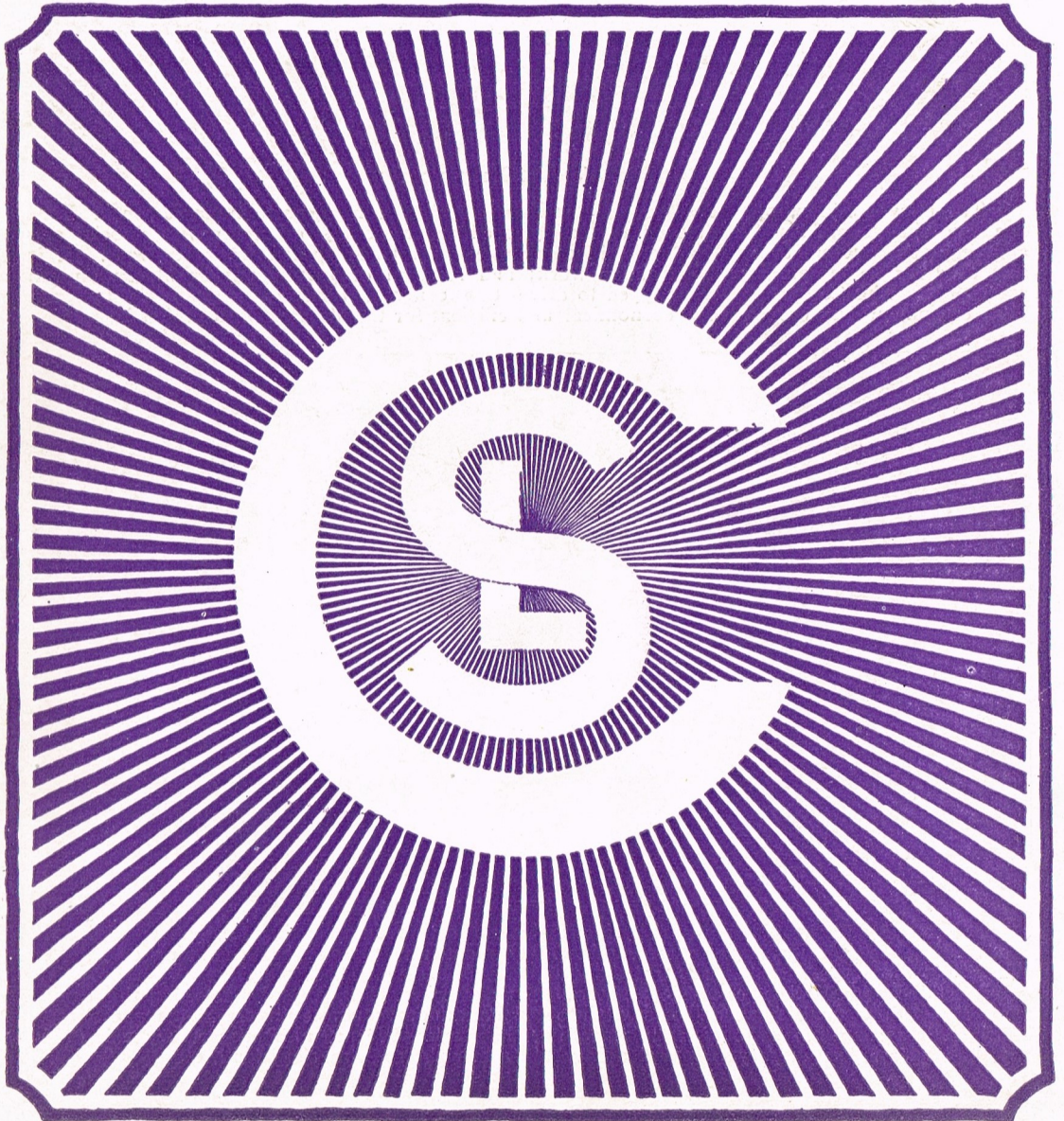


# SURFACE SERVICE MAGAZINE

VOLUME 4

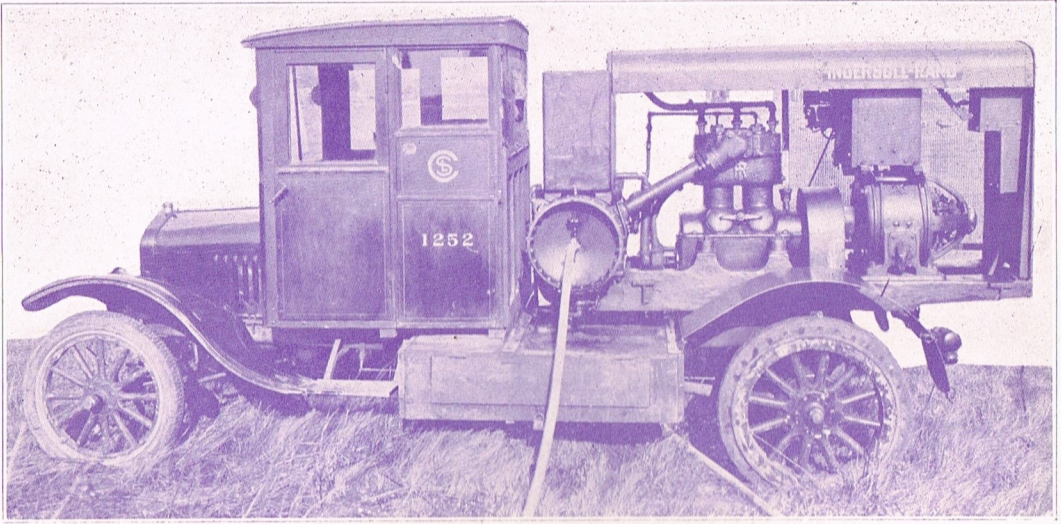
APRIL, 1927

NUMBER 1





## NEW EQUIPMENT



**Portable Air Compressor**

The above photograph shows one of our Portable Air Compressors mounted on a Ford one ton chassis. This Compressor is largely used for removing granite paving blocks and chipping out concrete around the rails, in connection with track special work renewals. It is also used for tie tamping on construction work; and removal of granite paving blocks on rail cut-in jobs. The Compressor is equipped to drive two concrete breakers or four tie tampers. This equipment has proven very economical and efficient for the class of work outlined.



**Self-Feeding Bucket Loaders**

The above photograph shows one of our electric self-feeding bucket loaders working in conjunction with a continuous concrete mixer. The loader is equipped with rotating disc feeder and swivel discharge spout and operated by a 15 H. P. 600 volt D. C. motor.

In addition to loading excavated materials on our track work, we are also using this equipment for loading sand, stone and cement into our continuous concrete mixers as the photograph indicates, resulting in economy and expediting the work. We are also successfully using this type of loader in our store yards for loading bulk materials, such as slag, sand, etc.



# Surface Service Magazine

*A Monthly Publication by and for Chicago Surface Lines Employees*

VOL. 4

APRIL, 1927

No. 1

## Here's Service for You

*Conductor Miller and Motorman Matson of Limits Use Their Heads—Good Work*

Here is the story of a particularly creditable bit of work by two trainmen who used their heads when quick thinking was necessary:

At 11:55 A. M. on Tuesday, March 29, Motorman Charles Stevens, Badge No. 1887, of 77th Street Depot, while operating a Clark-Wentworth car southbound at Fullerton avenue, was quite severely injured in a collision with a coal truck which also badly damaged the front vestibule.

Riding on the car at the time, on their way to make a relief at Division and Wells streets, were Motorman C. G. Matson, Badge No. 9471 and Conductor A. L. Miller, Badge No. 13532, both of Limits Depot. These two men quickly realized that Motorman Stevens' injuries were such that he should immediately be taken to a hospital. A passing auto was stopped, the injured motorman placed therein, and accompanied by his own conductor,

Luther R. Shank, Badge No. 3024, he was taken to the nearest hospital.

Motorman Matson, to relieve the blockade, then operated the disabled car south to the Loop at Clark street and Lincoln avenue, where he remained in charge until relieved by Supervisor Hubberts. The entire delay to service was eight minutes.

Conductor Miller remained at the scene of the accident, obtained the name of the coal truck driver, the firm employing him, and also the names of twelve witnesses.

Both Motorman Matson and Conductor Miller are to be highly commended for their prompt and intelligent manner in handling the entire situation. They both showed themselves to be real street railway men in every sense of the term. Their action is fully appreciated by the management and an entry to that effect has been made on their records.

Motorman Stevens was able to leave the hospital on April 1st.

## Meeting an Emergency

*What Happened When the "L" Was Tied Up by a Serious Accident on March 17*

Following the accident on the "L" that tied up its traffic several hours on the night of March 17 there was a sudden and unexpected demand upon the Surface Lines for transportation during the rush hours.

There was a prompt response on the part of the Transportation Department. Crews were rounded up and more than a hundred and fifty extras were rushed into service to relieve the congestion.

The way in which this emergency was met brought approval from all directions, and as the conditions were such as to put a special strain on the crews, their suc-

cess in the satisfactory discharge of their duties was most gratifying.

Among the letters on the subject of individual service the following was typical of the public's reaction, the Conductor mentioned being Frederick Holzhouser:

Chicago, March 18, 1927.

Chicago Surface Lines.

Gentlemen: You are to be congratulated upon the high type of conductors employed by you on your Halsted-Waveland line and the one whom I rode home with last evening deserves special mention. I refer to Conductor No. 12328 in charge of car No. 6248, that passes Diversey avenue and Clark street about 6 P. M. I boarded this car at Grand avenue and Clark



street, and owing to the accident on the elevated I found every car that passed to be filled beyond capacity and only succeeded in gaining entrance to this car because of another passenger leaving. Many of us were very tired after a hard day's grind at the office and were so late we were facing the discomfort of a cold dinner and consequently our dispositions were none too good, but the example of your conductor's splendid courtesy and the many acts of kindness in handling this unusual crowd sent us home with the pleasant feeling that our comfort had been looked after by a very kindly and efficient gentleman. Chivalry has not been cast into the discard as your conductor so ably demonstrated last evening and I am certain quite a number of ladies will long remember how very patient and courteous this knight of the Street Railway Company was with them.

I sincerely hope that some official recognition of this man's conduct will be conveyed to him together with my congratulations and the hope that I may have the pleasure of meeting him and telling him in person what he deserves to know.

Sincerely yours,

H. A. ELLITHORPE,

Payne & Pond, 1920 Conway Bldg.

## DURGIN KNOWS HIS CURRENTS

### Entertaining Demonstration by Edison's Director of Public Relations

The story of electricity was told in a new and striking manner by W. A. Durgin, Director of Public Relations of the Commonwealth Edison Company, at the Company Night at the Club House, Wednesday evening, March 9. An audience which comfortably filled the auditorium enjoyed the address and the exhibition which accompanied it, and showed their appreciation to a marked degree.

In illustrating his talk Mr. Durgin used an elaborate scene including power plants, transmission lines, streets, street cars and houses, showing the method of manufacture and distribution of electric power. This was supplemented by many lantern slides in colors. The equipment was mechanically operated and occupied almost the entire width of the stage.

The speaker described the operation of the power plant and the substation and showed, by means of light in glass tubes, the course the current follows from the power plant to the substation, the factory, the home, the street car and all other classes of usefulness.

The great advancement made in the electric industry, the huge proportions of that industry now as compared with a few years ago and the interlocking of great plants in huge super-power systems were described.

Mr. Durgin was introduced by John E. Wilkie, who presided at the meeting.

G. S.

## WALLACE HECKMAN

Wallace Heckman for nearly twenty years a director of the Chicago Railways Company and for thirteen years a member of the Board of Operation of the Chicago Surface Lines passed away early on the morning of March 7th. Mr. Heckman had not been in robust health for nearly a year prior to his death, but was able to be about from time to time, attending the Railways Board meeting for the last time on November 10, 1926. The critical illness immediately preceding his death was a brief one and the news of his demise therefore came as a distinct shock to his associates. His funeral in the chapel at the University of Chicago was a most impressive ceremony and the structure was crowded with his friends—men who had achieved distinction in every branch of life. Dr. Gilkey, of the Hyde Park Baptist Church, conducted the services paying an eloquent tribute to the character and accomplishments of Mr. Heckman, his long time personal friend.

Mr. Heckman was born in Ohio May 22, 1851, graduated from the Hillsdale, Mich., College in 1874, admitted to the Bar in Illinois in 1876 and to practice before the Supreme Court of the United States in 1896. He was married in 1881 to Miss Tillie Howe, of Schenectady, N. Y., and had one daughter, now Mrs. Marcus A. Hirschl. He had been counsel and business manager of the University of Chicago, representing the large interests of the Rockefellers, was Vice-President of the Merchants' Safety Deposit Company and the National Storage Company, a director of the Hamilton National Bank, Vice-President Chicago Railways Company and in its earlier history a director of the South Side Elevated. He was a member of the Union League, Hamilton, Kenwood Law and Quadrangle clubs.



## Our Forgetful Customers

### *Passengers Leave Articles That Classify "From the Sublime to the Ridiculous"—An Honor Roll*

The reason why passengers continue to leave umbrellas and purses in street cars can easily be accounted for. But it is hard to fathom why they forget such articles as the following:

Crated Chickens      Tool Boxes  
Saxophones            Fishing Outfits  
Automobile Tires      Radio Set  
Rug—9x12

On March 15th, Conductor R. Aldrich, Badge No. 13886, found in his car a leather hand-bag containing \$20.59 in cash, a check for \$50.00 and a book of tickets on the North Shore Electric line. This was promptly turned in and was later restored to the owner, Mrs. Elsie Winter Fischer, 1030 Greenwood Avenue, Wilmette. Mrs. Fischer was so pleased at the prompt recovery of her property that she forwarded a ten dollar reward, which was turned over to Conductor Aldrich.

