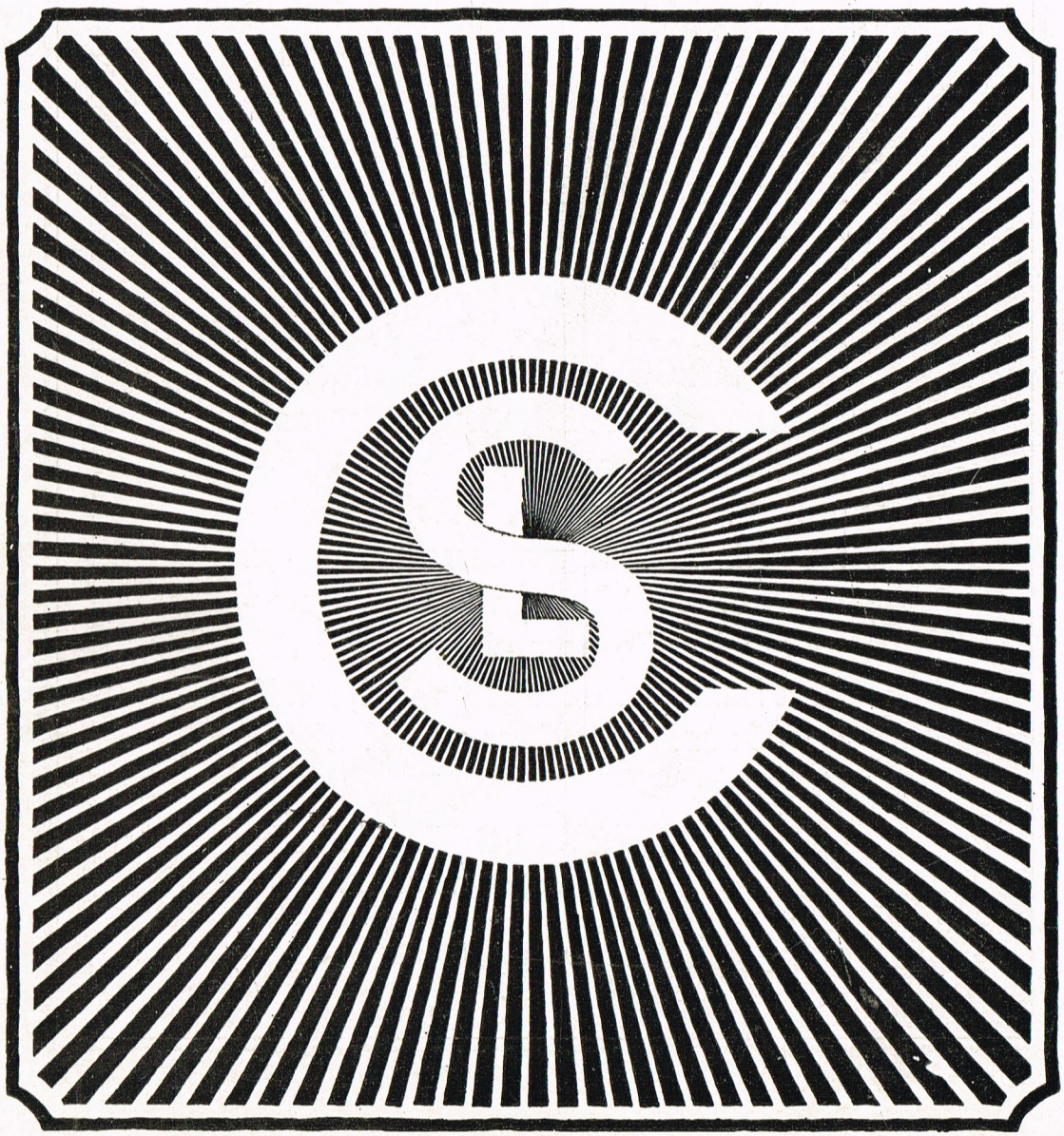
SURFACE SERVICE MAGAZINE

VOLUME 4 FEBRUARY, 1928 NUMBER 11



Payment of Cash Award

To the Editor of SURFACE SERVICE MAGAZINE:—For the information of employes who, as members of Division 241, are entitled under the arbitration agreement to cash payments ($35.00 to those in service February 1, 1928, who were employed prior to June 1, 1927, and $12.00 to those in service February 1, 1928, who were employed between June 1, 1927, and November 1, 1927), please announce that we have arranged to include the lump sum payments in the pay checks for the first half of February which will be distributed as usual about February 23.

