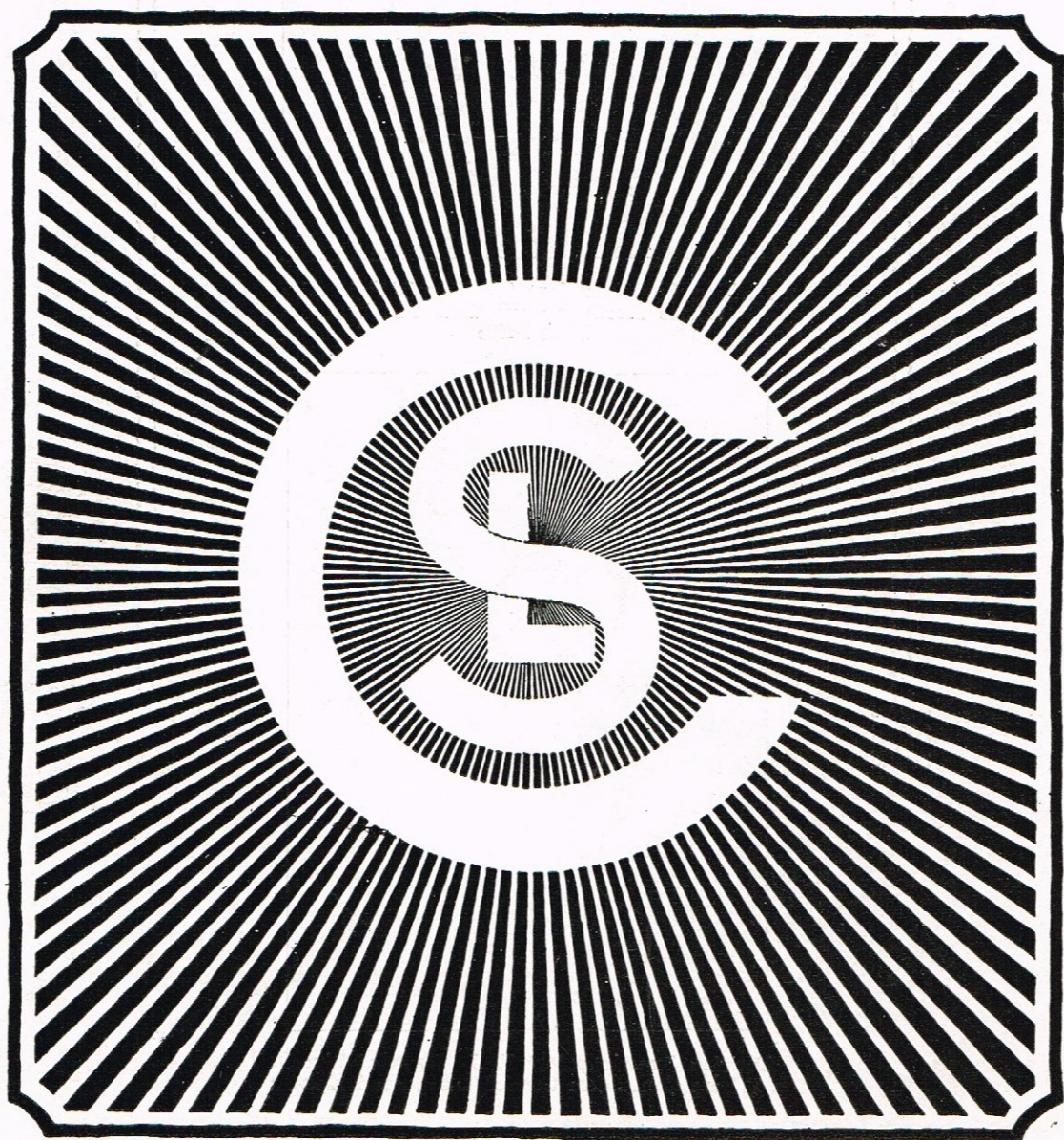


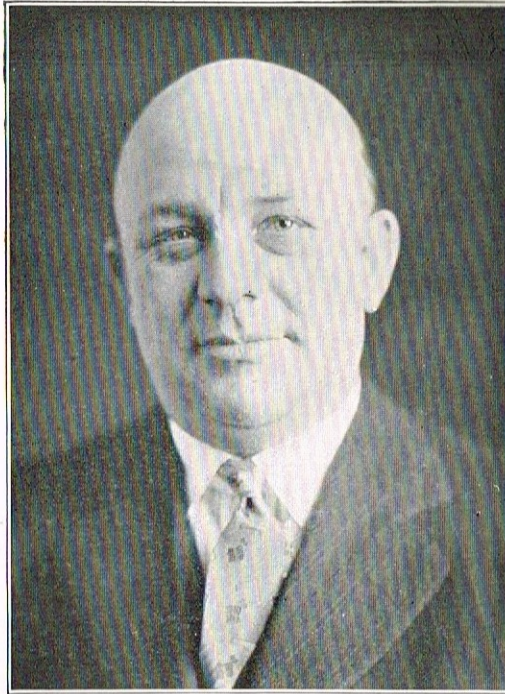
SURFACE SERVICE MAGAZINE

VOLUME 3

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NUMBER 12





Division Superintendent "Smiling Bill" Pasche
Whose North Avenue Trainmen Won
First Prize



Division Superintendent R. L. Hays of Lincoln
Whose Contenders Carried Off Second Honors

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

MARCH, 1927

No. 12

North Avenue the 1926 Winner

*Lincoln Avenue Second—Close and Exciting Finish—
Prizes Awarded*

Exact Standings in Contest With Best Averages, February, 1926, to January, 1927, Inclusive

First Place	Division No. 8 North Ave.	54.85
Second Place	Division No. 11, Lincoln	50.91
Third Place	Division No. 9, Division and Armitage.....	47.35
Fourth Place	Division No. 10, Elston and Noble.....	46.43
Fifth Place	Division No. 2, Burnside	45.47
Sixth Place	Division No. 7, Kedzie	44.16
Seventh Place	Division No. 5, Archer	38.14
Eighth Place	Division No. 1, Cottage Grove	33.36
Ninth Place	Division No. 4, 69th	32.47
Tenth Place	Division No. 3, 77th	29.61
Eleventh Place	Division No. 6, Lawndale and B. I.....	28.26
Twelfth Place	Division No. 12, Devon and Limits.....	27.20

The prize trophies for the accident prevention contest which closed on January 31, were awarded at the annual dinner of the Safety Council in the Gold Room of the Congress Hotel on the evening of March 3.

The occasion was an impressive one. Grouped about the tables, which filled the large room, were some 500 officers and employes of the Surface Lines, including 160 trainmen from North Avenue Station and 90 from Lincoln Avenue, selected in the order of their seniority in the service, and all of whom had seen more than 23 years of service.

Following the dinner, Mr. Noonan made a brief talk and then William Pasche, superintendent of North Avenue Division, first prize winner, and R. L. Hays, superintendent of Lincoln Avenue Division, second prize winner, were called forward and Vice President Richardson in a few well chosen words made the presentation. In addition to the ornate plaque given as the first prize and the shield, given as the second prize, a beautiful silk American flag was presented to the winner of first honors.

Mr. Richardson declared that the contest had demonstrated a very real interest in accident prevention and that the warm competition among the divisions had been most helpful in arousing the individual employes to the importance of this work. He complimented very highly the winners and also commended other divisions which had not won, but by their efforts showed that they had entered fully into the spirit of the contest.

In accepting the plaque and the flag, Division Superintendent Pasche said that the contest had meant much to his division because of the enthusiasm it had aroused in accident prevention measures. In the contest for this year, which is just starting, he said that North Avenue may not win but that it will do its best and the division which does win will know it "has been somewhere."

Division Superintendent Hays also spoke briefly expressing appreciation of the co-operation on the part of the men of the division which had made it possible to win second place.

Accident Prevention Records of All Divisions in January, 1927

First Place	Elston and Noble, 300%	Credits.....	Total 606.5
Second Place	Cottage Grove, 300%	Credits.....	Total 590.4
Third Place	Lincoln, 200%	Credits.....	Total 521.8
Fourth Place	North Avenue, 100%	Credits.....	Total 519.5
Fifth Place	Burnside, 200%	Credits.....	Total 507.7
Sixth Place	Lawndale, 100%	Credits.....	Total 492.9
Seventh Place...	Division and Armitage, 100%	Credits.....	Total 491.7
Eighth Place	Kedzie, 100%	Credits.....	Total 432.9
Ninth Place	77th, 100%	Credits.....	Total 432.1
Tenth Place	Archer, 200%	Credits.....	Total 398.3
Eleventh Place	69th, 100%	Credits.....	Total 360.5
Twelfth Place	Devon-Limits, 100%	Credits.....	Total 335.8
Total 100% Credits Earned for No Chargeable Accidents in Various Classifications,			

February, 1926, to January, 1927, Inclusive

First Place	Division No. 2, Burnside	3600%
Second Place	Division No. 11, Lincoln	3400%
Third Place	Division No. 10, Elston and Noble.....	3200%
Fourth Place	Division No. 7, Kedzie	3100%
Fifth Place	Division No. 5, Archer	3000%
Sixth Place	Division No. 8, North Avenue	2700%
Seventh Place	Division No. 1, Cottage Grove	2600%
Eighth Place	Division No. 4, 69th	2500%
Ninth Place	Division No. 6, Lawndale and B. I.....	2300%
Tenth Place	Division No. 3, 77th	2000%
Eleventh Place	Division No. 9, Division and Armitage...	2000%
Twelfth Place	Division No. 12, Devon and Limits.....	2000%

BY VICTOR T. NOONAN

Supervisor, Accident Prevention

Our great Accident Prevention Contest, which began February 1, 1926, ended January 31, 1927, with North Avenue in First Place and Lincoln, "the dark horse," in Second Place. Tremendous interest was shown by the trainmen of all twelve Divisions in the Contest during the entire twelve months and, while we are offering our warmest congratulations to the trainmen of North Avenue and Lincoln Avenue for winning the race, the highest commendation must be given to trainmen of all other Divisions for their splendid efforts to make good showings for their own Divisions. North Avenue came into First Place with the best average for the twelve months, 54.85. Lincoln made the next best average, 50.91.

The best record for the month of January alone was made by Division No. 10, Elston and Noble, which earned 300% credits for having no accidents in three classifications for the month, earning a total altogether of 606.5 credits. Attention must be drawn to the remarkable

record made by Cottage Grove for the month of January, which took Second Place for the month, earning 300% credits for having had no accidents in three classifications, the total credits earned by this Division for the month being 590.4. This indicates that the Cottage Grove trainmen are putting a strong kick into their safety efforts. During the last few months of the Contest Division No. 3, 77th St., made a decided improvement in its standing, advancing from twelfth place to ninth place in the Contest. In the 1927 Contest, which started February 1st, I am looking forward to seeing such Divisions as Cottage Grove, 77th St., Archer and 69th St. making good showings right from the start of the Contest, because I have been given to understand that the trainmen from these Divisions are going to show the boys from North Avenue, Lincoln and Burnside that they are not going to be trailing behind in the early months of the 1927 Contest.

In the third schedule readers will notice that there is a list of 100% credits earned by the Divisions for having no

Chargeable Accidents in various classifications. Superintendent Altemeier and the trainmen at Burnside have earned a total of 3600% credits for having no accidents in certain classifications and this is the largest total credits earned by any one Division on the entire system. This is a splendid record made by Burnside and it is a record, which I predict is going to make them a very strong contender in the 1927 Contest. Lincoln took Second Place for the largest number of credits earned for the entire year, having a total of 3400%, while Elston and Noble earned 3200%. I would like to draw the attention of trainmen at Kedzie and Archer Divisions to the fact that for the entire year the trainmen at both these Divisions earned 3100% credits at Kedzie and 3000% credits at Archer. These two Divisions, therefore, earned more 100% credits than North Avenue, which won the Contest. While North Avenue only earned 2700% credits for having no accidents in certain classifications, this Division kept its batting average up high in all classifications.

Let me emphasize again that the 1927 Contest is on, effective from February 1, 1927. It will be conducted along the same lines as last year's Contest with the same ten classifications and full details of this year's Contest will be announced in the April Surface Service Magazine. What the prizes will be has not been determined.

Boys, the 1927 Contest is on—let's get into it with determination, vim and push. Start in now to prevent accidents. Every accident that you prevent will raise your standing in the Contest.

It takes about 1500 nuts to hold an automobile together, but it takes only one to scatter it all over the landscape.

Don't Spread This

Si—"Sarah, is there anything you want from town this mawnin'?"