On February 8th, Conductor T. Reen, Badge No. 4784, of Devon, received a piece of jewelry which was picked up by Mr. C. R. Cleveland, 6 North Clark street. Following the usual practice, the pin was turned into the Lost and Found Department and at the expiration of thirty days, no claimant having appeared, Mr. Cleveland became the owner of the article. He acknowledged the receipt of the pin and

his appreciation of Conductor Reen's honesty in turning it in by enclosing a check for \$5.00.

Conductor F. Eul, Badge No. 2652, of 77th, picked up \$210.00 in scattered bills on the floor of his car and when he reached the terminus, he was approached by a lady who introduced herself as Mrs. Mary Groh, 1506 Wilson avenue, who asked him if he had found any money on the car. When he told her that he had, she explained to him that she had \$275.00 when she got aboard his car and when she was getting off, a man passenger held out some money to her asking if she had lost it. At that time, not knowing that any of her money was gone, she said no. Later she discovered her loss and Conductor Eul suggested that she accompany him as far as the Devon Station where the matter could be handled in the usual routine. There, in the Superintendent's office, the money was turned over and Mrs. Groh receipted for it.

Conductor E. Teska, of North Avenue Depot, turned in the most valuable article on the record—a wallet containing a very large sum of money in currency. The following is a list of trainmen who found and turned in to their respective Depots during the month of December, 1926, pocketbooks containing various amounts over One Dollar, watches, jewelry and other valuables:

#### Cottage Grove

F. W. Bramier.....	1262	John Murray .....	2716
E. Christensen .....	1422	P. J. Reynolds .....	10316
H. E. Gleason.....	14328	R. A. Sillery .....	6766
R. J. Hayes.....	11780	W. O. Schulz.....	2834
M. Harney .....	1352	O. K. Tucker.....	1250
J. Isaacson .....	1502	F. F. Werner.....	5554
B. B. Jones .....	1046		

#### Burnside

D. Carson .....	538	P. J. Malloy .....	13816
G. F. Deverman .....	11885	L. McGarvey .....	718
C. L. Eaton .....	2452	S. McBroom .....	1535
E. W. Kaarle .....	4646	J. S. McGovern.....	8868

#### Seventy-Seventh

P. J. Barry .....	2504	A. J. Heinen .....	12106
C. E. Barker .....	12604	E. A. Hasse .....	1068
J. T. Barton.....	14280	J. Lynch, No. 2.....	8928
T. F. Collins.....	11854	J. J. Murphy, No. 3.....	6374
J. J. Cummings .....	2529	T. J. Malone .....	1398



J. E. Dwyer .....	7528	E. Mulcahy .....	1362
M. J. Delohery .....	3378	C. E. McDermott.....	2894
J. Eppich .....	12284	J. McCormack .....	5010
R. L. Erickson .....	5890	E. P. Moran .....	4260
J. Flanagan .....	11944	H. O. Donnell.....	11942
E. J. Goebig .....	4482	J. J. Quilty .....	2746
W. F. Gill.....	10416	G. H. Schwappach.....	5530
H. J. Gleason .....	2010	W. B. Weissig .....	910
F. Holzhauser .....	12328	M. H. Tierney .....	12092

#### Archer

F. L. Block .....	3224	Geo. Meyers .....	10956
T. J. Crimins .....	14548	E. Pence .....	13718
Thos. Canning .....	5741	L. C. Poths .....	310
W. W. Dvorak .....	9486	Geo. Ruby .....	9460
J. Eichinger .....	11792	E. Schneider .....	11083
P. Flatley .....	1916	H. J. Walker .....	10956
T. Kutnarowski .....	12291	J. J. Wivinis .....	14520

#### Blue Island

V. Fuller .....	7542	J. Kennedy .....	7616
F. Gomolski .....	4814	J. Kviatkoski .....	14022
P. Harrington .....	5461	J. Maloney .....	4422

#### Kedzie

A. Bennett .....	3554	O. Rogers .....	4930
P. Creagh .....	420	R. Sullivan .....	11992
H. Collins .....	5664	O. Sabo .....	11261
W. Knapp .....	7087	J. Tobin .....	992
L. Koepke .....	2432	K. Witt .....	6079
J. Murtaugh .....	946		

#### North

F. Cochrane .....	3608	O. Larson .....	9302
W. Case .....	9646	V. Malecki .....	12404
G. Congdon .....	5166	C. McGinley .....	10241
F. Erickson .....	3418	J. Ratzman .....	4180
W. Fick .....	12188	W. Reinke .....	3182
H. Hanson, No. 1.....	9766	J. Smith .....	7127
W. Jahnke .....	11490	F. Tichey .....	10352
L. Johnson, No. 2.....	1594	E. Teska .....	12368
H. Kaad .....	724	A. Zeidler .....	6746

#### Armitage

E. Bloom .....	4012	P. McGuire .....	332
C. Davis .....	11810	G. Nelson .....	6266
A. Mase .....	734	W. Pahnke .....	7800

#### Division

E. Bates .....	10604	J. Pritchard .....	9176
H. Everett .....	10290	F. Tillett .....	2328
L. Harbour .....	6776	W. Tierney .....	5306
C. Henneberg .....	12437		

#### Elston

A. Berendson .....	1764	F. Schmidt .....	13416
H. Crain .....	2202	M. Szudarski .....	12782
H. Fischer .....	6306	W. Wegner .....	5848
J. Kunter .....	5039	G. Ward .....	2714
V. Stefanski .....	3316		

#### Noble

L. Hammerberg .....	9618	F. Novak .....	6462
P. Lottchea .....	6163	J. Olson .....	3944

#### Lincoln

F. E. Broberg .....	11324	C. Matschke .....	9896
R. F. Bernardt .....	10176	F. J. Maddock .....	13160
J. Burke .....	2510	J. McManus .....	6618
E. J. Curtis .....	3066	T. McPhee .....	7354
E. Hutten .....	3108	J. Western .....	1382



## Limits

J. Door .....	Car House	E. Johnson, No. 2.....	7930
C. Gallagher .....	2880	W. J. Kane.....	7118
H. K. Gagen .....	14052	J. Lidberg .....	9087
R. O. Gulick .....	428	C. Williams .....	12170
E. Holub .....	144		

## Devon

E. Babbe .....	13164	M. Reilly .....	6260
W. Curtin .....	8098	J. Rice .....	9364
H. Haderly .....	14380	R. Sheffermiller .....	13874
M. Joyce .....	7306	F. Toepper .....	6228
O. Kendricks .....	9538	E. Tully .....	10050
W. Linden .....	5068		

## Fixing for the Big Night

### *A Fine Program of Entertainment and an Unusual Dinner Assured for April 21*

The so-called "Trophy Night," which is really the big annual stag banquet of the Surface Lines Club, will be held this year on April 21st in the Cameo Room of the Morrison Hotel.

There has been a growing interest in these affairs year after year, with the result that the 1927 entertainment is expected to top all of the others in attractiveness and in attendance. It is the one big event of the year to which many members look forward to, not because it means a good dinner, but because it affords an opportunity of getting together as a big family under the most favorable conditions.

President Cammack and the members of a peppy entertainment committee are already in a position to guarantee a program of specialties of a high order with plenty of orchestral music and community songs. Mr. Wilkie again has agreed to act as toastmaster and those who were at the last dinner and remember the verses which were read in introducing various well-known members of the Club are assured that somewhat similar introductions this year will not lack in variety and good-natured fun. There will also be included in the community singing the special parodies written for these occasions and bearing particularly upon our own problems and activities.

The guest of honor of the evening will be Mr. William H. Sawyer, President of the American Electric Railway Association, who is also President of the East St. Louis and Suburban Railway Company, and a leader in the industry. Mr. Sawyer

is one of the most interesting and entertaining speakers in the electric traction field. He has had a wealth of experience both in the United States and in Australia where he carried on a special investigation at the request of the Australian Government, and what he will have to say will be well worth hearing.

Proprietor Harry Moir, of the Morrison, who has a particularly kindly feeling for the Surface Lines group, has given instructions to his chef that will insure a specially attractive menu which will be both appetizing and substantial.

One of the features of the evening will be the introduction of the prize winners of the Club bowling league to receive the honors due them at the close of an enthusiastic and successful season.

The advance demand for tickets which are supplied through the various departmental directors indicates a large attendance and those who desire to make sure of participation should make immediate application for a seat. The dinner is set to start at 6:30 and to close at approximately 9:00 o'clock.

#### An Inspiring Thought

Let every dawn of morning be to you as the beginning of life and every setting sun be to you as its close; then let every one of these short lives leave its sure record of some kindly thing done for others, some goodly strength or knowledge gained for yourselves.—John Ruskin.

#### Says Which

"Is she very pretty?"

"Pretty! Say, when she gets on a car the advertising is a total loss!"



# Accident Prevention for 1927

## Conditions of This Year's Contests—Lincoln in First Place for February

The 1927 Accident Prevention Contest will be based on a revised form of credits in which the division standing will be scored and the award made on the lowest number of accidents in the following classifications, the percentage of credit in each class being also shown:

Accident reports involving the operation of cars by trainmen only, will be considered in connection with this contest by divisions.

Accident reports, when there is no injury to persons, or property damage, will not be charged against any division in this contest.

Classification	Percentage
1. Fatal accidents and injuries to trainmen and other employes.....	5
2. Fatal accidents and injuries to passengers and public.....	10
3. Alighting or Boarding.....	20
4. Collisions with vehicles.....	20
5. Persons struck by car.....	5
6. Collisions of cars.....	15
7. Brushed off step (car in motion).....	5
8. Thrown in car by sudden stop or start.....	5
9. Employee injured under duty.....	5
10. Blind cases .....	10
	<hr/> 100

### Exact Standings in Contest With Best Averages, February, 1927

	Credits in Possible 100.00
First Place ..... Division No. 11, Lincoln .....	56.80
Second Place ..... Division No. 8, North Ave. ....	50.71
Third Place ..... Division No. 10, Elston and Noble.....	50.05
Fourth Place ..... Division No. 7, Kedzie .....	50.04
Fifth Place ..... Division No. 2, Burnside .....	49.23
Sixth Place ..... Division No. 4, 69th .....	46.07
Seventh Place ..... Division No. 6, Lawndale and B. I. ....	45.90
Eighth Place ..... Division No. 9, Division and Armitage.....	45.54
Ninth Place ..... Division No. 5, Archer .....	42.25
Tenth Place ..... Division No. 3, 77th .....	41.72
Eleventh Place ..... Division No. 1, Cottage Grove.....	40.75
Twelfth Place ..... Division No. 12, Devon and Limits.....	30.31

The Contest will be cumulative month to month, same as last year.

### BY VICTOR T. NOONAN

#### Supervisor, Accident Prevention

Our Second Annual Accident Prevention Contest in the train service is on with determination and real earnestness. Superintendent R. L. Hays and trainmen of Lincoln Avenue Division, who won Second Place in the 1926 Contest, took no chances in the 1927 Contest and proceeded to capture First Place, which they did in February, the first month of the Contest.

Just to show you what this Division did last year: In the first month of the 1926 Contest Division No. 11 was in eleventh place, almost at the very end of the race. For four or five months Division No. 11 kept trailing behind in the Contest. Then in the late summer the Division began suddenly to creep ahead and in the November issue of this magazine I asked everybody to watch this "dark horse." The prediction was not a bad one and the Division with such an inspiring name as Lincoln very nearly captured the first place last year.





Awarding of the Prizes, Congress Hotel, March 3

In the first month of this year's Contest Lincoln not only boosts itself in First Place with by far the best record of all in the first month's race.

In addition to scoring a general average of 56.80 in accident eliminations, Division No. 11 had spotless records in four classifications, having had no reported damages or injuries or deaths in Classes 1, 2, 6 and 7—which means not the slightest collision between cars, not a person brushed off steps (car in motion), no fatal accidents to passengers or public, and no fatal accidents or injuries to trainmen and other employees.

#### Spotless Records—No Accidents

	Classifications				
	1	2	6	7	8
Div. 11, Lincoln .....	0	0	0	0	—
Div. 8, North Ave.....	0	—	—	0	—
Div. 10, Elston & Noble..	0	—	—	—	0
Div. 7, Kedzie .....	0	—	—	0	—
Div. 2, Burnside .....	0	—	—	0	—
Div. 4, 69th .....	0	0	—	0	—
Div. 6, Lawndale & B. I.	0	—	—	0	—
Div. 9, Division & Arm.	0	0	—	0	—
Div. 5, Archer .....	0	—	—	0	—
Div. 3, 77th .....	0	—	—	0	—
Div. 12, Devon & Limits.	0	—	—	—	—

The lesson I wish to draw out of this remarkable record made by this Division in the first month of the Contest is this: If all twelve Divisions would make a record like this each month, then, at the end of this Contest, we would be able to talk "turkey" about the results of Accident Prevention work. May I suggest, there-

fore, that every Division try and make a run past the No Accident post in as many classifications as possible each? The No Accident records of each Division are going to be published in SURFACE SERVICE MAGAZINE and there will be considerable emphasis made from month to month on the records you make in having no accidents in any of the classifications.

Division No. 11 has made a record in February with four classifications without accidents. What Division can beat this next month and make five classifications?

Last year Superintendent R. J. McKinney, while in charge of Elston & Noble, next to the Lincoln Division, made the finest record in the contest. With another month Fighting Bob McKinney and his men might have been in First or Second Place. Mr. McKinney is now in charge of the Kedzie Station, which last year at the end of the Contest was well up in front. With this asset in his favor Superintendent McKinney and the Kedzie trainmen may be expected to become hard contestants to beat.

For this reason I am asking every man in the train service from the top to the bottom to put his heart and soul into the work of this Accident Prevention Contest, and when the day of award comes at the end of the Contest hundreds of trainmen will be as proud and happy as were the trainmen from North Avenue and Lincoln, who were present on the night our beautiful prize trophies were awarded to these two Divisions.



