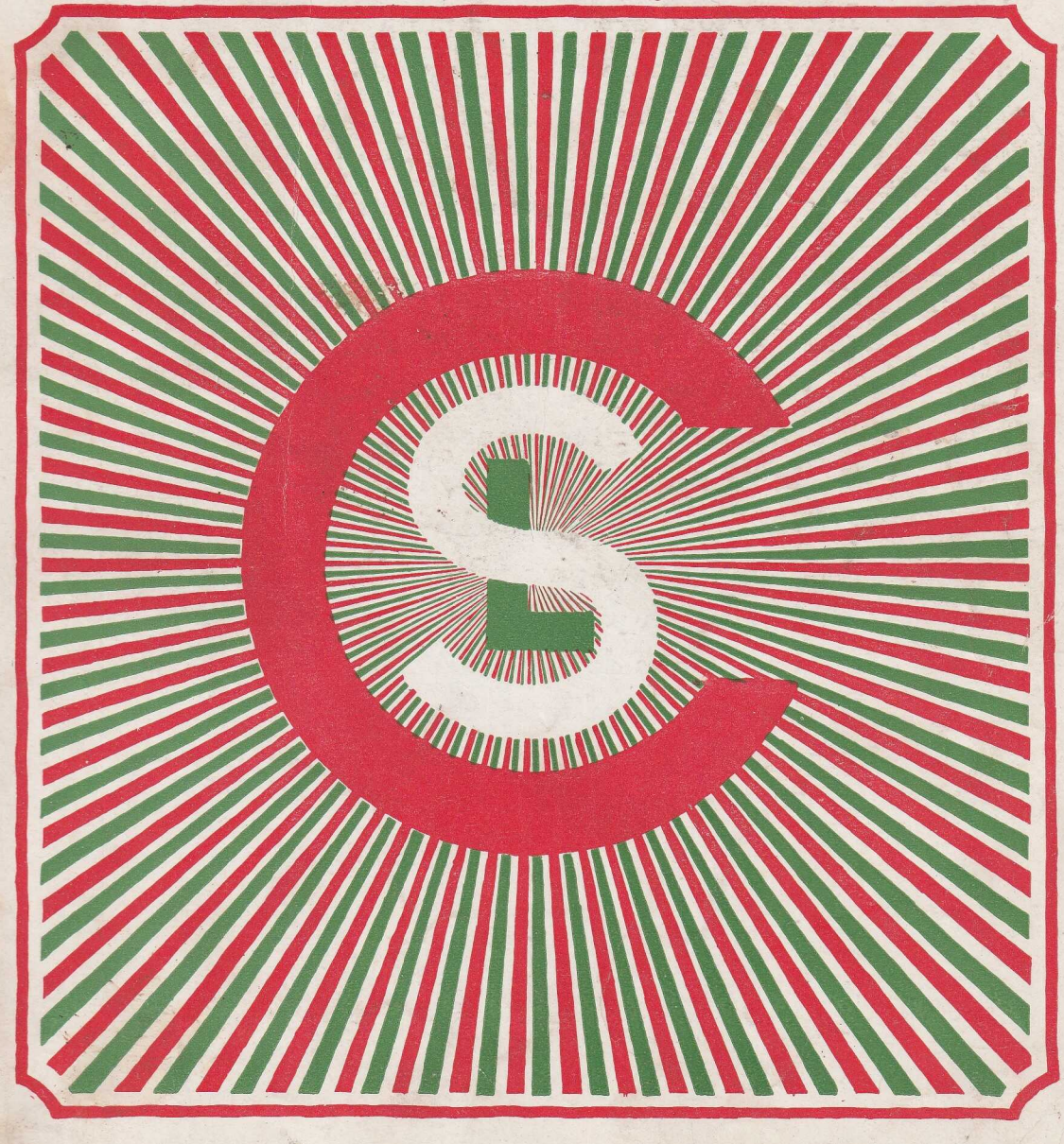
SURFACE SERVICE MAGAZINE

VOLUME 4 December, 1927 NUMBER 9



The Holiday Spirit

NOW comes the yearly Christmas rush
With almost ev'ry trip a crush;
In ev'ry load are anxious mothers
With babes in arms, kid sisters, brothers,
All on their way to view the toys
St. Nick's prepared for girls and boys.
They'll walk about for miles and miles
Their happy faces wreathed in smiles.
But when the shopping day is o'er
They may be tired and cross and sore,
Their tempers may be sadly tried
When ready for the homeward ride,
So that's the time for us to be
Considerate; our sympathy
And any help we give will tend
To make each passenger a friend.
It's up to us to do our share
By courtesy, good temper, care,—
By ev'ry kindly act in reason
To *live* the Spirit of the Season.

—*John E. Wilkie*

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 4 DECEMBER, 1927 NO. 9

Archer Leads Courtesy Contest

Lawndale Second—Approach of Holidays Requires Special Efforts by Everybody

Standing from May to October Inclusive

	Dis.	P. U.	Trns.	Q.S.	Total	Cmnd.
1 Archer	49	25	21	21	116	13
2 Lawnd.	38	11	17	4	70	4
3 Bl. Isl.	29	6	13	11	59	10
4 Elston	21	8	13	5	47	12
5 Lincoln	26	10	18	15	69	12
6 69th	64	25	23	20	132	15
7 Limits	24	13	13	9	59	7
8 N. Ave.	94	31	42	37	204	23
9 Armtg.	33	15	13	6	67	4
10 Divisn	42	11	12	15	80	2
11 Kedzie	88	23	43	17	171	24
12 Noble	23	9	10	7	49	1
13 Burnsd.	32	18	19	10	79	19
14 77th	111	68	24	44	247	37
15 Devon	102	35	26	14	177	24
16 Cot. Gv.	74	26	36	21	157	18
Total	850	334	343	256	1,783	225

Following is the record by months:

	Dis.	P.U.	Trns.	Q.S.	Total	Cmnd.
May	118	50	49	47	264	36
June	152	77	69	49	347	45
July	159	61	63	46	329	37
Aug.	140	47	57	27	271	28
Sept.	138	48	55	45	286	31
Oct.	143	51	50	42	286	48
Total	850	334	343	256	1,783	225

During the month of October we received exactly the same number of complaints that we did in the month of September—286. Two hundred and eighty-six complaints received during October means an average of 9.2 per day, much less than one for each depot. The average number of complaints per day for the five months preceding October was 9.8, also less than one per day for each depot.

This apparently indicates that the great majority of our men are actually trying to be more courteous, but it also shows that we have some men who are unable to properly deal with the public and while our improvement has been consistent, it has been too slow and shows the absolute need of concentrating all possible attention on the fellow who can't get by in his work without being the source of a justified complaint.

To do this we must have quicker investigation of complaints and quicker action where needed. In the past, the majority of complaints have been investigated by men sent out from the General Office. In the future, in order to obtain quicker results, every complaint will be investigated by the Division Superintendent, his assistant, or a supervisor, and all angles of the case thoroughly covered.

It means just this: The man who has been actually guilty of discourtesy and, by such action clearly indicates that he is incapable of properly representing the company, must expect to look for some other class of work. Having each complaint promptly investigated by the Depot against which it is charged means that the man who actually interviews the complainant and checks up on his or her story, also knows the trainman personally and his record in the train service. The result will be quick, dependable information which will either clear the trainman of unjust accusation or definitely convict him.

One of the most irritating complaints that come in is from the woman passenger who has been the victim of impudent talk, or who has actually been sworn at. Imagine the big, strong, manly man who winds up his argument with a woman with: "A.w — go to ——." A "woman fighter." Are we, are you, proud of him? Can that man expect to hold his job? In justice to the trainmen, we have very few of this type of man and expect shortly to have none at all.

The Holidays are approaching. We will, as usual, carry thousands of additional passengers, shoppers purchasing gifts for friends or relatives, intent on their errand, perhaps tired and cross from the extra exertion of pushing and forcing their way through crowds in the stores. Let's take that all into consideration and be more alert for their general safety,

more courteous in all ways, and let's carry the extra thousands with a lower complaint record.

We Need All Our Friends

Accident prevention, courtesy, pull-in and other such contests have a definite object in the modern street car business. The aim is to promote better service through the element of friendly competition and team-work. Aside from the point of humanity there is a very important reason for continually endeavoring to improve the service.

Although the street car is not obsolete and will always have the most important part in the transportation scheme of every large city the idea that people must ride on street cars is obsolete.

While a large proportion of our riders will always depend on the street car for transportation an ever increasing number of the riding public is finding that it is not obliged to use our service in getting to and from places of business, amusement and the shopping centers.

Competition in the transportation business in all its branches grows keener daily and nowhere is this more apparent than in that branch of the business which handles the riding public in large cities.

We need the business of all our patrons including that of those riders who will seek other means of transportation if we do not furnish service that will attract them to us. It is just this proportion of riders which spells the difference between a profitable business and one which may be run at a loss.

We must provide regular service. We must provide convenient, comfortable service. We must furnish fast service, consistent with safety. We must provide courteous, helpful service. Our cars must be clean, well-lighted and warm in season. Above all we must provide safe service. These are our most important selling points.

We must produce the goods if we are to increase our patronage. Increased riding means more and better runs.

C. A. Knautz,
Receiver North Avenue.

A little song entitled, "She worked for Rand-McNally's and you should have seen her map."
—Hamilton Royal Gaboon.

RIPLEY MAKES A HIT

His Illustrated Talk to a Surface Lines Audience Entertaining and Instructive

In an interesting lecture to an audience of Surface Lines employes, which comfortably filled the auditorium of the Club House on November 16, Charles M. Ripley, engineer, author and lecturer for the General Electric Company, told of living conditions abroad as compared with those at home. Mr. Ripley traveled many thousand miles through foreign countries to secure the information and illustrations used in his lecture.



Twenty-nine years ago at 21st and Marshall, Thomas McCarthy, motorman, and V. J. Fuller, conductor. Conductor Fuller is completing his forty-second year of continuous service and is now on the Robey Street line. Motorman McCarthy died in 1904

He began by explaining that other countries excel the United States in airplane transportation. "Europe has far surpassed the United States in airplane passenger travel although the airplane is an American invention," Mr. Ripley said. "We were the pioneers. But airplane travel hasn't been much help to the plain people of Europe—the masses as they are called."

He then proceeded to show how America has surged ahead of Europe in telephones, the use of electricity, in transportation and in labor-saving devices. He described the slow and tedious hand labor which struggles to accomplish in other lands, by the use of man power, what American labor does easily in a short-hour day with electric power and labor saving devices.

Mr. Ripley pointed out that there are more telephones in New York City than in all of Great Britain and more in the city of Chicago than in all of France. The United States has 22,000,000 automobiles, while in all the rest of the world there are but 5,500,000. Pictures were shown illustrating the slow and cumbersome means of transportation in other lands.

After sketching the great development of electric power in this country and what it has done in the improvement of living conditions, Mr. Ripley called attention to the fact that the increasing output of work has made it possible to give the workers higher pay and at the same time to lower the selling price of the products.

"Again because of the higher pay of the workers, people have more dollars to spend; and because of the lower prices of the products, each dollar will buy more tire, more lamp, more motor, more automobile, than it did before. The envy and the wonder of the rest of the world is the buying power of the millions of Americans.

"And if nobody throws a monkey-wrench in the machinery, that will give us General Prosperity.

"Efficient power plants really are the prime mover of this wonderful mechanism.

"Through efficient power plants, built, owned and operated under the American principle of individual initiative and public regulation of rates and service, the engineer has raised America's standard of living. The engineer has raised the standard of dignity of America's Labor. Labor now is a director of power—not a generator of power. Labor works with brain, far more than with muscle—because of this wonderful mechanism.

"What would the ancients have given—what would Europe give today—to enjoy the blessings that already flow from this engineering creation? But the end is not yet.

"This whole mechanism makes possible the Utopian dreams of Edward Bellamy in his 'Looking Backward.'

"This machine can, if properly operated, win a bloodless victory over drudgery and poverty, and therefore abolish crime, all as William Morris predicted in his 'News from Nowhere.'

