard Bond and Motorman Charles Sarther. To the families and relatives of these trainmen we extend our profound sympathy.

C. A. Gylling.

Sixty-Ninth

Conductor J. B. O'Connor was married on June 5, 1928, to Miss Genevieve Kenney. Went to Niagara Falls on their honeymoon. We hope them many years of success.

Conductor M. W. Walsh was married on June 20, 1928, to Miss Della Devaney. We also wish this couple a happy journey through life.

Motorman D. G. Cameron is the proud papa of an eight-pound boy born May 24, 1928. Motorman T. D. Sullivan reports a girl June 4, 1928, weighing eight and one-half pounds.

Conductor D. McAuley is the proud father of their first born babe born June 22, 1928, weighing eighty and one-fourth pounds.

Conductor R. T. Joyce reports an eight-pound son, born May 27, 1928.

A strange trip took place this month when the three "C" motormen all left for Ireland during the same week for different parts. Connelly J. and Cleary J. and Carey P. We wish them a safe journey.

Those who attended our entertainment and dance held in the club room on the evening of May 23, 1928, have expressed it as being a great big wonderful show.

On June 9 at 2:53 A. M. there was a fire at 63rd and Halsted streets, when promptly Conductor E. F. Gross, run 156, notified the dispatcher, then changed cars on the other side of the fire, causing very little delay. Motorman J. Hederman on run 151 was likewise quick to grasp the situation and saw that the passengers were transferred as well as the crews. All this was done so quickly that there was hardly any delay and the passengers were able to make their connections without any complaint.

W. L. Pence.

Archer

Another smile that won't come off. Conductor P. H. Meckler reports the arrival of a baby girl on Tuesday, June 5th. This makes him the proud daddy of nine children, five boys and four girls. The baby goes without a

name, as both mother and daddy are undecided. Keep up the good work, Paul, and may the next be a girl.

Our sympathy is extended to Motorman H. D. Metke, who was called upon to part with his wife June 11th who died from the effect of an operation for appendicitis.

Conductor J. C. Ruby had heart trouble and on June 14th he took a leave of absence for five days to recuperate. The result was wedding bells. Joe is somewhat shy in breaking the news, but from good sources comes the report of joyful tidings. Congratulations are now in order.

The boys of Archer extend their sympathy to Motorman J. J. Krivanec on the death of his father, who passed out on June 15, 1928.

Conductor George Klinger tells us of a bouncing baby boy arriving at his home on May 24th. He has been given the name of George Lawrence Klinger. We congratulate you on your progress in married life.

Yes, another stork story. A bouncing baby girl, a seven-pounder, arrived at the home of Conductor C. J. Mattas on Saturday morning at 3:50, June 24th. Gee, you should see daddy today. Mother and daddy doing nicely.

Dusty.

Blue Island

D. Herman was presented with twins, both boys and each weighing 6½ pounds. Congratulations, Herman.

We all extend our sympathy to the following and their families in their recent bereavements: W. Sanow in the loss of his mother-in-law, J. Mencil in the loss of his wife, W. Rampage in the loss of his mother and aunt and W. Roskopf in the loss of his infant daughter, who died two days after birth.

Vacation time is here and the streets will be filled with children who will be at play unaware of an approaching auto or street car, so motormen, be careful and don't forget to sound your gong.

Boys, we were second in the Courtesy Contest and Lawndale was first. Let us put it over Lawndale and be first for the next twelve months.

Our Carhouse is very attractive and we have received several compliments on our flower boxes and garden spot in front of the office. We hope to have the best looking car house in the system.

Don't forget that the Accident Prevention Contest is still on and that we were in first place for the month of May. Let us stay there for the remainder of the contest. Show them we can.

On June 14th on Robey and Harrison an elderly lady lost balance inside car and fell, hurting her thumb. The Robey street crews were on the job, as usual, and all jumped up cars, while the conductor on whose car the lady fell took her to a doctor, thus saving all cars from being delayed and only the car involved was delayed 20 minutes. Lawndale has nothing on us.

C. P. Starr.

Lawndale

When in need of a good cement lawn roller ask Eckert and Schafer to tell you what they did with the first one they made. Eckert says that they made a dandy in his basement and after it was finished they could not get it out of the basement because Schafer got mixed up in his figures, by making it too long, and Schafer blames Eckert for adding too much sand which made it too wide, and the roller was so large that it would take a team of horses to pull it. They finally had to break it up and then Eckert got busy and made one himself which he can put under his arm and doesn't need any help.

