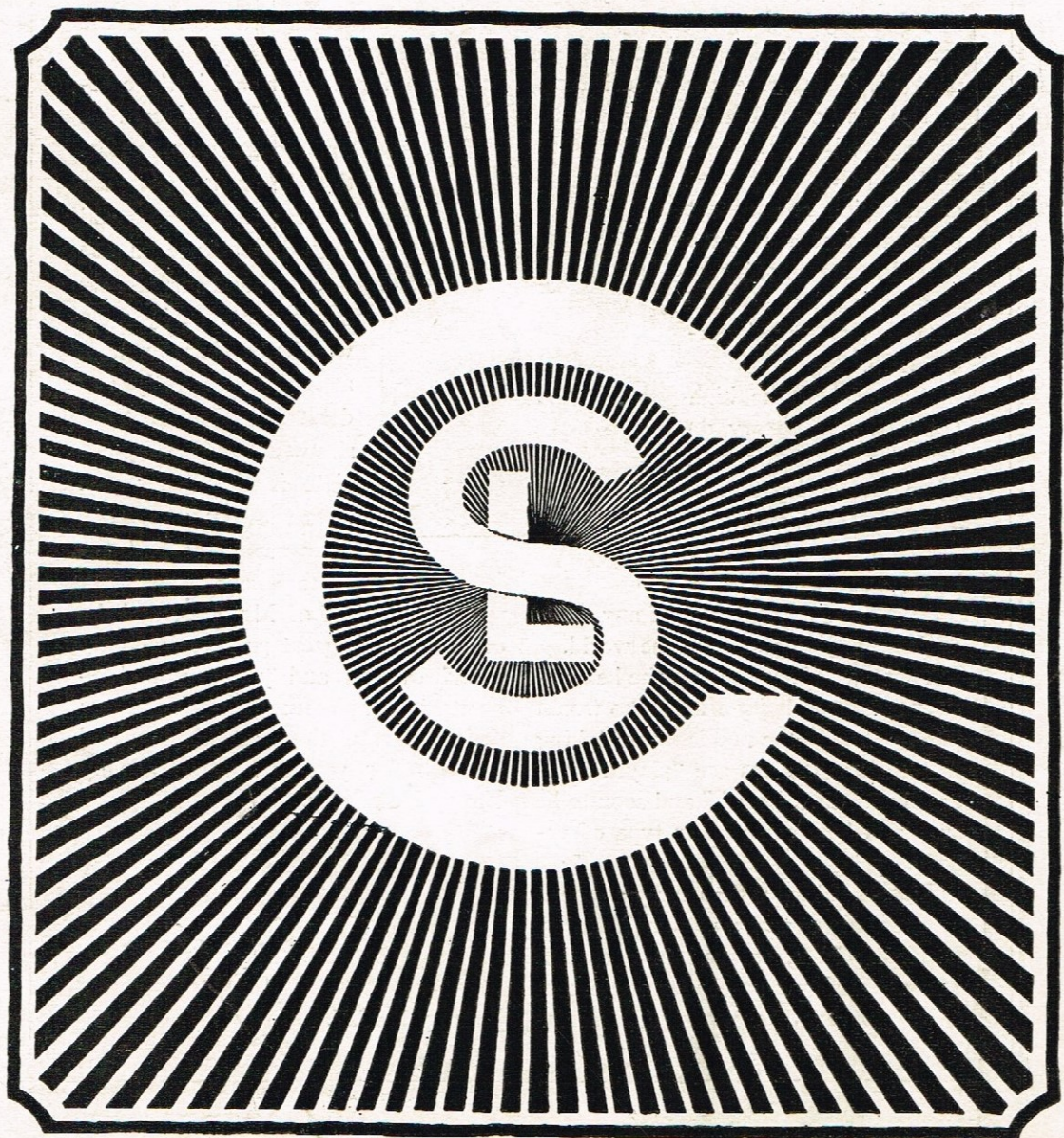


SURFACE SERVICE MAGAZINE

VOLUME 3

January, 1927

NUMBER 10



A Personal Message to Surface Lines Men

I wish it might be possible to get all of our people together in some place like the Coliseum where I could say to them face to face the things I have in mind. Such an arrangement being out of the question, however, it is my hope that this may be accepted as a personal communication and may be received in the spirit of sincerity in which it is sent.

You have every reason to be proud of your connection with this great organization, and it must be a satisfaction to have shared in the magnificent teamwork that resulted in a service record during 1926.

We reached the high point of our history on Saturday, December 18th, when we carried 2,927,237 revenue passengers—a record that has never been equaled on this property and exceeds that of any other surface traction system in the world.

That sort of service was the best answer to a lot of noisy critics who would like to “bunk” the public into thinking that electric trolleys are “played out,” “ready for the discard,” and soon to be supplanted by some other type of vehicle.

But we did more than carry a record number of passengers. On Monday, December 20th, we had in operation every car of our passenger equipment—100 per cent of cars owned in service

on the street! And for the next three days we were only one car short of the total.

That was a feat which has been the dream of traction men but has been considered impossible. And it was you and your associates who enabled the Surface Lines to accomplish the impossible. What this meant in the careful

handling of cars on the street and unremitting labor by shopmen and car repair crews and tireless vigilance in the electrical and engineering departments only you who had a share in those activities can fully understand. But what we all understand and appreciate is the honor you have won for yourselves, your associates and the management.

And on behalf of Mr. Blair and the officers of this great property who are proud of you and your accomplishments, it is a pleasure to convey to you their congratulations and thanks, and to wish for you and yours a very Happy New Year.



G. A. Richardson
Vice-President.

January 1, 1927.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

JANUARY, 1927

No. 10

North Avenue Holds the Lead

Burnside Pressing Hard—Seventy-Seventh Moves Up in November List—Facts About Burnside

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

First Place	Division No. 8, North Ave.	57.56
Second Place	Division No. 2, Burnside	56.78
Third Place	Division No. 7, Kedzie	51.89
Fourth Place	Division No. 9, Division and Armitage.....	48.26
Fifth Place	Division No. 10, Elston and Noble.....	47.07
Sixth Place	Division No. 11, Lincoln	45.55
Seventh Place	Division No. 5, Archer	42.43
Eighth Place	Division No. 4, Sixty-Ninth	36.92
Ninth Place	Division No. 12, Devon and Limits.....	36.66
Tenth Place	Division No. 3, Seventy-Seventh	30.87
Eleventh Place	Division No. 6, Lawndale and B. I.	29.44
Twelfth Place	Division No. 1, Cottage Grove	26.91

Accident Prevention Record of All Divisions in November

First Place.....	Elston and Noble, 400% Credits	Total 687.9
Second Place	Lincoln, 400% Credits	Total 652.1
Third Place.....	Division and Armitage, 200% Credits	Total 639.7
Fourth Place.....	Kedzie, 200% Credits	Total 612.4
Fifth Place	Burnside, 200% Credits	Total 566.6
Sixth Place	Seventy-Seventh, 200% Credits	Total 521.6
Seventh Place.....	Lawndale and B. I., 100% Credits	Total 512.0
Eighth Place.....	North Avenue, 200% Credits	Total 493.7
Ninth Place	Sixty-Ninth, 200% Credits	Total 487.5
Tenth Place	Archer, 200% Credits	Total 475.7
Eleventh Place.....	Devon and Limits, 200% Credits	Total 446.8
Twelfth Place.....	Cottage Grove, 100% Credits	Total 337.8

By VICTOR T. NOONAN

Supervisor Accident Prevention

With the finish of the 10th month of our Accident Prevention Contest, North Avenue again holds first place. This brings the Contest from February 1st last to November 30th. Burnside is in second place, being a mere fraction behind North Avenue, the latter leading by .78. Kedzie continues in third place, Division No. 9, Division & Armitage, in fourth place while the next nearest contender is Division No. 11, Lincoln, in sixth place. Even though North Avenue and Burnside are

leading, any slight slip on their part during December or January could easily land any one of the following Divisions in the winning places: Divisions Nos. 7, 9, 10 or 11. It behooves these latter Divisions, therefore, to keep on doing their best.

The best record for the month of November alone was made by Elston and Noble, which earned 400% credits for having no accidents in four classifications. Altogether this Division rolled up 687.9 for the month. The second place for the month was captured by Lincoln with 400% credits for having no accidents

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

First Place	Division No. 2, Burnside	3300%
Second Place	Division No. 10, Elston and Noble.....	2900%
Third Place	Division No. 11, Lincoln	2900%
Fourth Place	Division No. 7, Kedzie	2700%
Fifth Place	Division No. 5, Archer	2600%
Sixth Place	Division No. 4, Sixty-Ninth	2400%
Seventh Place	Division No. 8, North Ave.	2400%
Eighth Place	Division No. 1, Cottage Grove	2000%
Ninth Place	Division No. 6, Lawndale & B. I.	2000%
Tenth Place	Division No. 9, Division and Armitage....	2000%
Eleventh Place	Division No. 12, Devon and Limits.....	1900%
Twelfth Place	Division No. 3, Seventy-Seventh	1600%

with a total of 652.1. Division & Armitage in third place for November earned a total of 639.7, while Kedzie, in fourth place, has a total of 612.4 for this month. These four Divisions, therefore, earned over 600% credits for having no accidents, which is a remarkably fine showing for the Division Superintendents and trainmen of Elston & Noble, Lincoln, Division & Armitage and Kedzie. Such high percentages clearly indicate that these four divisions are doing their best to make a good showing in the contest.

And now I have something good to write about Superintendent C. E. Jones and the trainmen of Seventy-seventh St. Division. As you all know this Division has been in last place for nine months, but in November it moved up from twelfth place to tenth place in the contest, and for the month alone it took sixth place with 200% credits for having no accidents in two classifications earning for the month of November 521.6. For November Seventy-seventh St. Division made almost as good a showing as Burnside or Kedzie. This is a very remarkable improvement in the Accident Prevention record of Mr. Jones' Division, and this opportunity is taken to sincerely congratulate the Division Superintendent and trainmen of Seventy-seventh street, because it is clear that they are working hard to make a good record.

While talking about Seventy-seventh street and its fine spirit in the contest you will all be interested in a letter fixed up and sent me by the boys down there, bearing on Burnside's activities:

Mr. Noonan: How do you get that way

about this Burnside being in first or second place in this accident prevention race? Don't you know that Burnside is just a mere subdivision of this, the finest and most important division on this whole system? Our 77th Street Division operates right through the heart of Chicago, from North to South. We carry the load, we do the business, and we carry more riders in a day than Burnside does in six months.

Don't you know that Burnside is just a piece of real estate, operating its Toonerville trolleys to such places as Riverdale, out beyond the wilderness? Not an automobile crosses the tracks of this particular jagged line, cars running only once a day in each direction. When the downtown office wants to telephone Burnside, sure connection must be obtained through our Seventy-seventh Street operator—that's how unimportant Burnside is. It hasn't even got its own through phone system. Altemeire is all right. He's boosting his own gang, but he has to keep a couple of big hounds around to keep the timber wolves from getting in and eating up his transfers.

We are your friends, but a lot of the boys down here feel that you are favoring Burnside, just because there are three brothers there with the same name as your own, Noonan. If you will give 77th Street its proper place in this contest, we will be in first place, where we properly belong and Burnside will be still where it is, out in the woods."

In reply, my good friends at Seventy-seventh street, let me say that this writer has never favored Burnside, just because the three brothers—Noonan—honor that division with their name and honorable records; more power to them. I am proud of these three Noonan boys, because they have done their part to put Burnside where it is in this contest; so have all the other boys at Burnside. This Division, let me tell you, is no Toonerville trolley system. It is one of our finest divisions, has sixteen car lines, with an operating force of 575 good trainmen as

you will find anywhere outside of Heaven. This division operates right into the great state of Indiana, and to such nationally known industrial centers as Hammond, Whiting, East Chicago, where all the big steel mills are. Burnside has more railroad grade crossings to operate over than any other division on our system. That kind of operation requires the highest skill, the greatest care and the best brains. There are 36 grade crossings inside Burnside territory.

I have a letter from Damon Runyan, probably the greatest racing writer in this country. He says: "I have read your last story about the dark horses in your great race. It was a peach of a tale, and I want to get some dope from you for a special story about your race for one of the big daily newspapers. Tell the Burnside boys that their division is historically worthwhile, because they run cars to Hegewisch. That's where Battling Nelson was born. Tell them to keep up their fighting spirit and be champions like Nelson was."

I hope these few remarks will soothe the Seventy-seventh street boys, because I have a feeling that their division is going to be the leader in our 1927 Contest. How about it you Seventy-seventh street fellows?