"It may even make possible the four-hour day predicted by Steinmetz."

Mr. Ripley was introduced by H. B. Cammack, president of the Chicago Surface Lines Club. Music was furnished by an orchestra.

GOING AFTER WITNESSES

North Avenue Maintained Its Lead but Was Almost Caught by Elston-Noble

In the witness race, the efforts of the crews at the various stations were so evenly maintained that changes from the September standing were few. Devon-Limits slumped to the bottom of the list, Archer taking its place as ninth in line. Lincoln moved up from twelfth to tenth position. The average for the system still holds above four.

The standing of divisions for the last four months:

	Oct.	Sept.	Aug.	July
1. North Ave	5.05	5.37(1)	5.23(1)	5.34(1)
2. Elston-Noble	5.01	5.13(2)	5.05(2)	4.62(2)
3. 77th Street	4.73	4.75(3)	4.61(3)	4.49(4)
4. Lawndale-Blue Isl.	4.22	4.62(4)	4.19(4)	4.52(3)
5. Burnside	4.07	4.27(5)	3.87(6)	3.89(6)
6. Kedzie	3.97	3.97(6)	3.80(7)	3.90(5)
7. Cottage Grove	3.89	3.76(7)	3.97(5)	3.62(9)
8. 69th Street	3.80	3.65(8)	3.62(9)	3.51(10)
9. Archer	3.78	3.46(10)	3.80(7)	3.81(7)
10. Lincoln	3.43	3.21(12)	3.68(8)	3.74(8)
11. Armitage-Division	3.34	3.32(11)	3.12(11)	3.20(11)
12. Devon-Limits	3.04	3.52(9)	3.30(10)	3.10(12)
Average for the system	4.04	4.10	4.02	4.00



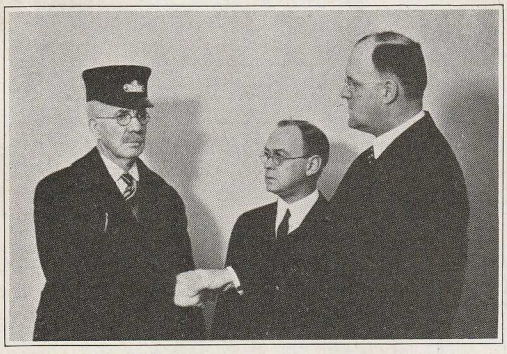
Cartoonist Dannour presents this sketch of a "hard boiled guy" not from Burnside

Time spares nothing that has been done without taking time.—Favolle.

VETERAN OF 53 YEARS RETIRES

Motorman Dickens Says Good-Bye to His Friends After Service Record

After 53 years of continuous service on the street cars of Chicago Edgar M. Dickens, 6914 South Laflin Avenue, the oldest street car motorman in point of service in the United States, has retired. He will be 78 years old on December 20.



Motorman Dickens says "Good-Bye" to Vice President Richardson and Superintendent Evenson

At the general offices of the Chicago Surface Lines Mr. Dickens was the center of congratulations and farewells on the part of officials from Vice President G. A. Richardson and Superintendent of Transportation C. H. Evenson on down the line of employes.

Mr. Dickens began his service as a street car man in 1874 on an old bob-tailed horse car which he drove up and down Archer Avenue. Since that time he has operated the various types of equipment which suceeded the old horse-car. For a year he ran the dummy steam engine that pulled the cars on 39th Street and Cottage Grove Avenue. When the cable was established in State Street in 1881, he was assigned to operate the first cable car and he served on these cars until electrification came. He was assigned to his first electric car in 1907 and when the Sixty-ninth Street line was opened he was assigned as motorman Number 1 on that line. He has operated street cars continuously on Sixty-ninth Street ever since, and he counts practically every resident along the line among his personal friends.

"We worked 16 hours a day on the old horse-cars and were paid $1.92 a day," Mr. Dickens recalled. "The cars seated 14 people and had straw on the floor to keep the passengers' feet warm, for there was no heat. On the cable cars we were able to earn from $2.80 to $3.20 a day, if we had good runs and worked long hours. When I began as motorman on the electric cars the pay was 21 cents an hour, as compared with the 75 cents or more we get today."



When Motorman William Swanson of Noble reached his sixtieth birthday, he was presented with an elaborate cake decorated with sixty candles

Consolation

I'm not in that mood for laughter,
I'm not in that mood for play;
I'm not in that mood for joking,
Or shouting, "Hip, hip, hooray!"

I'm not in that mood for kidding,
I'm not in that mood for song,
But there is one thing I am glad of:
I'm not in that mood for long.

—Judge.

Hot Accident Prevention Race

Lincoln at Top of the List Being Closely Pushed by Followers—How They Stand

Standing of Divisions, February to October Inclusive

First Place	Division	No. 11,	Lincoln	76.34
Second Place	Division	No. 6,	Lawndale & B. I.	73.86
Third Place	Division	No. 7,	Kedzie	72.05
Fourth Place	Division	No. 9,	Division & Armitage	69.91
Fifth Place	Division	No. 8,	North Ave.	68.34
Sixth Place	Division	No. 10,	Elston & Noble	67.74
Seventh Place	Division	No. 2,	Burnside	66.86
Eighth Place	Division	No. 1,	Cottage Grove	66.61
Ninth Place	Division	No. 4,	69th	66.26
Tenth Place	Division	No. 5,	Archer	64.02
Eleventh Place	Division	No. 3,	77th	62.78
Twelfth Place	Division	No. 12,	Limits-Devon	57.60

Standing of Divisions October, 1927

First Place	Division	No. 6,	Lawndale & B. I.	84.86
Second Place	Division	No. 11,	Lincoln	83.98
Third Place	Division	No. 9,	Division & Armitage	82.58
Fourth Place	Division	No. 10,	Elston & Noble	80.05
Fifth Place	Division	No. 4,	69th	77.15
Sixth Place	Division	No. 1,	Cottage Grove	76.68
Seventh Place	Division	No. 7,	Kedzie	74.51
Eighth Place	Division	No. 8,	North Avenue	73.11
Ninth Place	Division	No. 5,	Archer	72.13
Tenth Place	Division	No. 2,	Burnside	72.12
Eleventh Place	Division	No. 3,	77th	66.89
Twelfth Place	Division	No. 12,	Limits-Devon	65.72

By WILLIAM PASCHE
Supervisor, Accident Prevention

For the ninth consecutive month Division No 11, Lincoln, leads in the Accident Prevention Contest, their percentage being 76.34. Division No. 6, Lawndale & Blue Island, is in second place, having made a percentage of 73.86 and as you will note is following very closely on the heels of Division No. 11. Division No. 7, Kedzie, is in third place with a percentage of 72.05. Division No. 9, Division & Armitage, continues in fourth place with a percentage of 69.91. Division No. 8, North Avenue, is in fifth place with a percentage of 68.34. Division No. 10, Elston & Noble, is in sixth place with a percentage of 67.74. Division No. 2, Burnside, is in seventh place with a percentage of 66.86. Cottage Grove continues in eighth place with a percentage of 65.89. The only change in the standing in the Contest was made by Division No. 4, 69th, which made an exceptionally good record in the month of October, and has changed places with Archer Avenue, having moved from tenth to ninth place with a percentage of 66.26, thus forcing Archer from ninth to tenth place with a percentage of 64.02. Eleventh place is filled by Division No. 3, 77th, which has a percentage of 62.78, and in twelfth place we have Division No. 12, Devon-Limits, which has a percentage of 57.60.

Comparing these percentages with those published in the October issue, you will readily see that all the Divisions have improved their percentages. This shows good work on the part of the men operating the cars.

The Accident Prevention and Operating meetings have been held at all the depots during the month of October and talks on general operation were made by Superintendent Evenson and the writer.

The value of sounding the gong was

discussed and we hope that the trainmen will realize how much easier their work will be and how it will help to prevent accidents if the gongs are sounded at least once every two hundred feet regardless of whether a vehicle is crossing the track or not.

Stop and Go lights! The red means "Stop!" and when a stop has been made with the red light against you and the amber or orange is shown you must not start the car, but must remain standing until the green light is shown alone. The amber or orange light means that the intersection or crossing is about to be cleared of traffic in the direction in which it had been traveling. That means that all traffic which is between the near side of the building line and the far side of the building line and all traffic going in the direction shown by the green light which has not yet gotten beyond the rear side of the building line should stop. The green light when shown alone means that drivers of vehicles may proceed with caution; at all times, however, being on the alert for some one who may intentionally or otherwise violate the meaning of the light.

In general operation the position of the conductor when collecting fares and loading passengers is very important. When collecting fares and loading passengers the conductor should stand with his back to the interior of the car. This position will make it possible for him at all times to see the step and when the last person has boarded he is in an easy position to step over to look alongside of the car for that intending passenger who may have come from around the corner or the front end of the car. The conductor should never give the go-ahead signal to his motorman until he has looked out alongside of the car for intending passengers.

The following was the verdict by an Iowa jury in a suit against a railroad company:

"If the train had run as it should have run; if the bell had rung as it should rang; if the whistle had blowed as it should have blew, both of which it did neither—the cow would not have been injured when she was killed."—Erith Observer.

"I want something for fleas."

"Why don't you get a dog?"—Stanford Chaparral.

LARGE VERDICT SET ASIDE

Award of $25,000 in Case of Donald Fue Not Justified by the Evidence

Some weeks ago some publicity was given in the daily press to a suit against the Chicago Surface Lines where the jury awarded a young boy, Donald Fue, a verdict of $25,000. The judge before whom the case was heard set this verdict aside because it was not justified by the evidence introduced, which means that the case will have to be tried again. The accident which formed the basis of the suit occurred April 4, 1926, on Harper Avenue near 64th Street on account of the presence at that point of an automobile parked along the curb. This automobile remained there quite a time, during which time young boys formed the habit of playing in and around it. If any of our trainmen who have not been interviewed have any information about this matter, Mr. J. G. Nattinger, Chief Investigator of Department of Accident Investigation would be very glad to hear from them.



Little Miss Mary Margaret, daughter of Motorman W. Murphy, of Lawndale, looking for the birdie in the camera

"George, I'll give you a pint of Scotch if you'll hurry over to my house and get my grip. Hurry now . . . What! Haven't you gone yet?"

"Gone? Boss, I's back."—Georgia Tech. Yellow Jacket.

Santa Claus Is Coming

Will Greet Surface Lines Children December 17 Afternoon and Evening—Club News



Photographer Fred Chouinard of the Legal Department caught in the act of trying out toys he hopes Santa Claus will put in his stocking

Our faithful friend Old Santa has sent word that he would arrive at the Surface Lines Club House on Saturday, December 17, in his aeroplane "The Spirit of Christmas." He also said that he wanted every Surface Lines Club boy and girl 12 years or under to be there to greet him. He will arrive in the afternoon at 2:30 and will make a second appearance at 7:30 in the evening, so that every youngster will have the opportunity of seeing him and getting a present which Santa has promised he would give to each one there. Chairman Raver assures us that there will be other entertainment also, including an orchestra and some moving pictures and vaudeville acts pleasing to the children. Club members have all been furnished with cards which should be returned promptly with the desired information so that adequate preparations can be made.

Harvest Moon Night at the Club House

Saturday night, October 29, was set aside for a Hallowe'en tour into the land of the Harvest Moon, portrayed effectively by the Club House decorations. There was a bumpkin orchestra with an unusual deliverance of good music, and the cider and doughnuts must have just come in by aeroplane from Jack Plunket's farm out in Ioway. Chairman Nick Deutsch had promised some mysterious personages and they did not overlook their appointments. Even "Si's" mule—or was it a horse?—was there

kicking over his traces, when he didn't take time out to lie down and rest. There were also others, who behind their masks and odd costumes, kept the spirit of the season well in mind. Prizes were given for the best makeups and obviously they were well earned.

Regular monthly card parties were held on October 25 and November 29, with record crowds attending each, and everyone present reporting an evening thoroughly enjoyed.