Sarah—"You might stop in at one of them there stores and buy a jar of that there Traffic Jam I been ahearin' so much about."

In Missouri

First Hunter: What would you do if you saw a bear?

Second Hunter: I'd climb a tree.

First Hunter: But don't you know that bears can climb trees?

Second Hunter: Yeh, I know that, but my tree would shake too hard.—Missouri Outlaw.

PRESIDENT SAWYER ON BUSES

An Experienced Executive Sizes Up the Bus Situation—Novelty Wearing Off

W. H. Sawyer operates buses as well as street cars in East St. Louis, Illinois. He is also President of the American Electric Railway Association. Recently in an address before the Central Electric Railway Association in Toledo he made the following statement which is quoted from the Electric Railway Journal of February 12, 1927:

"Now, just a few words about buses. There has been entirely too much loose talk about the bus eliminating the street car. I have in mind particularly the Chicago situation, which is local unto itself, political and chaotic. Nothing new, supernatural or mystical has happened within the last few months to warrant those who previously definitely advocated co-ordination completely to reverse their position and now advocate wholesale substitution; that is, there is nothing except selfish, mercenary motives. I have no hesitancy in saying that I do not believe that any thinking man who is familiar with the situation believes that the Chicago settlement is going to be on the ridiculous basis of eliminating the electric street cars. That would not be building up a community. Such a thought is not only contrary to all transportation experience, both here and abroad, but is particularly contrary to the experience in Chicago itself, where during 1926 the street cars showed an appreciable increase in passengers while the buses showed an appreciable decrease. In St. Louis the bus is not holding its own. Few responsible bus companies anywhere are making money from operation. There have been too many buses sold under high-pressure methods and used for black-mailing purposes. The use of a bus as a novelty and for joy-riding is wearing off. The glamor and air of luxury are short lived."

Diplomacy

The Young Bride (looking in window of jewelry store): "George, I'd love to have that bracelet."

The Husband: "I can't afford to buy it for you, dear."

The Bride: "But if you could, you would, wouldn't you?"

The Husband: "I'm afraid not."

The Bride: "Why?"

The Husband: "It isn't good enough, dear."

The Bride: "Oh, you darling!"—Life.

Can't Get the Goods

Stranger—"Is there a criminal lawyer in this town?"

Policeman—"Yes, but I've been here 15 years and we haven't proved it yet."

Keeping 'Em Rolling

Cold Weather Takes Toll in Number of Equipment Failures—Limits Leading Again



Limits Flag Winners

G. Chamberlin, C. Holzschuh, E. Gustafson, E. Watchol, T. Dwyer, L. Buyle, S. Yopchick, J. Wermimont, P. Irvin, H. Hayden, S. Solak, W. Fleichner, S. Golemski, L. Breining, J. Lehocky, L. Solak, N. Schneig, J. Kuklewieg, L. Matich, J. Piclia, E. Verbiest, J. Forclean, G. Johns, M. Kresler, J. Warchol, J. Vroble, S. Dykinga, R. Zink, A. Andrewpolis, L. Gawlik, A. Voss, H. Butcher, A. Cirrincione.

A game of "Fruit Basket Upset" appears to have been played during the month of January, as all carhouses but one changed places.

Limits moved from 4th to 1st place, with an increase of 53.6%, and captured the flag for the third time in 4 months. They operated their cars 33,350 miles per pull-in due to failure of the equipment. This is more than 10,000 miles in the lead of their nearest follower. In January, 1926, when they held second place, their mileage was 16,237. The present record therefore, represents an increase of 17,113 miles, or 105%. These facts testify to the excellency of the work being done at this carhouse.

With the moderating of the weather, improved results are expected at the various carhouses. The record follows:

Rand	Carhouse	Zero Days	Miles Pull-In Dec.	Percent Inc. or Dec.
1	Limits	22	33,350	53.6
2	Elston	19	21,814	16.1
3	Armitage	11	18,926	8.4*
4	Archer	5	18,405	2.0*
5	Noble	20	18,283	40.7*
6	Devon	8	17,590	2.2*

7	Blue Island	16	17,144	31.5*
8	Lawndale	11	16,034	21.3*
9	Division	13	15,313	52.8*
10	69th	—	15,231	25.4*
11	North	2	13,452	18.1
12	Cottage Grove	4	12,831	8.9*
13	77th	1	11,850	37.8*
14	Lincoln	8	11,296	27.5*
15	Kedzie	—	11,023	31.1*
16	Burnside	3	7,459	33.5*
		143	13,924	

*Decrease.

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

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

Near Midnight at Burnside

What Happened When a Late Visitor Asked Where the Money Was Kept

Burnside, just before midnight, is a quiet and somewhat deserted car station. Far removed from the bustle and roar of the city, it is spared much of the nervous strain to which the less fortunate localities are subjected.

But sometimes things do happen.

One night last month two or three belated trainmen were getting ready to make their final turn-in along about 11:30 when the outer door was cautiously opened and a stranger eased himself into the room. A comprehensive glance showed him that the place was nearly deserted. Strolling nonchalantly over to the somewhat surprised occupants, he inquired what time the last crew would turn in. When he got this information he was not wholly satisfied for he followed it with an inquiry as to the whereabouts of the receiving clerk and where the money and street car tokens were kept.

Although these inquiries were made in an indifferent and half-apologetic manner, each of the trainmen in the little group felt a prickly sensation in the back of his neck as he had visions of two-gun stick-up men of the innocent looking type of this caller. Their non-committal replies seemed to be satisfactory to the stranger, however, who remarked casually that he would go out and "take a little walk" and return in about thirty minutes. As the door closed softly behind him there was a simultaneously rush for telephones and while nobody knows exactly what story went out over the wires, it served its purpose.

Some thirty minutes later the inquiring stranger started up the walk leading to the door of the station and was frozen into immobility by a gruff order:

"Halt! Stick 'em up!"

And then out of the darkness there approached a blue-uniformed figure, automatic in hand with a warning:

"Keep 'em up if you don't want to be drilled!" An instant later the stranger was being thoroughly and expeditiously "frisked."

"All right, boys," said the officer, "He's got no 'gat'" and then there materialized from the surrounding shrubbery and shadows of the building Division Superintendent Altemeier, two or three police officers and a half-dozen trainmen armed with revolvers, switchirons, controller handles and wooden bludgeons. All of these surrounded the stranger and escorted him to the assembly room of the car station.

"Now then," demanded the police lieutenant in charge, "where's the rest of your gang and what's the big idea? Did you think we were all asleep out here just because we are south of Seventy-seventh street?"

"Why — why — gentlemen," said the visitor, "There's certainly some mistake here. I am no stick-up man."

"Well, who are you then and what do you want?"

"Why my name is Kruty; I am from the Auditor's Office and I was sent down here for the purpose of making a late check-up of currency and tokens, that's all."

He confirmed his statement by producing credentials that were entirely in order. Then, as the group of defenders voluntarily disarmed and disbanded, after showing him how to get to the receiver's cage, they were assured that the next time Mr. Kruty called at Burnside he would present his credentials first and make his inquiries afterward.

Then Peace spread her brooding wings and the night was not again disturbed.

Different Mack

The foreman looked him up and down. "Are you a mechanic?" he asked.

"No, sorr," was the answer. "Oi'm a McCarthy."

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

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

"Mabel looks like a million tonight."

"I know, but she's really only thirty-two."

A Model Trip Sheet

The Auditing Department Contributes Some Interesting Comment and Suggestions

Throughout the electric railways of the country what are commonly termed "Trip Sheets" or "Run Sheets" or "Trip Reports," are very familiar to individuals comprising the forces of the operating and accounting forces, and although they are somewhat changed to meet the requirements of the different companies, still their fundamentals generally remain about the same.

The importance of these "Trip Sheets" and the information that they show to the management goes without saying.

Therefore the completeness, the legibility and the accuracy of their compilation is highly desirable to all who have the tabulation and analysis of their contents.

Of the many trip sheets made out by conductors daily (somewhere around 5,300), a large number of them exhibit careful work in preparing them throughout. One such accompanies this article, and isn't it easy to visualize! One does not have to strain either eyes nor imagination to make out what it is all about. Sorry we could not show others of equal high grade, for we could exhibit samples that are the work of lettering art, but space naturally will not permit.

On Christmas day, 1925, one of the conductors extended to the accounting department employes the reflection of his Christmas spirit by artfully drawing on his trip sheet a decorated Christmas tree and in lettering well done, the words "I Wish You All a Merry Christmas." The feeling of friendship and co-operation went all around and this one sheet was very slow in going through the accounting department routine.

Please do not understand we want Christmas trees or the like drawn on all trip sheets, for if that was attempted, don't you see the work in the general office would be greatly retarded and be a handicap.

We would like to call attention to a few things in connection with making up trip sheets that are desirable and necessary to an accurate analysis, etc., in the general offices. They are as follows:

- Do not omit register or car numbers.
- Accurate register and car numbers.
- Correct reading of registers.
- Correct subtraction of register readings.
- Correct additions and summaries of fares and rides.
- Correct fare extensions.
- Entering correct fares on the proper line for the half trip.

And last but not least to show correct badge number and name. Study the accompanying cut and see if it suggests anything you might do to improve your own sheets.

E.

Hymn of Hate to Winter Poets

The beautiful snow with its mantle of white
Completely enfolded our city one night,
And it seems in such cases a popular craze
For some goofy poet to burst out in praise
Of the White drifted banks, that they love,

Oh so well.

I believe that such saps should be locked in
a cell.

Snow IS pretty when viewed from a steam
heated room,

But let them get out with a shovel and broom!

The snow's pure and white as it comes floating
down

But once on the street it turns rapidly brown.
If the weather is cold a north wind, good and
stiff,

Will probably blow up and cause it to drift
Over all of the car tracks and sidewalks in
town,

And everywhere else that it shouldn't be found.
And then when a warm day comes on with a
rush

It provides us with millions of gallons of slush.

Transportation is crippled and service is slow,
There is dissatisfaction wherever you go.

On impassable streets autos try to get through,
The majority of them get stuck when they do.
Most everyone seems to contract a bad cold

And some get the flu or pneumonia I'm told.
I could write 'till my fingers become cramped
and numb

But the longer I write the more peeved I
become.

Extollers of winter, I want you to know,
That I hope that you freeze in your "beautiful
snow."

H. E. Harris, Division No. 4.

Club Activities in 1926

An Interesting Review of Social and Athletic Events—Membership Increasing—Committees Busy

During the year which has just come to a close the Club has kept pace with the trend of company activity. More parties have been given, more club members and their guests have attended each social event. And the Budget for the year ending Jan. 31, 1928 had to be estimated for a membership of one thousand instead of nine hundred as was the case last year.

Dance—The year opened with a dance Feb. 27th. This was the first time the club had given a dance in February for several years and the membership showed its appreciation by giving it a record attendance. H. B. Cammack served as chairman.

March Dance—March 27th the second dance of the year was given at the clubhouse. Its special point of interest was a Charleston Contest with prizes, contestants and everything. Chairman Ben Lindstrom and Committee received the congratulations and thanks of every one.

The Banquet—Even after the passing of almost a year the annual banquet, held April 29th at the Congress Hotel, still holds its place as one of the most attractive and memorable events ever given by the Surface Lines Club. John E. Wilkie was Chairman and Toastmaster—that leaves little more to be said, for John E. speaks for himself. The food was excellent with entertainment to match. Among the speakers the club members were pleased to find C. B. Heath, President of the Club, Elmer Stevens, Chairman of the Traffic Committee of the Association of Commerce, and Henry A. Blair, President of the Chicago Surface Lines. Approximately 300 attended.

"Days of '49"—Was an afternoon of enjoyment in which we were taken back to the days and scenes of '49. All the games of chance were in evidence including an old fashioned quadrille. A serve yourself luncheon was carried away at 5:30 followed by "community singing" and then a dance. Chairman Fick was responsible for the well arranged program.

Bunco, Bridge, Five Hundred—This type of entertainment is growing in favor as was proved by the attendance at the party given June 5th. To Chairman N. J. Deutsch goes the credit for a most enjoyable evening.

The Tenth Annual Picnic—Was held at Riverview Park Grove on July 17th. It was attended by the largest number ever present at any Surface Lines Club affair. By the official count taken from the registration books at the Headquarters Booth the number in attendance totaled 7200. The unusual success of this affair was due entirely to the ceaseless efforts of Pres. Heath and the Chairmen of the several committees. To L. J. Dixon should go a great deal of credit for being such a clever advance agent. He handled all the publicity and there's not a club member who can say

that he did not have the picnic date brought to his attention—not once but many times.

