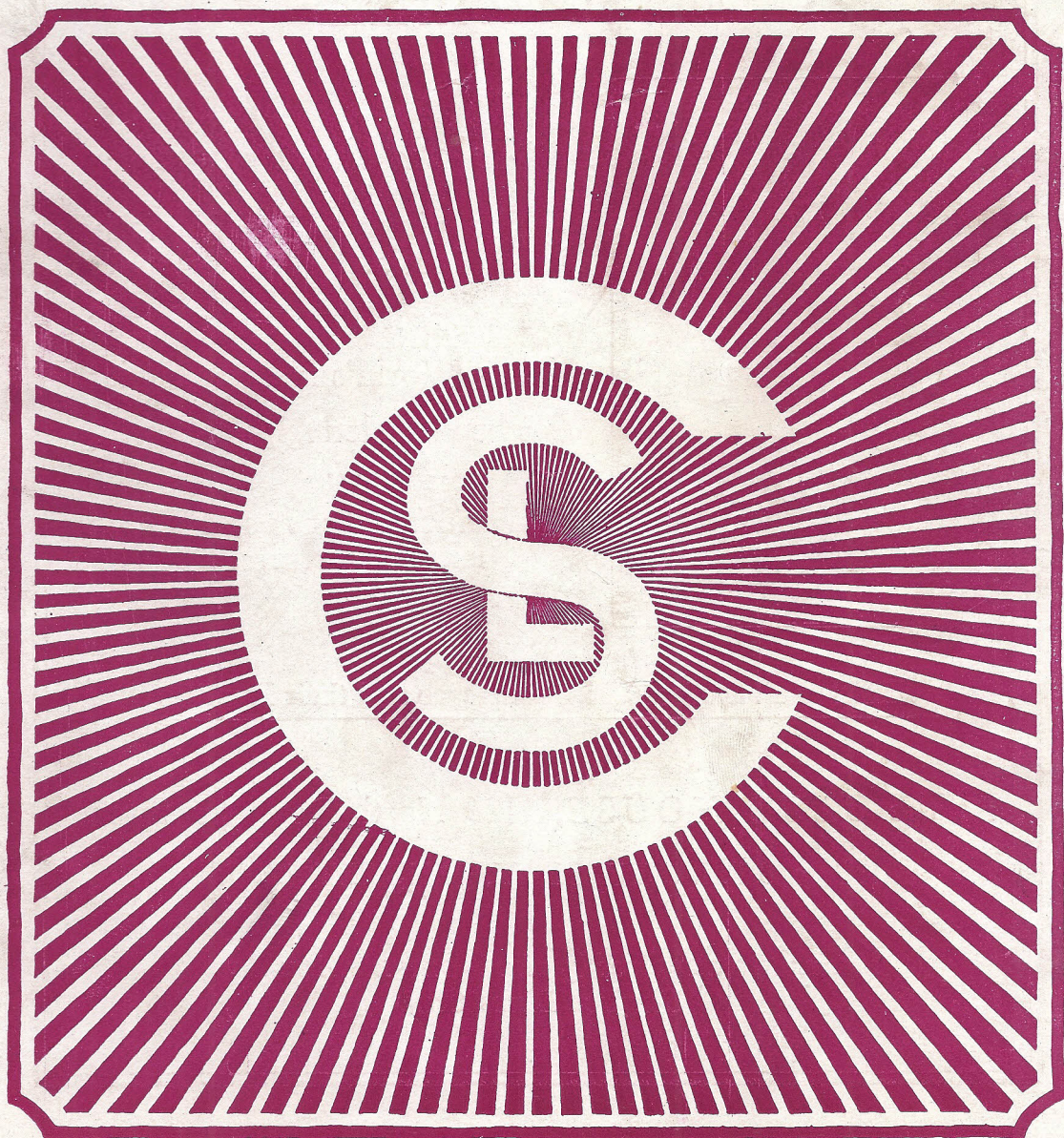


SURFACE SERVICE MAGAZINE

VOLUME 4

JANUARY, 1928

NUMBER 10



You can't afford to miss this!

NEW ZEALAND—the wonderland

Graphic stories and beautiful pictures of this
land of glaciers, geysers and unscaled mountains

By

LEILA M. BLOMFIELD



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The great Waimungu Geyser.

The World's largest Glacier.

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***Under the auspices of the Woman's Auxiliary,
Surface Lines Club***

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL 4

JANUARY, 1928

NO. 10

Every Car in Service

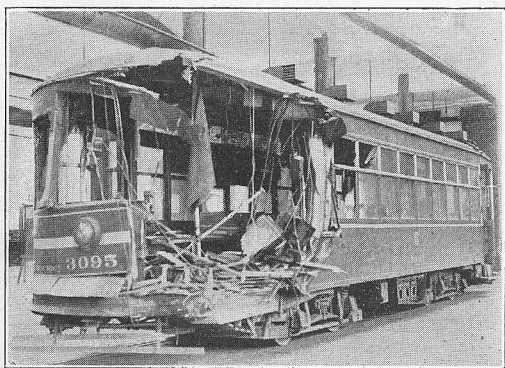
*One Hundred Percent on Three Days During the Holiday Rush—
Another World's Record*

A world record in transportation efficiency was made by the Chicago Surface Lines during the week before Christmas, when 100 per cent operation of equipment was attained on three days, beating our own record of 100 per cent operation on one day in 1926.

On Wednesday, Thursday and Friday, December 21, 22 and 23, every one of the 3,639 passenger cars owned by the company was in service on the streets during the heaviest peak load periods. On Monday, December 19, all but eight of the cars were in service and on Tuesday, December 20 only one car was laid up for repairs.

The greatest effort and co-operation on the part of the Transportation, Shops and Equipment, Track and Emergency Departments were required to accomplish this.

New records were made by the Shops and Equipment Department in repairing damaged cars. For instance, car No. 3095



was struck by a skidding cement truck on December 17 and the entire front vestibule was demolished. The accompanying illustration shows the seriousness of the damage done to this car. It was put into the shops at once and a crew of men started working on it. On

Wednesday, December 21, it was returned to service in good condition as the result of 735 hours of labor.

Another instance of quick repair work is reported in the case of car No. 5779. At 2:55 p. m. on December 21, an axle on this car was broken in an accident. Instead of hauling the car to the shops an emergency crew took it off the rails and placed it against the curbing, leaving the tracks clear for traffic. New axle and wheels were rushed to the place with a repair crew and at 4:20 p. m. in one hour and 25 minutes, the car was put back on the rails and sent on its way.

In all, there were six cases of heavy damage to cars requiring the repair or replacing of front ends. In each instance repairs were made quickly and the cars returned to service.

Equal efficiency was shown by the employees of other departments. Trainmen were alert to avoid accidents which might disable cars and to make such minor adjustments and repairs as were necessary to keep them running. Emergency crews did splendid work in preventing serious delays.

During the six days preceding Christmas there were 29,576,412 rides (including transfers) on the system, an increase of 2,663,049 over the corresponding days in 1926. Weather conditions tended to delay Christmas shopping in Chicago and the huge increase in riding during the week before Christmas is attributed largely to this fact.

The 100 per cent operation of equipment on three days enabled the system to handle this enormous load with minimum congestion and maximum speed.

It is estimated that by being able to use all equipment in the Christmas peak the Surface Lines has saved the investment necessary for 200 additional cars, the number usually going through the shops.

The cost for car and car storage would average about twenty thousand dollars, making a total saved in capital investment of approximately four million dollars.

Celebrating the Event

The unequaled record of one hundred per cent operation for three days was made the occasion of an interesting gathering in the banquet room of the Union League Club on Wednesday, January 4. Mr. Blair and Mr. Richardson had invited the representatives of the operating departments who were chiefly and directly responsible for this wonderful performance to meet them there with the members of the executive staff. The short and very effective remarks that were made following the luncheon by Messrs. Blair, Richardson, Evenson, Fleming, Adams and Klatte made it clear that the results achieved were possible only through magnificent team work. Those who participated in the celebration were Messrs. J. Gamen, Day Foreman Cottage Grove; R. Nebelsiek, Day Foreman Burnside; F. W. Meyers, Day Foreman 77th Street; J. Keane, Day Foreman 69th Street; R. W. Short, Day Foreman Archer; C. Simpson, Day Foreman Lawndale; H. Hale, Day Foreman Blue Island; W. Krueger, Day Foreman Kedzie; J. Gillen, Day Foreman North Avenue; H. Keller, Day Foreman Armitage; J. Schwartz, Day Foreman Division; W. Goddard, Day Foreman Elston; E. Phillips, Day Foreman Noble; A. Bollinger, Day Foreman Lincoln; G. Chamberlin, Day Foreman Limits; P. Radtke, Day Foreman Devon; Frank Abel, General Foreman Carpters, West Shops; J. D. Newton, Foreman Painters, West Shops; C. D. Mack, General Foreman Carpenters, South Shops; J. Hecht, Foreman Painters, South Shops; Ben. Phillips, General Foreman Carhouses, North and West Division; E. J. Sigwalt, Chief Clerk, and Assistant Superintendents Shaughnessy and McGill of the Shops and Equipment Department; Assistant Superintendents Hall and Quinn; Chief Clerk Bohlin; Division Superintendents Bessette, Altmeier, Irvine, Bowles, Maguire, McKinney, O'Connell, Bolger, Kroll, Hays and Duffy; Assistant Division Superintendents Langohr and Simpson; Superintendent of Employment

Peterson; Instructor Johnson of the Transportation Department; Roper, Bauer and Jones of the Electrical Department; Kelly, Schmidt, Wolfe and Figg from the Engineering Department; Superintendent Walter Becker, of the Motor Bus Division; Superintendent Thomas Blakely, of the Utility Department; and the executive staff: Messrs. Adams, Allen, Crews, Evenson, Orde, Leeming, Fleming, McIlraith, Klatte, Kennedy, Hamilton, Pasche, Sullivan and Wilkie.

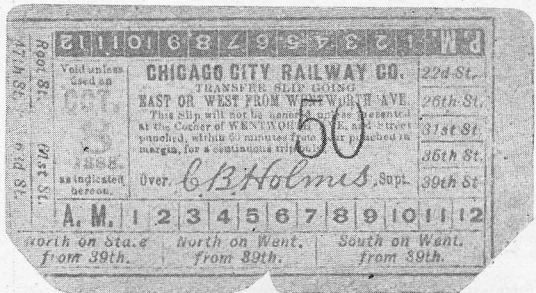
Board of Operation Applauds

The Board of Operation of the Chicago Surface Lines was so impressed by the remarkable feat of the departments that following many complimentary remarks at its meeting on Tuesday, December 27, it adopted the following resolutions:

WHEREAS, It has been brought to the attention of this Board that the entire passenger car equipment of the Chicago Surface Lines, consisting of 3,639 cars, was in operation on December 21, 22, 23, 1927, during the evening rush hours;

THEREFORE, BE IT RESOLVED, That the Board of Operation considers it fitting and desirable that there should be placed upon its records an appreciation of the efficiency and loyalty of the personnel of the various departments which have made possible the attainment of an operating record which has never been equalled by any surface car company in any city of a size comparable to that of Chicago.

That may be a rather formal way of putting it, but it means a whole lot, and everybody can be pleased and proud at this special recognition.



Chicago City Railway transfer issued October 8, 1888, from the collection of Conductor L. R. Frank. The number 50 in the figures is the run number, which was hand stamped by the conductor before starting on his run

Modern Shopper—Have you anything snappy in rubber bands?

Assistant—No. but we have something catchy in fly paper.—Answers.

Santa Comes Again by Airplane

Receives an Uproarious Welcome from Surface Lines Children and Grown-Ups



The annual Christmas Party, that great event in the minds and hearts of Surface Lines Club children, was held at the Club House on the afternoon and evening of Saturday, December 17. There, in the afternoon 400 children and 150 grown-ups were assembled in happy anticipation of a visit from Saint Nick. They were not disappointed, though the jovial old gentleman was somewhat delayed by trouble with his airplane.

While waiting for him the time was joyously spent with an excellent program under the direction of John Hewitt. First there was an orchestra, picked at random from the Hall and merged into a first-class musical ensemble. With its aid the children sang numerous songs with joy in their hearts and volume in their voices. Then Duvall, the magician, mystified the kids—to say nothing of the grown-ups—with his sleight-of-hand performance and his “rag pictures” getting a laugh a minute with many gasps of astonishment.

At about this time the whir of an airplane propeller was heard and shortly, amid much cheering of the children, Santa brought his present-laden ship right down on the stage beside the beautiful Christmas tree. Then many hands helped to distribute presents and candy while Santa went about visiting with his little friends. Joy reigned supreme!

