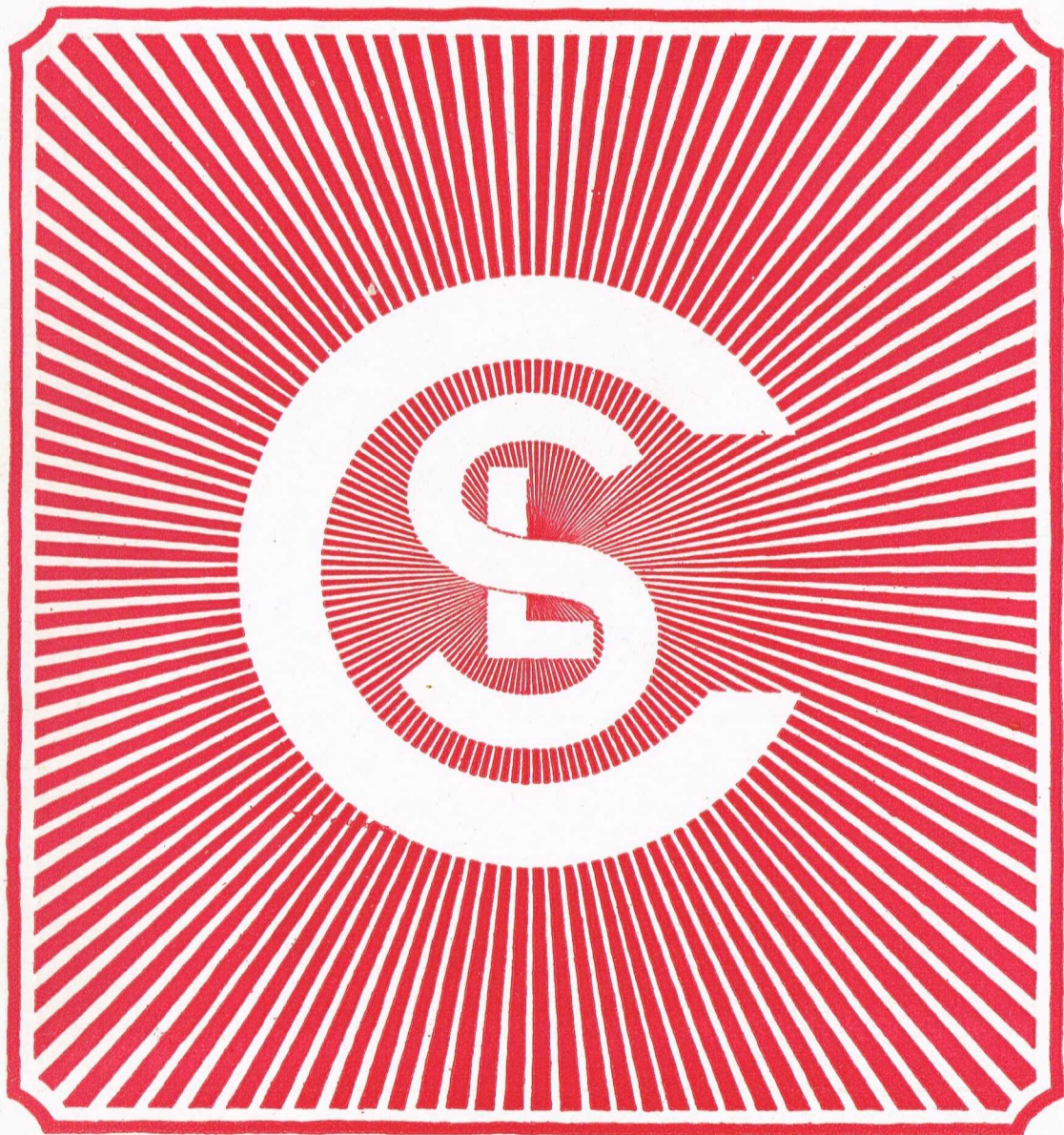


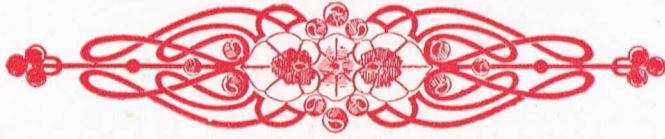
SURFACE SERVICE MAGAZINE

VOLUME 4

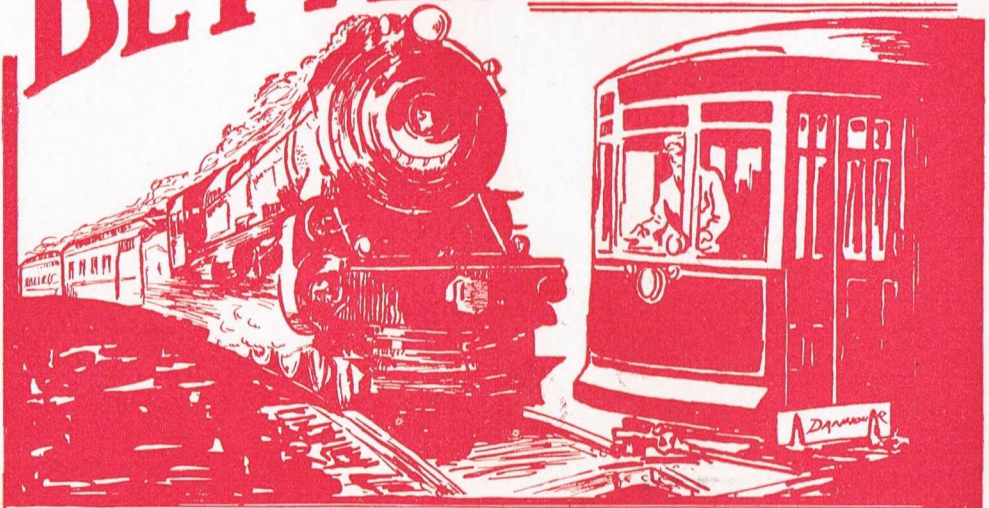
MAY, 1927

NUMBER 2





BETTER TO BE LATE



THAN ~ SORRY!

Drawing by Motorman Danhour, Burnside



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 4

MAY, 1927

NO. 2

Future of Chicago Transportation

President Sawyer of A. E. R. A. Makes Interesting Comments at Surface Lines Banquet

Hope for a day when community welfare will rise above politics in Chicago and the settlement of the traction problem will open up a new era for this city was expressed by W. H. Sawyer of East St. Louis, president of the American Electric Railway Association, at the annual dinner of the Surface Lines Club in the Cameo Room of the Morrison Hotel on the evening of April 21. Mr. Sawyer was the principal speaker.



President W. H. Sawyer, A. E. R. A.

"I say that you are indeed fortunate today and have much to be thankful for," President Sawyer said, "but when the day comes that you are part of a truly coordinated transportation system on a firm financial foundation, you will be doubly fortunate. I wish I could picture to you the future as I see it on the new basis, but my thoughts can be summed up in the statement that the settlement of the Chicago traction problem will

open up a new era with transportation facilities fully in keeping with this most wonderful city of which you are so justly proud. God speed the day when Chicago may come into its own!"

More than 400 officers and employees of the Surface Lines attended the dinner which was called to order by H. B. Cammack, president of the club, and presided over by Mr. Wilkie as toastmaster.

A feature of the evening was the introduction of the winning bowling teams. The names of the members of the prize winning teams in both the Major and the Clubhouse leagues were called by Mr. Cammack and as the members stood up they were given a rousing cheer.

Another feature, and one which has become an annual event, was the rhyming introduction by Mr. Wilkie of some of the well known members of the club. Community singing and some specialty numbers provided by professional entertainers added to the enjoyment of the evening.

Mr. Sawyer, who had cancelled an engagement in New York in order to be present at the club night here, was unstinted in his praise of the remarkable record made by the Surface Lines recently. He complimented Mr. Richardson and President Blair on the fact that their administration of the local properties has had an influence on the entire industry.

The increase in riding and service on the Surface Lines, Mr. Sawyer declared, makes the system an outstanding example of efficient electric railway operation. The biggest factor in this splendid showing, he said, is the determination of the management to carry on in spite of obstacles.

He pointed out that the increase in

riding in Chicago is due entirely to the selling of electric railway service and not to the putting on of buses or other means of increasing riding. In this connection he said:

"It is interesting to note also the results of bus operation here in Chicago. While on the Chicago Surface Lines the number of passengers carried increased, the number of passengers carried by the Chicago Motor Coach Lines decreased in 1926. I think that gives a picture which is worthy of most careful thought."

Turning to the need of a solution of the traction problem, he insisted that it is a business man's job and should not be a political issue.

"You rightfully believe that you have good cars and good equipment today," he said "and you are properly proud of the fact that your equipment has been increased and maintained efficiently in spite of expiring franchises. But your system has not been extended or co-ordinated with rapid transit or bus service to take care sufficiently of the community's needs in this day and age. Your management knows what should be done. It wants to go ahead and do these things and it is a shame that you, your company and your community are so unduly and so unfairly handicapped."

"Some people seem to feel that your street railway problem is a political situation. It should not be. It is a community problem which should be solved for the benefit of the community. Every day's postponement in solving it is detrimental to the community."

All that the electric railways are asking, he asserted is a solution which will enable them to raise the necessary money to make the improvements.

"It is true that they, in effect, ask for an indeterminate or revocable franchise," he continued. "The underlying theory of the revocable permit is tenure during good behavior. It affords protection to the public and the community served. It permits a permanent financing program. It would prevent receivership of a going concern. Everybody would be benefited and nobody would be harmed. The railways could, undoubtedly, accept a franchise that was fixed as to time and limitations, but the people should not be asked to pay the cost under such a

franchise. It would be an economic waste.

"I have no doubt that terms could have been arrived at a long time ago if the financial interests behind these properties were simply looking for personal, financial gain—to unload, as it were. These men are honest, responsible business men, seeking as community builders for a firm foundation to enhance the community welfare. They cannot however, achieve the impossible; they cannot force men who have money to put that money into the transportation needs of Chicago, unless there is assurance that their property will not be confiscated and that they are making a wise investment. Every time there is any objection raised to any provision asked for by the railway company, analyze it from that standpoint.

"You all know by actual experience how disadvantageous to the community a franchise is that restrains and deters your company from making needed improvements. You must profit by the experience of the past.

"You may ask why I review these local conditions with which you are familiar. Because, knowing the conditions as I do, I feel the obligation to point out to you the fact that you have a duty which you should not and cannot escape. I am not referring to your selfish duty to keep your job; that is important. You also have a duty to your company and that is important, but your most important duty in this problem is to your community. You know the facts. You know that the people you are working for are honest; you know that they know what to do and how to do for this community; you know what they are willing to do and you are their representatives, each and every one of you. You are the salesmen who must go out and give the facts and tell the truth to your friends, to your neighbors and to the people of this community."

A clever, humorous talk and impersonation was given by Charles Hitchcock. There were several dance numbers by Julia Lyons and Simmons and Clifford and Carver and Malone appeared in musical numbers.

The evening was one of the most enjoyable in the history of the club.

Accident Prevention 1927

Lincoln Leading at Close of Second Month, Burnside Close Second

Exact Standings in Contest With Best Averages, February and March Combined

		Credits in Possible 100%
First Place	Division No. 11, Lincoln	57.74
Second Place	Division No. 2, Burnside	56.48
Third Place	Division No. 7, Kedzie	53.80
Fourth Place	Division No. 8, North Avenue	52.32
Fifth Place	Division No. 10, Elston & Noble.....	50.77
Sixth Place	Division No. 6, Lawndale & B. I.....	50.75
Seventh Place	Division No. 7, Division & Armitage.....	48.41
Eighth Place	Division No. 4, 69th	45.85
Ninth Place	Division No. 3, 77th St.	45.11
Tenth Place	Division No. 5, Archer	43.45
Eleventh Place	Division No. 1, Cottage Grove	42.79
Twelfth Place	Division No. 12, Devon-Limits	37.60

Accident Prevention Records of All Divisions for March

		Credits in Possible 100%
First Place	Division No. 2, Burnside	62.53
Second Place	Division No. 11, Lincoln	57.94
Third Place	Division No. 7, Kedzie	56.07
Fourth Place	Division No. 6, Lawndale & B. I.....	55.37
Fifth Place	Division No. 8, North Avenue	54.00
Sixth Place	Division No. 10, Elston & Noble.....	51.40
Seventh Place	Division No. 9, Division & Armitage.....	51.30
Eighth Place	Division No. 3, 77th	46.39
Ninth Place	Division No. 4, 69th	45.45
Tenth Place	Division No. 5, Archer	44.31
Eleventh Place	Division No. 1, Cottage Grove.....	43.76
Twelfth Place	Division No. 12, Devon-Limits	43.13

BY VICTOR T. NOONAN

Last year's "dark horse" Lincoln, is certainly no "dark horse" in the great Accident Prevention race this year. Lincoln continues in first place in the contest for the first two months, leading with an average of 57.74%. Our old friend Burnside is very close behind with an average of 56.48%. Kedzie Avenue, North Avenue, Elston & Noble, and Lawndale & Blue Island are all closely behind the leader Lincoln and it looks as if the 1927 Contest is going to be a close race between eight or nine Divisions. Divisions Nos. 4, 69th St., 3, 77th, and 5, Archer, are way ahead of last year in their standings in this contest and it is evident that these Divisions are running and running well.