Beach Party—Aug. 21st Billy Schenck led his gang out on the sandy beach near Jackson Park. It took yards and yards of wienies before every one was dog tired and full. So was the moon!

Dance—The first of the fall entertainments was a dance held Sept. 18th. Music by Benson. Attendance 400. Unusual lighting effect, colored spotlight, and, a good time. Chairman Paul Murray and his Committee were at it all evening to please everybody.

Tennis Tournament—An unusually lively and interesting tennis tournament was held Sept. 4, 5, and 6. Competition was keen throughout the three days of very unsettled weather. Mulvill of the South Shops won first place in singles, Waddell D. A. I. and Eash of Devon Station took the doubles. Mr. Nattinger was Chairman of the Committee.

Industrial Track Meet—The Surface Lines Club entered a team for the first time in the industrial track meet held Sept. 11 under the auspices of the Sears, Roebuck Y. M. C. A. Our boys came away with 47 points for first place, the nearest contender had only 31 points. Mr. Landeck, the Coach and Manager, should receive a great deal of credit for the splendid showing.

Roller Skating Party—On Monday evening, Sept. 27th, a roller skating party was held at the Madison Garden Rinks. Approximately one hundred seventy-five club members had the large rink all to themselves. There were a few beginners who kept the party lively and interesting.

Card Party—A mixed card party was given at the clubhouse Saturday night, Oct. 8th. A good crowd and a good time. Benny Hintz served as Chairman.

Hallowe'en Dance—On Oct. 30th, the Hallowe'en Masquerade dance was enjoyed at the clubhouse. Four hundred attended the affair and were given no idle moments from the time Miss Rosemary Hughes, a WQJ artist, started things off with a song until the awarding of the prizes. Mr. H. B. Storm was Chairman.

Christmas Party—Saturday, Dec. 18th, saw one of the smoothest running Christmas parties the club has ever put on. Besides the fact that all previous attendance records were broken, the entertainment was of the highest caliber. Danny Colgan served as Chairman. Ask him about Santa's airplane.

Stag Party—The annual Stag party was held Saturday, January 8th. There was vaudeville, wrestling, boxing, cats and cigars. The crowd was another superlative one and Andy Martin was to blame for the whole thing.

Stag Card Party—The men had a card party all their own Jan. 29th. There were about forty-five in attendance which was very good considering it was given on only three days'

notice. Pinochle, Five Hundred and Bridge were played and those in attendance were so favorably impressed with this style of party that we are going to try to have several this year.

The Bowling Leagues—Interest in bowling has become keener than ever this year. The "Big League" has been increased from six to eight Clubs. The clubhouse league is enjoying continued good health also.

Wrestling and Swimming—Wrestling instruction has been continued during the past year by Mr. Al Chappell and swimming instruction has been given by Mr. Zollinger. Interest in these two sports has been greatly increased.

Election of Officers—At a meeting of the Board of Directors held Tuesday, February 4th, the following officers to serve for the year of 1927 were elected: President, H. B. Cammack; Vice President, N. Deutsch; 2nd Vice President, D. Cogan; Secretary, A. D. Martin; Treasurer, C. R. Hosang; Asst. Sec., C. E. Watson; Asst. Treas., H. F. Ebeling.

H. B. Cammack.

Thanks from President Heath

I wish to use this means of conveying to the Officers, Board of Directors, Chairmen and Members of Committees, something of my feeling of gratitude for the unified support given me during the past year. I cannot say enough to adequately express my appreciation and thanks. I have been pleased to find the members of the Ladies Auxiliary anxious and willing to volunteer their services for any task which might offer.

C. B. Heath.

Women's Auxiliary

On Thursday evening February 17th, the members of the Women's Auxiliary were entertained by the Shops & Equipment Department with a Valentine Party and I must say it was some party. Hearts and Cupids were very much in evidence, as we played hearts, hunted for hearts, ate hearts, guessed hearts, yes and even strung the hearts we captured for a trophy. Miss Elva Marks proved to be the Champion Heart breaking Vampire as she had 20 broken hearts strung on her trophy. Miss Hildur Carlson showed that in her estimation she had the world beat as a Caretaker of hearts, when she guessed that she had 395 hearts to her credit. To Miss Betty Bresin went the honor as the greatest toyer with hearts, since she played with them so well that there was little doubt of her outshining all the rest. To top off a wonderful evening, Miss Ruth Birch danced several very pretty dances for us and Chairman Mrs. Mildred Moir and her committee served us with fruit salad, crackers, and coffee, and O yes she even made us eat Hearts. Congratulations to Mrs. Mildred Moir and her committee.

On March 24th there will be a St. Patrick's Party, Miss Lulu McCormick, Chairman.

Chism: "You should have seen Miss Sewell dance the Charleston last night."

Spencer: "Dance nothing; she was standing there watching and a big bug fell down her back."

SURFACE LINES CLUB BOWLING LEAGUE

Standing of Teams and Individuals as of February 21, 1927

Teams	Games Won	Lost	%	High Game	Total	Aver.	Handicap
Accid. Inves.	36	30	.545	1034	52538	796	67
Shops	35	31	.530	1044	53837	816	47
Schedule	35	31	.530	991	51111	774	89
Accounting	34	32	.515	1061	51444	779	84
Mat. & Sup.	32	34	.485	967	56521	856	7
Transportation	32	34	.485	1011	56927	863	..
Engineering	30	36	.455	986	51893	786	77
Electrical	30	36	.455	1056	53324	808	55

Individuals

Bowler and Team	Game	High pins	Average
Pratt, Transportation	52	233	9646
Zang, M. & S.	60	227	10965
Hearn, M. & S.	66	216	11805
Anderson, Transportation	63	234	11180
Dixon, Schedules	66	226	11689
Rogers, Electrical	66	246	11541
Ennerson, Transportation	66	232	11533
Alexander, Engineering	60	237	10403
Sigwalt, Shops	66	234	11202
Eger, Accd. Invest.	63	226	10764
Fish, Accd. Invest.	66	214	11249
O'Brien, M. & S.	65	214	11060
Bretschneider, Trans.	63	222	10618
McKahon, Electrical	31	237	5176
Neusel, Shops	66	219	10983
Wilderschied, Trans.	56	233	9265
Siers, M. & S.	51	227	8383
Schick, Electrical	35	199	5749
Platt, Engineering	60	205	9831
Porten, Shops	60	215	9738
Peterson, M. & S.	56	202	9088
Gallagher, Electrical	63	226	10216
Luebke, Accounting	51	235	8245
Gafvert, Electrical	63	233	10145
Ryan, Transportation	28	211	4145
Ebeling, Shops	66	215	10405
Wandt, Shops	57	221	9045
Volland, Accounting	60	237	9497
Issacson, Accounting	18	189	2847
Geiger, Accd. Invest.	63	212	9955
Ambler, Engineering	66	240	10398
Pfau, Schedules	52	203	8190
Altamus, Accd. Invest.	60	228	9428
Jann, Accounting	66	214	10252
Wilson, Accounting	66	212	10157
Cammack, Schedules	53	221	8073
Spranger, Accounting	66	220	10041
Sedlack, Schedules	66	204	9977
Lee, Engineering	56	191	8436
Ponhomme, Engineering	60	176	8816
Maltreger, Accd. Invest.	21	163	3060
Schenck, Electrical	24	197	3429
Bell, Schedules	63	181	8941
Wegman, Accd. Invest.	45	223	6331
High Game Average, Shops			990 1/2
High Team Game, Accounting			1061
High Individual Average, Ennerson			211 1/2
High Individual Game, Rogers			246

Have a Laugh

"Was it you I kissed at Bob's last Tuesday?"
"About what time?"

Young Woman: "And whose little boy are you?"

Sophisticated Willie: "Be yourself! Whose sweet mama are you?"

Doctor—What sort of a night did Major Moper spend?

Mrs. Moper—He seemed a little peevish, doctor—he asked for water several times.

Hm'! Still delirious, apparently.

Teacher—"Johnny, what is a hypocrite?"

Johnny—"Boy wot comes to school wid a smile on his face."

General News of the Industry

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

St. Louis Finds Trolleys Supreme in Mass Transportation

Street cars must remain the backbone of city transportation service. This is the conclusion reached by the Rapid Transit Committee of the St. Louis Board of Aldermen after a two years international study of the situation. The report, going into detail as to its findings in many of the largest cities of the world, also recommends that buses should not be used in competition with electric lines, but that they can and should give supplemental aid.

For several years independent buses and electric cars have competed on St. Louis streets, partly because some city officials thought competition would improve service and keep down fares. Results have been the opposite, fares having increased and service suffered. Citizens demanded relief and the board started its exhaustive survey. Now, as a result of the report, an effort is being made to co-ordinate electric car and bus service under street railway management, thus eliminating all competition.

"City transportation for the great masses of the people must continue to be provided by electric cars, supplemented by motor buses and rapid transit lines."

Trolley Tax Unfair

The proportion of taxes paid by street railways in New York State to those paid by banks, is 10 to 1 according to John J. Merrill, New York State Tax Commissioner.

"The Street Railway Companies made a fair deal," he said, "they are being robbed. They pay a dollar where a bank pays ten cents."

Fares Not Questioned

That good service rather than low fares is the desire of a majority of New York business men is shown by a questionnaire recently sent out by the Municipal Business Men's Association. More than sixty per cent of the 4,000 members of the Association voted for increased fares. They realize that the five cent fare will not pay the cost of a ride and that it is costing the City some \$20,000,000 in taxes yearly, to maintain the five cent fare in addition to holding up badly needed subway extensions and school and hospital improvements.

The questionnaire also showed that eighty per cent also favored no-parking regulations on principal crosstown Manhattan streets. Ninety per cent favored restricting cruising taxi-cabs and compelling them to have regular stands. Night delivery of merchandise in order to aid in street congestion relief also was favored by a majority of the membership.

Scranton Wants Cars

"Street cars should handle the traffic in Scranton, Pa." says the "Scrantonian." "The proposition that looms up every now and then to introduce auto buses in this city to gradually

take care of the traffic now handled by the trolley companies may well be regarded with apprehension by those who depend upon the street cars for business. It has been demonstrated over and over again that the bus is not a good substitute for the trolley car, which is safer, easier to enter and leave and is more comfortable as a vehicle. For cross-country service where no trolley tracks are available the bus no doubt has a mission in furnishing rapid transportation for those who do not own automobiles.

"In Scranton we know where the street cars can be found. We have enough trucks, delivery buggies and pleasure cars buzzing about the streets daily without increasing the thousands by the addition of buses to care for traffic that has for years been handled by the trolley."

Believes in Stop Law for Motorists at Crossings

In Pasadena the city authorities are considering the passage of a rule requiring all automobiles to come to a stop before crossing any railroad at grade. A similar law touching grade crossings in the country probably would prevent many accidents of the avoidable kind so often not avoided.

Perhaps it is singular that the fear of a fine could be regarded as more deterrent than the prospect of sudden death, but the view recognizes a quirk in human nature. There is a chance of beating the train across, but small chance of evading the fine if the act of crossing happens to be observed. The driver cannot know that no traffic officer has an eye on him.

Most grade crossing disasters are due to criminal recklessness or to forthright stupidity. Demonstration has been complete that while people are given the opportunity to get themselves killed under the wheels of a rushing train, a notable proportion will take advantage of the opportunity. For protection of the rash driver, who may have innocent passengers with him, it seems necessary to provide every possible safeguard.—Glendale (Calif.) Daily Press.

Drastic Parking Ordinance in Philadelphia

A bill to ban parking in Philadelphia, Pa., was reported favorably in the City Council by the public safety committee on Dec. 30. If the measure becomes a law it will abolish parking of cars between 6:30 a. m. and 7 p. m. in the large area within the boundaries of Spring Garden and South Streets and the Schuylkill and Delaware Rivers. Besides, it will bar parking during any hours of the day or night on streets less than 20 ft. wide in any part of the city and particularly specified Fifth, Sixth, Eleventh, Twelfth, Thirteenth, Broad, Fifteenth and Sixteenth Streets in the 24-hour ban. It also provides that no cars may be parked in any street in the city between 3 a. m. and sunrise.

A second ordinance provided for the establishment of a "pound" where cars violating the no-parking laws may be taken by the police. This measure was returned by the committee to City Solicitor Gaffney for a ruling on its legality. One of the disputed points in the measure was the extent of the city's liability in case impounded cars were damaged.

Director Elliott asserted at a hearing on Dec. 30 that the new measure would be enforced to the full capacity in his department or else he would bring the law back and tell the people why it failed. His plea came at the end of the three-hour session of the committee, during which representatives of various organizations and business establishments appeared to present their arguments. It was stated that business firms located on streets in the center of the city were oppressed by drivers who lined the streets with parked automobiles.