Motorman J. McCarthy died at his home May 25th after a short illness of eight days with the flu. Motorman Louis Jackson lost his brother Joe, who drowned at Deep Lake in Lake Ville. Motorman John Krygsman's wife died June 16th. The sympathy of your co-workers is extended to the bereaved families.

Conductor J. Nawa recently took a furlough and when he came back we were informed that the wedding bells had chimed for him. Congratulations.

Keep up the good work, as we are on top in accident prevention contest. A little more courtesy on your part to get back in first place in the courtesy contest, and get the witnesses, as we are still behind in this contest.

Clerk C. Karschnik is the proud father of a 9½-pound boy; Motorman E. Jensen, a girl, and Conductor F. Durham, a girl.

Wm. H. Hackbarth.

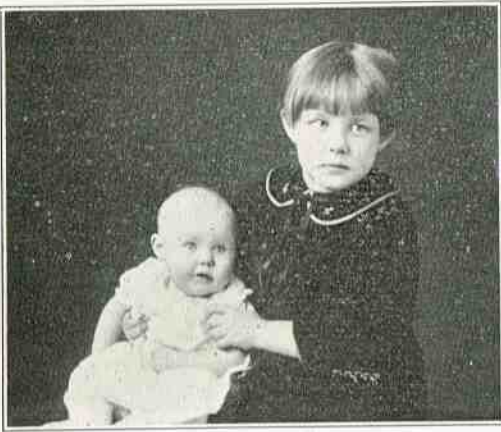
North Avenue

Sympathy is extended to Conductor Geo. Wendell, who lost his mother June 19, to Conductor A. Wroblewski, whose mother died June 16, to Conductor Youngquist, who lost his wife June 10, to Conductor Walter Hinnen, whose wife passed away May 26; also to Motorman John Ropinski, who lost his mother May 24.



Receiver "Hank" Schwabe of North Avenue Giving His Pipe an Airing

Clerk M. Mahoney has returned from his vacation spent in his home town all rested up for another year's work.



Marion Caroline, Aged Five, and Charlotte Rose, Nine Months, Daughters of Conductor Peter Johnson of North Avenue

Conductor Harold Eldredge is papa to a 10½-pound boy. There will be plenty of noise around his house. Date of birth May 21.

Here is one of our new men, Conductor Geo. Reck, announcing a 9½-pound boy, born May 22.

Long will Conductor Raymond Gray remember his trip to the Kentucky Derby, but let him tell you the story.

Two of our brand new conductors stepped out and got married on the same day, June 9. Conductor H. Laseman and Conductor E. Storke are the happy bridegrooms. Congratulations, boys, and good luck to you and your fair brides.

Conductor H. Nelson, the second, was the recipient of a visit from the stork June 18—boy—9 pounds.

The bunch took Motorman Stockman fishing the other day. When questioned as to what luck they had he said all he caught was a ten-hour nap.



Motorman Jerry Blake of North Avenue Is Mighty Proud of This Little Chap

The boys were sweet on Osmund in the Derby last year and Conductor Osmund heard about it all year. This year Conductor Jack Higgins carries the burden.

Although we increased our percentage Elston-Noble still holds the lead in witness getting. We are going good, but they are still a nose ahead of us. A little extra spurt and we'll head 'em off, boys. Conductor Luke Ryan brought in 15 witnesses on a night-car accident. That's going some.

Conductor Carl Anderson, No. 2, whose favorite fish is herring, dropped a dime. It hit his shoe and went through the seat post hole on the platform. He wants to know if he should score that as a hole-in-one or an assist.

The big difference between Koeder and the other fisherman around the depot is that when he goes out for fish he catches them.

Clerk Harrington is spending his vacation at Louisville, Ky. He says she certainly is a wonderful girl.

Don't forget we are still in an accident prevention contest. We are down in the ruck at the present, but the North Avenue spirit will soon have us up where we belong. We are just beginning to fight for the trophy.

C. A. Knautz.

Armitage

Three members of the Fish Fans Club got a surprise during the early hours the other morning, right at their own back door. And according to Andy Disseldorf, the three toppled off the porch plum into the waters of Lake Michigan, when he, assisted by the other sturdy fishermen, our night receiver, John, Joe Paprzyki and Hebert, landed one of the biggest catches of the season. The three wet Fish Fans were rescued by members of the coast guard.



Teddy Jr., Husky Son of Motorman Shumon of Armitage

You might wonder what our night clerk, Earle, and that famous oarsman Corbett would be doing in a horseshoe shop.

Mick Gibbons, we extend our congratulations again.

M. O.

Elston

Have you noticed the smiles on Motorman C. Rudolph and Conductors M. Wall and E. McLennan? There is a reason for it, as they have received increases in their families. Congratulations, boys.