The standing figures for the system given to you above were prepared the last week in December. The Contest, therefore, has a little over one month to run. The figures for December, the eleventh month of the Contest, will appear in the February issue of SURFACE SERVICE. The contest ends January 31, 1927. When the January figures are made up, they will show the result of the contest and the two winning divisions will be published in contest results in the March issue of this magazine. The award of the prizes will be made one of the biggest occasions in the history of this organization.

There will be a new contest starting February 1, 1927. Full announcement of this will be made as soon as possible.

"Pardon me, sir, but could you tell me where I could get a drink?"

"Mister, I'm only a street car supervisor. You're the third man this morning who has mistaken me for a policeman."

• A PRETTY BRIDAL PARTY



The former Miss Lauretta Kane, now Mrs. John J. Melody of the Clark and Division Street Offices, Mr. John J. Melody, Mr. Byron Markley and Miss Merle DuBois. Miss DuBois is also from Clark and Division Streets.

Very much to the surprise of many of their friends they were married November 23, 1926. Among their many wedding gifts they particularly prize a beautiful chime clock and an electric toaster which were presented to them by the employees of Clark and Division Streets.

Spelling It As It Sounds

Phonetics as heard on our street cars and buses represent about what is heard in any city where people crowd into vehicles to get along. They are good places to hear the current speech of the people. A correspondent quoted the other day, in a metropolitan paper, some snatches of conversation like this: "Whatim-zit?" which means, of course, what is the time of day. Another, in reply to the first, "quahdusebn," which means a quarter to seven. But here is the peach of the lot, and still it picks apart rather easily: "Izeztom izzatsoisez." This is translated into the familiar vernacular of the day, "I says to him is that so I says."

Somewhat like this would be the salutation we hear every day and hour on the street like: "Wahya," which means "how are you," or "Lo," which is a contraction usual for hello. Adopting somewhat the familiar courtesy of the people in England we are hearing a little more often among ourselves the identical sound that they get on top the London buses when fare is collected: "Kew," which is easily known to be thank you.

Santa Arrived by Airplane

*Surface Lines Kids Have Their Most Thrilling Experience—
Everybody Happy*

Nineteen Hundred Twenty-six—a year of broken records! Bank deposits, Surface Lines passengers and Christmas party have all set up new high marks in number and quality of attainments.

The Club held its annual afternoon of Christmas hilarity for the children of

due to a leak in his gas tank, so to keep every one amused until his arrival, it was decided to go on with the rest of the program.

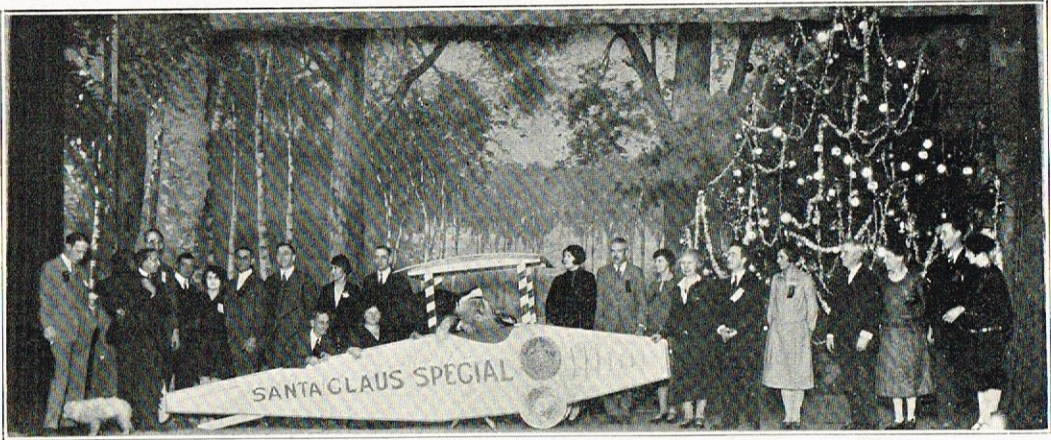
Under the direction of Mr. R. T. Fick the children sang several Christmas songs, and sang them loud enough to be



members, Saturday, December 18th, at the Clubhouse, 1126 North Dearborn street. Elaborate preparations had been made during several weeks preceding the anticipated visit of Saint Nick, so three o'clock Saturday afternoon found everything in readiness. Four hundred children and two hundred grown-ups were gathered in the spacious auditorium. The four hundred with fluttering hearts and breath coming in giggling gasps were watching and listening for anything which might indicate the approach of their jovial old friend. Just when excitement was at a fever heat, a strangely clothed figure dashed wildly in with a letter announcing that Santa had been delayed

heard in Montreal or at least Evanston. Then followed five acts of excellent entertainment. Mr. James Derwin with his Punch and Judy brought screams of delight from the youngsters, and his talking doll gave some of its experiences. The next act, Lewis Pops, the famous Barnum & Bailey clown, with his dog and monkey, received perhaps the greatest applause of any act in the performance, and justly so, for they were all well trained, including the clown.

Just here another messenger arrived from Santa Claus bearing the glad tidings that his tank was mended and that he was again on his way. Another song by the children was followed by Professor



Aviator Santa Claus and His Assistants

Henry Roethig, who mystified the children and grown-ups for a half hour with many amusing tricks in magic.

At the end of the next act, which was an "Our Gang Comedy," all about Christmas, Santa Claus and helping poor kids, the whirring of an airplane motor was heard. As it grew nearer and nearer the excitement grew until just as four hundred little hearts were about to burst, the curtains were drawn aside and Santa in his airplane came swooping down across the stage to a stop just beside the huge Christmas tree. Many hands were outstretched in greeting and several volunteers rushed up to help him unload and distribute his toys and candy. Every child received a box of candy and an appropriate toy. During the distribution of presents Santa was out among the children renewing his acquaintance with old friends and making new ones. The thrill of meeting their much talked of benefactor will keep many a small head in a whirl for days to come.

The evening performance had an excellent attendance of three hundred children and one hundred seventy-five grown-ups. The program of the afternoon was repeated and was received with just as many demonstrations of approval.

This party was the best attended and one of the best from the standpoint of entertainment of any Christmas party the Club has ever had and too much credit for its success cannot be given to Chairman Daniel Colgan and his committee made up of Messrs. C. B. Heath, Bill

Schenck, Al Bollinger, R. T. Fick, Nick Deutsch, John Hewitt and Misses Sullivan, Mitchell, Hart, Beatty, Fisler, Huems, Krausman, Bresin, Mrs. Tabb and Mrs. McCormick.

THREE ESSENTIALS IN LIFE

Toleration, Appreciation and Co-operation Needed by Nations and Individuals

"Life is a great adventure in human relationship," said Mr. John C. Shaffer, owner of the *Chicago Evening Post*, in a recent talk. "Three things we must practice, and the nations must practice one with another, if we make the most of life:

"1. Toleration. Until we find some means of jumping from earth to Mars, we have got to live here whether we like it or not. We can't move out. We must tolerate other people. They can't move out either. They have to tolerate us. We must realize that the other fellow has a right to his ideas the same as we have a right to ours—a right to his ideas concerning life's relationships—political relationships, educational relationships, industrial relationships, social relationships, religious relationships.

"2. Appreciation. Acknowledgment of the things that are worth while in the other fellow. When we appreciate and acknowledge the things that are worth while in him, that appreciation will be reflected in the advancement of those things that are worth while, and in his discovering things worth while, in us. Appreciation of those things worth while in our neighbor will cause a better understanding and a closer relation of individuals and of nations.

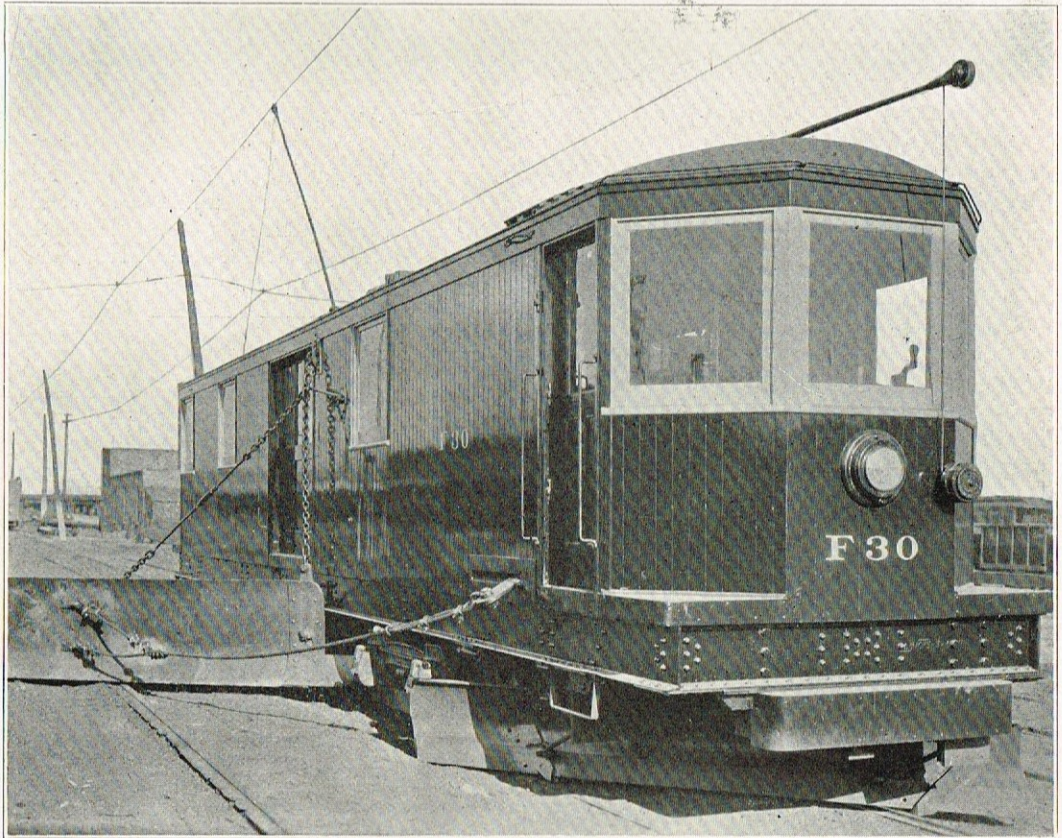
"3. Co-operation. A logical sequence of the other two ideas. With tolerance of the other fellow, and appreciation of his good qualities, one is led to say, 'Let's pull together for our common interest!'"

A New Snow Fighting Unit

Plow No. F-30 Ready for Winter Emergencies—Air Control for Shear and Wings

Chicago has been exceedingly fortunate in escaping disastrous snow storms thus far this Winter, and everyone is "knocking wood" as to the future. Other cities have had more than their share but Old Father Winter has shown us in

the newer difficulties the Surface Lines shops have designed a plow with many novel features which will be ready for a demonstration should we be put up against one of the old-time blizzards. It appears in the shop records as "Snow



times past that he could make it just as uncomfortable here as elsewhere if he happened to feel that way.

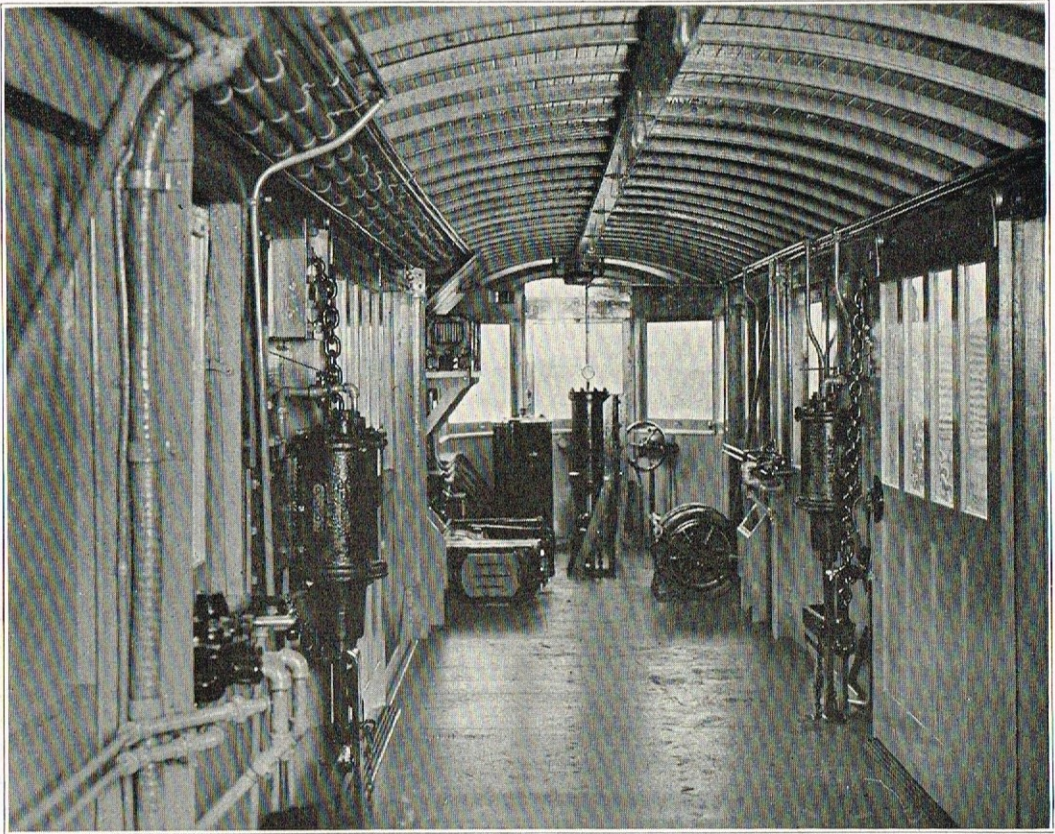
Snow fighting has had to be carried on along revised lines in order to meet changed conditions. The automobile with its big tires has operated as a snow packing machine when run in the modern street car tracks and the old-type plow and sweeper have not been equal to the task of satisfactorily disposing of this more solid obstruction.