This year the Club is offering its members the opportunity of learning to swim well by employing the services of a competent instructor, who will give lessons free of charge to all joining the classes. These classes began November 14, and meet each Monday, except for the holiday season, until ten have been held. They are not for beginners only, but for anyone who wishes to improve his stroke as well. It is expected that many will take advantage of this opportunity.

Gay Evening on Rollers at Madison Gardens

On Monday, November 21, through the courtesy of Manager McCormack of the Madison Gardens Roller Skating Rink, located at Madison and Rockwell Streets, the Club held a roller skating party. The popularity of this form of diversion was manifest in the number that attended, which nearly reached the 500 mark. A number of races and contests, with their attendant falls, supplied ample entertainment while many tired legs rested. Prizes were awarded under the direction of Chairman J. Lynch of the Accident Investigation Department and his assistants for the different contests were as follows:

Egg Race for Young Ladies: First Prize to Miss Christine McMasters; Second Prize to Miss Louise Eland.

Sack Race for Men: First Prize to C. Conroy of North Ave. Depot.

Men's Pillow Fight: First Prize to M. E. Fox of Limits Depot; Second Prize to Harry Weber, Kedzie Depot.

First Apple Race for Ladies: First Prize to Miss M. Szatkowski; Second Prize to Miss G. Sidell.

Second Apple Race for Ladies: First Prize to Miss H. Anderson; Second Prize to Miss A. Carlson.

Boys' Race: First Prize to George Olson; Second Prize to Robert Livingston; Third Prize to Edwin Evenson.

Making Others Happy

Contributions amounting to $12 and two bundles of clothing were received from members of the Women's Auxiliary to be used in providing a bit of Thanksgiving cheer for some unfortunate family. Through the United Charities the name of a woman with five children was obtained and on Thanksgiving Eve two bushel baskets and a large box containing various canned goods, fresh vegetables, bread, sugar, cookies, butter, candies, fruit, 25 pounds of flour, two pecks of potatoes, a 5½-pound chicken, and the clothes were delivered.

A Unique Program

Turkey — turkey — turkey! That was the entire menu (until refreshment time) at the party given Thursday night, November 15, at the Club House by girls of the Transportation and Schedules departments. There was a turkey game, in which Marion Micetic was the winner, a turkey raffle, in which Mary Beatty won and a turkey drawing contest in which Lucy Spencer proved to be the best artist. Neatness too was a part in this latter contest, envelopes being distributed with orders to enclose the artistic efforts of each contestant in the blank envelope. These were then redistributed among the girls with instructions to first write the name of the holder on the envelope, then to open it and look at the turkey inside. Linnea Carlson was awarded the prize for having opened the envelope in the neatest manner. A football game was also held and Rose Kleefeld was the winner. Decorations, napkins and candies were all indicative of thanksgiving time, and delicious refreshments were served. Miss Marie Krausman was chairman.



Supervisor Natelborg of 77th introduces Jacky, his two years and three months old son

It doesn't do you much good to have people pulling for you when you have a rope around your neck.—Judge.

You can fool some of the people all the time and all of the people some of the time, but the rest of the time the joints are padlocked.—Judge.

Keeping 'Em Rolling

77th Keeps the Flag on the South Side—Blue Island a Close Second



Foreman Meyers and His Flag Winners of 77th

Day foreman, F. W. Meyers; night foreman, J. Ditchie; asst. day foreman, J. Warnkin; asst. night foreman, F. Hagins; clerk, J. Hopkins. Car Repairers: P. McQueeney, F. Havlin, A. Palm, H. Halsband, F. Martinkus, R. Yurvich, S. Poszkus, C. Friehstich, F. Phillipswic, F. Maracich, J. Vaishvilo, T. McDonald, G. Dalton, D. Stewart, T. Kenehan, R. Tomasunas, J. Sarsavage, J. Allen, R. Antich, A. Razbadawski, T. Blucas, J. Lilley, D. Casey, A. Hooker, J. Waisvilas, F. Wolf, J. Ditchie, A. Bunar, J. Kakta, T. Lowry, J. Kundrotis, R. McClelland, T. Genutis, P. Raudonis, W. Chipola, C. Walsek, T. Cunningham, M. Dragon, C. Kakta, J. Green, J. Lee, S. Wilexus, H. Sundquist, W. Naylk, K. Kunce, B. Roberts, E. Wiegand, F. Havel, J. Marvelas, M. Kasnausky, J. Bokutis, F. Pudlewski, H. McTigue, A. Gordon, T. Gudinsky, M. Scahill, J. Jaboris, F. Haas, W. Massion, H. Quinn, F. Green, W. Cohan, E. James, T. Yercin, M. Caraher, P. Lukas, A. Kyras, F. Walsack, J. Rapell, F. Rodovicz, T. Arendt. Car Placers: C. Mavrinet, C. Levicki, J. Varmali, M. Pappas. Car Cleaners. R. Taggart, J. Langlois, T. Salapanks, G. Pappas, J. McMahon, J. Sullivan, W. Boussis, L. Basso, T. Thermon, S. Kuoga, A. Schrader, G. Staveides, G. Milonas, F. Miller, M. Urbanek, J. Ciechna, Z. Kasparowicz, H. Thompson, F. Gaughan, M. McNamara, B. Holas, J. Hanrahan, T. Madigan, M. Reidy, C. G. Leinaner, J. Ives, W. Baer, A. Pundwicz, N. Theodore, J. Havel, A. Mavrinac, M. Urban, M. Mahoney, M. Urbates, G. Kaminski, A. Andricopoulos, D. Mangan, G. Koclanis, W. Burke, M. Swanson, J. Boll, P. Huvane, M. Stone, W. Barowsky, P. Murphy, D. Williams, G. Poulos, A. Chalikes, R. McCormick, C. Galkus, J. Bugan, A. Ksaczonas, S. Kalivas, H. Finnerty, J. A. Reavis, J. Gribas. Watchman: J. Casey.

The flag remains in the South Division, due to 77th leading with 48,676 miles per pull-in. Blue Island was a close second, with 47,443. The average mileage for the month is 28,931, or 6.8% higher than in September.

Devon made the biggest per cent increase, from 13,449 miles in September to 36,020 in October. Seventy-seventh also showed a great increase, being only 26,287 the previous month.

There are only 7 carhouses showing a decrease in mileage over the previous month, and only 1 carhouse below 20,000.

Rank	Carhouse	Zero Days	Miles Per Pull-In	Percent Inc. or Dec.
1	77th Street	14	48,676	85.2
2	Blue Island	22	47,443	26.4
3	Elston	23	38,427	4.3
4	Devon	16	36,020	167.8
5	69th Street	5	35,025	37.0*
6	Noble	24	34,775	3.5
7	Archer	11	32,571	29.7*
8	Armitage	18	30,703	25.0*
9	Lincoln	17	29,726	31.0
10	Lawndale	18	28,725	3.9
11	Limits	21	28,494	26.3*
12	Division	15	26,345	3.4
13	North	2	24,927	31.5*
14	Kedzie	4	22,620	12.7
15	Cotage Grove	7	21,807	3.3*
16	Burnside	10	14,878	12.6*
		227	28,931	6.8

*Decrease

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

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

OUR LEGION BOYS ACTIVE

Prominent in the Observance of Armistice Day—Installation Date Set



The firing squad of Surface Lines Post No. 146 of the American Legion at Clark and Monroe Streets at 11:00 o'clock on the morning of Armistice Day

Outstanding among the many Armistice Day celebrations witnessed in the Loop was that of the Surface Lines Post No. 146. Shortly before eleven a. m. our firing squad preceded by the color guard and bugler marched to the corner of Monroe and Clark Streets where, after three volleys had been fired, the bugler blew taps. As the final note died away an echo bugler, located on the balcony of the Post headquarters at 40 South Clark Street, repeated the call.

Surface Lines Post Squad at Monroe & Clark

Those making up our color guard and firing squad are as follows: Color guard, R. F. Overbay, D. Hill; firing squad, D. Ferguson F. Rothman, C. F. Gokenholz and John McCauley; color bearer, J. Gillespie; flag bearer, L. J. Page; bugler, A. Verderver; J. Van Derhaegen was in command. This is our permanent color guard and firing squad. Their services may be had at any time to assist at the burial ceremony of any ex-service man of the Chicago Surface Lines.

Gratifying Growth

The Cook County membership drive ending Nov. 11th, found Surface Lines Post with an increase of over one hundred per cent as compared with the same date a year ago. An extensive membership campaign is planned for the New Year. We will endeavor to get in touch with all eligible ex-service men in the employ of the Company, and we hope to make our Post one of the largest and best in the city. If you are an ex-service man and not at present a member of the American Legion, we would welcome your application for membership in Surface Lines Post No. 146.



J. P. McCauley, Commander-elect, Surface Lines Post No. 146

At the Post meeting to be held in the Club Rooms, 40 South Clark Street, on Friday, December 16, 1927, the following Post officers for the year 1928 will be installed:

J. P. McCauley, Commander; B. H. Lindstrom, Senior Vice-Commander; C. F. Gokenholz, Junior Vice Commander; J. Van Der-



R. W. Ambler, retiring Commander and Vice-Commander-elect, American Legion, second district Department of Illinois

haegen, Adjutant; T. E. McCarthy, Service Officer; J. Gillespie, Finance Officer; Rev. J. F. Nellis, Chaplain. R. F. Overbay, M. J. Hybl, J. M. Moore, Sergeants-at-Arms; L. Simpson, L. J. Page, Executive Committee.

It is the intention to hold a Joint Installation with the Auxiliary at this meeting, therefore, we should like a large number of members to be present.

At the Joliet convention held August 29th and 30th, R. W. Ambler, Retiring Commander of Surface Lines Post, was elected to the office of Vice Commander of the Second District, Department of Illinois. He lost the election of Commander by one vote.

Important Notice

Have you filed your application for the Ex-Service Men's Adjusted Compensation? If you have not, now is the time to do so. The last date for filing is December 31, 1927. No applications will be honored after that date. Any member of the Legion will help you to file properly.

Women's Auxiliary

The Women's Auxiliary holds its meetings the first and third Thursdays of each month. Membership is open to wives and sisters of members. The Auxiliary has been doing very commendable work in visiting and cheering up the boys in Speedway Hospital. At the present time Surface Lines Post has six men confined there.

Recruiting Sergeant—Wot's your name and wot branch of the service d'ye want to be in?

Perkins (who stammers)—Pup-p-p-p-pup-pup . . .

R. S. (writing)—Can't speak English and wants to join machine-gun outfit.—Buffalo Bison.

Puzzled

Porter—Where yo trunks, sah?

Salesman—I use no trunks.

Porter—But I though you was one of these travelin' salesmen.

Salesman—I am, but I sell brains, understand? I sell brains.

Porter—Excuse me, Boss, but youse the first travelin' fella that's been here who ain't carrying no samples.

HOW THEY STAND IN POWER SAVING

Armitage Is at the Top of the List for October, Lincoln Second

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 for October:

Division		Per Cent Saving or Loss
Armitage	1	7.47
Lincoln	2	6.95
Cottage Grove	3	5.90
Burnside	4	5.78
Archer	5	4.40
69-Ashland	6	4.11
Limits	7	3.29
Devon	8	2.16
77-Vincennes	9	1.80
Division	10	1.53
Lawndale	11	1.44
Noble	12	0.31
North	13	*0.36
Blue Island	14	*0.63
Elston	15	*0.95
Kedzie	16	*6.27
Total Points		36.31
September Points		32.83
October Gain		3.48

or 10.6%.

*Loss.



This is Genevieve, the happy daughter of Leo H. Erdmann of Devon

"Dress styles change so that I don't know where to vaccinate my child," writes in an "Inquiring Mother." Madam, if it's a girl, puncture the bottom of her foot.—Columbus Citizen.