Well, boys, we are still leading the race in witnesses but have made no progress in the Accident Prevention and Courtesy Standings, still remaining in fourth place. Do not forget, boys, first place is our goal.

Conductor J. Ippolita has returned from a tour of the Sunny South and reports that the banana situation looks good for the coming year. Brought back samples to prove his statement. Welcome back, Joe.

We are glad to see Motormen Calay and Suralski back on the job again after a siege of sickness.

Reported that Motorman Bromberg has joined the Order of Benedicts. Congratulations and best wishes.

Noble

Motorman J. Gorski and wife are spending a vacation in Poland and other parts of Europe.

We are glad to see Conductor A. Carlson back at work after an operation.

Conductor J. Murphy is able to be around on crutches. He was hit by an auto January 25. We hope to see him fully recovered soon.

As a rule fish stories are in order this time of the year, but Conductor T. Kohnke has them all gasping with his wonderful dog story. Ask him to tell it.

Foremen from the various car houses were at Noble some time ago getting suggestions on gardening in which Noble excels.

Let's not forget to get witnesses.

Motorman W. Sesko was married the first part of June. Congratulations and best wishes. DeMoure.

Lincoln

R. E. Buchner is the proud father of an 8½-pound baby girl born May 13, and M. J. Raush is the happy father of a 8½-pound baby girl born May 18. Best wishes to both families.

Motorman J. Fibiger was struck down by a police motorcycle June 7 while on his way to work. He was taken to the Alexian Brothers Hospital, where he only stayed a few days as his injuries were not serious and he is back at his work again.

Motorman C. J. Roeske celebrated his fifteenth wedding anniversary June 23. A host of friends gathered at his home to help him celebrate the day. A good time was had by all as Mr. Roeske is a jolly good fellow and enjoys being host to his many friends.

H. Spethman.

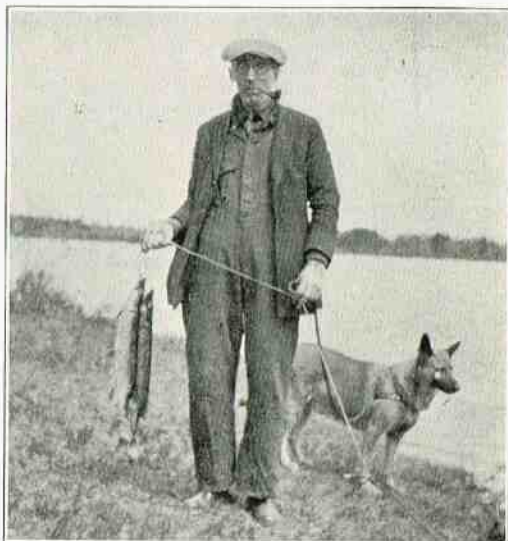
Limits

A baby girl was born to the wife of Frank Palmer on May 23th. Mother and baby doing well.

Fred Kemp is in Room 134, Garfield Park Hospital, just recovering from an operation for gallstones.

Wm. Pack is also in the Garfield Park Hospital, Room 134, receiving treatment for ulcers of the stomach.

Gustave (Gus) Nelson died on May 23rd at the Garfield Park Hospital from a series of complications. He was buried from Drake & Braithwaite's chapel, 2221 Lincoln avenue, on Friday, May 25, thence to Rose Hill cemetery. Gus was one of the old time State street motormen, operating on that line when it ran from Clark and Division to Lake and State, and was well known by many of the old Gold

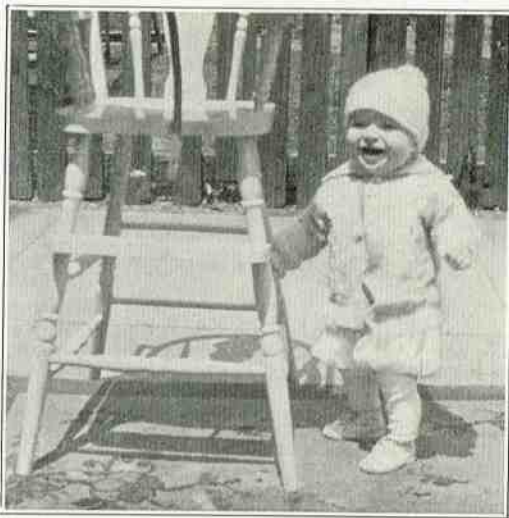


Motorman A. Lovewall of Devon on His Vacation at High Falls, Wisconsin

Coast riders, having about thirty years' service with this company. We were certainly shocked at his sudden demise and extend our sympathy to his widow.