CHARLES H. ALLEN,
Comptroller.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL 4 FEBRUARY, 1928 NO. 11

Blue Island Takes Courtesy Lead

Passes Elston, Archer and Lawndale in Rush to the Front—Great Race

Standing From May to December, Inclusive

	Dis.	P. U.	Trans.	Q. S.	Total	Cmnd.
1 Bl. Isl.	33	7	14	13	67	12
2 Elston	23	10	13	6	52	14
3 Archer	68	36	28	29	161	14
4 Lndle.	51	16	19	6	92	5
5 Lincoln	36	19	21	19	95	14
6 69th	81	39	30	28	178	16
7 Limits	31	20	18	11	80	9
8 N. Av.	115	53	55	52	275	29
9 Amtge.	45	21	20	6	92	7
10 Divisn.	54	16	16	22	108	4
11 Kedzie	115	43	51	19	228	34
12 Noble	30	13	13	8	64	3
13 77th	142	90	34	55	321	44
14 Burn.	51	31	27	14	123	25
15 Devon	132	51	32	30	245	34
16 Cot. G.	110	45	44	26	225	33
Total	1117	510	435	344	2406	297

Following is the campaign record by months:

	Dis.	P. U.	Trns.	Q. S.	Total	Cmnd.
May	118	50	49	47	264	36
June	152	77	69	49	347	45
July	159	61	63	46	329	37
Aug.	140	47	57	27	271	28
Sept.	138	48	55	45	286	31
Oct.	143	51	50	42	286	48
Nov.	149	92	53	48	342	36
Dec.	118	84	39	40	281	36
Total.	1117	510	435	344	2406	297

At the end of eight months of courtesy campaigning, on December 31 we find a consistent contender for first place has at last reaped the reward for honest endeavor and landed in the honor position. Blue Island Depot, in fifth place at the start of the contest in May, was in fourth place in June, fourth in July, dropped back to seventh in line during August, went up again to fourth in September, climbed another round in October to third place, slipped back to fourth in November and in December pushed through and started the New Year as leader of the Courtesy Campaign.

The December results were very gratifying inasmuch as they answered an appeal in the December issue of SURFACE SERVICE MAGAZINE to be "More courteous in all ways and carry the extra thousands (Christmas Shoppers) with a lower complaint record." We did it. By the way, that little word "We" is getting to be pretty popular in the good old U. S. A. ever since "Lindy" stuffed a couple of sandwiches in his jeans and hopped off for Paris. Everybody wants to be in the "We." Well, "We" did do it.

Discourtesy complaints, in spite of the extra thousands of additional passengers carried, were never lower since the start of the courtesy campaign last May. They totaled 118 and that figure was equaled (in May) but has not been beaten.

Passing up complaints, 84 in all. showed a decrease of eight over the preceding month, November. A little improvement but lots of room for more. Let's cut it down. Cars are not put on the street to run by people. We all know that, so why do it? One of the meanest complaints of passing up received in December was from three people who were waiting at the accustomed stopping place on a severely cold day. A car, with plenty of room for them whizzed by, and made a far-side stop to allow a passenger to alight. The three prospective passengers who were waiting, hurried to cross the street only to see the car start before they could reach it. As street car men we are all heartily ashamed of that crew. We emphatically do not want to be counted in on that kind of a "we."

Transfer complaints set a new low record in December in a total of 39. The nearest approach to that figure was also in May, when the total for the month was 49. Apparently the boys are literally living up to instructions to "give the passenger the benefit of the doubt." You have all made mistakes in punching transfers. Keep in mind the fact that the other fellow may have done that very same little thing. When the fellow with

a "bum" transfer explains the circumstances to you and they sound reasonable give him the benefit of the doubt and do it in a way that will make him a friend for life. Take a good look at "Smiling Joe" and copy that good natured, healthy grin. If you are going to have wrinkles in your face, and you are sure to have them if you live long enough, make them smiling, good natured wrinkles are not the kind that result from scowling.