## Keeping Em Rolling

*Improvement of 22.1% Shown in Pull-In Record of Previous Month—Flag Goes to Elston*



**Elston's Bunch of Hustlers**

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

On the 3,414 Chicago Surface Lines cars in service on the entire system, during the month of February, 1927, one car was pulled into the carhouses, due to failure of the equipment, for every 17,002 miles operated. This compares with 8,618 miles operated per pull-in a year ago, when 3,336 cars were in service, and is an increase of 8,384 miles, or 97.3%.

The leading carhouse, Elston, operated its cars 31,329 miles per pull-in, and of the remaining 15 carhouses, five exceeded 20,000 miles, seven 15,000 miles, and two 10,000 miles, only one carhouse falling below this last figure.

Increases in mileage were made at 13 carhouses, over the preceding month, as shown in the following statement:



Rank	Carhouse	Zero Days	Miles Per Pull-In	Percent Inc. or Dec.
1	Elston .....	17	31,329	43.6
2	Blue Island .....	16	28,096	63.9
3	Devon .....	11	23,760	35.1
4	Archer .....	6	22,082	20.0
5	Lincoln .....	7	20,800	84.1
6	Division .....	12	20,368	33.0
7	Lawndale .....	8	19,849	23.8
8	69th .....	1	19,719	29.5
9	Noble .....	16	19,592	7.2
10	Limits .....	14	19,545	41.4*
11	North .....	..	19,162	42.4
12	Armitage .....	9	18,404	2.8*
13	77th .....	..	16,126	36.1
14	Cottage Grove ..	4	14,137	10.2
15	Kedzie .....	2	12,594	14.3
16	Burnside .....	1	6,831	8.4*
		124	17,002	22.1

\*Decrease

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

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

#### A Token of the Old Days



Mr. Sigwalt, the Chief Clerk of the Shops and Equipment Department, in going over a collection of odds and ends discovered an interesting antique in a black rubber token or check issued by the North Chicago City Railway Company sometime in the dim distant past. The accompanying cut shows the front and back of this check which was probably issued sometime between 1860 and '65.

#### Righto

Jim—"What is worse than raining cats and dogs?"

Joe—"Hailing taxi cabs."

#### GATHERING IN THE WITNESSES

##### Elston-Noble Takes the Lead for February With the Best Average in Months

North Avenue which has been leading in this interesting struggle to help out the Legal Department and the Department of Accident Investigation was nosed out of first position by Elston-Noble which came through in February with an average of 4.87 witnesses per accident. The other important changes showed Burnside in fourth position with 3.85 and 69th Street fifth, having moved up from eighth place which they occupied in January. Cottage Grove dropped from fourth to seventh and an average for the system was 3.74. This was a marked improvement over December and January, but not up to the November record.

It would be a fine thing if the crews generally could appreciate what it means to our Legal Department and to the investigators who handle the accident cases to have plenty of witnesses. It should be the first thought of a train crew following an accident and after taking care of any injured individual to see that as many witnesses as possible are obtained. In other cities, there seems to be no difficulty in averaging five or better for the system and Chicago ought not to be willing to trail in a matter of so much importance. There is a big chance for improvement in 1927, and a little extra effort will win an advanced position among the large systems of the country.

	Feb.	Jan.	Dec.	Nov.
1. Elston-Noble .....	4.87	3.81	(3) 4.36	(3) 4.30
2. North Avenue .....	4.63	4.69	(1) 4.91	(1) 5.05
3. Lawndale-Blue Isl. ....	4.50	4.01	(2) 4.40	(2) 4.61
4. Burnside .....	3.85	3.42	(6) 3.57	(6) 3.95
5. 69th Street .....	3.83	3.29	(8) 3.49	(8) 3.96
6. 77th Street .....	3.77	3.64	(5) 3.59	(5) 3.92
7. Cottage Grove .....	3.54	3.66	(4) 3.61	(4) 3.74
8. Archer .....	3.43	3.30	(7) 3.32	(9) 3.63
9. Devon-Limits .....	3.33	3.10	(10) 3.32	(9) 3.28
10. Lincoln .....	3.18	3.24	(9) 3.51	(7) 3.65
11. Armitage Div. ....	3.16	3.06	(11) 3.23	(10) 3.77
12. Kedzie .....	3.12	2.84	(12) 3.07	(11) 3.06
Average for the system.	3.74	3.51	3.68	3.85

#### "JUST AMERICAN"

Just today we chanced to meet  
Down upon the crowded street,  
And I wondered whence he came  
What was once his nation's name.

So I asked him, "Tell me true,  
Are you Pole, or Russian Jew,  
English, Irish, German, Prussian,  
French, Italian, Scotch or Russian,  
Belgian, Spanish, Swiss, Moravian,  
Dutch, Greek or Scandinavian."

Then he raised his head on high,  
As he gave me his reply,  
"What I was is naught to me,  
"In this land of Liberty—  
"In my soul as Man to Man,  
"I am just AMERICAN."

T. John Ferguson.  
Badge 13428, 77th Depot.



## APRIL SHOWERS FOR MISS JEFFREY

**Popular Young Stenographer to Become Mrs. Pruitt in May**

April showers bring May flowers. If this be true it will take more than one May basket to hold the flowers our vivacious little Miss Maude Jeffrey is being "showered" with for her wedding "sometime in May."

Showers aplenty are being given in her honor and her many friends vie with each other in securing a "date" for their party. Maude, herself, goes smilingly on her happy way but by the sparkle in her eye one feels that she is thinking, "It is not raining rain to me, it's raining violets," and treasuring up memories of these showers to carry with her into her new life.

On March 30 a luncheon for twenty-four guests was given for Miss Jeffrey by her friends Mrs. Elizabeth Ives at her home on the South Shore.



On April 4 the Alpha Zeta Psi Sorority, of which Maude has been Secretary for three years, gave a bridal shower at the home of Miss Harriet Kirk who was hostess for the evening. The rooms were decorated in pink sweet peas with tall pink tapers on the dining table. The favors were carried out in the same colors. The sorority presented to the bride-to-be a hammered silver water pitcher.

On April 7 a farewell dinner party was given at the Great Northern Hotel by twenty-three co-workers of Miss Jeffrey from the Chicago Surface Lines, under the leadership of Mrs. Agnes McCormick and Mrs. Virginia Tabb. The tables were beautifully decorated in spring flowers—yellow predominating to carry out the idea of the golden glow of the setting sun toward which Maude's heart is ever turning. Dr. Pruitt lives in Seattle and there is where she

will go to be married and make her home. The girls presented her with a handsome fitted suitcase, filled with the good wishes of her associates for her happiness. Our thoughts will follow her where'er she goes and as she packs and unpacks this suit case we hope the memory of our friendship and love for her will waft a sweetness into her soul.

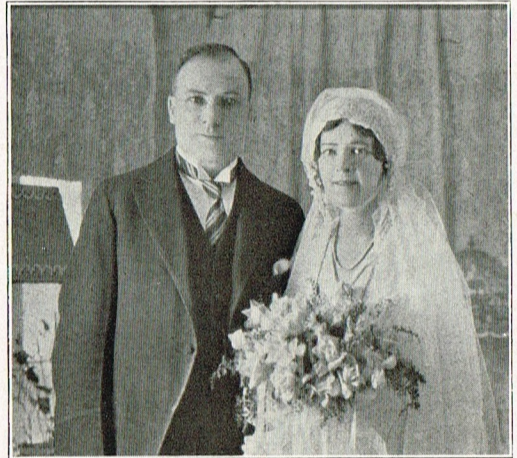
On April 10 the Psi Upsilon Sorority will give a five o'clock tea for Miss Jeffrey at the home of Mrs. Margaret Sheehan, who will be hostess of the occasion with the help of Miss Florence McCully.

Miss Jeffrey leaves the Chicago Surface Lines with the best wishes of her hosts of friends. For many years she has been the Secretary to the Secretary of the Company. She will make a visit of several weeks to her old home in Clinton, Illinois, before going to Seattle.

Dr. Everett Wayne Pruitt is a former Chicago man and our congratulations are extended to him. He is a graduate of one of our leading colleges and has many friends in this City among his former associates.

A. V. Mc.

## MR. AND MRS. E. W. HILLIER



**Mrs. Hillier Was Miss Edna McClelland, Whose Wedding We Described Last Month**

## Deadlier Than the Male

"Now can any one tell me what a myth is?" asked the teacher.

A solitary hand was raised, and a voice exclaimed:

"Please, miss, it's a female moth."

## Bright Pupil

A teacher was telling her class little stories in natural history, and she asked if anyone could tell her what a ground hog was. Up went a little hand, waving frantically.

"Please, ma'am, it's a sausage."



## FEBRUARY POWER SAVING

Cottage Grove Still Leading—System Shows  
25 Per Cent Gain Over January

Our city has been blessed with an abundance of fine weather this winter season for which we should all be very thankful. Now that the spring days have already begun with an assurance that we can expect regular summer resort climate for the remainder of the year, our thoughts turn to the upbuilding and accomplishment of material things.

With the return of the spring, summer, and fall seasons, progressive transportation organizations set out to establish new and better records all along the line, and foremost in the work of each and every motorman on this great system should be his earnest effort to establish a better power-saving record than he has ever had before.

Power saving is important to the individual and the entire organization, for how often have you heard judgment passed, favorable or unfavorable, on the action and performance of one for the whole, particularly when it refers to a public service institution?

A power saving record for the individual is indicative of a man who knows his business.

A power saving record for the system is indicative of a first class body of men warranting such recognition from all quarters.

The meter tells the story. 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:

Division	Feb.	Percent Saving or Loss
Cottage Grove .....	1	10.82
Lincoln .....	2	8.68
Armitage .....	3	7.17
77-Vincennes .....	4	6.18
Limits .....	5	5.43
Devon .....	6	5.15
Burnside .....	7	4.90
69-Ashland .....	8	4.15
Kedzie .....	9	4.06
Archer .....	10	3.30
North .....	11	2.42
Division .....	12	1.53
Lawnale .....	13	*0.29
Elston .....	14	*0.32
Noble .....	15	*4.93
Blue Island .....	16	*5.53
*Loss.		
Total Points .....		64.08
January Points .....		51.13

February Gain .....12.95 points or 25.3%

"Were you trying to catch that car?"

"No," said the puffing fat man, "I was just chasing it off this corner."

## MUTUAL AID ASSOCIATION

Report Shows Cost Per Member Per Death  
Lowest in History

President Marsden who was one of the organizers of the association presents the thirty-second annual report for the year ending Sept. 30, 1926:

During the year, 951 new members were admitted, 127 applications on file, 651 forfeited their membership for non-payment of dues and assessments and 92 died.

On Oct. 1, 1926, the membership of the Association was 6,608.

The cost per member per death was only 7.77 cents, the lowest since the existence of the Association.

The Officers and Directors of the Association wish to thank the management of the Chicago Surface Lines for the assistance shown them during the past year.

## Receipts

Bal. on hand, Oct. 1, 1925.	\$8,983.88
Received annual dues....	3,632.50
Interest .....	150.97
	<hr/>
	\$12,767.35
Assessments .....	41,773.00
	<hr/>
	\$54,540.35

## Disbursements

Salaries, Rent, Stationery, Legal Services, Bonds, Refunds, Insur- ance, New Members.....	\$ 3,261.27
Printing and postage.....	1,083.15
Dr. John Leeming.....	72.00
	<hr/>
	\$4,416.42
Paid 92 beneficiaries at \$500.00 each	\$46,000.00
Balance October 1, 1926.....	4,123.93
	<hr/>
	\$54,540.35

In connection with the report the following letter from a former member, now a successful lawyer, is interesting:

Mr. R. C. Marsden, Mechanical Department,  
Chicago Surface Lines:

My Dear Bob:

I received in the mail yesterday the 32d annual report of the Chicago City Railway Employees' Mutual Aid Association and have read with a great deal of interest the little information contained therein.

I was one of the original members of this Association and have always maintained my affiliation with it. I think the work of this organization is most commendable. I do not think I have ever seen another that could compare with this success.

I often think of my days with the City Railway Company, but yours and Dr. Leeming are the only names I recognize as being connected with the Company in my day. It was 27 years ago last August that I left the Company.

With kindest personal regards to you, I beg to remain,

Yours sincerely,

Charles P. Molthrop.



# SURFACE SERVICE MAGAZINE

*Published Monthly by*

## Chicago Surface Lines

231 South La Salle St.  
CHICAGO

Volume 4	April, 1927	No. 1
John E. Wilkie	- - - - -	Editor
C. L. Altemus	- - - - -	Assistant Editor

### WHY NOT 100 PER CENT?

An analysis of the discourtesy complaints lodged with the management discloses the fact that ninety-five per cent of our trainmen have clean records in this respect. In other words all of the management's efforts to win and hold the good will of the millions who use the Surface Lines are being counteracted by a small group of men who are indifferent to the Company's policy of courtesy to all.

Glancing through a file of discourtesy charges it appears that there are two groups of circumstances chiefly responsible for the trouble. One of these is the practice on the part of some conductors of being too quick with the bell and answering the passenger's protest with a rough: "Well, yer on aintcha? G'wan! What? You'll report me? Go ahead and report and see what it'll get you!" This usually being accompanied by removing the uniform cap and shoving the number into the face of the passenger, thus adding insult to injury.

The other principal cause of unpleasantness arises from poor judgment by a conductor in transfer disputes. There is occasional carelessness in punching transfers both as to time and direction, and out of errors of this sort trouble results when the transfer is tendered to the next conductor. The regulations provide that the passenger is to be given the benefit of the doubt in such cases unless the circumstances warrant the conclusion that the passenger is deliberately attempting to defraud the Company. Failure to discriminate between individuals and greeting a passenger with: "Come on, ya can't put nothing like that over on me! Come across with yer fare or get off!" sometimes threatening a lady passenger

with arrest, will certainly result in complaint.

In connection with transfers there is a further cause of friction which seems inexcusable, because it grows out of lack of knowledge by some conductors of the commonest of transfer rules. For instance, every conductor on every east and west line whose cars run to Dearborn street in the Loop, should know that transfers from these lines are not good on the lines operating north and south in Wabash avenue. And yet there are scores of cases in which passengers boarding east-bound cars at the Union or Northwestern stations are told, when asking how to get out South, "Just walk over to Wabash avenue and take a Cottage Grove car there." It is easy to understand the irritation of such a passenger when he is gruffly told by a Cottage Grove conductor that his transfer is no good.