It was the largest Christmas party ever held and much credit is due the many who contributed time and effort to make it a success. Those working on or with the Committee were: Al Bollinger Chairman, John Hewitt, Bill Schenk, Paul Raver, N. Deutsch, C. Altemus, Ed Rooks, L. Bohlin, Clarence Hosang, H. B. Storm, A. D. Martin, Art Johnson, Ed. O'Connell, Arthur Ketchum, R. Rogers, H. Glover, F. Von Statten, F. Rothman, C. Winzenholler, E. Ratzel, Walter Kubala and the Misses Smith, Beatty, Jahn, Krausman, Bresin, Fisler, Sullivan, Humes, Sigwalt, and Mrs. DeLarme and Mrs. McCormick.

Elston in Sensational Advance

Makes Spectacular Dash to Win Lead in Courtesy Contest—Archer Second

Standing from May to November Inclusive

| | Dis. | P. U. | Trns. | Q. S. | Total | Cmd. |
|-------------|------|-------|-------|-------|-------|------|
| 1 Elston | 21 | 9 | 13 | 5 | 48 | 12 |
| 2 Archer | 62 | 32 | 26 | 27 | 147 | 14 |
| 3 Lawnd. | 45 | 13 | 19 | 4 | 81 | 4 |
| 4 Bl. Isl. | 32 | 7 | 14 | 13 | 66 | 12 |
| 5 Limits | 27 | 17 | 14 | 11 | 69 | 8 |
| 6 69th | 75 | 30 | 29 | 24 | 158 | 16 |
| 7 Lincoln | 33 | 16 | 20 | 18 | 87 | 13 |
| 8 Armtg. | 37 | 19 | 15 | 6 | 77 | 7 |
| 9 N. Av. | 107 | 43 | 49 | 46 | 245 | 24 |
| 10 Divisn. | 50 | 15 | 14 | 19 | 98 | 3 |
| 11 Noble | 26 | 11 | 10 | 8 | 55 | 2 |
| 12 Kedzie | 104 | 31 | 49 | 18 | 202 | 29 |
| 13 77th | 130 | 82 | 31 | 48 | 291 | 40 |
| 14 Burnsd. | 44 | 23 | 26 | 13 | 106 | 22 |
| 15 Devon | 112 | 43 | 27 | 20 | 202 | 28 |
| 16 Cot. Gv. | 94 | 35 | 40 | 24 | 193 | 27 |
| Total .. | 999 | 426 | 396 | 304 | 2125 | 261 |

The record by months is as follows:

| | Dis. | P. U. | Trns. | Q. S. | Total | Cmd. |
|-----------|------|-------|-------|-------|-------|------|
| 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 |
| Nov. ... | 149 | 92 | 53 | 48 | 342 | 36 |
| Total.. | 999 | 426 | 396 | 304 | 2125 | 261 |

At the end of seven months of the courtesy campaign ending November 30th, we find a new leader in Elston Depot, Archer Depot having held the place of honor during July, August, September and October. Starting out in 8th place in the first month of competition, May, Elston dropped to 10th place in June, ran out of sand in July and slid back to 12th position; stayed there during August and climbed to 9th place in September; kept on going and landed in 4th position in October, and in November leads them all. From 12th place in August to leader in November. That's "putting it around against the brass."

Total complaints for November show an increase of 56 over October, and digging into the whys and wherefores, we find that 41 of the 56 were complaints from people who were passed up. Seventy-three per cent off this increase was due to the fellow who said, "Let my follower pick them up."

Seventy-seventh Street Depot had fourteen passing up complaints—North Avenue twelve, Cottage Grove nine, Devon eight, and Kedzie eight. On the other hand Elston had but one, Blue Island one, and Lawndale and Noble two each.

As stated in the previous issue of SURFACE SERVICE Magazine, complaints are being investigated and the complainant personally interviewed by a representative of the Division charged with the offense and nothing goes on the trainman's record except that which is found to be justified.

In general, the investigation of complaints is showing in many cases that the trainman was acting entirely within his rights and should not be, and is not, charged with an unjustified complaint.

It also distinctly confirms a complaint against a man whose actions and general behavior are not up to standard. Summing up the Depot investigation results, it means the clearing up of charges against the man who is striving to do right, or furnishes definite information that the man is not fitted for work with the Chicago Surface Lines.

It costs nothing to be courteous and pleasant—it may cause the loss of your position to be otherwise.

After a salesman had sold a big order of goods to the Scotch buyer for a Chicago store, he sought to make the Scot a present of a box of cigars.

"I'm sorry I cannot accept," the Scot said, "but there's a rule of the house that ye canna take present from salesmen."

"Well," said the salesman, "I'll sell them to you for five cents then."

"That's different now," the canny buyer replied after taking a good sniff at the box. "I can buy my smokes anywhere I please. I'll take four boxes."—Exchange.

A shop in New York was advertising the famous people who came in and what they bought. They mentioned a certain man who bought an expensive vanity case. The next morning he rushed in breathlessly to buy one for his wife.—Kreolite News.

Effective Accident Prevention Work

Race So Close Any One of Six Divisions Has a Chance to Win Contest

Cumulative Record—February to November Inclusive

| | | |
|----------------------|--|-------|
| First Place..... | Division No. 11, Lincoln | 77.33 |
| Second Place..... | Division No. 6, Lawndale and Blue Island.. | 74.24 |
| Third Place | Division No. 7, Kedzie | 72.52 |
| Fourth Place | Division No. 9, Division and Armitage..... | 70.47 |
| Fifth Place | Division No. 8, North Avenue..... | 69.96 |
| Sixth Place | Division No. 10, Elston and Noble..... | 69.84 |
| Seventh Place | Division No. 1, Cottage Grove..... | 68.63 |
| Eighth Place | Division No. 2, Burnside | 68.51 |
| Ninth Place | Division No. 4, Sixty-ninth | 66.62 |
| Tenth Place | Division No. 5, Archer | 65.14 |
| Eleventh Place | Division No. 3, Seventy-seventh | 64.58 |
| Twelfth Place | Division No. 12, Devon-Limits | 59.32 |

Standing of Divisions—November

| | | |
|----------------------|--|-------|
| First Place | Division No. 11, Lincoln | 83.80 |
| Second Place | Division No. 2, Burnside | 80.77 |
| Third Place | Division No. 10, Elston and Noble | 79.57 |
| Fourth Place | Division No. 4, Sixty-ninth | 79.11 |
| Fifth Place | Division No. 6, Lawndale and Blue Island.. | 78.20 |
| Sixth Place | Division No. 9, Division and Armitage..... | 78.04 |
| Seventh Place | Division No. 5, Archer | 77.96 |
| Eighth Place | Division No. 7, Kedzie | 74.40 |
| Ninth Place | Division No. 1, Cottage Grove | 74.00 |
| Tenth Place | Division No. 8, North Avenue | 73.98 |
| Eleventh Place | Division No. 3, Seventy-seventh | 69.10 |
| Twelfth Place | Division No. 12, Devon-Limits | 67.79 |

By WILLIAM PASCHE

Supervisor, Accident Prevention

At the time this article is being written, the Accident Prevention Contest, with but two months to go, is tightening up and is becoming very close. Any one of the first six Divisions with two good months can win. Eleven Divisions have a percentage of over 64%.

A comparison of the number of accidents for the months of June to November, 1927 inclusive, with the same six months for 1926, shows a decrease of over 12%. This decrease is general. All Divisions are doing their part in the work of Accident Prevention, which means that we are all becoming more efficient in our work. The figures show that even the Divisions that are at or near the bottom in the contest are showing a decrease in the number of accidents. All classes of

accidents have shown a decrease with the exception of Class G (Thrown In Car by Sudden Start or Stop). I am sure that a decrease in this class can also be had by a little effort on the part of all.

There is no good reason why, when making a service stop, that the stops should not be smooth. This can be done by the proper application of air when applying the brakes. Rushing up to an intersection to make a service stop and trying to "stop on a dime" is very uncomfortable to the passengers and may result in some passenger being thrown to the floor. Nothing is gained when starting the car by bringing the controller from the starting post to the second, third or fourth point, entirely missing the first point. This kind of operation gains nothing for the motorman in getting the car away. The only thing that it does do is to spin the wheels and jerk the car.

The proper way to feed a controller is to hit the first point and give the car a chance to start, then you can feed the controller a little faster up to the fifth point, hesitate a second and then go on to the ninth point in the same manner that the fifth point was reached. From twelve to fifteen seconds should be taken to feed the controller from the starting post to the ninth point.

Paragraph E of Rule 36 reads: "Never start a car until the authorized signal has been received nor without sounding the gong. Power must be applied in such manner as to increase the speed of car without jerking. Too sudden application of power may cause injury or discomfort to passengers as well as damage to equipment."

Rule 93, Stopping Car! (a) When brakes are set to make a stop they must be always nearly released just before the car comes to a standstill, thereby avoiding any violent or sudden jerk.

We are now in the season of the year when we can expect snow at any time. At times when there is snow piled against the curb we find vehicles parked close to our tracks. When vehicles are parked close to our track the motorman should be particularly careful when passing vehicles so parked. Extreme care should be exercised at all times when passing vehicles that no passengers are brushed off the rear step. It is the duty of every motorman to know when passengers are riding on the rear step of his car and he must at all times be sure that when he is passing vehicles close to his track that he has sufficient room to pass without brushing any one from the rear step of the car. This class of accident is considered a major accident and your attention is called to paragraph A of Rule 38, Obstruction or Opening Near Track.

(A) Before passing any vehicle or other obstructions close to the track Motorman must give four taps on Conductor's signal bell as a warning, and must bring his car to a full stop before passing vehicle or obstruction, unless he has received the "go ahead" signal from the Conductor, indicating that all is clear.

Boarding and Alighting accidents have been decreased over 8%. However, we should show a greater decrease in this class and this can be done if conductors

will look out alongside of the car before giving the go-ahead signal. When the conductor looks out for intending passengers he will practically eliminate the type of Boarding accidents which occurs when the car has only moved a few feet. The calling of streets will help to do away with Alighting accidents. At no time should the conductor give the signal to go until he is sure that all who so desire have safely boarded or alighted.

Vehicle accidents have been decreased over 17%. A little more intelligent sounding of the gong will show a further decrease in this class of accident.

Two employees were seriously injured—one on December 8th and the other on December 12th, by being crushed between cars at terminals. Both of these accidents could have been avoided if instructions had been followed, namely, that trainmen should never adjust trolleys while standing between two cars.

Reducing "Blind" Cases

Attorney S. W. Baldwin of the Connecticut Company of New Haven recently had some interesting observations on this subject, which we reproduce in part:

In street railway parlance a "blind" case is one in which a claim is made against the railway about an accident which has not already been reported to the proper officers of the company by any company employee. It is the despair of the trial attorney of the company and a bane to the claim department. It is also an enigma to the safety department and supervising force.

Safe practices are often worked out upon the basis of information derived from accident statistics, but statistics upon no-report claims are about as solvable as a Chinese cross-word puzzle.

There may be the accident which should have been reported, but upon which no claim is ever made. Obviously this should be included in accurate statistics, but never is. There may be the accident which first comes to light when suit is brought against the company and, depending upon the statute of limitations, this may be as long as six years after the accident. Thus the time element enters to confuse the situation. The claim may be entirely "faked" or greatly exaggerated, so that its statistical value is impossible of determination.

No-report accidents are of two kinds. There is the accident which some employee observes, or ought to observe, and does not report, and there is the accident which is unobserved by an employee, and properly so.

In the first kind, if the employee who should have reported the accident can be located, further special instruction, reprimand or discipline

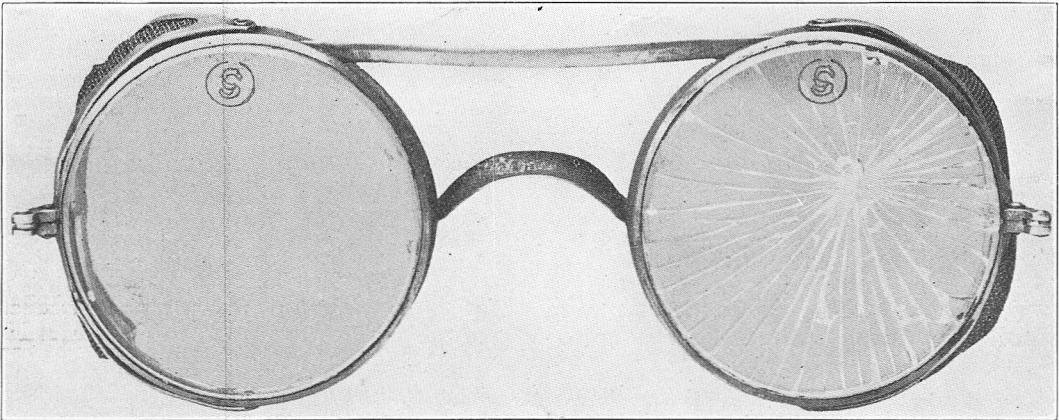
should be administered as circumstances warrant. The particular crew involved may often be found from the description of the claimant as to time, place, car number, personal appearance, etc.