In order to be ready to cope with

plow F-30," and exterior and interior views are presented herewith.

The shear and wings are operated entirely by air, and are not only raised and lowered by air but the heavy vertical plunger is so connected as to make it possible to apply pressure to the center of the shear to hold it down to the rail. The picture shows two heavily braced tool steel gouges to free the rail groove of ice and packed snow.

The side wings are raised by one air cylinder and pulled out and held in posi-



tion by another. The latter exercises a pull of several thousand pounds on the cable attached to the outer blade of the wing and is calculated to be more than ample to meet the strain of pushing the heavy snow clear of the track.

All of the cylinders are so designed as to be easily controlled by one man, this operator being stationed near one of the side windows convenient for operation.

The plow was built at the West Shops and its performance under test conditions is being looked forward to with interest. But at that, no one is hoping for an early demonstration.

Raising a Doubt

Long Boy: "Big boy, wuz George Washington as honest as rey sez he wuz?"

Shorty: "Ah tell you man, George wuz the honestest man wot ever was bo'n."

Long Boy—"Den, how come dey close de banks on his birthday?"—Atlanta Two Bells.

Fair Customer: "I'd like to try on that skirt over there."

Salesman: "I'm sorry, madam, but that is the lamp shade."—Passing Show.

Is That Fair?

Have you ever been alone on the sea of discontent
When your soul was burdened with a load of care
And you wanted more than anything to sneak away and die
To leave all your cares behind, say is that fair?

Is it fair to burden someone else with your own heavy load
Or throw it down because the way is mean
Or sit down and weep along the narrow, crooked road?
Do you call that fair, say girl, come clean?

God never give us more than we can meet or bear
The temptation's never too great to overcome,
So remember when you're burdened with a load of care
Remember, I say, you're not the only one.

So just look up with a great big broad grin
Of the better side of life you don't know half
The Troubles on the outside, don't let them in
But look up and give a darn good hearty laugh.
Helen E. Dennison, Accounting.

She: That last note was D flat.

He: That's what I thought but I didn't like to say so.

There Is Coal and Coal

Discriminating Judgment in Quality and Use Means a Saving of Thousands

In Ellis Parker Butler's clever story, "Pigs Is Pigs," the entire narrative revolves around the firm stand of a stubborn old express agent, in rating a shipment of live stock, that "pigs is pigs"; and in like manner the average use of fuel is entirely satisfied to dismiss the combustion question from his mind with the statement that "coal is coal."

To the combustion engineer, however, and the experienced buyer, there is as wide a variation in coals as between wool and shoddy, or cast iron and tool steel. The value of coal for heating purposes and steam evaporation is in direct proportion to its chemical analysis and its b. t. u. (British thermal units) rating.

The commercial coals are divided into three general classifications: Anthracite, Bituminous, and Lignite, and the cost per ton and heating efficiency are also in the order named. Coal is prepared at the mines in two general classifications: coal for domestic use, lump, egg, nut, etc.; for steam plants and commercial uses, run of mine and various sizes of screenings.

The Chicago Surface Lines contract annually for approximately 25,000 tons of coal, 15,000 tons of screenings and 10,000 tons of mine run. Our actual consumption, however, especially for the last few years, has been considerably under this amount.

About three years ago, under the supervision of Mr. G. W. Dunlap, an instructive campaign for a more economical use of coal and the elimination of preventable waste was inaugurated. This has resulted in very gratifying savings in both tonnage and money, as the following actual comparison will show:

1923	15,500 tons
1924	12,574 tons
1925	11,543 tons
1926	9,800 tons

Decrease, 1924 over 1923, 2,926 tons, at an average cost of \$3.84, \$11,236; decrease, 1925 over 1924, 1,031 tons, at an average cost of \$4.01, \$4,134; decrease, 1926 over 1925, 1,747 tons at an average cost of \$3.95, \$6,890. Total decrease in three years, 5,704 tons, or a saving of \$22,260, to which can be added the handling costs of more than 5,000 tons.

Coal is selected and contract awarded to the mines, only after careful and painstaking evaporation tests have determined the best for our use and that could be stored without the danger of spontaneous combustion.

At all our plants careful measurements were taken of draught over fires and in flues, and proper adjustments were made to obtain as near complete combustion as possible because incomplete combustion is contributory to smoke nuisance and a waste of fuel. Heating surfaces internal and external were given a careful cleaning. Boiler brickwork is kept free of air leaks. Exhaust steam is utilized to increase the temperature of feed water, which is maintained at constant temperature of 210° F.

Careful attention is also given to proper feeding of fuel to fires and that no unburned fuel enters the ash pits. All main steam pipes were covered with proper insulating material to eliminate wasteful condensation of steam. Graphic recording gauges were installed and operators take great interest in maintaining constant pressures which means proper fuel beds, water levels, proper air mixture and systematic boiler room operation. Steam traps were installed, and piping rearranged at locations where needed to insure all condensation being returned to boilers and prevent the escape of live steam.

Fire room crews and all directly or indirectly identified with fuel consumption are proud of their accomplishments as they well may be.

It was time for "baby girl" to be in bed, but no amount of coaxing could get her there. At last her father offered to lie on the bed till the "sandman" arrived. Off she went "pick-a-back," and the tired mother leaned back in her chair with a sigh of content, ready for a hard-earned rest. Ten minutes—twenty—half an hour, and she was wondering when her husband would be down, when all at once she heard a soft stealthy pit-a-pat. Nearer came the steps, and then a little white-robed form, with a tiny finger on her lips, stood in the doorway.

"Hush, hush, muvver," she said, "I've got farver to sleep."

Surface Lines Eyes Are O. K.

Medical Department's Examination Results in General Benefit to Trainmen

A report compiled by the Medical Department shows that approximately 20 per cent of the 10,000 trainmen whose eyes have been examined during the past two or three months, have been materially benefited by having attention called to their need for corrective glasses. The other 80 per cent of the trainmen have the satisfaction of knowing that they have practically normal vision and do not require glasses.

The examinations were undertaken by the Medical Department in co-operation with the Transportation Department and met with the approval of the men from the beginning. They recognized that the change in the shape of the eyeball which generally comes in middle age is so gradual and imperceptible that often it is not noticed. Eye strain results and vision becomes weakened unless corrective glasses are used. This is true particularly when the change in the shape of the eyeball develops more rapidly in one eye than in the other. Proper correction will not only bring the vision up to normal but will aid materially in preventing the trouble from becoming worse.

It was this consideration more than anything else which led to the decision to provide an easy means of examination for all of the men in the service. The examinations were made at times most convenient to the men and the reports given to the trainmen by the division Superintendents at the several car stations. Arrangements were made also for obtaining glasses at the lowest possible cost.

In the examinations, special attention was given to "color blindness" because of its importance since the installation of "stop and go" signals. It is obvious that trainmen, especially motormen, must be able to recognize the difference between red and green at street intersections equipped with automatic signals.

Only a very small percentage of the men—not more than from 5 to 10 in a thousand—were "color blind" in any degree. The tests were very thorough in

order to ascertain the exact degree of "color blindness" and to determine whether or not it was sufficient to disqualify the trainmen involved. A cabinet designed by the Electrical Department, "stop and go" signals like those used on the streets, borrowed from the city, and various other apparatus were used. For the nine trainmen disqualified by the tests other satisfactory positions where color blindness did not matter were found.

That so small a number show any trace of "color blindness" is very gratifying.

The eye examinations have proved their worth to the trainmen and have established a clean bill of health for the entire force so far as eyesight is concerned.

AN ART STUDENT'S EFFORT



A pen and ink sketch by Langdon C. Dewey, of the South Division Track Department. It is an illustration of Queen Morvyth from James R. Cabell's book, "Silver Stallion." Mr. Dewey is the son of the late A. L. Dewey, formerly Assistant General Auditor of the Surface Lines. He is preparing to take a Liberal Arts course at the University of Chicago.

General News of the Industry

What Is Doing Here and There in Transportation Circles at Home and Abroad

New Type of Double Deck Cars in London

In London two new types of double-deck surface cars are being developed with a primary view to increasing schedule speed through the provision of more ample facilities for the rapid interchange of passengers. These cars are also being designed with a view to decreased weight and increased attractiveness through the application of automotive ideas to car design.

Paris, likewise, is giving close study to car development with a view to improving the character of service rendered. In that city and in Berlin the cycle of car design has been similar. Early single-truck cars of short wheel base were followed by double-truck cars of considerably increased weight. The latest practice is in the direction of four-wheel cars of comparatively long wheel base, with oil tight bevel gear drive.

Showing Where the Token Goes

The United Railways, St. Louis, Mo., has placed a large electrically illuminated and operated signboard on its property at Grand Boulevard and Park Avenue, to show the car riders passing that point "Where Your Token Goes." The board shows a young lady who deposits her token in payment of fare into the fare box of a car. As the token falls into the box a number of electric lines shoot from the token to various items listed on one side of the board, showing him the token is divided. It reveals, among other things, that 3.5 cents, or exactly half of the token, goes for wages, and another 1.5 cents for supplies.

Inquiry Into P. R. T. Service

An investigation of transit facilities in Philadelphia, Pa., is to begin shortly. This statement emanated from the Public Service Commission, which met in executive session in Harrisburg on December 20. The state body will review car riders' complaints against alleged curtailment of service by the Philadelphia Rapid Transit Company and protests against that company's operating policies, which were brought to the attention of the Governor recently and upon which he ordered an inquiry.

Foreign Visitors Confirm Faith in Electric Transportation

Recently there has been an unusual number of electric railway executives from abroad visiting American properties. Most of them come in search of the answer to the question, "What is the future of the electric railway?" America has most of the automobiles in the world, it has had to meet traffic congestion problems nearly everywhere, it has gone through the jitney experience and it probably is nearer the answer than any other country. Hence the visitors from every quarter of the globe. We have seen them from Australia, New Zealand, Japan, Germany, England, South America and Mexico.

The German delegation included the director

of the Berlin street railway and two members of the advisory board. They surveyed conditions in Paris and London before coming here, and with characteristic thoroughness they went carefully into American conditions. They are to report to the city of Berlin that they found nothing to substantiate any theory that there is any vehicle that will displace the electric railway in carrying the masses. The bus is no substitute for the trolley, they find.

The delegation from London made careful investigations throughout the eastern part of the country. They found evidence to support the principle of coordination, and nothing to indicate the oft-prophesied decline and fall of the electric railway.

From the Antipodes have come gentlemen seeking the latest information on principles of regulation and the latest designs of passenger equipment. The callers from Japan and South America have sought much the same information. All of them, except the German delegation, attended the Cleveland convention, and it is safe to say that they obtained information which will be of real value to them, and new concepts of the magnitude of the mass transport industry.

Some of our own executives have been abroad during the summer and fall, in search of whatever new and novel and good there may be in the developments by foreign transport companies. The new type of car in use in Paris has attracted the attention of Americans. So far as we have been able to learn no American executive has returned from abroad with any feeling of uncertainty as to the future of the electric railways. As they have said repeatedly at home, so they say about what they saw abroad—there is a definite place for the automotive vehicle in the mass transport industry, a place where it will supplement and feed the more economical rail lines, but no sign of its supplanting the electric railways.—*Aera*.

"Fat" and "Lean" Areas Demand One Transit System

"In every local situation there are three classes of service territory for the street railways," according to Lucius S. Storrs, managing director of the American Electric Railway Association.

"One of these territories is the thickly populated area where operations can be conducted at considerable profit," said Mr. Storrs. "Another is the area where operations are barely self-sustaining, and the third is the territory where operations are conducted as a distinct loss.