SURFACE SERVICE MAGAZINE

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Volume 4 **December, 1927** **No. 9**

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

AN EXPERT INTERESTED

"Electric Traction," the leading monthly publication in the electric transportation field, devoted two pages of its November issue to an exposition of the efficiency of the train crews of the Surface Lines in handling emergency traffic problems. The text which was illustrated with numerous diagrams was a tribute to the training of our motormen and conductors to act on their own initiative in situations where supervisors or other advisory executives were not on the ground when tie-ups occurred or were threatened. The interview with Division Superintendent O'Connell, whose depot at North and Cicero avenues is one of the largest and most important on the system, was convincing demonstration of the wisdom of the policies being pursued in our Transportation Department where there has been a consistent effort for years to instill the principles of self-reliance and quick action in maintaining traffic in spite of adverse incidents and accidents inseparable from the operation of a system as large as ours.

RED CROSS SUBSCRIPTION

We have made an initial remittance to Treasurer Jacob M. Dickinson, Jr., of the Red Cross, of $10,000. When the account is closed, the total will approximate $10,-500. The employes of the Surface Lines, who so promptly responded to the request for renewed annual subscriptions to this fund, are to be congratulated and the Red Cross organization is gratified to know that its widespread efforts for relief are appreciated and understood.

DANIEL BOAL

On December 1, Mr. Daniel Boal, who has been identified with the Schedule Department for a number of years, was appointed Superintendent of Schedules and Time Tables. The appointment was a fitting one. Mr. Boal has come up from the bottom of the ladder. He started in 1902 as a window washer with the Chicago City Railway Company. Later he was appointed transfer clerk. In 1910 he began his study of schedules while in Seattle and in 1923 came to the Chicago Surface Lines.

Mr. Boal has received the congratulations of his associates with becoming modesty and we have no doubt will continue to maintain his office at a high point of efficiency.

CONDUCTOR'S DANCING DAUGHTER

Conductor Kaley of Seventy-Seventh Is Proud of His Daughter's Success

Conductor Charles Kaley has been strutting around the depot lately like a



Madame Ludmila (Jean Kaley)

peacock and upon inquiring find that Charlie's daughter, Madame Ludmila, (better known to old timers as Jean) late of the Chicago Civic Grand Opera has signed a handsome contract with Georges Carpentier in Paris, France. Perhaps Charlie figures on carrying the water bucket at Carpentier's next fistic encounter.

FRANK J. GATRELL

Frank J. Gatrell, Superintendent of the Accident Investigation Department of the Surface Lines, died Sunday morning, December 4, after a brief illness, and funeral services were held on Wednesday, December 7.

Mr. Gatrell entered the service in 1894 as a junior clerk in the Claim Department, and in 1905 was appointed Chief Adjuster. In 1915, he was made General Claim Agent, this title later being changed to Superintendent of Department of Accident Investigation.

The news of his death came as a distinct shock to his associates and friends who knew that Mr. Gatrell had not been feeling well for several weeks, but were not at all prepared for the report of his sudden demise. The January issue of SURFACE SERVICE will contain a story of his activities with the companies where his services had gained for him a prominent position in a field of peculiar difficulty.

FOLLOW THE RULES

Don't feel so sure of your job that you think you can follow your own set of rules while other employes must abide by the will of the firm for which you work.

Age and experience and a long term job does not entitle the holder to laxity in rules which are laid down for the workers in general.

You may be able to attend to your work in a satisfactory manner but your failure to meet requirements cannot be overlooked because of its effect upon the other workers.

The fact that you are an old employe makes it more necessary for you to be strict in your attention to regulations.

Your example is likely to be followed by others.

You cannot be so firmly entrenched with any firm that it can afford to let you be a rule unto yourself.

You are unwise to entertain such a thought.

Business is more and more competitive and morale is necessary to success. Employers cannot afford to be sentimental in this matter.

Morale cannot be sacrificed to one or two who consider themselves favorites with the powers that be.

The foregoing by J. J. Mundy in International Feature Service was selected and submitted by Conductor O. H. E. Willer, Badge No. 5924 of Sixty-ninth Street depot.

"THE CLARK STREET CABLE"

'Twas in a vault beneath the street,
In the trench of the Clark street rope,
That I found a guy with a fishy eye
And a think tank filled with dope.

His hair was matted, his face was black,
And matted and black was he;
And I heard this wight in the vault recite,
In a singular minor key:

"O, I am the guy with the fishy eye,
And the think tank filled with dope;
My work is to watch the beautiful botch
That's known as the Clark street rope.

"I pipes my eye as the rope goes by
For every dangerous spot,
If I spies one out I gives a shout
And we puts in another knot.

"Them knots is all like brothers to me,
And I loves 'em one and all."
The muddy guy with the fishy eye
A muddy tear let fall.

"There goes a knot that we tied last week;
There's one we tied today;
And there's a peach that was hard to reach,
And caused six hours' delay.

"Two hundred and seventy-nine all told,
And I knows their history;
And I'm most attached to a break we patched
In the winter of eighty-three.

"For every time that knot comes around
It sings out, 'Howdy, Bill!
We'll walk 'em home tonight, old man,
From here to the Ferris Wheel.

" 'We'll walk 'em home in the rush hours, Bill,
A swearing company,
As we've walked 'em, Bill, since I was tied
In the winter of eighty-three.' "

The dopy guy with the fishy eye
Let fall another tear.
"Them knots is wife and child to me;
I've known 'em forty year.

"For I am the guy with the fishy eye
And the think tank filled with dope,
Whose work is to watch the beautiful botch
That's known as the Clark street rope."

"Old Time Stuff"

How sweet and gracious, even in common speech,
Is that fine sense which men call courtesy.
Wholesome as air, and genial as the light,
Welcome in every clime as breath of flowers,
It transmits aliens into trusting friends,
And gives its owner passport round the globe.
—James T. Fields (1817-81).

She—I'm losing my mind!
He—What makes you think so?
She—I can't remember what I was worrying about.—Washington Dirge.

General News of the Industry

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

CAR RIDERS' TRAFFIC RIGHTS

Considered Paramount by Minneapolis "Star"—A Common Sense View

Most cities find it necessary to make frequent changes in traffic regulations, and Minneapolis is no exception. It is now discussing revision of its code, which causes the Minneapolis *Star* to demand that the public "get back to sanity" in its consideration of speed and congestion.

"There is one very important point the new code does not touch," the *Star* says editorially. "That is, the regulation of automobiles passing or meeting street cars. One of the most hazardous journeys the pedestrian has is that to, or from, the curb to a street car. Of course, courtesy and regard for the rights of others would obviate this hazard, but this is something the average driver leaves in his garage. He has got 'to get there' and cannot be delayed.

"The right to enter or leave street cars in safety, is paramount to all other traffic privileges and should be so regarded in framing traffic codes, laws or ordinances.

"Killing or injuring anyone under these conditions should be presumptive evidence of negligence on the part of the driver. The burden and responsibility for the safety of the pedestrian entering or leaving a street car, should be made entirely that of the motorist. Punishment for such accidents should be made drastic enough to compel caution.

"We do not see as any harm would be done if such treatment would make autoists shun the streets having car lines. We believe the car riders would give three cheers, supplemented with a Minnesota 'locomotive' for good measure.

"It is a difficult matter to meet the question of street car riders' safety by laws or ordinances. Auto drivers will take a chance and evade them if it suits their convenience. If anyone can think of a better way than the one suggested, we would like to hear it."

They Want the Street Cars Back

"Engineers familiar with the general science of transportation have always known that no conceivable development in the design of motor-buses will offer an adequate substitute for railroad service," says an editorial in the Philadelphia Evening Ledger. "In a lesser way the same rule applies to trolley cars. Street cars have a place in the scheme of city and interurban transit which even the best of the modern motor vehicles cannot fill. The residents of National Park, Westville and other communities south of Camden have been learning this by experience. Privately operated busses, less commodious and dependable than the street cars, were warmly welcomed in these towns, and a time came when trolleys were operating at a loss and had to be withdrawn. The various communities are now appealing to the Public Utilities Commission. They want the street cars restored.

"When all such differences are finally settled, it will be found that places exist in every scheme of intercity transit for trolleys, motor-buses and railway trains. The thing to do is to find the place for each and keep it where it belongs under a permanent system of protected and regulated traffic."

Our Streets the Most Congested in the World

Before sailing for Europe, after having visited all the large cities of the Middle West and the East, where he studied traffic conditions, J. P. Thomas, Operating Manager of the London Underground System declared that the congestion in the streets of our American cities exceeds anything anywhere in Europe.

American street railways are hampered by the vehicular congestion to a far greater degree than the tramways in Europe, he said, and in some of our cities, especially New York, there are far more taxicabs than are needed. If half of them were removed there would be better service by the remainder, he said. Mr. Thomas said that the Ministry of Transport of Great Britain some time ago decided there were 6,000 more buses operating in the streets of London than were needed, and there is a steady weeding-out process in order than the really essential services may not be ruined, and that congestion may be relieved.

Truth at Last

Predictions that some day someone would tell the truth about New York transit conditions and cause a sensation are coming true. Major Charles E. Smith, of St. Louis, an engineer with no political or business axe to grind, has just completed a study of the situation and now he is telling the facts to the people in unvarnished terms. He is making it clear that the 5 cent fare is merely a political rallying cry and that transit has been made a political football.

In discussing the surface car lines he says:

"Surface car lines are not obsolete and their business is not decreasing. On the other hand, they are becoming more and more important as a neighborhood convenience and necessity."

During the last twenty-five years since the construction of the subways these lines, he pointed out, have increased the numbers of passengers carried by more than 50 per cent in spite of the competition provided by the more rapid means of travel.

He finds these lines essential to the city, but points out that they are not receiving a reasonable return on their investment. With an increased fare and transfers to subway and elevated lines at a reduced cost they could provide new and modern equipment such as is enjoyed by other cities.

He reported that to replace these lines with

buses would prove impracticable as the number of buses required would prove a serious factor in the congestion of traffic and in the end would increase rather than diminish the difficulties in the city transit situation.

The Major's remarks are infuriating the politicians, who regard the nickel fare as sacred.

The Private Car's Limitations

"Because traction lines have been hurt by private and public motor cars, their eventual extinction is often rashly prophesied," says an editorial in the Louisville Herald. "It may be that street cars will some day disappear, but not by reason of any mechanical development that has so far appeared. The public bus has its function, but it has never demonstrated its ability to replace street car systems. And the private car by its very numbers limits its use in busy cities. In the first brush of competition, it seemed that street cars would lose out completely, but it required only brief experience to demonstrate their economy and superior capacity in handling immense crowds."

The Marcel Wave Goes Up

"That's a nice haircut you've got, Mary," said the boss to his stenog. "I see you've had the back of your neck shaved and bought yourself a new marcel wave."

"Do you like it? Say, marcels have gone up. A dollar and a quarter this one cost me."

"Dollar and a quarter? That's a boost of 25 per cent, isn't it?"

"I should say it was, and then some. They used to be half a dollar. Then they went to seventy-five, then to a dollar, and now they're a dollar and a quarter. I could get a haircut from the swellest hairdresser in town for the price of a good lunch at the five-and-ten a year or two ago, but no more!"

"Let's see, didn't I hear you kicking because street car fares have gone up a cent?"

"No sir. I get more for my money in the street car than I do from the bootblack. It's the cost of looking spiffy that is flattening my wallet."

WHAT IS THE STREET CAR?

A street railway is one of the chief allies of a modern growing city.

It is an efficient partner of business and a dependable servant of the individual.

It takes people to and from their work in stores, offices and industrial plants.

It brings customers to merchants, students to school and patrons to theaters and public gatherings.

It develops the city and increases property values.

It contributes to the revenue of the city through payment of taxes; it buys its supplies at home and distributes its payroll among local people.

It is unexcelled for mass transportation at low cost, and is economical of street space.

It is one of the safest modes of travel.

All in all, it is a busy, reliable public utility dedicated to the good of its city and contributing to the progress of the community which it is privileged to serve.

—Industrial News Bureau, The Manufacturer.

Bouquets for the Boys

Mrs. H. Siegel, 13307 Brandon Avenue, writes to commend Conductor V. L. Sawyer, badge No. 3794, of Burnside, for returning her purse with the card of the party finding it and also for his wonderful care of women and children riding on his car. Mrs. Siegel quotes in her letter, "I hope you will read this to all the conductors to show them that the public appreciates kind acts and politeness like we always get from Conductor badge No. 3794."