In the second kind there is no fault, so no blame should be placed. At times, through unusual circumstances, an accident of this nature is reported, and when this occurs, unusual praise should be awarded. I have in mind an instance where an intending passenger ran across the track behind a moving southbound car and also behind a slowly moving northbound car and fell in attempting to board the latter. The position of the conductor of the northbound car was such that he could not possibly see the accident, and as there was no outcry he was unaware of it. The conductor on the southbound car just happened to see

the incident, signaled his car to stop, ran back more than a block and obtained the information for a report, including witnesses' names. He deserved and received special praise.

Perfection is rarely attained in this world. However, that does not prevent street railway companies from doing their best to reduce the number of no-report accidents. The best suggestions toward this goal are, first, thoroughly to inform the new employees of the importance of reporting every accident and every incident which a claimant in his greed may exaggerate into an accident, and, second, have the whole organization, from the men up to the president and from the president down to the men, constantly realize that while this is a very small part of their work, as far as time is concerned, it is really of very great importance to the company.

Another Impressive Safety Lesson



A few months ago, SURFACE SERVICE reproduced cuts of four pairs of goggles whose wearers had been saved from partial or complete blindness. All of the men who escaped mutilation in those cases were members of street gangs. That protective goggles are no less essential and effective in indoor work was strikingly exemplified on December 23 at the Kedzie Avenue car repair shops. Foreman Krueger, through Mr. Shaughnessy, has sent to SURFACE SERVICE a pair of goggles worn by repairer Jim Witkins. Jim was engaged in driving in an old brake-hanger pin when a piece of flying steel struck the left lens of his goggles with sufficient force to shatter the tough glass, but fortunately without any damage to Jim's eye. He said afterward that but for the goggles, he would be minus one eye and as he is married and has two children, he believes that every man

needs two eyes to enable him properly to care for a family these days. Immediately following the incident, all of the repair men were called together and the goggles were submitted for their inspection, emphasis being laid on the necessity of protecting themselves in cases where there was any possibility of flying metal under the blows of hammer or sledge.

Worthy of Consideration

"A street car goes as fast as the traffic—that is all that the automobile can do—so why permit the automobile, carrying an average of 1.8 passengers, to slow down street traffic and cars carrying 50 or more passengers?" This seems to be a sensible question asked by the president of the American Electric Railway Association, says the Augusta (Maine) Journal. "Considering how dependent we yet are on transportation facilities we best seek an answer. The long waits caused by present-day traffic jams in the congested places might profitably be employed in such consideration."

MAKES HOST OF FRIENDS

**Conductor Myron W. Ayers, of 77th,
Has Highly Creditable Record in
Seventeen Years' Service**



Conductor M. W. Ayers, who has made hundreds of friends for the Surface Lines by his courtesy and consideration

Conductor Ayers has been in service since February 3, 1910, and an examination of his record shows that it is remarkably free from complaints or criticisms of any character either on the part of the public or on the part of our inspection force. There are numerous letters of commendation and it is very evident that through his faithful service, consistent courtesy and interest in his passengers, he has made for himself and the Surface Lines hundreds of friends who find a real pleasure in traveling with him.

On June 19, 1916, nearly twelve years ago, an officer of the International Harvester Company wrote the following letter to the general manager of the Surface Lines:

"The remarkable efficiency of Conductor, badge No. 2694, on the Wentworth Avenue line to the ball park yesterday deserved special mention.

1. Clean.
2. Shaved.
3. Trousers pressed.
4. Uniform neat.
5. Called streets in a perfectly clear manner.
6. Absolutely sure passengers were safe before starting or stopping the car and yet made excellent time.

7. Cautious with crowd.
8. Helped the ladies and kiddies off and on as if he enjoyed it.
9. Stopped a couple of rough necks who were smoking and did it in such a pleasant way that they actually stopped with a smile.
10. He knows his job.

I never saw the man before but he was such a good conductor that I thought you should be advised.

At intervals since that date, letters of commendation have been received, paying a high tribute to this same conductor, and in every one of them, special emphasis has been laid upon his method of calling the streets.

As a matter of curiosity a representative of the general office took a special trip on December 15 with Conductor Ayers, boarding his car at 35th and Wentworth, northbound, riding with him to Diversey Parkway. The presence of this company representative was wholly unknown to the conductor. A special report giving the results of the trip proved to be very interesting.

When I boarded the car, I gave the conductor a dime and two pennies. He looked at it and said, "I see you have a dime here," and gave me back a nickel in change. At 31st Street, he opened the door and announced: "Car line—31st Street," in a clear and distinct voice. He made a similar announcement at 26th, 22nd and Roosevelt Road. Just before reaching Polk Street, he opened the door and called: "Polk Street—Wabash and Monon Depot," and when the car came to a stop at Polk Street, he again opened the door and said: "Polk Street—Harrison next—Police Court." Shortly before reaching Van Buren Street, he called: "Van Buren next—Rock Island, Lake Shore Depot." At Adams Street, his announcement was: "Adams—Federal Building, Post-office, change for Union Depot." At Monroe Street, he made this announcement: "Monroe—Madison next."

At Madison Street, he advised his passengers: "Madison—Milwaukee-Gale cars—LaSalle and Morrison Hotels." At Washington, he said: "Washington—City Hall, County Building, Randolph next—Ashland Block."

At Randolph, before the car came to a stop, he repeated "Randolph next," and added, "Sherman House."

After passing Ohio, he called Ontario, Erie and Huron all at one time; and at Chicago Avenue it was "Chicago Avenue—800 block." From Division north to Center, he announced each street stop with the block number and just before reaching Center Street announced clearly: "Center next—Lincoln Park, main entrance—Garfield next." He again resumed calling the block numbers, naming each stop as it was approached and at Dewey, he called "Dewey—Diversey next—2800 north—change for Broadway."

Keeping 'Em Rolling

Limits in Lead with 76,918 Miles, Having Come Up from Eleventh Place



Star Flag Winners at Limits Station—Few in Number but Efficient

In the circles, left to right: E. Gustafson, Assistant Day Foreman, and Day Foreman F. Chamberlain; Assistant Night Foreman J. O'Connor and Night Foreman C. Holzschuh

G. Chamberlin, C. Holzschuh, E. Gustafson, J. L. Connors, J. A. Nardiello, T. Dwyer, L. Buyle, J. Paulauski, P. Irvin, H. F. Hayden, S. Solak, W. Teichner, S. Golemski, A. McGuire, L. Solak, N. Schneig, L. Matich, J. Piclia, E. Veribest, J. Grant, G. John, J. Kaypust, J. Warchol, J. Vrobel, S. Dykinga, A. Andrewpolis, L. Gawlik, M. Gitts, W. Jackusak, H. Butcher.

The flag comes back to the North and West Division and goes to Limits, who were in eleventh place in October. They had 25 zero days without any cars pulled in for failure of equipment, which is the highest for the month. Limits were also leaders this time last year. There are six carhouses showing an increase in mileage, although the average mileage for the system, 28,769, is 162 miles less per pull-in than in October. The mileage a year ago per car pulled in was 21,146, a gain of 36 per cent for this year.

The following carhouses deserve mention: Lawndale improved from tenth last month to second this month, Kedzie from fourteenth to seventh and Lincoln from ninth to fourth.

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

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

The individual records follow:

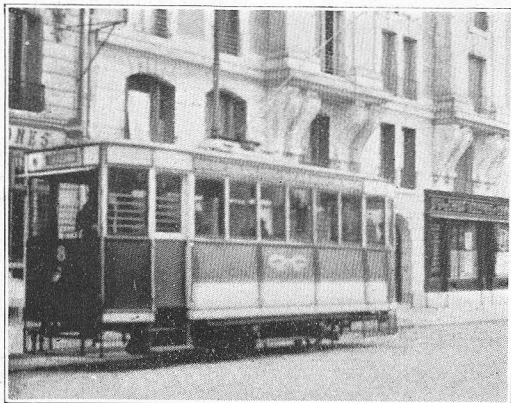
| Rank | Carhouse | Zero Days | Miles Per Pull-In | Percent Inc. or Dec. |
|------|-------------------|-----------|-------------------|----------------------|
| 1 | Limits | 25 | 76,918 | 170.0 |
| 2 | Lawndale | 20 | 49,868 | 73.6 |
| 3 | Blue Island | 21 | 37,579 | 20.8* |
| 4 | Lincoln | 16 | 36,351 | 22.3 |
| 5 | 77th Street | 10 | 35,472 | 27.1* |
| 6 | Devon | 13 | 33,289 | 7.6* |
| 7 | Kedzie | 12 | 32,435 | 43.4 |
| 8 | Archer | 13 | 29,546 | 9.3* |
| 9 | 69th Street | 2 | 29,504 | 15.8* |
| 10 | Armitage | 17 | 29,374 | 4.3* |
| 11 | Elston | 19 | 28,504 | 25.8* |
| 12 | North | 5 | 24,067 | 3.5* |
| 13 | Noble | 19 | 23,212 | 33.3* |
| 14 | Cottage Grove ... | 7 | 23,068 | 5.8 |
| 15 | Division | 11 | 17,844 | 32.3* |
| 16 | Burnside | 9 | 16,921 | 13.7 |
| | | 219 | 28,769 | .6 |

*Decrease.

EUROPEAN "TRAMS"

"Dinky" Cars in Most Continental Cities Look Strange to Americans

Mr. Tyler G. Price, of the Edison Distribution Engineering Department, sends us a photograph and some interesting comments on cars here and elsewhere:



A neat little trolley car on a nice clean street in France

"The funny looking object in the photograph," he writes, "is a street car in Versailles, France. It is typical of street cars in Europe. There are slight differences, of course. In Dover, England, the street trams are double-decked. In Amsterdam they are slightly longer but just as old as the one shown here.

Surface line cars in Germany and Belgium have two four-wheeled trucks, but they move just as slowly as the French voitures. This is no disadvantage. The traveler can always tell which way the car is going from the direction of the trolley pole.

"In New York one cannot tell which way a car is going by looking at the trolley pole. There are no trolley poles visible. The wire is placed in an underground slot between the rails. This leads to no confusion. New Yorkers have learned that their street cars always run on the right hand side of the street, even if nobody else does.

"Discounting the lack of overhead trolley, the picture of the French street car looks a good deal like a New York surface car. Many American cities are similarly behind the times. Not so Chicago. Here the transportation is fine, fast and frequent. When cars halt in the middle of a block the rider does not suspect there is a cow on the track as might be the case in Europe. Nor does slow-motion here mean that the motors have reached their highest speed as is true in New York. Stoppages and snail-like crawling mean in Chicago that the street car is passing a flock of automobiles so ingeniously parked on narrow streets that they tie up the rest of the world. Or maybe a taxi company has chosen the curb stone as the most convenient storage space for empty, non-working cabs.

"Sometimes people have said Chicago street cars are slow transportation. Such folks should ride around in the wee small hours of the morning when most of our respectable citizenry parks its autos in garages rather than on the street. Then the surface lines show how they can travel! During day times street cars in Chicago are not slow transportation, they are blockaded transportation. There is a big difference."

A little boy in a car kept sniffing and rubbing his nose. A lady sitting beside him asked: "Have you got a handkerchief, sonny?" "Yes," was the reply, "but I don't lend it to strangers."

Misleading Jollity

"Does 'at smile mean you forgive me?" "Stay away, niggah; I'se just smilin' to rest mah face."—Orange Owl.

AN HONORABLE CAREER CLOSED

Frank J. Gatrell's Untimely Death a Great Loss to the Surface Lines

Frank J. Gatrell, Superintendent of the Department of Accident Investigation of the Chicago Surface Lines was born April 1, 1871, and died December 4, 1927, after an illness lasting little more than one month.



The late Frank J. Gatrell

Mr. Gatrell entered the employ of the North Chicago Street Railroad Company on August 28, 1894, as Junior Clerk in the Claim Department. He continued in this line of work with the Chicago Union Traction Company, and was appointed Chief Adjuster in 1905. He continued to hold this position when the Chicago Railways Company took over the north and west side lines, and through the first year after unification of all the Chicago surface street railways. In 1915 he was appointed General Claim Agent for the Chicago Surface Lines, and although his position was later designated as Superintendent of the Department of Accident Investigation, his duties remained the same, and he performed them most capably until his untimely death.

He is survived by his widow, Mrs. Mathilda M. Gatrell.

