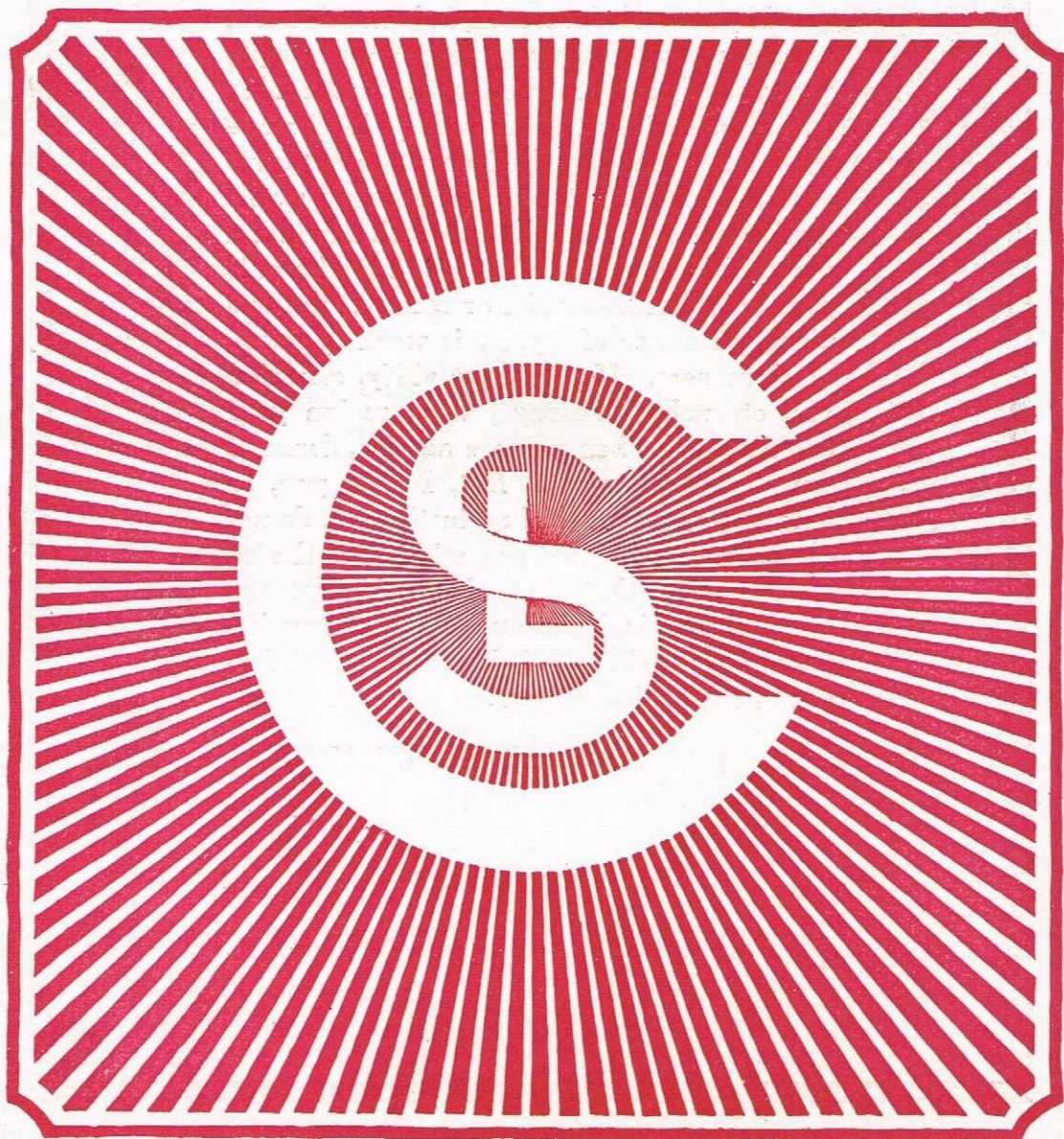


SURFACE SERVICE MAGAZINE

VOLUME 3

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HORSE SENSE

If you work for a man, in heaven's name work for him. If he pays wages that supply you your bread and butter, work for him, speak well of him, think well of him, stand by him and stand by the institution he represents. I think if I worked for a man, I would work for him. I would not work for him a part of his time, but all of his time; I would give an undivided service or none. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But, I pray you, so long as you are part of an institution, do not condemn it. Not that you will injure the institution—not that—but when you disparage the concern of which you are a part, you disparage yourself. And don't forget, "I forgot" won't do in business.

ELBERT HUBBARD.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 3

FEBRUARY, 1927

No. 11

North Avenue Leading by a Nose

*Kedzie, Lincoln and Elston-Noble Pressing Hard—Looks
Like a Whirlwind Finish*

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

First Place	Division No. 8, North Ave.	52.26
Second Place	Division No. 7, Kedzie	52.09
Third Place	Division No. 11, Lincoln	50.27
Fourth Place	Division No. 10, Elston and Noble.....	46.72
Fifth Place	Division No. 9, Division and Armitage.....	45.69
Sixth Place	Division No. 2, Burnside	44.87
Seventh Place	Division No. 5, Archer	41.19
Eighth Place	Division No. 12, Devon and Limits.....	35.87
Ninth Place	Division No. 3, Seventy-Seventh	34.44
Tenth Place	Division No. 4, Sixty-Ninth	31.84
Eleventh Place	Division No. 6, Lawndale and B. I.	28.74
Twelfth Place	Division No. 1, Cottage Grove	25.33

Accident Prevention Records of All Divisions in December

First Place	Elston and Noble, 400% Credits	Total 782.1
Second Place	Lincoln, 500% Credits	Total 742.5
Third Place	Kedzie, 300% Credits	Total 617.2
Fourth Place	Cottage Grove, 400% Credits	Total 610.8
Fifth Place	North Avenue, 100% Credits	Total 605.9
Sixth Place	Lawndale and B. I., 300% Credits	Total 605.1
Seventh Place	Division and Armitage, 100% Credits	Total 530.3
Eighth Place	Seventy-Seventh, 200% Credits	Total 516.6
Ninth Place	Archer, 200% Credits	Total 484.0
Tenth Place	Burnside, 300% Credits	Total 474.1
Eleventh Place	Sixty-Ninth, 100% Credits	Total 447.3
Twelfth Place	Devon and Limits, 100% Credits	Total 355.7

BY VICTOR T. NOONAN

Supervisor of Accident Prevention

Friends and fellowworkers! This story of what was done in December to prevent accidents is to be the best story so far, because it will reveal the best efforts and the best records made by all twelve divisions, in this the greatest Accident Prevention Contest ever inaugurated by any electric railway organization anywhere in this country. But first, let us take a look at the standings of the principal leaders in the race. December brought about some big changes in the

line-up, and what a race and what extraordinary records our two famous dark horses made, Lincoln, and Elston and Noble.

At midnight on the 31st day of December, the end of the eleventh month of this contest, Superintendent William Pasche and more than fourteen hundred trainmen of the North Avenue Division were holding first place by a mere hair's breadth, the total average of the division for the entire 11 months being 52.26; second place, Kedzie, 52.09; third place, Lincoln, 50.27. Kedzie is separated from

Total 100% Credits Earned for No Chargeable Accidents in Various Classifications, February to December, 1926, Inclusive

First Place	Division No. 2, Burnside	3600%
Second Place.....	Division No. 11, Lincoln	3300%
Third Place	Division No. 10, Elston and Noble.....	3200%
Fourth Place	Division No. 7, Kedzie	3000%
Fifth Place	Division No. 5, Archer	2900%
Sixth Place	Division No. 8, North Avenue	2600%
Seventh Place	Division No. 1, Cottage Grove	2500%
Eighth Place	Division No. 4, Sixty-Ninth	2500%
Ninth Place	Division No. 6, Lawndale and B. 1.	2300%
Tenth Place	Division No. 9, Division and Armitage.....	2000%
Eleventh Place	Division No. 12, Devon and Limits.....	2000%
Twelfth Place	Division No. 3, Seventy-Seventh	1900%

first place by only .17, while Lincoln is only 1.99 behind the North Avenue leader.

Burnside after a long and valiant effort, month after month, dropped to sixth place in the contest. This illustrates what one or two accidents will do to a division. Nevertheless, Burnside still has a good chance to come back in January, and that possibility must be reckoned with. At this time of writing, third week of January, we must survey those divisions that are actually leading. North Avenue is still leading in the third week of January, but by such a small fraction that it is difficult to predict with the end of the contest only six days away, what division is going to win.

The greatest excitement prevails at North Avenue headquarters. Night and day, the contest is the subject of heated discussion by the trainmen. That the North Avenue boys are proud and interested goes without saying. Day after day the trainmen come in from their runs and ask Superintendent "Bill" Pasche, "Well, how do we stand in the contest?"

When a North Avenue trainman has an accident, he reports to the superintendent and says: "I'm awfully sorry, Mr. Pasche, about having this accident and hope it does not affect our standing in the Accident Prevention Contest." That's the spirit!

But the dark horses are worrying "Big Bill" Pasche, just as they worried Superintendent Altemeier at Burnside when he was leading recently. Some months ago, I asked this organization to watch a couple of dark horses in this race, one horse coming out of two stables at Elston

and Noble, the other from Lincoln. These two divisions are running in this race and running faster and making better records month after month. They started in the race away down near the bottom. Lincoln finished December in third place, Elston and Noble fourth.

Superintendent R. L. Hays and trainmen of Lincoln made the best record of all twelve division during the entire eleven months of the contest, in the month of December. This division earned a total average of 742.5% credits for having no accidents. The particular record that I am referring to is 500% credits made by Lincoln in December for having no chargeable accidents of any kind in the following five classifications: Classification No. 1, No Accidents to Trainmen; Classification No. 2, No Accidents to Passengers or Public; Classification No. 6, No Collisions between Cars; Classification No. 7, No Persons Brushed Off Steps, Cars in Motion; Classification No. 9, No Employees Injured on Duty.

Lincoln Division has operated the entire eleven months of the contest without a fatal accident or injury to a trainman, nine months without a fatal accident or injury to a passenger, five months without a single slight car collision between cars, seven months without a passenger being hurt on steps. Lincoln also hit the gong and made a record in Classification No. 9, when in December not a single employee suffered the smallest injury in connection with car operation from this division. And this record applies to employees from the whole organization. You can't beat it. It is amazing!

The other dark horse, Elston and

Noble, in fourth place, has a somewhat similar record. This division rolled up a total of 782.5% for having no accidents in December. While the total average was a little higher for the month than Lincoln, the division made only 400% credits for having spotless records in four classifications as compared with Lincoln's 500. Here is what Elston and Noble did from February to December: Ten months without a serious accident to a trainman; two months without a car having even a small bump with another car; six months without a passenger getting slightest injury on step; two months not an accident reported inside a car from sudden start or stop. Finally, Elston and Noble has beaten all other divisions in Classification No. 9 when it operated three whole months inside the barns, inside the yards and outside on the streets without a single employee of this big organization getting the slightest injury either inside a car or outside. This record cannot be beaten, and this one may also be regarded as extraordinary.

If Elston & Noble and Lincoln should roll up in the month of January two such records as they did in December, they would make it warm for the present two leaders, North Avenue and Kedzie.

The other nine divisions made wonderful records for December, in fact, all twelve divisions did more to prevent accidents in December than in any other month of the contest. Look at the figures above. Cottage Grove with a total of 610.8, Lawndale & Blue Island, 605.1, Division & Armitage 530.3, Seventy-Seventh Street 516.6. Burnside still leads in having the most 100 per cent credits earned for having no accidents in certain classifications, having a total of 3600 per cent.

Yes Siree! December was the greatest month for Accident Prevention in the history of electric railway operation in Chicago. And this wonderful record was not the result of luck or chance. It was the result of human effort, the result of the good efforts of more than sixteen thousand trainmen encouraged by their commanding officers the division superintendents.

Men! You can write it down in the book of your hearts, that by your efforts day after day, you surely have saved

human lives, and just as surely saved many many others from getting hurt in accidents. Any thoughtful man who watches our trainmen operating their cars day after day, can see the great work of accident prevention being carried on. Here and there a conductor warns passengers not to board a moving car, or holds them back from getting off while car moves. Here and there we see, not one, but hundreds of careful motormen slowing down their loaded cars when a child, a pedestrian or an auto is in danger on the tracks. The street car, unlike the bus or the auto cannot get off the tracks, it cannot run out of the way, it must be controlled by that careful watchful man in the front vestibule, the motorman.

Yes, December was a great month for records. More than five million more riders were carried than in December, 1925, yet in the same month there was a total of 247 fewer accidents reported. These reductions were in eight classifications and included boarding and alighting, collisions with vehicles, operating defects, etc.

This record too, was made in spite of the fact that we had an approximate increase in mileage of 490,489 miles over December, 1926.

And here is the big fact that is worth talking about: If the Chicago Surface Lines were to give a medal to every trainman who had a good accident prevention record for a year, that is to every man who had no chargeable accident against him, more than twelve thousand men would be in line for trophies.