Mr. R. H. Weir, 15 North Jefferson Street. wishes to thank Mr. Jack Coutre, a wreck-wagon driver working out of the station at Racine and Center, for turning in a grip containing samples lost by one of his salesmen. This act was greatly appreciated.

Conductor Anton J. Goss, badge No. 4746, of 77th, is commended by John F. Steele, 4506 Kenmore Avenue, for the assistance he rendered in helping a blind man from his Clark Street car to a Southport Avenue car at the junction of Clark and Southport on the afternoon of October 24.

Conductor James F. Ahern, badge No. 3264, of 69th, was made the subject of a letter of praise by Miss E. Dewitt, 1447 East 56th Street, for the consideration he showed toward her when carrying two parcels.

Mrs. Joseph White, 126 Hamilton Avenue, expresses her gratitude for the efficient, polite and courteous service given by Motorman Onnie E. Walker, badge No. 6395, of Kedzie, when he waited for her and several other passengers when transferring from Lawrence Avenue to the Kedzie Avenue service in the evenings.

Mr. H. P. Hickey, 3827 Pine Grove Avenue, wrote a letter of appreciation involving Conductor Robert H. Versema, badge No. 10668, of Elston, for the assistance he rendered a blind man. Such a man is an honor to the company, states Mr. Hickey.

Conductor James W. Ryan, badge No. 9690, of 77th, was made the subject of a congratulatory letter by C. J. Hughes, Room 1040, 72 West Adams Street, for the clear and distinct enunciation of each street, the courteous and intelligent answers given to all questions asked of him and for his personal appearnce. His observation was on the afternoon of October 22 on a northbound Clark Street car.

Mrs. Rebecca S. Burkhart, 5827 Magnolia Avenue, writes a highly commendatory letter on the consideration and helpfulness shown her by Conductor Michael J. Reilly, badge No. 6260, of Devon, in aiding her on and off her car when he saw she was handicapped by rheumatism.

Mr. L. A. Peck, 27 South Water Market, Chicago, Illinois, commends Conductor Frank J. Bican, Jr., badge No. 12524, of Blue Island for his honesty. A man had paid the conductor what he had thought to be seven pennies, but the conductor being alert found that the man

had given him too much money, so he went into the car and singled the man out and returned the surplus change which had been given him.

Conductor Walter F. MacNichols, badge No. 11284, of Archer, is complimented for his honesty in turning in a package containing a dress left on his car on September 24. Mrs. R. Seiter, 1912 West 35th Street, says that the company should be proud to have men of his character.

Mr. F. J. Shead of the Shead Lumber Association, writes a letter of praise for the consideration and acts of civility displayed by Motorman William H. May, badge No. 1317, of Burnside.

Conductor J. F. Cullina, badge No. 13320, of 77th, was commended for the diplomatic handling of an incident involving a rough passenger during an argument when he boarded his car at 51st and State on the afternoon of October 25. "He showed more than the average patience," says Mr. Thomas A. Day, 6640 University Avenue.



An interesting snapshop study of little Eleanor Cory, granddaughter of Car Repairer Otto Cory of Blue Island

Conductor Sidney J. Pallagi, badge No. 742, of Burnside, was made the subject of a highly complimentary letter from William Anderson, 5537 Drexel Avenue, in assisting two aged women passengers on and off his car. Mr. Anderson states he is glad to report such meritorious service.

Mr. A. J. Bockal commends Conductor Michael J. Murnane, badge No. 7196, and Motorman Nickolas Wieland, badge No. 4137, both of Cottage Grove, for the assistance they gave in helping to seize a skillful forger.

Mr. Arthur H. Beeny, 11120 Edbrooke Avenue, very highly commends Conductor Frank J. Spajda, badge No. 2392, of Noble, for the courteous and considerate service rendered him when boarding his car with a heavy tool box and having an injured hand. When the passenger left the car, Conductor Spajda placed his tool box on Mr. Beeny's shoulder, something he could not have done alone.

Conductor Benjamin F. Robinson, badge No. 994, of Kedzie, assisted a woman passenger to the sidewalk during a heavy rain storm at Clark and Monroe when a Yellow Cab was insisting on making its way between the safety zone and the curb. This incident was observed by Mr. W. R. Matheny, of Dodd, Matheny & Edmunds, 105 West Monroe Street, and was made the subject of a complimentary letter.

Mrs. Lane, 5212 South Sangamon Street, appreciated the enunciation of every street intersection on the evening of November 11 on a southbound Indiana Avenue car, by Conductor Alfred E. Morrison, badge No. 1630, of Cottage Grove.

Dr. Tracy H. Clark, 10 South LaSalle Street, compliments Conductor William Mohrlock, badge No. 1890, of 77th, for his honesty in returning a nickel when he inadvertently handed the conductor a dime and two pennies.

Conductor William V. Fennessey, badge No. 2046, of 77th, was highly commended by Harry L. Davis, 2204 Berteau Avenue, for the cheerful attitude he displayed on the afternoon of October 27 on a northbound Halsted Street car from Jackson to Center Street when a lady with a child entered his car and had a controversy over a transfer; and also his protective interest which was noted when a truck violated the ten-food regulation; and when a truck held up the traffic just south of North Avenue. Mr. Davis states, "He is 'on the job,' pleasant, courteous and apparently 100 percent efficient."

Conductor John F. Moran, badge No. 2134, of North Avenue, is commended for his helpfulness in assisting a blind man on and off his car at Irving Park and Crawford. Conductor Moran said "that was only his duty" when Mr. H. C. Mallory, manager of the Edgewater Athletic Club, Sheridan Road at Ardmore, spoke to him about the courteous treatment he bestowed on the unfortunate blind man.

Conductor Raymond P. Loving, badge No. 4396, of Kedzie, was commended for his honesty in returning to Mr. H. B. Kohl, 4238 West Lake Street, the change from a five dollar bill inadvertently handed to the conductor for a one. Mr. Kohl thinks such a conductor is an honor to the company and also comments favorably on his courtesy and calling the street intersections distinctly.

Conductor Laddie H. Stehno, badge No. 5986, of Archer, is made the subject of a very highly commendatory letter by Mr. J. T. Weidlich, of the Affiliated Contractor Publications, 431 South

Dearborn Street, for the kind consideration shown toward a blind couple on his car and also for assisting a crippled girl in boarding.

Mr. B. D. Noetzel, 123 Blanche Street, Houghton, Michigan, writes to commend Conductor Edwin F. Miller, badge No. 6362, of Elston, for turning in a beaver collar lost on an Irving Park car during the afternoon of October 26, by his sister, Miss Ida A. Noetzel. Mr. Noetzel enclosed with his letter a little token of his appreciation.

Conductor Robert T. Walton, badge No. 7090, of Devon, is commented upon favorably for his consideration in shutting the windows in his car on a cold day.

Mr. A. Gilmore, 6810 Loomis Street, sent to Conductor Edward J. Murphy, badge No. 7686, of 77th, a check in appreciation of his turnnig in keys lost on a Halsted Street car.

Miss Lou Hamilton, 7878 Coles Avenue, wishes to commend Conductor George Krehl, badge No. 7758, of Armitage, for securing a seat on a car crowded especially with women having small children. He is also commended for his pleasant smile at all times and the courteous manner in giving information.

Conductor Arthur O. Gierke, badge No. 8614, of Devon, was the recipient of a commendatory letter from Miss J. Bergstrom, of Tallman, Robbins & Company, 314-323 West Superior Street, for aiding her mother and also for the clear enunciation of every stop street.

An out-of-town visitor, Mr. L. R. Loaber, Omaha, Nebraska, writes a highly commendatory letter involving Conductor Harry V. Summers, badge No. 8952, of Blue Island, in directing him how to reach his destination. He thinks that Chicago has some very fine men on the Surface Lines.

Conductor Paul Hertel, badge No. 9008, of Limits, is commended for his courtesy by Harry Gehrs, a traveling salesman getting into Chicago only about one week out of each year, in imparting information as to his whereabouts.

Mrs. Muriel A. Bruyere, 5758 Harper Avenue, wants to commend Conductor Morgan Connolly, badge No. 9136, of Lincoln, for giving her exact information, making her errand much simpler.

Mrs. A. Hafer, 5813 Augusta Street, found Conductor Michael Newell, badge No. 9944, of North Avenue, courteous and efficient. "This man deserves this word of praise," quotes Mrs. Hafer.

Conductor George J. Guzowski, badge No. 11164, of Lincoln, greeted pleasantly all his passengers, opened and closed the doors and called every street intersection distinctly. This incident was brought to our atention by Mr. R. Poaletti, 4714 North Washtenaw Avenue.

Conductor Joseph Sawatzki, badge No. 12042, of Division, received a word of praise from Mrs. Dora Kelley, 4333 North Ashland Avenue, who thinks he is the most polite and courteous young man she has ever ridden with. He assisted an old lady from his car and saw that she was brought safely to the sidewalk and never failed to call all stop streets.

Mrs. J. Milow, 2700 North Mason Avenue, wishes to commend Conductor Stanley B. McElroy, badge No. 12334, of Kedzie, for his honesty in returning a one dollar bill, two one dollar bills having been stuck together.

Mrs. Logg, 924 East 42nd Place, called at the Cottage Grove Station and reported to Division Superintendent Bessette the commendatory actions of Conductor James G. Dailey, badge No. 12342, of Cottage Grove, in helping her on and off his car as she is rather slow, due to an automobile accident.

Mr. J. Smelker, manager, The Western Union Telegraph Company, 29 South LaSalle Street, states in a complimentary letter that Conductor Carl M. Timm, badge No. 12596, of Devon, is the most polite conductor he has ever seen. He had a smile for everybody, assisted ladies and children and was always looking out for the comfort of his passengers.

Miss A. Broderdorf, of the New Hotel Sherman, Chicago, writes to commend Conductor Jeremiah O'Brien, badge No. 13768, of 77th, for refunding her fare and his unusual courtesy in dealing with the case after explaining her transfer trouble.

Miss Jessie M. Shepherd, 5000 Dorchester Avenue, wishes to compliment Conductor William R. Webber, badge No. 13840, of Cottage Grove, for the consideration he displayed to his passengers on a stormy night and also for helping her on and off his car.

The principal and teachers of the Thomas Brenan School, 11411 South Eggleston Avenue,



Madaline Louise, the ten months old daughter of Conductor R. S. Matern, is a very dignified young lady for her age

commend Conductor James Noonan, badge No. 504, and Motorman Alfred H. Boongarn, badge No. 1425, both of Burnside, for their courtesy and the satisfactory manner in which they serve the public. This crew runs on the 115th Street line.

Motorman Thomas F. Elward, badge No. 1991, of 77th, is commended for his courtesy to Mrs. Florence Frazer, 111 East 70th Street and a friend, riding on his car one evening in November.

Motorman Edward I. Kuzenski, badge No. 7435, of Armitage, is thanked by Mr. J. O. Dwight, 626 Skokie Avenue, Highland Park, Ill., for his consideration in holding his car at Clark and Madison long enough to give Mr. Dwight and other waiting passengers an opportunity to board the Milwaukee Avenue car although the green lights were with him.

Mr. Joe Wrattill, box 13, Kansas City, Mo., writes an unusually complimentary letter to the Surface Lines in behalf of Motorman Edward Kievert, badge No. 8215, of Armitage, for saving the lives of three of his family when they were crossing the intersection of Washington and LaSalle Street. Motorman Kievert stopped his car and grabbing hold of his wife and daughter saved them from being hit by an oncoming speeding automobile. Motorman Kievert in doing this endangered his own life as he was brushed on the shoulder and arm by the fender of the machine. Mr. Wrattill sent the motorman a token of his appreciation for his daring act.

Mrs. James E. Merritt, 4747 Malden Street, wishes to thank Conductor Edward J. O'Dea, of Cottage Grove, for paying her fare when she found herself on his car without her coin purse. She enclosed with her letter a quarter for reimbursement to the conductor.

A word of praise in behalf of Conductor Michael Size, badge No. 948, of Devon, was received from Mr. V. J. Bullen, in appreciation of the assistance rendered to his mother when boarding and alighting from his car.