"It is fully as important, if not more so, for the good of the whole community, that these lean areas be afforded reasonable service as that the profitable areas be served. It is only fair, then, that any organization which attempts to render community-wide service, as all utilities do, should be permitted to have the whole territory without competition so that the profit-

able operations may equalize the other required but unprofitable service."

Utilities Entitled to 7 Percent Return

Of unusual importance to public utilities is the recent opinion rendered by the United States Supreme Court, holding that "spot" production cost of a public utility's property is its fair value for rate making purposes and that the utility is entitled to not less than a 7 percent return on the value so determined. The opinion as rendered upholds an injunction issued by the Federal District court restraining a reduction of the Indianapolis Water Company's rates as ordered by the state public service commission. The lower court found the valuation as fixed by the commission too low and the proposed rates, based on the undervaluation, confiscatory.

Sunday-School Special

An East St. Louis preacher believes that the modern principle of transportation will increase the attendance at his church. He has inaugurated a regular Sunday morning bus route to round up distant members of his congregation and Sunday School. A coach has been chartered from the East St. Louis and Suburban railway for a period of six weeks. If the experiment proves a success, the Sunday School special will become a regular part of the Sabbath schedule.

No Wonder It Ran!

Ever since prohibition the Cincinnati, Lawrenceburg & Aurora traction line has been a daily violator of the prohibition laws—and it didn't know it until yesterday.

A bottle of liquor, good, old-fashioned liquor that makes the mouth water, tumbled out of a compartment under a window of a car that workmen were remodeling. The bottle could not have been put there only when the car was built—and it had been in service on that line for 26 years.

For 26 years, then, it was said, the liquor had been reposing in the window compartment, securely sealed from discovery. There's no telling how many passengers had it within elbow reach, so to speak.

Robert Lyons, North Bend, a traction conductor, who traveled around the world with the navy years ago, and who modestly admits he's had experience with the taste of liquor in various parts of the world, sampled the contents just before starting home.

"Boy, it's there," he said. That's all there was. There wasn't any more.—Cincinnati Enquirer.

New Average Fare

The average street car fare in North America is now seven and three-quarters cents, with the average bus fare close to 10 cents, a recent survey shows. The car fare average has raised since this time last year.

Prisoner: Ha! Ha! Ha! That's a hot one.

Visitor: What's so funny?

Prisoner: They're giving me the electric chair tomorrow, and I am the wrong guy.

IN A LONDON FOG

An Interesting Little Story from Real Life in the English Capital

"T.O.T. Staff Magazine," which is to London's transportation companies what "Surface Service" is in Chicago, printed the following description of an incident during the foggy season that has a peculiar human appeal:

The fog had descended on the city like a pall, obscuring everything. There were four in the party, and they alighted from a crawling omnibus at a spot which they judged to be somewhere in the vicinity of their place of residence.

They laughed and joked as they plunged into the darkness.

"Great Scott!" ejaculated little Smith, "you can't see your hand in front of you."

For nearly a quarter of an hour they groped their way along, until Smith exclaimed suddenly, "I say, you fellows, this is Blundell Road, miles away from Cooper Gardens!"

"Lor' so it is!" said Peters, striking a match and holding it close to a nameplate on the wall.

"We're right out of it," groaned Pentbrock.

"Looks as if we were blinking well lost," said Morgan, as the faint glimmer of Peters' match went out.

"Where do you gentlemen want to go to?" came a voice from out of the fog. The four lost ones became aware of the presence of a fifth party, a large, solid, helpful-looking soul, from what they could see of him.

"Anywhere near Cooper Gardens," replied Smith, who had constituted himself the leader of the party.

"I live near there myself," observed the stranger, cheerily. "I think I can find the way all right; it's about twenty minutes' walk, though. Follow me."

"That's fine!" they chorused; "we'll hang on behind you."

"That's the style," came the cheerful reply, as the procession moved off. "Keep by the wall."

It might have been a minute or two over the twenty when the stranger halted and announced that they had arrived at Cooper Gardens. Little Smith struck a match, and, sure enough, there was the name on Pentbrock's garden fence.

"Thank you ever so much, sir," the four cried.

"And now for a nice bit of supper, a blazing fire, and a novel, eh?" put in Smith, as they bade their guide good-night.

"The supper and the fire will be very welcome," said the stranger; "but I must leave the novel reading to you gentlemen. I'm . . . blind."

Night Before Pay Day

'Twas the night before pay day, and all through my jeans,

I'd hunt in vain for the ways and the means, Not a quarter was stirring; not even a jit;

The Kale was off duty, the Greenbacks had quit,

Forward, turn forward, O Time, in thy flight, And make it Tomorrow, just for Tonight.

—Wenzel Schmidt.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.
CHICAGO

Volume 3 January, 1927 No. 10

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

TEAM-WORK DID IT

No one can look back over the year just closed without being impressed by the fact that it presents a consistent record of progress. With handicaps of a vexatious character in some directions, the organization has continued to function with gratifying success in its business of supplying transportation to the millions who depend upon it day in and day out as an essential part of city life.

Records have been broken in the volume of business and in the number of cars operated, and the impossible was accomplished on December 20th when 100 per cent of our passenger equipment was in service on the street. It is safe to say that no such a feat has ever been performed by any metropolitan transportation system, and it is a wonderful tribute to the efficiency of the Transportation and Shops and Equipment Departments.

Throughout the season of holiday high pressure the public was served as never before and that the car riders appreciated and took advantage of the facilities offered was disclosed by the record of a single day, December 18th, when 2,927,237 revenue passengers were carried.

We have added to our equipment and our patrons today are riding in better-looking and better cars than they have had at their disposal in the past; and the distribution of this equipment through the scientific building of schedules has insured a frequency of service where it was wanted and when it was wanted that was welcomed by the riders and reflected in the daily passenger receipts.

Industrial organizations, armies and men are rated by their accomplishments;

and while the results demand care in the preparation of plans, success rests chiefly and finally upon the intelligence and enthusiasm with which they are executed.

The year's achievements have held the Surface Lines in the front rank of progressive, efficient organizations, and have furnished to the Transportation industry an example of high-powered teamwork that has covered us all with glory. Certainly every one of us has reason to be proud that he is serving under the Surface Lines banner.

"LET THERE BE LIGHT"

Superintendent Evenson, who has a keen appreciation of the needs and comfort of car riders, knows that one of the little things that appeals to our patrons is plenty of light in the cars these dark mornings and early evenings. He wants everyone to have the chance of reading his paper on the way to and from business and special orders have been posted on bulletin boards in all stations to be generous in supplying illumination. The orders generally speaking have been obeyed, but the occasional unlighted car on the street between 7:30 and 8:00 o'clock in the morning indicates that some of our crews do not fully appreciate the meaning of the instructions. A well-lighted car is not only attractive and therefore a good advertisement, but it indicates that the management is catering to the comfort of our patrons. Lack of light is interpreted as an evidence of petty economy on the part of the Surface Lines and absolute indifference to the convenience of the riders. It is far better to give them too much light than too little. It is a small matter, but it means a lot in making and holding friends.

"Why do you rise so early in the morning?"

"I have to get down town early in order to find a parking space for my car."

"But do you not then have a good deal of time hanging on your hands?"

"Oh, then, I take the street car home and have breakfast."—Philadelphia Enquirer.

A woman who owned a big Lincoln
Thought she could drive without thincoln;
While she drove she would talk,
But she drove off the dock;
Now the ferrymen think she's still sincoln.
—Azuride.

SAFE SAFETY ISLANDS

The "Chicago Tribune" Takes a Decided Stand Against Careless Motorists

Commenting editorially on a tour of investigation recently taken by its automobile editor, J. L. Jenkins, the *Chicago Tribune* declares that not one motorist in three pays any attention to safety zone regulations at electric railway loading points. The *Tribune*, which has been conducting a vigorous campaign for many months against the incompetent and careless motorists, pointed out that loading point safety zones have two functions—they protect those boarding or leaving street cars and they speed up motor traffic by permitting automobiles to pass a street car halted to take on or discharge passengers. Drivers are called upon to remember that they are being benefited as well as the pedestrian car rider. The writer continues as follows:

There is no safety in a safety island if motorists disregard the rules. Safety islands are safe only when the law is respected 100 per cent of the time. Otherwise, the pedestrian's trustfulness merely exposes him to accident.

Safety islands, in the matter of the faith commonly placed in them, rank with boulevard and through street stop signs and traffic lights. People do not trust in speed laws, in headlight laws, in the rules concerning the passing of vehicles, the crossing of streets, or turning corners. They do, however—drivers and pedestrians—trust in stop signs and lights and in safety islands. Violations of these rules should be prosecuted, accordingly, with the utmost vigor.

The tendency to get away with something does not stop at safety islands. A trip on the boulevards is enough to show that drivers are failing to stop or slow down adequately at stop signs; that some of them habitually sneak through the traffic lights. For cars to start up on the yellow light instead of waiting for the green, is an almost universal practice; the man who waits for the green receives as his reward a raucous chorus of horns from that particular type of boor behind him.

MEESTER, EXCOOSE BLEASE!

Oi! Oi! Id Vas Rice—Not Dewey

In the December number, our identification of a picture of the Engineering Department, "Know your own Company" Quartette was incorrect. Mr. Thomas Rice should have been named as the Hebrew character. His make-up was too clever for us. Mr. Rice's efforts contributed greatly toward the success of the entertainment.

ROUNDING UP THE WITNESSES

North Avenue Solidly in First Place—Average for the System Shows Creditable Increase

It looks very much as if North Avenue was determined to hold a permanent position at the top of the list, but other divisions evidently intend to make the job a difficult one. Lawndale-Blue Island is still in second place and Elston-Noble third.

Sixty-ninth Street took a spurt, moving up from the seventh position in October to fourth in November, while Armitage-Division surprised everybody by jumping from the bottom of the list to seventh place.

The improved showing made by six of the stations brought the average for the system to 3.85 witnesses per accident, the best record for months.

	Nov.	Oct.	Sept.	Aug.
1. North Avenue	5.05	5.05(1)	5.06(1)	4.78(2)
2. Lawndale-Bl. Is'd.	4.61	4.69(2)	4.63(3)	4.94(1)
3. Elston-Noble	4.30	4.53(3)	4.83(2)	4.42(3)
4. 69th Street	3.96	3.53(7)	3.67(9)	3.79(5)
5. Burnside	3.95	3.36(8)	4.00(4)	3.70(6)
6. 77th Street	3.92	3.98(4)	3.71(6)	3.70(6)
7. Armitage-Division.	3.77	3.16(12)	3.22(11)	3.11(10)
8. Cottage Grove	3.74	3.71(5)	3.70(7)	3.81(4)
9. Lincoln	3.65	3.35(9)	3.68(8)	3.61(7)
10. Archer	3.63	3.65(6)	3.75(5)	3.70(6)
11. Devon-Limits	3.28	3.20(11)	3.12(12)	3.14(9)
12. Kedzie	3.06	3.22(10)	3.35(10)	3.25(8)

Averages for the system. 3.85 3.80 3.84 3.81

MISS DOOLEY MARRIED

Becomes Mrs. Melvin Charpier—Financial Department Loses a Favorite

A very pretty wedding was solemnized on December 31st, in which Miss Josephine M. Dooley, of the Financial Department, became the bride of Mr. Melvin Charpier.

Miss Frances Canny attended as bridesmaid and Mr. Theodore McKae acted as best man, while nine other young couples assisted in ringing in the "New Year" for the happy couple.

Miss Dooley has been the honor guest of many lovely parties, Miss Charpier, Mrs. Ada Marsden Delano and Miss Canny giving "showers" at which she was the recipient of many beautiful and useful presents, and Miss Florence Pierce entertaining with a "Spinster" dinner and theatre party. Miss Dooley's sorority also gave a special party and presented her with a handsome lamp to help them light the way to happiness.

The best wishes of their many friends are extended to Mr. and Mrs. Charpier.

Pretzelettes

The true optimist is the man who will buy hair restorer from a bald-headed barber.

One of our conductors overheard a passenger ask what a second-story man is, and a friend ventured the opinion that he is a fellow who knows two jokes.

One of the things that has never been seen is a man with a smile on his face paying his taxes or beating a rug.

—Reading Pretzel.

Power Saving Records

Motormen May Secure Theirs in Attractive Form on Request—Depot Standings

The Kilowatt Hour meters have been on this system long enough for the thinking motorman to realize their importance in the general scheme of a modern street railway company's equipment and the part they play in bringing the motorman personnel on a great railway system up to the highest point of efficient operation.

The meter has proven and will continue to prove that the most efficient operation is obtained when the car is running on scheduled time. Motormen who operate the cars in a manner so that they fall behind or run ahead of the carefully prepared schedule are doing great harm by lowering the standard of service set by the schedule and their own individual power saving records.