These facts are brought out to prove that our train organization cannot be excelled for safe car operation by any other group of trainmen in the world. Our Contest is almost at an end. It has been a great and wonderful accomplishment, in which you boys in the train service can each and all take particular pride in the thought that you helped to put it across, not in an ordinary way, but you put it across in the extraordinary way. Our next issue in March will tell the story of the two winners.

AND ON THE FIRST DAY OF FEBRUARY A NEW CONTEST STARTED.

Good Luck, Miss Munkvold

Associates Say Good-bye to Popular Girl Who Is to Be Married Feb. 9

Saturday January 29 will be long remembered by Miss Clara Munkvold, Mr. Blair's stenographer. On that date she terminated a twelve year period of service with the Surface Lines in order to prepare for a wedding, set for February 9, on which date she will become Mrs. Burton Smith.



Miss Clara Munkvold

Miss Munkvold has a host of friends in the organization and the announcement of her departure and wedding arrangements resulted in an impromptu surprise affair at noon on the 29th, the participants being the officers of the executive department and the stenographic forces of that department.

After Mr. Blair, Mr. Richardson and a dozen others had gathered in the big room of the board of operation, Miss Helen Griffin was designated to hunt up Miss Munkvold and escort her to where the expectant group was waiting. When she entered the room and realized that she had been "trapped" she restrained her

impulse to escape and with flushed cheeks took a long breath and braced herself for whatever was to come.

Mr. Wilkie who had been asked to speak for the assembled gathering stated that there had been a good deal of curiosity about the rumors that had been coming out of the front office and that he had conducted an investigation as a result of which he had recorded what appeared to be "A Perfect Explanation" in the form of a rhyme as follows:

Clara going to leave us? Clara M. deserting?
That's the painful message that a little bird's asserting.

What's the matter, Clara? Franchise period ended?

Why not let our lawyers try to get your rights extended?

Lawyers too expensive? You don't have to say it—

Go ahead and file your plea and darn the bill—
we'll pay it.

She says: "No extension"—'course we must believe her—

"Burton Smith," she says, says she, "is named
as my Receiver."

On the same sheet on which these lines were written was an expression of regret at the parting and below were inscribed the autographs of the participants in the affair.

Referring delicately to the importance of funds in the sort of receivership in which she had become involved Mr. Wilkie turned over to her a somewhat weighty package having an intriguing golden clink and suggested that it was the desire of her friends that the fund be disbursed only with her authority and approval.

A letter from Mr. Blair was particularly interesting.

Dear Miss Munkvold:

In abandoning business to preside over a domestic establishment where, it is assumed, you will be the chief executive, you are merely fulfilling the destiny of charming young womanhood; but it is with extreme reluctance that we witness the severance of the ties that have bound you, happily we hope, to the Surface Lines family for so many years.

Your amiability, cheerfulness, efficiency and admirable discretion in the discharge of the manifold activities of the responsible and confidential position you have held have endeared



This Shower Was Dry

Top Row, Left to Right—Miss Georgia M. Smith, Miss Emilie Sack, Mrs. Agnes V. McCormick, Mrs. Ruth Munkvold Polk, Mrs. Thora Munkvold Iverson, Miss Agnes Hume, Mrs. Mary H. Vaughan, Miss Gertrude M. Shipley, Miss Harriet C. Miller and Miss Edna V. McClelland. Middle Row—Mrs. Virginia S. Tabb, Miss Marie Victory, Miss Mildred Humes, Miss Clara Munkvold, Mrs. Munkvold, Mrs. Humes, Miss Helen F. Griffin, Miss Maude F. Jeffrey, Miss Lulu E. McCormick, Miss Josephine Sigwalt. Bottom Row—Miss Frances Canny, Miss Florence Pierce, Miss Marie Krausman, Miss Henrietta Fisler.

you to all of your associates, and I assure you that you will be missed.

You will carry with you the sincere good will of all of us, and, speaking for myself, assurance of the highest personal regard, with best wishes for a full measure of the happiness you deserve through all the years to come.

President Blair in a little speech paid a high tribute to his departing employe, and adding that she had endeared herself also to Mrs. and Miss Blair, he presented her with two gold-lined ladles, wonderful examples of the silversmith's art.

Although overwhelmed by the cordiality and expressions of friendship Miss Munkvold made a pleasant acknowledgment and then received the personal congratulations of everybody. Later on she held a little reception in her own room where final farewells were said and promises of an early series of visits.

And Then a "Shower"

One of the prettiest parties of the season was the bridal shower given by Miss Mildred Humes and Miss Helen Griffin at Miss Humes' home on Monday, January 31, in honor of Miss Clara Munkvold.

The shower was a surprise to Miss Munkvold, and when she arrived twenty-four guests, including her mother, Mrs. Munkvold, and her sisters, Ruth and Thora, were gathered in the living room hemming tea towels for the prospective bride.

The table was beautifully decorated with a delicate coral pink, a huge rose basket in the center containing favors, and the many tiny ribbons to be drawn at the given moment were lovely against the snowy cloth. At one end of the table was a great, white wedding cake on which stood a diminutive bride and groom. The bride and groom later were nestled in the center of the rose basket and carried away by the bride-to-be. Nut baskets of pink, with clusters of rosebuds on the handles and "bridal shower" napkins were very attractive. After the salad and coffee, much fun was experienced in seeking the mysteries of the wedding cake,

which included a wedding ring, a thimble, a wishbone, a button, etc.

A lovely, soft light was cast over the entire room by the rose shades whose delicate petals covered the bulbs. On a table in one end of the room were dozens of interesting looking boxes, and much of the evening's enjoyment was in watching the opening of these by Miss Munkvold and in hearing the "Oh's" and "Ah's" chorused by the entire gathering as one after the other, dainty and useful gifts were disclosed.

Miss Fisler Hostess

On Friday night, January 28, Miss Henrietta Fisler was hostess at the regular meeting of the bridge club. Following a dinner given in the private dining room of the Eleanor Club bridge was played. When prizes were awarded Miss Clara Munkvold was surprised to find herself the winner of the second prize—but upon opening it found initialed cards and bridge score pads, a gift from other members of the club.

Spotlight for Brides-to-Be

An evening long to be remembered by many friends and well wishers of our two February brides-to-be, the Misses Clara Munkvold and Edna V. McClelland, delightfully planned and carried out by Mrs. Agnes V. McCormick, was enjoyed Thursday evening, February 3rd, at the Terrace Gardens.



Miss Edna McClelland

The tables set in the shape of a U were decorated with ferns and bouquets of gorgeous pink roses. The prospective brides, arriving last, were seated side by side at the head of the horseshoe. After a dancing number or two had been played by the orchestra, the leader gave the signal and the lovely strains of the wedding march were heard. The brides-to-be were thrilled to be suddenly brought into the focus of a brilliant spotlight and acknowledged the honor by rising and facing the other guests in the room. They were nearly overcome, but managed to carry off the occasion gracefully. One of the Terrace Garden's famous dinners was served during which details of plans for the weddings (and of course the gowns) were eagerly discussed, after which the brides-to-be were presented with the roses.

Clara M., who is to be Mrs. Barton Smith, said her's was to be a quiet home wedding, while Edna McC., who is to be married to Mr. Edward William Hillier on February 22d, will have a church wedding and reception at Oak Park.

DE LAVE MAKES THE HEAD LINE

North Avenue's All-Round Athletic Star Uncovered by Sporting Writer

This all happened on the sporting page of the Chicago **Evening American**, January 11, 1927. Now in itself this is a signal honor only conferred upon the marvelous. For a professional athlete to receive recognition is one thing, and for a Motorman athlete to get the "spot" light is quite another.



"Tacks" De Lave

This same writer took the liberty of calling him "Tacks" but also insisted and tried to prove that "Tacks" never played the part of a rough-neck but rather was "one of America's leading gentlemen off the ball field." Now, unless you have been wondering who "Tacks" is, let us introduce a North Avenue Motorman, Edwin De Lave, at home on the baseball field, football field, wrestling mat, in the boxing ring, and also in the swimming pool. During the late war, he held forth at the Great Lakes Station, showing the boys many a trick that hard experience had taught him. "Tacks" belongs to that class of athletes who early resolved never to get too old to enjoy all the sports.

What Your Job Is Worth

If your job pays you \$100 per month, it's worth \$20,000. That amount of money invested at 6 per cent, not a low rate by any means, would pay you no more than these wages. If you draw down \$125 a month, it's equal to a \$25,000 investment. A man with a capital of \$50,000 is regarded as pretty well off even in this day and age, but even that amount wouldn't return him a cent more than \$250 a month.—Ex.

The Meter Finds the Man

Motorman's Individual Energy Record Again Brings to Light a Deserving Man for Promotion

At the Sixty-ninth and Ashland Depot late in December it became necessary to cast about for a man to fill the important position of Motorman Supervisor.

Several names were submitted by the old method of appointing a likely candidate dependent entirely upon the judgment of an individual, which is nothing more than a personal expression acquired by acquaintance, association or many other means. Obviously this method when applied to a large group of men is faulty, and particularly so when attempting to select the candidate on the basis of a personal knowledge of his power-saving and good car operation record.



Motorman Supervisor Robert L. Burns

Power saving and good car operation is an accomplishment that no one man or a select few has or can acquire a monopoly on. It is that part of a motorman's business which every motorman can have, which he should strive to perfect, that part which he should always

practice and that part which no one can deprive him of.

The kilowatt hour meters on the cars of this company record fairly, fearlessly and without prejudice the records of all men in this respect, and due to these facts it logically follows, that the very first qualification for the candidate should be his knowledge of the business of power saving and good car operation. Proceeding on this basis it thus becomes a simple matter to find a number of men from any of the large groups we find on this system, with this important accomplishment.

Thus kilowatt hour meter plays the part justly by identifying a group of fit men who possess this very first requisite, that of knowing their business. So keep fit and let the meter prove it.

Of course, in this day and age a man must necessarily by nature or training, possess other good and useful qualifications which go hand in hand with his thorough knowledge of the business and one of these is his ability to be able to impart this knowledge to others in a spirit of friendliness, helpfulness and consideration.

At this depot an entirely new man comes to the front, although according to his own statement the thought of getting to be a motorman supervisor never entered his mind at this time even though he heard that many others were potential candidates in one way or another.

The car meter division proudly presents to the trainmen and supervisory forces of the transportation department of this great system a new motorman supervisor with the knowledge that he is primarily a product of the meter and the good judgment of the superintendent of transportation, assuring all who come in contact with him in the line of duty and otherwise, that he will measure up on all of the other qualifications necessary for this position.

After the meter does its work, what's left is merely a case of good judgment.

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

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

Mr. Burns, go ahead, we all know you have the right foundation.

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:

December, 1926

	Per Cent Saving or Loss
Division	Loss
Cottage Grove	1 11.80
Lincoln	2 7.87
Armitage	3 7.00
77-Vincennes	4 6.20
Limits	5 6.04
Archer	6 5.24
Devon	7 5.15
69-Ashland	8 4.97
Burnside	9 3.92
Elston	10 2.91
North	11 2.77
Division	12 2.76
Kedzie	13 1.52
Lawndale	14 *0.28
Noble	15 *3.17
Blue Island	16 *8.14
Total Points	56.02
November Points	33.94
December Gain (points)....	22.08
or 65.2 per cent.	

*Loss.

A dentist is the only one who can tell a woman when to open and shut her mouth, and get away with it.

PREVENTING FROSTED WINDOWS

A Valuable Hint for the Benefit of Motormen During Very Cold Weather

Correspondent Elmer Rodgers submits the following information which will be appreciated by all motormen: One ounce of glycerine mixed with three ounces of liquid ammonia, well shaken and rubbed on the inside of the glass, keeps the frost off the window.

Forty-Seven Interesting Varieties

Legs to the right of us,
Legs to the left of us,
Legs out in front of us—
How they display them!

On they go, trippingly,
Dainty and skippingly,
Frost that bites nippingly
Does not dismay them.

Straight legs and bandy ones,
Bum legs and dandy ones,
Awkward and handy ones—
Flirt with the breezes.

Round legs and flatter ones,
Thin legs and fatter ones,
Especially latter ones—
Showing their kneezes.

Knock-kneed and bony ones,
Real legs and phoney ones,
Silk-covered tony ones—
Second to none.

Mates and ill-sorted ones,
Straight and distorted ones,
Home and imported ones—
Ain't nature grand?

—Exchange.

It Was a Wonderful Night

Women's Auxiliary Graceful Hostesses at the Annual Reception and Dance

The annual reception and dance given by the Women's Auxiliary of the Surface Lines Club on Saturday evening, January 22, was one of the most delightful affairs ever given in our club house. Year after year this annual reception is eagerly looked forward to and year after year proves to be the outstanding social event of the season.