For the first two months of the contest Lincoln has had the fewest number of accidents in all twelve classifications and for these same two months Lincoln has had no car collisions whatever. In addition Lincoln, in the first two months of the Contest, has had no accidents in classifications Nos. 1, 2, 6, 7 and 8. In other words, this Division has made the bell ring seven times in seven classifications with spotless records. This is a remarkable record and will be hard to beat.

All twelve Divisions had spotless records in classification No. 1, No Fatal Accidents or Injuries to Trainmen or Other Employees. All twelve Divisions have had this record now for two months. Two Divisions had no Car Collisions in March—they were Lincoln and Division & Armitage. Eight Divisions did not

have a single passenger reported injured by being Brushed Off Step, Car in Motion, while Burnside, Lawndale & Blue Island and Elston & Noble had spotless records in classification No. 8, No Passengers Reported Injured by Sudden Stop or Start.

Spotless Records—No Accidents—March

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

In February twelve Divisions made the bell ring twenty-eight times with spotless records in ten classifications. In March the twelve Divisions made the bell ring thirty-one times with spotless records in ten classifications, so March shows a distinct improvement over February.

The best record for the month of March alone was made by Superintendent Altemeier and the trainmen at Burnside, Lincoln taking second place for the month while Kedzie and Lawndale & Blue Island are third and fourth respectively. Altogether the month of March was the best as far as accident prevention records go since this work was organized. For the month there was an increase of 2,995,000 more car riders as compared with March, 1926. In spite of this heavy increase in passenger traffic, all classifications in the Contest show splendid decreases in accidents with the exception of one classification and this, Boarding & Alighting, shows only an increase of nine minor cases for the month as compared with a year ago. March, 1927, shows a decrease of 868 Injuries and Property Damages as compared with March, 1926. There is a decrease of nine deaths as compared with 1926, while all other accidents, including Collisions With Vehicles, show decreases all along the line.

Mr. Noonan Says "Good-bye"

As I am leaving May 1st to take up Accident Prevention work with another organization in Chicago, I take this op-



V. T. Noonan

portunity of thanking all trainmen and the employes throughout the organization for the fine, sympathetic cooperation given the accident prevention work here at all times.

LINING UP WITNESSES

North Avenue Again Takes the Lead—A New High Record for System

The Legal Department has been very much pleased by the improvement shown in the March record of witnesses per accident, the average for the system being 3.80, the highest yet recorded. The North Avenue boys who dropped into second place in February were back at the head of the procession for March with the fine score of 5.32 witnesses per accident. Kedzie, evidently having been inspired to greater effort, moved up from the bottom of the list to seventh position and will probably have to be reckoned in the matter of leadership in the future. Division Superintendent McKinney has a way of inspiring his men to special effort in matters of importance and will not be satisfied with trailing at any time. Here is how they stand:

	Mar.	Feb.	Jan.	Dec.
1. North Avenue	5.32	4.63	(2) 4.69	(1) 4.91
2. Elston-Noble	4.65	4.87	(1) 3.81	(3) 4.36
3. Lawndale Blue Isl.	4.18	4.50	(3) 4.01	(2) 4.40
4. Burnside	3.99	3.85	(4) 3.42	(6) 3.57
5. 77th Street	3.79	3.77	(6) 3.64	(5) 3.59
6. 69th Street	3.66	3.83	(5) 3.29	(8) 3.49
7. Kedzie	3.46	3.12	(12) 2.84	(12) 3.07
8. Archer	3.44	3.43	(8) 3.30	(7) 3.32
9. Cottage Grove	3.41	3.54	(7) 3.66	(4) 3.61
10. Armitage-Division	3.33	3.16	(11) 3.06	(11) 3.23
11. Lincoln	3.30	3.18	(10) 3.24	(9) 3.51
12. Devon-Limits	3.28	3.33	(9) 3.10	(10) 3.32
Average for the system.	3.80	3.74	3.51	3.68

Wasted Effort

A Scotchman was found dead in front of a one-cent punching machine. The coroner found that death had been caused by over-exertion.

Investigation disclosed a sign reading: "Your penny returned if you hit hard enough."

Food and Fun for the Girls

Banquet of the Woman's Auxiliary a Great Success—Georgia Smith the New President

More than one hundred members of the Woman's Auxiliary of the Surface Lines Club attended the annual banquet in the Florentine Room of the Congress Hotel on April 28. This is the first time in the history of the Club that the banquet has been held outside the clubhouse, and there was a festive air in the large room as the girls in pretty bright colored frocks sat at small tables about the dance floor. The president, Marie Sullivan, and her directors, sat on a platform at the side of the room.

A program of music and entertainment was given, an enjoyable feature of which was a group of songs by Ethyl Swanson of the financial department.

There was community singing, led by Ned Melroy, and music by Benson's Blue Jackets. Other features on the program included dancing by Dorothy White, several accordion selections by Mrs. J. Eckstrom, and specialty numbers by members of the orchestra.

Hildur Carlson, Viola Ficks and Helen Baar, Surface Lines Charleston steppers, did some feature dancing, and Esther Kellerman, also a Surface Lines girl, sang "Tonight You Belong to Me."

Following the dinner Miss Marie C. Sullivan, retiring president, made a brief talk in which she thanked the other officials and the club members for their co-operation during the past year in making the club year a success.

Contestants in the bowling tournament were awarded prizes by Miss Marie C. Krausman, chairman of the Bowling Committee.

Miss Georgia M. Smith, the newly elected president, and the new directors were introduced. Other officers include Agnes Hume, vice president; Mary Wiley, secretary; Gizella Lachata, treasurer; and directors: Agnes Hume, Executive Department; Mary Wiley, Financial Department (downtown); Irma Jahn, Purchasing Department; Dorothy Peacock, Schedule and Time Table; Ruth M. Soutter, Transportation Department; Margaret Rake Kush, Building; Evelyn Schiemann, Car Meter; Gizella

Lachata, Financial (north side); Emily M. Carlson, Material and Supplies; Mary Ruth Riley, Track and Roadway; Edna Hieronymus, Accident Investigation and Legal; Jane V. McCarthy, West Shops and Ann Taylor, South Shops.



Miss Georgia M. Smith

Miss Smith has been with the company two years. She is Assistant Supervisor of Publicity. Prior to coming to Chicago she was engaged in newspaper, publicity and editorial work at Springfield, Illinois, having served there as society editor of an afternoon newspaper, later as teacher in typewriting and shorthand at the Illinois Business College, and finally as assistant to the editor of the Illinois State Blue Book.

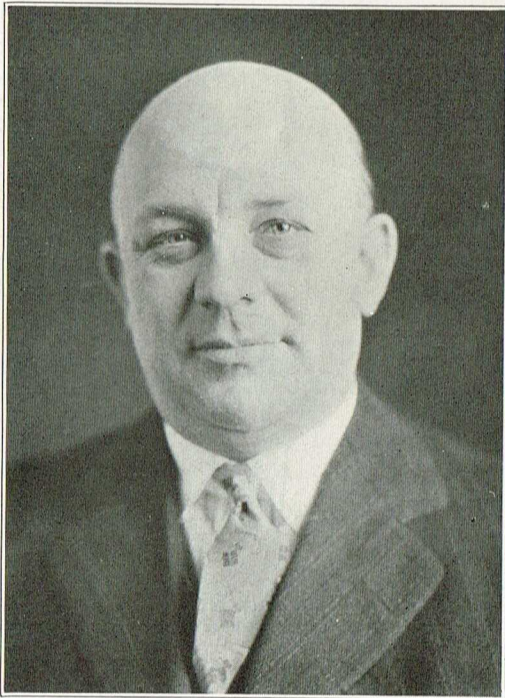
The Last Straw

The latest thing in men's cloth is—women.

WILLIAM PASCHE MOVES UP

Is Made Supervisor of Accident Prevention, Succeeding Mr. Noonan

Division Superintendent William Pasche of North Avenue, who piloted his crews to first position in the 1926 Accident Prevention Contest, was appointed Supervisor of Accident Prevention by Vice President Richardson and assumed his new duties on May 1st. He succeeds Mr. Victor T. Noonan, who has accepted a responsible position with the Chicago Motor Club where there is a wide field for activity in preventing accidents and generally reducing the traffic hazards not only in Chicago but all over the state.



William Pasche

Mr. Pasche's appointment is an exceedingly popular one as during the twenty-three years of service in the traction business, he has developed a marked ability to make and hold friends for himself and for the companies. Entering the employment of the Chicago Railways Company on May 16, 1904, he began his service as a conductor working out of the Division Street Station, later on moving to North and Cicero in 1914 when the Chicago Avenue line was transferred

to the new depot. In February, 1918, he was appointed supervisor and after five years of notably efficient service in that capacity, incidentally demonstrating the possession of unusual executive ability, he was made Division Superintendent in charge of the large station at North and Cicero. This appointment became effective October 1, 1925. His administration as Division Superintendent was conspicuous for the development of a quality of team work on the part of his men that was to the highest degree creditable to him and to them. It made their work in accident prevention and in other service contests so effective as to inspire a friendly rivalry on the part of other divisions which was beneficial to the service in every way.

Mr. Pasche knows the hazards of traffic in all their various forms. He recognizes the importance of alertness and caution at all times. He has an appreciation of the responsibilities of train crews to whom our patrons look for protection while traveling on our cars. He knows that both patron and employee must be protected and that human life and limb as well as property must receive the benefit of the highest type of preventive measures that can be devised.

Mr. Pasche will have the satisfaction of knowing that the entire organization is behind him with sympathetic support, for he is generally admired and respected for his ability, modesty and sincerity.

Mr. Pasche is married and the proud father of three boys, Herman, Bill and Frank.

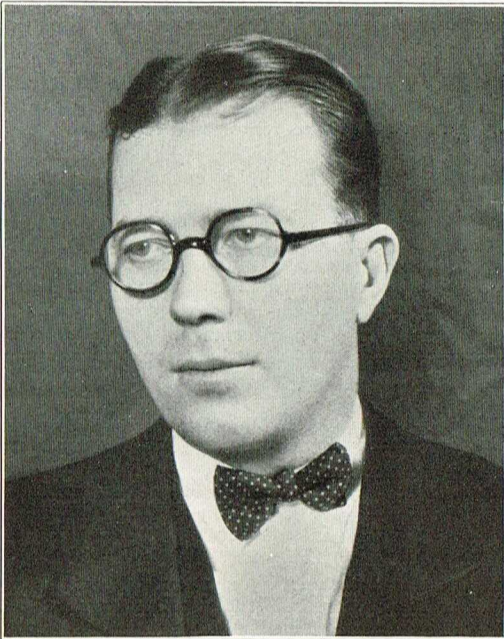
GOOD-BYE TO MR. NOAH

Farewell Banquet by Electrical Department Associates—Off for Duluth

Mr. B. G. Noah was the guest of honor at a farewell banquet held at the Rainbo Gardens on the evening of April 19, 1927. Fifty-seven of his intimate associates met there for the purpose of wishing him a hearty farewell as he is to leave soon to take up his new duties as assistant to the general manager of the Duluth Street Railway Company.

After dinner was concluded Mr. A. J. Klatte gave a brief outline of Mr. Noah's career with this company, typifying the excellent manner in which he has handled his work at all times, and expressed his best wishes for his success in the future. Mr. Klatte concluded his appreciation by presenting him with a fine set of golf clubs and bag from the members of the department as a token of their appreciation and good

will. With the gift went the wish that every time he makes a good drive he will think of one of his old friends back home.



B. G. Noah

Following Mr. Klatte's remarks, Mr. Noah responded with a few words of thanks and extended an invitation to all to call on him at his new home in Duluth, where the latch string will always be found on the outside.

The remainder of the evening was spent in having a general good time, and from all appearances, the attempt was successful. From the time that Katz and his Kittens started the dance music until the last of the guests left there wasn't a dull moment. Early in the evening Art Cloghessy, Phil O'Shaughnessy and Paul Schwab captured the best looking girls in the place and what they did not know about dancing these boys taught them.