Mr. Gatrell, at the time of his death, was second vice-president of the Mutual Information Bureau, an organization formed in Chicago by claim representatives of various public utilities and insurance companies to combat fraudulent claims. He was very active in this work, and on his death this organization passed the following resolution:

Whereas, the Mutual Information bureau, assembled at its annual meeting, is bereft in the death on Sunday, December 4, 1927, of one of its faithful members and directors, Frank J. Gatrell, for many years General Claim Agent and Superintendent of the Department of Accident Investigations of the Chicago Surface Lines,

"And, whereas, the helpful interest of Mr. Gatrell in the problems and work of the Bureau have, through the years of its existence, been of great value to it in carrying on its affairs,

"And, whereas, to his fellow members of the Bureau, Mr. Gatrell will long be remembered for his unfailing courtesy and consideration of any claim problems arising between his company and theirs,

"And, whereas, no matter what the pressure of business, Mr. Gatrell's door was always open to those of us who desired to see him at any time on any matter,

"And, whereas, not only for the Bureau but also to us who knew him intimately, his going grieves us and we mourn his loss,

"Therefore, be it resolved, that this resolution be spread upon the records of the Bureau and that a copy thereof be sent both to his bereaved wife and to the Chicago Surface Lines."

At the time of his death, Mr. Gatrell bore a wide reputation for outstanding ability in his field of work, and he was highly respected throughout the Chicago Surface Lines organization. All those who came into intimate contact with him recognized and enjoyed his fine sense of humor and his unfailing courtesy.

While he was always earnest and zealous about accomplishing good results in all the work of his department, he never failed to evince a sympathetic and helpful interest in the personal success of every employe in his department.

The large attendance at the funeral services held at St Mary's Church, Evanston, bore testimony of his very large circle of friends.

The Chicago Surface Lines suffers a great loss through the death of Mr. Gatrell.

There is only one way of seeing things rightly, and that is, seeing the whole of them.—John Ruskin.

SURFACE SERVICE MAGAZINE

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

100 PER CENT—THREE TIMES

A year ago, the Surface Lines astonished the transportation world by operating one hundred per cent of its equipment one day in the week before Christmas. This accomplishment, however, acted merely as a stimulant to the operating forces of the organization and they never lost sight of the fact that there would be another opportunity during the maximum rush period of the Christmas holidays in 1927 again to demonstrate what might be done. Realizing that the general condition of the equipment was of supreme importance, the technical men of the shops and car houses directed their earlier efforts toward almost microscopic inspection to uncover every possible mechanical weakness and a thoroughness in overhauling and repair work that would insure uninterrupted service by the cars to which they had given their "O K."

One of the results of this sort of activity was reflected in the amazing mileage records that have appeared from time to time in the friendly and determined contest among car house crews to "Keep 'em Rolling." These figures have led to the expressed belief on the part of Mr. Adams that sometimes during 1928, some car house crew would attain a record of 100,000 car miles between pull-ins due to mechanical defects.

But the crowning achievement of perfectly co-ordinated effort on the part of the equipment, transportation, engineering and power departments was scored on Wednesday, Thursday and Friday, December 21, 22 and 23, when everyone of the 3,639 passenger cars owned by the company was in service on the streets

during the heaviest peak load periods! That is one hundred per cent on three successive days, and all of those who participated in the consistent and persistent determination to bring it about deserve and have received the unstinted congratulations and commendation of the management.

AS TO COURTESY

That the industry is keeping Surface Lines methods under close observation was again demonstrated in the December issue of Electric Traction when two pages were devoted to the Surface Lines plan for developing and maintaining courtesy and efficiency on the part of its 16,000 employees. All of the features of our courtesy campaign are described in detail and the results achieved are presented in tabular and other form. The article forces the conclusion that the Surface Lines have a high conception of what the public should receive in the matter of service, and that courtesy and consideration are essential to rendering that service in such a manner as to win universal approval.



This smiling little one is Margaret, the ten-month-old daughter of Conductor Daniel Donohue of Armitage

General News of the Industry

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

We Led the Color Procession

Every year more color creeps into our drab, hustling civilization, says an editorial in The New York Evening Post. First of all, the old patched flannels disappeared from the campus and were replaced by a wonderful assortment of rainbow jerseys and rattlesnake golf stockings. Then the elevated trains suddenly burst out into a deep, passionate orange.

A few months ago color invaded the department store basements and the humblest dustpans, cake tins and garbage pails, formerly a doubtful white, blossomed with the splendor of a first class outfit of poker chips. And now Brooklyn contributes her customary dash of poetry to our smoke-tinted lives.

In Borough Hall Square there has been exhibited—or perhaps even unveiled—a street car of advanced type. About its mechanical marvels (drum-type brakes, streamlines, automobile fenders) we are not competent to speak. What we particularly wish to point out is that the roof is green, the trucks are buff to harmonize with the cream trimmings, and the main body of the car itself is old rose.

(It is quite evident that the Surface Lines started something five years ago when we adopted the beautiful deep red that makes our car a decorative feature of Chicago's streets.—Editor.)

When Winter Comes

When winter comes and snow piles up in city streets, then traffic congestion becomes many times more dangerous and irritating than in other seasons. Earnest efforts to reduce congestion are being made by business organizations, with hearty cooperation by the street railway companies. In New York City one of the largest department stores has been experimenting with night deliveries from its storehouses to its main store, and the management has found that the additional cost of the night deliveries is more than offset by the increased efficiency of the store organization during business hours.

In Philadelphia an appeal has been made to the public to cooperate in eliminating the most common and avoidable factors of traffic congestion. "Pedestrians and street car passengers can help," says the Philadelphia Inquirer. "So can motorists who bring their automobiles into the city's center because of whim or habit rather than reasons of utility or necessity. Business men can instruct the drivers of commercial vehicles and trucks against 'dragging,' reckless driving that invites accidents, and against the parking of these vehicles for loading or unloading purposes in such a manner that they block the car track. Hundreds of such blockades are created carelessly every day and coal wagons are by no means the only offenders. Why the street railway companies of the United States do not get down to brass tacks with the

wagon builders and devise burden vehicles which load and unload from the side rather than the rear is a mystery. But that's a matter for the future."

Finis to a New York Municipal Ownership Venture

Fifty-three street cars and seven electric trackless trolleys, comprising the equipment of the Staten Island Municipal Railway which former Mayor Hylan of New York established as an object lesson in street railway operation on a five-cent fare basis soon will be sold at auction at the New York Municipal Building. The venture was a complete failure because of the inability of the system to pay its way at such a low fare. Service stopped when the company which had been supplying power for operation of the system was unable to collect any of its bills. The city still owes \$140,000 for power alone. Privately operated buses with 10-cent fares have taken the place of the unsuccessful municipally operated street railway.

Paving Tax a Heavy Burden

Discussing the street railway situation in the Carolinas, the Charlotte (N. C.) Observer says that the reason why some street railways have been unable to make extensions and improvements such as recently were inaugurated in Asheville, is "the penchant to 'tax' the company." It says, "Raleigh, for instance, is taxing its working people—its mill employes, its stenographers, carpenters and clerks—when it requires the street car company to pay for street paving. Furthermore, it is distinctly a class tax. The automobile owner does not have to bear it; in fact, he rather enjoys the product of the tax. He runs his automobile over the very paving that the street car rider has paid for."

Commenting on conditions in the two Carolinas, The Observer says the situation is "serious." "Losses have reached the breaking point in some instances," it says, "and yet the public wants the street cars. It is argued that the tax is a means of raising revenue. True, but it is raising that revenue out of the pockets of one particular class—the working class—and that policy, under the plan of this old American government, is not considered exactly just and equitable."

"City councils may not be able to cure the trolley ills in North Carolina and South Carolina, but they have the power to administer a whole lot of relief."

Passing the Buck

"Yes, Rupert," said mother, "the baby was a Christmas present from the angels."

"Well, mama," said Rupert, "if we lay him away carefully and don't use him, can't we give him to somebody else next Christmas?"—Good Hardware.

Bouquets for the Boys

Starter Arthur J. Jordan, of Elston Avenue, stationed at Southport and Irving Park Boulevard, is very highly commended by Mr. George E. McCarry, Y. M. C. A. Hotel, Wabash near 8th Street, as being a good example of the intelligent and courteous service extended by our employees. Mr. McCarry has traveled through twenty-eight states as a salesman and has never received such courteous treatment as that rendered by Surface Lines employees.

Mrs. Susan M. Avery, 925 Buena Avenue, writes a letter of praise in behalf of Supervisor William Calderwood, of Devon, stationed at Clark and Division, for safeguarding passengers transferring from one car to another and the diplomatic way in which he performs his daily duties at this intersection.

Motorman John F. Regan, badge No. 10431, of Kedzie, is commended by Miss Amelia Schweitzer, 16 West Maple Street, for stopping his car to enable her to catch it there being no other car in sight on a wet afternoon.

Motorman Raymond J. Piersol, badge No. 10041, of Cottage Grove, is made the subject of a complimentary letter by Mr. Charles W. Cushman of the La Salle Extension University, Michigan and 41st Street, for making a stop at a non-stop street to pick up a woman and little girl, apparently unfamiliar with the location of stops. Mr. Cushman also commends Conductor Burt B. Jones, badge No. 1046, of Cottage Grove, for the courteous treatment rendered to a colored woman who boarded his car and presented an improperly punched transfer.

Miss Lillian Salavitch, 2114 North Spaulding Avenue, writes to commend Conductor Harry W. Hansen, badge No. 9286, and Motorman Patrick Robberts, badge No. 9587, of Burnside, for making a stop in front of the Illinois Central Hospital on a rainy evening.

Motorman Alexander Levinsky, badge No. 8641, of Limits, is commended for his interest in his duties during a delay of forty-four minutes at 97th and Michigan due to a derailment when he switched five cars to fill up the gap. Supervisor M. J. Lyons, of Division No. 3, observed this incident and writes us about it.

A number of employees of the International Harvester Company plant at 48th and Kedzie signed a letter of praise in behalf of Conductor Edmund O'Rourke, badge No. 8392, and Motorman William Larkin, badge No. 5789, of Kedzie, for the excellent service they render to these night workers, often waiting a minute or two for them.

Miss Genevieve H. Stevenson, 6013 Winthrop Avenue, wishes to commend Motorman Ole Nielson, badge No. 5401, and Conductor John S. Rasmussen, badge No. 6218, of Devon, for their courteous treatment to her.

Conductor Raymond Kuempel, badge No. 11968, and Motorman Morris A. Vandermeulen, badge No. 2493, of Elston, are thanked for the

service they render in the mornings by four young ladies who ride their car.

Conductor George A. Hoglund, badge No. 14150, of Devon, was made the subject of a highly complimentary letter for his courtesy and patience during the evening rush regardless of the difficulties that surrounded him. The observer of this incident was Miss Eva Marie Miller of the Hotel La Salle, a stranger in Chicago.

Miss Mary Cahill, 2540 Princeton Avenue, writes a commendatory letter involving Conductor Jerry P. Gleason, badge No. 13622, of 77th Street, for the assistance he renders her due to her physical condition. "If I were his own mother or sister, he could not be kinder to me," quotes Miss Cahill.

Conductor Joseph Leyden, badge No. 13116, of Devon, is commended for his courtesy and efficiency in calling the various streets along his line and for his "thank you" upon the receipt of each seven cents. Mr. Eugene T. Lies, special representative, Playground & Recreation Association of America, 105 West Monroe Street, states that it was a delight to ride with such a conductor.

Mr. Walter Budzik, 327 South Francisco Avenue, writes to thank Conductor Guy E. Wiggins, badge No. 10714, for turning in a lost package and this incident is gratefully appreciated.

A letter signed "The Six of Us" from Lyons, Ill., was received commending Conductor John S. Nawa, badge No. 9566, of Lawndale, for the kind consideration he bestowed to two blind passengers leaving his car, escorting them safely to the sidewalk, each alighting at different streets.

Conductor Vincent Belskis, badge No. 8492, of 69th, is the recipient of a letter from Mrs. J. Burdick, 2902 Parnell Avenue, for cooperating with her in trying to locate a parcel picked up by a passenger who denied having it. Mrs. Burdick says that we should be proud of our conductors if they are as kind and considerate as Conductor Belskis.

Mr. C. E. Brandenburg, 808 North Lawler Avenue, who is physically handicapped, wishes to thank Conductor Peter Wilbois, badge No. 8284, of North Avenue, for his assistance in aiding him on and off his car.

Conductor Carl W. Larson, badge No. 6128, of Devon, is made the subject of a highly complimentary letter from Dr. Raymond A. Reilly, 1970 Lawrence Avenue, for the very clear and distinct enunciation of all the stop streets and also for calling the next stop at the same time making it very convenient for his passengers.

Mrs. E. W. Hartung, 2215 Jackson Boulevard, wish to thank Conductor Daniel Curtin, badge No. 5434, of North Avenue, for his courteous treatment to her when after boarding his car, she found herself without her purse leaving it on the car she had just left. Conductor Curtin directed her to North Avenue Station to locate her purse which she did, finding it all O. K. He also paid her fare for which she is grateful. Mrs. Hartung also wishes to commend Conductor Peter Osmund, badge No. 5470, of North Avenue, for turning in her purse.

Conductor George Bender, badge No. 5002, of

Kedzie, turned in two packages of printed envelopes belonging to the Police Department for which he is thanked by Mr. Walter E. Wright, of the City Hall. He thinks that such service is deserving of official recognition.