Run on Time—Save Power

The Car Meter Division is now prepared to furnish the individual motorman his car operating record in a convenient form on a beautifully engraved card. It is yours for the asking.

November, 1926

Division		Percent Saving or Loss
Cottage Grove	1	11.14
Lincoln	2	5.42
Archer	3	4.96
77-Vincennes	4	4.72
Armitage	5	4.67
Limits	6	4.23
69-Ashland	7	4.14
Kedzie	8	3.05
Devon	9	2.44
North	10	2.42
Burnside	11	2.28
Elston	12	0.32
Division	13	0.00
Lawndale	14	*0.86
Noble	15	*5.56
Blue Island	16	*9.43
Total points		33.94
October points		57.77
November loss (points)		23.83
or 41.3 per cent.		

*Loss.

The following shows the Division Standing for a period of a year:

Division	1926												1925	
	Oct.	Sept.	Aug.	July	June	May	April	March	Feb.	Jan.	Dec.	Nov.		
Cottage Grove	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Lincoln	2	3	3	3	2	8	10	8	8	9	8	7		
Armitage	3	2	2	2	3	3	7	7	9	8	9	10		
Archer	4	5	6	8	9	5	2	6	6	3	3	6		
Limits	5	4	5	6	5	2	8	13	13	13	12	12		
69-Ashland	6	7	4	5	8	4	4	4	4	4	4	5		
Kedzie	7	6	7	4	6	7	5	5	3	6	5	4		
77-Vincennes	8	11	11	10	11	10	9	2	2	2	2	3		
North	9	10	8	11	10	12	11	11	11	11	10	8		
Devon	10	8	9	7	4	6	3	9	7	7	7	9		
Burnside	11	12	10	9	7	9	6	3	5	5	6	2		
Division	12	13	13	12	12	14	14	14	14	14	14	14		
Elston	13	9	12	13	13	13	13	12	10	10	11	11		
Lawndale	14	14	14	14	14	11	12	10	12	12	13	13		
Noble	15	15	15	15	15	15	15	15	15	15	15	15		
Blue Island	16	16	16	16	16	16	16	16	16	16	16	16		

Police Sergeant—"I think we've found your missing wife."

Joseph Peck—"Have you? What does she say?"

"Nothing."

"That's not my wife."

—Answers.

Nine little hot dogs

Sizzlin' on a plate,

In came the boarders

And then they were ate.

Keeping 'Em Rolling

Star Shines at Limits—Good Record, 48,809 Miles, Despite Cold Snaps



These Are the Limits Men Who Hold the Flag

G. Chamberlin, C. Holzschuh, E. Gustafson, J. O'Connor, E. Warchol, T. Dwyer, L. Buyle, S. Yopchick, J. Wermint, P. Irvin, H. Hayden, S. Solak, S. Golembki, S. Breining, J. Stockuski, L. Solak, N. Schneig, L. Hoehn, L. Matich, J. Zayac, G. Johns, J. Kaypust, M. Kressler, J. Warchol, J. Vroble, S. Dykinga, A. Andrewpolis, L. Gawlik, A. Voss, H. Butcher.

Mechanical equipment feels the touch of King Winter's hand, in a similar manner to the human family. Its lungs become congested and it has difficulty in getting air. Frequently, it stops functioning and insists upon being taken into the house. This happens in spite of the daily examinations and treatments of the car-house doctors.

At the Limits Carhouse, however, only specialists are employed, and they have shown their skill by keeping their service-chariots in the best condition of any on the system for the past two months, under the able supervision of their Head Physician, Mr. George Chamberlin. They were leaders at this time last year also, but have improved their results from 26,988 to 48,809 miles, or 84.5%.

Commendable results have been accomplished by the entire system. The mileage a year ago per car pulled in, was 12,150, compared with 21,146, a gain of

74%. Every man back of this work, both in the Transportation and Mechanical Departments, takes personal pride in the results obtained.

Each carhouse November record for pull-ins chargeable to equipment failure is given below:

Rank	Carhouse	Zero Days	Miles Pull-In Nov.	Percent Inc. or Dec.
1	Limits	23	48,809	15.4
2	Division	20	34,779	49.2*
3	North	5	30,343	29.3
4	69th	7	30,130	3.7
5	Cottage Grove ..	15	28,056	30.8
6	Archer	9	27,298	28.5
7	Armitage	15	22,111	38.8
8	Devon	9	21,545	21.5*
9	Lawndale	11	20,166	11.4
10	Blue Island	15	20,014	13.3
11	Kedzie	6	19,053	18.1
12	Lincoln	9	18,868	15.7
13	Elston	13	17,590	32.3
14	77th	4	14,476	38.5
15	Noble	15	12,562	29.3*
16	Burnside	5	12,156	25.6

*Increase.

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

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

Bouquets for the Boys

Conductor Benjamin F. Robinson, badge No. 994 of Kedzie, was particularly careful in assisting a lady of advanced years in boarding and leaving his car, and even went to the trouble of asking a passing gentleman to give her further assistance to the walk. Mr. Allen E. Bulley of Bulley & Andrews, 2040 West Harrison Street, expresses his appreciation of this act of kindness.

Miss Harriet Ostrom of the Chalmers School, 1220 S. Fairfield Avenue, sent us a letter thanking us for the courteous treatment accorded 16 of her pupils during a visit to the flower show at Garfield Park. She referred particularly to the Roosevelt, Kedzie, Madison and Lake Street Line conductors with whom they rode. A copy of her commendation was posted on the bulletin board at the five stations concerned.

Conductor James McClelland, badge No. 260 of 69th Street, appreciating the dangerous condition of the streets and sidewalks, allowed plenty of time for his intending passengers to reach and board the car. This consideration for the safety and convenience of his passengers appealed particularly to Miss Anne M. Andrus, 6050 Dorchester Avenue, a teacher, who sends a letter on behalf of herself and other teachers.

Mr. Joseph H. Klivans, 8212 Langley Avenue, commends Conductor Joseph Demarais, badge No. 1056 of Cottage Grove Avenue, for particular courtesy to an elderly lady passenger, assisting her to the car and finding a seat for her.

Mr. Wm. A. Klatte of the Heitmann Lumber Company, 59th and Ashland, commends the interest in the safety and welfare of his passengers shown by Conductor Albert R. White, badge No. 1172 of 69th. He refers particularly to the unruffled, pleasant manner of Conductor White and his skill in handling his crowds rapidly and without friction.

Mr. L. J. Dixon of the Executive Office was witness to the assistance rendered by Conduc-

tor Bernard M. Lutz, badge No. 1256 of Lincoln, to a blind passenger whom he first escorted to a seat and later on helped safely to the curb at his destination.

Conductor Robert P. Branyan, badge No. 1592 of Cottage Grove, is complimented by A. Bregstone, 325 South Market Street, for the interest he showed in enabling a stranger in town who was on his car, going into the car and informing him that he had reached his destination, giving him instructions how to reach another point and finally helping this passenger, who was lame, to alight. Information was furnished readily and courteously to a number of other passengers.

Conductor John P. McCune, badge No. 4292 of Cottage Grove, attracted favorable notice of a number of his passengers by calling the streets clearly and by treating his passengers with unusual courtesy. Mrs. Lena Korb Rudolph, 6337 Glenwood Avenue, who observed the high quality of his service, wrote us a letter of appreciation.

Miss Sara Ida Knight, a teacher at the Gallestel School, compliments Conductor Charles Hedin, badge No. 554, and Conductor William J. Ryan, badge No. 5030 of Burnside, for their consistent interest in and help extended to various passengers who are physically handicapped. Miss Knight also refers to the fact that they are invariably kind, patient and courteous.

Conductor Patrick J. Tansey, badge No. 5652 of Limits, has a courteous, cheerful and obliging manner which attracted the special attention of Mrs. H. Herbert of 6343 Magnolia Avenue, who congratulates us on having a man of this type in our service.

Our observing friend, Mrs. L. McD Garrard, of 1428 Olive Avenue, this month has Conductor Henry Kern, badge No. 6058 of Devon, on her list as deserving of commendation. His method of calling the streets and his general pleasing manner were the subject of favorable comment, one passenger remarking, "You could not get lost while in charge of this conductor."

Conductor Charles L. Clarke, badge No. 6084 of Elston, was observed in what was described as four acts of special courtesy, and in addition called his streets regularly and distinctly. This was the subject of a complimentary letter from E. Ray, 4400 N. Paulina Street.

The company is congratulated on having in its service Conductor Michael G. Gier, badge No. 6208 of 69th, by Mrs. Jeannette Freitag of 3416 S. Marshfield Avenue, describing him as a credit to the company because he called his streets with care and distinctness. Being a stranger in the part of the city in which she was traveling, she appreciated this feature of Conductor Gier's service.

R. R. Rouse of 2303 Addison Street wrote us a letter describing the interest shown by Conductor Earl F. Rable, badge No. 6570 of North Avenue, in the safety of his passengers. On December 5th, which was a sloppy, snowy day, Conductor Rable was careful to keep the platform and steps clear of slush and sprinkled sand on the platform to insure the firm footing of his passengers. Mr. Rouse, who is with Carson, Pirie Scott & Company, regarded this as a particularly considerate precaution.

Conductor Roger S. Anderson, badge No. 7314 of Elston, earned the gratitude of Miss F. Jacobs, 3500 Ogden Avenue, through assistance he rendered her when she fell in running for his car. He not only assisted her to her feet and helped her on to the car, but showed particular interest to know whether she had been injured by her fall.

Mr. L. P. Bigelow of Reading, Michigan, who had been visiting in Chicago, saw Conductor Thomas A. Larson, badge No. 7752 of Armitage, help the elderly people on and off his car and noticed that he was particularly careful in calling his streets. The conductor's pleasant manner was also the subject of commendation.

Miss Harriet Howard with Wilson & Company, 109 North Dearborn Street, found herself without carfare on a car in charge of Conductor Albert Flynn, badge No. 7844 of Division, and was very grateful because the conductor permitted her to ride. She subsequently remitted the 7 cents with a letter of thanks.

Conductor Edward R. Miller, badge No. 11554 of North Avenue, was warmly thanked by Mrs. C. Stanthope of 133 Cliff Street for calling her attention to the fact that she had dropped a valuable ring from her purse. In addition to this service, Mrs. Stanthope comments on his neatness and courtesy, particularly to passengers of advanced years.

Conductor Paul J. Hauserman, badge No. 12160 of Elston, earned the gratitude of Frank J. Bednarek of 5336 Warner Avenue by the assistance rendered when Mr. Bednarek became confused and found himself traveling east-bound in Irving Park when he wished to go west. Mr. Bednarek discovered at the Broadway terminus that he was six miles from home and without money. The conductor advanced him fare out of his own pocket and Mr. Bednarek was duly grateful.

Conductor Frederick Holzhauser, badge No. 12328 of 77th, is the subject of a letter from J. M. Montague of 4709 Ellis Avenue. Mr. Montague boarded Conductor Holzhauser's car and experienced some difficulty in finding his transfer. The fact that he was not promptly bawled out by the conductor and given plenty of time with the pleasant assurance of the conductor that it was all right, resulted in the eventual production of his transfer slip and the development of a feeling of high friendly regard by the passenger who appreciated his consideration.

Conductor Harry F. Evans, badge No. 12638 of 77th Street, is warmly thanked by Mrs. Mary Warburton of 2554 West 60th Street for the assistance rendered to her and particularly to an elderly lady passenger. She wants him to know that his interest is appreciated.

Dr. Charles Berrien Hall of 6521 South Marshfield Avenue writes to compliment Conductor Frank J. Maddock, badge No. 13160 of Lincoln for his kindness and courtesy to the doctor's daughter. Miss Hall did not chance to hear her street announced but the conductor stopped the car, nevertheless, and notified her of her arrival at her destination.