These and other causes of disputes and misunderstandings which are commonly responsible for discourtesy are being carefully studied in our Transportation Department in order to find a way of educating the careless or indifferent five per cent to a higher standard of conduct or eliminating them from the service as too much of a liability. With this group reformed or disposed of there will be no obstacle to a score of 100 per cent perfect in the matter of courtesy. That accomplished, Surface Lines will easily stand at the top in this important feature of public relations as it now does in the matter of equipment, roadbed and transportation.

### WE APOLOGIZE

With the two beautiful pictures of Mr. and Mrs. P. Murphy of Seventy-Seventh Street Depot and Mr. and Mrs. Rybackie of Archer, we also received slips of identification, which in some unaccountable manner, became detached from the photos and were incorrectly replaced. This accounts for the wrong names appearing under the pictures in the March number. If our correspondents will kindly print the identification on the backs of all photos, such mistakes cannot occur. This mistake has caused considerable levity at the Depots. However, we feel an apology is due, especially to the brides, for this scramble of their new names.

### Is Dat You?

Teacher—"Use 'statue' in a sentence."

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



# Veterans' Roll of Honor

*Employees Who Have Been in Service of Chicago Surface Lines and  
Constituent and Predecessor Companies for 40 Years or More*

## Electrical Department

Mackey, D. ....1872	Donnegan, M. ....1881	Nelson, P. ....1887
	Trew, M. ....1887	

## Engineering Department

Grady, P. ....1862	Victorson, A. C. ....1881	O'Connell, M. ....1885
Ryan, J. ....1878	Brinker, F. ....1883	O'Connell, W. ....1885
Boulard, F. ....1879	Colfer, J. ....1883	Cox, M. ....1886
Matthews, O. ....1880	Asp, P. ....1884	Gibson, C. ....1886
O'Brien, P. ....1880	Cronin, D. ....1884	McQuinn, M. ....1886
Mercier, G. ....1881	Dodson, G. ....1885	Robinson, D. A. ....1886
Urry, W. ....1881	Doyle, P. ....1885	Billstin, O. ....1887

## Financial Department

Burke, John P. ....1875
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## Legal and Accident Investigation Department

Boulard, Chas. ....1878	Krieger, Aug. ....1881	Rood, Chas. ....1881
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## Material and Supplies Department

Van Horn, G. ....1874	Lundblad, A. ....1881	Peterson, J. ....1885
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## Shops and Equipment Department

*Wiggins, W. ....1872	Johnson, C. V. ....1882	Kaufman, J. ....1886
Gibson, J. ....1880	Noon, W. ....1883	Lee, J. ....1886
Farrow, J. C. ....1881	Martin, F. ....1884	Marsden, R. C. ....1886
Olsen, G. ....1881	Keenan, W. ....1885	Rohr, F. ....1886
Ristow, C. ....1881	Liebenow, E. ....1885	Von Huben, J. ....1886
Anderson, J. ....1882	Polowski, M. ....1885	Kressler, M. ....1887
Carlson, F. ....1882	Ryan, J. ....1885	LaPierre, E. ....1887
Hansen, H. ....1882	Gerber, J. ....1886	Lund, A. ....1887
Hildeman, R. ....1882	Guy, J. ....1886	

## Transportation Department

Dickens, E. L. ....1874	Fennema, Fred ....1880	Bohnhoff, Aug. ....1882
Heffernan, Thos. ....1875	Horn, Jerry ....1880	Clausen, C. ....1882
Moore, Nicholas ....1875	Maguire, E. L. ....1880	Clohesy, John ....1882
Reidy, Thos. M. ....1875	McGuinness, A. ....1880	Curtis, Caleb ....1882
Duffy, Pat'k. J. ....1876	Heelan, David ....1881	Dunn, Robert ....1882
Eighme, Geo. ....1876	Keller, Wm. ....1881	Foley, Pat'k. H. ....1882
Reiters, P. J. ....1877	King, Thos. ....1881	Hamilton, Chas. ....1882
Erwin, Frank B. ....1879	Moriarity, John ....1881	Jones, Chas. E. ....1882
Olson, A. ....1879	Wahl, H. D. ....1884	Thomas, W. S. ....1885
Keaveny, James ....1882	Zimmerman G. ....1884	Watson, Wm. ....1885
Knight, John ....1882	Berthold, Otto ....1885	Zechs, Peter ....1885
Maher, William ....1882	Bracken, John ....1885	Barnicle, Joe ....1886
Miller, Johann ....1882	Burgee, J. ....1885	Baumhardt, H. ....1886
McCann, Pat'k. ....1882	Casey, Owen ....1885	Boos, C. ....1886
McGuinness, H. ....1882	Conron, Michael ....1885	Cronin, Peter ....1886
O'Connell, M. ....1882	Cronin, Benj. ....1885	Durkin, Pat'k. ....1886
Quinn, Thos. ....1882	Dudman, George ....1885	Eichhorn, H. ....1886
Robertson, John ....1882	Enerson, John B. ....1885	Frawley, J. W. ....1886
Brown, A. E. ....1883	Fuller, V. J. ....1885	Graham, C. W. ....1886
Cogswell, C. A. ....1883	Heron, Wm. E. ....1885	Grube, Aug. ....1886
Daley, James ....1883	Holley, Pat'k. ....1885	Handly, J. ....1886
Frank, Wm. J. ....1883	Holoway, P. J. ....1885	Hanson, Max. ....1886
Geisler, H. ....1883	Hughes, George ....1885	Hennessy, David ....1886
Irvine, Jos. C. ....1883	Korigan, M. J. ....1885	Holmes, Wm. H. ....1886
Johnson, John ....1883	Kriete, J. ....1885	Howe, John ....1886
Kennedy, T. ....1883	Luttmer, Henry ....1885	Hubert, John ....1886
O'Keefe, Jos. ....1883	Mullins, John ....1885	Johnston, D. A. ....1886
Quilty, Jas. J. ....1883	Murphy, Patrick ....1885	Lang, Paul ....1886
Spratt, Wm. ....1883	Murray, Edw. ....1885	Mills, Coe W. ....1886
Caldwell, Sam'd. ....1884	McGinty, Peter ....1885	McComb, James. ....1886
Coburn, John ....1884	McLane, J. ....1885	McGonigle, G. ....1886
Frank A. J. ....1884	Ouan, John ....1885	O'Brien, M. C. ....1886
Harrigan, J. J. ....1884	Roche, James ....1885	Ritter, Geo. ....1886
Harrington, M. ....1884	Rogers, Geo. L. ....1885	Rohr, Fredk. C. ....1886
Hennessy, M. ....1884	Rumney, J. A. ....1885	Roy, Augustine. ....1886
Hood, John ....1884	Schweiger, Wm. ....1885	Smith, Nigh L. ....1886
Lee, Peter ....1884	Smith, H. L. ....1885	Sullivan, E. ....1886
MacDonald, A. ....1884	Smith, Thos. ....1885	Thompson, C. ....1886
McCarthy, J. T. ....1884	Sorenson, Sam. ....1885	Wentzel, M. C. ....1886
Tullen, Nels ....1884	Storey, W. J. ....1885	Doddy, Timothy ....1887
VanAntwerp, D. F. ....1884	McLaughlin, M. ....1881	Fitzpatrick, Ed. ....1887
Bell, Geo. ....1880		

\*Deceased.



## BASE BALL SPROUTS

### Available Material Being Developed With a Promise of a Lively Season

The Florida and California training camps are just a few jumps ahead of our boys, who may be seen limbering up most any day near their depots. Much new timber seems available. It was generally conceded that last year's playing was the best for some years past. Possibly this was due to closer team work and the enthusiastic backing of the fans.

The official machinery was started at a meeting held February 18, when the following officers were elected: President, A. J. Graffy;

Vice-President, L. Cerone; Treasurer, A. T. Reiners, Secretary, A. J. Neurauder.

As usual the new league will be made up of two divisions, the North and the South. The North Division will be composed of the following depots: Lawndale, Kedzie, North Avenue, Armitage-Division, Elston-Noble, Lincoln, Limits and Devon. The South Division will be made up of Cottage Grove, Burnside, Seventy-Seventh, Sixty-Ninth, Archer, Blue Island and Hammond.

Mr. R. Douglas will be the Chief Umpire for the season. Alderman Tom Bowler was elected chairman of the Advisory Board.

All that we need now is good weather to release some of pep and snap of our players.

## A Sister-in-Law Lost and Found

### Surface Lines Employees Make a Record in a Most Unusual Case

One of the most peculiar lost and found cases in the record of the company was the disappearance and recovery of the sister-in-law of Miss Anastasia Delnick, No. 2607 Schubert Avenue. The bare outlines of the story are covered in a report addressed to Superintendent Evenson by Division Superintendent Pasche:

On the morning of March 9th, a young lady came into this office and reported to Chief Clerk Shedroff that she had been riding on a Northbound Cicero Avenue car, accompanied by her sister-in-law, who was a stranger in the city. On leaving the car at North Avenue, the two became separated and that she was worried about her sister-in-law, as she might become lost.

Shedroff reported to the writer who stepped out into the outer office and talked with the lady. From the transfer in her hand we knew what run she had been riding with. At about that time Motorman S. Potesta, badge number 6253, who overheard the writer talking to the lady, offered to follow up the run to try to locate the lost lady. At this time a man, who works for our Mr. Blakely, offered to take Potesta and the lady in his machine and follow the car. This man's name, I understand, is Ed. Smith.

Potesta and Smith followed the car to Montrose Avenue and found that the conductor knew nothing about the lady. They then went back to Roosevelt Road hoping to find the lady standing on some corner. On arriving at Roosevelt Road and not finding the lady, Potesta suggested that she call her people on the telephone. She did, and learned that some conductor, whom we are unable to identify, had instructed the lost lady to use the telephone and in this way she found her way home.

Our Mr. Smith then took the lady, who had lost her sister-in-law to Western Avenue, where he put her on a street car headed for home feeling very happy and grateful.

On March 10th, Miss Delnick sent the

following letter of appreciation to Division Superintendent Pasche at North Avenue:

I am writing this letter in appreciation for the service you rendered me in aiding to locate my lost sister-in-law several days ago.

I was really surprised to find that the street car service took so much trouble and interest in a total stranger, and I cannot find words enough to express my thanks to you and the service.

I also wish to thank the driver of the Ford sedan; his name is Smith, if I am not mistaken, and the other conductor for their untiring effort and interest. If all the people in Chicago only knew how courteous the service really is, they wouldn't say the unfair things they often do about the service.

Thanking you again, I am

Very sincerely yours,  
MISS ANASTASIA A. DELNICK.

## Bouquets for the Boys

Conductor August C. Meske, badge No. 198, of Lincoln Avenue, is thanked by Mr. J. I. Edenheim of the Flanders Hotel for his efficiency, courtesy and kindness, especially to poor old decrepit people.

Mr. L. B. Kuhlen of 2605 N. Sacramento Avenue, comments on the consideration shown by Conductor Raymond H. Clarke, badge No. 762, of Kedzie, for making an emergency stop in order to help a physically handicapped elderly gentleman board his car and afterward helping him to a seat.

Conductor James Wenham, Jr., badge No. 1334 of Cottage Grove, makes it a practice to call the names of his streets promptly and



clearly and this, together with the fact that he is unusually careful of his personal appearance and that he "treats his passengers as fellow beings" is polite and efficient, is made the subject of a letter of commendation from Mrs. Joseph Reinroth, 1113 East 61st Street.

Conductor Soren W. Jensen, badge No. 1438 of 69th met an emergency by paying the fare of Mr. Arthur Stenn of 1811 W. 47th Street, who was a passenger on his car and later on Mr. Stenn forwarded the amount of his fare with a letter of thanks for the consideration shown him.

Conductor James Jamieson, badge No. 2318 of 77th Street, helped a crippled lady passenger from the car and carried her safely to the sidewalk. Among others who observed and commented favorably on the action was Mr. R. K. Carver, 328 Central Avenue, Highland Park, Illinois. Mr. Carver compliments Conductor Jamieson for his commendable courtesy.

Conductor Matthew H. Schneider, badge 2688 of 69th, is the subject of a highly complimentary letter from Mr. John C. Lill of 6228 Greenwood Avenue. Mr. Lill comments on the fact that Conductor Schneider calls the streets clearly, using great care to see that all the passengers are safely aboard before giving the starting signal, always gives a warning in a crowd "That's all, please," and refers specifically to the assistance rendered to a lady on crutches who was escorted to a seat and was safely seated before the car was started.

Conductor John R. Kelly, badge No. 3880, of Cottage Grove "Has a smile for everyone and was particularly courteous to an elderly passenger." This was noted and reported by Mr. P. J. O'Keefe of 4700 Kenwood Avenue.

Conductor Benjamin M. Holloway, badge No. 3976 of 77th Street, is praised by Mrs. G. Andrews, 2914 Wallace Street, for assistance rendered to a lady who had a paralytic stroke on his car and for seeing that she was so carefully carried to a cab.

Surface Lines are congratulated by Mr. C. A. Fitzmaurice of the John Hancock Mutual Life Insurance Company, 844 Rush Street, on having in its employ a conductor like Edward L. Lawheed, badge No. 4816 of North Avenue. During the rush following the tie-up on the "L" road, Conductor Lawheed was especially courteous under very trying conditions. Mr. Fitzmaurice writes that Conductor Lawheed's smiles carried him a long way into the good graces of his passengers.

Conductor Elmer Berg, badge No. 4884, of Blue Island, was very helpful in assisting a lady of advanced years off his car and getting her safely to the curb. This was during a hard rain and the act attracted the very favorable attention of Mr. L. A. Peek of Gridley, Maxon & Co., 27-29 S. Water Market.