Collin Johnson, Esq., 4943 Michigan Avenue, appreciates the honesty of Conductor Walter J. Dziegielewski, badge No. 4296, of Limits, for returning a one dollar bill, Mr. Johnson inadvertently handing him a two dollar bill under the impression that it was a one.

Conductor Claude A. Martell, badge No. 3430, of Cottage Grove, received a word of praise from Mrs. Elizabeth A. Jackson, 4514 Lake Park Avenue, for the courteous response she received when she desired information relative to the punch marks on a transfer.

Mr. P. Irving, 7323 Pingree Street, commends Conductor Edward Simons, badge No. 3134, of North Avenue, for the assistance he rendered to his wife and baby and also for the prompt return of her purse left on his car.

Conductor Michael G. Collins, badge No. 2290, of 77th, is complimented by Mr. R. F. McGuinness, of The Angus Company, 122 South Michigan Avenue, for mailing an unsealed personal letter to him which was dropped on his car. This conductor is also praised for the aid he rendered toward a blind colored man in assisting him to the curb. Mr. Collins thinks that this conductor is "perfect."

Mrs. Minnie Yates, 12 East 7th Street, writes to commend Conductor Peter Bolger, badge No. 1194, of Cottage Grove, for the prompt turning in of a worker's outfit and ten dollars in currency. Mrs. Yates thanks him and appreciates his honesty in her case.

Conductor John H. Pickin, badge No. 1174, of Cottage Grove, is made the subject of a complimentary letter for his unusual consideration in assisting a blind man on and off his car and for his polite and courteous attitude toward all of his passengers. The observer of this incident was Mrs. Grace B. Gentzler, 5233 Ingleside Avenue.

Saturday, Dec. 17, 1927, at about 2:00 P. M., conductor M. F. Kain, badge No. 2174, of Cottage Grove, took to Mr. Bessette's office a little girl about 8 years old who had been left on his car—on the 43rd Street line. All that the child could tell was that her name was O'Connor and that she lived on Root Street and that she had started out with her mother to visit her sister who was ill at the Mercy Hospital. Mr. Bessette immediately called the hospital and asked them to inform the mother when she arrived that her young daughter was at the Surface Lines Office at 38th and Cottage Grove and to kindly let us know what to do with her. In about an hour the mother called for the little girl who had been amusing herself by looking through a Surface Service magazine which had been given her. Both mother and child were grateful for Conductor Kain's kindness and trouble.

A customer in one of the local stores asked the lady clerk for an empty box. "We haven't a thing in empty boxes today," the clerk explained.

GOING AFTER WITNESSES

Elston-Noble Noses Out North Avenue and Holds the Lead for November

Except for the switch in leaders, other changes are not particularly significant although Devon-Limits managed to get out of the cellar, Armitage-Division enjoying this somewhat questionable honor. As in October, there were five divisions averaging better than four and the average for the system is practically unchanged, still holding above four.

Following is the standing by Divisions:

| | Nov. | Oct. | Sept. | Aug. |
|-----------------------------|------|----------|----------|----------|
| 1. Elston-Noble | 5.76 | 5.01(2) | 5.13(2) | 5.05(2) |
| 2. North Ave..... | 5.08 | 5.05(1) | 5.37(1) | 5.23(1) |
| 3. 77th Street..... | 4.97 | 4.73(3) | 4.75(3) | 4.61(3) |
| 4. Lawndale-Blue Isl..... | 4.39 | 4.22(4) | 4.62(4) | 4.19(4) |
| 5. Burnside | 4.16 | 4.07(5) | 4.27(5) | 3.87(6) |
| 6. Cottage Grove..... | 3.85 | 3.89(7) | 3.76(7) | 3.97(5) |
| 7. Kedzie | 3.73 | 3.97(6) | 3.97(6) | 3.80(7) |
| 8. Archer | 3.67 | 3.78(9) | 3.46(10) | 3.80(7) |
| 9. 69th Street..... | 3.61 | 3.80(8) | 3.65(8) | 3.62(9) |
| 10. Lincoln | 3.25 | 3.43(10) | 3.21(12) | 3.68(8) |
| 11. Devon-Limits | 3.12 | 3.04(12) | 3.52(9) | 3.30(10) |
| 12. Armitage-Division | 3.01 | 3.34(11) | 3.32(11) | 3.12(11) |

Average for the system. 4.03 4.04 4.10 4.02



Joseph Nemecek at the home of his mother in Czecho-Slovakia. Mrs. Nemecek is 81 years old. Beside her stands Joe's niece

INDIVIDUAL POWER RECORDS

The Value of a Motorman's Meter Card Gets a Practical Demonstration

After having put considerable time with this company as a motorman, and becoming interested in his work and his possibilities for the future, one of our young motormen was compelled to leave this climate on account of his health.

Arriving a stranger in one of our large western cities, he again sought a position with the Street Railway Company as a motorman, and when before the Superintendent for personal inspection and usual questions as to where he came from and the extent of his experience, he presented his Chicago Surface Lines Energy Record Card which speedily paved the way for him to secure the job without the usual delay and loss of time to him.

Your Meter Card showing a good Power Record has a value that you may wish to use some day.

A good power record indicates that you know your business. We have issued a great number of these cards to the interested motormen on their individual requests. Get in your requests in the usual manner through your Motorman Supervisor or the Division Superintendent.

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

| Division | Nov. | Per Cent Saving or Loss |
|--------------------|------|----------------------------|
| Armitage | 1 | 7.17 |
| Cottage Grove..... | 2 | 6.95 |
| Burnside | 3 | 6.43 |
| Archer | 4 | 4.41 |
| 69-Ashland | 5 | 4.38 |
| Lincoln | 6 | 3.76 |
| Limits | 7 | 2.39 |
| Lawndale | 8 | 1.44 |
| Devon | 9 | 0.81 |
| 77-Vincennes | 10 | 0.59 |
| Division | 11 | 0.00 |
| Blue Island | 12 | *1.27 |
| North | 13 | *1.44 |
| Elston | 14 | *1.59 |
| Noble | 15 | *2.48 |
| Kedzie | 16 | *6.27 |

| | |
|---------------------|-------|
| Total Points | 25.28 |
| October Points | 36.31 |

November Gain 11.03
or 30.6%.
*Loss.

A "blind" beggar sat at the entrance of a subway with a tin cup in his hand. A passerby, slightly under the influence of alcohol, took out his pocket flask and started to pour a drink into the man's cup.

The beggar opened his eyes suddenly, saw the flask and yelled: "Nix, nix: None of that stuff. Do you t'ink I wanta go blind?"

Club House Bowling League
Scores for Week Ending Dec. 24, 1927

| Team | Games Won & Lost | % | High Game | Total Pins | Aver. |
|------------------|---------------------|-----|--------------|---------------|-------|
| Engineers | 23 10 | 697 | 811 | 23,994 | 727 |
| Track | 25 11 | 694 | 876 | 26,451 | 735 |
| Purchasing ... | 19 11 | 633 | 808 | 20,996 | 700 |
| Acct. Invest.... | 13 17 | 433 | 727 | 19,323 | 644 |
| Mat. & Sup.... | 12 24 | 333 | 792 | 22,957 | 639 |
| Shops | 4 23 | 148 | 716 | 15,906 | 589 |

Individual

Nine or More Games

| Name, Team | Games | High Game | Total Pins | Aver. |
|--------------------|-------|--------------|---------------|-------|
| Hewitt, Track .. | 33 | 216 | 5,425 | 164 |
| Schlachter, Track | 36 | 200 | 5,859 | 163 |
| Vitalie, Engineers | 33 | 204 | 5,312 | 161 |
| Nattinger, A. Inv. | 27 | 204 | 4,132 | 153 |
| Dahl, Purchasing | 12 | 185 | 1,835 | 153 |
| Lewis, Engineers | 33 | 187 | 4,898 | 148 |
| Pellicore, Pur'sg | 30 | 185 | 4,375 | 146 |
| Sears, Purchas'g. | 30 | 193 | 4,342 | 145 |
| Wolfe, Track ... | 32 | 190 | 4,610 | 144 |
| Hoskins, Ac. Inv. | 30 | 174 | 4,310 | 143 |
| Dinneen, Engi. .. | 27 | 183 | 3,855 | 134 |
| Sund, Engineers. | 24 | 202 | 3,409 | 142 |
| Toman, M. & S.. | 36 | 213 | 5,096 | 141 |
| Boccio, Engine'rs | 31 | 181 | 4,381 | 141 |
| Cummings, Pur'g | 30 | 181 | 4,200 | 140 |
| Richardson, Sh'ps | 27 | 200 | 3,704 | 137 |
| Rumatz, Track.. | 36 | 182 | 4,836 | 134 |
| Kubala, M.&S... | 36 | 176 | 4,819 | 134 |
| Ruzich, Track... | 36 | 168 | 4,811 | 134 |
| Eckdahl, M.&S... | 33 | 200 | 4,286 | 130 |
| Justin, Shops.... | 27 | 180 | 3,498 | 130 |
| McRee, Acc. Inv. | 30 | 163 | 3,872 | 129 |
| Ratzel, M.&S.... | 33 | 171 | 4,202 | 127 |
| Folta, Purchasing | 30 | 163 | 3,804 | 127 |
| Scullion, M.&S... | 15 | 152 | 1,833 | 122 |
| Hoger, Shops.... | 12 | 153 | 1,420 | 118 |
| Chouinard, A. Inv. | 24 | 173 | 2,800 | 116 |
| Karlson, M.&S... | 9 | 133 | 1,044 | 116 |
| Bushbacher, M&S | 18 | 164 | 2,089 | 116 |
| Gotschalk, Shops | 21 | 152 | 2,414 | 115 |
| Grage, Acc. Int. | 21 | 135 | 2,204 | 105 |
| Rothman, Shops. | 12 | 123 | 1,112 | 93 |
| Grage, Acc. Inv. | 21 | 135 | 2,204 | 105 |

High Team Ave. 3 games, Track, 785.

High Team Game, Track, 876.

High Individual Ave., 3 games, Hewitt, Track, 184 2-3.

High Team game, Hewitt, Track, 214.

Mystery

A guest at a resort hotel was complaining to the maitre d'hotel: "Your lunch today was terrible. I nearly lost my appetite."

"So. What was the matter?"

"Well, I found a hair in the ice cream, a hair in the honey, and a hair in the apple sauce."

"You did? H'm, that's funny. I can understand how the hair got in the ice cream. It came from shaving the ice. And the hair in the honey probably came from the comb. But what gets me is the hair in the apple sauce. I bought those apples myself, and they were Baldwins."—*Business.*

Departments and Divisions

Accounting

We are all wondering who is going to flash the surprise diamond after Xmas?

The latest reports received from Miss Margaret McConnaughey are that she has influenza. Hope this unpleasant spell won't last very long.

We hope that as many as possible will be out to witness the interdepartmental bowling games held every Friday night at the Gold Coast Recreation Rooms located at Clark and Division streets and demonstrate their department activity spirit.

We wish to introduce a new member of this department—Miss Caroline Spencer, employed as Pay Roll Clerk. We hope she will enjoy her new work.

Santa Claus visited the Traffic Department Saturday, December 24th and left Christmas novelties for all.

The Gymnasium of Seward Park at Sedgwick and Elm Streets on Thursday Evenings, December 22, 1927, was the scene of our first basket ball game against the Department of Accident Investigation. This game was one of considerable interest as both teams displayed skill. However, the result was a victory for our team, the score being 54 to 6. Each player on our team shared in the scoring of points so the honors are evenly distributed. Good Luck wishes follow from the department.

Several divisions of the department held noon hour Christmas Parties during the week previous to Christmas. There also was the usual exchanging of many beautiful gifts. We understand that the exchange desk at the Department Stores were very busy after Christmas taking care of the various clerks who attended the parties.

A farewell party was held in honor of Mrs. Robert Krejci (Florence Turek), who left service Saturday, December 24th, 1927, to keep house after surprising us with the announcement that she has been married since September, 1927. Through the foresight of the Pay Roll Department, her hubby is assured of at least toast for breakfast as a presentation of a beautiful electric toaster was made to Mrs. Krejci. We all join in hearty congratulations and best wishes.

T. F. Coan.

Engineering

Mr. Britt, our Plumbing Foreman, reports the arrival of another plumber at his home. Mother and child are doing fine.

Modesty prevents us from mentioning the name of a contributor to this column who made the 1927 Model R. H. L. Line Book.

Harry Lewis, the "Demon Bowler," is Captain of the Engineering team, leaders in the Club House League. Harry has his team working good, and hopes to finish among the first six teams.

Louie Schraag's friends (and they are many) are wondering what kind of a Christmas present he gave to the young lady that he has been taking to dinner and the theatre so often recently.