Conductor J. R. Cook, badge No. 1236, of Cottage Grove, is thanked by Mr. Thomas P. Grant, of Carpenter & Grant, 139 North Clark Street, for paying his fare when he found himself on the car without change and enclosed seven cents in stamps to reimburse Conductor Cook. Mr. Cook sends his kindest regards to him.

Motorman Mathew Donnely, badge No. 4113, and Conductor Patrick J. Reynolds, badge No. 10316, both of Cottage Grove, are thanked by Mr. P. H. Bauer, 2748 Lincoln Avenue, for waiting for transferring passengers at an intersection on several occasions.

Operator William J. O'Shea, badge No. 401, of North Avenue, is highly commended for his honesty in turning in a lost purse containing money and rosary beads, etc., lost on a Division Street car by the mother of Mr. E. C. Colgan, 833 North Humphrey Avenue, Oak Park, Ill.

Let us do nothing in a spiritless fashion, nor anything timidly, nor anything sluggishly.—Cicero.

Departments and Divisions

Engineering

Fred Hopkins has grown a cookie duster on his upper lip, thus adding greatly to the appearance of the Drafting Room.

Harry Schlachter is leading the Club House Bowling League with an average of 165 pins. Harry hopes to qualify for the Big League next year.

Even the pins fall for Howard Isacson. He is captain of the No. 2 Engineers bowling team and the team is well up in front.

John O'Neill, our husky traveling watchman, has his troubles keeping old automobiles off our property at various locations. Jack says he keeps his gates locked at night so that no one can present him with a souvenir of the vintage of 1920.

Paul Raver has organized a very snappy team to represent the Engineering Department in the Surface Lines Club Basket Ball League. He can use one or two more good players. Any one interested call Mr. Raver at Clark and Division streets.

Harry Abbott went duck shooting one Sunday recently. He shot a large number of birds, and very generously gave a few to every one at the office. Harry Safford enjoyed his birds very much.

W. H. Figg contributed an article to the R. H. L. column, which did not appear in print. He says that Dick is very particular, scrutinizing each period to see that it is not upside down.

The sympathy of all the employees of the Track Department is extended to Frank Fielding on account of the death of his mother.

Transit.

Accounting

The department had a big surprise when Mr. John Kruty announced that he has been married since Saturday, September 17, 1927. We all join in hearty congratulations and best wishes to Mr. and Mrs. John Kruty.

We are sory to hear of the illness of Miss Mary Wiley's father and hope that he will soon be well again.

Mrs. V. Tabb and Miss D. Scully have returned from a very enjoyable vacation.

We are glad to welcome three new members to the department—Misses Lois Hitzeman, Violeta Kamholz and Betty Berger.

The vacation season is over, and the office is in full swing again.

This column is conducted by T. F. Coan—Help! Helfen! Helft! Aiuto! Hjelp!

Thomas F. Coan.

Legal and Accident Investigation

Mr. J. Stanley Bradberry is the new assistant in the office of Mr. J. R. Guilliams, General Counsel of the Chicago Surface Lines. Mr. Bradbury succeeds Mr. J. O. Dwight, who has been transferred to the office of the Legal Department at 600 Washington Blvd., as assistant to Mr. F. L. Kriele, General Attorney.

Other newcomers are Mr. Joseph Brown and Mr. Harry Fischer, both in the department of Accident Investigation.

We wish to call attention to the commendable zest with which our investigators perform their duty, even at the expense of life and limb. A short time ago Mr. Louis Altemus was proceeding down an alley on the trail of a plaintiff with such speed that he sprained his ankle, which made it easy for some of the plaintiffs for several days, as Mr. Altemus was forced to remain at home for a time. A few days ago Mr. John Long was approaching a witness to serve a subpoena on him, and in his effort to close with the man he fell down a flight of stairs and was laid up for several days. Needless to say Mr. Long got his man.

Mr. Jack Lynch of this department was the chairman of a committee which had charge of the roller skating party at Madison Square Gardens on November 21, 1927. We merely give this item so that anyone who noticed an unusual number of ambulances on West Madison Street about that location may understand the situation. When an ice skater takes to roller skates he often discovers that there are many things under the "sun" about which his philosophy has not as yet apprised him—sometimes these things are just plain planks.

Electrical

A. Moore, who has been employed in the downtown office for the past several months, has left to go into the radio business for himself. We wish him success in his new venture.

C. E. Watson, who has been living in La-Grange, has moved to Western Springs. Watson claims that he must live in the wide open spaces.

H. M. Essington.

Schedule and Timetable

Miss Sundstrom, who spent the month of October vacationing in the sunny south at Fort Pierce, Palm Beach and Miami, Florida, returned November 1.

J. J. Ryan, who has been on the sick list for several weeks, was in the hospital several days having his tonsils removed. Glad to see you back again, John.

C. J. Pfaus was the lucky man, winning first prize at the October card party. Try it again in November, Charlie.

We have four new traffic checkers—E. V. Essington, H. G. Johnson, L. Wells and S. Genardo.

L. Welsh has been transferred to the Transportation Department.

From reports coming in John Franzen seems to be greatly interested in the furniture display windows on Wabash Avenue.

We are glad to see L. A. Gilbert back on the job again after a long siege of illness.

G. Weidenfeller.

Material and Supplies

We wish to extend our most heartfelt sympathy to Arthur Hoenecke in his bereavement over the death of his father.

We are happy to report that Mrs. Andrew Martin is recovering from her recent illness.

Eng. Jensen was on the sick list recently. When he returned to work, he claimed that he was suffering from an attack of rheumatism in the legs. However, we are rather skeptical about that. The real trouble is probably that he has been around Guyon's Paradise Ball Room too much lately.

The "M & S" Dept. Bowling Team has apparently come to life again.

Jim Gillispie was quite the "social lion" of the evening at the American Legion dance. Whenever he appeared, there was a bevy of young damsels on his trail clamoring for dances.

Why do Lyle and Elmer go to Joliet?

Someone in the Inventory Department has been corresponding with Beatrice Fairfax in the Evening American.

Oscar Karlson does not sound like a Scotch name, but when a fellow wears a mustache in order to make his safety razor blades last longer, he certainly must be.

Florence Wolke has been purchasing a new wardrobe and getting her hair marcelled lately. Wonder who he is?

R. E. Buckley.

Shops and Equipment

West Shops: We had the pleasure of a visit from Mrs. T. H. Shaughnessy (Lydia Anderson) on November 9th, and hope she will come soon again.

Conductor Philip Grasz, an ex-employe of this department, visited the West Shops on November 23rd.

We are glad to see Mr. Charles Ringstrom, Blacksmith Shop Foreman, back on the job, after being on the sick list for a few days.

J. Hoenecke, layout man, after a short illness, passed away on November 9th. The sympathy of the department is extended to his wife and children.

William Voelkner and C. Stoffass of the Paint Shop are on the sick list. We hope for their speedy recovery.

We sympathize with the wife and daughter of Watchman W. Hettinger, who died on November 9th.

We are glad that Mr. G. Olson, Paint Shop, is able to be back to work after an absence of two months, caused by an infected eye.

Blue Island: We had high hopes for the Flag for October, but 77th beat us to it, on account of mileage made. Good luck, 77th! Look out for November though, as we'll be coming on your trail.

Tom Hoey is now drinking one quart of milk every day at noon time. How much more do you weigh now, Tom.

North: We extend our sympathy to D. Molis and his nine children, in the loss of Mrs. Molis, who passed away recently.

Jake Price was digging some weeds out of his lawn. Some lads were watching him and one of them remarked. "Say, that's the first time I ever saw a fellow cut grass with a screw driver."

Jim Collins is working steady now. There must be something in the air. Who is it, Collins, Lindbergh?

John Cahill is doing nicely since leaving No Man's Land. Always on time and home for lunch. There's a reason. Do things look any different, Cahill?

Elston: F. Jensen has been seriously ill for

the past three months. We hope he will soon be well.

C. Kloster, our inventor, says he has another new patent. We wish him luck.

G. Baker is taking a trip to his old home in Kentucky. He expects to do some hunting while there.

Limits: The men were so proud of having their foreman, George Chamberlin, chosen to go to the Convention, that they presented him with a very fine traveling bag.

Jane V. McCarthy.

South Shops: This month congratulations are in order for 77th Street, for winning the Pull-in-Flag. A photograph of Mr. Meyers and his men appears in another column. Which of the South Division carhouses will be next?

John Sommer of the Motor Repair Department departed from the ranks of single blessedness on November 14, when he took unto himself a bride, formerly Miss Ruth Clark. To make amends for the secrecy which surrounded this affair, John passed cigars and if you can judge from appearances, he felt certain he would not have to make that expenditure again.

Miss Lydia Bresin and her sister Ellen were the guests of honor at a double shower given them by Miss May Price, on November 8. The majority of the girls present were ex-employes of the Surface Lines.

Emil Kraulides, Machine Department, is again a proud daddy. Congratulations.

Bill Broadfield, Welder, received a cut over his left eye which required three stitches. He tells us he got it from a storm door.

While touring through La Grange recently, Axel Engquist, Machine Department, came to a through street, but failed to heed the warning by stopping. The result was a $5.00 fine.

Ralph Bolt of the Tinning Department has returned to work after a sick spell.

The Printing Department showed its heart was right again by presenting William Danielson, Transfer Cutter, with a fine linen dinner set. Bill was married recently, so of course was all smiles. The boys all smoked on Bill, and the girls indulged in candy. Good luck, Bill.

Now that Miss Taylor has commenced to reduce, she will be able to purchase that long wanted fur coat.

77th Street: Ernest Thompson, Repairman, has resigned. A good many of the boys were sorry to see him leave.

Ed Wiegand, Repairman, is the proud papa of a baby boy who arrived recently.

We are told that Frank Rodivick and A. Posykus are to have a debate on the truck problem.

A. Hooker certainly has that mustache of his under perfect control.

We understand that M. Scahill is quite a dancer.

69th Street: Our sympathy is extended to John and Leo Keane in the loss of their mother.

The boys also extend their sympathy to W. Gerth who lost his baby.

C. Boster is still off sick and the boys are hoping for a speedy recovery.

Leo Keane is the proud father of a baby boy. Mother and baby are doing fine. How about the cigars?

M. Baldwin is going into the junk business we are told. He was seen going home with an old automobile, and he says he has more at home. We think he ought to see J. Kosmosky who will give him a little information in that business.

R. Bigelow has returned from a furlough and says he had a good time on the farm.

Archer: J. Andrulis, Repairman, has married again. Congratulations and thanks for the cigars.

Harold "Firpo" O'Kane, Repairman, has gone into the train service.

J. P. McCauley.

Car Meter

We wish to welcome and introduce four new members of this department: Miss C. Phillips, Miss B. Fielding, Miss L. Rudoll, and Miss E. Andersen, all of which are employed as Card Record Clerks. We hope they will enjoy their new work and we wish them much success.

Rose Snider, our former correspondent, and Willie May Lindley, are no longer in our employ.

Miss Grace Dean, Card Record Clerk and Assistant to Miss Ella Gehrke, Chief Clerk, after approximately sixteen years of efficient service for this Company, left service on November 19th. Miss Dean has always been well liked by all her employers and very popular among her many friends. She played an active part in all the club doings and partook in many of the sports at which she made good records. While we were very sorry to see Miss Dean leave, we are happy in knowing that the wedding bells will soon chime for her and her fiance, Mr. E. Stapleton.

We of the Car Meter Division prepared a little surprise party for Miss Dean on Friday afternoon. We had our desks practically clear waiting for the fatal moment to arrive. Then it came—Ella Gehrke told us to go to the Girls Recreation Room as there was to be a lecture. We all rushed back there, and as Miss Dean had her desk full of work, she was the last to arrive. Then we all shouted, "SURPRISE!" You'll never know just how surprised she was. When she recovered from the shock, her co-workers of this division presented her with a beautiful set of table linen in Spanish design, and also other minor articles that go with such an affair. Mr. Anger made a speech praising Miss Dean which was mighty pleasing to hear. Refreshments were then served and after everyone wished Miss Dean much happiness and success, which we feel sure she will have, the party dispersed.