Trolleys Meet Emergency

The Boston & Worcester Street Railway, Framingham, Mass., which operates a bus line between Hudson and Fayville, Mass., via Marlboro and Southboro, was forced recently to return to trolley operation to provide service to the public. A treacherous ice storm made the hills impassable for buses. The trolleys were returned to service for safety sake.

California Auto Accidents

The greatest number of automobile accidents occur during the hours of five to seven, with the level up to ten o'clock at night higher than at any time during the day. The foregoing and other interesting facts bearing on the subject were recently broadcast by the California Public Safety Conference.

Statistics compiled by this organization also showed that drivers between the age of twenty and thirty are most frequently concerned in such accidents. The so-called experienced driver is shown to be in the category of the constant offender, the records revealing that those of from three to five years' experience caused a major portion of the fatal accidents.

Out of 169 death mishaps in Los Angeles, analysis shows that but 2.36 per cent were unavoidable, carelessness being shown in almost every instance.

MISS McCLELLAND A BRIDE

Wedded to Edward W. Hillier on Feb. 22—
a Charming Ceremony

The several hundred guests who were present at the marriage of Miss Edna V. McClelland, daughter of Mrs. Viola E. McClelland of Oak Park, to Mr. Edward W. Hillier of Chicago, son of Mrs. Julia Hillier of Austin, Minnesota, must have been convinced Spring had arrived Tuesday afternoon, February 22nd, for the mild and sunny afternoon, combined with the lovely spring-like decorations of the First Baptist Church of Oak Park, where the ceremony took place, seemed a sure indication of the fact. Palms and ferns were banked at the altar and large bouquets of white and yellow tulips stood at the sides centering in a huge basket of lovely pink roses.

Preceding the ceremony an organ recital was given by Mr. Brooks, and Mrs. Carl Dortman sang the beautiful solo, "At Dawning."

The marriage vows were read at four o'clock by the Rev. Benjamin Hillier of Lincoln, Nebraska, brother of the groom.

As the bride came slowly up the aisle leaning on the arm of her brother, Mr. Lester R. McClelland, she made a beautiful picture in her white crepe dress embroidered in pearls, and her long veil of imported Chantilly lace. Her only ornament was a long string of pearls, the gift of the groom. Her bouquet was a shower of white roses, white sweet peas and lillies of the valley.

Miss Helen Allen of Chicago was the bride's only attendant. She chose delicate green for her gown, hat and slippers, which carried out the spring-like color scheme. Her bouquet was pink roses and white sweet peas. Mr. William von Meding of Chicago attended the groom as best man.

At the conclusion of the ceremony a reception was held in the Church parlors, following which a bridal dinner for eighty guests was served. The tables were decorated in smilax, pink roses and green tapirs.

A short program had been arranged to follow the dinner. The Hegard Quartette, readings, by Mrs. Marion B. Howard, "Apple Blossoms" and an "Original Toast." Solos, by Mrs. Dena H. Dortmund. "Upon a Gay Morning," for the bride and groom, and "Try Smiling," for everybody.

Mr. Leonard A. Busby expressed the sentiments of his office in a beautiful tribute to the bride; told of their long and pleasant relations in business; the confidence he had always reposed in her, and ended with the wish of many happy years to come. A "Toast" to the groom was given by Mr. Norman Sleezer, and a "Toast" to the bride by Mrs. Agnes V. McCormick. Mr. Louis A. Bowman acted as Toastmaster and his apt introductions and clever comments kept the guests in a jolly humor.

Mrs. Hillier leaves the Chicago Surface Lines with the best wishes of her hosts of friends to whom she has endeared herself, not only in her own office but throughout the Company. All join in wishing her and her husband good luck and prosperity and that the future may hold it's measure full of happiness.

Mr. and Mrs. Hillier left for a three weeks trip to Florida and will be at home at 643 South Lyman Avenue, Oak Park, after April 1st.

That Ended the Questioning

The landlord was asking the prospective tenant a few questions.

"Of course, you have no children?"

"No, sir."

"Any dogs or cats?"

"No, sir."

"Piano, phonograph or pianola?"

"No, sir; I have no musical instruments, though I should explain that my fountain pen squeaks rather badly, but I am willing to get rid of that if you say so."

Some men are brilliant talkers in public and others go out with their wives.

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

EVERYBODY PROUD AND HAPPY

Every department of the Surface Lines was represented at the Trophy Night dinner of the Accident Prevention Councils at the Congress Hotel, and as special guests of the occasion there were two hundred and fifty veteran trainmen from the North Avenue and Lincoln Avenue car stations. Officers from the executive departments were scattered about among the diners, informality reigned and there was a delightful fellowship in evidence everywhere.

Here was a cross-section of our organization to warm the heart and stimulate the pride of anyone sharing the responsibility of serving the millions of car-riders in Chicago. These men, many of them with records of a quarter-century of devotion to an essential public duty, are depended upon not only to serve but to protect the public. The reputation of the management of the Surface Lines is in their hands. The good faith and sincerity of the officers is interpreted to the patrons by the rank and file of the employees; and any executive who appraised this representative gathering at its proper value must have felt wholly willing to be judged by the character and quality of service rendered by this earnest group.

The first year's contest for honors in accident prevention demonstrated among other things that there was a fine spirit of competition among the trainmen and a commendable pride in striving for the honor of the Division to which they were attached. The records for the year revealed a sympathetic understanding between the men and their superintendents and a response to leadership that prom-

ises better and finer service in the future. A determination to go the limit in protecting the men and women who look to us for safe transportation, to avoid quick starting, to take no chances where caution is demanded, to respect the rights of pedestrians—all of these will aid in making 1927 a notable year in accident prevention.

It was a great night for Superintendents Pasche and Hays; it was also a great and impressive night for those who grasped the significance of the pride in association and service that was so genuine and so universally displayed.

HE WOULDN'T OPEN THE DOOR

An Unaccommodating Conductor Gets the Surprise of His Life

Early one evening a week or ten days ago, Superintendent Evenson was waiting for a west-bound Madison street car at Monroe and LaSalle street. The lights were against west bound traffic and when a two-car train came to a stop at the corner, the Superintendent of Transportation, who happened to be the only person waiting at that point, stepped to the rear of the motor car expecting of course that the vestibule door would be promptly opened.

However, the conductor had other ideas on the subject and made no move to throw the door-opening mechanism. Evidently the conductor believed it hardly worth while taking all that trouble for a single passenger and so stood looking calmly at the man in the street. Mr. Evenson rapped on the glass, made various motions indicating that he desired to board the car and in order that there could be no misunderstanding made a quite audible verbal request that the doors be opened.

The conductor continued to look at him coolly and then as the green signal was flashed and the train pulled away, grinned and waved a "good bye" to the thick-set and somewhat wrathful man at the crossing.

Inasmuch as Superintendent Evenson, his Assistants and all of his Division Superintendents had been devoting a good many hours in impressing upon car crews, particularly conductors, that the

cars were on the street for the purpose of giving service and accommodating the car-riding public, this concrete evidence that the instruction had not been effective in at least one case, roused the Superintendent's wrath, and there was a grim smile on his lips as he made a notation of the car number and returned to his office.

A certain conductor, whose identity, for obvious reasons it is not necessary to disclose, was somewhat surprised when he turned in at Kedzie that evening to be informed that he was to report to the down-town office the following morning. Just what his sensations were when he was conducted into Mr. Evenson's private office and recognized in the Superintendent the passenger to whom he had refused admittance to his car the night before, may be faintly imagined; and what was said to him is probably so deeply burned into his memory that he will remember it for a long time to come, particularly as a suspension without pay for an indefinite period was the snapper on the tail of Mr. Evenson's talk.

Other conductors similarly indifferent and showing the same unaccommodating spirit have also suffered suspension for this offense. Happily such cases are not numerous but there are enough of them reported by indignant patrons to justify extreme measures in the way of discipline.

Our Superintendent of Transportation like other executives and department heads has a way of getting around on foot and riding our lines; and as they may be either alone or mingling with other waiting passengers at almost any point on the system early, late or between times, it is better to play safe and see that those who wish to ride are permitted to board the cars.

STREET CAR SAFEST

Significant Figures Compiled by Scientific American Prove It

Electric railway travel is the safest in the world, according to an article recently published by the Scientific American. Investigation shows that only one fatality occurs to every 8,422,460 persons carried by electric railways.

One person out of every 24,452 who ride in aeroplanes is killed. Steam railways kill one passenger out of every 6,313,800. Coast-wise lake, river and steamships lose one passenger out of every 5,973,436.

Nobody knows what the proportion of fatalities to passengers carried is among buses, taxi-cabs, jitneys and private automobiles. The latest survey given by the National Safety Council on automobile accidents shows that since 1911 the percentage of persons out of every 100,000 in the United States involved in automobile accidents has risen from 2.2 per cent to 15.7 per cent. During the same period accidents due to street cars have decreased from 3.2 per cent to 1.6 per cent.

These figures are conclusive proof of the truth of the statement "the street car is the safest vehicle in the streets on which to ride."

NOT SO GOOD WITNESS RECORD

Average for the System Drops to Low Point—North Avenue Still Leads

The only change in the figures for January was Archer's return to seventh place, exchanging positions with Lincoln. The average dropped off to 3.51, and North Avenue, the leader, slumped to 4.69, which although high figure for the system is way under the usual North Avenue record.

	Jan.	Dec.	Nov.	Oct.
1. North Avenue	4.69	4.91	(1) 5.05	(1) 5.05
2. Lawndale-Blue Isl.	4.01	4.40	(2) 4.61	(2) 4.69
3. Elston-Noble	3.81	4.36	(3) 4.30	(3) 4.53
4. Cottage Grove	3.66	3.61	(4) 3.74	(8) 3.71
5. 77th Street	3.64	3.59	(5) 3.92	(6) 3.98
6. Burnside	3.42	3.57	(6) 3.95	(5) 3.36
7. Archer	3.30	3.32	(9) 3.63	(10) 3.65
8. 69th Street	3.29	3.49	(8) 3.96	(4) 3.53
9. Lincoln	3.24	3.51	(7) 3.65	(9) 3.35
10. Devon-Limits	3.10	3.32	(9) 3.28	(11) 3.20
11. Armitage-Division	3.06	3.23	(10) 3.77	(7) 3.16
12. Kedzie	2.84	3.07	(11) 3.06	(12) 3.22
Averages for the system	3.51	3.68	3.85	3.80

Then They Swore Off

"Porter, fifty cents for another pitcher of ice water."

"Sorry suh, but if I takes any mo' ice, dat corpe in the baggage car ain't going to keep."
—Fetter Clippings.

The Figures Wont Lie

"Statistics show," declared the bespectacled woman lecturer, "that the modern, common-sense style of woman's dress has reduced accidents on the street-cars by 50 per cent."

"Why not do away with accidents altogether?" piped a masculine voice from the rear of the hall.—Life.

Everything comes to him who waits,
But here's a plan that's slicker;
The guy who goes after what he wants
Will get it that much quicker.

Son: "Mother, who put the statue under the kitchen sink?"

Mother: "Ssh! That's the plumber."

Misnamed

Taxicab Driver—"Where do you get that 'Home, James' stuff? This is a taxi—see!"

Passenger—"Pardon me, my error. Home, Jesse James!"—Life.

Bouquets for the Boys

Something entirely new in the way of wholesale appreciation of services rendered by employees of the Surface Lines was particularly gratifying to the Lawndale crews. Following the January snowstorm Mr. Dave Edelson, announcer at the Emil Denmark Broadcasting Station, made the following statement to the world at large through the "mike": "We have some very good friends that are neighbors of ours—the boys of the Lawndale car barns and they have been working hard and long to clean our streets of snow. They have done their work well and if it had not been for their hard and efficient labor how would our street cars and other traffic have moved? But for them we could not get to work on time and if we were not on time how could we entertain our radio listeners? Just to show our appreciation we are going to dedicate a song to these boys and it will be 'Thinking of You.'" And a young lady with a particularly attractive voice sang the song effectively.

Miss Frances E. Haven of 210 East Street commends Conductor James H. Markman, badge No. 11564 and Motorman Edward Mulligan, badge No. 10957, Cottage Grove, for their courtesy and for their interest in seeing that the temperature of the car is regulated for the comfort of passengers.