Conductor Edward Prendergast, badge No. 5586 of 69th Street, found and promptly turned in a handbag and Mrs. Irene Ward of 5621 S. Ashland Avenue, the owner, writes a letter of thanks and commendation.

Conductor Otto Lenz, badge No. 5674, of Elston, has a very pleasant manner in dealing with his passengers. Calls his streets distinctly

and renders assistance to women and children. His promptness in answering inquiries definitely and pleasantly is also mentioned in a highly complimentary letter from H. F. Janssen of Harry Schnitzer & Company, 307 N. Michigan Avenue.

The General efficiency of Conductor Emil J. Swetana, badge No. 5836 of Kedzie, is commended upon by Pres. Howard D. Nefstead, 830 S. Wabash Avenue.

Mr. H. Solomon, 5403 Ingleside Avenue, warmly expressed his thanks to Conductor Lowell C. Hobbs, badge No. 6022 of 77th Street, for special kindness to Mrs. Solomon, his mother.

Mrs. L. McD. Garrard, 1428 Olive Avenue, writes in to say that Conductor Henry Kern, badge No. 6058 of Devon, knows how to announce street intersections and that his general appearance is a credit to himself and to the Surface Lines.

Mr. W. H. Figg, Chicago Surface Lines Assistant Superintendent of Buildings at Clark and Division Streets, observed Conductor Charles H. McKiel, badge No. 6246 of Devon, in the act of assisting a lame and blind man from his car, piloting him safely to the sidewalk. Mr. Figg says that other passengers like himself were most favorably impressed by the incident.

Mr. O. L. Carter of 5025 Calumet Ave., writes to thank and commend Conductor James C. Clancy, badge No. 6908, of Burnside, for the protection extended to his passengers under very trying conditions. His consistent courtesy to his passengers, even during the most crowded periods, is another point emphasized by Mr. Carter.

Conductor Gust Johnson, badge No. 6988, of Limits, took special pains to assist an elderly lady from his car at Superior Street and made certain that she got safely to the curb. This was noticed and made the subject of a commendatory letter by Mr. M. J. Morgan of 881 Rush Street.

Mrs. Ed. Papik, 3558 Emerald Avenue, was taken suddenly ill on a car in charge of Conductor Charles H. Williams, badge No. 8302 of 77th Street and the solicitude of the Conductor and the efforts he made to assist her and at the same time to take care of her little girl, made a deep impression upon her. Mrs. Papik said that she could not have been treated with more consideration by one of her own family and she also comments on the neatness and alertness of Conductor Williams in calling the streets distinctly and remembering to let passengers off at their destinations.

Conductor Thomas J. Brennan, badge No. 8622 of Kedzie Avenue made a friend and admirer out of Mr. C. A. Morrow of 2903 W. Congress Street, when a passenger by mistake handed him two dimes and a penny instead of a nickel and two pennies. Conductor Brennan simply held out his hand and showed the two silver coins handed him by mistake by Mr. Morrow.

Conductor August Rahn, badge No. 8950 of Lawndale, assisted an elderly blind lady passenger from his car at the proper intersection



and saw her safely to the sidewalk. Mr. J. E. Oakes of 3210 Arthington Street writes that he is glad to give such an act of kindness recognition.

Miss Mildred Humes, private secretary to President Blair, writes to say that Conductor Ernst J. Anderson, badge No. 10678 of Lincoln Avenue, deserves commendation for going out of his way to be courteous to an elderly lady, getting off his car and assisting her up what was to her a very high step.

Conductor Ewald R. Anderson, badge No. 11676 of Lincoln, is praised by Mrs. R. Espen of 1222 Winnemac Avenue because as she boarded his car she dropped her gloves on the street and Conductor Anderson made an emergency stop, jumped off the car, recovered the gloves and returned them to her.

Conductor John F. Brady, badge No. 11936, of Burnside, was handed a \$5 gold piece and two pennies during the crowded morning rush. He noticed the passenger's mistake and although the passenger had passed on into the car, called him back and the error was corrected. Mr. Wm. S. Bennett of the U. S. Veterans Hospital, Great Lakes, Illinois, was an observer of the incident and wrote in to say that if the Conductor was not a very honest and straightforward man he could have kept the coin. But he didn't. Mr. Bennett adds that Conductor Brady received the good wishes and smiles from a number of passengers in the crowd who witnessed the incident.

Conductor James A. Horek, badge No. 12636 of Blue Island, got off his car and assisted a lady and three small children to alight safely and thus attracted the favorable notice of Mr. John Swenson of 4456 N. Clark Street who writes in commendation of the act.

Conductor Arthur E. Hamburg, badge No. 12892 of Lincoln, had a rather eventful trip on St. Patrick's Day. He was southbound about 6:00 P. M. and at Chicago Avenue helped a partially paralyzed lady of advanced years by lifting her from the car to the ground and guided her to the curb. At that same intersection a mother with four children was among the boarding crowd and he paid some special attention to getting the children through the group safely. At Roosevelt Road an aggressive woman passenger tried to make trouble but Conductor Hamburg kept his temper. At 29th Street a lady passenger stepped off his car before it had come to a full stop and fell. He immediately gave her the needed assistance, collected her packages, took her name and address and after he had seen her safely on her way, got the names and addresses of witnesses. The regularity and clearness with which he called his streets was appreciated by several of his passengers as they thanked him as they got off. Mrs. C. Barnett of 4133 Indiana Avenue, was a passenger on the car and was so impressed that she took the trouble to write us a long letter on the subject congratulating us on the character of service rendered by this representative.

Conductor Frank E. Olson, badge No. 13732 and Motorman J. T. Crank, badge No. 13365, of Burnside, are complimented on their team work by Miss Catherine E. Ralph of 5409

Drexel Avenue. The particular incident to which Miss Ralph refers was when a colored woman passenger badly crippled from rheumatism was lifted aboard by the conductor and later on she was lifted off the car at 30th Street. The motorman showed sympathetic interest and was in no hurry to start his car in either case until he was sure that the passenger was safe.

Motorman Peter J. Reiter, badge No. 4753, of Lincoln Avenue, has a morning run on Belmont Avenue with a load largely made up of pupils destined for the Waller High School. His co-operation in seeing that all of the pupils are picked up, occasionally holding his car for a few seconds to accommodate those who are running for it, is commented upon very gratefully by Miss Virginia Rasmussen, 1926 Nelson Street, who is frequently a passenger with him.

Motorman Thomas Hickey, badge No. 10385, of Kedzie, is commended for his consistent interest in seeing that intending passengers are given a chance to get aboard. Mr. H. H. Myers of 2836 West Barry Avenue, who has been riding with Motorman Hickey for more than three months, has never seen a single incident of passing-up and he believes Motorman Hickey should be commended for his interest in the service.

Motorman Tobie Wohl, badge No. 12823, of Kedzie, is commended by Prof. Howard D. Nefstead, 830 South Wabash Avenue, for his alertness and skill in avoiding a collision with a speeding truck driven by an irresponsible chauffeur. Prof. Nefstead expresses the thanks of all of the passengers.

Miss J. Tenny of Lake Forest, Illinois, telephoned our Transportation Department that she wished to express her thanks to all of the crews operating cars in Broadway for being "so kind, so courteous and so nice" to her. She explains that her sight is very poor and that she has to ask a great many questions and has to have some assistance when on the car and she wants us to know that she has never met with discourtesy or lack of interest.

Mr. T. Kurzband of 3931 Lexington Street, writes to explain that he is not familiar with the outlying territory in Chicago and that he asked Conductor Frank W. Ott, badge No. 11414, of Kedzie Avenue, how to reach a certain district in the far south side. Conductor Ott who was operating a Madison Street car, first gave him oral instructions which were rather complicated, and then in order to make certain that Mr. Kurzband took the right route, drew him a map indicating the various lines over which he would have to travel. Mr. Kurzband appreciated this particular evidence of interest and then added that Conductor Ott opened the doors for him at a stop after they had been closed. This, he says, was a new experience for him and he wants the Conductor to know it was appreciated.

### Figuratively

Figures that have attracted men: Venus de Milo, Ruth St. Denis, Annette Kellerman.  
Figures that have attracted women: \$3.98.



## CLUB SPARKS

The Club House Bowling League has finished another successful season, which was an exciting race right to the finish. Danny Colgan, and his Accident Investigation Team, made up of Nattinger, Ploner, Hoskins, Colgan and Waddell, captured first place and at the start made the other teams look like a bunch of beginners. It wasn't long before the others hit their stride and the West Shops whirlwinds who had been left standing at the post were soon sweeping all others to one side and very nearly caught up to the leaders after a hard battle with the Engineers for second place. Allen Bollinger, Captain of these West Shop boys sure got a nice team together and with a couple of more men like Demzien, who leads the League and has not been below the 182 mark all season could just about clean up the big league. The other men that should be given credit for the West Shops' success are, Stevesand, Collins, Bollinger, Stoll and Baker.

The Engineers, who finished third had a battle all season, first with the Track Dept., then with the West Shops. Practically from the start they have seen sawed back and forth with only a game or two between them and second or third place. A Flood, the Captain of these fighters is well named, for when he gets going there is a Flood of strikes. He kidnapped Sears, who holds the high game of the League with Foxy Grandpa Hewitt, from the Purchasing Department, and with his help and the help of Vitale, Cannon Ball Lewis and Boccio he has put up a good battle.

The Track Department team Captained by John Hewitt, the mentor of the Club House bowling league, made a hard fight, but fell down at the finish, and was left in fourth place. John thinks he is getting too old to bowl and claims he is going to retire after this year, but he is the joint holder of high game of the league and holds a place near the top in the individual averages, so it doesn't look as though he were as old as he feels. Abbott, Schlachter, and Hewitt did the hard work in this team, with Wolfe and Rumatz doing their best to fathom the mysteries of the alleys.

The South Shops finished fifth, but they made a fighting finish, and had they had their regular team throughout the season, they would have been among the leaders. "Lightning Ball" Bill Gurgle led the South Side boys and was helped by F. Mollath, Lee Carr, C. B. Heath, R. Bloom and G. Richardson. The report from out South is that they have so many men wanting to bowl that they will have a team in both leagues next season. The Purchasing Department team have the honor of holding down last place. The loss of their Captain Ben Hinze upset their work, though Cummings and Pellicore have done their best to keep things going, they could not seem to hit their stride.

Much credit for the League's successful season is due to Danny Colgan, Chairman of the Club House Bowling League, and his Com-

mittee composed of the different team captains. The bowlers I am sure will miss the jolly nights they have had at the Club House Alleys, and I know they will all look forward to the opening of the Bowling League next fall.

### CLUB HOUSE BOWLING LEAGUE,

1926-27

#### Finals

Team	Games			Game	Total Pins	Average
	Won	Lost	%			
Accident Invs. ....	55	17	.764	923	56,139	779.71
West Shops ....	52	23	.693	870	56,660	755.47
Engineers ....	44	31	.587	892	57,332	764.43
Track ....	38	37	.507	857	55,706	742.75
South Shops ....	28	47	.373	865	53,246	709.95
Purchasing ....	5	67	.069	762	47,521	660.01

#### Individual

##### 20 Games or More

Name and Team	Games	High Game	Total Pins	Average
Demzien, West Shops.....	75	226	13,830	184.40
Flood, Engineers .....	75	215	12,485	166.47
Mollath, South Shops.....	63	222	10,419	165.38
Abbott, Track .....	75	220	12,275	163.67
Nattinger, Acct. Inves.....	72	209	11,765	163.40
Ploner, Acct. Inves.....	69	220	11,217	162.57
Schlachter, Track .....	66	217	10,469	158.62
Stevesand, West Shops.....	63	222	9,985	158.49
Hewitt, Track .....	75	236	11,705	156.07
Collins, West Shops.....	35	242	5,451	155.74
Hoskins, Acct. Inves.....	70	217	10,838	155.54
Vitale, Engineers .....	75	210	11,653	155.37
Gurgel, South Shops.....	25	223	3,865	154.60
Carr, South Shops.....	21	212	3,239	154.24
Lewis, Engineers .....	72	208	11,026	153.14
Colgan, Acct. Inves.....	66	221	10,093	152.92
Sears, Engineers .....	74	236	11,170	150.95
Waddell, Acct. Inves.....	69	230	10,412	150.90
Heath, South Shops.....	54	217	7,765	143.80
Boccio, Engineers .....	54	178	7,722	143.00
Bollinger, West Shops.....	70	189	9,948	142.11
Wolfe, Track .....	56	213	7,852	140.21
Storm, Purchasing .....	45	182	6,175	137.44
Bloom, South Shops.....	67	204	9,183	137.06
Pellicore, Purchasing .....	48	208	6,511	135.65
Baker, West Shops.....	51	179	6,845	134.22
Llky, South Shops.....	45	211	6,007	133.49
Richardson, South Shops.....	66	165	8,777	132.98
Stoll, West Shops.....	47	189	6,240	132.77
Rumatz, Track .....	68	210	8,963	131.81
Wilson, Purchasing .....	39	189	5,011	128.49
Cummings, Purchasing .....	66	171	8,829	126.20
Renner, Purchasing .....	24	172	3,023	125.96
Walbridge, South Shops.....	21	142	2,859	112.33
High Team Game, Acct. Inv.....				923
High Team Average 3 Games, West Shop.....				843
High Individual Average 3 Games, Demzien.....				210
High Individual Game, Sears, Engineers.....				236
High Individual Game, Hewitt, Track Dept.....				236

### ATTENTION! TENNIS PLAYERS

Here is some good news. We have joined the Chicago Tennis Association for the coming season and are going to enter a team in one of the leagues. This will afford us a good brand of competition each week and as we are anxious to put the strongest possible team in action we want the names of all men who are experienced tennis players. Now, that doesn't mean that you younger players are not to be considered but to the contrary, we want every man who is or aspires to be a tennis player to make use of our Courts and develop his game. We want to make our Club a strong one and while some of you may not make the team this year remember that there are more years to come and with that objective in mind start playing this year and develop for the future.