Mr. Noah entered the service of the Chicago City Railway in 1913 in the testing department, where he continued for four years. In 1917 he was employed as testing engineer for the Sanitary District of Chicago and after serving two years in the army he was employed by the Chicago Surface Lines as a testing engineer. In 1925 he was appointed engineer of tests, which position he held until receiving his present appointment with the Duluth Street Railway Company. His technical education was received at the Armour Institute of Technology.

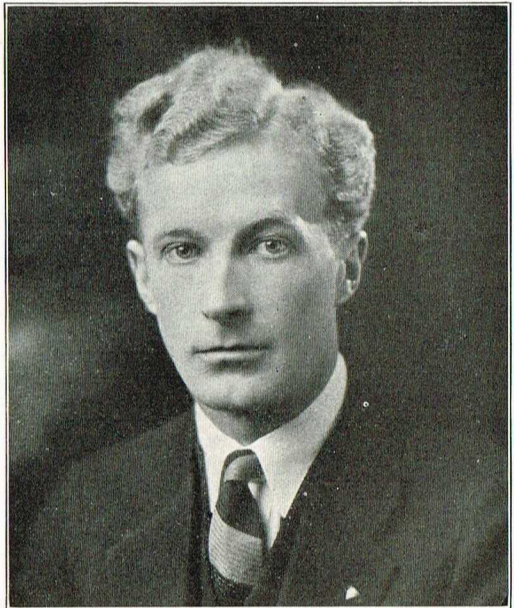
A little rouge, a little curl,
A powder box—a pretty girl,
A little rain, and off it goes—
A homely girl with a freckled nose.

PROMOTION FOR ESSINGTON

Succeeds Noah as Engineer of Tests and Power Statistics in Electrical Department.

H. M. Essington has been appointed Engineer of Tests and Power Statistics to succeed Mr. B. G. Noah, resigned.

Mr. Essington is a native of Colorado, but



H. M. Essington

spent most of his early life in Wells, Michigan, at which place he obtained his first electrical experience in connection with the lumber industry. After several years as lumber mill electrician he entered the electric railway field as wireman on new cars for the Cincinnati Car Company. In 1917 he went with the Chicago Surface Lines on general testing work in the substations and on the construction and development of automatic substations. In July, 1925, he was appointed Engineer of Cables which position he has held up to the present time. His new duties will include the work that he has been in charge of as well as those of Engineer of Tests and Power Statistics.

Mr. Essington received his technical education at the Lewis Institute, Chicago.

GENEROUS AND PROMPT

Surface Lines Employees and Officers Raise \$14,379 for Mississippi Flood Fund

April 29 subscription lists went out to the Departments. May 4 a check went forward to the Red Cross for \$14,379, the largest contribution by any single corporation in the city. Thus, again, the rank and file have demonstrated their sympathy and quick response to a call for help following a great public disaster.

No Ambulance Chasers There

Novel Chinese Method of Adjusting Personal Injury Claims Without Lawyers



PEKING, March 11.—(By Mail-Exclusive).—In the capital of China, if one is a Chinese, he does not bother to sue the street railway for damages if a relative is killed by one of the street cars. By no means! One simply puts on the mourning garb of white sackcloth, goes out into the middle of the street, and lies down on the street car tracks until the company "comes through" with a cash settlement.

Peking has just experienced one of these complete traffic tie-ups. Late in February Mr. Chi Yu-pu, a man 61 years of age, was run down and killed by a street car on Hatamen street—the city's busiest business thoroughfare. Mr. Chi had been chief cashier for the telegraph administration.

The necromancers fixed upon March 7 as a lucky day for his funeral services, but the family dared not bury him until his "face had been saved" by making the company pay, so on the afternoon of March 6 at 1:30 o'clock, the whole family put on white mourning clothes, walked to the place where the accident had occurred, and stretched out on the tracks.

Within half an hour there were thirty-five street cars lined up on the street and the white-clad mourners were surrounded by a gesticulating, expostulating crowd of street railway officials, motormen, conductors, policemen, soldiers and interested onlookers. Soon a crowd of more than 5,000 observers had gathered, and bedlam reigned.

The police and the soldiers sided with the mourning family. They kept the street open for motor and other traffic but refused to make the mourners abandon the tracks. The family demanded in a lump sum the equivalent of what the dead man would have earned during the next ten years. They also asked for a written apology, and for a guarantee that not a single street car would turn a wheel on the day of the funeral.

The company demurred.

The public walked—or hired rickshas, which boosted their tariffs while the tie-up lasted.

Two o'clock came, 3 o'clock came, 4 o'clock—then 5 o'clock. Still no agreement was reached, and the mourners still occupied the tracks. They numbered nearly thirty, from the dead man's aged and weeping widow to his

youngest grandson, a wide-eyed youngster 3 years of age, who sucked on some candy and seemed to enjoy the whole affair.

Finally at 5:35 a bargain was struck. The company paid the family in cash the equivalent to four years' salary earned by the dead man. Then the mourners got up, brushed the dust from their white clothes, and went home. And the street cars were running in time to carry the home-going crowd at the end of the work day.

But there was an aftermath.

The next afternoon Mr. Chi Yu-pu was accorded a gorgeous funeral. There were banner bearers, and drummers and men with horns. The palanquin, covered with costly embroideries, was carried by thirty-two bearers. And ahead of the coffin went a paper carriage with a paper driver, a paper ricksha and paper runner, several paper concubines and servants—all to be buried at the grave so that the deceased could use them on "the other side."

This lengthy procession, instead of using the side of the street as is the custom, marched at snail's pace down the car tracks. Again there was a blockade, which this time lasted two hours. These tactics showed the street car company the contempt in which the spirit of the deceased held the whole concern.—*Los Angeles Times*.



Dorothy Frances Raske, Daughter of Henry L. Raske, Conductor Archer Depot

Keeping 'Em Rolling

Devon Leads with 37,827 Miles Per Pull-in—System Shows Increase of 184% Over Year Ago



Devon's Flag Winning Crew

P. Radtke, E. Anderson, J. Dore, A. Sandberg, E. Dykinga, H. Beghyn, A. Enarson, N. Schaul, J. Chablouski, T. Hildebrandt, F. Thomaller, W. Nodus, E. Mann, E. Luttrell, P. Joyce, E. Tholin, G. Galek, L. Verstrate, E. Paularskis, L. Skemales, J. Janizura, J. Stopa, J. Rolling, C. Draznek, H. McQuinn, F. Carlson, P. Zelen, L. Pulito, S. Prus, W. Kruppa, J. Weber, F. Ptasinski, J. Murray, B. Martens, J. Doyle, T. Carolan, J. Kuklewicz, E. Braceman, C. Daus, J. Vlamnick, N. Thill, H. Feeley, C. Kelly, H. McDonagh, W. Gothens, E. Schmit, E. Krueger, J. Airens, J. Tobala, C. Baker, J. Grolig, T. McGlorg, B. Jankowski, J. Finnegan.

Creditable work has been done by the Devon Carhouse, an increase of 59.2 per cent having been made in the miles operated per pull-in over the previous month, and 173 per cent over the same month last year.

Blue Island is not very far behind them, as will be shown in the statement below, their mileage being 34,306.

The 69th Street Carhouse made the highest increase in per cent gain for the month—66.6. A year ago this carhouse was operating its cars only 9,303 miles per pull-in, compared with 33,059 miles for this month, an increase of 255 per cent, which testifies to the excellent work being done at this location.

The month's increase for the system amounted to 28.8 per cent compared with last month.

The individual record follows:

Rank	Carhouse	Zero Days	Miles Oper. Per Pull-In for Mar.	Percent Inc. or Dec. Ov. Feb.
1	Devon	16	37,827	59.2
2	Blue Island	21	34,306	22.1
3	69th	7	33,059	66.6
4	Archer	7	29,647	34.3
5	Limits	19	29,346	50.1
6	Elston	20	27,398	12.5*
7	Lincoln	13	25,217	21.2
8	North	2	21,660	13.0
9	Armitage	12	21,399	16.3
10	Kedzie	3	20,790	65.1
11	Noble	20	20,429	4.3

12	77th	4	20,408	26.6
13	Division	13	19,935	2.1*
14	Lawndale	10	19,624	1.1*
15	Cottage Grove ..	6	17,211	21.7
16	Burnside	9,099	33.2

Average System	21,896	28.8
----------------------	--------	------

*Decrease.

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

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

Voice Over Wire—"Madame, your husband has been run over by a truck!"

"Good heavens! On the afternoon of my bridge party!"

TRIBUTE FROM AN OLD TIMER

He Compliments a Traveling Motorman for Pointers on Power Saving

I realize that it is most difficult for many persons to adjust themselves and their every-



Motorman Harry Snyder, Started to Work
June 10, 1890

day duties to radical changes, new ideas and methods, and especially so when the result to them appears the same.

The business of operating an electric street car on a scientific and economical basis since its very inception until only recently can be fairly and justly classed as a hit and miss attempt with no well-founded method or practice to guide it. However, most everyone did his best with what he had to do with. Therefore this business, and it certainly is a business in the same sense and importance as any other that goes to make up the general scheme of a modern progressive people, has really stood still, allowing others to forge ahead under the banner of scientific and efficient methods.

Select any progressive business existing today, examine it and you will find that it has come through a fine tooth comb analysis, resulting in bringing it up to its present standard, thus requiring something more than the raw materials, man and substance, to merit the brand of the business.

What about the business of operating an electric street cars? Has it ever had this refinement? This may without fear of contradiction

be answered, "No," and the reason for it has been partially due to the lack of a method and a means on which to fairly and squarely judge the results.

An inventor and a scientist have provided this method and means in giving to the motorman the Kilo Watt Hour Mercury Type Meter.

So with this thought in mind it prompts me to disclose the following voluntary contribution from an old timer who has been through the mill in the scheme of making the business of a motorman a better business.

A pointer to old timers whose energy record is low. Have our genial traveling motorman, Emil Gagler, make a trip or trips with you as I did. He will demonstrate the proper method of coasting and power saving. Then be patient and persistent in your efforts. You will be more than pleased with the result. You will have a new interest in the work and it will be easier. I now save fifty to seventy-five kilowatts per day, without any trouble.

Harry Snyder.

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

Division—	Per Cent Saving	
	March or Loss	
Cottage Grove	1	9.83
Armitage	2	8.72
Lincoln	3	8.68
77th-Vincennes	4	6.50
Devon	5	4.88
Limits	6	4.83
Kedzie	7	4.32
Burnside	8	3.92
North	9	3.81
Division	10	3.38
69th-Ashland	11	3.32
Archer	12	3.31
Lawndale	13	2.03
Elston	14	0.00
Noble	15	*3.71
Blue Island	16	*3.91

Total Points 59.91

February Points 53.38

March Gain.....6.53 points or 12.2%

*Loss.

E. W. A.

An old Scot put in an appearance at fashionable eastern golf course and presented his guest's card. With considerable care he selected a caddy, and then inquired of the successful candidate:

"Boy, are ye good a' findin' balls?"

"Yes, siree," replied the youth.

"Weel, then," said the Scotchman, "s'pose ye find one an' we'll start."

Always Champions

Accident Investigation Takes All the Honors in Major and Club House Leagues



Major League Winners

The pictures herewith are pictures of the two champion bowling teams representing the Accident Investigation Department in the Major bowling league and in the Clubhouse league. The cup shown in the center also has a history which will be divulged later. The members of the Major league champions as shown in the picture are, reading from left to right, standing: Eger, the man with his "cannon-ball spreader;" Meltreger, who shoots the mysterious "grapevine backer;" Geiger, whose balls break from the gutter to the head pin, and Fish, who throws one of those "here it comes—where are you going" balls. Seated is Captain Lew Altemus, who uses the famous "body-English" ball.

The members of the Clubhouse league standing, left to right, are: Nattinger, with his "get it if you can" ball; Ploner, with his fast "railroad back-up" ball; Hoskins, with a south-paw skimmer, and Waddell, with his left side "expectancy" ball. Seated is Captain Colgan with his "earnest shove" ball.

These two teams won all the championships there were to be won this year in bowling and it may be well to remind you that the Legal Department and the former Claim Department were champions also.

The cup shown in the picture is the beautiful trophy which was taken possession of



Clubhouse League Champions

by the Legal Department after winning the championship three years in succession, 1915, 1916 and 1917. John R. Guiliams captained that team and had with him such curve ball, back-up and straight ball artists as Attorney A. R. Peterson, Attorney C. C. Cunningham, Attorney C. E. Stenning, William Halane, Julius Lellinger (who is known all over the country as captain and anchor of the famous Birk Brothers' team who have won national tournaments) and Carl Bodensadt.