Nick Kamenjarin, George Rancich and Frank Fielding, all members of the Champion Tug of War Team, brought their children down to the Christmas Party to see their daddies in the moving pictures taken at the picnic last summer. The children, however, seemed to be more interested in Santa Claus.

Glen Haberer is taking a correspondence course. He played hookey one night a short time ago, by mailing a blank sheet of paper to the school.

Michael Korosy says that the shortest day occurs just before Christmas and we all know why.

Two faithful employees of the Track & Roadway Department have just passed away. Jacob Frank, Night Foreman in the Southern Division, died on December 21, 1927, after a short illness. Mr. Frank was in the employ of the Companies since 1907. John Schelle, Night Timekeeper in the Western Division since 1920, died of heart trouble at his home on the morning of December 20th. We extend our heartfelt sympathy to their families.

Transit.

Material and Supplies

It was December 15th and 120 girls had gathered at the club house to attend the Christmas Party given by the Material and Supplies and Track and Roadway Departments. Judging from the exclamations of surprise and delight it was evident that the girls were very much pleased with the lighted Christmas tree and the decorations. All had been seated and the chairman had just started to make an announcement when she was rudely interrupted by loud stamping that seemed to come from behind the door at the south end of the stage. Almost immediately the door was thrown open and none other than our jolly friend, Santa Claus (Alice Carlson), entered the ballroom. Just as quick as a flash he laid his pack down and in his usual cheerful way succeeded in getting the party started.

The first game was a tongue twister. Each girl had to write a sentence beginning every word with the first letter of her given name. Santa Claus then very proudly introduced his orchestra, which he said was far superior to Paul Ash's. It consisted of a piano, gazook, ukelele, a comb, and a large can. After "My Blue Heaven" and "Sing Me a Baby Song" had been murdered, the next game was announced. A slip of paper with 15 different words and a number was passed to each girl. It was necessary for the girls to find synonyms for these words, but only the letters that were in the word "Christmas" could be used in the answers. Santa Claus urged every girl to be sure and tear off the number that was at the bottom of the paper. After the game was over, he announced that there was another set of numbers hidden around the room, and unless they found the number that corresponded with the one they already had, he would not give them a gift. A wild dash was made and soon



Christmas luncheon arranged by the girls of the Legal and Accident Investigation Departments

every girl had found her number and received a gift. Santa Claus then wished every one a Merry Christmas and after bidding them good-night, left almost as suddenly as he had arrived.

Last, but not least, refreshments were served and a most successful party came to a close.

We wish to extend our sympathy to Marvin H. Tucker in his bereavement over the death of his father.

R. E. Buckley.

Legal, Accident and Investigation

Henry N. Petersen of this department now feels the weight of years more materially as he has recently become a grandpa. We have several young grandpas in this department.

The members of our department extend their deep sympathy to Louis Arentz and Michael Stretch who both suffered the great bereavement in the loss of their wives recently. Mr. Arentz' children are adults, but Mr. Stretch has two girls and a boy of tender years.

Mr. F. R. Burch has become a member of this department but just too late to have his little girl present at our Christmas party.

We thought the arrangement of the moving pictures of the picnic, as shown at the Christmas party by our photographers, was rather unique, and enjoyed the showing ourselves very much.

Our new basket ball team was present together for practice at its first game on December 22nd, and inasmuch as the members do not know each other very well we presume that at times the wrong man received the ball. We hope they work together better than our club house bowling team. There is one thing we can say about our club house bowling team. They are fiends for punishment.

So much success attended the Christmas luncheon parties arranged by the girls in the Legal and Accident Investigation Departments for the past few years that on Thursday noon, December 22nd, history repeated itself and another such event took place at "Number 600"; if possible this year's party far surpassed any of the previous affairs. The table was appropriately decorated and the jolly Christmas spirit prevailed. After a most delectable luncheon the toast mistress presented the surprise gifts, there being an exchange of gifts between the girls. This is becoming an annual occasion over here and is indicative of the feeling of good fellowship existing among the girls.

Blackstone.

Car Meter

Three more new Card Record Clerks in this department are: Dorothy Cronk, Mary Lou

Cronk, and Mildred Leventis. We wish them much success.

Lilian Rudoll and Catherine Phillips are no longer in our employ.

Speaking of receiving classy Xmas gifts, Evelyn Schieman received a beautiful wrist watch two weeks before Xmas.

Miss Allene Heath spent the Xmas Holidays with relations in Rockford, Illinois, and Miss Marie Kmetz at her home in Streator, Ill.

Did you notice Frank Burke's would-be mustache? We suspect Frank of living in hopes that it will be one some day.

The Children's Xmas Party held at the Club House on December 17th was a ravishing success—a regular Lindbergh scene. Many from this department went with some of their small relations to tell Santa Claus what they wanted and to enjoy the entertainment, which I understand was very good. Santa Claus came and distributed many fine gifts to the kiddies.

We've just found out the Big Day for Catherine Miller and her fiance, Mr. Bernard Holgerson. They are to be married on January 28th, and we wish them much joy and success in the many years to come.

Have you all made your New Year's resolutions? I would suggest that you wait until the New Year's Eve Party you are going to is over before you do. In that way you won't have to break the resolutions before they've had a chance to take root.

Evelyn Vetensen.

Electrical

Mr. H. G. Bauer came down to the office one morning last month with a big smile on his face. Upon investigating it was learned that he has a granddaughter, born December 30, 1927.

Dan Caldwell, who spent three months touring Europe, is now back at work. Mr. Caldwell it will be remembered left with the American Legion last summer.

Mr. M. Lauer has been ill in the hospital and is now rapidly recovering.

The sympathy of the department is extended to Mr. Tom Allen in the loss of his wife.

Phil O'Shaughnessy's mother has been critically ill in the St. Bernard's Hospital, but is now rapidly recovering.

H. M. Essington.

Angry Motorist—"Some of you pedestrians walk along just as if you owned the streets."

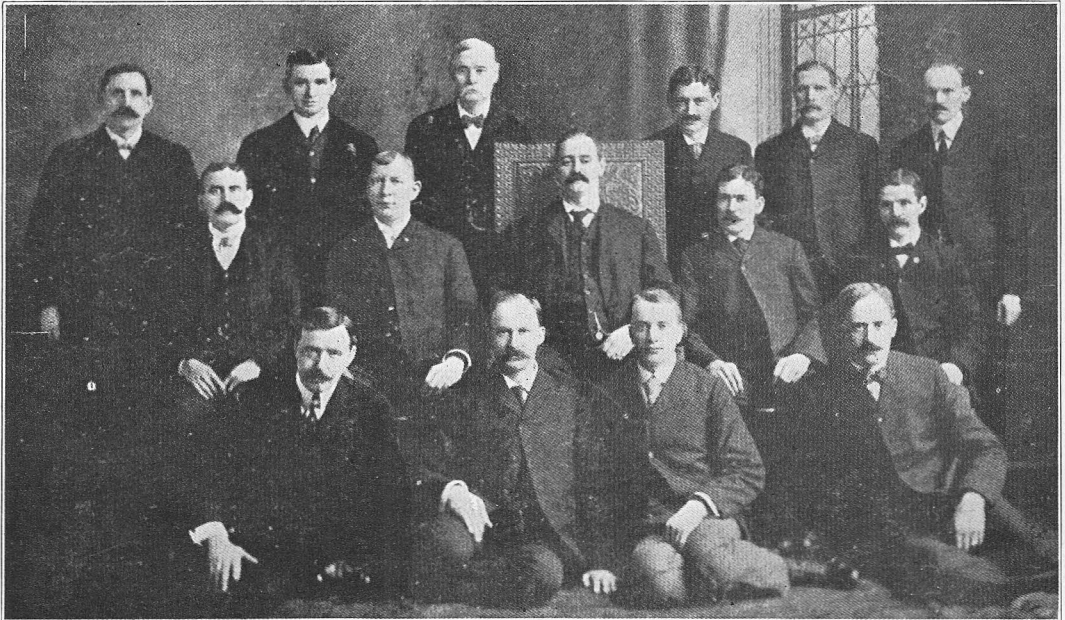
Irate Pedestrian—"Yes, and some of you motorists drive around just as if you owned the car."

A salesman taking his bride south on their honeymoon, visited a hotel where he boasted of fine honey.

"Sam," he said to the head waiter, "where is my honey?"

"Ah don't know, boss," replied Sam, eyeing the lady cautiously, "she don't wuk here no mo'."

An Old Time Group from the Electrical Department



A group of Electrical Department employees taken in 1902. Left to right, standing: Mathew Lauer, Charles Murphy, George Hinds, Fred Ceals, Frank Johnson, Henry Richter. Middle row: Ed Rafferty, Peter Miller, Ed Warrenner, Thomas O'Hara, William Jones. Front row: Frank O'Shea, William Becker, Charles Vaillancourt, Richard Randall. Becker, Jones, Richter, Lauer and Vaillancourt are still with the company, all excepting Vaillancourt, who is in the Shops and Equipment Department, being identified with the Electrical Department

Shops and Equipment

West Shops: Mr. and Mrs. J. Dooley of Creston, Iowa, paid us a visit when they were in town for Thanksgiving. Mrs. Dooley was formerly Alice Harty of our West Shops. We hope to see them both real soon again.

Walter Krull, who is quite an expert in the line of repairing clocks and watches, is now interested in shipbuilding. Harold Ebeling is also going to try his luck in this line.

Mr. G. F. Smith, our Machine Shop Foreman, has been talking about getting a new car, but we never thought it would be a bus.

Joseph Nemecek, draftsman, returned to work November 28th, after a three months' visit to his old home in Stare Mesto, Czecho-Slovakia. It was his first visit to his family in 17 years, and he brought back a picture of his mother, who is 81 years old, and his little niece, which was taken while he was there. Joe traveled in style, taking the Majestic from New York to Cherbourg. He spent two or three days in Paris seeing the sights and also visited points of interest in Prague and other large cities while en route.

We hear around the shops that Mike Pare of the Drafting Room is holding back on us. Come on, tell us the deep, dark secret. Is it a boy or girl?

Dan Lloyd, former blacksmith apprentice, recently honored us with a visit. Dan was all dressed up in his brand new trainman's uniform. He has been assigned the position of conductor, running from Division and Western carhouse. We wish you the best of luck in your new position, Dan.

North: Any of the fellows that can play soccer, or think they know the game, see Bill Filson. He is about to organize a team.

Santa Claus brought Dock Lynch a good alarm clock for Christmas. Don't forget to set it for 7:59½ in the morning.

If you are anxious to know what is inside of a Dodge car, just ask P. Finley. He knows all about it. How's business, Pat?

Pete Sixty-six said that he can't play the violin—just fiddle, that's all. Good music furnished, boys.

Elston: Mr. and Mrs. J. Polka are the proud parents of a 12-pound baby boy, born November 22nd. This new arrival was greeted by three sisters and six brothers. Mother and baby doing nicely. Congratulations!

We also congratulate Mr. and Mrs. P. Donnelly on the arrival of a baby girl, born November 28th.

Lincoln: Stanley Lasko and Andy Nelson are still on the sick list. We hope for their speedy recovery.

Limits: Our sympathy is extended to Mrs. Wernimont, whose husband passed away November 20th. All the boys at Limits miss John.

We are glad to see Sam Sarpalos back on the job after a long illness.

We understand that Pat Clancy has some very nice lady friends in Evanston. Ask Joe Majkszcck.

Please take notice of our picture on another page as winners of the pull-in contest this month.

Blue Island: Mr. Hoey's little boy is very ill at the present time, but we hope that he will soon be well.

Division: J. Tynes has a new all-electric radio set. He reports getting Los Angeles and Boston, with all Chicago stations broadcasting. With a little more tuning experience he will be getting Europe. How about it, John?

Joe Rasinski announces the arrival of another boy. Joe says this is the fifth child, all 100 per cent boys. Congratulations!

F. Stoll is getting to be quite a "500" player. He managed to get one of the prizes at a recent card party, but will not admit what it was.

L. Demzien is all set for the cold weather. He invested in a new sheepskin coat.

Jane V. McCarthy.

South Shops: On December 17th Mr. Brower of the Printing Department celebrated his 35th wedding anniversary with relatives and friends at his home, 10519 Perry Avenue. We wish to congratulate Mr. Brower and wish him many more anniversaries.

We understand that Jules Graiser has engaged a tutor and is making rapid strides in mastering the Swedish language. There is a very good reason, we are told.

A. Dreschel of the Motor Repair Department is the proud daddy of an eight-pound boy. The cigars were enjoyed. Congratulations.

I. Jones, cabinet maker at the South Shops for a number of years, died after a brief illness. Our sincere sympathy is extended to the bereaved family.

Have you seen it yet? "Westcot's Kiddy Car." Yes, it has to be pushed. For particulars see "Bill" the welder.

We were very sorry to hear of the death of A. Erickson, who had been employed as laborer in the Machine Department for the past eight years.