Tennis is the greatest game of all games for the able bodied, it requires the active use and



development of more physical and mental qualities than any other game. Play tennis for your health and for sport and you will be happily surprised at the results obtained both mentally and physically.

When the season starts we are going to have an exhibition match played on our Courts by two of Chicago's foremost ranking players. You will be advised as to the date of this event and all members of the Surface Lines Club will be invited to attend.

Anyone desiring further information kindly communicate with the Chairman of the Tennis Committee at the Legal Department.

R. T. Waddell,  
Chairman, Tennis Committee.

### Social Activities

The first social event under the new regime of the club officers was a dance held at the Club House on Saturday, February 26. Excellent music was furnished by Barney Richards' Collegians, and the colored lights' mystic glare gave proof through the night that our "pep" was still there. Delicious punch served to whet the keenness of those many dancing feet to be worthy of the greatest praise they could receive. For what better enjoyment could one wish?

This dance, under the able supervision of Director Storm, was merely a preliminary proof of what members of the Club can expect throughout the coming year with the leadership of President Cammack and his cabinet.

On Friday, March 18, a card party was held at the Club House "for men only." There were about seventy present and pinochle and five hundred, with the aid of Camels and Lucky Strikes, made the evening a short one indeed. The prizes for pinochle players were won by: E. Ratzel, 1st; E. McMahon, 2nd; and J. Sooloda, 3rd; and for five hundred players by: C. Heath, 1st; T. Davis, 2nd; and A. Malmquist, 3rd.

After shuffling the pasteboards most of the evening sandwiches and coffee were "put away" by those present with marvelous rapidity.

Credit for the complete success of the occasion goes to Art Johnson and S. Forsythe who hope as much enthusiasm will be shown at future card parties, of which two more will be held this Spring.

### Annual Picnic Set for July 16

The date and location of the eleventh annual picnic has been decided upon, and we want you to make your plans now to attend, then choose your vacation according to those plans. The date is Saturday, July 16 and the place, Glenwood Park near Batavia, Ill., on the Chicago, Aurora & Elgin Railway. Watch for future announcements.

### Woman's Auxiliary

The regular meeting of the Women's Auxiliary was held Thursday evening, March 24, at the Club House. The entertainment was given by the Transportation and Schedule and Time Table Departments. Miss Lulu McCormick acting as chairman. After bunco and

bridge we had a short program before refreshments were served. One of the most fantastic Irish jigs we had ever seen was performed by Miss Mary Ryan to a perfect accompaniment by Miss O'Brien. Miss Dorothy Jahn favored us with two piano selections which were most pleasing. Our switchboard operator, Miss Irma Jahn sang two songs for us, Miss Mildred Wolf at the piano. Altogether it was a genial evening.

## Legion Topics

The March issue of the American Legion Monthly contained the following article of interest to all members of Surface Lines Post and to Surface Lines employees generally:

"Who can cite a better exemplification of the father and son idea than this? While Ulysses Grant Lee was Commander of Surface Lines Post of Chicago, Illinois, his son, Richard Russell Lee, was Commander of Hollywood, (California) Post. Both father and son were in the service at the same time. The elder Mr. Lee was Disbursing Quartermaster. Many Legionnaires may remember him. He was the man who signed all the allotment checks before the War Risk Insurance Bureau came into existence. During the latter part of his two years of service he was stationed at the hospital center in Limoges. Young Mr. Lee served in the office of the Chief of Staff in Washington. The Father and Son contest is now officially open. Can anybody else contribute a better example of senior and junior service to the Legion and Uncle Sam?"

The damage caused by the fire in the clubrooms has been repaired at an expense of about one thousand dollars and Surface Lines Post finds itself well housed and furnished. Now that we have such a desirable place to hold our meetings let's show some appreciation of the work done by our officers and having a large attendance at each Friday meeting.

A series of very interesting talks have been going on each Friday at the clubrooms, 40 S. Clark St. T. H. Shaughnessy, Asst. Supt. of Shops and Equipment North and West, spoke to the boys March 25th and was received with a great deal of enthusiasm. An interesting program of speakers has been arranged for the April meetings. Watch your mail for names and dates!

The Post will hold its spring dance April 28th at the Marigold Gardens. You will be informed of the particulars later. But you can reserve this date now.

Photographer: "Now, just look a little more pleasant, more smiling—one—two—three! It is done! Thank you, Madam. You can now resume your natural expression."



## Departments and Divisions

### Electrical

Clayton Arnett has returned from a short visit to his home in Kentucky.

Walter Carrigan who was confined to his home several days last month because of illness is now back at his work again.

Mr. A. J. Van Norden has been laid up since December 4, 1926 because of severe illness. His condition is improving however, and expects to be back at work soon.

Mr. Thomas E. Walsh has a new Chevrolet Coupe.

Ray Callahan was confined to his home several days last month with an attack of influenza.

A daughter weighing 8½ pounds was born March 26, 1927 to Mr. and Mrs. H. Essington.

### Accounting—Downtown

Summer is near, vacation slips have been distributed.

Miss Agnes Kniffin (Mrs. F. Kohout) who has been employed as a pay roll clerk for the past three and one-half years, resigned March 15th, 1927.

We are glad to have Miss Jessie Warren back with us again after a period of illness.

Miss L. Hoeft was absent for a few days on account of having an operation on her nose.

Service changes: Miss Mary Scholl promoted to Assistant Bill Clerk. Mr. A. J. Knobbe left service March 15. Mr. Arthur Wixon, formerly office boy, promoted to vault clerk. Mr. Walter Wojcik left service March 15. Mr. Walter Garstka left service March 31.

Miss Josephine Dooley had a bad attack of the "Flu." We hope by this time she is well and back on the job again.

We wish to introduce our new office boy, Mr. A. Eugene Young.

Miss Betty Birchwood is still on the sick list. We hope to have her back with us soon.

### Clark and Division

The employees of this Department wish to extend their best wishes to Miss Margaret Erdmann, who has received a beautiful diamond.

Mr. R. T. Fick resigned from the Company as of March 19th, 1927, terminating a ten-year period of service. His fellow-employees were very sorry to see him leave and wish him a lot of luck.

We wish to congratulate Lillian Dempsey upon winning eighth place and a trip to Washington and Rose Kleefeld on winning tenth place and a trip to the Mackinac Islands in the recent Golf Contest held at the Hotel Sherman for the benefit of Emerson House. These girls put forth every effort in trying to win this contest and we were all glad to hear they won.

Since the Club House Bowling Alleys have

been repaired our girls have bowled some high games for the Tournament, Miss Carlson bowling 47 and Miss Wagner, 108. Miss Ethyl Swanson had every intention of bowling 180 but the pins wouldn't just fall for her, so she ended up with a high score of 35.

First signs of spring, Mrs. Laurretta Melody, flat hunting; Ralph Luebkmann, shedding his heavies; Harold Holger, fly-catching; Roy Wilson, dusting off his golf sticks; A. W. Malmquist, making trips to Moon Grove, Ind.; Art Johnson, painting his home; J. R. Maus, house-cleaning; and our globe trotter, John Kruty, talking about a trip to Alaska.

We are glad to report that J. Sloane has returned to work after being seriously ill for a few weeks.

We wish to extend our most sincere sympathy to Miss Lillian Hoeft in her bereavement by the death of her father. Mr. Hoeft was killed when he was struck while standing on the curb at Lincoln and Wabansia Avenues by two automobiles that collided at the intersection.

Thomas F. Coan.

### Material and Supplies

We wish to extend our sympathy to Ed Ball in his bereavement over the death of his mother.

R. St. Onge left for Oregon on account of the illness of his mother. Our best wishes for her speedy recovery go with him.

E. Herr met with an accident recently, having his thumb amputated. We hope he will soon be back among us.

Miss Marion Neahous has left the employ of the Company to take another position. We wish her success.

The West Shops Stores Department welcome Miss E. Newton into their midst.

The bowling craze has struck the South Shops Stores Department. A match was arranged between the Stock Clerks headed by Jerry Page and the Assistant Stock Clerks headed by Herb. Hoyer. In the first clash Herb. bowled 196 and Jerry 80. Jerry's team inspired by their leader's example made an average of between 100 and 112, thereby losing the first round. The Stock Clerks are not quite so cheery now.

Eng. Jensen has changed his religion. He has deserted the State & Lake and is now a devotee of Paul Ash.

Spring is here. Have you noticed the new mustache blooming luxuriantly in the Inventory Department.

Why does Fred Getz look so lonesome lately?

Miss Newton thinks it very strange that the West Shops should have a Blacksmith Shop when we have no horses.

"Soft heads do more harm than hard hearts," quoth the Stores Department Sage.

D. J. Dillon was transferred to 78th & Vincennes and George Mikota transferred to 39th & Halsted. We wish to congratulate them on their promotions.

Herb Hoyer purchased a load of 2nd hand ties and has been cutting them up in his basement. It is a good exercise for reducing, but we don't think he needs it, not being of the pleasingly plump type.



Lillian Dempsey won a trip to Washington, D. C., in a contest at the International Golf Show held recently in the Hotel Sherman. Congratulations!  
R. E. Buckley.

### Car Meter

In line with the article by Supervising Motorman Joe Hubberts appearing under the Limits Depot in the March issue, we have from Mr. Hubberts the following very interesting article which goes to prove that we cannot afford to pass up the little things if we want to be sure.

While interesting it is at the same time a test for the sharpness of your vision. Scrutinize carefully the following sentence and state how many F's either large or small it contains:

Perfect car operation on the part of the motorman is the result of scientific methods of coasting combined with good judgment.

Referring to a similar test The Outlook states: "Out of twenty people of intelligence not more than two will get it right the first time, and a larger proportion will not find more than three after being told there are more. Professor Walker, of M. I. T. submitted it to seventeen scientists used to looking for small things and sixteen failed. My secretary, immediately after typing it, found only three. Stanley Cobb (Professor of Neurology, Harvard Medical School), who fell, was much interested in it and its bearing on mental matters and intelligence tests. I showed it to a man trained in reading proof, who could find only four. It's not a fool stunt, but very interesting as showing how little we see of what we look at."

The motormen on the Lawrence Ave., line co-operating with Mr. Hubberts in utilizing the small things are producing power and service results and he says any motorman can do it if he will only sharpen up his vision.

Ella Bedrosky who has been employed in Seattle, Wash., for the past seven months, returned to Chicago, Feb. 23, and is with us again in this office. When asked what she thought of Seattle she answered, "I should think my returning would be enough said."

We are glad to have our Chief Clerk, Ella Gehrke with us again after being home a week sick with the flu.

Catherine Devins' boy friend, Johnny, was a victim of a most unpleasant circumstance a short time ago. Being a butcher, he is obliged to work late hours on Saturday nights. Just before the closing hour he was confronted by two stick-up men, who relieved him of his money, made it hot for him, then locked him in the ice-box to cool off.

Rachel Vaerenbergh has returned to work after a week's absence on account of illness.

The permanent wave is about due to sweep through our office again. Make your appointment early, girls, and avoid the rush.

Rose Snider.

### Shops & Equipment—North & West

**West Shops:** Messrs. J. Conlin, F. O'Brien, F. Carroll, and D. Gutchow, of the Carpenter

Shop, paid a visit to their disabled fellow employee, Mattie Byrnes at Oak Forest, and are glad to report that they found him in a much better condition than he was when they were there last.

Martin Kramer has become Night Watchman at the shop, and his friends wish him success in the new work.

The dignified and efficient new timekeeper is Donald Sterling, whom we wish the best of luck in his new responsibility.

The new Baby Mustaches being raised by H. Ebeling and E. Wendt, are so popular that Mr. Abel threatens to be the first to shoot them off.

A pickpocket relieved Fred Carroll of certain of his belongings recently, which ruined his disposition for a few days.

Jane McCarthy is bravely abandoning her bob. It is rumored that a "certain party" likes long hair. 'Nuf sed.

A. Icen resigned his position in the office to take up other work, and has our best wishes.

The new railing in the timekeeper's office is evidently a polite way of saying "Keep Out."

**Blue Island:** Our fireman, A. Rodio, is going to become a professional painter. For instructions Andy, see Sigurd Broth.

**Kedzie:** The sympathy of the boys at Kedzie is extended to the family of M. Begley, in their bereavement.

C. Winzenholler was seen wearing a certain kind of new tie. What Bunco Party did you win the tie at Charley?

L. Keag, Night Foreman, has had a severe attack of the Flu. We are happy to report that he is regaining his health rapidly and will soon be with us again.

We hope for the speedy recovery of C. Muller, E. Enright, H. Brown, M. Belstis, P. Higgins, J. Stith, J. Chmelri, who are all on the sick list.

**North:** George Johnson knows all about taking radio sets apart, but as to getting them together—?

We wish a speedy recovery to Herman Wasserstrass and Walter Egentwitch, repairmen, who have been ill for some time.

**Elston:** We wish to extend our sympathy to the family of J. Liska, who lost his father. Also A. Gillespie, who lost his wife.

Please look over our smiling faces in the pull-in picture, where we point with pride to our carhouse as the winner.

**Devon:** We sympathize with Mr. C. Daus, whose wife passed away suddenly after only a brief illness, and at a time when recovery seemed possible.

Lydia M. Anderson.

### South Shops and Car Houses

L. Parks of the Millwright Department had to break his attendance record recently because some one gave him a bad cigarette. We do not know what brand it was, but it certainly must have rolled him into a knot, for we understand it took several bottles of medicine to untangle him and bring him back into condition to smoke a Camel the next morning.

R. McKeown of the Machine Department



resigned to enter the train service as a conductor.

We are told that Eddie Roberts of the Car Wiring Department is about to step off. We have not been furnished the date, but no doubt will receive due notice.

Anyone desiring to sell second hand or discarded radio parts will find an eager buyer in Andy Draus, Stripper.

Al Schome of the Tinning Department is wearing a broad smile since the arrival of a baby boy at his house.