The hall was transformed on this occasion by an unusual latticed canopy of orchid and Nile green, centering in a cluster of colored lights under a huge fringed shade. The stage was built into a semi-arch of the same orchid and green, which combined with the palms and roses, and softly shaded lights, gave an exquisite setting for the beautifully gowned dancers.

Under the balcony a foyer was provided with easy chairs and davenportes with floor lamps and small tables holding bouquets of roses. It looked so inviting, and suggested such comfort, that it was a most popular rendezvous during the evening.

The Women's Auxiliary is to be complimented on the excellent arrangement of the program. Benson's orchestra, under the direction of Mr. Arthur Sizemore, provided the music, and between dances the guests were entertained by the talented harpist, Miss Marie Ludwig, of the Sherman House, who gave several harp selections. Miss Ludwig is the same young woman who had the honor of playing for Mrs. Coolidge on her visit to Chicago. Miss Ruth Pryor, late star of "The City Chap" also was on the program, and her refined and clever ballet dances, combined with her beautiful costumes and pleasing personality, made her a great favorite of the evening.

The party was well attended by members of the Surface Lines Club and their friends, as well as many of our officials of the company and their wives, all of the guests being welcomed with a smile by our own little president, Miss Marie Sullivan.

The whole affair was so carefully

planned and every detail worked out so beautifully and efficiently by the chairman, Miss Betty Birchwood, assisted by her able corps of the directors of the Women's Auxiliary, that too much praise cannot be given for her capable management.

Following are the girls who made the party a success:

Miss Marie Sullivan, president; Miss Betty Birchwood, chairman; Miss Lydia M. Anderson, Miss Bessie Cameron, Miss Hildue Carlson, Miss Margaret E. Harte, Miss Adelaide V. Hogan, Miss Agnes Hume, Miss Irma E. Jahn, Miss Ethel Johnson, Miss Catherine Miller, Miss Mary Ruth Riley, Miss Esther C. Sandstrom, Miss Viola Stanger, Mrs. Mary J. Thierkauf.

CLUB SPARKS

"Golf" a Feature of January Meeting

Following the regular monthly meeting of the Women's Auxiliary held Thursday evening, Jan. 20th at the Club House, the girls at Clark and Division took charge of the entertainment.

Miss Viola Ficks and Miss Huldar Carlson treated us to some excellent novelty dances, also vocal selections accompanied by the ukelele. Ethel Swanson at the piano.

But the real event of the evening was "golf"—eighteen holes at that.

Our aim was to make par (being amateurs, we were sure we could) but what a lot of "tall grass" we struck.

Lydia Anderson proved an expert and with the help of an occasional "Birdie" and "Eagle," captured the prize.

The first drive created much excitement as each girl hunted for her ball. One sliced her ball, another pulled it and some just fozzled.

Marie Kransman insisted on topping her's all the time, reiterating that was the correct way to hit it. How we razzed her. Many novel uses were made of the golf clubs. One used her putter to tee off; another her niblick in the fairway; another her mashie as a putter to play the ball into the cup; one her brassie in the rough and still another her driver to get out of the rough.

Henrietta Fisler drove a wild ball into the drink; her second was straight down the fairway only to end up in a disgustingly poor lie

—but a wonderful shot with her mashie put her on the green and a 20-foot putt gave her a snappy five.

Agnes McCormick was qualified for the hole in one club.

Mildred Humes was yelling (she always does yell), "I dubbed my mashie shot," and later after topping with her brassie lamented that she had to play every trap on the course.

Mary Beatty made "Bogy."

Altogether it was a wild night and we dare not say anything of the 19th hole or the Club House might be raided. It will long be remembered. T.

Election of Directors

The annual election of Directors for the Surface Lines Club was held Tuesday, January 11 and the following Directors were elected to represent the various departments:

Accounting Department—R. T. Fick.

Accident Investigation—N. Deutsch.

Car Meter Division—P. W. Voss.

Executive Department—L. J. Dixon.

Electrical Department—C. E. Watson.

Engineering—P. J. Raver.

Legal—D. Colgan.

M & S, North and West—A. D. Martin.

M & S, South—H. Hogar.

Purchasing—B. Hintz.

Election of Officers was held February 4th but the results were not obtained in time for this issue.

LEGION TOPICS

A Great Stag Night

The entertainment furnished the Surface Lines Club and its guests of American Legion Post No. 146, at the annual Stag, Saturday evening, January 8th, brought a very full year to a most fitting close.

The house was packed, every available seat being taken by 8:30, the hour of starting. The program opened with song, dances and stories by Sambo and Sambo and Company, a colored trio, followed by three fast and entertaining boxing matches. Between bouts the four hundred spectators were entertained with songs by the "Triangle Trio" and more melodies by the colored boys.

The last half of the evening was taken up by three wrestling bouts. The six contestants were supplied by Al Chapell, the club Wrestling Instructor. They were all company men and with but one exception had received their wrestling instruction at the hands of Mr. Chapell. By the exhibition which they gave one can see how fortunate the club is in having such a competent coach.

The third and final bout between Mr. Frank Felsow of the Accident Investigation Department and Mr. Chapell was the feature of the evening. Both men are well rated in professional circles and the most inexperienced spectator must have realized that he was witnessing an unusually good exhibition of skill. After many minutes of wrestling, during which

it was anybody's bout, Al succeeded in pinning his man.

The evening ended with the serving of coffee, sandwiches, and cigars and congratulations to Chairman Martin for the evening of excellent and diversified entertainment.

In Honor of Retiring Commander

A party was held Friday night, January 14th, in honor of the retiring Commander, T. E. McCarthy. The Post presented Comrade McCarthy with a Past Commander's ring, at which the new Commander, Ray Ambler, said a few words of praise for the accomplishments of the past year. Entertainment was provided by Ben Lindstrom's boys, "The Professional Home Talent Four."

It has been reported at every meeting for some months that we have a drum and bugle corps. So their first public appearance was greeted with much interest and pleasure by all of those attending. The guests of the Morrison Hotel confined their emotions to interest.

Coffee and sandwiches were served.

What to Do in Case of Illness

Any ex-service man who is in need of aid on account of sickness or knows of any ex-service man needing aid, especially those who are sick or disabled through some cause arising during their service period, is urged to report the full details to T. E. McCarthy, Service Officer. Several cases have been brought to the attention of the Post and without exception adjustments have been or are being secured. The only obligation you have in asking for aid is to yourself. If you are deserving of compensation and have been unable to get it, you owe it to yourself to get in touch with your Legion Post. Your officers know the proper steps to take and who to see.

The Daily Dozen

A bride asked her husband to copy off a radio recipe she wanted. He did his best, but got two stations at once, one broadcasting the morning exercises and the other the recipe. This is what he took down:

"Hands on hips, place one cup of flour on the shoulders, raise knees and depress toes and mix thoroughly in one-half cup of milk. Repeat six times. Inhale quickly, one-half teaspoonful of baking powder, lower the legs and mash two hard-boiled eggs in a sieve. Exhale, breathe naturally and sift into a bowl.

"Attention! Lie flat on the floor and roll the white of an egg backward and forward until it comes to a boil. In ten minutes remove from the fire and rub smartly with a rough towel. Breathe naturally, dress in warm flannels and serve with fish soup."—Boston Transcript.

In the Life of a Cop

"It's a hard life," said the traffic policeman.

"What's the trouble?" asked the genial old gentleman.

"I had to call down a fashionable dame just now for violating a traffic law. The look she gave me was bad enough, but the way her poodle dog yawned in my face was positively insulting."

ROUNDING UP THE WITNESSES

North Avenue Maintains Lead; Lawndale-Blue Island Second and Elston-Noble Third

December was a tough month for the boys who were trying to fatten their averages in the Witness-Getting Contest. In spite of the fact, however, that the low temperatures must have made it very difficult to thaw witnesses sufficiently to arouse their interest, some of the divisions succeeded in securing creditable results. Cottage Grove, which stood eighth in November returns, moved up to fourth position, while 69th dropped from fourth to eighth. Lincoln climbed two notches to seventh place; Armitage-Division, which was seventh in November, dropped back to tenth, Archer and Devon-Limits tying for ninth place.

The average for the system dropped off to 3.68. The Legal Department will, of course, be particularly appreciative of any special efforts that may be made to increase this average. With fair weather during the greater part of January, it may be that the record will show a marked improvement.

	Dec.	Nov.	Oct.	Sept.
1. North Avenue	4.91	5.05(1)	5.05(1)	5.06(1)
2. Lawndale-Blue Island	4.40	4.61(2)	4.69(2)	4.63(3)
3. Elston-Noble	4.36	4.30(3)	4.53(3)	4.83(2)
4. Cottage Grove	3.61	3.74(8)	3.71(5)	3.70(7)
5. 77th Street	3.59	3.92(6)	3.98(4)	3.71(6)
6. Burnside	3.57	3.95(5)	3.36(8)	4.00(4)
7. Lincoln	3.51	3.65(9)	3.35(9)	3.68(8)
8. 69th Street	3.49	3.96(4)	3.53(7)	3.67(9)
9. Archer	3.32	3.63(10)	3.65(6)	3.75(5)
9. Devon-Limits	3.32	3.28(11)	3.20(11)	3.12(12)
10. Armitage-Division	3.23	3.77(7)	3.16(12)	3.22(11)
11. Kedzie	3.07	3.06(12)	3.22(10)	3.35(10)
Averages for the system.	3.68	3.85	3.80	3.84

TRIBUTE TO TWO OLD-TIMERS

Happy Boyhood Days Recalled to Gray Thatched Veterans of Irving Park

In the days of not so long ago the beach at the foot of Montrose Avenue was pure, white sand and clean and the water was clear as crystal and blue, the small boys' paradise; and a ten-cent pair of swimmin' tights sufficed for a bathing suit and if your Dad couldn't spare the dime your birthday suit would do, for the only beach censor was a jolly son of old Erin in brown helmet and policeman's blue who's rounds were few and who saw much but said little and you dressed in the bushes scorning the sand burrs which stuck like glue; and a nickel's worth of fishin' tackle and a few fat worms would net you a nice string of shiny perch, little gold and gray beauties, and you lolled in the sand peelin' your sunburn and bragging about all the things your father could do better than all the other fellows' fathers in the world.

In those days Montrose was a two-car line catering largely to the old Diamond race track and ran for long stretches between waist high burdocks and wild roses and riders were few and far between.

The two cars were known to the riding public as "Lulu" and "Oscar."

Now Conductor "Billy" Sturtz and Motor-

man "Jim" Kennedy comprised the crew of "Oscar." All the small boys of the old neighborhood waited willingly and worshipfully for the privilege of riding to the lake on "Oscar." Their reasons were three: First, because their mothers knowing they were safe in the care of Billy and Jim had told them to wait for "Oscar." Second, for the chance of hearing the wonderful stories with which Billy regaled them on the long trip and the third reason purely commercial, the fact that they knew for a certainty that they could ride "two for a nickel" with Billy, thereby saving a cent which would buy a "lunchbag" or two butter rolls, large items in the life of the small boys of those days.

And this was Billy's favorite story: "Say, did you see my dog Schneider down there to the lake today? You'll know him if you ever see him, he's one of those long German dogs, looks like a sausage. You know that dog is just as crazy for the water as you kids are. You know I took him down there swimming one day and he jumped right in the water and started swimming out toward the Lake View crib and pretty soon he was out of sight and he didn't come back. Well I waited around and finally went home thinking he was drowned and gone to dog heaven. When I got home my barn was on fire and the firemen were squirting the hose on it. I stood around watching them a few minutes and do you know what happened, huh? Well my dog Schneider came shooting out of the hose and plopped up against the barn, picked himself up and came waddling up to me wagging his tail with a "What are you worrying about?" look on his face. Ever since then I keep him away from the lake but I'm afraid he'll sneak down there some day and I'll have to burn down the chicken coop to get him back. You didn't see him down there today did you?"

We never saw Scheider at the lake or any other place but who could doubt Billy and Jim who swore it was true. Not we, whose aim in life was to grow up and run a car like Billy and Jim.

All those boys have long since grown to manhood's estate and are pursuing their various paths in life and often when they meet the talk falls into reminiscence of the glorious old times with Billy and Jim and though a doubt sometimes arises as to Schneider and his wonderful feat no doubt ever arises as to the large part these two grand old-timers played in popularizing surface transportation and promoting good will with the riding populace of old Irving Park.

Enumerator.

Affluence

Mr. Spendix: "Any installments due today?"

Mrs. Spendix: "No, dear, I think not."

Mr. Spendix: "Any payments due on the house, the radio, the furniture, the rugs or the books?"

Mrs. Spendix: "No."

Mr. Spendix: "Then I have ten dollars we don't need. What do you say we buy a new car?"—Life.

SURFACE SERVICE MAGAZINE

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

SNOW

In preparing the little story about the addition to our snow fighting equipment last month it is quite evident that the writer failed to "knock wood" for the Magazine was hardly off the press before old Father Winter gave us an exhibition of what he could do when he was mad. Nine inches of "the beautiful" were scattered over the landscape within a short period and the immediate result was the mobilization of our army of snow-fighters. The new plow with its air-controlled shear and wings demonstrated its efficiency and economy and easily carried off the honors of the two-day battle.