Motorman Joseph Markby, badge No. 10855 of Cottage Grove, picked up a purse on Adams Street near Wabash Avenue when off duty, identified the owner, Miss Mildred McPherson, 847 Windsor Avenue, and saw that her property was returned. This service, particularly in view of the fact that Motorman Markby declined a substantial reward was the subject of a very complimentary letter from the purse owner.

Motorman Thomas G. Mathisen, badge No. 10167 of Lincoln, encountered an unattended horse-drawn milk wagon wandering along Fullerton Avenue on the wrong side of the street. The fact that he took the trouble to lead the horse to a safe parking place was observed by Mrs. L. E. French, 7425 N. Clark Street, who made the incident the subject of a complimentary letter.

Mr. J. X. Galvin of the Pennoyer Merchants Transfer Company, 742-752 West Polk Street, wrote a letter commending the assistance rendered by Motorman William E. Walsh, badge No. 5851 of Kedzie Avenue, to two ladies who were prevented from boarding his car by heavy line of automobile traffic on Wells Street. Mr. Galvin believes that but for the action of Motorman Walsh the ladies would have been run down and seriously injured.

An interested patron residing at 8216 Evans Avenue, writes a letter in pleasant recognition of the fact that Motorman Benhard C. Jonas, badge No. 4179 of 77th Street, held his car for a few seconds for the special benefit of the writer and two other ladies, thus enabling them to catch his car.

Mr. A. H. Love of 5605 North Clark Street, who travels frequently with Motorman John Buhr, badge No. 2161, of Devon Avenue, commended the practice of the motorman for his kindly warning to alighting passengers. "Look out for autos" or "Be careful, it is slippery this morning" are phrases which undoubtedly prevented many minor accidents.

Conductor Harold E. Anderson, badge No. 1389, of Devon, who helped a blind man off his car and assisted him safely to the sidewalk, was noticed by Miss M. G. Benzinger, 5345 Winthrop Avenue who considered the action particularly commendable because the blind man was old and poorly dressed.

Mr. W. H. Shull of 6053 Ellis Avenue wrote to express his appreciation of the practice of Conductor Patrick J. Malloy, badge No. 13816, of Burnside, in calling every street distinctly.

Conductor Ernest F. Krefft, badge No. 13584, of Elston Avenue, is highly commended by Philip Feldman of 3632 Irving Park Boulevard, for the special consideration shown to all of his passengers, particularly women and children. One particular case was cited where Conductor Krefft paid the fare of a lady passenger who found that she had forgotten her purse.

Conductor John McKeon, badge No. 13222, of Cottage Grove, earned the gratitude of Mrs. Wm. Schaefer of 1324 North Dearborn Street by supplying her with money enough to pay her fare when she found she was without her purse. Mrs. Schaefer on discovering she had no money explained the fact to this conductor and asked him to let her off at the next stop so that she might return home. McKeon met the emergency by paying her fare and registering it.

Conductor Ernest B. Teska, badge No. 12368 of North Avenue, found a pocketbook in his car containing \$110.00 in currency. He turned it in promptly and it was identified as the property of Mrs. Genevieve Sumeracki of 1609 South 48th Court, Cicero. Mrs. Sumeracki expressed her appreciation in a highly complimentary letter.

Miss Lillian M. Roberts, 5337 South State Street, wrote to thank Conductor Thomas Fahy, badge No. 11880, of 77th Street, for his alertness in observing the fact that she had dropped one of three packages she was carrying and that it was picked up and concealed by a woman passenger. Conductor Fahy promptly intervened and saw that the package was returned to its owner.

Theo. H. Lunde, President of the American Industrial Company, 811 Rees Street, compliments the Company on having in its employ a man like Conductor Thomas L. Barrowman, badge 11804, of Armitage. Mr. Lunde has noted particularly the care exercised by Conductor Barrowman in seeing that his passengers are safely on or off his car and the completeness and clearness of information given to inquiring passengers.

Mr. Will R. Stailey, 2732 Sheffield Avenue, who is somewhat physically handicapped, sent a letter expressing his gratitude for the fact that Conductor Joseph J. Majchrzak, badge No. 10338, of Lincoln, was particularly careful to see that the car was not started until Mr. Stailey was safely aboard and had hold of something to

steady him.—The Conductor's pleasant manner and solicitude impressed Mr. Stailey most favorably.

S. A. Miles, manager of the recent Automobile Show, wrote to Superintendent Evenson acknowledging the high grade service rendered during the Automobile Show by L. R. Grant, badge No. 4204, and J. Robinson, badge No. 9588 of Cottage Grove, who were especially detailed in front of the Coliseum to expedite the handling of passengers at that point. Conductor Robinson is also the subject of a special letter from Mr. G. W. Shaw, President of the Kidder Institute, Kidder, Missouri, who in an emergency borrowed \$2.00 from Conductor Robinson with which he hired a taxi and was thereby enabled to catch his train, enabling him to keep an important engagement. A bank draft for \$2.00 was enclosed with his letter.

Conductor Augustus G. Roy, badge No. 9350 of Cottage Grove, through assistance rendered to a lady passenger on crutches, attracted the friendly and favorable attention of Mr. Edw. Brittain of 6840 Wabash Avenue. Conductor Roy helped the lady to the street and on her way to the curb.

Conductor Joseph Budek, badge No. 8844, is commended for his courtesy by Mr. J. W. Turner, to whom clear and intelligent information was given with reference to the proper transfer point and through route to be taken in reaching his destination in strange territory.

Conductor Arthur W. McQuaide, badge No. 7769, is complimented by Mrs. E. Scholz, 4517 N. Karlov Avenue, for the clearness with which he calls his stops.

Conductor Thomas Petersen, badge No. 6136, of North Avenue, is warmly thanked by Mrs. David J. Frey, Jr., 1659 S. Harding Avenue, for his consideration to a lady passenger accompanied by a small child and infant in arms. Conductor Petersen assisted the mother by carrying the baby from the car to the curb and Mrs. Frey congratulates the Company on having a man of that type in the service.

Mrs. Francis J. Sauter, 6854 Harper Avenue, was helped aboard an Irving Park car by Conductor Charles L. Clarke, badge No. 6084, of Elston, who relieved her of a heavy grip. A little further on assistance was rendered to a lady with two small children.

Conductor Arthur E. Crawford, badge No. 4754, of Burnside, paid the fare of Mr. Riggs, 5005 Vincennes Avenue, when the passenger was embarrassed by finding himself short of money. Mr. Riggs was deeply appreciative.

Conductor James D. Fennessy, badge No. 4076, of Archer, is thanked for his honesty by Benedict Payeff, 5501 Prairie Avenue.

Conductor Joseph L. Wright, badge No. 3826, of 77th Street, helped two blind passengers to alight during a rather heavy traffic period and the fact that he was able to do this and at the same time handle his boarding passengers efficiently, brought a letter of commendation from a patron residing at 725 N. Washington Street, Park Ridge, Illinois, who chanced to be a passenger on his car.

Miss Katherine Howard of 3939 West Madison Street, who is a newspaper reporter, after observing the tactful manner in which Conductor Geo. W. Wood, badge No. 3696, of

Kedzie Avenue, put a quietus on some rowdy passengers, sent us a letter complimenting the conductor on his good judgment and efficiency.

Conductor Charles A. Selvig, badge No. 3114, of 69th Street, assisted a lady passenger of advanced years from his car to a corner store. This act was observed by Mrs. Amos W. Walker of 5463 Hyde Park Blvd., who personally expressed her appreciation to Conductor Selvig and his modesty and evident interest in his duties inspired Mrs. Walker to tell us how much she appreciated what she termed "A golden deed."

Assistance rendered by Conductor John L. O'Donnell, badge No. 1554, of Cottage Grove, to a colored lady when alighting from his car with two babies attracted the appreciative attention of several of his passengers, one of whom wrote to tell us about it.

Mrs. Staneky of Niles wrote us commenting in a complimentary manner both upon the personal neatness of Conductor Albert J. Bilk, badge No. 1294 of Armitage, and also on his courtesy, consideration and smiling interest in his work. The calling of the streets in a territory where Mrs. Staneky was a stranger, was especially appreciated.

Mr. C. F. Bowman of 5244 South Parkway is the writer of a highly complimentary letter in favor of Conductor John E. Holly, badge No. 798, of Lawndale. Conductor Badge 798 "called the name of every street and called them so everyone would know what he said and was polite and cheerful to every passenger," said Mr. Bowman.

Conductor Stanley Siniarski, badge No. 7848, of Armitage, who was responsible for the return of a lost pocketbook, received a grateful acknowledgment from Mrs. Bertha M. Kern, 5713 N. Menard Avenue. The matter was particularly important to Mrs. Kern because of the fact that her purse contained valuable papers in addition to money and other personal effects. Mrs. Kern commented on the gentlemanly fashion in which Conductor Siniarski declined her proffered money reward for the service rendered.

The Principal of the Chalmers School, 1200 South Fairfield Avenue, had another pleasant experience with our crew on Roosevelt, Kedzie, and Lake Street lines when a group of pupils were taken for a visit to the Garfield Park Flower Show. A letter of appreciation from her was posted in all of the depots housing the lines involved.

Mrs. M. L. O'Donnell, who lost her purse on a Madison Street car and recovered it promptly, conveyed her thanks to Conductor Arthur C. Deatley, badge No. 7200, of Kedzie, and the clerical forces who co-operated in expediting the return of her property.

Dennis Walsh, Chairman of Class Committee of our Lady of Sorrows School at Van Buren and Albany Avenue, sent a letter of thanks and appreciation for the interesting lecture and showing of the moving picture "The Magic of Transportation" at the school.

Who Said So?

You can tell a good stenographer—but not too much.

SUPERVISOR "TOM" REIDY ILL

One of the Best Known Men in the Transportation Department

If a man's real wealth can be measured by the number and loyalty of his friends, then Supervisor Reidy is one of the richest employees of the Surface Lines. These friends were sorry to learn that he had a nervous breakdown a short time ago, and is still confined to his home under the care of his physician. Due to his rugged constitution he is now able to sit up and receive the solicitations of his friends.



Tom Reidy

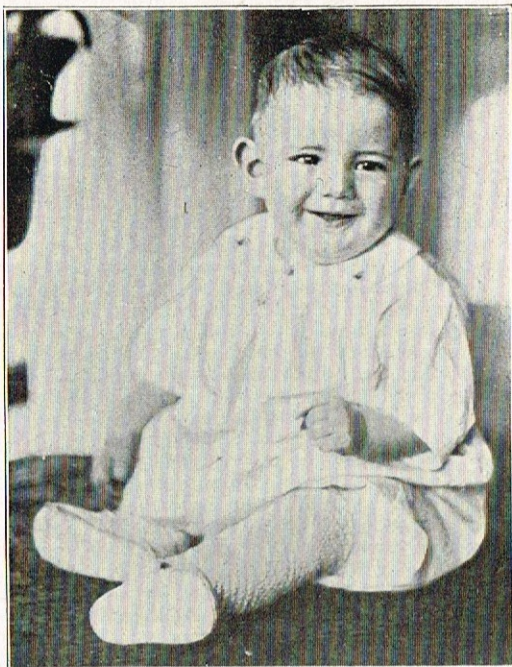
Tom Reidy is one of the few pioneers left who worked in the days when a street car ran on State Street pulled by one horse. Since 1875—fifty-two years ago—Tom has spent the most of his time in or near the downtown loop. From the years 1878 to 1880 he was a starter at State and Randolph Streets. Mr. Reidy tells of the preparations to run what was called a Centennial Car on Lake Street, July 4, 1876. This car was richly painted with eagles and flags and presented a beautiful appearance. The officers of the Company made a round trip in it, July 4, 1876. It attracted considerable attention.

For six years Mr. Reidy was caller at Crawford and Madison Street. In the year 1884 he was made foreman of the Madison Street Barns. Then when the cable cars were taken off and Madison Street Barn was closed, he went over to the Claim Department investigating, for six years. For over sixteen years he was located at the Adams Street entrance to the Union Depot as a Supervisor. Lately he has been working out of the Superintendent's Office.

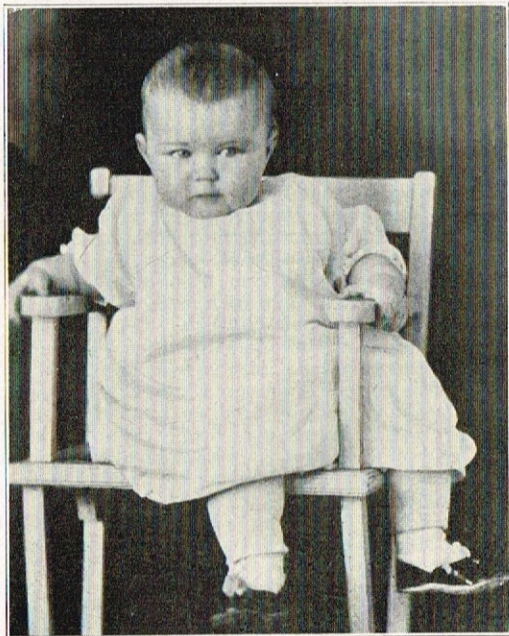
Tom Reidy is gifted with a rich supply of Irish wit and humor and is a first rate spinner of yarns. He could fill a volume with his reminiscences of the men who made Chicago's loop what it is today.