Recalling the hot finish on the last night of the season in 1917, it was necessary for the Legal Department to win three games and for the Claim Department, who were bowling the runner-ups, to win two games in order to enable the Legal Department to take the third and last leg of the cup. The Legal Department went in with their blood up and shot a very high total, winning their three games nicely. At one critical stage John R. Guiliams picked up the 4-10 railroad. The Claim Department lost their first game, then won the second by a fair margin and were behind in the seventh frame of the third game but from that time on "went crazy" and first wiped out the lead and then picked up a goodly amount of "velvet" as practically every man on the team struck-out in the last frame. The success of this first bowling league resulted in the formation of the Surface Lines Club with all its happy affairs and interests which lead to cooperation amongst our various departments.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

Volume 4 May, 1927 No. 2

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

A COURTESY CAMPAIGN

It is not yet possible to announce the details of the concerted drive for One Hundred Percent Courtesy on the Chicago Surface Lines. Committees in the Transportation Department are working and the plan will be sufficiently perfected to present in the June issue. A survey of the partially completed program makes it apparent that one of the results sought to be accomplished is to insure credit to the individuals whose consistent observance of the courtesy policies of the management has been helpful but not adequately recognized. If things work out as contemplated there will be a show-up not only of the small percentage of men who fail to appreciate the importance of courtesy but of the faithful and creditable majority who are courteous, considerate, and real assets to the management in securing and holding the goodwill of the street car riders.

PRESIDENT SAWYER, A. E. R. A.

The Surface Lines Club was highly honored on the occasion of its annual banquet last month when President William H. Sawyer of the American Electric Railway Association canceled an important engagement in the East in order to be present at the dinner. His presentation of Chicago's transportation problem as viewed by a professional observer of wide experience was most interesting. It opened some important lines of thought and we were pleased to find also that the soundness of our own conclusions on many vital phases was confirmed.

Entirely apart from the educational

value of his direct and forceful address the four or five hundred diners were delighted to discover that the distinguished President of the National Association is an unassuming, genial and approachable "regular guy." They liked the way he smoked his pipe, entered into the spirit of the evening, shared the fellowship that was so much in evidence and was manifestly glad to be alive and be with them. His reception was cordial and their liking for him grew as he talked; and at the close of his address he received the whole-hearted cheering endorsement and applause of his audience.

WILLIAM PASCHE

Fourteen years of service as a Conductor, five years as a Supervisor, a year and a half as Division Superintendent, and then brought into the General Office as Supervisor of Accident Prevention. That in brief outlines the progress of William Pasche who assumed his new executive duties May 1. Mr. Richardson who made the appointment and Mr. Pasche who accepted it are both being congratulated. It was a happy choice.

An examination of Mr. Pasche's record makes it quite clear that he has always been a believer in the old theory that whatever was worth doing was worth doing well. Not only that but he has found it possible to demonstrate that courtesy pays large dividends. The fact that he is known throughout the organization as "Smiling Bill" speaks for itself.

He is the fortunate possessor of a high quality of leadership and brought his station in as winner of the Accident Prevention Contest for last year. He can be firm where the circumstances call for severity, but he has a quick sympathy for the unfortunate. Mr. Pasche's general efficiency is only exceeded by his modesty. He is an easy, forceful speaker. He knows the hazards of the business and he has a very definite idea about how they may be reduced. He "knows the game" and he will speak with the authority of experience.

SURFACE SERVICE joins in congratulations to the management and to Mr. Pasche.

General News of the Industry

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

GONE ARE THE DAYS

The last 5 cent fare electric railway in Massachusetts, the New Bedford line, has just appealed to state authorities to grant it a 10 cent fare.

8 CENT FARE FOR FRISCO?

The San Francisco municipal 5 cent trolley line, frequently referred to by municipal ownership advocates as a great success, may soon have to ask for an 8 cent fare. So says Adolph Uhl, manager of the San Francisco City Efficiency League. He says proposed extensions and other costs will cause a \$520,000 shortage annually and an eight cent fare thus will be inevitable. He also says he does not think an 8 cent fare would be popular.

PROSECUTOR BECOMES MOTORMAN

A former motorman on the Terre Haute, Indianapolis and Eastern Railway who, upon being elected county prosecutor, last fall laid down his controller handle to take up Blackstone, has just returned to his old job. The office to which he was elected paid \$50 a month and fees. Citizens of his county were so law abiding that no fees came in. Hence, rather than be a hungry lawyer the prosecutor decided to be a well fed motorman, so he is back on the job happy and smiling. He resigned his public job in favor of one of his assistants.

PAVING COST RELIEF

A bill to relieve electric railway companies from partial cost of paving their tracks has been introduced in the New Jersey and Pennsylvania State legislatures. Similar relief already has been given in three states and more than fifty municipalities throughout the United States. It is predicted that before many years the entire paving cost will be removed from electric railway companies inasmuch as they no longer wear out the pavement. When electric street lines used horses they did wear out the pavement. It was for this reason that the paving cost assessment originally was assessed against them.

SHOW SPRINGFIELD CAR

Electric railway and newspaper men from many parts of the country gathered in Springfield, Mass., on April 14, to witness the first test of a new lightweight trolley perfected by the Springfield Street Railway Company. The first trip was successful. Outstanding features of the car are a saving of 27 per cent in weight due to the use of duralumin, enclosed worm drive, internal expanding brakes, and automobile lines. The influence of the automobile is easily seen and many ideas have been borrowed from that industry, including sloping windshield, electric windshield wiper and sloping sunshade. The interior clearance is but a little over seven feet, which makes possible

an over-all height of ten feet two inches. The car seats forty-five passengers.

The electric equipment is unusual. All switches are mounted flush on panels in front of the operator. Remote control of motors, brakes and doors is employed, with a master controller, its handle operated in a vertical plane.

RIDE THE STREET CARS

A recent traffic check in Louisville, between the hours of 6 a. m. and 7 p. m., throughout the business district showed the average number of passengers carried by each automobile was 1.69, while the average number of passengers carried by each street car was 20.63. A recent Detroit survey showed 81 per cent of the people using public transportation and only 19 per cent automobiles.

JERSEY REGULATES MOTORISTS

Strict regulations for motorists driving near or around electric railway cars have just been enacted into law in New Jersey. They went into effect April 28.

Motorists must make a complete stop before crossing the intersections of certain streets; give right of way to street cars or motor buses on signal, maintain a distance of ten feet in the rear of trolley cars; turn off the trolley tracks when the advance trolley car halts and pass trolley cars on the right at distance of not less than eight feet.

Any motorist proceeding in front of a street car or auto bus shall immediately upon notice from the motorman or driver make way for the following vehicle to pass. There also is a provision that the driver of any vehicle, when following a street car on the car tracks, shall keep at least 10 feet behind the car, and shall turn off the tracks when the trolley car stops.

A motor vehicle is obliged under this provision to pass trolley cars on the right only. It shall keep at least eight feet from the right-hand running board of the trolley. If this is not possible, the driver of the motor vehicle must come to a full stop until the trolley car shall have taken on or discharged its passengers.

INSISTS ON SAFETY

"The law requiring motor cars to stop when passengers are alighting from street cars should be strictly enforced in the interests of the entire community," says the Oakland (California) Tribune.

NEW USE FOR OLD RAILS

The Illinois Traction System, which operates more than 500 miles of track in Illinois, has begun to use old electric railway rails for surfacing their tracks at highway crossings. It is found that the rails can be supplied cheaper than concrete or other forms of crossing material and they will last much longer.

WHEN? WHERE? WHAT?

Prizes Offered for Answers to Questions About the Surface Lines

Following the popular pastime of "Ask Me Another," SURFACE SERVICE presents twenty questions, all of them relating to various interesting features of the Surface Lines. For the most correct set of answers, a prize of \$5.00 will be paid; for the next best \$3.00 and for the next best \$2.00. Answers should be plainly written; numbered to correspond with the questions and addressed to the Editor, SURFACE SERVICE MAGAZINE, Room 1479, Illinois Merchants Bank Building. Answers should be forwarded promptly, as the contest will close May 21, no answers received after that date being considered. The correct answers and prize winners will be announced in the June issue.

- 1—Give name of employe longest in service and year of entering service.
- 2—When and where was first horse car operated in Chicago?
- 3—What was last date of 5-cent fare in Chicago?
- 4—On what street downtown and at what date were last horse cars operated?
- 5—On what lines were steam dummies operated?
- 6—When did the skip-stop ordinance become effective?
- 7—When were safety loading zones first used in Chicago?
- 8—When and where were Madison Street trailer cars used before going into service on that line?
- 9—What is the largest depot on system as to cars operating out of it?
- 10—What is overall length and height of latest type of car on system?
- 11—Where is the only automatic substation on system?
- 12—Approximately how many employes are at West Shops?
- 13—Where is Chicago's only articulated car operating?
- 14—How many miles of single track owned by the companies and how much of this is revenue track?
- 15—What was the average speed of cars in Chicago last year?
- 16—What was average fare per ride on system last year?
- 17—What part of operating expense was paid out last year for wages?
- 18—What is ratio of average Sunday and holiday traffic compared with Saturday business?
- 19—How many employes on system in service 25 years or more?
- 20—Name 7 kinds of motive power used at various times for surface cars in Chicago.

Husband (loaded with luggage, at railway station): "I wish we'd brought the piano, dear."

Wife: "Don't try to be funny!"

Husband: "But I left the tickets on the piano!"

Bouquets for the Boys

Mr. Herbert W. Swanson, 1845 West 34th Place, in a letter addressed to the Superintendent of the Burnside Station stating that as an employe of the Commonwealth Edison Company, he has had a special opportunity of observing the general attitude of surface employes in the South Chicago and Hegewisch districts. He pays them a high compliment finding them generally polite, accommodating and good natured, and he closes by "wishing the men of Burnside Station the best of luck and hoping that they will maintain their record."

Conductor Walter R. Hansen, badge No. 364, of 69th Street earned the thanks of Miss Margaret Murray, 7417 South Racine Avenue, by returning to her a ten-dollar bill which she had inadvertently handed to him as a one. She expresses her appreciation of Conductor Hansen's honesty and wants to congratulate the company for having men in its employe of this type.

Conductor Charles Klumpp, badge No. 750, of Devon, found a purse in his car which was returned to the owner, refusing a reward. Miss Elsie Gafke, 5334 Wilson Avenue, who was familiar with the details, wrote to express her appreciation of this employe's honesty.

Conductor Anthony J. McAndrew, badge No. 2850, of 69th Street, had as a passenger Mrs. Genevieve Moylan, 1225 West 74th Street, who found on examining her purse that she had only a five dollar bill. Inasmuch as Conductor McAndrew could no change the bill, he rang up her fare and gave her a transfer with his badge number following which she transmitted her fare to his office for reimbursement together with a letter expressing her appreciation of the consideration she received.

Conductor Fritz Ericson, badge No. 3418, of North Avenue, turned in a sum of money found on his car on December 16, 1926. The money belonged to Mrs. E. B. Peters, 5138 South Chicago Avenue, but as she was under the impression that she had dropped her purse before or while boarding the car, and therefore no inquiry was made at the car station. On the expiration of the usual thirty days, the money was turned over to Conductor Ericson; but later on he received information which satisfied him that Mrs. Peters was the owner, and he promptly restored it to her. She commends him for his honesty.

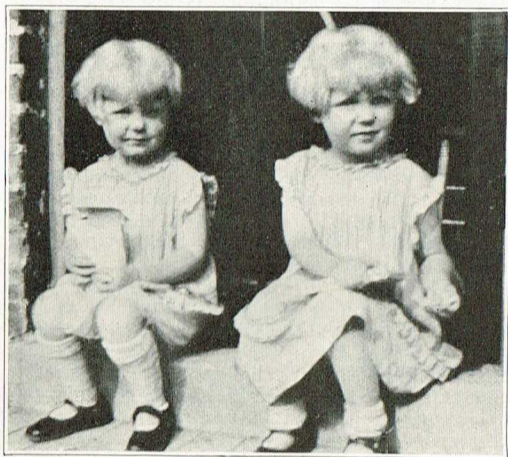
Mr. Louis Kaplam, of the Fillmore-Sacramento Garage, 3014 Fillmore Street, writes in to convey his thanks to Conductor George W. Riley, badge No. 3640, of Kedzie Avenue, for the assistance rendered to Mrs. Kaplam and her children when they boarded and left his car. The attention was much appreciated.

Conductor James A. Dunleavy, badge No. 5158, of 77th, is thanked by Mr. James T. Scott, 10719 South Michigan Avenue, for the prompt restoration of two books inadvertently left on

Conductor Dunleavy's car and turned in by him to the lost property clerk.

The Misses Kugel, 2106 Ainslee Street, wrote a letter of appreciation in behalf of Conductor George F. Wolff, badge No. 5964, of 69th Street, who took a great deal of pains to reassure a frightened old lady who wanted to board his car but who was reluctant to try to get through a line of automobile truck traffic. Conductor Wolff assisted her aboard and the ladies state that this is only one of several meritorious acts they had observed on the part of this same employee.