C. Roberts of the Motor Repair Department was seen in a Beauty Shoppe last week. Now we know where he gets his hair-cuts. Stop him somebody before it is too late.

Miss Taylor recently won first prize in a Dancing Contest at one of the Popular Chicago ballrooms. However, a considerable dint was made in the proceeds a few days later when our six young ladies proceeded en masse to a nearby restaurant, at Ann's expense.

We do not wish to attempt to start a matrimonial column, but we can hardly resist noting in this column the fact that Jules Graiser is in the market for a wife. Jules is a real nice boy, and we can recommend him highly.

S. Marshall of the Millwright Department took a couple of hours to have his dental machinery repaired so that he could change from his usual milk to some porterhouse steak. His wife says that he is now in the pink of youth, and we believe her.

Emil Sapper, Machine Shop, would like to know why the City charges \$10.00 for an auto license tag when they can have them made for 50c.

Herman Weilert has purchased an acre tract on the outskirts of the city, and we understand he is going to raise chickens and he hopes to grow ever-bearing strawberries.

The Paint Shop Radio Fans Club membership is increasing daily. Frank Russ, who lives in Mount Greenwood joined the ranks and bought himself a fine one-tube crystal set and he certainly is getting distance with it. Last Monday he got Homewood and it was almost clear. Upon investigation it was found that Frank was using his wife's wash line for an antenna. No wonder he is getting distance.

Jim Hessler of the Tinning Department spends all his spare time tuning his radio, but thinks some part must be missing, as his distance is limited to Chicago.

Will Farrow who has been travelling around for the past few years in his "Moon" has finally decided to trade it in for an automobile.

Emil Kraulides, Machine Department has been appointed manager of the machinists' base ball team.

P. Bushnell, Machine Department, better known as Thos. J. Webb, was recently in an automobile smashup but he came out of it without much damage.

Louis Goschl, painter, has been laid up with the "flu" which turned into pneumonia. We hope for a speedy recovery.

G. Rinck, of the Tin Shop has returned to work after having been off for some time with a bad cold.

**Cottage Grove:** We are glad to see A. Nelson, Car Placer, back on the job.

We are told that F. Simon is going to discontinue his fowl farm. The gates always seem to get open after Fred has securely locked them for the night, and there is a general walk-out of the chickens, ducks, geese and turkeys. For further particulars, see E. Timpe.

**Burnside:** Pete Eckert has been having trouble with his Essex lately. He claims he cannot keep air in the tires. A few weeks ago, while looking them over, he found several spikes sticking in them. He is of the opinion that the spikes may have had something to do with the air leaking out.

**77th Street:** We see that Frank Walseck, the craneman, has shaved off his mustache.

Jim Reaves is back. He did not stay away very long. Gus Stavidas is looking for an Irish girl from Mayo. A new song: "You Should See My Girl," by Frank Havel.

**Archer & Rockwell:** The boys at Archer are glad to see P. Burns, Repairman, back on the job.

J. McKee, Car Cleaner, is still on the sick list, and would appreciate a visit from some of the boys.

J. P. McCauley.

## Around the Car Stations

### Cottage Grove

The sympathy of our chief executives and assistants of Div. No. 1 and brothers members of Div. 241 is extended to the families and relatives of Charles Correll and Patrick Devereaux who recently passed into eternity. The memory of happy and profitable associations with these brothers for many years will endure and be cherished by their brother employees for all time. When fate decrees that we answer the last roll call may we be as resigned and ready as Charles Correll and Patrick Devereaux.

Vacation outings are the order of the day. Of course the very estimable Bakers will go to their isolated retreat in the Michigan everglades. Last summer John Pickin asked a knight of the road to direct him to Big Star Lake. "You go down yonder," said the knight, "to the first concession, don't turn, go past the second concession until you come to a big red barn, turn to the left and go straight as the crow flies for about three miles until you come to where the road forks, take the left fork, go as far as you can with the flivver and then walk to the lake." John says he fortunately graduated from the same school as Robin Hood and is fairly learned in wood craft and water eventually found the Baker cottage and a cordial welcome and a most excellent dinner that only the resourceful and charming hostess can serve.

James Fuchs will repeat to the Wisconsin Dells. Jim says there is no scenery in Europe



can hold a candle to it, in the cloudiest days a little sunshine comes smiling through to cheer and gladden the heart of the tourist and native and make the sun fish and bass bite better.

Joe Demara's plans are trembling in the balance, one member wishes to go down Ontario way by way of New York State and Niagara Falls, another member suggests Yellowstone Park. Joe thinks they will settle on the Kankakee marshes—a little fishing, plenty of rest and then back to work in the best city on earth—Chicago.

The balmy zephyrs of the southland has the strongest appeal to Tom Doherty, he still retains the snap and vigor that good old Chicago is noted for. We fear that a protracted stay down in the land of languid men and beautiful women would produce the opposite effect. Get the hook.

Last but not least Al Smith will be so busy pulling for the Gypsies, he may get a run down to Starved Rock for a week end during the dull season and then Bill Swanson says "Lord help the fish."

J. Calder.

### Burnside

Motorman McDonald of this depot is due mentionable credit for his heroic effort which ended in the saving of three Robertsdale men who narrowly escaped death by drowning when the machine in which they were riding turned over pinning them underneath in about three feet of water. McDonald operating his car noticed the accident, stopped his car and without hesitancy waded in and with the assistance of another party righted the automobile.

Conductor J. Olson walked into the office the other day because his badge number was on the discipline list. Instead of being cautioned A CREDIT has been entered on his record. It was the first time in three years he has had an error of any description on his trip sheet. He says the secret of turning in a perfect trip sheet is to give it the "once over" before turning in.

We regret to announce the death of Motorman W. H. Murray and his wife who passed away at their residence in Fernwood, February 28, 1927 and March 1st, 1927, respectively. The alarm clock rang at the usual hour and because Mr. Murray failed to arise to shut it off Mrs. Murray arose and found her husband had passed away. Stricken with grief upon losing her life partner she too entered into the great beyond. The boys at the Burnside Depot extend their sympathy.

Motorman Wm. A. Darcy passed away March 12, 1927. Sympathy is extended to Mrs. Darcy and her family in their hour of bereavement.

Cooperation with the public is the greatest asset in obtaining witnesses. Getting witnesses is your protection. The ability of the trainmen to obtain witnesses is immeasurable in value to the company. The following are a few of the real go-getters of witnesses:

C. Heidekrueger and C. Kanegan, 16 witnesses out of 20 passengers; H. P. Hanson and

L. Pine, 25 witnesses out of 30 passengers; V. Kropfel and F. Lange, 8 witnesses out of 10 passengers; T. Leahy and D. Robinson, 19 witnesses out of 20 passengers; C. Termeulen and J. D. Bohan, 17 witnesses out of 30 passengers; W. Blackinton, 12 witnesses out of 14 passengers; (one man car).

Conductor Reynolds purchased himself a pair of sox. Not having the time to make the change he placed them in the Starter's shanty at 80th and Stoney Island Avenue before he started downtown. On his return trip having time to finish the deal he made for the starter shanty to make the change but the scenery was different. An old pair of dirty sox full of holes was hanging on the telephone wire and the package was gone. Starter O'Rourke is being closely watched. Where is the lost hosiery.

Wm. D. Frank.

### 77th

Motorman M. C. O'Connor and P. Melaniphy had a hair raising experience the other morning caused by a peculiar sound repeated at regular intervals. Pete said, "It's a Banshee," Mike said, "It's a horse with a colic." In reality it was the fog horn in South Chicago.

Motorman John Moriarity is in the hospital suffering from some form of nerve trouble. We wish him well. John is the father of George Moriarity, manager of the Detroit baseball team.

Conductor A. Sandquist has been operated upon for appendicitis. Al is home again but not feeling any too good.

Conductor Mike Tydings has become a benedict. To Mr. and Mrs. Tydings we send our congratulations.

Conductor E. W. Smith is now convalescing after a prolonged attack of pneumonia.

Motorman Sam Tovey has been elected to the Trusteeship in the town of Mt. Greenwood. If the last annexation vote stands you are apt to see Sam sitting in our city council.

Our shop foreman Mr. W. Meyers has procured the new style air handle for 75th and 79th Street cars, which is a great improvement over our old handles. Let's show our appreciation by helping him bring his department to the front. Mrs. Meyers and his assistants state it will be a pleasure to explain to the trainmen any defect in the cars that cause them trouble and how to take care of same in the future.

Motorman John (Windy) Brennan was sadly disappointed that he could not contribute some relief to the recent Japanese disaster. John has a soft spot in his heart for these people.

Clerk Walter Daly has been out exploring lately. One afternoon while off duty he had some experience with goats.

Motorman P. Welch is back again after suffering from a severe attack of pleurisy.

The bowling league composed of four five-man teams namely, Clowns, Hopless, Pirates and Colts, report a fine season. The Clowns who have been dragging the street for some time have stopped clowning and are causing



the other teams some worry. The present standing of the league is as follows:

Team	Won	Lost	High
Hopless .....	43	32	2669
Clowns .....	41	34	2465
Pirates .....	36	39	2547
Colts .....	30	45	2469

To the baseball candidates. Get out for practice and lots of it. A special meeting will be held to help the players get together, see Chief Clerk Owen Duncan for information. Let's have a season of clean sportsmanship that may be enjoyed by all.

On Saturday Evening, March 5 the club held its annual entertainment and stag at Viking Temple and despite the unpleasant weather an overflowing house of 1400 club members and friends attended. A program of entertainment was rendered by Axel Christensen of WHT, Joe Garrity of WCFL, Tony Prince of WBCN and Allneis and Nevis, characters. The stag consisted of two wrestling matches between two men of 77th St. and two men of other departments. The 77th Street men winning both matches. Next in order came five very interesting bouts furnished by Frank (Red) Quinn and some bouts they were. Ed. Willette acted as referee, doctor F. C. Douglas examining physician, Charlie Demars and John Hogan as judges. Al Chapelle handling the wrestlers assisted by J. C. Taylor. Alderman T. J. Bowler acted as master of ceremonies for the evening. Superintendent of Transportation Mr. C. H. Evenson, (accompanied by his assistants Mr. W. Hall and Mr. M. B. Quinn) was introduced and told an interesting story. Pres. W. Quinlan of division 241 (accompanied by Sec'y. Joe Kehoe and others) was next introduced and gave a very instructive talk after which the fireworks began.

At 11:45 P. M. the entertainment was brought to a close and one of the biggest nights for street car men had been finished. The committee in charge wishes to thank the various department heads for the splendid assistance they received in making this stag such a success.

Supervisor Ralph Jenkins came very near being hog hitched to hold him in his seat. Seems Ralph wanted to climb into the ring, he got so excited.

To the following trainmen we extend our sympathy in their bereavement, namely: Motorman W. J. Leahy in the loss of his mother; Conductor L. R. Shank in the loss of his wife; Motorman G. Zimmer in the loss of his wife; Motorman S. L. Chanda in the loss of his son.

C. A. Gylling.

### Sixty-Ninth

We extend sympathy to Masters J. M. Gaynor, Mr. H. J. Kennedy, Mr. J. H. Mudra and Mr. J. Bischoff in their bereavement of the loss of their father during the month.

Watch announcements of our entertainment and keep the date of April 19th open.

Mr. J. H. Martin has been elected our club President for the ensuing year and at the present time he is quite busy trying to find

spring training quarters for our ball team. Fassnacht and Boedecker have suggested Argo.

A 9-lb. boy was born to Mr. and Mrs. H. W. Watts, January 29. Mr. and Mrs. J. F. Novak announce a 9-lb. boy born February 7th. Mr. and Mrs. R. S. Ford a 5-lb. boy born February 13th and Mr. and Mrs. R. L. Hillock an 8-lb boy. Congratulations.

Souvenir post cards have been received from Mr. W. J. Frank who is on leave of absence in California reporting a very good time. How we envy him.

Introducing statement clerk Edward Suma who is known about West Englewood as "The Sheik" was seen with a girl at Henrici's eating noodles. More power Eddie and they must have been good.

A very favorable report has been received from Mr. Irvine our division superintendent, who has been convalescing for awhile. We hope that we can soon look forward to the time when his pleasant countenance will be seen around 69th street again.

Lines to our baseball manager, Mr. Joyce, by G. Fassnacht.

Never you mind the crowd, lad.  
Nor the unrelenting toil  
Smile at the insults loud, lad.  
When the frenzied bleachers boil.  
Grimly stick to your task, lad.  
And ball games for you we will cop.  
For a pennant is all they ask, lad.  
And we'll boost 69th to the top.

W. L. Pence.

### Archer

One of the great hazards confronting the traveling public and train crews, is a thing of the past and today the train crews on Kedzie Avenue and pedestrians are graced and happy with the achievement started some months ago to elevate their tracks at 49th Street, work being completed March 15th. Great things move slow and today we marvel over the beautiful subway.

Motorman Percy Black slipped away during the month of January and took upon himself a wife. Percy has been shy in making the announcement. Congratulations are now in order.

Motorman R. M. Carney has been laid up for two months and on Thursday last he was taken to the Municipal Tuberculosis Sanitarium for treatment. We hope for a speedy recovery.

Among the offsprings since last issue of Surface Service Richard Thomas, 12-pound baby boy arrived at the home of Conductor M. L. Culconrey on Saturday, March 19. Baby and father doing fine.

Motorman Arthur Nielson is now broadcasting the arrival of a bouncing baby girl Beverley by name, who arrived on Washington's birthday, February 22. Beverly weighing 9½ pounds on her arrival.

Archer depot mourns the loss of some of its old and best timbers during the past month who were called away by death.

Conductor Charles Halverson died on Saturday, March 19. Funeral services Monday, March 21. Interment at Oak Hill. Charley



was one of the veterans having a seniority dating December 12th, 1895.

On Sunday, March 20, George Garwood passed on after an illness confining him to his home for over a year. George was one of the old and faithful employes, having been in the service for over 35 years and today we mourn the loss of one who was well liked among his fellow workers. George leaves a wife and two sons, George, Jr., is employed as motorman at this depot.