On Friday night, June 22nd, Motorman Charles Holmberg gave a little reception at his home, 4653 Knox avenue, in honor of the graduation of his daughter, Florence, who completed a four-year commercial course at the Carl Schurz High School. The reception was enjoyed by many friends and the charming young lady received quite a number of appropriate gifts, including a beautiful wrist watch from her father and mother.

Conductor Otto Arndt and his wife were very agreeably surprised Saturday night, June 23rd,

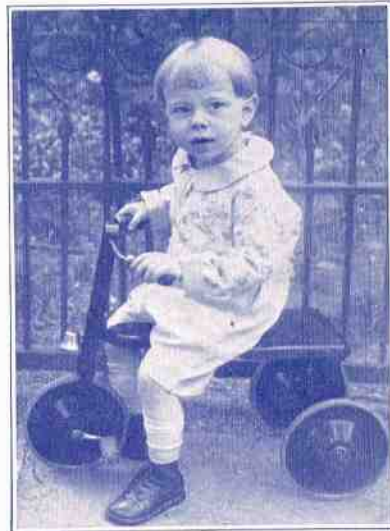


James Jr., Eight Months' Old Son of J. O. Cobb of Devon, Who is a Cousin of the Famous Baseball Star

the surprise party having been arranged for at the home of Mrs. Hedman, a relative, in commemoration of their 20th wedding anniversary. The party was attended by quite a number of his relatives and friends, some forty guests being present. During the evening Mr. and Mrs. Arndt were presented with four \$20.00 gold pieces packed in a small cedar chest. Music was provided by Prof. Erlandson, a nephew, and Louise Rodgers was soloist. Congratulations.

Conductor Tim Moriarity had a pleasant surprise tendered to him by his sweetheart, who lives on Wrightwood avenue, when she presented him with a beautiful Victrola and a large selection of records, including a number of Irish jigs and reels as well as some very select Irish ballads. A very pleasant evening was enjoyed by Tim and his friends after which they loaded the Victrola in a taxicab and wended their way homeward. Tim, in addition to being a Beau Brummel, has the largest selection of linen collars of all the latest styles of any man in the barn. His many friends are now congratulating him.

E. G. Rodgers.



The Son of Motorman Kirschberg of Limits Exercising His Kiddy Car

9½ pounds on June 7, 1928. T. Hartnett tells us it's a 7½-pound girl at the Murphy Hospital. Mothers and babies doing nicely.

C. E. Roy.



Clementine, Daughter of Conductor Axel Johnson of Devon

Devon

After serving his fellow man as a motorman and when through with his day of toil and on his way home, Ed. Swanson was called by Our Supreme Master to that house eternal in the Heavens. Ed. Swanson was 52 years of age and was laid away at Roschill cemetery, with Lake View Lodge No. 774, A. F. & A. M., in charge.

W. Coogan, our clerk, now on his vacation, expects to get married. The lucky girl is Miss Agnes Krol. Bill says, "It will be in Indiana."

James Doyle was married on June 6, 1928.

J. Nelson and Miss Ruby Thompson became partners for life on June 27.

L. Woodrum is reported as getting married at Rockford, Ill. Here's wishing our newly-weds good luck.

Paul Peters reports the loss of a daughter but gained a son-in-law.

Wm. Gleason tells us it's a boy of 8½ pounds at St. Joseph's Hospital. E. Paschke, a 7½-pound boy at home, and J. McGann, a boy of

CLUB SPARKS

Isacson and Holmboe Winners in 3-Cushion Tournament

The second annual three-cushion billiard tournament has come to a close with the team of Isacson and Holmboe winning first place. The interest shown in our second tournament was even greater than that of the first, and we are planning on our third tournament and now have over thirty entries.

The present tournament was conducted as a team affair and the handicaps were based mainly upon records made by the players in the previous tournament. The teams playing at "scratch" finished in the first three positions, which indicates that the handicapper and manager of the tournament, Mr. Dinneen, knew his business. He has conducted two tournaments in a very satisfactory manner to the entrants.