If the wishes of his many friends are realized he will be speedily restored to health. He is convalescing at his home.

Customer (to head waiter)—Just for a point of information, did the waiter who took my order leave any family?



Motorman Arthur J. Mueller, Devon is Justly Proud of Arthur Junior, 1 Year Old



And Here is Betty Louise, 8 Months Old, Daughter of A. H. Feltz of 77th

Faith

Little Jewish Boy to Grocer—I want a pound of animal crackers without the pigs.

POWER SAVING POINTERS

Time and Speed Controlling Factors in Good Operation—January Records

The schedules for the passenger car service on this great system are prepared and written solely for the purpose of presenting to the people a highly organized service of transportation.

To the motorman piloting the car over a line governed by a schedule, Time and Speed become the very basis of good car operation. To maintain a proper speed, arriving at the time-points on time is also the very essence of power saving. Not only that, but he is operating the equipment of this system within its limits of performance and endurance. To operate any car on any line on schedule time without undue foreign interference at a good speed will require him to coast the car in a scientific method for a considerable percentage of the distance.

Power Saving is directly related to other very important phases of good car operation and indirectly to all others which go to make up the whole structure of good service from the standpoint of the motorman. Power Saving is the only factor that can be accurately measured and recorded during entire time of his work. A good power saving record should therefore indicate a favorable record in the other phases of his work.

Run on Time—Save Power

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

January, 1927

Division	Jan.	Per. Cent Saving or Loss		Stand- ing Dec.
		Loss		
Cottage Grove	1	11.17		1
Devon	2	7.58		7
Lincoln	3	7.04		2
Limits	4	5.44		5
77-Vincennes	5	5.31		4
Armitage	6	5.29		3
Burnside	7	4.57		9
69-Ashland	8	4.15		8
Division	9	3.99		12
Elston	10	3.88		10
Archer	11	3.86		6
Kedzie	12	1.78		13
North	13	1.38		11
Lawndale	14	*0.88		14
Noble	15	*4.63		15
Blue Island	16	*8.80		16

Total Points 51.15

December Points 56.02

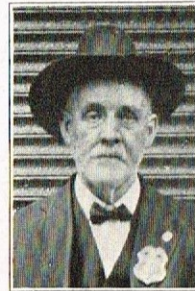
January Loss (points). 4.89
or 8.7 per cent.

*Loss.

OBITUARY

William Wiggins Victim of Auto Accident After 55 Years Service

Mr. William Wiggins, the oldest employee in the Shops & Equipment Department, was the unfortunate victim of a speeding automobile on Washington Boulevard, Saturday February 19th, during the small hours of the morning, while making his rounds as watchman. The guilty driver did not stop, but Mr. Wiggins was picked up shortly by passing motorists and taken to the Robert Burns Hospital, where it was found that he had a broken leg and a deep scalp wound. He passed away, as a result of these injuries, on Saturday, February 26th, at 8:20 A. M., just one week from the time of the accident.



William Wiggins

Born near Toronto, Canada, on May 27, 1846, Mr. Wiggins had reached the good old age of 80 years, but was still active and able to carry on his duties as night watchman at the West Shops.

On March 14, 1872, Mr. Wiggins was employed by the Chicago West Division Railway Co., to drive a horse car on Madison Street. He later worked in the shops, had charge of haycutters on the system for several years, repaired cars and trucks, was a conductor on the cable cars, ran a supply car and later was made a watchman at the West Shops, where he was employed at the time of the fatal accident.

The record of 55 years service is remarkable, in addition to the fact that at the age of 80 years he was still in the harness, and he was deserving of great credit for his faithful work.

Mr. Wiggins made his home at 1515 N. Ridgeway Avenue, with his daughter, Mrs. Marcella Thurow, to whom we extend our sincere sympathy.

Timekeeper Yoerger, West Shops

Mr. John V. Yoerger, timekeeper at the West Shops, departed this life on February 17, 1927, at about one o'clock in the morning, at the Garfield Park Hospital, where he had been a patient for twelve days. He was born on February 28, 1857, and had he lived 11 more days, would have reached the age of 70 years. On his own statement, he had enjoyed good



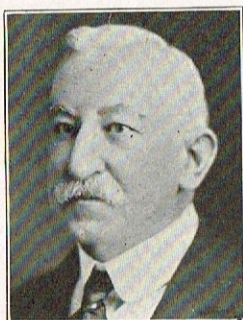
John V. Yoerger

health all his life, up until the last few months, when he became afflicted with heart attacks. He lost practically no time at his work in spite of these attacks, however, and was on the job when stricken with the one which necessitated his removal to the hospital, and ended his life.

Coming from the Limits Shops, where he was timekeeper under Mr. Lynch, Master Mechanic, Mr. Yoerger (or "John" as he was affectionately called), started to work at the West Shops as timekeeper on October 9, 1908, and served faithfully in this position continuously. He was accurate, conscientious, self-sacrificing, of a retiring disposition, and a gentleman of the old school. Although he was always pleasant to those with whom he came in contact, and seemingly cheerful, he had a sad and winsome expression, which his friends knew was due to the lonely life that he lived outside of the office. He never complained, even though he was constantly sacrificing to give to others, receiving nothing in return.

Mr. Yoerger came to Chicago from Somerset, Ohio, the home town of General Philip Sheridan, who was one of his personal friends. Interment was in Somerset, Ohio.

Receiver G. C. Henry



Receiver G. C. Henry, Kedzie Depot, died on February 28th. He had been ill since January 5th and had a major operation from which he never recovered. He celebrated his 75th birthday in the hospital on February 8th. Coming to Chicago in 1890 he obtained a position with the West Chicago Street Railway Company and remained with the succeeding organizations, serving as receiver at various stations from 1895 to the date of his illness.

Departments and Divisions

Electrical

New additions to our office force this month are Messrs. Erwin L. Peterson and M. J. Duffy. We extend them a hearty welcome.

A 9-lb. son was born on the 7th of February to Mr. and Mrs. E. E. Johnson. There is great additional happiness now in the Johnson household.

Fred Hectus now known as Fred "Polly" Hectus won the right to place the addition to his name through his ability as a cracker eater. At a contest held recently Fred got away with 12 man size crackers in 6 minutes without the aid of any liquids whatever. Six minutes, by the way, was just half the time that was necessary for Fred to win the bet.

Gene Miley arrived home one evening last month to find that robbers had entered his place and stolen a considerable amount of clothes and other valuables.

Paul Murray was not able to bring the clips in fast enough with the magnetic screw driver he purchased for that purpose so he got a larger and more powerful one—Science will find a way.

Leo Purcell's duties in the Publicity and Advertising Department are giving him excellent training for the movie business.

H. Essington.

Engineering

Friends of Hugo Schmidt would like to make him the next Mayor of Wheaton. Hugo says the duties are too arduous and moreover, he would get all greasy repairing the town pump.

Louie Schragg is tempting fate again. He was seen recently entering the Oriental Theatre with a charming young lady who is employed at one of the North Side Offices.

Glen R. Haberer certainly is there when beauty is in distress. He made a thrilling rescue of a cat, imprisoned on a third-story window sill, thereby relieving the troubled minds of the young ladies in the Meter Department.

Fred Avery has a new baby boy in his home. Fred is now the proud parent of two boys. Everybody doing well.

Our sincere sympathy is extended to Otto Manthey and his family in their bereavement over the death of Mrs. Manthey.

The sympathy of his fellow workers is extended to Gilbert Luzzo in his bereavement over the death of his mother.

Transit.

Accounting—Downtown

A reward will be paid to the one who finds out "Who Sent the Valentine to Miss Mary Wiley?"

We wish to extend our most sincere sympathy to Mr. M. V. Morton of the Treasury Department in the loss of his mother.

Mrs. Grace Gunther formerly of the stenographic department is now a mother to a baby

girl, Thursday, January 20, 1927. Congratulations.

Misses B. Birchwood and Mary Wiley are home ill. We hope by this time they are well and back on the job again.

Clark and Division Streets

We wish to extend a cordial welcome to our new co-worker, Mrs. Gertrude Decola, employed as a File Clerk.

The employees of Clark and Division are in no fear of fire as we have with us a "Great Fire Fighter" in the person of Ralph Luebke, who can be seen protecting the lives of thousands every evening at one of the city's largest movie houses.

A new club has been formed at this office called "The Pfanstiehl Radio Club." The officers are as follows: A. Bresin, pres.; A. W. Malmquist, vice-pres.; F. Miller, treas.; R. T. Fick, sec. Anyone wishing to join and qualify for membership can do so by getting in touch with one of the above.

Can someone tell us? Has Mr. Louie Schragg finally fallen for the ladies?

The captain, manager, secretary and scorekeeper of the Bowling Team, A. C. Jann, is certainly anchor man as he sure has been holding the team down.

Eddie Volland, our star bowler, can be seen giving an exhibition at Kaadland's Alleys every Monday evening. Eddie can get at least 400 pins for his night's work, but still manages to collect the dollar.

"Dance and grow thin" is Merle Du Bois's new slogan as lemons and the ordinary exercises failed to accomplish the proper results.

"Tailsberg" Toman of our office is thinking of moving from Cicero to farther downstate as things are too quiet where he now lives.

Mr. A. E. Johnson is now the Club Director for this Department. Congratulations, Art.

We are very glad to report that Elsie Paige has returned to work after recovering from an automobile accident.

The employees of this Department wish to extend their best wishes to Miss Esther Kellerman of the Material and Supplies Department upon receiving a beautiful diamond.

We wish to congratulate Mr. and Mrs. M. Ruby, both formerly employed at this office, upon the arrival of a baby girl.

Thomas F. Coan.

Material and Supplies

We wish to extend our most sincere sympathy to the family and friends of Frank Roach who died recently.

Andy Martin says that story about the Irish being good fighters is the bunk. The other night Andy and his brother and two other fellows beat one up.

Signs of spring—Tom Garite is suffering from a severe heart attack. For particulars see Catherine.

Art Mix is a very thoughtful young man. It is rumored that he sent a big box of candy to a certain young lady at Clark and Division.

Mr. W. Springer has quite a reputation as a pianist. He ordered a piano to keep in practise. On his way to make an initial deposit a few

days ago he encountered a couple of footpads who relieved him of the money.

To whom it may concern:

With reference to the article in last month's Surface Service which cast reflections upon the efficiency of my radio, I wish to announce that I have, in the presence of several witnesses whose integrity is above reproach, succeeded in separating WGN and WGES.

O. L. Hoger.

A number of eminent scientists have been studying the planet Mars, trying to discover whether or not life exists there. We are going to put them to work on Halsted Yard for the same purpose. If the reports are favorable maybe we can get a contribution from them for this column occasionally.

R. E. Buckley.

Accident Investigation

Amongst the radio fiends of this department are Mr. Schulz, Mr. Nellis, Mr. Marcus, Mr. C. R. Moore, and about 99% of the rest of the force. Louis Altemus has rebuilt his radio and it is said that he has been able to get Goose Island and Englewood very clearly. It is also said that George Erickson sat down on his radio tubes and heard "Glass-go."

Miss Margaret Harte, our piano virtuoso, demonstrated over WBCN on February 5th, accompanying the demonstration with a couple of very nice songs.

Our bowling team lost three games to one team on one night—because one of our men was taken sick when he had 125 pins marked up in the seventh frame of the second game and could not finish that game or the third game. We usually intend to drop but one game in three at the most.

February 14th was remembered in this department and some of the boys received valentines which were very much to the point, from some of their "friends."

After three weeks of heavy reports of accidents the last ten days have been subnormal to our surprise and satisfaction.

J. G. Nattinger.

Schedule and Timetable

We are all pleased to know that Art Seyferlich's father, Chief Seyferlich, Chicago's fire chief; who was injured in the Hebard Storage Warehouse fire and was taken to the Henrotin Hospital, is on the way to recovery and expects to be home about March 1st.

When Uncle Sam started his air mail service between Chicago and St. Louis, he did not consider the location of Fred Excell's house in West Hinsdale. Anyway Fred says one of Uncle Sam's mail planes passed so close, that it twisted the chimney on his house so much so that when he came home the next day he could not recognize his own home.