As in the past the 4,500 men who took on the job of keeping things moving again demonstrated that they could clean up 1,000 miles of track in short order; and while their victory was primarily for the benefit of the car-riders it was a great public service as well as it made possible the City-wide delivery of fuel and food.

To the loyal determined men who faced hardship, cold and long hours of struggle the thanks and appreciation of our patrons and the public at large are due.

ACCIDENT PREVENTION

The first year of the contest ended January 31, but the detailed results cannot be known for some time. It is the present plan to announce the winning Divisions at the Accident Prevention dinner on March 9. The contest has been a real one, arousing the healthiest sort of rivalry among the men who man the cars. Entirely apart from the statistical results there has been something that mere figures could not measure or express—the satisfaction that is enjoyed by

the man who knows that through his care and effort he has saved himself and others a lot of mental anguish. It is impossible to estimate how many accidents have been prevented, but it is not unreasonable to assume that there are hundreds of men, women and children who are happy and unharmed today because of the alertness and care exercised by the men who have millions of passengers entrusted to them every day.

SOMETHING FOR NOTHING

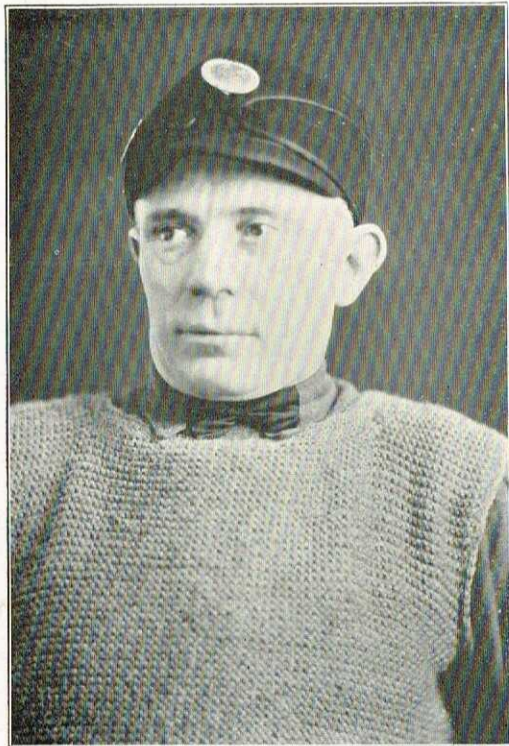
The "endless chain" coupon device for fooling the public into believing that \$5 gold pieces can be profitably distributed for \$1 each is being applied to an increasing variety of merchandise just at present. This is due to the fact that the Postoffice Department, which has heretofore been able to squelch these enterprises by the issuance of fraud orders, has been temporarily embarrassed by an injunction secured by one of the concerns in the East. The case is soon to be heard in the District of Columbia Court of Appeals and there seems to be no doubt in the mind of the Attorney General that the Government's contention that these schemes inevitably cause a large number of people to lose their money, and therefore are fraudulent, will be sustained.

There are several concerns in Chicago who are inviting participation in a plan of coupon-selling, stimulating interest by "demonstrating" that one hundred Surface Lines tokens can be acquired for \$1. Inasmuch as the only street car tokens available for distribution cost the distributors the legal rate of six and two-thirds cents each, or \$6.60 a hundred, it should be apparent that "there is a catch" in it somewhere. That's why the Postoffice Department has treated such schemes as frauds. And incidentally the reports that are being circulated that the Surface Lines are interested in some of these "something for nothing" games is merely to convey the suggestion that the Surface Lines supply the tokens at less than cost for the benefit of those who are working the scheme. Of course that is arrant nonsense and the Surface Lines' Legal Department is giving this phase of the situation some little attention.

QUICK ACTION SAVES LIFE

Advantage of First Aid Training Demonstrated by Robert Vogelaere—
Congratulations

Starting out to answer a call to a fire, at three o'clock on the afternoon of December 22, 1926, Robert D. E. Vogelaere, the chauffeur on the Wreck Auto stationed at Homer and Campbell avenues, saw a six-year-old boy lying in the street in front of him.



Chauffeur Vogelaere

A train of city garbage wagons was passing, the rear wagon having just passed over the leg of the child. It was a very cold day, and not a person was in sight. Making a hurried examination of the injured child, he found the crushed limb bleeding very profusely. By the use of his handkerchief and a screw driver, he checked the flow of blood and saw to it that the child was taken immediately to a hospital. There the surgeons stated that Mr. Vogelaere's quick and effective first aid saved the child from dying from the loss of blood.

Dr. John Leeming, our Chief Medical Counsel, sent the following letter in recognition of the prompt services rendered:

Chicago, January 4, 1927. Mr. R. D. E. Vogelaere, Armitage Depot. Dear Sir: My attention has been called to the prompt and valuable service rendered by you on December 22, 1926, to the little boy who was knocked down and run over by a passing truck; I understand his leg was crushed to such an extent that amputation of the limb was performed after you had carried the little patient to the hospital in a passing automobile.

I want to commend you especially for your good work in so promptly stopping the excessive and dangerous hemorrhage. Your quick action in improvising a tourniquet with your handkerchief and thus applying pressure above the point of bleeding in all probability saved the little fellow's life. If you learned this method at one of our First Aid classes, I assure you that I am proud of you as a student; may the other two hundred members of the Chicago Surface Lines First Aid Corps profit by the good example you have furnished them.

Very truly yours,

John Leeming.

MARCH THIRD THE BIG NIGHT

Second Dinner of Accident Prevention
Councils at the Congress Hotel

The second annual dinner for the members of all Accident Prevention Councils, representing all departments, transportation, engineering, shops, electric, will be held in the Florentine room of the Congress Hotel, Thursday night, March 3, at 6:30 p. m. This is the same hotel and the same place where the first accident prevention dinner was held last year. Chairmen of all departmental councils are requested to take note of the time and place of the dinner and to personally remind all members of their respective councils to set aside this particular date and evening for our annual get-together.

This dinner is going to be three hours of rip roaring merriment, enjoyment and good fellowship."

Finally there will be a very special message from Mr. Noonan. The prize trophies of the accident prevention contest will be on display, as well as a very beautiful new silk flag, to be known as the Safety Flag of the Department of Accident Prevention.

The names of the two winning divisions in the Accident Prevention Contest will also be announced.

Keeping 'Em Rolling

Division Wins Flag, Noble Second—Cold Weather Causes Increase in Pull-ins

Nine months have elapsed since Division Carhouse held first place in the pull-in contest, and they are therefore happy to reach the top again. Their cars were operated 32,476 miles per pull-in due to failure of the equipment. A close chase was given them by Noble, who made a surprise jump from 15th to 2nd place, with an increase in mileage of 145 per cent over the previous month. There was a decrease of 19.5 per cent for the system, for the month of December, as compared with November.

As the temperature during the entire month ran below freezing, an average of 26 degrees, with its resulting detrimental effect on the equipment, this accounts to a considerable extent for the decreases shown in the following statement:

Rank	Carhouse	Zero Days	Miles Pull-In Dec.	Percent Inc. or Dec.
1	Division	20	32,476	6.6
2	Noble	25	30,833	145.4*
3	Blue Island	17	25,022	25.0*
4	Limits	17	21,776	55.4
5	Armitage	14	20,670	6.5

6	69th	2	20,414	32.2
7	Lawndale	9	20,373	1.0*
8	77th	3	10,051	31.6*
9	Archer	3	18,784	31.2
10	Elston	16	18,783	6.8*
11	Devon	9	17,988	16.5
12	Kedzie	4	16,002	16.0
13	Lincoln	10	15,582	17.4
14	Cott. Grove	4	14,092	49.8
15	North	1	11,337	62.6
16	Burnside	6	11,223	10.8

*Increase.

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

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



Again Leaders in Pull-in Contest

J. Schwartz, J. Laing, J. Tyne, F. Pelzman, J. Brady, F. Cunningham, J. Bumbocino, B. Evans, M. Briglio, J. Volancius, J. Rasinski, W. Westphal, C. Riston, T. O'Neill, S. Salitore, J. Dangelo, M. Klos, W. Stevesand, M. Lewinski, P. Grant, F. Kabalowski, S. Osak, G. Holzschuh, J. Janco, J. De Loble, C. Grunst, M. Rorka, P. Hanrahan, L. Liski, J. Towarnicki.

Clearing 1,000 Miles of Track

Surface Lines Snow-Fighting Army of 4,500 Men Does a Good Job

The first heavy snow fall of the season on January 12 found the Chicago Surface Lines ready with snow-fighting equipment and manpower to keep open the traffic lanes of the city.

Between 2 p. m. Wednesday the 12th and 5 a. m. Friday the 14th 9 inches of snow fell and during this time the efforts of 4,500 men, 100 sweepers and 94 snow plows were required to remove the snow from more than 1,000 miles of track. In addition to this large force, hundreds of others were called upon to co-operate. The employes of the transportation, shops and equipment, utility, engineering and electrical departments all helped.

As a consequence the lines were kept open and service was maintained with remarkably little interference.

Had it not been for the breaking down of vehicles on the track, there would have been scarcely any interruptions to schedules. As always happens, however, automobiles and other vehicles immediately availed themselves of the space cleared by the snow plows and sweepers, with the result that cars were delayed both by traffic interferences and accidents to the vehicles.

During the period of the snow fall, 165 automobiles or other vehicles broke down on the tracks causing 5 minutes or more delay in each instance and necessitating their removal by the utility department. These delays total 43 hours and 20 minutes. In addition there were 7 rather bad fires which caused total delays of three hours more and delays at railroad crossings due to the slow movement of trains added another two hours and 40 minutes to the total.

By the use of the large plows with long wings, ably assisted by the new plow, No. F-30, the snow was pushed back to the curb line before the intense cold weather set in following the storm. Without question, this prevented much interference on the part of vehicular traffic since it provided more street space for the vehicles and eliminated the trouble usually caused by automobiles dragging the snow back on to the tracks.

To North Avenue fell the honor of operating the new snow fighting unit, Plow No. F-30 in her first battle with the elements. On her maiden trip she carried a number of distinguished passengers. The plow was operated by Mortimer Vallencourt and Karlson and cleaned up Madison street, Grand avenue and Diversey in less than five hours. The operators say that she does everything but talk. Three men can operate the plow with much less work than a gang can operate the old type.

The effectiveness of the new plow and the longer wings was hampered to a considerable extent by the parking of automobiles along the curb line. Wherever an automobile was parked it was not possible to shove the snow back off of the pavement.

Of the 4,500 men directly engaged in the work of removing the snow, the transportation department provided 3,000 and the engineering and utility departments 1,500 men. When it is considered that these men worked overtime and that hundreds of others were engaged in tasks related to snow removal, it can be seen that the total manpower required by this tremendous effort ran into several thousands.

"A Smile"

Some people are too tired to give you a smile. Give them one of your's as none needs a smile as he who has no more to give.

A smile costs nothing but gives much.

It enriches those who receive without making poorer those who give.

It takes but a moment, but the memory of it sometimes lasts forever.

None is so rich or mighty that he can get along without it, and none so poor that he cannot be made rich by it.

A smile creates happiness in the home, fosters good will in business, and is the counter-sign of Friendship.

It brings rest to the weary, cheer to the discouraged, sunshine to the sad and is nature's best antidote for trouble.

Yet it cannot be bought, begged, borrowed or stolen for it is something that is of no value to anyone until it is given away.

Selected and submitted by Rud Soukup, Conductor, Blue Island Depot.

Bouquets for the Boys

Conductor Patrick Curran, badge No. 418, of North Avenue, is the subject of a letter from Annette K. Beyer of 4854 St. Paul Avenue, in which she states that all her anticipation of difficulty in getting on and off the car with a heavy suit case and well filled shopping bag was dispelled when Conductor Curran assisted her on the car, placing the bags inside, and again helping her off the car. She adds that he was likewise courteous and helpful to other passengers and considers such service well worthy of commendation.

Mr. Frank P. O'Horn sent us a letter under date of January 23rd, relating an incident that occurred the evening before when he was unfortunate enough to lose his pocketbook while in the Loop and was without money to get home on. He boarded one of our cars in charge of Conductor Ernest Ammann, badge No. 506 of Armitage, explained his position to Conductor Ammann, who gladly loaned him his fare. We consider the fact that Mr. O'Horn thought first to approach one of our trainmen, feeling that they would appreciate his position, is in itself a compliment to our men as a whole, indicating the type of men our patrons expect to find on our cars, and Mr. Ammann did not disappoint Mr. O'Horn in this connection.

Conductor Horace E. Sebastian, badge No. 1732 of Kedzie, was observed giving assistance to an elderly lady weighed down with bundles by Miss Rosaline Miller, who thinks this kind act particularly commendable in view of the fact that Conductor Sebastian was not on duty.