Motorman Charles Oehl died March 5 after being confined to his home with heart trouble for some six weeks. Charley has served fifteen years as motorman on the 5th Division having a seniority dating March 30, 1912 and leaves a monument of friends among his co-workers.

Conductor James S. Glennon met with a tragic death on February 22 and was buried February 25.

Motorman Mike Maloney was called upon to part with his father who died on February 25.

Conductor C. J. Higgins mourns the loss of his father William Higgins, ex-employee of this depot who died March 4. Bill was well known among the older employes.

We extend our sympathy to all those who have been called upon to part with dear ones.

Motorman Gerret Flemming on his way to work Sunday morning March 20th met with a speeding auto as he stepped from the sidewalk at Archer and Paulina Street receiving serious injuries.

Dusty.

#### Lawndale

We are very sorry that we have to report the loss by death of some of our good friends. On March 5 Motorman John Williams died after being sick only one week. Our ball-players will surely miss him very much, because when Jack was playing ball he was out to win the games and always kept the boys on their toes. Members of the team acted as pall bearers.

On March 21 Motorman Patrick Kent died at the Oak Park Hospital after an operation. He was sick only one week. He was well liked by every one he met and had a host of friends. At one time he was the Board member at Lawndale Depot.

Our sympathy is extended to both these families.

On March 19 Conductor H. McHugh, while attempting to cross the street at Kedzie and Douglas Boulevard, was struck by an automobile and had both legs and collar bone broken. He was taken to St. Anthony Hospital and we are hoping for a speedy recovery.

Wm. H. Hackbarth.

#### Blue Island

The stork visited P. Gunther and presented him with an 8-lb. baby boy on February 24. He also visited C. Devine and presented him with a 10-lb. baby boy on March 7. Both babes and mothers doing well and we wish to congratulate the proud daddys.

Our sympathy is extended to the following and their families in their recent bereavements:

R. Brinkman who lost his father; John Cavanaugh who lost his grandchild; E. Chvatal who lost his father-in-law and F. Echlin who lost his mother.

Supervisor J. Powers had an operation on his nose and is very ill. We all wish him a speedy recovery and hope to see him on the job before long.

A. J. Lareau resigned as Supervisor and resumed his duties as Motorman. W. Vobruba was appointed Supervisor to fill the vacancy caused by Lareau's resignation. Congratulations Bill and good luck.

Have you noticed Soldier's red hair. It looks as though his new experiment has worked at last.

Dave Jones discovered burglars in his garage one morning when he was coming home and Dave says its a lucky thing he had his skates along or they would have gotten him as he could never have gotten away without the skates.

Again we ask you to be careful and try to avoid accidents as much as possible. Of course we know that some accidents cannot be avoided but there are many that could have been avoided if those involved would be just a little more careful. Spring is here and the little tots will be out on the streets. Motorman, have your car under control where the little ones are playing as they do not realize the danger of the streets.

C. P. Starr.

#### Kedzie

Mr. M. Harrington, Division Superintendent, is on a furlough and intends to visit many points of interest. We wish him a safe and happy journey.

Mr. R. J. McKinney is now our Division Superintendent. We extend a hearty welcome.

Conductor J. J. Hester quietly slipped away one day and joined the ranks of matrimony. E. Harnett has also stepped in the ranks of newlyweds. Wish the boys and their brides the best of luck.

Conductor J. A. Millay who was injured last November while on duty would like the boys to pay him a visit. He is in the Alexian Bros. Hospital.

Conductor John Fitzpatrick and J. J. O'Sullivan are on sick leave. We wish the boys a speedy recovery.

Geo. Bender is back to work after an operation of appendicitis.

The stork visited the homes of G. E. Rae and left twin girls born March 9, Harry Sullivan, a 7-lb. girl born February 15, W. E. Bloyd a 7-lb. boy born February 17 and A. Young an 8-lb. 4 oz. boy, born February 21. Mothers and babies doing fine.

Motorman Jas. Frawley was injured while on duty. We wish him a speedy recovery.

Lui Koepke was appointed baseball manager of the Kedzie team and has had the prospective ball players out practicing. Says prospects look good for a pennant winner, here is hoping.

C. Sonders.

#### North

The beautiful American flag given us for winning the last Accident Prevention Contest has



been mounted in a glass cabinet which displays it to marked advantage. It will be placed in the trainroom. It should inspire us to further victories.

Power saving is still our stumbling block. We are not coming up very fast but the break will come if we keep at it and we will be up there where we rightfully belong. A little closer application of power saving principles and we'll arrive.

The big guns at the checker boards this spring are Troogstadt, Kent, Dorries, Ed. Fitzgerald, Bukowski, Sutton and W. Jones. These are all right-handed players. The mighty south-paws are Hawkins, Davis, Buggert and Koeder. A tournament between the two sets is in the offing and should furnish some real battles.

We were bumped out of first place in the witness getting contest. It is up to us to get our seniority back by getting witnesses. One or two more to a report will turn the trick. We have been leading the parade so long that we thought we had a mortgage on first place but now we find that our sense of security was ill founded. So let's get back in our stride and show the other divisions a new high average.

Motorman J. Petroski was married February 17, 1927. That's the date boys. Congratulations.

Cond. Hathaway announces the arrival of Herbert Hathaway on Feb. 14. He came to stay. Herbert weighed 8 lbs. on arrival.

Con. Barney Olsen and Cond. E. Hempy have received letters and pictures from Ex-Motorman J. C. Christensen who retired some years ago and who now lives on his farm near Edgewater, Florida. One of the letters mentions another of our old timers, Frank Tilton who has a place about four miles distant from that of Christensen. Both men are in good health and enjoying life in their declining years.

Motorman C. Durkin Tillman reports the birth of a 7-lb. daughter born Feb. 10.

Our Supt. Mr. Pasche spent St. Patrick's day in Springfield.

Conductor W. Jahnke is papa of a young lady born Feb. 21.

Conductor J. Byrnes, No. 3, reports a nine-pound boy born Feb. 5.

And Conductor Nick Moran is daddy to a 7-pounds boy born Feb. 26.

Motorman Frank Orr and Motorman H. Boehmer passed from our midst during the month of March. They were both fine men and we grieve in our loss. We extend our sympathy to their friends and relatives in their bereavement. Other homes were saddened by the loss of loved ones. Conductor P. Johnson, No. 2, lost his mother, March 21. Conductor F. Koerner lost his brother March 18, and Conductor E. Teska's mother passed away March 8.

Forty candidates answered Manager Gnech's call for ball players. Things look good for a fighting good team. The number of recruits that answered the first call should not discourage any of the other aspirants for the team. Get out and show your stuff.

Sympathy is extended to Conductor Wm.

Hoffman in the loss of his father who passed away March 28. And to Conductor J. York who lost his brother March 22.

With the opening of the new Belpark Theatre at Belmont and Cicero Avenues a new business section comes into being. Contrast the picture of today with that of a few short years back when one lone building stood sentinel on the corner. Surface transportation worked the change.

The North Avenue bowling team went into the lead in the A. B. C. tournament at Peoria the second week in March. The team consists of Capt. V. Malecki, T. Cooney, Levin, May and Pagel. The boys expect to be bumped down a few notches but will finish well within the money.

King Solomon said "Get wisdom." Mr. Brookman says "Get witnesses also."

C. A. Knautz.

### Elston

The sympathy of all Elston Avenue men is expressed to Conductors Tom and Bill Gillespie in the loss of their mother, who was in good health, until she met with an accident while shopping, about a month ago. Also to the family of our old time friend, Conductor "Shorty" Cumberland, Sr., who passed away last month. Not forgetting one of our new men, Harry Koppel, who passed away. Our sympathy is with both families.

A few of the sick members are back on duty again and we are glad to see them back. Motorman "Cyclone" Johnson and John Neswig are still on the sick list.

Stork arrivals this month, none. The last month's issue did not get prompt attention. The proud fathers for last month were as follows: Conductors Jim Folley, Jerry Scanell and A. Lund. Mothers and babies doing well. Congratulations boys. The conductors seem to have it over on the motormen.

Also in bowling Conductor J. Remberg with a high game of 249, Conductor Chas. Knierim 244 and Conductor Roy Slawson 242. These three share in the prizes in the high game contest. Motormen scored as follows: J. Suchkolass 238, J. Pagelow 234, L. Quietschke 229. Don't forget boys that Motorman Rassmussen is still champion of the ivories of Elston Depot.

The following members were elected for the 1927 Elston-Noble Base Ball Club: L. Quietschke, President; A. Kraft, Vice-President; G. Bogan, Secretary. On the Committee are: Roy Slawson, R. Kroening and "Chops" from Noble. Manager Mike Sudarsky, Asst. Manager Weber, Water Boy Conductor "Snuffy," Bat Boy and Mascot Rinehart and his dog. Now then all you players who are willing to play ball, report to Manager Mike. This also applies to Noble Street Ball Players.

Our old Superintendent Mr. Kroll, now our new Superintendent, is back at his old post again, which a number of us boys served under about 10 years ago at Elston. Congratulations and the best of luck to you. The boys also wish to say to Mr. McKinney, now at Kedzie: "For the breaks you gave us when



you were with us thanks. Good-bye and good luck from the boys at Elston."

In the Witness Contest, Elston-Noble are third place. Not so good. So let's try and get the top again, and stay there. Better not to have any accident at all. Now in regards to that accident prevention. We sure will do better this year. We have some of the old boys with us today that did not have an accident in 30 years or more. No doubt Walles the repair foreman would like to see in next month's magazine that Elston is again the flag winner. "Let's go boys! Stick to 'em and keep 'em rolling."

In power saving we are going up a little but we can do better. So let's coast when all's well.

L. Quetschke.

### Lincoln

P. Joyce is the proud father of a pair of twins. We didn't learn whether they were boys or girls but it makes a nice family anyway.

M. L. Griffin is also a happy father of a son born March 10. We hope mothers and babies are doing well.

C. Franks has taken a furlough and gone to Europe.

Another accident which might have proved serious occurred Friday, March 11 when Motorman E. Bedore stepped off the front of his car at the end of the line to hang up his run number and was struck by a truck. He was unconscious for awhile and taken to the Keystone Hospital. He is now at home and recovering.

In regard to our baseball team of 1927 we haven't completed our lineup of the players yet but will no doubt have everything in order for the next issue of the magazine.

H. Spethman.

### Limits

Mrs. Wm. Straus, mother of Conductor C. Straus, passed away at the Illinois Masonic Hospital Sunday, March 6, after a lingering illness. Funeral was Wednesday, March 9th, with Eastern Star services at Westfall's chapel. Interment Waldheim. The Literary Debating Society sent a beautiful floral piece. Our sympathy is extended to Cond. Straus.

A son, weighing 9½ lbs., was born to the wife of Cond. Henry Richmond on Feb. 21st. Mother and Henry, Jr., are doing nicely.

The wife of Cond. Protraz presented him with a baby girl March 15th and Cond. Kronie's wife likewise presented him with a baby girl March 4th at the American Hospital.

Cond. Pete Henry died March 22nd after an illness of two days of lobar pneumonia. Funeral March 25th at 9:30 a. m. from his late residence, 4742 N. Avers Ave., to St. Edwards Church, where high mass was celebrated. Interment All Saints Cemetery. Cond. Pete was in the service about twenty years.

Conductor Louis Miller, Worthy Patron of Buena Chapter No. 793, O. E. S., meeting at Up-town Masonic Temple, invited Chief Instructor,

Mr. Johnson as a guest of the Chapter on an open night, when the Surface Lines' movie was shown and ably explained, much to the satisfaction and edification of the members of the Chapter, who voted the entertainment very pleasant. It is this publicity that keeps the public informed as to what we are doing, how we are doing it, and the difficulties under which we accomplish our daily tasks. It also helps to bring about that intangible asset, good will, which is absolutely essential to the welfare of our organization. We wish to thank you, Mr. Miller, for your efforts in our behalf and also our Division Superintendent for his co-operation in securing the movie.

Manager Conductor Leonard Becker is very busy perfecting his last year's organization and introducing new talent now available. Your correspondent had the pleasure of interviewing Burly Grimms and Murphy Draucho, our well known slab artists, who claim that they are going to run Lefty Pete of the Lincoln Ave. barn clean out of gas and make him look like the last rose of summer. From the way the boys are turning out, the enthusiasm they are putting in their work, all we've got to say is: "Look out, Lincoln Ave." Don't forget practice. Boys, the extra men are not getting any too much to do so lay off and go over and root for that game, and give the extras a chance because it's awful slow right now.

Elmer G. Rodgers.

### Devon

Conductors J. Van Den Eden and W. Brede have joined the ranks of the married men. Our best wishes go to the newlyweds.

C. S. Moiza reports the arrival of a ten-pound boy. P. Gallagher and R. P. Nelson tell us they too are proud papas.

Robert Leland Borgstrom is the name of the new eight-pound boarder in the Borgstrom household.

J. Scuffy has returned from attending the funeral of his brother who died in Minnesota.

Conductor A. Jones is back from a sad journey to Kansas City, Mo.

Miss Agnes L. Roy, the baby daughter of Motorman C. E. Roy, was baptized at the Ravenswood M. E. Church by the Rev. I. J. Durand. R. Blackstock acted as Godfather.

Miss Gertrude M. Buhr daughter of Motorman J. Buhr, and Edw. F. Gessner, son of F. Gessner, were also baptized.

We are glad to welcome our Chief Clerk, F. Mitchell, back home after a short stay over at Elston Depot.

Motorman K. Holmquist is back to work after a severe illness.

Devon is now in second place in power saving. Hold it, boys!

Joe Hubberts will have to say, "Well, I knew they could do it."

Conductor John Susralski will try his hand this year managing the baseball team. Conductor H. Morford is the newly-elected captain. It is up to us to back these boys to the limit if we expect successful results.

C. E. Roy.