Wasn't it a grand and glorious feeling when one o'clock arrived on Armistice Day, girls? Especially so after the excitement of the American Legion Dance of the previous evening, 'cause everyone was just too tired. This department was well represented at the dance and everyone reported a good time.

Why does Catherine Miller dash madly out of the building every Wednesday evening? Perhaps the diamond she is wearing on the third finger of her left hand can solve this mystery. We want to congratulate you, Catherine, and be sure to let us know when the event of events is coming off.

If you want to know of any of the happen-

ings on the corner of Clark and Division, just ask Ella Bedrowski—she now has her desk by the window.

Miss Nordin turned out to be quite an efficient Card Record Clerk. Keep up the good work, Miss Nordin.

Mr. J. Blake of the Meter Test Car has been home one week on account of illness. We are glad to see him back on the job again.

It won't be long now until Christmas, and maybe that's why George Cassell is looking so happy, but maybe not, so Dunt Esk, 'cause Georgie may blush.

Here's wishing all of you a Merry Christmas and an equally Happy New Year.

Evlyn Petersen.

Around the Car Stations

A SURPRISE TO MR. BESSETTE

Cottage Grove Friends Present China Set and Clock to Newlywed

Monday, Oct. 31st, 1927, will long be remembered by our Division Superintendent W. Bessette, who had just returned from his honeymoon, and had again resumed his official duties, he was very much surprised when some 40 or more trainmen led by executive board member A. Smith, walked into the superintendent's office and in well chosen words, said he had a very pleasant duty to perform, and on behalf of the trainmen presented Mr. Bessette with a china dinner set and wished Mr. and Mrs. Bessette long life and much happiness. Then Assistant Superintendent W. C. Crick, on behalf of the office employees presented Mr. Bessette with a very beautiful Westminster chimes clock and said he hoped Mr. and Mrs. Bessette would live long and that their married lives would always be as even as the tick of the clock.

Mr. Bessette thanked the trainmen for their presents on behalf of Mrs. Bessette and himself.

Cottage Grove

The stag given on Saturday Nov. 5th by the S. & A. Club of this depot was a grand success, about 1400 trainmen and their friends attending. The entertainers consisted of the 3 Buddies, singers and musical entertainers; Ted Nelroy kept the audience in good humor with a number of good, clean stories; T. Patrillo, the famous melodeon player, played some high class music and responded to encores by playing and joining in community songs; Mr. Wassman exhibited some skill in his sleight-of-hand tricks and was much appreciated. The five boxing bouts were fast and furious and some of the boxers showed great skill. The grand finale came when the two wrestlers were announced, Friedberg v. Martenson. After 42 minutes of hard wrestling our Paul Martenson was compelled to submit to Friedberg on a step over hammerlock hold, after breaking away from the same hold three times. Al Chappell was referee; H. J. Osterbosch, president, was announcer; J. McGuinness, vice president, master of ceremonies.

Great credit is due to the arrangement committee for such a fine stag. Amongst those observed in the boxes were Mr. H. Hooper, Asst. Supt. of Accident Prevention; W. Bessette, C. Crick, Dr. Spitz, Mr. Millen, E. Altemeier, Supt. of Burnside; Mr. Frank, J. J. Phillips and A. Smith, executive board members, Mr. Jones, Supt. 77th St depot; Mr. Willet. Another notable feature was the attendance of four generations of the Hooper family. The grandfather, H. Hooper, Sr., 90 years old, looked well and rugged.

A permanent boarder arrived in Conductor Joe Bermingham's family, Thurusday, Nov. 17th, an eight-pound boy. Mother and son doing well in Jackson Park Hospital.

It is with deep regret we announce the death of Motorman Frank Fife on Nov. 5th. Frank had been in the train service for 34 years and was a man of sterling quality. Our sympathy is extended to his family.

It is with profound sorrow and regret that we announce the death of Motorman Wm. G. Blackinton on Friday, Nov. 18th, and was interred in Oakwoods Cemetery on Monday, Nov. 21st, by the side of his wife who died Oct 21st, exactly four weeks previously. The Rev. R. C. Gibson of Woodlawn Presbyterian Unitel Church, officiated. Mr. Blackinton was born at Alton, Ill., in 1860, and came in the employ of the Chicago City Railway Co. in 1889. He had a host of friends at Cottage Grove depot who will ever remember his courteous, kindly disposition, genial smile and good counsel, always ready to help his fellow men. The sympathy of the trainmen is extended to his two daughters, Mrs. Anderson and Mrs. Rushton, and son, Geo. Blackinton, who is a conductor at Burnside depot.

J. H. Pickin.

Seventy-Seventh

Have you noticed the new arrangements in the Club rooms? Well there are going to be some greater changes in the near future. For further particulars see Motorman Ed Willette.

Motorman P. O'Connell decided at last to become a benedict. To Mr. and Mrs. P. O'Connell we extend our congratulations. Handsome Paddy rode up to the depot to show us his bride in one of Henry's 1910 models and he received a rousing ovation.

When visiting the Capitol Theater, and listening to the organ play, bear in mind the talented young lady playing this instrument is Miss Anita Demars, daughter of our popular motorman pool shark, Charlie Demars.

Ruddy Tappenbeck is now convalescing at home and reports he is feeling fine as a fiddle. Hurry back Ruddy, we miss you.

Motorman W. L. Wheeland is now confined at the Illinois Masonic Hospital and would like to receive a visit from the boys. Here's a chance for some one to brighten up a dreary hour by paying W. L. a visit.

Conductor E. J. Welty must be expecting some new ties for Xmas presents this year as

he is now wearing one of his flashy ones from last year. Step up, boys, and take a look.

Here is good news: Mr. Meyers and his crew of wrench-swinging go-getters and others won the flag for last month's mileage. Mr. Meyers wishes to thank the boys for their efficient cooperation in bringing this flag over to our division and if possible would like to retain it for many months to come.

Tried and true an old saying, "A smile will go a long way." Supervisor F. W. Orton wears one that never seems to come off. Good stuff, Bill, old boy.

The following trainmen report the arrival of babies at their homes: C. F. Steelman, a girl; J. W. Daly, a boy; J. Lenahan, a boy; E. F. Fallon, a boy. To the proud parents of these youngsters we extend our congratulations.

Our superintendent, Mr. C. E. Jones, has been on the sick list and we are pleased to say he now shows a marked improvement.

A little suggestion from traveling motorman J. Natelborg is don't forget to turn your controller off in plenty of time so that you may derive the benefit of power consumed and coast a ways.

In the past month we have been notified of the passing away of one of our old and esteemed ex-motormen, namely, John Wiegand. Also the mother of Conductor L. E. Barrar. To the families of the deceased we extend our profound sympathy.

C. A. Gylling.

Archer

"Oh joy! it's a boy!" So says Motorman A. P. Minkel, who is now broadcasting the arrival of Arthur Patrick, Jr., a bouncing baby boy, 8¾ pounds, born November 16th, 1927.

Conductor P. Wesenberg quite agrees, after his experience in auto repairing, that he is no mechanic. Says it would have been cheaper to have paid for service. On Monday, November 14th, while attempting to do some repair work on his auto, was under car when the jack broke and car fell on him, breaking his collarbone.

The boys of Archer extend their sympathy to Conductor G. J. Kreith on the death of his father, who died November 14th, buried at Oakridge Cemetery.

Conductor Joseph H. Binette says he has a new boarder at his home, a 7½-pound baby girl, born October 23rd. Joe is now wearing the smile that won't come off.

Congratulations are now in order. Conductor J. J. O'Shannessy signed a life contract on Thursday, October 27th, and took upon himself a wife, the joys and pleasures of a happy home. Wedding celebrated at the Immaculate Conception church, 31st and Mospratt Streets. Honeymoon via auto through Canada, returning via Niagara Falls and Erie, Penn. Here's wishing you a speedy recovery.

Father Stork made his appearance at the home of Conductor William J. Sweeney at 11:30 on the morning of November 16th, and left a 10-pound baby boy, John Michael by name. This makes Bill a proud daddy of two boys.

We extend our sympathy to Conductor Stanley Fika on the death of his father, who died October 24th, after an illness of two years.

The new arrangement at the 55th Street Blvd. on Western Avenue has much improved conditions. The re-arrangement of stop and go lights does away with the bottle neck and now permits a continuous flow of vehicle traffic to the east.

The boys of Archer should be congratulated on good showing made on the Red Cross membership.

Archer Depot has seen many improvements in the past quarter of a century and we now record one of the most dangerous and hazardous obstacles on the 5th division as one of past. The railroad crossing on 47th Street at Leavitt Street has been elevated and on Monday morning at 9:20, November 14th, 1927, the first car went through the new subway which is joy and comfort to pedestrians and a double joy to each and every trainman on the 47th Street line. While the work is not completed and plenty of mud and water under foot the good work is greatly appreciated by all.

Conductor J. D. Dougherty and Motorman B. M. Lawick on their way home from the Capitol Theater on Saturday night November 5th, were struck by B. & O. passenger train at 79th Street near Western Avenue and seriously injured. Auto wrecked.

Dusty.

North Avenue

Many of our trainmen attended classes during the week of November 14 to 18 in which proper use of the snow fighting equipment was demonstrated by Mr. O'Connell, Mr. Brookman, Foreman Jack Gillen and Traveling Motorman Eggert. These timely instructions should result in greater efficiency in snow work. Evidently Old Man Winter took cognizance of the fact that we were ready to give him a trimming for he gave our division a wide berth during the storm of the 17th.

Conductor H. Keck announces the birth of a 7-pound boy October 30. And Conductor William Egan is daddy to a daughter born October 29. She weighed six pounds and we hope she will have the same bewitching dimples her daddy has. Another evidence of the arrival of winter is the sporting of red flannels by our sheik, Julian Palmer.

Sympathy is extended to Motorman E. Baker in the loss of his young son.

Motorman Martin Peterson has purchased an auto tourist camp at Fowler, California. He sends regards to all the boys.

Motorman Tony Stiglich and family have returned from a two months auto tour of the western and southern states. He says there is no place like Chicago.

Motorman Tax De Lave, the Walter Hagen of North Avenue, has issued a challenge to the golfers at Burnside for a match game with any of them. He has heard nothing to date. A match game can be arranged by calling the chief clerk at North Avenue.

A lady lost her handbag on a Cicero Avenue car. Inside of it there was a slip with a notation to call Dearborn 8800 for lost articles.

Conductor John Grabiner is in a sanitarium at Winfield, Ill. Conductor Eldridge, who was out to visit John, says he is getting along nicely.

Now that some of the other divisions have attained the dizzy heights of a five average in



No wonder Conductor Kelly of North Avenue is proud of three-year-old Edward J., Jr.

witness getting the boys at North Avenue will be stepping out for a six average. Twelve or more to each report, boys, and we will do it.

Relief Clerk Dick Hoffman has just returned from the West Suburban Hospital. Heart trouble.

We are not so far behind in the accident prevention contest that we can not tumble the leaders out of their positions by two months of consistent accident prevention. We still have a chance to win the trophy for this year.

C. A. Knautz

Elston

We hate to brag, but we are of the opinion that we have the greatest sportsman in the country at this depot. Motorman F. Brandt paid twenty-five dollars for one rabbit on the opening of the hunting season. "How about it, Fred?"

Supervisor Whitney is a hunter also. See cartoon.

The Bachelor Club of Elston Avenue has lost two of its members, Conductor H. Wirth and Motorman G. Zold joining the ranks of the benedicts. Zold believes in preparedness, having built his bungalow before taking his bride. Congratulations boys.

We extend our deep and heartfelt sympathies to Motorman J. Barcal, who lost his mother on November 17th, 1927.

The Accident Prevention meetings at this depot on October 25th, 1927, conducted by Messrs. Evenson and Pasche were well attended. Their talk on accident prevention and courtesy was well received and trainmen were very attentive as our advancement from ninth place to fourth place in the courtesy campaign shows. We also show a marked improvement in accident prevention judging by the smaller number of reports being turned in. Also our standing in the witness contest is very gratifying. Keep up the good work, boys, our goal is first place.