Mrs. J. J. Aeberly, Jr., of 5139 North Ashland, commends Conductor James J. Maloney, badge No. 2018 of 77th, for the assistance rendered to mothers with children, adding that the manner in which he does this would indicate that it was a real pleasure to be of assistance and not because "he is being paid for it."

Mr. E. E. West congratulates the company on having in its employ men of the type of Conductor Thomas J. Kinney, badge No. 2336 of 69th, who was observed assisting an elderly lady off the car and across a busy street to the sidewalk.

Conductor Myron W. Ayers, badge No. 2694 of 77th Street, is the subject of a letter from W. H. Kreicker of 5051 Glenwood Avenue, under whose observation Conductor Ayers seems to have been on numerous occasions. Mr. Kreicker considers Conductor Ayers' case a real one of "Service with a Smile," and states that he not only calls the streets distinctly but calls out the number of the street, assists women, children and aged passengers on and off his car, and is especially careful to keep the ice off of the rear platform to prevent passengers from slipping.

Conductor John W. O'Connor, badge No. 3768 of Archer, won the high regard of Miss M. B. Stewart of the Hotel Majestic for his honesty when she handed him what she thought

was a nickel and 2 cents for her fare and went on in the car and was promptly and courteously informed by Conductor O'Connor that she had given him a quarter and 2 cents, subsequently receiving the correct change.

Mr. H. Branch of 8830 S. Indiana Avenue commends Conductor William L. Brown, badge No. 3862, for his use of good judgment in waiting for intending passengers.

Conductor Joseph B. Moore, badge No. 4554 of North Avenue, permitted a passenger to ride who found herself on the car with only 3 cents in her purse. This passenger sent in the difference and commends Conductor Moore for his courtesy.

Conductor Julius N. Falkenskov, badge No. 5682 of Elston, was instrumental in the recovery and return of a letter lost on an Irving Park car to Catherine Matsch of 3734 N. Mozart Street, who expresses her appreciation.

Conductor Charles L. Clarke, badge No. 6084 of Elston, is commended by B. F. Grumann of 4306 N. Sacramento Avenue for his courtesy, general efficiency and faithfulness in the performance of his duties.

Mrs. Grace B. Gentzler of 816-20 Waveland Avenue considers the service rendered by Conductor Michael J. Reilly, badge No. 6260 of Devon, worthy of commendation. She states that her attention was first attracted to his service during the Christmas rush when he answered "question after question" with the greatest politeness and patience and assisted women and children on and off his car.

Miss Mary Scanlon of 520 W. 46th Street is very grateful to Conductor Martin McHugh, badge No. 6370 of 77th Street, for the return of her purse lost on his car. She thinks his honesty an example for others.

Mr. R. F. Munger, Vocational Adviser of the Chicago Daily News, writes us that the improvement in the spirit of our trainmen in the past year has attracted his attention and refers particularly to Conductor Charles W. Dentinger, badge No. 6378 of Kedzie, as being quick-witted, cheerful and ready to exert himself to assist others.

Conductor Walter A. Stein, badge No. 6962 of Cottage Grove, greets his passengers with a smile which Clayton Palmer of 4355 Indiana Avenue says is a big help and encourages passengers during the rush-hours. Mr. Palmer also states that he has found Conductor Stein to be very honest and always courteous.

"Long may they live and prosper" is the wish of Mrs. Bertha M. Kern, 5713 N. Menard Avenue, of all our trainmen of the type of Conductor Stanley Siniarski, badge No. 7848 of Armitage, through whom her purse containing valuables was returned.

Mr. Wm. C. Jensen of 6653 Maryland Avenue writes concerning Conductor John J. Barry, badge No. 8082 of 77th: "I wish to commend conductor No. 8082 running on State Street on January 25th for the masterly way he handled an unpleasant situation at about 58th and State Street. He showed pluck and courage in the face of odds that the C. S. L. can well be proud of and I sincerely hope that you fully appreciate the fine qualities that he displayed on this occasion."

Mr. R. J. Haight of 41 East Ohio Street states that he is glad to take the time to write us of his observation of Conductor Thomas F. Pryor, badge No. 9410 of Cottage Grove, in the performance of his duties, and that if we have one more efficient and courteous in our service than Conductor Pryor he has failed to come in contact with him.

Mary G. Lewis of 4711 Kenwood Avenue wants us to know of the very courteous and business-like conduct of Conductor James Robinson, badge No. 9588 of Cottage Grove, when she inquired how to recover galoshes left on one of our cars Christmas Eve. He wrote out the telephone number of the Lost and Found desk at 39th Street where she adds "a cheerful kind voice" informed her that her property was there if she would call for it.

It is with extreme gratefulness and pleasure that Mrs. Dan G. Smith of 439 West 60th Place acknowledges through our columns the honesty and promptness of Conductor Patrick J. Ryan, badge No. 9794 of 69th, in reporting that he had received a gold piece by mistake in payment of a fare, making recovery possible through the courtesy of Mr. Pearce.

It isn't often that we hear from the little tots, but Conductor John B. LaVay, badge No. 9922 of Kedzie, was so kind and considerate of little Edward Striker, age 5, of 2553 N. McVicker Avenue, one cold night that Master Edward wanted us to know about it and wrote: "I want you to thank conductor 9922 of Madison Street trailer for me. It was that cold snowy night (Wednesday). I was so cold and the trailer was crowded and after he tended to his fares he got hold of me and put me up in his big high stool out of the jam and wet car floor and stood up himself. He treated me just like my own Dad does and wish 9922 the best of luck."

Conductor Carl H. Redlich, badge No. 9954 of North Avenue, used especially good judgment in the handling of his passengers on the night of January 18th, when electric wires burned out, leaving the trailer in total darkness, as observed by Mr. Ed Reschke, 5828 Berenice Avenue, who also commends Conductor Redlich for his handling of a passenger who insisted on entering the car under the circumstances and abusing our conductor. Other passengers were also very much pleased about the manner in which Conductor Redlich discharged his duties.

Mr. A. Falkenberg of 2022 Mohawk Street commends Conductor Ernest J. Anderson, badge No. 10676 of Lincoln, for the pleasant courteous service his passengers receive. Mr. Falkenberg further says that he is physically handicapped and that all of our conductors are very considerate of him.

The office of Arthur C. Lueder, Postmaster, Chicago, in a letter to us under date of January 5th, expresses gratitude for the return of two U. S. mail sacks of mail equipment which were found by Conductor Herbert M. Anderson, badge No. 11542 of Kedzie.

Conductor Joseph W. Witt, badge No. 11760 of Devon, is commended by K. C. Smith of 612 Wrightwood Avenue for clearly and distinctly calling each and every street, which is of great assistance to passengers.

Miss Berenice E. Janis writes in defense of Conductor James H. Healy, badge No. 12712 of 77th, who had a disgruntled passenger to deal with on the evening of January 17th. Miss Janis states that Conductor Healy is a most efficient and courteous employe and wishes there were more like him.

Conductor Karl J. Schroeder, badge No. 13226 of Archer, was observed assisting a blind man off the car and to the sidewalk by Miss Louise C. Brethausen, who thought this kind act worthy of commendation. Mrs. B. Shepherd of 112 East Superior Street also sent us a letter under date of January 28th, citing an incident involving the discourtesy of one of our conductors when she asked for information as to how to reach a certain place; and relating a very striking contrast when she later boarded Conductor Schroeder's car and asked for more explicit directions. Mrs. Shepherd says, "Not only did he give me the right information but showed me on a map the easiest and quickest way" and erased the bad impression made by the first conductor, apologizing on behalf of the company for his fellow worker's discourtesy.

Conductor Fred F. Bernard, badge No. 13658 of Archer, with the aid of another, was observed assisting an almost helpless elderly lady to and on his car and off again when she wished to transfer. Mr. E. F. Mullen, a passenger on the car at the time, took the trouble to write us of this worthy act of kindness.

Motorman Andrew Crovetz, badge No. 1379 of Blue Island, certainly did all he could to give service and make Mr. and Mrs. Pederson, 3464 North Clark Street, strangers in the city, feel at home on December 29th, when, after very courteously instructing them how to reach their destination, he overheard Mrs. Pederson say that her hands were cold and she had forgotten her gloves, and offered her a pair of woolen gloves he was wearing under his mittens. Mrs. Pederson accepted and expresses her sincere appreciation of his service.

The very kind consideration of Motorman Robert W. Kay, badge No. 1517 of Cottage Grove, in getting out and helping a blind colored man on the car was noted and reported to us by Mr. Chas. Turnbloom, 442 East 43rd Street, who thought the act worthy of recognition.

Mr. E. Euphrat of 1124 East 54th Place appreciates the fact that when Motorman John J. Hughes, badge No. 3625 of Archer, saw him running for his car on January 26th, he stopped and waited for him.

Mr. George D. and Arthur G. Ingram, one of them a cripple, express their appreciation of the service given them by our various Madison Street crews in a letter to Motorman Arcade L. Langdoe, badge No. 7423 of Kedzie, thanking him for making a second stop for them on the morning of January 13th, when the weather was very bad. They state they are "Old Timers" of the Madison Street service and wish that it were always possible to thank the motormen who have been kind to them as well as conductors when they board the car.

Mrs. F. B. Smith of 6339 Woodlawn Avenue appreciates the courteous service rendered by Motorman Peter Hansen, badge No. 7947 of Burnside, who has several times stopped for

her after doors were closed. She adds that he has helped to make friends of street car service.

Ralph C. Golding, 208 S. La Salle Street, commends Motorman Walter Grapenthien, badge No. 10115 of Armitage, for assisting a mother with a child in her arms by carrying the other child to the pavement.

Miss Frances E. Haven of 210 East 50th Street, a regular passenger on car No. 5980, thinks that the courtesy and comfortable condition in which Motorman Edward Mulligan, badge No. 10957, and Conductor James H. Markham, badge No. 11564 of Cottage Grove, keep their car deserves favorable recognition.

Mr. L. Ott of 1225 S. Spaulding Avenue wishes all motormen were like Motorman Thomas B. O'Neill, badge No. 12553, who was very helpful in giving him correct information.

Mr. Guy O. Smith of 7659 Eggleston Avenue commends Motorman Louis H. Nelson, badge No. 13245 of Devon, for the smooth operation of his car, making it possible for his passengers to be sure of their footing in boarding or alighting, and adds that Conductor Clarence W. Chittenden, badge No. 1974 of the same car, is one of the best he has seen in twenty-five years for calling the streets and transfer points clearly and distinctly and is especially careful of the ventilation of his car for the comfort of passengers.

One of our patrons writes that his mother, who has been an invalid for four years, wanted to make her first street car trip in that time the other day and that Motorman Thomas O'Donnell, badge No. 9775, and Conductor John J. Vojta, badge No. 9128 of Armitage, and Conductor William Roach, badge No. 7254 of Kedzie, dispelled their fear of not being able to get her on the car by their kind assistance, which was very much appreciated.

The following letter is self-explanatory:

United States Post Office, Chicago, Illinois, January 5, 1927. The Chicago Surface Lines. My Dear Sirs: This office gratefully acknowledges the action of your office at Kedzie and Van Buren Streets in telephoning on the morning of December 29, of the finding by your conductor No. 11542 (Herbert M. Anderson), at Loomis and Van Buren Streets, of two U. S. mail sacks of mail equipment. Investigation disclosed that this equipment had been lost by a patron of the postal service.

Your kindness in this matter is appreciated and the thanks of this office are also extended to conductor No. 11542.

Respectfully yours,

ARTHUR C. LUEDER,
Postmaster.

Their Advantage

The only men who can tell their wives where to get off work on street cars.—Life.

Ham and Eggs

Question: "F U N E X P?"

Answer: "S V F X."

Question: "F U N E M P?"

Answer: "S V F M N X."

Uneasy lies the head that rests on its laurels.

Departments and Divisions

Electrical

Mr. J. Broderick, uncle of Mr. Wm. Broderick of this department passed away Jan. 11, 1926. Mr. Broderick was employed some years ago by this company having served in the transportation department.

It is said that Homer Geymer has been dicking with Harry Lauer for the use of an old hay baler out at Grand and Leavitt store-room. Homer says that he wants to bale up his greenbacks as they are less bulky than when loose. We think he wants to do it so that the Mrs. can't slip them out so easily. Foxy boy is Homer.

Mr. C. E. Watson is now the new club director for this department. Congratulations, Charles.

Paul Schwab has lost his dog and what is a man without a dog? If anyone finds a friendly white collie at their back door some morning, kindly get in touch with the gentleman herein mentioned.

Mr. Murray has just purchased a magnetized screw driver. No wonder our clips have disappeared so fast of late.

Ralph Smith, helper at 63rd street substation, is now the proud possessor of the latest type mustache. Ralph has always been quite a ladies' man but we judge that the past will not compare with the future.

H. Essington.

Engineering

Ben Lindstrom retired as Director of the Club for the Engineering Department after a year of very good work for the Club and the Department he represented.