This near-spring weather has made Gus Lohse feel like wanting to make that first trip by auto across the Mississippi River. Gus had better wait until those spring rains are over, otherwise the whole crew might have to go across the state to bring him back alive.

When the garden seed books make their appearance it looks as though spring is near. The

suburbanites in the office will soon be the envy of all the rest when they begin carrying home garden tools and mysterious packages of "seeds." Get an early start Frank and Fred. We need the vegetables.

The bowling team of this department jumped from fourth to second place, getting back into their right place, now for a hard pull to win the trophy. It looks as though S. D. Forsythe knows how to pull a good team out of a bad position.

G. Weidenfeller.

Shops & Equipment—North & West

West Shops: Mr. Ed. May of the West Shops called on Mr. Matthew Byrnes at Oak Forest several weeks ago, and found him learning to walk with crutches, and apparently making good progress.

Our genial Carpenter Shop Foreman, Mr. Frank Abel, is wearing a broader smile than ever since February 21st, when a young lady weighing 8½ lbs. arrived at the home of Mr. and Mrs. Walter Jahnke, and gave him the title of "Grandpa." The girls at the shop enjoyed the candy. Congratulations!

Mr. Chas. Duncan of the Armature Room has been laid up for three weeks. We hope to see him back soon.

We are glad to see Mr. John Kinney back on the job in the Armature Room, after a seven-weeks illness.

Mr. Joe Dorgis, Sand Blaster in the Paint Shop has recovered and his boss is keeping him busy again.

Kedzie: J. Jarmont, repairman, has taken a furlough and is now on his way to the old country, to visit his aged parents.

Repairman J. Carroll was off 10 days. When Jim reported back for work, he was asked what his ailment had been and he said heart trouble. After further questioning, he said that he had left the bachelor's ranks and his heart is alright again. May the future bring you nothing but happiness, Jim!

E. Seefeldt, repairman, C. Flynn, D. Origni and E. McKee, car cleaners, are back to work again after a siege of illness.

J. Marron, P. Jovens, T. Psihogois, J. Chmelir, and P. Higgins, are all on the sick list. We hope for a speedy recovery.

L. Conrad, Car Cleaning Inspector, is now the proud owner of a Buick sedan.

Division: Frank Pelzmann, clerk, has a bowling style all his own. Anyone wishing success in that line, call on Frank.

Jim Felz, repairman, is back with us after his long absence due to his broken arm. We hope he will soon be all well.

Lincoln: Ed Class, one of our 20-year men, put one over on the boys by getting married on Sunday, February 13th. The smokes were much appreciated. Congratulations!

Devon: J. Doyle has been making frequent trips to the West Side. We are suspicious that the attraction is none other than a young lady.

Bazil Martin has just purchased a new model Maxwell. (1914). He claims that the car runs downtown, and some of the boys say that it is run-down, and will not reach town.

Blue Island: B. Corey and A. Carlino seem to be establishing a reputation for themselves.

North: Our sympathy is extended to the fami-

lies of John Calvey and Albert Zeschke, both watchmen at this carhouse, who passed away during the month of February.

We are glad to have our famous wrestler, Harry Karadimos, back with us again, after a brief illness.

Our clerk Joe Gibis, is sporting a new Chevrolet sedan.

Lydia M. Anderson.

South Shops and South Division Carhouses

69th Street: Hugh Shanks has a new six tube radio and finds no trouble in tuning in on WBCN. For any information concerning radio see H. Shanks.

77th Street: Marriage is making great headway at this carhouse. Frank Havel is next in line.

Jim Reaves is going to where it is hot. We mean California.

"Trolley" Joe is looking for an invention to stop trolley wheels from wearing out.

A picture of Paddy Murphy and his bride will be found in an adjoining column.

South Shops: The Painting Department extends sincere sympathy to J. M. Amdal in the loss of his brother.

We understand that thieves broke into Mr. Rook's apartment, and after thoroughly ransacking the same, they departed with Mr. Rook's firearms and \$20.00 in funds.

Walter Lowe was seen polishing up his golf sticks recently. The local golf courses will certainly get a good going over this season.

Mrs. Horn finally got outside Chicago on her radio. It certainly pays to be patient.

J. P. McCauley.

Car Meter

Hazel Rector (Mrs. W. Swanson) who has been employed as a card record clerk for the past two and one-half years, resigned Feb. 1st.

Evelyn Schieman, after an absence of five months, has returned to work with us again.

While waiting on the corner one night, Frank Burke was heard singing "Hello Bluebird." We just couldn't get the drift until we saw Mary Voss dashing out dressed mostly in blue. In a few minutes they were seen flying south together.

Miss Bessie Price terminated a four-year period of service for the company when she resigned Feb. 15th. After taking a few weeks rest, she plans to work for her father, who is a garage owner.

Miss Mabel Eaves and Miss Estelle Gable left service Feb. 5th.

Due to several recent changes in our office force we now have the following new girls: Elsie Kalabza, Florence Krieter and Evelyn Petersen.

The girls in the Car Meter Division have disclosed something about a man in the 69th and Ashland Depot that even his good wife did not know, much less anyone else.

Mrs. Robert L. Burns, wife of the new Motorman Supervisor, remarked upon reading the article in the last issue of the Surface Service Magazine referring to her husband, "Well, Bob, don't let it burst the buttons off your vest, but I'm glad someone found you out."

Rose Snider.

Around the Car Stations

Cottage Grove

Ordinarily we are prompt to acknowledge that we are but small parts of the big equipment, but after hearing and reading these instructive appeals and courteous words of our chief executives that appear in our magazine and elsewhere, perhaps we are better, greater than that. We shall continue to be guided in the future as in the past, and give our best for a good cause. Many of us are gradually approaching the evening of our service, but we are not despondent, hesitating, or complaining but using every effort to the best of our ability for the uplift and betterment of a good institution. It is fitting and appropriate that we do this, the many years we have worked side by side in sunshine and in storm, tasting the bitter with the sweet has brought home the fact to us strong and true as steel, that our comradeship, our associations, our environment during all these years have never been or never will be excelled by any similar institution in our land. We are a bit proud and inspired when we pause to consider the splendid, honorable and permanent conditions so thoroughly established along these lines. Splendid young men are coming into the service; make no mistake about that gentlemen, just as good as ever in the history of the service. May good luck follow in their walk and may they prosper in the future as I hope we of the old school have prospered in the past years.

There is a certain bench in our office waiting-room that the old timers favor with their presence before and after their daily runs, enjoy a quiet smoke, exchange happy and pleasant incidents of the long ago and incidentally observe the unfortunate brothers that have to serve at the pentinent bench, stay after school and explain as best they can just how it happened. A little honest care is better than a great many excuses.

We are pleased to report that our sick brothers are all progressing favorably, several about to resume their work. Mr. Beldam is passing through the crisis of his long siege of sickness and may the best efforts of modern surgery and skilled and eminent physicians be rewarded with success and victory is the wish of all his brothers in the service.

J. Calder.

Burnside

In a certain publication quite popular to all trainmen a statement was made that Motorman Wamming joined the ranks of the Benedicts and that he found that the other half was the boss. Be careful now Alfred don't say to much to begin with. As the sapling is trained, so it grows.

Now that election is coming on our old friend Pat Looram wishes to announce that he is in the ring for another term for MAYOR of Daphin Park. Buddy Deam and Pork Chops are



Catherine Phyllis Fenstermacher, 8 Months Old. Her Daddy is Conductor, Badge No. 6164 at Burnside

going to give him their loyal support once more.

Mr. and Mrs. Altemeier wish to express their thanks to the employes who have interested themselves in the latter's recent illness. Mrs. Altemeier is on the speedy road to recovery and the boss' smile is broadening. Mrs. Altemeier expresses her appreciation for the beautiful flowers she received, their lovely fragrance greatly shortened her convalescent hours.

He stands in front of the window
And he wears a great big smile.
He gives you just what's coming
And believe me that's worth while.

Our Paymaster.

Wm. D. Frank.

77th Street

Conductor Lou Miller is spending his vacation down in Michigan and from all accounts is enjoying himself greatly. Bring back some of the fish, or was it bear? Seeing is believing.

Conductor George Grassell represented our division at the opening meeting of the baseball league and said it looks like another year of real baseball.

Conductor John Colles reports the arrival of twins at his home, (boys) and all doing well. This is the first report of multiple units we have had in a long time. Congratulations Johnny, Old Top.

Motorman Charlie Sarther, who has been very sick, is picking up again and on his feet.

Ford and Glenn has nothing on Johnny Ford and Happy Evans, their specialties varying slightly. Ford and Evans' specialty is receiving valentines and then some more valentines.

Conductor Dick Bond is now convalescing at



Conductor P. Murphy of 77th and His Bride

Elgin Hospital. Drop in and give Dick a word of cheer, show him his old friends have not forgotten him.

Why not show our appreciation to the shop boys who repair our cars and help them in their endeavor to climb up on the Pull In record. Report all car defects tonight so they can be repaired and the car complete a full run tomorrow, thereby making our own work easier and more agreeable. This is one place where a zero counts. Let's see how many zero Pull In days we can slip them this coming month.

Motorman Ed. Willette, our athletic instructor and trainer, and his pupils render quite an amount of pleasure to the boys upstairs in the club rooms evenings. Ed claims that a little physical culture is good for what ails you. Ask Ed, he knows.

Conductors G. A. White and J. J. Donohue No. 2 have decided to become benedicts. We wish you plenty of health and prosperity.

The pool and billiard tables have been repaired to the satisfaction of these fans. Don't blame the balls for being lop sided or the cues not tipped right, you are playing on a fast track now.

The bowlers have entered the Industrial League, but to date have not received any of the scores. Bring home the bacon boys.

The following trainmen have become proud fathers, namely: W. A. Callahan, a girl; A. E. Moss, a boy; M. J. Daly, a girl; and J. H. Claussen, a boy. We extend our congratulations to the above parents.

Conductors Earl Bedore and Fred Richter have been doing some very good work in securing new members for the club.

With the baseball season about to open and the fans getting restless let's get together and get a pennant winning team this year. Watch the bulletin board for further information.

Yes we did. Did what? Why made a move upward and almost two in the witness contest, one more month like that and we'll sure be in the swim.

It is with regret we beg to state the passing

away of relatives of the following trainmen: Sister of motorman W. E. Croke, father of conductor M. J. Sillery, brother of motorman G. Johnston, mother of conductor M. McGinniss, father of conductor W. D. Perry, brother of motorman P. J. Conway, and infant of motorman J. Heavey, and conductor Chas. Hanesworth who was buried back home in Ohio. To the families of the above we extend our sympathy.

C. A. Gylling.

Archer

Born too late for last issue of Surface Service, a bouncing 8½-pound baby girl, Agnes by name, who arrived at the home of motorman D. B. Dunn on Friday, January 21st, 1927. Dave is wearing a "Won't let go smile." He is now the proud daddy of two girls.

Father stork has always been good to the boys of Archer depot, always presenting something new. On January 5th, motorman Stanley J. Kubera reports the arrival of a 9½-pound baby boy, Roy Edward. This makes Stanley a proud daddy of seven children.

Motorman William F. Hay is a proud grandpa at last and rejoices with his daughter on the arrival of a baby boy, Westing Earl Pence, born Tuesday, February 1st.

Conductor William C. Hickey and wife arrived home from the Mercy Hospital Sunday, January 23rd, with a bouncing baby boy, William, Jr. Mother and baby doing nicely. Bill says the kid calls him DADDY already.



Motorman Rybacki of Archer and His Bride

Congratulations are now in order. A very decided change has come over the countenance of motorman Henry E. Hansen. It has since been learned and examination showed the patient was sensitive to heart trouble. How the disease was communicated has not been fully determined. However, on Wednesday, January 19th, Henry took upon himself a bride. Some fasting faddist says this disease often leads to absent mindedness. In this case a ray of sunshine appears through a cloud of mist.

5050 S. Whipple Street. Note the address, 50-50. We congratulate you and yours and wish you the joys of wedded life.

And now another good man has lost his identity. Conductor Charles J. Powers lingered along the lines of single blessedness for a long time. On Wednesday, February 2nd, he fell, joining the matrimonial ranks. Says his catch was the best in town. Charles has been a long time making his selection and we know his is the best. Best wishes.

Two souls with but a single thought: Motorman Herman C. Schwichtenberg and his sweetie exchanged congratulations. Herman took a day off, January 26th, and was tied by the bonds of matrimony. Herman believes in economy. Here's success in your undertaking.