Mrs. Henry Wiersema, 2442 Greenleaf Avenue, commends Conductor Philip A. Schultheis, badge No. 8628, of Archer, for his general courtesy to his passengers.



Margerie and Marie, Twin Four Year Old Daughters of Motorman R. DeBoer, Limits.

Miss Helen M. Sanderson, 3350 Montrose Avenue, writes a letter commending on the efficiency and honesty of Conductor Peter P. LeBarbera, badge No. 11144, of Kedzie. Miss Sanderson had left her hand bag on his car and it was later restored to her, thus enabling her to carry out a plan for a trip to the country which she would have been unable to make if her hand bag had not been found.

Mr. C. P. McHugh, 6514 South Justin Street, writes a strong letter of commendation in behalf of Conductor Earl W. Kennedy, badge No. 11830, of 77th Street. Mr. McHugh states that his sister was injured in an automobile accident at the corner of 63rd and Paulina and that Conductor Kennedy, who was off duty at the time, stepped from a hesitating crowd, commandeered an automobile and rushed the injured lady to a hospital. The prompt action in this emergency earned the appreciation not only of Mr. McHugh but the whole family, and he compliments the company upon the kind of training it gives to its employees in its desire to insure satisfactory service.

Mr. Thomas B. Ranken of the Morton Salt Company, 208 West Washington Street, observed a special courtesy to women and children displayed by Conductor Adolph Merkel,

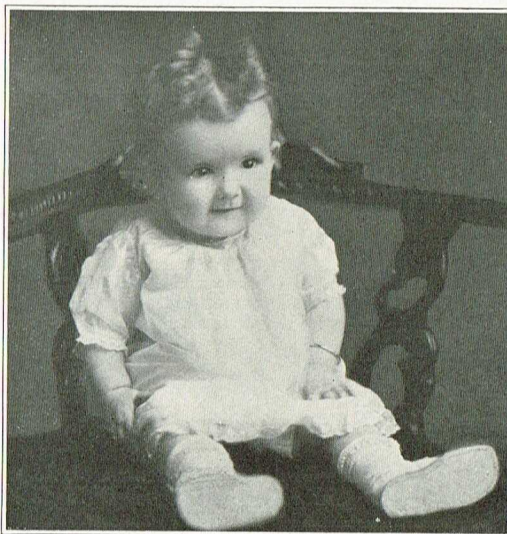
badge No. 12296, of Devon Avenue, and made the matter the subject of a letter of warm appreciation.

Motorman George Clancy, badge 4221, of 69th Street, was commended by Mr. Thomas E. Nolan, 658 East Pershing Road, for paying Mrs. Nolan's fare in an emergency and permitting her to ride in spite of a technical violation of the transfer regulations.

Miss M. Eleanor Moore, 7039 Clyde Avenue, rode with Motorman Henry Hopkins, badge No. 4239, of 69th Street, one morning and was particularly impressed by the smoothness with which the car was operated. She was able to write some letters and sign some checks while on this trip, something she could not have done if the car had not been so competently handled.

Conductor Isaac Jones, badge No. 3342, of Cottage Grove, found a bill fold which contained \$151 in currency and checks for \$1,000 and turned it in promptly to Superintendent Bessette. It was later identified and claimed by Michael Doherty and was turned over to him. Mr. Doherty not only thanked Conductor Jones warmly but presented him with \$25 as an expression of his appreciation.

Conductor A. Dreyer, badge No. 11566, of Lincoln, was commended and complimented by Mrs. R. Schelt, 2619 Lincoln Avenue, for his consistently pleasant attitude toward his passengers, his courtesy and attention to his duties.



Coletta Anne Duncan, 10-Months Old Daughter of Owen T. Duncan, Chief Clerk, 77th

Conductor Clarence E. Melter, badge No. 2168, of Elston, used his head in an emergency by keeping other crews informed of a blockade and securing a rerouting of the cars which prevented unnecessary delay.

Mrs. M. Vasold, 926 Buena Avenue, transmits her congratulation and thanks to Conductor Jacob Cohn, badge No. 9062 of Devon,

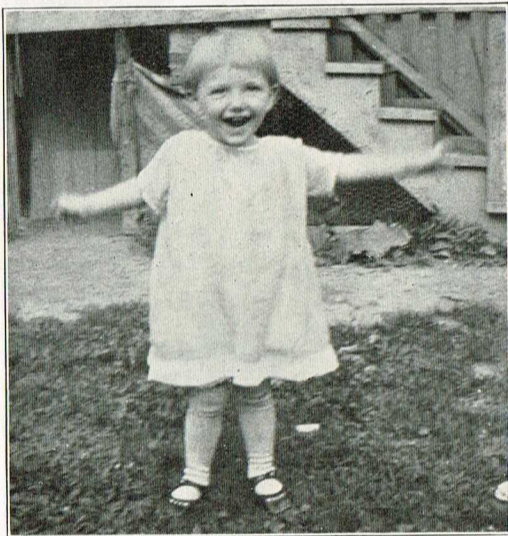
for his honesty in dealing with her father. This gentleman was nearly eighty years of age and inadvertently handed Conductor Cohn a twenty dollar bill thinking it was a one, and the conductor promptly corrected the mistake and returned the bill of larger denomination to him.

Motorman John M. Barcal, badge No. 4155, of Elston, held his car a few seconds enabling two lady passengers to board it and thus saving them a delay that would have been embarrassing. When they left the car, he cautioned them to look out for passing automobiles. This interest in behalf of his passengers attracted attention of Mr. Edward O'Malley, 4432 Mobile Avenue, who described the circumstances in a letter of high commendation.

Mr. J. H. Lindblad, 831 Buckingham Place, comments most favorably on the fact that Conductor Raymond H. Clarke, badge No. 762, of Kedzie, calls the names of all streets clearly and helps his passengers on and off the car, warning leaving passengers to look out for automobiles.

Conductor Wylie J. Koontz, badge No. 6262, of Lincoln Avenue, was so solicitous that these children reported the facts to their mother, Mrs. M. C. Halsey, 539 East 46th Street, and later on, she wrote to say how enthusiastic and complimentary the children were for the treatment they received.

Conductor Harry W. Hansen, badge No. 9286, of Burnside, was so cheerful and helpful under very annoying conditions when traffic was interrupted by a flooded subway, and his comment was so meritorious that Mr. Harold W. Armstrong of the Amateur Radio Service, 307 South Wright Street, Champaign,



Gladys Rosa, Daughter of John Rosa, Badge 8446, Burnside

Illinois, who happened to be a passenger on the car, wrote the company at length congratulating them on having such a man in this service.

Conductor Henry A. Strehlau, badge No. 9858, of Archer Avenue, is so efficient in his platform work that Miss Katherine McGrane, 2514 Morse Avenue, was impelled to write a strong letter of commendation in his behalf. She referred particularly to the clearness with which streets were called and his general treatment to his passengers.

Mr. Joseph M. A. Leahy, 153 North Laporte Avenue, observed the consideration shown his passengers by Conductor John J. Blake, badge No. 11040, of North Avenue and expressed his appreciation as a patron of the Surface Lines. He was particularly impressed by his care in dealing with children who were passengers on his car.

Conductor Earl W. Kennedy, badge No. 11830, of 79th was commended by Mrs. Hannah Haesner both for his neatness and for his interest in finding seats for his women passengers where too much room is being occupied by some of the passengers.

Miss Katherine D. Leal with the law firm of Goss, Judd & Sherman, 40 North Dearborn Street, commends Conductor Bernhard A. Cola, badge No. 14054, of Armitage, for his assistance rendered to her when she found herself in an embarrassing position on boarding his car when bound for the Northwestern Station. His extreme courtesy under the circumstances was much appreciated.

Mrs. Mary W. Frawley, 1438 Addison Street, recovered a purse containing a small sum of money and a valuable bunch of keys which had been lost on a car and found by Motorman Walter Gronert, badge No. 1285, of Cottage Grove Station. She commends his honesty and his interest in finding the owner and forwarded \$2 as an expression of her appreciation.

Mrs. W. Green, 711 West 21st Place, while on her way to a funeral with some friends, asked Conductor Frank J. Stevenson, badge No. 1578, of North Avenue, to be sure that they were let off at Springfield Avenue. When he called the street the first time, they did not hear him and he took the trouble to call their attention to the fact that they had arrived at their destination. She states that Conductor Stevenson reflects credit upon his superiors and the entire management of the Surface Lines.

Mrs. C. M. Stuart, 1216 Astor Street, writes to thank the management for the assistance rendered to her by various employees which resulted in the recovery of some music she had lost on the car.

Mr. F. R. Fergus, 1233 Winnemac Avenue, expresses his appreciation of Conductor Henry Ketter, badge No. 7356, for the recovery of a firearm left in his car and accompanies the letter with a check for \$3 as a further expression of his appreciation.

Laugh This Off

Loud Talker: "I wish I was boss at our place. I'd show 'em how to run the business."

Other Fellow: "Alright—let's assume that you are. Now answer me this. If you were trying to build up 'loyalty' would you hire yourself for your present job—if you were boss?"

Departments and Divisions

Engineering

Ed Platt has been going good in the Surface Lines' Bowling League this year. A few more years of experience and Ed will be up among the leaders.

J. Wolfe attended the Electric Railway Convention held March 18 and 19 in Springfield, and read a very interesting paper on track maintenance.

Joe Shields, the King of Burnside, recently celebrated his second wedding anniversary. Joe and his wife are still on good terms.

A delegation of prominent citizens of Park Ridge waited upon N. R. Alexander recently, and endeavored to induce him to represent them in the City Council of that metropolis. Aleck gave the matter grave consideration, but when he learned there was no salary attached to the office, he gracefully declined.

Wreck Wagon Chauffeur Frank Bohan reports an addition to the Bohan household in the arrival of a kicking baby boy. Frank was off with a stiff neck for several days and said that the baby had kicked him. Mother and son doing nicely.

Motorman "Fritz" Ufferman has purchased a new home with a wonderful basement, and extends a cordial welcome to visitors.

Robert Gilmore has been wearing a smile and a new tie since election day. We wonder why.

Mr. John O'Neill, watchman in the Building Department, has a new home. Jack says the breakfast nook is all right for thin people, but the other morning he ate an extra piece of toast for breakfast and could not get away from the table. Transit.

Electrical

Information has been received to the effect that Jim Smith of the 20th and Dearborn Sts. Substation has recently become a granddaddy.

Leo Behrent's modesty has always kept him silent, but we did manage to learn that some time ago he probably saved the life of a member of the 20th and Dearborn wreck wagon crew. Several thugs had the man almost overpowered when Leo appeared at the substation doorway with a gun which frightened them away.

We were pleased to learn that the Electrical Dept. Bowling Team finished near the top in the race, and that R. F. Rogers had the high individual game for the entire season.

H. Essington.

Car Meter

Marie Cox, card record clerk in this office for two years, left service April 11.

Our new employee is Miss Irene Reddihough.

Vacation assignments have been made. Everyone is well pleased and now each one has something to look forward to.

We must have picked a winner in Super-

visor R. L. Burns, as we notice he is now being nationally heralded in the Electric Traction magazine, April issue. Mr. Anger says that the meter will help the motorman who thinks.

Miss Dean and Miss Gehrke, who entered the bowling tournament, came through with flying colors. Miss Dean, who made a notable record last year, winning first prize, won second prize this year, while Miss Gehrke, only a beginner, won a beginner's prize. Although she suffered many aches and pains from the strenuous exercise, she said there was nothing to it, and if she'd had a little more practice she could easily have copped first prize.

Evelyn Schieman has been elected director of this department for the Woman's Auxiliary Club. Rose Snider.

Purchasing

On Friday, April 15th, the employees of the Purchasing Department said good-bye to Miss Violet Doolin, Mr. Thelin's Secretary. She resigned on account of ill health and her co-workers wish her the best of luck for a speedy recovery. Miss Doolin will be missed by all who knew her. If Miss Doolin regains her health before June she will become Mrs. Frank Bridenthall. Best wishes for a long and happy life.

Miss Irene Sembach, an employee of the company but a short time, will fill Miss Doolin's vacancy. Congratulations.

We welcome to our midst Miss Irma Jahn, who was transferred to this Department from the Switchboard Room. Miss Jahn is employed as stenographer.

We take great pleasure in announcing that "Judge" Edward Cummings has presented his girl, Miss Mildred Dillon, with an engagement ring. Congratulations.

John J. Svoboda.

Accounting

Have you noticed the flashing spark on the left hand of Miss Della Killham? If congratulations are in order here is extending to her the department's best wishes.

Miss Janet Coles is now convalescing after an operation for appendicitis and we are pleased to hear of the progress she is making.