The month of January was an eventful one for Paul Raver. He became the proud father of another baby girl, and was elected Director of the Surface Lines Club. Mother and baby are doing fine and the Club has gained the services of a very able Director.

Howard Isaacson and Stanley Shaffer intend to go on the stage soon in the "Twin Sister" act. They have started taking lessons in the Terpsichorean act.

Walter Ambler and Leon Boisvert play the cornet, but Roy Caul says his clarinet would be handier in a fight.

Our heartfelt sympathy is extended to Mr. and Mrs. Harry Schlachter in their bereavement over the death of their seven year old son.

Our sincere sympathy is also extended to Miss Isabel McGinnis in her bereavement over the death of her sister.

Jacob Schmidt, Wreck Wagon Helper, died suddenly on January 3rd, 1927. Mr. Schmidt had many friends who will mourn his passing. Transit.

Accounting—Downtown

We wish to extend a cordial welcome to our new co-workers, Miss Marguerita Romano employed as Comptometer Operator December

29th, 1926, Miss Marian H. Dickhart employed in Pay Roll Department December 29th, 1926, and Mr. Arthur R. Wixon, employed as office boy January 19th, 1927.

Mr. Ivan Coe left service Saturday, January 15th, 1927.

An epidemic of severe colds swept through the ranks, necessitating as high as eight persons to be at home taking treatment, and some are still confined at home convalescing.

The Accounting Department Employees are all well pleased to receive from Mr. G. A. Richardson his letter dated January 1st, 1927, the subject being "A Personal Message to Surface Lines Men." The department takes this means of thanking him for his letter, and wishes to assure him that it will use every effort to make this year as successful, if not more so, than the preceding year.

Clark and Division

We extend our sincerest sympathy to Mr. Schlachter in the loss of his son, Mr. A. Johnson in the loss of his grandfather, and Miss McGinnis in the loss of her sister.

About twenty-five girls from this Building had a luncheon December 22nd, at the Royal Chop House. With much laughter and a lot of noise, the novel favors were opened, toasts were given by Misses Viola Ficks and Hildur Carlson between courses. Miss Merle DuBois entertained with a dance.

Miss Marie Sullivan, President of the Woman's Auxiliary has certainly been living up to her name of "Busy Little President" for the past few months. Between arranging with the Men's Club for their Christmas Party, taking care of the details for the reception to the Men's Club and writing letters to her "Jackie Boy" (formerly employed at Clark and Division streets), who is Chief Cook on the United States Battleship "Mississippi" and entertaining her out of town friend Mr. Lan Haney, showing him the sights of our big City she has certainly been stepping on the gas.

On December 23rd a spread was held in Mr. Malmquist's Department and it sure was some spread. Roast duck and all the trimmings, home-made cake and coffee.

We have been wondering why Ethyl Swanson is always primped up on Tuesday, well the secret is out. Ethyl is taking singing lessons from the grandest and most marvelous teacher in the world, and naturally wants to look her best.

Elsie Paige certainly did not start the New Year out right, as she was in an automobile accident New Year's Day, and has been laid up since with a badly bruised knee. We hope to have her with us soon.

We had four good bowlers at the Clubhouse last Thursday, namely, Rose, Merle, Hulda and Viola. Judging from the scores these girls made it would be pretty hard to pick out the Champion Bowler.

Miss Marie Sullivan's Sailor Boy is sure outfitting out his little friend for Saint Patrick's Day by sending her a most beautiful green handkerchief with the picture and name of his battleship embroidered on it and also giving her a green fountain pen to match.

A number of fellows and girls from this

Office went tobogganning at Palos Hills one evening and according to all reports had a very enjoyable time and only had one casualty, but Al didn't mind it so much, for Elaine was there.

One morning on the "Glen Ellyn Flyer" the last coach in which Mr. Fick was busily sleeping became unhooked. When he awoke he was greatly incensed at the Railroad Officials and wired them to have a special engine pick him up at once which they DID NOT do.

Mr. Malmquist sure cuts some figure on the ice at Brainerd Park where he can be seen most every evening.

John Kruty can't understand why he's late some days when he gets the car ahead of the car he gets when he isn't late. It's a c-r-u-e-l world, John. Thomas F. Coan.

Material and Supplies

We are glad to report that Frank Roach, who has been suffering from an attack of Pleurisy, is improving.

Now that the fish have gone South for the winter, O. Hoyer has put his worms in cold storage until next Spring. He found an old one tube Radio Set in the alley which had been discarded by one of his prosperous neighbors. Otto took the thing apart to see what made it go and after he had satisfied his curiosity, he decided that he would put it together again. Regarding the controversy in the paper about "WGN" and "WGES" interfering with each other, Otto says they don't bother him at all as he can't get any of them.

One of our outlying correspondents sends in a report that Jerry Page, the South Side Sheik and he were talking on the corner of 79th and Halsted the other evening when a young lady with a new fur coat walked up to them. Jerry was on the point of turning away, but a second look showed them it was Mrs. Page. He did not know her at first, because he had not heard about any new fur coats in the offing. Jerry has searched every hole and corner in the house, but so far he hasn't uncovered any surprise package for himself.

While John Scullion was demonstrating the gentle art of skating backwards he collided with Thomas Garite, also very expert on skates. The bruised and mangled body of John was carefully removed from the spot where Tom landed.

The Inventory Department now has two First Rate Poets in their midst, George Mikota and Charles Lee Jung, are the guilty ones.

"Chuck" Jung has decided to become a wrestler. His Cauliflower Ear gave him that inspiration. R. E. Buckley.

Accident Investigation

Fred Wiegman, of this department, is confined at the Auburn Park Hospital with a gangrenous condition in one foot which may result in the loss of a toe.

W. J. Henderson's daughter was married on New Year's eve to Mr. Forbes Cable. Alfred Henderson, who has been employed in this department, is still looking around.

Who says there is no Santa Claus? Miss Agnes Kelly received a diamond ring on Christmas eve. I'll bet this Santa Claus didn't have whiskers.

The Ladies' Amalgamated Benevolent Society is going to have a rummage sale for the benefit of Tommy Johnson in an effort to assist in the production of a bit more moss on that forlorn looking upper lip.

The friends and fellow workers of W. J. Eger join in extending their sincere sympathy in his bereavement by the death of his mother.

Santa Claus visited the Claim Department on December 21st in the form of a grab bag party. All the girls of the Legal and Accident Investigation Departments were present. Each one received a gift and were served a delicious chop suey luncheon.

The girls were sorry to lose Marjorie Carithers, but as every cloud has a silver lining we have Florence Tremel back to fill one of the vacancies. It never rains but it pours! We have two new Dorothy's, Miss Se and Miss Becker. Welcome to our city.

As nothing has been said about it, we will mention that the Accident Investigation team in the Club House Bowling League won their first 19 games, thereby establishing a new record. They have lost but 7 out of 42 games played. The only change made in the team from last year is the substitution of a man who is not averaging as much as the former member of the team. Each individual member of the team is shooting higher than ever before and the league's general average is higher than ever before. This does not mean that the alleys have improved but the boys are playing the alleys according to the particular crooks and curves of each particular alley. The prize committee will please take notice that we expect to be present at the time of the delivery of honorariums at the end of the season.

N. Vestigait.

Schedule and Timetable

Some people are born great, others achieve greatness and some have greatness thrust upon them. At any rate the sterling qualities of a man commend him to his fellow employees and on special occasions he is delegated to act as their representative. Knowing that none in this department is as capable of expressing the thoughts of the employees of this department by word and action and as a fellow villager of the first prize winner of the Tribune Beauty Contest for the State of Illinois, the employees of this department, all admirers of real beauty, delegated Mr. George Weidenfeller to present to this beautiful young lady a beautiful basket of American Beauty roses.

Shops & Equipment—North & West

West Shops: The wedding march was played by station WBBM for Arthur Johnson, armature winder, and Miss Rose Pichler, a pretty blonde, on January 15th. Cigars were received in advance. Thanks!

Things are rather promising also for John Conlin, pipe fitter. The Ford sedan he used to park at the West Shops occasionally is now parked at a diamond broker's office, with a "for sale" sign on it. Well, boys, figure it out for yourself.

Mr. S. Lepine, painter, who suffered a relapse, is back at work again.

We hope that Mr. J. Dorgis, our sand-blaster,

will soon recover his health and be with us.

Mr. Yoerger, time-keeper, has found that it is not profitable for him with his bird-like appetite to lunch with Tony Vihnanek, as the trading of their checks is all in Tony's favor.

Devon: We are glad to hear that John Maloney is up and around, after spending three and a half weeks in the J. B. Murphy Hospital for a fracture of the hip.

Those who are interested in knowing how to climb lace curtains after cats, see E. P. Luttrell. He gave his wife a shock by showing her how quickly cats can be removed from curtains.

Blue Island: On January 17th, during the big snow-storm, Blue Island made one hundred per cent, getting the cars out of the barn on time and in place, which shows good workmanship and co-operation with Mr. Hale and his assistants, January being one of the worst months for street railway work.

Mr. Gensbigler, repairman, who was hurt by an automobile on January 12th, is back on the job.

Kedzie: M. Kushidowz, night car placer, was hit by an automobile in front of the car house on January 2nd. The boys wish him a speedy recovery.

D. Cremin, Asst. Night Foreman, who was laid up with an attack of "flu," is enjoying good health again.

M. Collins, cleaner, is the proud father of a 9½-pound baby boy.

K. Sikora, controller repairman, has started to raise a Charlie Chaplin mustache.

It was reported that a robin was seen in Columbus Park on January 1st. This has nothing on Kedzie for signs of spring, as Teddy Sullivan was seen wearing a straw hat on January 10th.

We congratulate Mr. and Mrs. Andy McGuire on the arrival of a 7½-pound baby girl on January 22nd. The boys all smoke, Andy!

An interesting feature of Kedzie's part in the 100 per cent record was that on December 23rd, at 4:15 p. m., we received a call that a car was coming in with a long step broken. When car arrived at barn six men were waiting to put on the step, which had been prepared for speedy installation. The motorman changed the trolley pole and when he got back to the front of the car asked how soon car would be ready. He was told he could be on his way, as car was already repaired.

Division: On January 20th W. Stevesand, a repairman, had an appointment with the dentist for 3 o'clock. When 3 o'clock came, however, he had cold feet, and as a result he has the tooth still.

Lincoln: Mr. and Mrs. A. Bollinger were seen treading the light fantastic and apparently enjoying themselves very much at the Women's Auxiliary party at the Clubhouse recently.

Ed Class says his new Hudson will do everything but dance the Black Bottom and climb a brick wall.

Elston: P. Nagle and A. Gillespie are back on the job after a long sick spell. We are happy to see them, and hope that J. Glab, C. Jeffers and J. Liska will also be able to return soon.

Lydia M. Anderson.

South Shops and Carhouses

Burnside: K. Starinsky had the misfortune of fracturing his right ankle. While attempting to put a trolley on the wire he stepped on an icicle and fell. We hope for a speedy recovery.

77th Street: Frank Havel put on the Paul Revere act during the recent snow storm.

P. Murphy joined the matrimonial ranks. Thanks for the smokes, Paddy.

"Peanuts" Sarapanes did not know there was so much sand.

69th Street: James Donaldson is the proud father of a nine-pound girl.

Archer: V. Javra, car placer, is back at work after two weeks of the "flu."

P. Burns, car repairer, is still on the sick list. Here's hoping he is back soon.

South Shops: Charlie Westcott of the Motor Repair Department has at last realized his life's ambition. He is now the proud possessor of a wrist watch, which we are told is the result of a certain diamond ring which changed hands about Christmas, when, after many attempts, he finally summed up the courage to pop the question. The recipient is Miss Ellen Bresin, sister of our own Lydia. We wish them luck.

Harry Ott is recovering after an operation for appendicitis.

Robert McKeown was secretly married on January 17th. After February 1st Bob will receive his freinds at his new home at 74th and Racine Avenue.

Frank Mollath has moved to his new bungalow at 9154 Marshfield Avenue.

We should like to know the name of the new hair tonic Andy Ziegelmeier is using. It smells awful strong.

We were very sorry to hear of the death of W. Vonderheid's mother.

We have reliable information that Mike Ruby of the Machine Shop is the proud daddy of a baby girl, born December 20, 1936. Mike did not let the boys in on the secret, but one of our many informants divulged the information. Mrs. Ruby will be remembered as the former Grace Wright, of dancing fame, at Clark & Division. Congratulations!

We are told on very good authority that Joe Hecht's Nash did the impossible. Yes—it gave him some trouble recently, and it was necessary for him to be towed home. A doctor friend did the towing act and he certainly must have known his stuff, because next morning all that Joe had to do was step on it, and away he went.

J. P. McCauley.

Car Meter

We take this opportunity to introduce Miss Mable Eaves, our new typist. We welcome you, Miss Eaves, and wish you much success.