SURFACE LINES CLUB BOWLING LEAGUE

Standing of Teams and Individuals as of
December 20, 1926

Teams	Games Won	Lost	%	High Game	Total	Handicap
Accid. Inves.	24	18	.571	1034	33153	789 .66
Accounting	23	19	.548	1061	32387	771 .84
Schedule	23	19	.548	991	32487	774 .81
Transport'n	22	20	.524	1008	35917	855 ..
Shops	21	21	.491	1044	34195	814 .41
Mat. & Sup.	20	22	.476	967	35866	854 .1
Engineering	18	24	.429	910	32857	782 .73
Electrical	17	25	.405	1056	33545	799 .56

Individuals

Powler and Team	Games	High	Total	Average
Zang, M. & S.	39	224	7175	183.82
Pratt, Transportation	29	218	5236	180.55
Hearn, M. & S.	42	216	7507	178.74
Anderson, Transportation	39	234	6959	178.43
Ennerson, Transportation	42	232	7335	174.65
Rogers, Electrical	42	246	7311	174.07
Sigwalt, Shops	42	243	7306	173.96
Dixon, Schedules	42	210	7295	173.69
Alexander, Engineering	36	222	6246	173.50
McMahon, Electrical	13	237	2212	170.15
O'Brien, M. & S.	41	214	6959	169.73
Fish, Accid. Invest.	42	214	7102	167.10
Eger, Accid. Invest.	42	203	7076	168.48
Wilberscheid, Transport'n	35	233	5846	167.03
Bretschneider, Transport'n	39	222	6455	165.51
Platt, Engineering	39	205	6438	165.08
Neusel, Shops	42	219	6872	163.62
Schick, Electrical	39	185	2285	163.21
Porten, Shops	39	215	6333	162.38
Luebkeemann, Accounting	39	235	6329	162.28
Gallagher, Electrical	42	226	6793	161.74
Ryan, Transportation	22	211	3546	161.18
Pfau, Schedules	35	203	5630	160.86
Siers, M. & S.	27	227	4335	160.56
Peterson, M. & S.	33	202	5276	159.88
Ebeling, Shops	42	215	6651	158.36
Velland, Accounting	39	237	6158	157.90
Wendt, Shops	33	202	5201	157.01
Galvert, Electrical	39	233	6139	157.41
Altamus, Accid. Invest.	36	228	5664	157.33
Ambler, Engineering	42	240	6531	155.50
Geiger, Accid. Invest.	42	212	6498	154.72
Davis, Electrical	24	108	3700	154.17
Wilson, Accounting	42	212	6445	153.46
Sedlack, Schedules	42	204	6438	153.29
Jann, Accounting	42	212	6401	152.41
Cammack, Schedules	32	221	4856	151.75
Lee, Engineering	38	191	5653	148.76
Bonhomme, Engineering	39	176	5709	146.38
Sprenger, Accounting	42	187	6140	146.19
Schenck, Electrical	20	188	2817	140.85
Bell, Schedules	39	181	5493	140.84
Wegman, Accid. Invest.	39	223	5468	140.20
High Game Average, Shops				990 1/2
High Team Game, Accounting				1061
High Individual Average, Ennerson				211 1/2
High Individual Game, Rogers				246

Request Granted

Ardent Lover—"Speak, oh, speak just those few words that will mean heaven to me."

The Flapper—"Aw, go out and shoot yourself."

Then They Got Another Maid

"Mother, is our new maid a German?"

"Why, no, dear; why do you ask?"

"Well," said the little girl, "I heard papa speak to her in the hall last night, and he said, 'Goodnight, Hun.'"

Teacher—"Use 'statue' in a sentence."

Abbie—"Ven I came in last night mine papa says, 'Statue, Abbie?'"

A PLEA FOR PLAIN ENGLISH

A Claim Agent Thinks It Would Make a Difference With Juries

The current issue of "Aera" has the following pertinent comment on a claim agent's contention that medical witnesses should simplify their language:

"From the claim agent of a large company comes a complaint against the doctors that seems justified. Why, when a physician makes a report on an accident, must he couch it in mysterious technical language? Why, when he appears on the witness stand for the company, must he declare that the person who was injured suffered a 'hemorrhagic contusion,' which conveys the idea of something terrible, painful, perhaps fatal in its ultimate consequences, to the minds of the jury in the case, when what he actually means is that the person had a black and blue spot? Language of that kind has cost public service companies many thousands of dollars, for it has magnified trivial injuries into seemingly serious ones, and has encouraged accident victims to demand, and juries to award, verdicts far in excess of what was just.

"Our correspondent asks, 'Is there not some way by which our good doctors may be reached so that they will use plain, common, readily understood English in making their reports and giving their testimony on the witness stand?' Probably many other claim officers wish some way could be found to bring about this result. They writhe when they hear a doctor declare before a jury that the plaintiff had a 'serrated abrasion' when he actually had a ragged scratch, when a black eye is described as an 'echymosis,' with perhaps some technical adjectives that make the injury seem more serious, and when a headache caused by indigestion is described in language that either leaves the minds of the jury completely befuddled or convinces them that the plaintiff was badly hurt. One might expect this kind of testimony from physicians called by the plaintiff and examined by a skillful attorney, but the doctors for the defense ought to be as much interested in removing buncombe from the case as the defense counsel should be. In any event, here is something for claims officers and company executives to think about. If enough thought is applied to the problem a solution may be expected."

The Rhyme That Failed

Thousands of cases of failure to accomplish our purpose are traceable to comparatively trifling causes which might easily have been prevented, with a little more attention on our part. In the following instance the cause was due to the failure to note the difference between the ideas of rhyme and synonym.

Mr. Smith was seeing a friend off to Denver. "Be sure," he said, "to look up my friend, Mr. Lummac, while in the city."

"Mr. Lummac. You can remember his name because it rhymes with stomach."

A few days later his friend returned and encountered Smith on the street. "Do you know," he said, "I tried and tried, but I never could find that Mr. Kelly."—The Kablegram.

CLUB SPARKS

Women's Auxiliary—Thanksgiving Party

On Thursday, November 18th, the Executive Department entertained the Auxiliary with a bridge, 500 and Bunco party, and it sure was some party. The winners of the various games were awarded very beautiful prizes.

This was quite a novel party as the girls had a choice of playing anyone of the three games. Delicious refreshments, consisting of home-made salad and pumpkin pie and coffee were served.

Chairman Georgia Smith and her committee are to be congratulated on the success of this party.

Announcements

Things to remember: Saturday, January 22, 1927, the annual reception and dance, given by the Women's Auxiliary. Thursday, January 20, 1927, the Financial, Building and Track Departments at Clark and Division are entertaining the Auxiliary with a party. Girls! Come one, come all—the first party of the New Year.

Mid-Autumn Dance

The Mid-Autumn Dance, given by the Women's Auxiliary of the Surface Lines Club on Saturday, November 23rd, was a huge success. The hall was beautifully decorated with autumn leaves and chrysanthemums. Miss Giesler and her committee are to be congratulated on their artistic decorations.

The grand march was led by President Heath of the Men's Club and our own little president, Marie Sullivan. Approximately 150 couples participated. During the grand march appropriate favors were passed out.

All in all it was a grand evening with plenty of dancers, good music, nice favors, wonderful refreshments and a hard working committee that was on the job all the time. If you were not there, you surely missed a big time.

Christmas Party

Miss Mirney Shelstrom and her Committee from the Financial Department were in charge of the Annual Christmas Party on December 16, 1926, and it was some party. Approximately 90 girls came out to see Santa but they got left and instead were asked to play Turkey, Turkey being rather an excitable animal there was plenty of cackling. The winners were presented with very appropriate prizes and refreshments, consisting of sandwiches, French pastry, coffee and candy were served. Other features were a solo by Miss Viola Schumacher and a dance by little Miss Simik.

Misses Chelstrom, Birchwood, Hanley, Helein and Rostron are to be congratulated on the well planned evening of entertainment, fun and refreshments.

Father: "I don't approve of your acquaintance with that telephone girl."

"Why, she's connected with the best families in town."

Departments and Divisions

Engineering

John Kamenjarin brought his family down to the Christmas party at the Club House. His youngest boy received a harmonica for a present, and John promptly took it away from him, and played it all the way home himself.

Harry Wood exhibited his prowess as a wrestler at the Club House Wrestling Carnival. He made such a good showing that his friends are trying to get him a match with Johnny Meyers for the Middleweight Championship.

The employees of the Building & Drafting Department were entertained by the Meter Department on Friday, December 24th at an informal Christmas party. Everybody had a barrel of fun and there were presents for all.

Fred Acker has a new radio set. Last Monday night he got everything but Australia. On inspection he found some one had stolen his batteries.

Mr. Koza tuned in on Africa, but the lions' roars interfered so much he cut it out.

Marty McHale has another boy in his family. Everybody doing well.

Motorman William Dalton and Miss Agnes Bonck were married November 24. Trolley Tender Robert Reid and Miss N. Canning were married November 27.

The employees of the Truck Department extend their sincere sympathy to the Bulfin boys, who recently lost their father.

Transit.

Electrical

John McGinn who has been operator at Western Ave. Substation for many years died suddenly of heart failure December 17, 1926. Mr. McGinn had many close friends who will mourn his passing.

We take great pleasure in announcing at this time that Bill Murphy has presented his girl with an engagement ring.

Winter has come! Frank Massisso is wearing a brand new fur cap. It's got nice long hair and it's a wow!

I. P. O'Shaughnessy gave his girl a diamond ring around Christmas time. We take great pleasure also, in making this announcement.

As far as we know everybody had a Merry Christmas and a Happy New Year's Eve.

Homer Geymer wants it known to those responsible that he thoroughly enjoyed his Christmas turkey. Homer says that with birds selling at 65 cents per pound at the market the generous gift touched him deeply.

H. Essington.

Accounting—Downtown

Miss Helen E. Dennison, employed in the Pav Roll Department, Monday, November 1, 1926, left service Thursday, December 9, 1926.

On Thursday, December 23rd, some of the girls had a spread and a "Grab Bag Party." There were some very nice articles in the bag,

such as Vanity Cases, Perfume, Perfume Atomizer, Fancy Handkerchiefs, Buttonieres, etc.

Santa Claus visited the Traffic Department Thursday night, December 23rd, and left Christmas novelties for all.

We wish to extend our most sincere sympathy to Miss S. Novotny, in her bereavement by the death of her grandmother, and also Mr. W. B. Edman of the Treasury Department by the death of his wife.

Miss Josephine Dooley was married Friday, December 31st to Mr. Melvin Charpier. The department takes this means of extending to the bride and groom its hearty good wishes.

Clark and Division

We extend our most sincere sympathy to Mr. Wm. B. Edman in the loss of his wife.

H. Dahl, our star basketball player has been doing good work throwing baskets for Bethel Church team, also for the A. G. Briggs team.

R. T. Fick should be a choir leader for kiddies especially, as he sure had them singing Christmas carols with much vim and vigor as noted at the Christmas party.

Bob Fleming will soon be riding with the engineer as he can be seen every morning in the first seat in the front coach. Promotion to the engineer's cab won't be long now.

A. W. Malmquist sure believes in playing Santa Claus to his kiddies. The bundles he carries home every night tell the tale.

A. Bresin received his usual Christmas present from the boys. He expected another cob corn pipe but O boy, how different.

We wonder who received all the Xmas gifts Margaret Erdmann, Emily Ronick and Rose Kleefeld spent all their noon hours in buying.

We extend a cordial welcome to our new co-worker, J. Dorocik.

Our Bowlers have been working hard for first place. We hope to see them there again.

Misses M. Winholt and H. Olson acted the part of mothers at the Christmas party, and from all reports filled the role well.

Thomas F. Coan.

Car Meter

In case everyone hasn't made New Year resolutions as yet, this will serve as a reminder. Come on, folks, don't be afraid to admit your faults, we all have 'em, and making good resolutions might help just a little to overcome them. But if you don't want to break them before they've had a good beginning, you'd better not start observing them until after that New Year's party you're going to.

Miss Marie Kmetz, a card record clerk, who has been with this department a long time, has planned to spend Christmas with her family and friends down in Streator, Illinois. Hope she has a good time while there and isn't so loaded with presents that she can't get back.

Now comes the very distasteful business of banishing the more frivolous holiday thoughts from our heads and settling down to another year of hard work. But then if nothing has changed it there is still another load of holidays next year, and then if you look away down at the last page of the calendar you'll find that Christmas comes in 1927, too. Ah, life is again worth living.

Another girl leaving town for the Christmas holidays is Miss Alleen Heath, whose home is at Sumner, Illinois. We hope she has a good time while there and finds her family and friends in the best of health.

Mrs. E. V. Kanabay.

Schedule and Timetable

Week-enders out of town for Christmas are: W. C. Brandes to Fort Madison, Iowa; W. H. Burkhart to Peoria, Illinois; to be with their relatives at Christmas time.

Frank Irvine, another radio fan, now has a 9-tube set "9 in line;" that must mean that he will get all the high and long distance lines in the country.

Congratulations are in order; M. B. O'Neill spent the New Year holidays at Champaign, Illinois, and started the new year right by getting married January 1, 1927, best wishes for a long and happy life.

Frank Forty has been quite active with the Public Service Speaker's Bureau during the month of November.

Geo. Weidenfeller.

Shops & Equipment—North & West

West Shops: A young man, Billie by name, has arrived at the home of Mr. William Hupert, carpenter. Congratulations!

The members of the Air Gang, together with Mr. Matthew Byrnes, wish to extend their thanks to the employees who were so kind to him recently. A visit was paid to him on the Sunday before Christmas at Oak Forest by Fred Carroll, Frank O'Brien, Johnnie Conlin, and Ed May, also by Mr. Shaughnessy, who found him in cheerful spirits, although still bedridden. We know that he would be delighted with more visits from his friends.