E.

Noble

Our Operating and Accident Prevention conference was held at this depot on Wednesday, October 26th, 1927, at 2:30 p. m. and at 7:30 p. m.

Boys, as we have heard these talks, let's fall into line and endeavor to promote their principles of courtesy, cooperation and accident prevention.

Courtesy, it should be remembered, is one of the big stepping stones to accident prevention. To run on time is another and cooperation is the biggest of all and thus combined make accident prevention a huge success.

We have some hunters in our midst. Oh, yes, here they are, A. Peterson, Wm. Malecki and J. Hickey, who, we are told, shot two tame ducks and a wingless, legless pheasant. They must have used salt.

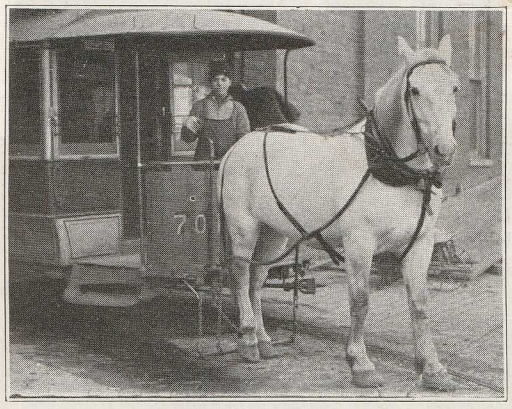
A new son has arrived to bless the home of Motorman H. Meyers.

If you must buy a new hat or cap, better get a hair cut first, says Conductor E. Schultz.

Our receiver, Mr. Herman Suhr, was seen the other day, straightening out gold and silver with some new fangled mallet which appeared to be very heavily tipped with rubber, and we wonder what success he had as we now note he has returned to the old fashioned hammer.

V.

Lincoln





Eighteen years ago Joe Garro was a tow boy at Lincoln Car Station. Now Joe is a motorman operating out of Division Street

A Brewer, who had been ill for over a year, died Friday, Nov. 18, and was buried Monday, Nov. 21 in Memorial Cemetery. Mr. Brewer was a conductor and an old time employe and beside leaving a family, leaves a host of friends among the boys who will miss him. He was well liked and a good, faithful worker, and the boys extend their sympathy to his family.

The Accident Prevention meeting held at the Lincoln station Thursday evening, Oct 27, was enjoyed very much by all who could attend.

H. Spethman



This fine looking old gentleman is the father of James, Patrick and Thomas Fahey, all of whom are with the Surface Lines. The picture was taken in Ireland and followed a visit from the sons whom the father had not seen for 27 years



Conductor William Fahey, of Kedzie, doing a bit of work on the old home farm in Ireland

Devon

William Bonnefoi and Miss Lucille Kling were married October 26. They have our best wishes. The daughter of John Fahey was christened at St. Timothy's Church, October 23. Thomas and M. Lyons have returned from a trip to Ireland where they visited their mother. A. Peterson, No. 2, is located at Howard Ave. as starter. Supt. Evenson, Mr. W. Hall and Mr. Pasche made a visit to Devon recently, and made short talks to 98 per cent of the men, the absentees being on duty.

Mr. William Kennelly, our receiver, and Art Saalfrank, have been on the sick list. We are glad to hear that our Supt. F. J. Smith is improving and will be back with us soon.

Motorman George Ward passed away at his home in Chicago after a three months' illness. Funeral services were held on the afternoon of October 28, with burial at Rose Hill Cemetery. Members of Loyal Deering Lodge, I. O. O. F. and Division 241 had charge of the services, the Rev. J. H. Durand officiating. Mr. Ward was a former resident of Harvard, Ill., and several friends from that town attended the services. He leaves a wife and a half-brother, Motorman E. H. Emmerson, to whom we offer our sympathy. George Ward had a jovial disposition and will be missed by many friends.

C. E. Roy.



Louis Elting Oliver, son of Louis Oliver of the Utility Department, introduces his pet pup, Bobby

Limits

Div. Supt. Phil Smith some time ago had an infection of the eye caused by a piece of steel. He has been under treatment for the past month and we sincerely trust that he will be returnnig to duty in the near future, and extend to him our best wishes for his speedy recovery at this time.

Cond. A. F. Breinig is at the Presbyterian Hospital where he underwent an operation for hernia. He would like to see a few of the boys at their convenience.

It is reported that T. Sieveman is going to

Minneapolis to steal himself a wife. We are not in possession of the facts as yet; more later.

John P. Wernimont died on Wednesday, Nov. 23rd, at 4942 N. Hoyne Ave., and was buried from St. Mathias Church, where high mass was celebrated and thence to St. Joseph's cemetery.

Cond. Victor V. Rosenberger worked Nov. 10, 1927; reported sick, and on Nov. 14th died of smallpox. Since then all the men have been vaccinated, which is decidedly beneficial to all concerned.

Our car placer, Gus John, welcomed a 10½-lb. baby girl into his home Nov. 4th. Mamma and the baby are doing fine.

Our good friend, the celebrated Irish athlete, Tim McAndrews, ran a race with Cond. McCarty which was enjoyed by all and showed the tremendous reserve energy and atheltic skill of these old time athletes. McCarthy is now taking up golf, as he says it is less strenuous, just as exhilarating and decidedly beneficial whereas Tim McAndrews is seriously considering organizing an indoor baseball team. For particulars see the two "Macs."

On Sunday, Nov. 13th, Cond. Otto J. Arndt was about to adjust the trolley at the corner of Broadway and Waveland when an automobile backed into the street car, catching his leg between the auto and the door of the street car. This caused severe lascerations of the shin as well as bruises from his knee to his ankle for which he has been under medical treatment, but at the present writing appears to be well on the way to recovery.

G. Rodgers.

Sixty-Ninth

It is our pleasant privilege to cite for you the following example of "street-caring." On Nov. 14, 1927, at 7:30 a. m., the North-bound Ashland Avenue cars were delayed during the a. m. rush at 52nd street when a truck struck and injured a woman. The North-bound crew was not ready to proceed when the South-bound crew, consisting of M. Meehan and P. W. Gier, arrived. The South-bound crew, M. Meehan and P. W. Gier, relieved the situation by exchanging cars and going North, causing no delay to hundreds of downtown workers. The delay was cleared up so quickly and efficiently that the car riders might not have noticed any unusual happening, but to the Transportation department and to the Division superintendent the matter has been especially noticed and highly appreciated.

Our sympathies are extended to Mr. D. J. Stewart, whose brother passed away on November 15th. Also to Mr. J. Keane of the repair department, who lost his mother on November 9, 1927.

Conductor M. J. Kelly has for sale a large pair of shoes, so large that only those having exceedingly large feet need apply.

Mr. R. T. Joyce was married on November 5th, 1927, to Miss Helen Kelly.

Conductor J. McGoldrick reports a bouncing baby boy born to his household on November 1, 1927. Weight 7 lbs. 12 ounces. Motorman J. Butkus reports (saying it's very cute) an 8 lb. baby girl born November 27th. Motorman J. Patterson announces a 7 lb. baby girl who first saw the world on Armistice day, November 11th, 1927. Babies and mothers just fine.

Motorman Sam Caldwell, having received a 90-day furlough, will visit his son, who resides at Alhambra, California.

W. L. Pence.

Bus Garage

Bus Repairman Al Baker at Grand and Leavitt has returned from an enjoyable hunting trip in the vicinity of his home among the hills of Kentucky. As the story goes, 38 quail suffered before he decided to quit. No evidence was presented, however.

We are very sorry to hear of the accident that occurred to Operator J. Nelson's wife, when she was severely burnt at her home recently, and extend our wishes for a speedy recovery.

Operator Ray Baumgartner has again returned to work after being "under weather" for a few days.

Operator V. Mainock has again changed Fords. He seems to have a hankering for collegiate types, but he has neglected to supply the hatless raccoon coat.

If congratulations are still in order, the boys with pleasure extend them to Mr. J. O'Connor, who has recently taken upon himself a wife.

Harry Debus is contemplating a week-end trip during the holidays to a point in the vicinity of Richmond, Indiana, to pay a visit to some one. What is the attraction, Harry?

Fag.



Motorman Steiglich, of North Avenue, demonstrates to his wife and Texas friends that he is an expert dairyman

"So Jack has been injured and is coming home from college?"

"Yes, he sprained his ukulele finger."—Columbus Jester.

A Smile or Two for Holiday Time

Brief But Pointed

Cheney—"Did anyone remark on the way you handled your new car?"

Jackson—"One man did, but he didn't say much."

Cheney—"What did he say?"

Jackson—"Twenty dollars and costs."

Literally?

Busy, blustering business man to steno as phone rings—"Take the message and I'll get it from you later."

Steno (demurely)—"Your little girl wants to send you a kiss over the telephone."—Exchange.

It is getting so hard for a man to find a wife who will help with the dishes.

MacGregor—"Are ye the mon who cut ma hair last time?"

Barber—"I don't think so, sir. I've only been here six months."

A Dig for His Master

A London physician accepted an invitation to join a house party for a little shooting. When he returned, a privileged butler asked him whether he had enjoyed himself.

"Oh, yes," was the reply.

"Kill much, sir?"

"No, hardly anything," admitted the doctor.

"Ah, well, sir," said the butler, "it's nice to have a change.

Ask and Receive

"What were you and Joe talking about in the parlor?" demanded Regina's mother.

"Oh, we were discussing our kith and kin," replied the young lady.

"Yeth, you wath," interposed a little friend of Regina's. "Joe asked you for a kith, and you said, 'you kin.'"

Then They Swore Off

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

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

The shopper had nearly everything handed down from the shelves. "I don't see just the right thing," she decided at last. "I want to surprise my husband on his birthday."

"Well," suggested the exhausted clerk, "why don't you hide behind the door and shout 'Boo' at him."

A Scotch farmer had agreed to deliver twenty hens to the local market. Only nineteen, however, were sent, and it was almost evening before the twentieth bird was brought in by the farmer.

"Man," said the butcher, "you're late with this one."

"Aye," agreed the other, "but, ye see she didna' lay until this afternoon."

Biting Speech

The patter of tiny feet was heard from the head of the stairs. Mrs. Morton raised her hand, warning the others to silence.

"Hush," said she softly. "The children are going to deliver their goodnight message. It always gives me a feeling of reverence to hear them—they are so much nearer the Creator than we are and they speak the love that is in their little hearts never so fully as when the shadows of night have fallen. Listen!

There was a moment of tense silence—then—

"Mamma," came the message in a shrill whisper, "Willie has found a bed-bug!"—Pacific Electric Magazine.

Smarty

The sweet young thing turned to a young man from the office who was showing her through the works, and pointing, asked, "What is that big thing over there?"

"That's a locomotive boiler," the young man replied.

She puckered her brows. "And what do they boil locomotives for?"

"To make the locomotive tender." And the young man from the office never batted an eyelash.

By Contrast

The modern girl is not as dumb as she's painted. But she certainly is painted.—Judge.

Mrs. Crayon—Sarah, why ever did you leave that big cobweb up there?

Sarah—Oh, if you please, ma'am, I thought it was part of the wireless.—Pearson's.

Grayce—Percy says he fell in love with me because of my exquisite taste in perfume.

Diana—Won by a nose, eh?—Judge.

No Differential

A colored "gent" took out a marriage license. A few days later he asked the clerk to substitute another woman's name for the one on the license, as he had changed his mind. He was told it would cost him another dollar and a half.

"You mean I got to get a new license?"

"Yes," said the clerk.

The applicant replied with an air of determination. "Never mind, boss, this ol' one will do. Dar ain't no dolah an' a half difference 'tween dem two, nohow."

Rastus Jackson, a thoroughly married negro, was one day approached by a life insurance agent.

"Better let me write you a policy, Rastus," suggested the agent.

"No, sah," declared Rastus, emphatically. "Ah ain't any too safe at home as it is."—Birmingham Age-Herald.

"The doctor's here, sir."

"I can't see him. Tell him I'm sick."—Pitt Panther.