Miss Catherine Miller has been chosen to fill the vacancy caused by Ruth Brokopp leaving the company's employ. While we were sorry to see Ruth leave, we are glad to see Miss Miller receive this promotion.

We are glad to report that Catherine Devins' mother, who has been seriously ill, is now much improved.

In a recent letter from Ella Bedrosky, former employe of this company, and who is now living

in Seattle, Wash., she says that she takes her mid-day walk without wearing her coat. How we envy her while we're shivering through this zero weather!

Sh! If you'll promise not to tell a soul we'll tell you a secret. We found out that George Cassel can smile, and one girl declares that she once heard him laugh right out loud—but we question that.

Miss Ella Gehrke is wearing a beautiful combination diamond and aquamarine ring. At first we thought we knew what it was all about, but since she wears it first on one hand and then on the other, we'll admit we are puzzled. Ella, will you please make up your mind?

An item omitted from the last issue, which we feel deserves mention in our column, is the Christmas party given by the Car Meter Department on December 24th at which the employes of the Building and Drafting Department were present. Everyone forgot for a while there was such a serious thing as work and all joined in singing songs. Frank Burke contributed much to the entertainment by playing the ukelele and singing several solos.

The fun began when the names on the presents were called and each one came forward to receive his present and hold up for all to see.

The men from the Building and Drafting Department presented to all a five pound box of the most delicious choocolate candy. All the girls who were on a diet threw their resolutions to the winds and helped themselves generously.

Rose Snider.

Around the Car Stations

Cottage Grove

Cheerful service is a wonderful thing. I have in mind a train crew that relieves us, taking up the responsibility where we leave off. One cannot but note the cheerful manner in which this crew approach their work, it makes little difference whether your report is favorable or otherwise as to the conditions on equipment, the spirit of "I will do the best I can" is always in evidence. Of course we all cannot be constituted this way. If that were possible the major part of our work would be a pleasure.

Several of our fellow employes are unfortunately very sick men and it has been the writer's observation that street car men as a body have established a reputation for visiting and ministering to their sick brothers that is not excelled by any similar institution in our country. Following is a list of the brothers most severely stricken: Robert Beldam, Fred Luedke, Charles Brown, John Miskell, O. B. Lill, John Pearson. Addresses of these brothers can be secured from the clerks, who will be pleased to respond to this request.

How many of the old timers can recall the famous tug of war tournament that occurred at the Tattersalls military exhibition many years ago that nearly ended in disaster for the

street car team. On account of cramped quarters it was necessary for the street car boys to adjust their athletic suits in the horse stalls and we were requested to join in a social glass with the management a few minutes before the event of the evening, the tug of war. Now the Duke of Veragua and his staff were the honored guests of the evening and the military team was naturally anxious to win. Our team began to disappear one by one, sick with violent pain. We never learned thoroughly what caused this condition, but the boys that did not partake of the amber were exempt from the torture that we suffered. Circumstances were very strong that there was a colored gentleman in the wood pile. However, the military team entered the arena as befitted their rank, the band playing The British Grenadiers. I cannot recall what they played for us but I think it was the Dead March from Saul, but the best laid plans of mice and men gang aft aglee. We won and our prize, a beautiful silver cup, to be presented by his Highness the Duke, is still in the making. Our team consisted of George Baker Cottrian, Oscar Burns, George Hubbard, Jack Ronney, Allen McKenzie, William Watson, Andrew Swanson, Matthew Bevner and James Calder. George Riddle, the champion amateur athlete of the west, and William Craig, body guard of President McKinley, were our guests of the evening.

James Calder.



Charlotte Jane, 6; William Floyd, 8; Delores May, 4; Children of Chief Clerk Wm. Frank of Burnside

Burnside

Burnside is gradually climbing to the head of the list of the greatest number of witnesses per accident. Conductor H. P. Hansen, badge No. 748, and Motorman L. Pine, badge No. 11333, are to be commented on their good work in obtaining witnesses. In one case nineteen witnesses were secured from twenty passengers. Keep up the good work, boys. First place is none too good for Burnside.

About a week ago Mr. Altemeier instructed Supervisor Theis to ride out to the town of Riverdale (ON OUR TOONERVILLE TROLLEY LINE, SO-CALLED BY 77TH STREET DEPOT) to see whether or not the iron bridge over the Calumet River had burned down. It was still there. While Jack was out there he met one of the officials of the town who asked him what kind of a badge he was wearing and he answered that it was a Salvation Army badge and that he wanted to canvass the town. The officer answered, "All right. Go ahead. That will be O.K."

An order was issued a few days ago instructing all cars in the second division to operate on series. Mr. Altemeier went into train room and informed trainmen who were present at the time of the order. After the boss finished his oration a brand new casey holding the bench wanted to know who was dead that they could run slow.

Our friend, Conductor Hill Higgins, was married January 15th, 1927. We wish you HEALTH, WEALTH AND PROSPERITY and that all your troubles be little ones.

W. Frank,

Clerk No. 1 Burnside Depot.

(P. S.)—Attached please find a bit of Burnside history with picture.

Seventy-Seventh

Motorman John McGranahan is looking for a ghost gun, anybody owning one kindly lend it to John. John claims a ghost visits him periodically on his owl car. With a good ghost gun John said he will be able to add another specimen to the Field Museum. (Maybe.)

It looks quite natural to see Receiver Jim Handy in his cage again and it is a treat to come in contact with his exceptionally pleasant disposition.

Motorman Steve Meaney is seriously ill, having suffered a paralytic stroke. From all accounts it will be some time before Steve is able to be around again.

Supervisor John Natelborg is still at our division, working as hard as ever on the meters. Let's get behind John and the power saving and put him over the top and recover our lost position. A notch in time save nine. Watch us move.

We have another wrestler in the depot by the name of Johnson who promises us a good time in the near future.

The witness statistics show that we are slightly above the average for the entire system. For the coming month, if we get only one more witness per accident, we will climb to a place that will surprise you. Let's go after First Place if its only for one month.

Motorman Billy Watson is confined to his home with asthma and from all accounts Billy has had a serious attack, but to date is improving nicely.

The bowlers are certainly enjoying themselves from the stories coming from the alleys. Call any Tuesday evening at Hank Marinos' Alleys and have your eyes opened. Would like to see the boys matched with some teams of the other departments.

Motorman Fred Kappen, Billy Egan and Conductor I. N. Luther are back on the job. Glad to see you all back again.

We would like to say to the new men who are unacquainted with the run of things around the depot, that the club is maintained by its members for the members, and the dues are very reasonable. Step up to Chief Clerk Owen Duncan and he will give you any information you may desire. Get on the roster and be one of the boys.

Motorman John Nerney has been ailing for a considerable time but says he is feeling somewhat better. The boys miss his cheery good morning and wish him a speedy recovery.

The club is going to organize a tug-of-war team if a sufficient number of applicants will come forward. For particulars see Secretary O. T. Duncan.

Conductor Bill Burke is back on his run again. Bill is feeling fine, judging from his Quaker Oat smile.

Conductor G. Becic and Motorman J. Hermann have been operated upon for appendicitis and are progressing as good as can be expected.

The following trainmen have been on the sick list for some time: Motorman Norman Barnes, Zeb Guard, Maurice Walsh No. 1, Nels Olson, Hughie McGuire and Conductors P. J. Maher and Charlie Hanesworth.

Misfortune has visited the following boys of this depot in the various forms of fractures, namely: Motorman San Langton, ribs fractured; Motorman L. J. Miller, arm fractured; Conductor E. W. Day, ribs fractured; Conductor W. Manley, knee cap fractured; Conductor Joe Corless, leg fractured. We wish these boys a speedy recovery.

To the following trainmen we extend our profound sympathy in their bereavement: Motorman Wm. Harding in the loss of a son; Motorman P. J. Hennigan, a brother; Conductor E. J. Porthouse, a sister.

C. A. Gylling.

Sixty-Ninth

With the new schedule in effect since January 26th, 1927, with the 5,000 series cars, we are proud that we are giving better service on Sixty-ninth street.

The cradle roll for the past month at Sixty-ninth street is as follows: E. M. Olsen, a 7-lb. son, November 18th, 1926; J. N. Adcock, a 9-lb. son, December 30th, 1926; W. J. Casserly, 7-lb. 6-oz. son, born Jan. 4th, 1927; R. J. Miller, twin boys, born Jan. 7th, 1927; M. J. Herbert, a 9-lb. girl, born Jan. 10th, 1927; C. E. Thurston, a 7-lb. son, born Jan. 14th, 1927. Congratulations.

Three conductors have been injured in line of duty during the past month and all three of them are at home suffering from their injuries. O. C. Olson was struck by an auto on December 5th, suffering from a broken collarbone. Harry Norton was struck by an auto January

1st, 1927, foot badly injured, and Conductor T. O'Brien tripped and fell at the terminal on Christmas morning and is laid up with an injured shoulder. We hope to see them back on the job soon.

The mothers of Conductors P. W. and M. G. Gier and Motorman J. E. O'Donnell passed away during the month. Mr. J. M. Hatch, who served a long time as flagman at 22nd and Ashland Avenue, died December 31st, 1926. Motorman A. J. Ulmer lost his sister December 30th, 1926, and Motorman B. J. Stroinski lost his daughter, who died January 22nd, 1927. Division 4 extends sympathy to them in their bereavement.

W. L. Pence.

Archer

Father Stork has been doing well for the boys of Archer Depot during the past week, leaving many billikens behind him.

Patty Crinnion, our Executive Board Member No. 241, reports the arrival of a bouncing 8-pound baby boy, Patrick, Jr., on Monday, January 17th. Mother and baby at Lake Side Hospital, both doing fine, and Patty wearing the smile that won't come off.

John Francis, 10½-pound baby boy, arrived at the home of Conductor Joe and wife, Josephine Wright, on Monday, January 17th. Joe celebrates the happy occasion by having a day off.

The amusing smile that covered the countenance of Conductor Frank J. La Porte is beyond telling when reporting the arrival of Frank, Jr., 8½-pound boy, on Friday, January 14th. Frank now assumes the duty of daddy and a proud father.

Supervisor George Zimmerman is confined to his home by an attack of inflammatory rheumatism. The boys on the Forty-seventh Street line miss you, George, and wish you a speedy recovery.

The boys at Archer Depot extend their sympathy to Conductor John A. Higgins, who buried his father on Tuesday, January 18th. Funeral services from St. Agnes Church; interment, Mount Olivet.

Motorman Tom Schaefer, one of Archer's old veterans, having a seniority dating February 12th, 1887, met with a serious accident, being struck by an auto, and we are glad to report his condition has not been serious.

We regret to announce the passing of Motorman James Grogan, another veteran, having been employed in the train service since August 16th, 1899. He well merited his position and was well liked by his fellow employees. Died January 9th and was laid to rest January 12th. His memory will live long with his co-workers, who extend their heartfelt condolence to his family.

The contractors are making rapid progress on the concrete work over the Fifty-first Street Line at Leavitt Street (Pan Handle crossing), and from the looks of things it won't be long before the Fifty-first Street cars will be operating through the new subway and we feel sure our patrons who have been walking over these tracks will greatly appreciate through service.

The boys of Archer Depot are all glad to

see Bill Maher back in the service and comfortably situated in his private office at Archer and Clark Street. Bill holds the oldest seniority of Archer Depot, having been employed July 10th, 1882.

Conductor Mike McCormick has been laid up for several weeks with a chronic case of asthma and his smile relates his recovery.

Conductor A. E. Hager, after eight years of service, resigned on December 8th, 1926, to enter the service of the West Town Railway Company as a conductor. The boys of Archer wish you well.

Conductor J. M. Walsh was held up at the point of a gun and relieved of his changer and \$13. The hold-up man, when plowing down a dark alley to make his escape, met with two detectives, and to his surprise, the darkie is now serving time in the pen.

Conductor J. J. Daley No. 4 received call for the police service. Watch your step, boys.

Motorman B. Madigan, on his way home, was struck by an auto and was seriously injured. Double fracture of the right arm, the other broken and cut in back of neck. He is still in St. Bernard's Hospital. We regret to say his condition has been serious.

The boys of Archer Depot are especially sorry to learn of the serious condition of the wife of Mr. Ed. Altemeier, Div. Supt. of Burnside Depot, formerly of Archer, and extend their good wishes for a speedy recovery.

Dusty.

Lawndale

Motorman Hornoff asked for a 7-day leave of absence, which was granted. When he came back he stopped in front of the depot with his automobile and when asked who the young lady was he said "That's my wife." Pass the cigars, please.

On New Year's morning Conductor F. Miller, his wife and brother-in-law and wife were returning home after a celebrating New Year's eve party and while standing on the sidewalk at 22nd and Crawford Avenue waiting for an automobile to pass, the automobile going north in Crawford Avenue at a high rate of speed, the driver changed his mind about going north and turned west too late to make the proper turn. He crashed up onto the sidewalk and into Miller and his family, seriously injuring Miller and his brother-in-law. Both had to be taken to the St. Anthony Hospital.