The future Mrs. Farrar spent the Christmas holidays in Chicago seeing the sights of the big city. W. B. seems tired after the strenuous season, but reports a wonderful time.

G. L. Zamzow drove to Madison, Wisconsin, to spend the holidays and was caught in the blizzard. A pleasant stay was enjoyed waiting for the roads to clear up.

We are pleased to see Mr. Martin Kramer back on the job, after an illness of seven weeks, and hope that he will regain his strength.

Santa Claus remembered Mr. John Landeck very generously, the only thing he overlooked being a few buttons.

Elston: L. Nystrand is looking for a good long distance radio. Anyone with good pointers, get in touch with him.

C. Koloster says he has a new spring tonic. Anyone wanting one please see him.

Blue Island: This station takes pride in its part in establishing the 100% service record, the schedule having been filled at all times.

While we haven't the flag for low pull-ins, the Accident Prevention Flag is waving overhead, and that helps some.

Kedzie: We are glad to see our sick men back to work again, especially T. C. Rohr, who was off sick six weeks and W. Zibas five weeks.

Devon: Mr. John J. Dore is becoming quite proficient in the art of handball and in a few weeks will announce his intentions to meet all comers, and last but not least, the champion.

The boys are pleased to see C. Kelly back on the job, and hope that in the future illness will stay clear of his door.

For information on Gold Coast Police Pups see Ed Luttrell.

Limits: The boys extend their most sincere sympathy to Mr. Leo Hoehn in the death of his beloved wife, who died Thanksgiving morning.

Armitage: We regret to lose Mr. F. Storm, car placer at this station, who passed away after 34 years of service, and extend our deep sympathy to Mrs. Storm.

May the new year bring you all joy!

L. M. Anderson.

South Shops and Carhouses

Cottage Grove: We understand that N. Meyers is about to purchase a pair of ice skates and do some fancy skating in Sherman Park. In his youth he claims he was a champion skater and he thinks a little practice will make him perfect.

It is understood that the wedding bells may soon be ringing for G. Bartelheim. The girls at a nearby warehouse are quite friendly with Gus, but there is one whom he is particularly fond of. Don't forget the cigars, Gus, as some of the boys are expecting them.

Burnside: Our Night Watchman T. O'Connell is watching a funny little box that hangs in our office. We have an idea Tim thinks it is a Christmas present because there is a tag with a red ribbon on it.

Assistant Night Foreman Eckert reports a wonderful time at the Christmas party held at the club house on December 18. He remarked that in his dad's time old Santa came in a sled with his reindeers; when he was a kid he came in an auto, but he is real up to date now and arrives in an aeroplane.

77th Street: P. Murphy is planning on getting married during the month of January.

We are sorry to learn of the death of the father of R. Yurvich.

D. Mangam is now a proud papa. Mother and baby are doing nicely. Don't forget that the boys like cigars.

Jim Hopkins bought a new overcoat. He certainly will make a hit with the ladies now.

69th Street: All we have to report this month is two new babies. C. Forta and H. Dentzman are the proud daddies.

South Shops: J. Sinkovicz, cutter in the Printing Department for the past twelve years, passed away on December 14, 1926. "Joe" was very well liked by all who knew him, and his loss will be very keenly felt. J. P. McCauley.

Material and Supplies

Walter Miller and Andy Martin have joined the ranks of the Benedicts. We extend our congratulations and best wishes.

Gene Kwasigroch has also slipped from the path of single blessedness. In spite of the precautions he took to keep the time and place secret, he was very much surprised to see half of the North Side Office lined up waiting to see the knot tied. Congratulations, Gene.

A. Mix recently created a sensation at the Club by appearing at a dance in an ice cream colored suit.

Lucy Spencer is quite popular with the opposite sex, it seems. Every evening after work she is escorted to the drug store by two young men who treat her to ice cream sodas.

Tessie Berkowsky has finally admitted that she and Oscar Karlson have been secretly engaged.

If anyone needs a good detective, call on Walter Kubala, the "Sherlock Holmes" of the M. & S. Department.

We wonder why Viola Eger is so interested in Halsted Yard.

Charlie Jung's secret ambition is to be an actor. He was seen performing on the stage of a well-known South Side theatre and judging from the applause, he'll soon be on the road to fame.

R. E. Buckley.

Treasury

We regret to announce the death of the wife of Mr. Wm. B. Edman, Thursday morning, December 2nd. The sympathy and high esteem held for Mr. Edman was manifested by the beautiful floral pieces sent by his fellow employees.

The paymasters endeavored to live up to their usual Christmas tradition, that of paying every employee on the System before Christmas.

LEGION TOPICS

Friday, December 10th, marked the close of a very successful year for Surface Lines Post. In contrast to a year ago when the post was over four hundred dollars in debt, it is now completely out of debt and has a substantial balance in the bank. Membership in the year has grown over 150 per cent and to date over 50 per cent of the dues for 1927 are in the treasury.

No one can appreciate fully the discouragements encountered and overcome during the past year by the outgoing commander, T. E. McCarthy. The present state of the finances and membership stands as very material evidence of his untiring effort. From an almost one man organization it has grown, under his guidance, into a strong body of men ever ready and anxious to co-operate.

After the regular business of the meeting had been transacted Comrade Ed Toner, district committeeman, installed the following officers for the ensuing year:

- R. W. Ambler, commander.
- W. C. Krull, senior vice commander.
- B. H. Lindstrom, junior vice commander.
- J. P. McCauley, adjutant.
- A. D. Martin, vice adjutant.
- J. Gillespie, finance officer.
- C. Gerlach, service finance officer.
- F. H. Mitchell, chaplain.
- L. J. Page, J. Vanderhaeghen, L. Simpson, Sergeants-at-Arms.

Executive Committee: R. D. Martin, C. F. Gokenholz, H. B. Cammack, A. F. Vogel.

Following the installation our quartette, con-

sisting of Comrades Linstrom, Sr. John, Overbay and Benton, entertained with a few of their songs and stories. Refreshments were served.

For the information of those who haven't had a chance to hear our quartette it is a going concern, and the entertainment committee has signed them for the whole year. Come out next meeting, December 29th, and hear them.

Around the Car Stations

Cottage Grove

Lest we forget our sick brothers are unable to come to us, the heart is willing but the flesh is weak and none but those that have suffered pain and sickness realize how much this means. This is not a request or an appeal but a plain duty and when we shirk it takes away a certain amount of dignity and responsibility that every good citizen should retain. Think it over.

An aggressive undesirable patron boarded Harty's car with a defective transfer. Harry reasoned with him but to no avail, the fellow insisted on riding to his destination. Now Harry's motorman, Reid, is a quiet, unassuming chap but insists on a square deal always and incidentally is six feet and weighs 200 pounds, very active and absolutely fearless. After the fellow had been deposited quietly but effectively by the roadside and the car was moving Harry shook his trusty fist at the victim and said: "We will show you where to get off at."

Martin met the chief in the train room and while exchanging the usual courtesies of the day stated that his overcoat was a little rusty after the day's work. "It's not the coat; it's what is inside of the coat that registers with me on this particular occasion," said the chief. "I know," said Martin, "but you can never tell what is inside of the bottle by what is on the label." "It's never too late to mend the coat," said our chief and the two gentlemen of the old school went their respective ways to meet again another day.

J. Calder.

Sixty-Ninth

Motorman C. E. Tanner lost his daughter December 18, 1926, and Conductor J. Kenny lost his son November 28, 1926. During the month Motorman J. J. Kehoe passed away after a long illness. Division four extends its sympathy to the families in their bereavement.

Not long ago A. Feltman took in a stray pooch to raise, but the neighbors or someone objected to it and he has to get rid of the dog. Anyone wishing for a good dog, see Feltman.

Conductor F. J. Bailey and Motorman H. T. Quirk receive the honors for lightweights this month. F. J. Bailey, a 9-lb. boy, December 27th. H. T. Quirk, a 6-lb. girl, December 27, 1926. Congratulations!

W. L. Pence.

A Rhymster On Burnside

Attention my dear Friends
A story I will tell
Of the Depot known as BURNSIDE
A place you all know well.

We have a Superintendent.
E. H. Altemeier is his name.
For his squareness and his hand shake,
He holds a world-wide fame.

We have some Supervisors.
Theis, Kane, Miller, Schultz and Ott.
They keep our cars on schedule
No better can be got.

At 63rd Street and South Park
Dan Ward makes quite a fuss.
He says the cars must leave on time
We gotta beat the Bus.

The Clerks and the Receivers
Are always on the go
But they go a whole lot faster
When they get the word of snow.

Real trainmen work at Burnside
They call them Burnside Hicks.
They operate the cars just so
Way out there in the sticks.

—W. Frank.

Archer

The trainmen on the Kedzie Avenue line are much elated to the effect that the grade railroad crossing at 49th Street has been elevated and the cars are now running under instead of over the railroad track. The last crossing having been taken out on Sunday, December 5, 1926.

Motorman Charles Ulbas is the proud father of a baby girl, born Saturday, December 18, 1926. Charley says he will have to work every day from now on.

Mr. Dan'l F. Bowles has been laid up for several weeks with an attack of frontal sinus trouble. Underwent an operation at the Mercy Hospital December 14th. He is home and greatly improved.

Our sympathy is extended to Motorman George Hughes on the death of his wife who died Saturday, November 27th, at the Mercy Hospital after undergoing an operation for mastoid ear.

The annual election of officers of the Chicago Surface-Lines Employees' Club of Archer Depot was held Friday, December 17, 1926. The following officers were elected:

W. B. Kunstman, president; M. Lewandowski, vice-president; B. J. Malloy, secretary; P. Fisher, treasurer; J. Causeman, Sergeant-at-arms; W. Heise, C. F. Stricker, J. D. Fennessy, Trustees; C. Borcharding, baseball manager.

Conductor J. E. McCarthy has been laid up for six weeks with a serious attack of double pneumonia. During the time he was laid up a baby, 8½-pound boy, William James, arrived, November 2nd. William and mother doing nicely.

The employees of Archer depot held their annual Christmas party on Saturday, December

11th. The party was a glorious success. Santa Claus arrived early and presented each child with a big surprise.

Motorman George See reports the arrival of a 10-pound baby boy, born December 2, 1926. George is wearing the smile that won't come off.

Motorman John J. Kelly, No. 2, arrived home after an extended visit with his parents in Ireland.

Last, but not least, Conductor Patrick J. Finn reports the visit of a stork, which left a bouncing baby girl, December 6th. Dusty.

Blue Island

Conductor E. O'Donnell was presented with an 8-pound baby girl on November 30th, and P. Camer was presented with an 8-pound baby girl on December 10, 1926. Congratulations, boys.

Conductor J. McGowan was home for the holidays from the Great Lakes Hospital, and dropped in to say hello and to remind the boys that it is lonesome out there and he would appreciate a visit.

We hope that during the New Year you will all co-operate just a little better than you did in the Old Year and have less accidents, more witnesses and less pull ins, so that Division Six will come out on top this year in all contests.

Mr. Hale wishes to thank the trainmen for their co-operation during the past year.

More news in next issue. C. P. Starr.



Dolores, Six Months Old Daughter of Conductor James J. Smetana of Lawndale

North Avenue

Sympathy is extended to the friends and relatives of ex-Flagman J. Anderson who passed away Dec. 29. Also to Motorman R. Holm, who lost his mother Dec. 12.

Congratulations to Conductor C. E. Miller and his fair bride who were married the last day of the year.

Motorman O. John announces a 9-lb. boy born Dec. 28. Conductor Ranberg is the proud papa of an 8-lb. girl born Dec. 12. And here is our old friend Louie Consondine reporting a 7½-lb. girl born Dec. 31. And Conductor A. Martin reports a 7-lb. boy born Dec. 23.

Motorman F. Kremer, who had worked but three days, was killed New Year's morning as he was crossing the street on his way home

after completing his night's work. The sympathy of the North Avenue men is extended to his family in their bereavement.

Conductor Flanagan asks why they write his name thus: xxx C. Flanagan on the shortage list. He says he has seen those kind of marks at the end of some kinds of letters but never before a fellow's name.

North Avenue comes down the home stretch in the Accident Prevention Contest race in good position. We are right up there with the leaders and in good position to win the honor and trophy which go with first place. This is the last month and the month that tells the story. It is a great contest and so many of the divisions are in the running that the last week may decide the result. Every man is doing his best to cop for North Avenue. Stick to it, boys, and we'll be first under the wire!