Evidently heart trouble has become an acute disease to the bachelor boys of Archer depot. Our last report is that motorman William J. Green stepped off on Thursday, February 3rd, and made a trip to Crown Point, Ind. The result was wedding bells. Bill is somewhat shy in breaking the news, but from a good source comes the report of joyful tidings.

Among the joys and pleasures of life comes sorrow, and we regret to announce the following deaths occurring since last issue of Surface Service:

Supervisor Terry W. McMahon and wife were happy with a visit of Mrs. McMahon's mother from Elma, Iowa, who on arrival in Chicago was taken seriously ill and hurried to St. Bernard's Hospital where she died on Saturday, January 15th. Terry and wife conveyed the remains back to her home in Elma, Iowa.

The son of conductor Patrick J. Finn—Patrick, Jr., 1½ years old, was stricken with spinal meningitis and died on January 30th.

Motorman John J. Adcock's daughter, 1 year 2 months old, took pneumonia and died February 1st, 1927.

The boys of Archer depot extend their sincere sympathy to the bereaved families.

Among those on our sick list comes George Garwood, our old reliable Starter at 47th and Kedzie Ave., who is still struggling valiantly to regain his health. George has been confined to his home for some twelve months, a visit from the boys would be appreciated. George the boys are all with you for a speedy recovery.

Motorman Paul Romkowski and wife left on a trip for California, Sunday, February 6th. Paul took his good wife as his chaperon and we know he will be well taken care of.

The new accident Prevention Contest is on; and it is befitting to the name of ARCHER DEPOT that we all teamwork, keeping in mind the harvest. We are all set and in the contest for another year. Let us be more active, laying aside careless operation and in return let success take its place. Our efforts will reap the reward and all share in enjoying the results. During the bad weather we can not overlook that there is some degree of trying work, but the good will offset the bad, so let us start now and with a good start the end is sure. Your efforts will be doubly appreciated by your Division Superintendent. Let's all team work.

The Archer baseball team is signing up new recruits every day and we hope by the time the

season opens to have a full fledged team that will stand up in the front ranks of the league. Dusty.

Lawndale

The Lawndale Stork Express visited the following homes since the last issue: Conductor G. Harrington (girl), Motorman E. Laughlin (boy), Motorman J. Prescott (boy). Mothers and babies doing fine.

Ass't Sup't Eigelsbach was walking along Ogden Ave. east from Crawford Ave. and was gazing at the stars, rejoicing over not having any more snow, when all of a sudden something moved under his feet and the side walk came up to meet him, thereby breaking his arm. We all sympathize with him, but he took it good naturedly and said, "Well the side walk kissed my arm, that's all." But he still wears his customary smile and every one wishes him a speedy recovery.

Mrs. E. L. Maguire, the good wife of our Division Sup't, has been seriously ill for the past week at the Norwegian Deaconess Hospital, following an operation. Latest reports are, she is recovering rapidly. The men of the entire Division join in hoping for a speedy complete recovery.

Conductor Wm. Endeman lost his wife Jan. 31st, 1927. Our sympathy is extended to the family.

Conductor D. Higgins died Feb. 12th, 1927, leaving a large family. Our sympathy is extended to his wife and family.

Wm. H. Hackbarth.

Blue Island

The following were visited by the Stork: A. Kopecky, an 8½-lb. boy on January 24th; to A. Maedke, a 9¾-lb. boy on February 1st, and to E. Larson a 6-lb. boy on February 4th. Congratulations boys.

Conductor John Gray, who entered Service on February 5th, 1887, passed away after a short illness on February 11th, 1927 with 40 years of service. John was a good conductor and was well liked by all. Our sympathy is extended to his bereaved family.

Motorman John Swickard, who entered Service on November 4th, 1895, passed away on February 2nd, 1927 after being in the Municipal Tuberculosis Sanitarium for about one year. He has 31 years service and usually worked the night cars and was liked by all his passengers who always waited for his run. Our sympathy is extended to his bereaved family.

We all extend our sympathy to the following and their families in their recent bereavement: To the Ryan brothers in the loss of their sister; to J. Alm in the loss of his father; to W. Vobruba in the loss of his father-in-law.

Conductors Hoffman and M. Sullivan are convalescing after an operation and we hope to see them back soon. Motorman F. Hilliard is on the sick list for some time and would appreciate a visit from the boys.

John Sweeney, ex-conductor of Blue Island Depot, is in the Alexian Brother's Hospital and has asked the writer to tell the boys that it is very lonesome and he would appreciate a visit from some of his friends.

Since the last issue this Depot has cut down a bit on accidents. Keep it up boys and don't forget the witnesses.

C. P. Starr.

North Avenue

North Avenue won first place in the Accident Prevention Contest. We await the arrival of the trophy emblematical of our victory. Enough said. We rest not on our laurels but are stepping right out after the honor of winning the current contest.

Several of the other divisions are out after our scalp in the witness getting race and it behooves us to quicken our pace. One or two of the divisions have come up with a rush during the last month and the momentum they are gathering may carry them into first place if we don't watch our step. We welcome competition. A little extra effort in this matter will keep us at the top.

The sympathy of all North Avenue men is expressed to Conductor Wm. Spears and Motorman R. Spears in the loss of their father who passed away Feb. 1, and to Conductor E. Kaps and family who lost their infant daughter, Frances Lydia, who died Feb. 22, age 6 mo.

In power saving we still lag. We climbed up a few notches and promptly flopped back to our old position. We do well in everything else. Let's regain those few notches and then gain a few more and show the world that North Avenue is "there" in power saving also.

It greatly expedites matters at the receivers window if police tickets and traffic checking slips are turned in unfolded.

The babies all arrived in order in February (a great month to be born in) as you will see by the dates.

Conductor J. Hutchinson, a 6 lb. boy, born Feb. 11.

Conductor W. Reind, a 6 lb. girl, born Feb. 12.

Conductor F. Kazele, a 7 lb. boy, born Feb. 13.

Motorman J. Deir, a 9 lb. girl, born Feb. 14.

The first faint rumble of the approaching baseball season is reflected in the gambols of our athletes and dyed-in-the-wool fans. Rumor has it that we have considerable talent among the recruits on the extra list. North Avenue will be behind it's team with enthusiasm and the bucks.

Sympathy is extended to Clerk Forbes whose mother died suddenly in Boston Feb. 13.

C. A. Knautz.

Armitage

Motorman, Bill Reinke died Saturday, Feb. 19, 1927, after a short illness. Bill was well liked by all. Our sympathy is extended to his loved ones.

Our worthy committee-man O. B. Olsen recently celebrated his birthday, what one we don't know, he is like the good ladies in this respect, nevertheless he was busy receiving congratulations.

There is being perfected at the Armitage Depot a bowling team and for a starter is seeking a match with the Boys of North Ave.,

we do love to take on the Boys from North Ave. Get behind 'em you bowlers.

Conductor Frank Tamillo and wife celebrated their twenty-fifth wedding anniversary Feb. 5, 1927. Their many friends attended. Best wishes Frank and wife.

Conductor A. Olsen and motorman, E. Manthie, are deserving of creditable mention. On Feb. 14, 1927, in an accident in which their car was involved this crew procured thirty-four (34) witnesses. This is exceptionally good and is highly appreciated.

Motormen, get your Energy Cards. Mr. Bolger and our Supervising Motorman, Gagler, wishes each motorman to request one of these cards.

Elston

Well boys, the great race in the accident prevention contest ending January 31, 1927, was won by North Avenue. So the best we can do is congratulate them all. But just the same we gave them all a run at all times. We had a very good average for 10 months which cannot be beaten. A few tough breaks in the last two months did the dirty work. But, nevertheless, keep right on boys as the new contest starts again Feb. 1, 1927. So for the month of Feb. we have a good start. So

The sick committee was out booking up the sick brothers. They were as follows: Damney, Moriarity, Phil. Neske, John, Neswig. We all hope for a speedy recovery. The committee was as follows: Roy, Slawson, Kroening, Rubeneck, Louis Quetschke.

Now boys, what we want to do is get a good fighting manager for our baseball team. Mike Surdanski, last year's manager, said he will play his head off but doesn't want the manager's end of it. So look around boys and see who we can get to fill in. A good manager and the new recruits we have should land Elston up on top at the end of season. Players will consist of Elston players only.

A little sad news comes in from Conductor Evert. Loss of baby about two days old. Our sympathy is extended.

We wish chief clerk Mitchell who went back to Devon from Elston the best of luck. Also congratulations to Charles who was promoted to chief clerk here.

Louis Quetschke.

Lincoln

A. S. Bacon, after a long illness at the Tuberculosis Hospital, died, January 20th. His remains were sent to relatives in Missouri where he was laid to rest.

John V. Chaplinski, who was an old time conductor on the road, died, January 24th, and was buried from his late residence, 1216 Montana St. Interment at St. Adalberts Cemetery. He leaves a wife and five children. Our sympathy to the families.

We must hand a bouquet to Conductor J. C. Taylor for his honesty, who on Jan. 30 found \$10.00 on the floor in front of the clerks window. When Conductor C. Althaler, from Sheffield line, was getting change from the clerk, without knowing it, dropped \$10.00 on the floor and Conductor J. C. Taylor finding it found

Althaler was the loser of the money and returned it.

The boys of the station are very pleased at their position as second on the list in the Accident Prevention. It shows the boys have worked hard to get to the top and having won second place will not stop their efforts but will keep on trying to win first place for next year. The magazine also shows them up in second place in Power Saving. Two good records for the boys, but they are falling a bit behind in rounding up witnesses, so we will have to get busy boys and get Lincoln to the top in the Witness Contest.

H. Spethman.

Limits

Extra Motorman August Balluer died Feb. 19, 1927, at 11:00 A. M. Interment Acacia Park Cemetery with Masonic services under the auspices of Warren D. Harding Lodge No. 1102 A. F. & A. M. Mr. Balluer is survived by his widow.

Conductor P. Gallagher lost his little girl by death Feb. 9, 1927. We extend sympathy to the grief stricken mother and father.

Supervisor Hubbards has expressed pleasure at the progress made in Power Saving and the interest the boys have taken in securing their meter average cards. As Joe Hubbards points out, in the last analysis efficiency is the attention paid to minute details which in themselves may not be of such great importance but in the aggregate spell efficiency for the organization as a whole. It is this desire to save power by the trainmen co-operating as a group that reduces operating costs and thus increases the net revenue. This means more and better runs, more and better service, and brings about a better understanding of the identity of interests of capital and labor, each indispensable to the other and each getting its best results by voluntary co-operation.

Lawrence Bickelhaupt has been ill for the last week, confined to his bed with a severe attack of the "flu." His father came up from Waterloo, near East St. Louis, Ill., to visit him and as the crisis is now past, has returned to his home.

Conductor Ed. Regulski has taken up a course in taxidermy in anticipation of mounting some of the catches he has been fortunate enough to make on his annual vacation trips to Wisconsin. Ed has made some meritorious specimens up to date and is progressing in the art quite satisfactorily.

E. G. Rodgers.

Getting Off Easy

Lady—"Do I pay anything for children?"

Conductor—"No fare for all under four."

Lady—"That's fine, but how much for the other four? I have eight."

Father Listen In

Nellie—"Mother, what is a dead letter?"

Mother—"A letter given to your father to mail."

Despairing

Teacher—Use "despair" in a sentence.

Grade 5—If a tire blows out, put on despair.



Robert H. Miller, 2 Years and 8 Months Old.
Son of Supervisor Miller of Burnside



Rena Helene, 7 Months Old. Daughter of
James J. Ryan, Cashier's Office

"Does my practicing make you nervous?" asked the man who was learning to play a saxophone.

"It did when I first heard the neighbors discussing it," replied the man next door "but I'm getting so now that I don't care what happens to you."
—Tit Bits.



ARMITAGE TRAINMEN BOB-BOB-BOBBIN ON DOB-DOB-DOBBINS

This is not a western picture of cow-boy conductors, or a troop of Tom Mix's assistants. The place is the Lake Shore Drive and although the equestrians are prepared to collect fares, etc., we are informed that they were totally oblivious to all such thoughts at the time. In fact it proved to be just an ordinary ride that takes only several days to forget. After reaching the Edgewater Beach, one rider was seen leading his horse home. From left to right they are: F. Straus; the Riding Master, name unknown; J. Lewandowski; A. Heintz, E. J. Malone and S. E. Schultz, the others not in the picture but bringing up the distant rear, L. W. Strache, W. Bassett and P. Bodemer. The instructor had some difficulty in explaining that the horses could not be started by two pulls on the bit rope.