Our model motorman, M. Shea, and also Conductor J. Barbeau, have been called to the colors of the Chicago police force. Shea was at the depot the other day and when one of the boys asked him what he was waiting for he remarked he was out to lock up M. Lillis and Jack Ryan the first chance he gets, because they won't get married and they always picked on him. "Do your duty, Mike Shea, the boys are with you."

Wm. H. Hackbarth.

Blue Island

The stork visited the following: J. Collins on January 13th, presenting him with a 10-pound baby girl; on January 11th F. Schwartz was presented with a 10½-pound baby boy. Congratulations, boys.

Noah Gross, who had his leg broken, is now at his home and would appreciate a visit from the boys, as it is very lonesome, he says. You can obtain his address from the clerk.

Boys, let's start in right away and try very hard to avoid accidents. It takes but a few minutes to take your time and be sure you are safe. That's better than to have to make a report, spending about thirty to forty minutes, arriving home late and your supper all cold. Use a little more caution, be sure that passengers hanging on the step are safe before you try to pass a truck or obstruction parked at the curb near the rails; be sure your passengers are safely on the car before giving the starting signal. And the most important, start out with a smile and keep it and you will go through the day without trouble. Follow the above advice and let us see if we can be at the top of the Accident Prevention Contest instead of almost falling off the bottom, as we are now. There isn't anything Blue Island cannot do if they only want to, so let's do it.

We all extend our sympathy to Assistant Superintendent Eigelsbach and Motorman M. Morley and their families in the death of their brother-in-laws.

C. P. Starr.

Kedzie

Motorman J. Vaughan lost a dime one day while hustling by Madison and Kedzie. It was snowing very hard at the time and seeing that it was out of the question to find the dime in the snow, Joe decided on a watchful waiting policy. The next week the snow started melting and he was right there on the job. Much to his satisfaction, he found his dime.

The sympathy of their many friends is extended to the brothers, Gus Gazzalo and Chas. Mollinelli, in the loss of their mother, who died January 15, 1927.

Conductor A. Nelson's three-year-old boy died of pneumonia January 25, 1927. The sympathy is extended to the bereaved family.

Proud fathers for the month of January are Conductor J. Coury, an 8-pound baby girl, and Conductor J. Fleckenstein, also an 8-pound baby girl. Congratulations.

Receiver G. C. Henry, who underwent an operation, is reported as doing very nicely. Here is hoping for a speedy recovery.

Conductor W. J. Erwin rather surprised the boys the other day when he walked in on them, all smiles, extending his hand and informed us that he was a newly married man. Congratulations.

Motorman S. Cinquigrani returned from his furlough, visiting his mother in Italy and looking over the street car systems over there. Says the street car railways, which are run under the jurisdiction of the Mussolini government, certainly cannot be compared with that of Chicago. He came back with a trunk full of receipts which were given him by the conductors as evidence of paying his fare. If you don't keep the receipt, he says, and one of Mussolini's men ask to see it while you are riding on the car, you are subject to arrest and the conductor is fired. Whah!

C. Sonders, Kedzie Depot.

North Avenue

At the present we don't know who won the Accident Prevention Contest, but we do know that North Avenue has made a very splendid fight for the honor of placing first. A new contest is just starting and if every man puts in his best licks we can pile up a good lead right from the start. A good showing for the first month is just as important under the cumulative system of scoring as the last month. We're off, let's go!

Mrs. Fennema, wife of our senior motorman, Fred Fennema and mother of Supervisor Frank Fennema, passed away Jan. 14. The sympathy of all North Avenue men is extended to the family and their friends in their loss. Sympathy is expressed to the family and friends of Motorman James Keane, who died Jan. 18, after but three days' illness. Also to Conductor Lee Deering, who lost his mother Jan. 14.

Conductor Tom Cannon has hid himself to Hot Springs and from there he plans to go to Florida for the remainder of the winter. Lucky Tom.

C. Mobley, the sole representative for the motormen among the month's proud papas reports a 9-lb. boy born Jan. 8. Here is an old-timer, none other than "Lil" Arthur Dietz announcing a nine-pound boy, born Jan. 18. A boost for Hinsdale. And then there is George Graco, who became papa to a fine, little lady weighing 8 lbs. 13 oz., who arrived Jan. 16. Conductor Nick Getz a 7-lb. girl born Jan. 5. That a boy Nick. Mothers and young hopefuls doing well.

Conductor Wm. Frese and his motorman Frank Cigrang say that they always fill all the sand boxes in their car before they put it up for the night so as to have it in good shape for the crew that takes it out next morning. Bughouse Fable?

Motorman Henry Burt suffered a broken leg Jan. 17, a visit will cheer him up and help while away some of the time he will be forced to stay in bed.

Our witness average is still good but not up to the mark we set last summer. Of course conditions have not been any too good for piling up a new high average but with the coming of spring we can get started again and set the pace. However, several of the boys did, first rate during the past month. Conductor H. Freeman and Motorman H. Lippert brought in a neat 35 on one report and a few nights later brought in 11 witnesses with but ten passengers on the car. Those boys are "there." Motorman H. Dorries and Conductor J. Hickox brought in 18 on a minor report. Conductor E. Graf and Motorman S. Kilburg brought in 17 as did Conductor L. Lonergan and Motorman L. Roemer. Keep a pack of clean, fresh cards in your pocket, they are more productive of results than dirty, grimy ones.

Dear Louie Quetschke and Elston if you don't keep your pool shooters, ski jumpers and tiddle-wink players under cover we are going to send our "Tacks" over there some afternoon on his fall-back and squelch 'em just for fun. "Tacks" does all those things as side lines.

Can you imagine handsome Tom Harte in

two-tone corduroys? Blue and pale blue at that.

Much of the irregular operation on the street can be traced to late reliefs. Make your relief on time and give your team-mates a "break."

Conductor Tom Thornton, king of story tellers, wants to know who the "Carmen" are that put on the show down at the Auditorium every Opera season. Don't know Tom. Nobody from North Avenue that's sure. They kill the bull in that show.

And how many of the boys are asking where this Seventy-Seventh street depot that panned dear old Burnside is and how. We have seen nothing in the "Around the Car Stations" for a long, long time. Let's hear from you.

C. A. Knautz.

Elston

Is our Division Superintendent, Mr. McKinney, going to keep his promise to Mr. V. T. Noonan, Supervisor of Accident Prevention? This promise was to "hang that trophy right up there." So come on, Division No. 10 Elston-Noble. We on the front end can "bring home the bacon" if we will do our stuff. How? By being careful and slowing down when passing trucks or autos which do not allow enough space to clear in parking near tracks; by getting signal from conductor for clearance in tight places; and also by keeping our distance from our leaders when delayed. Last few weeks have been very trying on our nerves—delayed by traffic, truck drivers who would not give a fellow a break, holding the track or skidding around in the snow.

It sure was some consolation to hear from our Vice-President, G. A. Richardson.

Motorman Ley is surely a lucky hound. Just think, ninety cents all told brought him a brand new, fully equipped Buick coach. A better man could not have won it.

Our congratulations to Conductor McDermott as a proud papa of a ten-pound boy. Remember boys, it is not necessary to buy cigars or smokes, only let me know about it in time.

Be sure and get your supply of witness cards and keep them handy. One more witness per accident will put us in the lead. We are still in third place but a little more effort will put us up toward the top.

Keep 'Em Rolling? We are thirteenth. We ought to be able to draw away from this unlucky number.

In Power Saving? Not so good. We stand about the same, so let's do a little better at least, if not a whole lot better.

Louis Quetschke.

Lincoln

Our sympathy is extended E. A. Borowski, who lost his father January 15th.

Conductor Frank Wagner from Fullerton, January 10th, while on duty, had his toes run over by a truck. Frank being a game sport, limped home, bound up his toes with tape and is back on the job.

Supervisor Harry Goodinson, while on duty, was hit by an automobile and his arm broken. He was taken to the Alexian Brothers Hospital.

It may be a bit early for baseball talk, but the lady fans of the Lincoln Station are very

enthused over the coming season and were pleasantly entertained by Mrs. Frank Pearsall at her home, 1102 Wolfram Street, Thursday afternoon, January 6th. The afternoon was spent with games and music, after which coffee and cake were served. If the boys this year show as much pep as the lady rooters are planning on doing the Lincolns will surely be the winners, not only of the North Side division but of both North and South Side.

H. Spethman.

Limits

According to latest reports, Conductor M. Lynch, the immune, has at last fallen victim to Dan Cupid's dart and is engaged to a Miss Hennessey. Good luck.

Jack Gaffney, our old friend from the Wisconsin interurban, is the proud daddy of a 7-pound boy, born January 16th at Grant Hospital. Madame and the baby are doing well.

Mrs. Friedricka Mueller, mother of Conductor Art Mueller, sustained serious injuries as the result of an automobile accident on Christmas eve, suffering severe lacerations of the head and face, concussion of the brain and a broken leg. Mrs. Mueller passed away on the night of January 17th and was buried at Waldheim Cemetery on January 20th with Alice Chapter Eastern Star services. She was also a member of the Plattdeutsche Guild No. 38. The boys sent a beautiful floral piece, and you can rest assured, Art, that you have our sympathy.

Motorman Henry Peterson, an old timer of 25 years' service, aged 55 and a bachelor, being north bound on Halsted at Rees Street, was delayed by a wagon stuck in the heavy snow. He went across the street to get a shovel from a man to assist in the removal of the snow in order that the wagon might be moved and, running back, he was struck by a Mack truck, which crushed him. He died on the way to the Alexian Brothers Hospital. Interment Racine, Wis., January 18th. Henry was a member of Integrity Lodge No. 997, A. F. & A. M., and he had a host of friends who sincerely regret his passing.

John Garrity died Wednesday, January 19th. Enlargement of the heart, aftermath of the "flu," having developed into tuberculosis. He was buried from Our Lady of Lourdes Church, where high mass was celebrated, thence to Mt. Carmel. John was out of service through illness for the last five years but is remembered by the old timers for his amiable and sunny disposition. He was Supervisor Dick Waldron's old time conductor.

Well, boys, the snow came, stayed and was conquered. Frank Young, Slim Carey, Al. Levinsky, Lawrence Bickelhaupt, Carl Matson, T. Sheeran, J. Hamm, H. Henry, A. Berry, Geo. Galloway and Big Webster were the ones that not only opened up the line but kept it open for twelve and fourteen hour stretches. It is this loyalty and devotion to duty and the service that not only constitutes the nucleus and backbone of the division, but makes it possible to give the people of the North side in Division 12 that excellence of service to which they are so well accustomed. Phil Smith can be justly proud of his snow plow gang. They come when he wants them and stay as long as he

cares to have them out. Boys, we are all proud of you.

E. D. Rodgers.

Devon

Mr. John Blackstock was heard in a violin recital at the Cort Theater and Hamlin Park. He is the son of Ralph Blackstock and is a coming violinist.

Wm. Argo has been off for 30 days visiting Winnipeg, Canada.

Wm. Brooks spent a week at the old home, Sycamore, Ill.

Roy Patrick has been off on a short tour.

Fred Gessner, Jr., arrived Jan. 6th, 1927, at 11 p. m. at the home of Motorman Gessner. Latest report mother and baby are O. K.

E. Schaaf has been off sick, and we are sorry to learn that his wife is also laid up with a broken ankle.

Motorman Leiding was called home, his mother being very ill.

Rudolf Weilbecker has been laid up for a number of weeks, and faces a serious operation.

Conductor Roberts has shown some improvement at the J. B. Murphy Hospital.

Asst. Supt. Robert Simpson's daughter has been sick, but is now on the road to recovery.

The school car in charge of Mr. Johnson has been with us and has departed, his talk and suggestions are very good.

History cards of what power you consumed can be had by applying to Supervisor Joe Hubbards or your superintendent or assistant superintendent, Mr. F. J. Smith or Robt. Simpson. They will secure them for you.

A resolution made during the month of January, heard at Devon was to coast as much as possible, run on time, and save all the kilowatts possible.

Jack Werdell did some fast thinking while operating the sweeper on Clark street to avert an accident.

Our sympathy is extended to O. Leiding and M. Stiegler who both lost their mothers. Mrs. Leiding passed away Jan. 16, 1927 at the age of 67. Interment was at Wunders cemetery. She also was the grandmother of Motorman F. Hoffman.

Mrs. Stiegler passed to the great beyond Jan. 15. She was 56 years of age. Services were held at St. Alphonsus church, interment at St. Joseph's cemetery.

C. E. Roy.

The Exact Difference

"Father," said the conventional small boy, "what is the difference between a pedestrian and a jay-walker?"

"A pedestrian," returned the conventional father, "is a person who walks when you are walking. A jay-walker is a person who walks when you are driving."

Nurse: "There's a man outside who wants to know if any of the insane patients have escaped lately."

Doctor: "Why does he ask?"

Nurse: "He says somebody has run off with his wife."