There is a mystery in the department. Why did some of our girls have their picture taken in costume at the Club House Thursday, March 31st?

Another department mystery?—One that is proving more baffling than the pictures.—Why is Mr. Francoeur inquiring about the prices of the following: Parlor suites, vacuum cleaners, electric washing machines and sundry articles, generally used in a home?

If any of the train starters or dispatchers wish to know the correct time see Mr. B. A. Hall of our department. He has a new watch and we now learn that our Western Union clocks controlled by Naval Observatory Time are unreliable.

Our department has a prize winning record to be proud of, for reason please note the following: Miss Mary Wiley, first prize—ten dollars—in the bowling tournament held at the Club House, also elected director of the department in the Surface Lines Club, Women's Auxiliary. Miss Juliet Peletrin—fancy handkerchiefs—

"500." Miss Elva Marks—luncheon set—Bridge, also \$1.00 for bowling ten games in the Beginners' class in the tournament. Miss Agnes Helein—fancy handkerchiefs—Bunco. We understand that the above are not resting on their laurels.

Clark and Division

We have two new girls in the File Room, Misses Anna Woods and Olive Liden. Welcome.

We almost didn't get paid last payday 'cause Mr. U. G. Lee forgot his glasses, but after trying on a few pairs, he finally got a pair he could use—so we were paid and everyone was happy.

We wish to congratulate A. C. Jann upon being promoted to Asst. Chief Clerk.

Marie Sullivan has left Clark and Division Streets and is now working for Mr. Hoffman, we all wish her success in her new position.

For the latest craze in haircuts, see Maybelle Winholt and Merle DuBois and notice especially the backs of their necks.

One of the society notes seen in the DeKalb paper: "Miss Hildur Olson of Chicago and Mr. Arter Swenholm of this fair city, DeKalb, were god-mother and god-father to Arter's niece. They made a happy looking couple and we hope to see these two united at some future date."

A. C. Jann, A. E. Johnson, H. Sprenger, Roy Wilson and Ralph Luebemann won't know what to do to get out on Monday nights now, as the bowling season has ended with the Accounting Department in a triple tie for second place.

Thomas F. Coan.

Shops & Equipment—North & West

West Shops: The Stork paid a visit to the home of William Pfaender, Armature Winder, on April 4th, and left a baby girl. We congratulate Father and Mother Pfaender.

Mr. Joe Nemecek, Draftsman and our friendly Notary Public, made a flying trip to Winnipeg, Canada, recently, also stopping at St. Paul.

Rumor has it that Mr. Ed Felske, electrical foreman with the big smile, took the Hudson out on Easter for the big parade, after working on it all winter to have it in shape.

Mr. Harry Hearn, who has been employed for several years at the shops, resigned recently.

Mr. Julius Luck of the car wiring gang, has taken a three months' leave of absence from May 1st, to take a trip to Germany, where he will visit his relatives, who are eagerly awaiting his arrival, as they have not seen him since he left there 26 years ago to make his fortune in America. We wish him Bon Voyage and a happy reunion.

On the Sunday that daylight saving went into effect, Mr. John Landeck arrived at church in time for the benediction, his clock having been set back instead of forward an hour. He says it was the landlady's mistake, and we partly believe him.

Mr. H. H. Adams has become an Evanstonite, he and Mrs. Adams having moved into their new home.

We are glad to hear that Mrs. Smith, wife of our Machine Shop Foreman is improving,

and we hope that the contemplated trip will be beneficial to her.

Kedzie: The same bird referred to above left a bundle at the home of A. Dressler, on March 25th, but a different order—a young man. Congratulations!

Our silver-voiced soprano, Tom Dooley, became a full fledged American citizen on April 20th, only a few weeks too late to vote in the last election.

S. Simon, car placer, had his pocket picked last pay day, and was just as delighted about it as everyone else who has had a similar experience.

Our spring cleaning is now in full swing.

Limits: The boys would like to know how many parts J. L. Connors had left over when he overhauled his Ford.

North: We are glad to have Walter Egentwitch, repairman, back again after a brief illness.

The boys wish a speedy recovery to Herman Wasserstrauss, who is recuperating from a serious operation. He will be glad to see some of his friends.

Mr. John Cahill, repairman, has often attended weddings, and he will now attend his own.

Devon: M. Breen and P. Walsh have been on the sick list for several weeks, and a call from the boys would be very welcome.

Now take a look at the experts in the care of street cars, winners of the pull-in contest for maintenance of the equipment.

Lydia M. Anderson.

South Shops and Carhouses

South Shops: Harvey Jones and Robert Adair of the Motor Repair Department have resumed work after having been off sick for some time.

Miss Mitchell, one of the young ladies in the Printing Department resigned on April 15. She told us that she was going to change her name to that of Mrs. Timmons. Margaret treated her companions the day she left to Strawberry Pie and Candy. The cigars will come later. Good Luck—Margaret.

Will Farrow, Foreman, Motor Repair Department was called to California on account of the death of his brother-in-law.

The following piece of advice comes from W. Goering, Millwright Foreman: "For those who are going to take long trips on their vacations, by auto, I would advise getting a Stransky Vaporizer, the cost of which is very little. They will save at least 25 per cent on gasoline bills, as some states have a three and four cent tax. I have given it a two month test and find it to be a real gas saver."

After trying without success to tune out Station WMBB, Harry Johnson decided to move further south. At his new location, he can get all the local stations.

We understand that Frank Dewitt has taken up walking as a part of his daily dozen. He can be seen most any night around 63rd and Stewart Avenue. From all observations, he has taken on a young lady as his trainer. What's her name Frank?

Since the article appeared in the April Issue, Mr. Graiser's mail has increased considerably.

Cottage Grove: We are sorry to have to report that C. Hahn, Repairman, is on the sick list.

S. Petrosius, Repairman, is laid up with a sore thumb. We hope to see both of these men back to work soon.

The sympathy of the boys at Cottage Grove is extended to the family of S. Ukso in their bereavement.

77th Street: A sure sign of summer—Our Clerk Jim was sunburnt recently. Speaking about the Empress Theatre—Ask Charlie McCullough. Pete Lucas is living in bachelor apartments. "Real Estate in Midlothian" by Frank Havel. J. P. McCauley.

Around the Car Stations

Burnside

Of late we have noticed Conductor C. Eaton's name in the application book marked "important business." Ask Uncle Willie how he liked the ride in the new Chevrolet.

Two unknown young ladies riding in Motorman Madigan's car the other day were glancing toward him frequently and giggling continuously. We believe that was the cause of Madigan removing his mustache.

Yes, we have more proud papas: Conductor D. Enderlin, Conductor F. Zind, Motorman J. O'Brien, Motorman M. Madigan. Mothers and babies doing well. Congratulations from the boys.

Motorman J. Kelly was painting his house and was working with such rapidity that he lost his balance and fell to the ground, sustaining injury to his leg. He was off for about eight weeks. When his conductor asked him why he was in such a hurry painting, he answered he was trying to get through before the paint gave out.

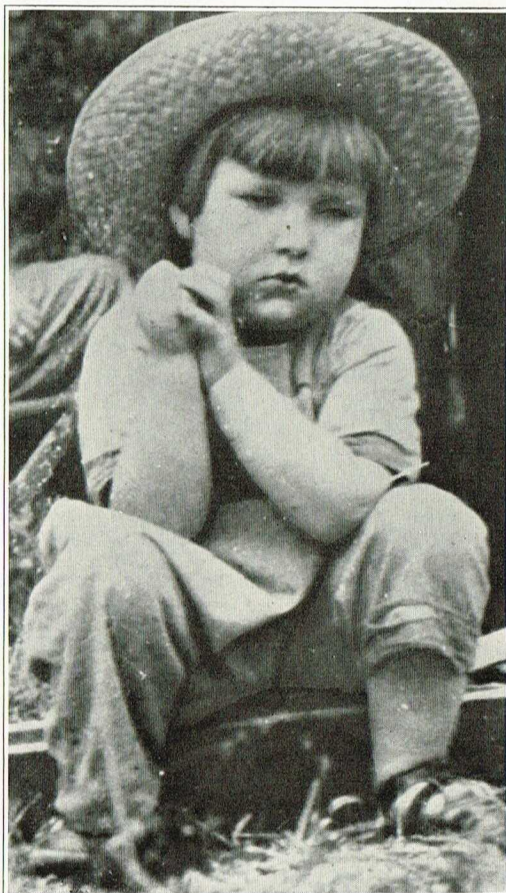
W. D. Frank.

77th Street

On Friday, April 1, the Club held its monthly meeting. Ed Gillooley was appointed manager of the baseball team pro tem. Some thirty ball players have answered the call and are having some hard workouts. Now, Boosters, all together and help bring the bacon home this year. We have the right material, so let's go. Conductor George Grassell informs us that the baseball players are to receive new uniforms. The news is very good as we are surely in need of these garments. Conductor Tom Beggan has been down to Spauldings and ordered the outfits and said he expects to have them in the near future.

The collection for the baseball league was taken up on April 12 and the number of fans that donated was very gratifying. We would like to see a similar amount come out to the games.

Well, we moved up one position in the power



Dorothy Katter, 3-Year-Old Daughter of Conductor A. C. Katter, 77th

saving contest last month. Supervisor John Natelborg wishes to thank the motormen for their full cooperation. John says it is only three jumps to first place, so let's perch a little higher on the ladder.

Conductor Chas. Kaley has been operated on and from the latest reports is getting along as well as can be expected.

Motorman Chas. Stevens, who found himself mentioned on the first page of the last issue, is back to work again as spry as ever.

Yes, sir, we slipped back one position on the witness record though our average is higher than the preceding month, which means somebody is working harder than us. A little team work the moment an accident occurs, while a passenger is in a mood, often becomes a good witness while a few minutes later will probably ignore you entirely. The manner of approaching a witness must be done business-like and diplomatically.

Conductor W. Riel has been off some time with a complicated sickness. We wish him a speedy recovery.

J. Hennessy states the arrival of a boy, T. J. Ferguson, a girl; J. Coffey, a boy; J. Whelan,

a boy.—To these proud parents we send our congratulations.

Motorman Dick O'Connor is having a long siege of sickness and from reports is having a hard time of it. Give Dick a visit and a word of cheer.

Courtesy is easily acquired and, having been acquired, will make your work more agreeable. A disagreeable passenger today as a rule is agreeable tomorrow and very often on reflecting upon his injustice to you will try to repay you in some manner or another, perhaps a future witness. Only a small percentage of our passengers are chronic kickers. Our division has always been known for its demand for courtesy and in no way will discourtesy be countenanced by its officials; and those who are so thoughtless as to smear their records in this manner can thank only themselves. Your records, boys, are your best friends.

Conductor Sam Fleming states his experience with Melaniphy's "Banshee." Sam, while flagging the 79th street B. & O. crossing, encountered the "Banshee" and immediately crawled under a pile of railroad ties. As the fog horn refused to stop, Sam later on crawled out and resumed his job flagging.

To the following families we tender our sympathy in the loss of their relatives, namely: Conductor T. Finn, in the loss of his father; Motorman C. Willert, in the loss of his wife, and Mrs. John R. Goeing, in the loss of her husband, who was one of our esteemed conductors.

C. A. Gylling.

Sixty-Ninth

Conductor J. W. Murray reports the arrival of a 7½-lb. boy born April 13th; Conductor M. J. Kelly, a 7½-lb. girl born April 4th; Conductor S. Hammill, an 8½-lb. girl born April 18th; Conductor F. E. Kuruz, a 9-lb. girl born April 13th; Conductor F. L. Tierney, an 11-lb. girl born April 26th. Congratulations all.

You'll all want to know about the great entertainment and dance we held at 69th on the evening of April 19th. Everything moved along in grand order and numerous comments of enthusiastic approval have been received to date. Everybody was delighted with the performance of "Al and Pat" and Frankie Klassen, the dancer from the College Inn, and the favorite of our last year's program, "The College Four." Then we were also entertained in a most extraordinary manner by Dornfield, McCarver and Malone, Beckman and Flynn, Grace Wilson and others. All came in for their share of applause from a well pleased audience. Bohlin's orchestra played several very good numbers during the entertainment, besides providing an unexcelled program for the dance which followed. And you should have seen the array of flags which formed the club room decorations. These flags were draped by H. W. Watts as member of the club, and he deserves a great amount of credit for his work which was especially well done. Mr. G. Fassnacht deserves credit for the manner in which he did the broadcasting. On the stage we had a grand piano, graciously loaned us for the occasion by the Stark Piano Company. We take this opportunity of thanking the

Stark Company for the courtesy shown us in this matter.

Because of an inability to tune in on our new stations, CSL, with his radio set, J. Ditsch wants to dispose of the outfit cheap. He says he wasted so much time the night of the entertainment that he's plumb disgusted.