C. Waleske has returned to work in the Machine Department after an extended vacation in Europe. We understand he brought a wife back with him. Congratulations.

Nick Podlecka of the Car Repair Department is receiving congratulations upon the arrival of a baby boy. The cigars were distributed.

Fred McElroy, apprentice in the Machine Department, was the recipient of a very valuable prize at the Trianon ballroom recently. He would not divulge the kind of a prize it was, but referred all inquiries to his lady friend.

H. Obinger, welder, went out hunting rabbits recently, but the best he could catch was a couple of pumpkins. Better see Tom Sattler—we are told he knows where to catch the rabbits.

Carhouses: A. Ormand, 69th Street, has been promoted to assistant night foreman, vice W. Gerth, who has been changed to assistant day foreman, in place of J. Keane, promoted to day foreman.

Mr. Gamen, formerly day foreman at 69th Street, has been transferred to Cottage Grove Avenue Carhouse as day foreman.

We congratulate Limits Carhouse on winning the pull-in flag for the month of November.

J. P. McCauley.

ELECTRICAL FIRST AIDERS

Representatives From All Branches Dine and Learn at the Same Time

Our medical counsel, Dr. John Leeming, gave a very interesting and instructive talk on First Aid Instruction to the employees of the Electrical Department at the Congress Hotel on the evening of December 5, 1927. It was largely attended by substation operators, linemen and their helpers.

While a six course chicken dinner was being served, a varied program of entertainment was furnished which everybody enjoyed.

Before Dr. Leeming's talk, Mr. A. J. Klatte said a few words about First Aid and how necessary it was for everybody to know how to aid his fellow worker in case of an emergency, which very often occurs at sometime in one's life.

The high spots of Dr. Leeming's talk were the antiseptic treatment of all wounds, no matter how small and apparently unimportant; the method of applying a temporary splint in cases of fractures and dislocations, and the value of understanding the best and safest way to treat eye injuries.

The doctor also explained the proper first aid in venous and arterial bleeding and how to apply a tourniquet in these cases. In the case of a spurting artery in the head, he demonstrated how the bleeding could be stopped without applying a tourniquet to the neck and choking a man to death. He also talked on the treatment of shock, unconsciousness and convulsions.

The very important subject of artificial respiration was also described and demonstrated and the theory upon which it is based was fully explained together with the best and easiest method of applying it.

When the doctor climbed on the table to give his demonstration, it looked as if the class would have their first opportunity of rendering first aid to the doctor, but he was equally as skillful in the climbing onto the table as he was putting on bandages.

The men's great interest was shown by their attention and it is firmly believed that everybody went home with confidence in his ability to render suitable first aid treatment when called upon.

The employees take this opportunity to thank Dr. Leeming for they feel a service has been rendered that will not be forgotten.

E. M. Miley.

One on the Grocer

A traveling man called upon a grocer and at the same time a poor woman entered soliciting alms. The grocer, wishing to play a joke on the traveler, told the woman to "ask the boss," at the same time pointing to the other man.

The traveler, turning to the grocer, who was smaller than he, said, "Boy, give this poor woman a dollar out of the till."

The grocer paid.

Around the Car Stations

Cottage Grove

The Christmas rush is over and we are again on the threshold of another year, the time to make new resolutions, so let each and every trainman resolve to make 1928 a banner year, and strive to attain the topmost rung of the ladder in the different contests. We realize that one depot must be at the bottom, but why should that one be us? So let us make a resolution to make a better showing in the contests, especially the Safety and Courtesy.

I does not require much effort on our part if you will once form the habit of treating your passengers with courtesy and respect. A trainman's position would be much easier, and you would also gain the goodwill of the passengers, and be able to secure more witnesses in case of an accident. It would also be much better if trainmen would assist other trainmen in securing witnesses when an accident occurs and it would be much appreciated as the following instance will show: Some time ago an accident happened on Wabash Avenue on the car of Conductor P. W. Fitzell and Motorman J. T. Rogers. While the conductor went to call for the wreck wagon, Conductor E. J. Hefferman, badge No. 11330, secured several witnesses which Conductor Fitzell would not have got. This shows a splendid spirit of co-operation.

In transfer disputes show a slight gain and the motormen show a slight gain in quick starting, which shows that the safety meetings held at the different depots is bearing fruit.

There is still room for improvement, so let's all try and climb to the top of the ladder and be in first instead of last place on the list.

Our clerk, P. Atkinson, underwent a very serious operation Dec. 17 at the Illinois Central Hospital, which has proved to be successful. We are pleased to report him progressing favorably and wish him a speedy recovery and hope he will soon be with us again.

We are all glad to see Conductor M. J. Dinneen back to work again, completely stored to health, after being sick several weeks.

It is with deep regret we record the death of two of our trainmen, viz., Conductor Bert Chilton, who died Dec. 12, and Motorman A. A. Larson, who passed away Dec. 15. Their smiling faces and genial disposition will always remain with us. The sympathy of the trainmen is extended to both of their families.

Wishing all A Happy and Prosperous New Year.

J. H. Pickin.

77th Street

Motorman Pat. Davis has decided to visit California this coming winter. This is Pat's fourth trip to the West.

The coming bout between conductors Jerry Casey and Charlie Kaley is causing quite an amount of excitement. Each of these glove pushers claim he is in the pink of condition



In 1905, the corner of 69th and Halsted was known as Storeyville. On the cross walk is "Storey Castle," named after Starter "Billy" Storey, now stationed at 79th and Halsted. This is territory that was developed by Surface Lines transportation

and rearing to go. Jim Quilty is going to second Jerry Casey and George Sandilands is going to second Charlie Kaley. Gene Mulcahy will probably referee.

Motorman John Curran, who had the misfortune to fall and break his collar bone, is now progressing nicely.

Now that the New Year is here, how about some resolutions to put our depot up on top of the various contests?

Motorman J. J. Flynn is now convalescing at Ocean Springs, Miss., word received the other day states he is doing fine and will return soon.

With the new picking gone into effect a complete understanding and a full cooperation between the motorman and conductor will work wonders for yourself and your division.

Conductor Allen McDonald had the misfortune to meet with an accident out at 119th and Michigan Avenue while on duty, by being run down by an auto. We wish Allen a speedy recovery.

Chas. Brown, one of our oldest and most respected conductors, has resigned from service. We sincerely hope Charlie will enjoy himself as he sure earned this rest.

Motorman Hughie McGuire is still convalescing and from all accounts is now feeling fine again.

Conductor Frank Campaigne had a peculiar experience while collecting fares at Adams and State Streets during the Xmas rush. A lady deposited a coin in his extended hand and walked away. She must have thought Frank was collecting for the Salvation Army.

Now boys here's the news you have been waiting for. The Club will run its annual Entertainment and Dance on Saturday evening, April 28th, 1928, at the South Side Masonic Temple located at 64th and Green Streets. Keep this date open as it is going to be one of our big nights. Nuf sed.

The following trainmen report the arrival of little ones at their homes, namely, Conductor P. A. O'Malley, a girl. Conductor A. Cermack, a girl, and Conductor A. O. Luebeck, a blue-eyed baby daughter. To these proud parents we extend our congratulations.

Still climbing in the witness contest but the best we are is show money. How about trying to make the top this coming year?

During the past month it has been brought to our attention of the passing away of the following relatives of trainmen of our depot, namely: Father of Conductor W. C. Voss, brother of Motorman A. Schultz, sister of Motorman H. W. Harvey and father of Motorman R. A. Blell, also young son of Motorman W. Alfring. To the trainmen and relatives of the above this division extends its sincere sympathy in their bereavement.

C. A. Gylling.

Archer

Motorman James Hanlon in a hurry for work, fell while running for a street car and broke two fingers. Jim has since decided it would have been better to have waited for the next car and saved a doctor's bill together with pain he has suffered. Here's wishing him a speedy recovery.

The boys of Archer extend their sympathy to Motorman M. Carey on the death of his brother who died December 12th.

Motorman George F. Korn on his way to work was run down by a paper truck and severely injured. Our latest report that George is coming along O. K. and will soon be back on the job.

Our sympathy is extended to Conductors D. W. and F. H. Landin on the death of a brother, who died of heart trouble, after an illness of one week.

Motorman George B. Horton, one of our Ex-World War veterans, has again been laid

up for the past six weeks from an after effect of being gassed while in service. George has many friends and we all wish him a speedy recovery.

Conductor Herman Neitzel's sister died from the effects of broken ribs received from a fall on December 16th. Funeral services December 20th. The boys extend their sympathy in your bereavement.

Conductor J. E. Watsek while in the act of lifting lever switch at Archer and Western Avenues was struck by auto, receiving slight injuries.

Latest report from conductor J. P. Stavely, who is convalescing in the Sacred Heart Sanitarium for the past three months, is much improved and expects to soon be out and around.

The boys of Archer extend our sympathy to conductor R. Minick who was called upon to part with his father, who died December 3rd, 1927, after an illness of several weeks.

Motorman Richard McVadey, one of our oldest veterans and in active service, laid aside his earthly task on Monday, December 19th and passed on to his celestial home. Richard was known among his fellow workers as "Silvery Dick," and his many friends will miss him. Funeral services Wednesday, December 21st from Visitation church. Interment Holy Sepulchre cemetery. The boys extend their sympathy to wife and family.

Conductor Dennis C. O'Connell, one of our old veterans and pensioners having a seniority dating September 3rd, 1889, died Sunday evening, December 10th, and was buried December 14th. Dennis had many friends among the old-timers, who will mourn his passing.

Dusty.

Lawndale

Congratulations to the boys at Lawndale depot as they are learning fast in avoiding long delays when accidents occur by jumping ahead with cars and helping crews having accident in getting witnesses which shows the real spirit of getting over the road and gaining the goodwill of the public. By showing a friendly feeling toward your passengers you will obtain more witnesses when having an accident, also keep up the good work by proper flagging railroad crossings and river bridges.

Just recently the writer received word of a little girl lost on a Roosevelt Road Car at Crawford Avenue, the following took place: One evening while starter Wm. Quilty was busy starting and placing cars and had just started a car east bound a lady came running up to him and screamed "please mister my child is on that car that just left." Mr. Quilty calmed the lady and assured her he would do the best he could. He at once went to the telephone box and called up the depot and told Clerk Norman about what had happened and gave him the run and car number of car which little girl was on. Clerk Norman called up Ogden wreck wagon at Roosevelt Road and Ogden and got in touch with Supervisor Hirsch who in turn then went to Roosevelt Road and Ogden Avenue and waited for this car. When the car came up he went through it, found the little girl, took her off and put her back on a

west bound car in charge of the conductor, telling him her mother was waiting for her at Roosevelt Road and Crawford. Supervisor Hirsch then called up Clerk Norman and gave him run and car number and he in turn called back starter Quilty who then took the mother to the other side of the street and waited for this run. The little girl was delivered to her mother safe and sound with many thanks from the mother. Congratulations for the 100% service.

Our sympathies are extended to conductor John Hussy, whose sister passed away December 6th, 1927.

Wm. Hackbarth.

Blue Island Depot

A Happy New Year to all and let us make this year a better one than the one that has just left. Let's get to the top in all the contests. You showed you could if you tried but you did not try hard enough, so get busy.

The bad weather is here so be on the alert and motormen have your car under control at all times and be careful when passing vehicles parked at the curb. Conductors see that everyone is safely on your car before you give the starting signal. If you will do this you will help yourself a whole lot in preventing accidents.

We are all proud of our Depot with its remodeling, having a nice new floor and lost and found and supply cabinet, also a telephone switchboard in the office, and a nice new cement floor in the trainroom. Boys help us keep our Depot clean and neat at all times, as this is your home while you are waiting for work and waiting to take your runs out, so do here as you would do in your own home.

There were several deaths among our trainmen's relatives and we extend our sympathy to all and their families.

C. P. Starr.

North Avenue

Conductor Charles Heard is in Los Angeles visiting his brother and sister. A unique feature of this visit is the fact that previous to this time he has never seen this sister as she left home before he was born.

Tuesday, Nov. 22 Conductor Pat Curran, who operates the one-man car on Diversey had a minor accident. With 10 passengers on the car he got 10 witnesses. Batting 1000.

Supervisor Harry Dillon is daddy to a 7-pound daughter, was born Dec. 12.

The holidays were saddened for the Neville family. By the same death Motorman Ed Neville lost his mother and Motorman Sam Neville lost a sister. Sympathy is extended to his family in their loss.

West Chicago Avenue between Cicero Avenue and Austin Blvd. was transformed into "Christmas Lane" for the holiday season. Thirty mammoth Christmas trees gaily bedecked with multi-colored electric lights gave the thoroughfare a festive atmosphere. This street is rapidly becoming the main shopping district of Austin.

Conductor Otto Falk, who works on Division Street, secured 8 witnesses with only 6 passengers on the car in a minor accident. Good work Otto.