C. A. Knautz.

Elston

Who said we haven't any sporting stuff at Elston? For instance, we have August Volts. His name alone suggests his speed at checkers, and for bowling we have Charles, our clerk who is in a class all by himself, not forgetting Peggelow and Polltrock, also Fred Whelberg and a few others who can do their stuff. In shooting pool, well, the boys at Elston can hold their own. In baseball we sure will be a winner this year, as we have in our midst now a few stars that will make the boys sit up and take notice when spring training starts. They are: Henelley, the star shortstop of Lincoln Avenue, and A. Susralski, who comes from Devon and who qualifies as a 500 batter, good catcher and fielder.

Alderman Thomas Bowler presented the boys at Lincoln with a beautiful silver cup for winning the north side division 1926 championship. Yes sir, we all know how hard Bowler played for Elston away back in about 1914 to help win the flag. We hope that at the end of 1927 he will be able to present Elston with a trophy, which we all know is his one desire, as well as Supt. McKinney's. So go to it, boys, better luck this year. We will all be with you.

Motorman Joe Bender, Conductor J. Newman, Motorman J. Schwass and Motorman Oscar Britenback will all be set in their new bungalows before the New Year rolls around. So good luck to you, boys, and here's hoping some of the others will try and do the same. Motorman George Giles is now located at 73rd and Byron in a very beautiful home.

The proud fathers not reported in last month's magazine are: The Omaha Wonder and Mr. Sulhoff. Conductor Jensen also reports a 7-pound baby girl. Mothers and babies both doing well. Yes, we smoke, proud fathers.

Sad news came in of deaths in the families of Motorman Snell and Conductor J. D. Murphy. Our sympathy is extended to both of them in the loss of a baby girl in Motorman Snell's family and the sad loss of a nice little fellow about a year old in Conductor Murphy's family.

The sick book shows that Motorman Neswick, Conductor Dobson and Conductor McGovern have been sick for a long time. They wish some of the boys would look in.

Motorman Mike Gelligan and Motorman

Louis Meisenbrink are on extended furloughs. Conductor Quaranic is now on the police force.

Motormen Hanson, Ernie Diamond and H. Kolle, recently deceased, were fine men and good examples for the rest of us to try and follow. They always toed the mark. Our sympathy is extended to all their families, relations, etc.

Now in regard to going after witnesses, we dropped to third place, but that doesn't say we can't be in first place by the time the next issue of the magazine is out. So go get 'em, boys, and knock Lawndale and North Avenue out of first place.

Keep 'em rolling, boys, we're as good as the rest of them. Walter, the repair foreman, is sure showing some improvement. Such as a motorman always replacing defective fuses, etc. They sure are standing up under pressure now where before it was bang, there goes another fuse. Also in Accident Prevention, North Avenue still leads. We are not so good but we can do better. So do your best. In power saving we also could do much better.

Here is wishing you all a Happy New Year. And let us all try and do as good, if not a little better, than last year.

Louis Quetschke.

Noble

We wish to extend our heartfelt sympathy to Conductor W. Schultz, No. 2, in the loss of his mother, who died November 30th.

The proud fathers are Motormen J. Wojtecki, a boy; J. Bushka, a boy; and Conductors Fisher F., a boy, and W. Sanborn, a boy. All reports are mother and baby doing fine. How about the smokes?

Conductor A. Koehn and Motormen E. Barbrick entered the land of matrimony on Saturday, December 11, 1926. We wish them all the luck in the world and hope they stick to it.

Motorman M. Kennedy says the most aggravating thing he ever had happen to him in his years of service was the other day when the weather was below zero and a truck loaded with ice blocked him at the bridge.

It is understood that Supervisor Berkel followed a steam shovel from 22nd to 16th streets and the weather being so cold he made them put a fire in the boiler of shovel so he could keep warm while taking them the rest of the way.

Let's get out and win all flags in 1927.

We wish you all a Happy and prosperous New Year.

Albert J. Asp.

Lincoln

Congratulations to Mr. and Mrs. W. J. Bruhn who are the proud parents of an 8-pound boy, born November 24th; also Conductor T. Scanlon and wife who have a 7-pound baby girl, born December 9th. Let us hope these proud papas will not be holding two jobs—working on the cars day times and floor walkers at night.

E. J. Cook, who was at home seven months owing to sickness, has returned to work again.

The boys are all glad to see him and hope he continues to keep his health.

We extend our sincere sympathy to Motorman C. Strewzewski, who lost his mother, December 5th.

Pete Schornack, who surprised the boys by quietly getting married November 7th, was given a surprise party at his home, November 27th, by many of the boys and their wives and presented with a beautiful gift of silver ware.

John Amberg, when as a starter, July 13th, won fame as a great detective by saving Clerk Tom Bartlett's car from being stolen, has been promoted to supervisor, and in this position, while on duty in front of Wiebolt's store, has proved himself a hero. A small boy caught his hand in one of the revolving doors of the store; one lady seeing the accident fainted, and Mr. John Amberg was the first one to assist her. The boys want to congratulate him on his promotion.

H. Spethman.

Jack Ford and H. Ibsen helped a young lady looking for a package of baby clothes.

Mr. Harry Rudolf since being made a supervisor has invested in a new watch. He says it is a dandy timekeeper. It ought to, Harry, it cost enough.

Our sympathy is extended to S. Peterson, who just lost his mother. We understand C. Moiza is related.

C. E. Roy.



Joseph, Five-Year-Old Son of Conductor Grover Donlon, Limits

Devon

We are sorry to state Geo. Hess is in the Alexian Bros. Hospital with a broken leg. Conductor P. Moran is there also. Mr. F. Block has been reported on the sick list. Here's hoping for their speedy recovery.

Conductor Schmeltzer reports that his wife is at St. Francis Hospital, Evanston, and was operated on for appendicitis.

Albert Jones has just returned from Kansas City, Mo., where he laid away his mother. She passed away at the Trinity Lutheran Hospital; she was 75 years of age. We understand he arrived too late to see his mother before she passed away.

We are told that Hammrock has taken a bride and resides at Devon and Claremont Ave.

About a year ago Mr. Welby got married, then bought a home and now he has a son, Thomas C. Welby by name. He arrived at St. Joseph's Hospital.

Eddie Rowland is now the proud father of a girl. Dec. 5, 1926, was the day. Mothers and babies doing fine.

Our attention was drawn to the fact that



Thelma, Six-Year-Old Daughter of Conductor A. L. Miller, Limits

Limits

Our old friend Lawrence (Larry) Grass, an old-timer of about thirty years' standing, passed away Dec. 4th. Was buried at St. Joseph's Cemetery from St. Alphonsus Church, where high mass was celebrated. Larry was a member of the Catholic Order of Foresters. He is survived by his mother, wife, daughter and five sons. We certainly sincerely regret his passing.

The wife of Motorman J. Fisher was taken to the hospital fully expecting to welcome a little one, but God in His infinite wisdom and mercy saw fit to call her from this earth; likewise the child, Dec. 8th.

Since we went to press last, John L. Pritchard died Nov. 27th. Burial services were held at St. Bonaventure's Church. Interment at Cleveland, N. Y.

Repairman Leo Hoehn's wife died suddenly from leakage of the heart, Nov. 25th, 5 a. m., and was buried at Acacia Park, Nov. 29th.

Conductor Frank Young went to a certain Miss Ruth Riesen's home and had a long and

earnest conversation with this young lady, and to make a long story short, the young lady said "yes," so we can expect Frank to be married some time within the next thirty days. Your correspondent, being personally acquainted with both the young lady and Frank, shudders to contemplate the situation if the young lady had refused his earnest and eloquent appeal. Frank certainly is to be congratulated.

E. G. Rodgers.



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

It's Pretty Tough, But—

If house movers, vans, coal wagons get on our tracks

We Can't help it.

If fire hose is laid across our tracks,

We Can't help it.

If automobiles use our right of way,

We Can't help it.

If trains at crossings hold our cars,

We Can't help it.

If stalled autos block our traffic,

We Can't help it.

If passengers don't step lively,

We Can't help it.

If they don't have the exact fare,

We Can't help it.

All we can say is that it is pretty tough on the thousands of street car patrons who are inconvenienced by such incidents, and who help pay the taxes of those who only use their autos. —Grand Rapids Trolley Topics.

MOTORMAN PAUL E. HAUSER RETIRES

More Than Half a Century of Service With a Remarkable Record

The other day, December 9, 1926, Motorman Paul E. Hauser, of Devon Depot, came to the main office, "turned in" and said "Good-bye."



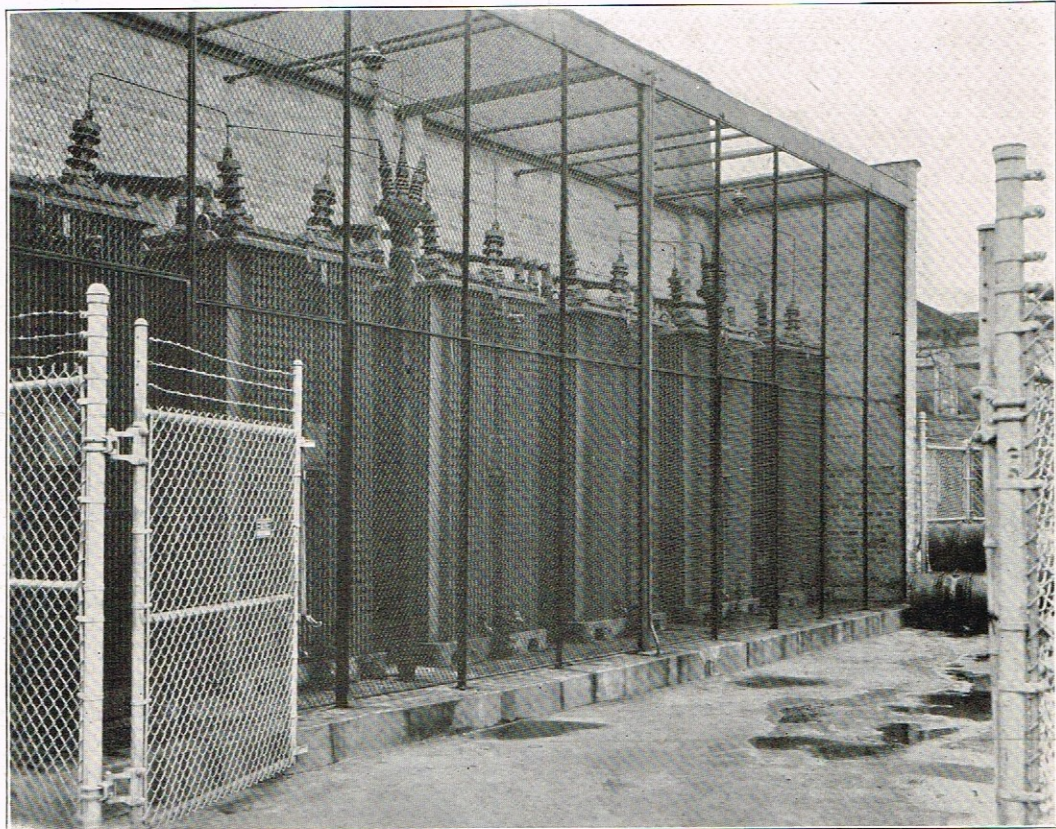
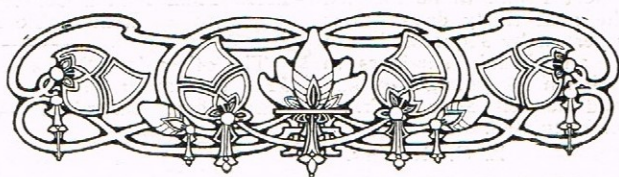
Paul E. Hauser

This simple act closed one of the most remarkable trainmen's careers that has come to our notice for years. On this day he completed a life-work of fifty-six years, four months and eight days, devoted to the transportation of Chicago citizens by street cars. Most of this time was put in on Clybourn Avenue, Clark Street and Broadway Lines. This is his record: Not one serious accident; never missed; always the model for neatness; habitually good natured.

When this record was shown to Vice-President Richardson this was his comment: "The Surface Lines is proud of this veteran's devotion to duty and the high quality of his service. He has been a model and an inspiration to his associates, and during all his years has made friends for the organization. We are sorry to lose an efficient employe of his character and he takes with him the best wishes of all of us."

General Superintendent Evenson has this to say about Mr. Hauser: "Hauser took a great pride in his position as a trusted and skilled motorman. He felt the responsibilities of his position and his alertness and good judgment combined enabled him to avoid accidents. Nobody ever had to worry about his run. He was always there, and displayed a loyalty that was a high tribute to him as a man of character. We shall miss him."

Everyone who knows Paul is sorry to have him leave the service, but they all wish him well and congratulate him on his good health and ability now to enjoy the fruits of his labors.



Transformer Compartment in Rear of New Grimm Avenue Automatic Substation