The interest in our billiard league is rapidly growing and will soon become our major indoor sport. The following is the standing of the prize winning teams:

	W	L
Isacson-Holmboe	7	0
Lynch-Pierce	6	1
Vitale-Dinneen	5	2
Johnson-Kubula	4	3
Nattinger-Hoskins	2	5
Oldfield-Boness	2	5
Streeter-Geiger	1	6

ANNUAL TRACK AND FIELD MEET

Shops and Equipment Win the Team Trophy Individual Scores and Summary

In the past, the Athletic Track and Field Meet was held in connection with Surface Lines Club Picnic, but since it has outgrown its infancy it was decided to hold it Saturday, June 2, 1928, at the athletic field of Y. M. C. A. (Sears Roebuck Department), Arthington Street and Kedzie Avenue. From an athletic standpoint, the meet was a success, thirty-two members, representing six departments, had originally filed 129 entries. Members who were greatly interested and acted as judges and timers were: J. Nattinger, N. Deutsch, A. Johnson, E. Rooks, E. Wendt, E. Hoskins and J. W. Landeck, who ran the meet off very smoothly. It was through the courtesy of Mr. J. C. Andresen, Physical Director of the Y. M. C. A., that it was possible for the meet to take place. Mr. Andresen also officiated as referee, and Mr. Moore assisted him as starter in the track events. Both gentlemen are requested to accept the thanks of the Surface Lines Club for their aid and support.



Point Winners—from left to right: A. Tyson, T. Johnson, W. Donaldson, R. Eichen, E. Eichen, E. Hauser, S. Icen, H. Ebeling, W. Hager, T. Kuta, J. W. Landeck

Scores by Individuals

	Points
R. Eichen, Engineering.....	25
H. Ebeling, Shops and Equipment.....	13
W. Hager, Shops and Equipment.....	7
L. Kramer, Shops and Equipment.....	5
T. Kuta, Shops and Equipment.....	5
S. Icen, Shops and Equipment.....	5
T. Johnson, Accident Investigation.....	5
W. Smith, Accident Investigation.....	3
H. Boness, Accident Investigation.....	3
A. See, Accident Investigation.....	3
A. Tyson, Shops and Equipment.....	3
W. Donaldson, Shops and Equipment.....	1
E. Hauser, Shops and Equipment.....	1
S. Kappust, Shops and Equipment.....	1
E. Potenberg, Accident Investigation.....	1
Relay, Shops and Equipment.....	10
Relay, Accident Investigation.....	4
Total points	95

The team trophy, a beautiful shield, was won by the Shops and Equipment Department. Team standing: 1, Shops and Equipment, 51 points; 2, Engineering, 25 points; 3, Accident Investigation, 19 points.

The star of the meet, Robert Eichen, Engineering Department, won the All Event medal, with five firsts and not a defeat—a record hard to beat.

Summary of Events

100-Yard Dash—Ebeling, S. & E., first; Smith, Acc. Inv., second; Donaldson, S. & E., third. Time, 11 seconds.

100-Yard Dash (Novice)—Eichen, Eng., first; Boness, Acc. Inv., second; Hager, S. & E., third. Time, 11 seconds.

220-Yard Dash—Eichen, Eng., first; Ebeling, S. & E., second; Kuta, S. & E., third. Time, 25½ seconds.

880-Yard Run (Half Mile)—Icen, S. & E., first; Hager, S. & E., second; Potenberg, Acc. Inv., third. Time, 2 minutes 22 seconds.

Shot Put—T. Johnson, Acc. Inv., first; See, Acc. Inv., second; Kappust, S. & E., third. Distance, 33 feet 9 inches.

Running High Jump—Kramer, S. & E., first; Tyson, S. & E., second; Ebeling, S. & E., third. Height, 4 feet 9½ inches.

Running High Jump (Novice)—Eichen, Eng., first; Hager, S. & E., second; Hauser, S. & E., third. Height, 4 feet 9½ inches.

Running Broad Jump—Eichen, Eng., first; Ebeling, S. & E., second; Kuta, S. & E., third. Distance, 17 feet 9½ inches.

Hop, Step and Jump—Eichen, Eng., first; Kuta, S. & E., second; Ebeling, S. & E., third. Distance, 34 feet 8 inches.

Half Mile Relay (4 men, each to run 220 yards)—Shops & Equip. team No. 1, first (Hager, Donaldson, Kuta and Ebeling); Accident Investigation Dept., second; Shops & Equip. Team No. 2, third. Time 1 minute 48½ seconds.



Chicago City Railway Transfer Issued May 21, 1897 Turned in by Motorman A. Engle of North Avenue

"Where'd you all get that derby hat?"
"Hit's a surprise fum mah wife."
"A surprise?"
"Ah cum's home de other night unexpected an' found hit on de table."

Mrs. Handy Johnson—"I want to see Mistah Hamlin."

Office Boy—"Mr. Hamlin is engaged."

Mrs. Mandy Johnson—"Go long, boy. Ah don't want to marry him. Tell him his wash-lady wants huh money."