Conductor J. J. Moloney was seen last Sunday along with some friends on a street car. Johnie was carrying a satchel with a baby bottle and a nipple on it. What does this mean? At this time we do not know.

Conductor J. H. Mudra lost his mother, April 23rd, 1927. Division No. 4 extends sympathy to him in his double bereavement, having buried his father last month.

W. L. Pence.

Archer

Motorman John Rau heads the vacation list. Left Saturday, April 9, for Prairie Du Chien, Wis., where he expects to enjoy himself for three weeks.

The eight-year-old daughter of Conductor E. Plikuhn was struck by an auto and seriously injured.

Our professional league baseball player, Conductor Gilbert Filiatreau, with the "Phillies," writes us from Philadelphia that he has been sojourning in Florida, where the climate has put pep in him for the season's opening game on April 12.

Joe Durkin, our assistant day clerk, who was loaned to North Avenue depot for a few months, is now back on the job and we all welcome him home.

Motorman P. J. Clancy collided with an auto on his way to church Sunday, April 10, receiving a couple of black eyes and a disfigured face.

The boys of Archer depot are in accordance with the parking on street car lines. This is proven by observing the parking instructions around the Archer depot.

Supervisor A. E. Wessel has been consulting the medical staff and on March 21 a troublesome appendix was the cause of his being hurried to the University hospital, where he was operated on the same night. Our chief clerk accompanied him to the operating room and witnessed the operation. Otto is now at home and much improved.

Motorman John Zander is the proud daddy of a 7½-pound daughter, born March 24. The little daughter has been named Lorane Margereat. John is now the father of four boys and two girls; no wonder he has the smile that won't come off.

Motorman Bob Gruenig met with a narrow escape when an explosion took place in the building adjoining his home on Saturday morning, April 16, doing considerable property damage to his home. The explosion took place at an early hour when Bob and his family were in dreamland.

A star boarder 11½-pound baby boy, William P. Coughlin by name, arrived at the home of T. J. Coughlin No. 2 (conductor), who says he has come to stay. Father and baby doing nicely.

The boys of Archer depot extend their sympathy to their fellow co-workers who mourn

the loss in their family: Conductor Joseph G. Brzek and wife lost a five-months-old daughter who was called away March 23. Conductor F. Strunk's mother died on Palm Sunday, April 10. Conductor A. F. Gallagher buried a sister on April 5. Motorman M. J. Barr was called upon to part with his father. Motorman D. J. Carney buried his father on March 12. Motorman F. G. Hayes was also called upon to part with his mother.

Last but not least, the last lap of paving on Archer avenue from Kostner to Cicero avenue is now under way. But, oh, Boy! The calamity during the operation, when two trucks won't pass one another in opposite directions.

Dusty.

Blue Island

The following trainmen were presented with new arrivals: V. Kiessling, a seven-pound baby girl, on March 23; P. Tenca, a ten-pound boy, on March 30, and A. Hart, a seven-pound girl on April 11. Congratulations, boys.



Robert Lake, 8-month old Son of Conductor E. Lake of Blue Island.

Our sympathy is extended to the following in their recent bereavements: H. McGowan and family, in the loss of their grandmother; R. Cummings and family, in the loss of his mother-in-law, and L. Leins and family, in the loss of their mother.

Mr. J. M. Johnson, chief instructor, spent the last week at this depot with his demonstration car. His classes were attended 100 per cent and several attended more than one

class as they were very interested in his talk. We were glad to have him with us again and enjoyed his short visit and instructions.

F. J. Hirsch was appointed traveling supervising conductor vice A. Schroeder, who went back to the train service. Congratulations and good luck; Hirsch.

Ex-Supervisor Powers is up and around again and we hope to see him on the job before long and wish him better luck.

Motorman J. Prokop is very ill at his home and would appreciate a visit from some of the boys. Give him a visit and cheer him up.

Martin Carlin is convalescing after an operation. We hope to see him back soon.

Conductor J. Sholdice of the Blue Island avenue line found a book on his car one day and turned it into the office. It was called for the same day and a few days later he received the following letter from the loser of the book: "March 26, 1927. J. Sholdice, 3919 Arthington street. Dear Sir: I am enclosing a check for 50 cents as a reward for finding and returning my book. Yours truly, Frank Motycka."

C. P. Starr.

Lawndale

Our old friend Mr. J. M. Johnson, chief instructor, has been with us for the past eight days in charge of the instruction car. All trainmen attended on practically a 100 per cent basis and were high in praise of the instructions given. Mr. Johnson gave a talk on courtesy, and the right and wrong way of conducting one's self in case of some disagreement with a passenger; also told us of some of the good work performed last year as well as pointing out our mistakes. The demonstration in the Mechanical Car was very beneficial to conductors and motormen alike. Surely each and every one of us have been greatly benefited by his visit and a welcome awaits him at any future time he may return.

Starter Clausen, who has been off on a furlough for the past 60 days, is back at his old post at 22nd and Ogden Ave. The way everyone was shaking his hand and greeting him made him feel good. Being in the service of the Company for the past 45 years, Mr. Clausen has a host of friends who sure missed him while he was away.

Our baseball manager and captain are getting the boys out to practice and by the looks of the new faces out playing, the team is coming strong this year and is going to make things hum. One of our young men, who claims to have managed three different baseball teams (but did not say he ever won a game), is giving the boys all kinds of pointers on how to play the game. He has showed the boys so many things that they have appointed him as bat and water boy, which position Mr. Janda took care of last year. Now, boys, get out and root for your home team and see them win.

Wm. H. Hackbarth.

Kedzie

The stork visited the home of Arnold Jorgenson, Kedzie, March 26th, and left a baby girl 4½ lbs. This makes three girls, oldest 10, next 3 years.

Armitage

Oh, boys, what a wild man Joe McCarthy made of "Pinky" Schreiber. "Pinky" and his good man, Cerone, hurried back after their grand view of "Old Alex" batted for a row on the North Side on the opening day. Cerone hollered: "Give 'em the bats." Schreiber says: "Get 'em all." Oh, was he full of pep! Someone far, far away in the 50-centers observed "Pinky" in deep, lengthy conversation with "Joe" in the dugout. Of course, "Pinky" and "Joe" have much in common, both being well-known managers. But it seems "Pinky" was getting the low-down on how "Joe" does it. No kidding, boys, "Pinky" knows his stuff. He was knocking 'em over the fence when I was playing jacks. Get out, give him a hand, boys, and Division Nine will have a crack nine on the field.

Here are the "high boys" on power saving: H. Snyder, A. Denton, R. Hartung, E. Strzelecki, J. Crawford, J. Schultz, H. Miller, D. Kelly and R. Schefke.

H. Snyder writes a very encouraging letter, thanking our supervising motorman, E. Gagler, for his rise to the top.

What a fine lot of men on inspection day. See how long you can stay that way. Get the good mother or wife to crack those trousers now and then with a good stiff crease, lay the brush on heavy, or better, the vacuum. Bill Haacker will supply the boot polish.

"Your Relations With the Public" and what an important part they play in this vast organization is the subject Mr. Carlin is deeply interested in these days. As supervising conductor he is seeking out each and every individual conductor, young and old in the ranks, to impart to them the wishes of the management in that one fundamental principle, "Courtesy," that is found in every real conductor. No doubt Mr. Carlin can go into lengthy detail, showing the harm one discourteous "Man on the Back Platform" can do. But you give him your assurance before he leaves you that no conduct unbecoming a man, nor a discourteous utterance will at least come from you and he will consider his time spent well worth the while.

"Curly" Klang will use a gun the next time he attempts to take the life of a poor, harmless snake. Anyway, it took a little broom action on the part of Mrs. Carlson after all attempts of her husband, our assistant repair boss, and "Curly" failed.

X.

Lincoln

Congratulations to Mr. and Mrs. R. C. Brooks who are the proud parents of a baby boy born at St. Joseph's Hospital April 2nd.

Mrs. Egdorf, wife of Conductor Egdorf who is a most ardent ball fan, entertained the other lady fans at her home, 3059 Southport Ave., Wednesday evening, April 13th. A pleasant time was had by all and a nice lunch was served. The lady fans are anxiously awaiting May 4th, the opening game of the season. A very nice time was had at the home of Conductor Jim Hopkins, Thursday, April 21st, when his wife also entertained the ladies.

The ball players wish to thank the boys of

the station who so generously donated to the good and welfare of the team, and they hope they can make as good a showing at the end of the season as they did last year.

Conductor J. P. Bradley was seen buying a ring the other day. We don't know whether it was a friendship or a wedding ring, but its getting near to June, the wedding month, and we are rather suspicious.

Edward Liebma, who passed away, was buried from his late home, 5230 Montana St., in Memorial Park, Monday, April 18. Our sympathy is extended to the family.

H. Spethman.

Limits

Our ex-barine motormen, P. A. Fortney, 38th Co. Detached, and Bill Boward, 39th Co. Detached, both having served from 1916 to 1919, had the pleasure of seeing a picture of their old barracks at Pekin, China, including legation yards and outhouses, in the "Tribune" of April 9th. They entertained the boys for about half an hour with interesting reminiscences of their service in what is now the trouble zone in China.

Samuel B. Fischer is sojourning at Hot Springs, Ark., taking the baths there.

Mgr. Leonard Beckers wishes to thank the boys for the hearty support they gave and the generous manner in which they contributed to the collection for the benefit of the baseball club. He earnestly requests that all candidates or prospective candidates report for practice, as it is sometimes the hidden talent that strengthens the team and spells ultimate victory.

Motorman Thomas is in the hospital, having undergone an operation for gallstones. Have been unable to learn details as yet.

Our Chief Clerk, Mr. Hill, now has a new Jewett coach. He says if you are going to be Santa Claus to the ladies you have to get them the kind of cars they like to ride in.

Our Supt., Mr. Phil Smith, has bought himself a new Chrysler coupe. Everybody else is getting a car, why not the "boss"?

Extra Conductor Johnson is positive that Kentucky is in the U. S., because he has looked it up.

E. G. Rodgers.

Devon

Our list of sick and injured is rather heavy this month. J. Lynn was hit by an auto at Eightieth and Vincennes Ave., and was taken to the Auburn Park Hospital. Gus Mathias was hit at Western and Bryn Mawr Ave., sustaining severe injuries. Ed Hughes was struck by a locomotive at the C. & N. W. R. R. crossing on Lawrence Ave. He was taken to the Ravenswood Hospital. P. Murray is reported improving at the Durand Hospital. P. Cassidy is home from the hospital and reported improving. We are sorry to report the death of an old-timer, H. Burgo, on March 24th. Burial was at Graceland. H. Halsted lost his baby boy, age 18 months. Our sympathy is extended to these families.

Wm. Boyle (Big Bill) tells us of the arrival of a young son named Robert E. Leo Brush made an election bet with L. Miller and lost. He had to push a peanut with a fifty-two-pound

crowbar from Austin to Marmora Avenues wearing evening clothes. The street was decorated for the occasion; police and firemen were on hand with a crowd of fifteen hundred persons. He accomplished his task in twenty-three minutes, using seven peanuts.

C. E. Roy.

CLUB SPARKS

Another event for our terpsichorean artists was held at the Clubhouse on Saturday, March 26, under the name of a Novelty Dance. Richards' Collegians again gave us the best to be had in the line of music. Favors in the form of paper hats were given out and these, along with colored paper streamers gave the dance hall a festive air and added much gaiety as well as color to the occasion. The success of the affair was due to the efforts of Director Rooks.

During the month of May, the date to be announced later, there will be held a card party for both men and women. Watch your mail for further announcements of this event. Let's all turn out and make it a real party.

The weekly swimming classes are proving very popular as is evidenced by the attendance which has been around the twenty-five mark thus far. These classes began on April 4 and will continue until June 13, meeting each Monday at 6 p. m. in the Clubhouse pool. They are open to all swimmers from beginners to the best experienced, for the latter can no doubt learn still more of the art from our very capable instructor, Mr. Zollinger. It is not yet too late to join the class and at least get some good pointers on how to be at ease in the water. Make use of this opportunity to learn to swim well.

Our annual picnic is now one month nearer reality. The committees have all been named and are beginning to function in great shape. That means the ball has been started rolling and it will continue to roll, right into Glenwood Park on July 16, where it will burst into the biggest and best picnic the Surface Lines has ever seen. Get yourself and family ready to roll with it if you want to have the time of your life on that day.