Through the courtesy of the bank, our conductors during the month of December, put

into circulation among our patrons a daily average of 80,000 brand new pennies, fresh from the mint. That's a lot of pennies.

Favorite sayings of famous North Avenue men:

"Alright, let's go home." Conductor Walter Malczewski.

"But, listen here!" Motorman Stockman.

"How's everything?" Conductor Jimmy Dwyer.

"Two for bananas." Conductor Jeff Fleming.

"No bananas." Conductor Peter Peterson, the First.

Relief Clerk Dick Hoffman says laying off cigarettes will not relieve his brand of heart trouble. However, he thanks the boys for their kindly solicitude.

Christmas Eve every trainman working on Chicago Avenue received two cigars with a Merry Christmas card attached. They were the gift of Goldblatt Bros. Dept. Store, Chicago and Ashland Avenues. The cigars were sent to the Depot and were appreciated by the men.

C. A. Knautz.

Elston

A Happy New Year to All. The surest way to make your path through life smooth, easy and delightful is to spread it with Courtesy.

As old Father Time left us and the New Year was ushered in, "We" of Elston are proud to be the leading depot in the courtesy contest and also in obtaining witnesses. That shows that when its to be done that Elston can do it.

Now as we are in the New Year let us all co-operate and hold our place and gain the lead in Accident Prevention. Then we sure can brag.

Motorman Jockey Moran is lying awake nights wishing that he would only stretch and get a few cubits taller. Wish you luck Dick.

If there is any snow on the ground, blame our receiver, E. Johnson, as he wished it on you, so that his guide, Motorman C. Engenfeldt can go hunting, because they are tired of smoked fish.

Conductor Gerharz and Motorman Novak are the leading witness getters of Elston for the Month as they obtained 19 for one report.

Conductor W. Griesse on wet days has to flounder through the mud from his abode to the care line and never will forget the night he stepped off the plank and found himself in the mire up to his belt. The first 100 is the hardest Bill.

F. Arnier, clerk at Elston, traded his Ford, said it was not collegiate enough for him so traded it for a \$8.00 hat, and then was ahead of the deal.

We extend our sympathies to Motorman Hoffmeister and Conductor Lind in the loss of their mother.

E.

Noble

Motorman Wm. Rooney deserves honorable mention as he has the right theory of Accident Prevention as follows: One morning as he was operating his car, he came to Washington Blvd. and the signal lights were stuck, with the red against him and the green continually showing for the boulevard. He had his conductor

go out to the center of the boulevard and warn autoists that he was about to try and cross which he did and then notified the dispatcher of the lights being out of order. That is safe operation.

Boys, if you wish to hear a good story, have Conductor Sullivan Guido tell the one about the rodent that wished to commit suicide and ran up his leg. He has it all over the Piper, they come to him.

The leading witness getters of Noble Depot for November, were Conductor R. Daluga and Motorman A. Repinski obtaining 28 for one report.

Motorman M. Winkowski, and Conductor A. Koehn are the proud fathers of baby boys. Motorman C. Odegard and Conductor W. Moews are the proud fathers of baby girls. Mothers are doing nicely.

Motorman J. Powelczyk was left a Saxophone by Santa Claus and from reports he has not as yet learned to play same, but must be trying to play 3 o'clock in the morning, as he was heard from at that time.

Be it 120% in the shade or 45 below zero, our receiver, H. Suhr, always wears his straw hat when at labor.

The writer wishes all a Happy New Year.

V.

Lincoln

Conductor E. B. Hutten announces the arrival of an 8-pound boy at his home Dec. 20, and here's Conductor H. J. Burke with a girl, born Nov. 25, also conductor R. J. Brocker comes next with a fine baby Nov. 28.

Motorman C. E. Graff was married November 24th. Best wishes from the boys.

Engle, our catcher on the base ball team, who underwent an operation for appendicitis, at Alexian Brothers Hospital, is home again, getting along fine and the boys are all hoping to see him back on the job again soon.

Accidents will happen no matter how careful a man is. One of our boys, Conductor G. W. Getzen run 337 while running a crossing was hit by a machine and suffered a broken ankle. The driver of the car got away.

H. Spethman.

Limits

August Kiobassa lost his father, Frank Kiobassa, who died Dec. 2nd, 8:30 A. M., at Rosholt, Wis., aged 86. Funeral services were at St. Albert's Church, where high mass was celebrated, three priests officiating. He is survived by his widow, two daughters and four sons. Mr. Kiobassa landed at Galveston, Tex., at the age of 12, coming from Germany, moved to San Antonio, married, and later took part in the Civil War as a Confederate soldier. He moved to Chicago and has spent the last 35 years on his farm in Wisconsin. The Kiobassa family was prominent in Polish social circles, and the brother of the deceased was our city treasurer some 20 years ago. August, we extend to you our heartfelt sympathy in this hour of your bereavement.

E. G. Rodgers.

Devon

Eugene Morin and Miss Alice Peterson were married December 10, 1927. On November 30,

1927, Fred Murbarger, our relief clerk, became the father of a boy weighing five pounds and twelve ounces. James Urban better known as "Slippery Jim" has been laid up with pneumonia, but he is able to get around once more. A. Eckert is reported out of danger. Here's hoping for the speedy recovery of any of our boys, who on account of illness, were unable to enjoy a merry Christmas.

Among the latest improvements noticed at the depot, are a switchboard in the office, a new sanitary drinking fountain, and a new schedule for Broadway and Devon Extension. Herman Bartsch and John McHale were the first crew to use the new track under the elevation of the C. M. and St. P. Ry. on Lawrence Avenue. This does away with a very dangerous crossing and the old-time delays due to the passing of long freight trains.

Mr. J. M. Johnson, instructor on the school car, in his last talk at Devon depot, spoke of greeting your passengers with a smile and a pleasant word and also the necessity of motormen to save energy. Since then we have come across the following: To frown we must control forty-seven nerves, but to smile we need use but thirteen. So the wise suggestion is to conserve on energy and smile.

C. E. Roy.

Twin Coach Section

A sudden wave of prosperity has struck the ranks of the operators as evinced by the Hupmobile Club Sedan, which L. J. Schoenfeld now proudly pilots around Berwyn. When LeRoy asked the salesman to take his Chevrolet in trade on the Hupmobile, he was advised to take an apple in exchange and to eat the apple and thereby profit by the transaction.

Operator S. M. Peterson has mastered the Hawaiian guitar as a result of three lessons ably supplied by Harry Debus and Vic Mainock. Pete's services are very much in demand and he is looking for a manager on the order of "Cash and Carry" Pyle so that he may be well repaid for his extensive study.

"Dick" Bailey has received the largest box of candy from an ardent admirer, which was ever seen in these parts. Recently, "Dick" made a flying visit to Indianapolis with a companion, the identity of whom is not known. We are withholding our congratulations until the lucky girl is discovered.

Fag.

LEGION TOPICS

Motorman James J. Bartlett running out of the Limits car barns was recently elected and installed as Commander of the Harold A. Taylor Post, No. 47, of the American Legion. In choosing a man for this important position, the members of the Post were desirous of selecting one who had been a consistent worker for the ex-service men. Motorman Bartlett had been a member of the Post since 1920 and as expressed by a member of the committee, "Has

been one of the hardest hitters we have ever had." Tireless in his activities for the benefit of his associates; working efficiently and quietly; being largely responsible while chairman of the membership committee for increasing the membership to 863, one of the largest in the State of Illinois, he was peculiarly fitted for the place and there is a general feeling expressed by his associates that no honor in the gift of the organization is too high for this enthusiastic "buddy."

Initiation—All new members of Surface Lines Post are requested to be present at the Club Rooms at 40 South Clark Street Friday evening, January 20, at 7:45 sharp for initiation. A large turnout of old members for this meeting is much desired. Wouldn't it be a good way to start the New Year if all you old members who haven't as yet renewed your membership for 1928 would come out to this meeting and pay your dues? Wouldn't it? It is a privilege to belong to the Legion.

New Officers—The new officers have been installed and from the spirit of cooperation shown thus far it looks as if there is going to be more pulling by everyone and less pushing needed from the post executives. This spirit has not come about by accident, but is due entirely to the hard work of the past officers and personnel of the post. The present officers have shown by their unflagging efforts in the past that they are worthy of the trust reposed in them.

Charter Members—A charter membership list of Surface Lines Post has been prepared and may be obtained from J. Gillespie at the South Shops.

Regular Meetings—The regular meetings are still being held on the first and third Fridays of each month.

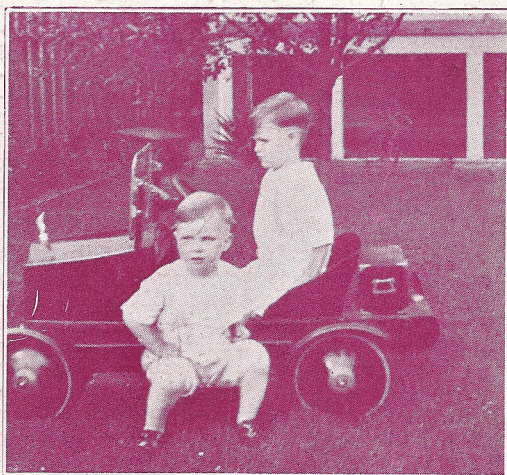
OBITUARY

Thomas K. O'Malley

Comrade Thomas K. O'Malley was struck by an automobile and fatally injured Friday afternoon, December 23rd, as he alighted at 69th street from a northbound Halsted street car. O'Malley was a charter member of Surface Lines Post and had been one of its most ardent workers. He was well known for his conscientious devotion to duty in his many years service with the Chicago Surface Lines. During the war he served with the 132nd Infantry, 33rd Division, where he made an enviable record. Tom is survived by a widow and four children.

The funeral services were held Tuesday afternoon, December 27th, from the home of his son at 7258 So. Irving Avenue. The burial took place at Mt. Carmel Cemetery, where Surface Lines Post performed the military burial services.

Finish thoroughly the work you have set yourself.—Ovid.



Edward and John Kelly, sons of Motorman Kelly of 77th

CLUB SPARKS

Basket Ball Contenders

This year the Club is in the process of molding an inter-department basket ball league. At the time of going to press four teams are working for perfection, and it is expected that two more will be developed. The following departments are now represented each with a team: Engineering, West Shops, Accident Investigation and Accounting. The gymnasium at Elm and Orleans streets has been secured for certain evenings and all practice sessions and games will be held there.

The first game of the season was between the Engineering and West Shops teams on December 20. The Engineers walked away with the big end of a 29 to 6 score. The West Shops, however, is threatening revenge, and the next encounter will no doubt be better balanced.

December 22 saw a game between the Accounting and Accident Investigation teams in which the score was: Accounting 54; Accident Investigation 6. Scoring at this stage of the season is, of course, erratic, but a little later we shall expect to see the teams settle down with some low, well-balanced scores resulting. It is hoped that considerable interest will be

shown in this sport so that next year a league of good size and standing will be developed. At the end of this season appropriate prizes, probably jerseys, will be awarded members of the winning team.

Following is the lineup for the first two games:

First Game

| Engineers | West Shops |
|----------------|------------------|
| Joyce | F..... Kuta |
| Flynn | F..... Ebeling |
| Janetz | F..... Icen |
| Ruzich | C..... Hasto |
| Corcoran | G..... Janjovski |
| Retzler | G..... Hoenecke |
| Wood | G..... Hager |

Second Game

| Accounting | Accident Investigation |
|-----------------|------------------------|
| Dorociak | F..... Potenberg |
| Dahl | F..... Smith |
| Folta | F..... |
| Grell | C..... Johnson |
| Kuta | G..... Moore |
| Jung | G..... Grage |
| Pellicore | G..... See |

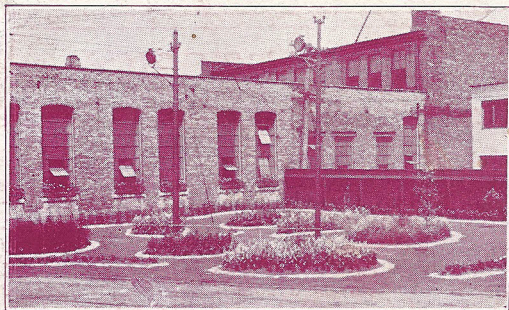
Coming Events

An athletic stag featuring boxing and westling matches to be held on January 14, at the Club house.

A mixed, ladies' and gentlemen's, card and bunco party during the week of January 16. Watch your bulletin board for further particulars.

"Dey ain't no jestice no mo'," mourned Rufus to a friend. "Sam, ah's a sick man. Guess ah's gwine die, suah. Ah goes to de doctah, an' he says mah veins am too close. Says ah got very close veins an' de oney help fo' me, he says, am to eat chicken brof three times a day, an' stay in nights. An' Sam, dat jes' kaint be done!"

A REMINDER OF SUMMER



How an Unused Corner at Devon Avenue Was Beautified