Women's Auxiliary Annual Meeting

The new officers were named at the annual meeting held at the Club House on Thursday evening, April 21. At this time reports for the year were made by Marie Sullivan, president, Hildur Carlson, secretary, Agnes Hume, treasurer, and chairmen of the various committees. The list of winners in the annual Bowling Contest was read as follows: Mary Wiley, 127.6, first prize, \$10; Grace Dean, 117.1, second prize, \$8.; Marie Sullivan, 105.7, third prize, \$5; Helen Griffin, 103.9, fourth prize, \$2. A prize of \$1 was awarded to each of the following beginners: Rose Kleefelt, Georgia Smith, Florence Hochlentner, Viola Eger, Emily Carlson, Christine

McMasters, Elva Marks, Ethel Swanson, Alta Korb and Ella Gehrke.

A prize of \$2 was also awarded to Marie Sullivan for the highest bowling game. Miss Sullivan bowled 167 for the single game.

Following the business meeting bunco, five hundred and bridge were played and very attractive prizes were awarded the winners. Refreshments were served.

The entertainment was in charge of the president and board of directors who are as follows:

Marie C. Sullivan, president; Lydia M. Anderson, Betty Birchwood, Bessie Cameron, Hildur Carlson, Adelaide Hogan, Margaret Harte, Agnes Hume, Erna Jahn, Ethel Johnson, Catherine Miller, Mary Riley, Esther Sandstrom, Viola Stanger and Mary Thierkauf, directors.



Supervisor Hooper Demonstrating the New Spring Uniform.

"THE GOODS"

I

You've got to have the goods, my boy,
If you would finish strong,
A bluff may work a little while,
But not for very long.
A line of talk all by itself,
Will seldom see you through.
You've got to have the goods, my boy,
And nothing else will do.

II

The fight is pretty stiff, my boy,
I'd call it rather tough.
And all along the road are wrecks,
Of those who tried to bluff.
They couldn't back their lines of talk,
To meet the final test.
You've got to have the goods, my boy,
And that's no idle jest.
The C. O., 77th St. Shops.

Wife: "Is there no hope, doctor?"

Doc.: "I don't know madam. First tell me what you are hoping for."

"THE CONNIESCOPE"

Blind Girls and Blind Souls

The two girls were bubbling with merriment. They were young, healthy, and brazenly good-natured. Their faces gave away their emotions like an open book, also because they were blind.

They boarded the street-car at Grand avenue on my southbound trip; a man helped them to get on, and the way they were pointing the transfers into the space at my right made me suspect their condition. I looked up, saw the unseeing eyes which were in such a horrible contrast with their young wellformed faces, and pity, like a spasm, contracted my chest.

But at the next stop, Austin avenue, a mob of suburbanites, who had just left the train at Western avenue station of Milwaukee and St. Paul Railroad, stormed the street-car, and kept me busy until we reached Lake street.

From there on I was kept quite busy by the crowds boarding and alighting at Madison, Van Buren and Harrison streets. After passing the last one of these car-lines, I looked into the car to give my passengers a look-over, and I saw the two blind girls, sitting on the nearest longitudinal seat, whispering and giggling. Their cheeks were flushed by excitement, and bursts of laughter frequently interrupted their conversation.

"They are in love," I mused to myself, "one of them, surely."

I was interested and fascinated. It was not the first time I saw a blind person smile, but it was always the ingratiating smile of the helpless, of those who depend on others for existence. But here was a smile of pleasure, of inner abandon, a smile reflecting a human soul bathing in glorious sunshine. They were such a contrast to the other passengers.

I really could not help to try and find out how the other passengers were reacting to this unusual picture of blind, but happy folks. And, like a merciless revelation, an ugly sickening truth appeared to me in a glance.

Those other people, with eyes that could see the day's glories, and reach the whispering horizons, were indifferent to this striking picture of life's joy conquering blindness. The mildest looking of them could find nothing but cheap pity for the two girls, others were coldly surprised, and some were plainly annoyed. Their own best emotions were restrained so long, that happiness, genuine, honest-to-goodness happiness, almost offended them.

But fortunately the blind girls could not see the faces of these people, and their happiness was not marred. When they were getting off the car at Twenty-second street their faces, however, took on a serious expression. I helped them to the sidewalk, and I could feel through the attentive touch of their hands the great problem of the blind folks' life—finding the right way, the safe and sure way in the world.

To my memory came up from the past two lines of a forgotten poet:

"How many are those with a frown,

"How few are those with a smile."

Bernard Kaplan, Division Depot.

OBITUARY

E. Liebenow

Mr. Liebenow was injured by a fall on April 14, 1927, at 3:00 P. M. and died the following day, in the Alexian Brothers Hospital, after 42 years of service with the Chicago Surface Lines.

In March, 1885, Mr. Liebenow was hired at the Limits barn as a stable hand, and continued in this work until the Lincoln Avenue cable line was put in operation in 1889. He was then transferred to Illinois & LaSalle, as a general utility man and tow-boy. He held that position until the cable closed down in October, 1906, when he was transferred to Lincoln Car-house as a car cleaner. He was promoted to car repairman in 1910 and continued in that capacity until the time of his death, at the age of 70 years. His record is one of long and faithful service.

Mr. Liebenow is survived by his wife, two daughters, five grandchildren and one great-grandchild, and our sincere sympathy is extended to the family in their loss.

Stephen F. Ennis

Stephen F. Ennis, our former Chief Investigator, passed away on April 3, 1927, after an illness which had caused him to sever his connection with this Company after a long period of physical incapacity. Mr. Ennis entered the service of our Company in 1896 and though he left our employment on two occasions for short periods, he was so well known that there appeared to be no break in the continuity of his connection with the Chicago Surface Lines. He was appointed Chief Investigator in 1920 and retained that title until 1924, at which time, because of a paralytic stroke, it was necessary for him to be released from executive duty. He died at the age of fifty-five and services were held at St. Mary's of the Lake Church and the flag draped over the casket was to commemorate his service with the First Infantry, I. N. G. His numerous friends join us in expressions of sympathy to his bereaved widow.

Refuge

The storm had driven us to shelter;
In the friendly building we stood together;
We, who recently were among
The carelessly rushing, hurrying throng
Found ourselves for one brief space
Shut in together with not a trace
Of outer interest save each other.
And now we saw ourselves as brothers;
All the hopes and aims a sequel to our own,
And all were equal.
Peace, good-will for once presided.
Suddenly the storm subsided—
As friends we'd stood from out the rain,
Strangers we trod the streets again.
'Tis thus, it seems, we travel Life—
Forgetting friends in the busy strife,
But from its bleak and stormy weather
We seek the same Refuge together.

J. C. Williamson, Badge No. 4720,
Burnside.

A Smile or Two

Not Guilty

Judge—"Rastus, you are acquitted."

Rastus—"Ah's whut?"

Judge—"You are acquitted—discharged—not guilty."

Rastus—"Does dat mean I don't have to give de chickens back?"

Safe at Last

Voice at other end of 'phone—"Is that Mrs. Hooper? I regret to inform you that your son has been arrested for joy riding."

Old Lady (in night clothes)—"Thank goodness! He's safe in jail."

Tush, Tush

Father: When I was your age, son, I was glad to get dry bread to eat.

Bright 5-year-old: You're much better off now that you are living with us aren't you, daddy?

Unintentional

Mrs. Talkwords: "Henry, you were talking in your sleep last night."

Henry: "Pardon me for interrupting you."

So's Your Old Man

Here's a masterpiece in collection letters:
Dear Sir:

Who bought a set of 36x6.00 balloon tires from this store last month? You did. Who promised to be in and pay for them the first of the month? You did. Now what we want to know is this: Who is a big, lying, good-for-nothing bum? I am,

Yours very truly,
So. Auto Dealer.

Propinquity

"Do you suffer from cold feet?" the doctor asked the young wife.

"Yes," she replied.

He promised to send her some medicine.

"O," she said, nervously. "They are—not—
not mine."

Definite Deficit

Teacher: "What do you understand by the word deficit, John?"

Johnny: "It's what you've got when you haven't as much as you had when you had nothin'."

"I hope that you keep your cows in a pasture," said Mrs. Newlywed as she paid the milkman.

"Yes'm," replied the milkman, "of course we keep them in a pasture."

"I'm so glad," gushed Mrs. Newlywed, "I have been told that pasteurized milk is much the best."

"How did you get that mark on your face?"

"Why, that's a berth mark; I got into the wrong one the other night."

Hirsute Repartee

Si: "I had a beard like yours once, but when I realized how it made me look, I cut it off, b'gosh."

Hi: "Wal, I had a face like yours once, but when I realized I couldn't cut it off, I grew this beard, by heck."

Minister (to flapper): "Would you care to join me in the new missionary movement?"

Flapper: "I am crazy to try it. Is it anything like the Charleston?"

Professor of Astronomy: "Did you observe Sirius, the dog star, closely last night?"

Movie Fan: "Yes, he was great in 'Nomads of the North,' wasn't he?"

"Black Boy, how did you all get that soot on youah coat?"

"That ain't soot, Carbona, that's dandruff."

When a man has a birthday, he takes a day off. When a woman has one, she takes a year off.

Dentist—Where is the aching tooth located?

Girl (a theater usher)—Balcony, first row to the right.

Double-Edged Advice

"Why are you crying, young man?"

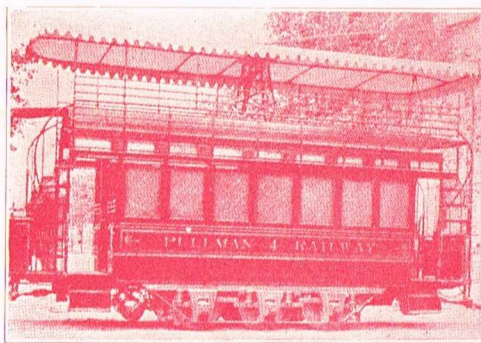
"I drank some cider—now I can't find my way home."

"Well, you musn't take it so hard."

Expert Advice

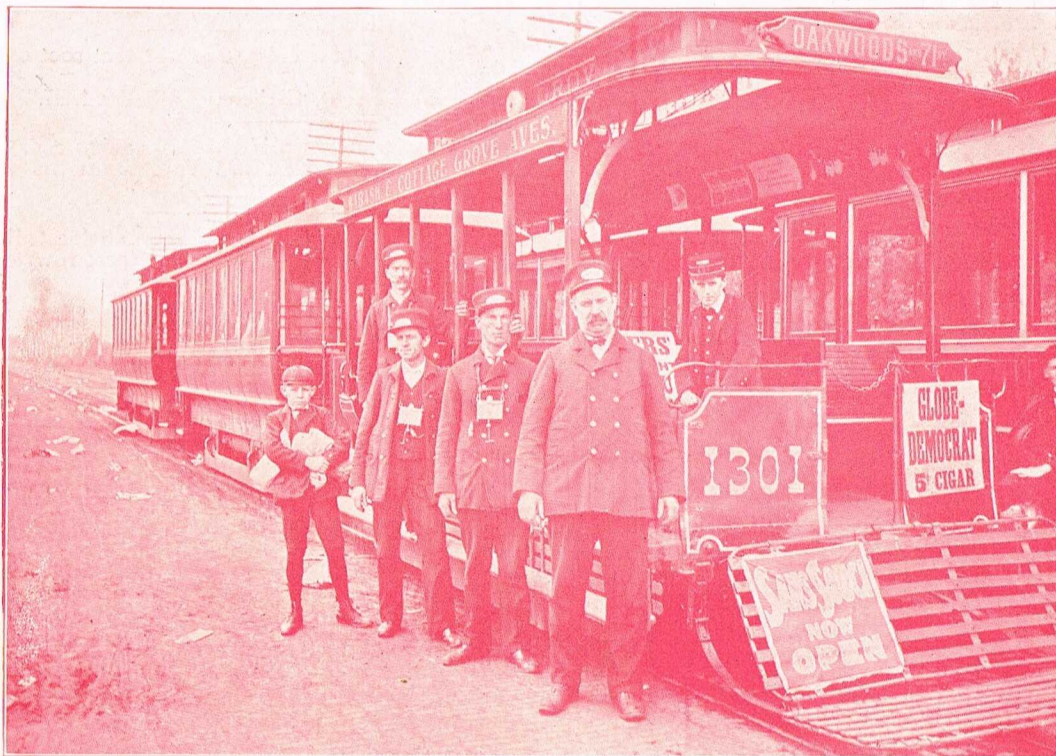
She: "Men never seem to be able to look me in the eye."

He: "Then wear 'em longer."



First Chicago Electric Car

The above is a reproduction of one of the first electric cars operated in Chicago. These cars were in operation out of the Burnside depot about fourteen years previous to the change from cable to electric on State Street. (77th Street Depot please note.) These cars ran from the Florence Hotel in Pullman eastward on Florence Boulevard, which is now 111th Street, skirting Lake Calumet to Stony Island Avenue and then north to Jackson Park, the World's Fair Grounds.



P. McMahon, Badge No. 3281, Still in the Service, Is the Gripman of This Train. The Picture Was Taken in 1898