Quick starting complaints amounted to 40 and this record has been beaten but once, in August when we received but 27. Quick starting means possible injury. We don't want to hurt any one and it only requires care to prevent doing so. Discharge has been the direct result of some of the quick starting complaints, when immediate, thorough investigation has proven the truth of the statement made by the complainant. A passenger boarding or alighting from one of our cars is under our protection and we must not violate the trust placed in us.

Total complaints, 281 in all, have been beaten but twice, in May when we received 264 and again in August when they totaled 271. Considering the fact that we had nearly three hundred more cars in service in December than we had in the preceding months and smashed a world's record by operating every car we had for three consecutive days, that figure is most satisfying. But if we can do that under the most trying circumstances, when every one's nerves are pulled up to the limit trying to carry everybody safely and to be courteous and thoughtful, how much better can we do now that things are back to normal? Let's do it. "We" can.

Derelicts

Rastus: "What kind of cigars do you all smoke?"
Sambo: "Ah smokes Robinson Crusoes."
Rastus: "What kind is dem?"
Sambo: "Castaways, dumbbell, castaways!"

Page Gillette!

Dick (nervously): "There's been something trembling on my lips for months and months, Derva."
Derva: "So I see. Why don't you shave it off?"

He who walks straightest does not look at his feet but keeps his eyes fixed on a distant goal. —"Agents Record."

NEW LAW ENDS MUTUAL AID

Illinois Legislature Prohibits Continuance of Associations Like Ours

On June 27, 1927 the State Legislature passed laws annulling the charters of all Mutual Insurance organizations similar in purpose to our own Mutual Aid Association. Provision was made, however, for re-organizing, but upon a basis that up to this time has been considered unsatisfactory. The officers and directors have exhausted all means at their disposal to prevent the closing out of the organization. The best legal advice obtainable has ruled that until the law is declared unconstitutional, we must abide by its decree. A flickering hope has been held until recently in a case that is being tried down state, but which since has been indefinitely postponed.

The Mutual Aid has been in existence for thirty-three years, and in that time has paid $735,000.00 in death claims. Those who have been members during this time can surely find genuine satisfaction in the knowledge that its history is clean, and that it has performed a commendable service to the widows and orphans of Chicago street car employes.

Fortunately the new insurance plan of the Surface Lines effective February 1 provides approval and complete protection both as to life insurance and sick and accident benefits.



Lucille Elaine Wuster, the first baby member of the family of Storekeeper Wuster, though he has been married many years

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City Editor—Here boy, your story is too long. Rewrite it so the most ignorant boob will know what you mean.

Cub Reporter—What was there ya' didn't understand, boss?—Ex.

"Bunched in the Stretch"

Lincoln in the Lead, But Is Being Pressed by Some Fast Ones—A Great Race

Cumulative Record—February to December Inclusive

First Place	Division	No. 11,	Lincoln	76.99
Second Place	Division	No. 6,	Lawndale and Blue Island	74.94
Third Place	Division	No. 7,	Kedzie	73.20
Fourth Place	Division	No. 8,	North Avenue	72.09
Fifth Place	Division	No. 9,	Division and Armitage	70.94
Sixth Place	Division	No. 2,	Burnside	70.03
Seventh Place	Division	No. 10,	Elston and Noble	70.02
Eighth Place	Division	No. 1,	Cottage Grove	68.62
Ninth Place	Division	No. 4,	Sixty-ninth	68.35
Tenth Place	Division	No. 5,	Archer	66.25
Eleventh Place	Division	No. 12,	Devon-Limits	61.27
Twelfth Place	Division	No. 3,	Seventy-seventh	59.49

Monthly Record

First Place	Division	No. 11,	Lincoln	82.23
Second Place	Division	No. 6,	Lawndale and Blue Island	78.26
Third Place	Division	No. 10,	Elston and Noble	78.14
Fourth Place	Division	No. 2,	Burnside	75.18
Fifth Place	Division	No. 4,	Sixty-ninth	74.70
Sixth Place	Division	No. 5,	Archer	74.48
Seventh Place	Division	No. 9,	Division and Armitage	74.10
Eighth Place	Division	No. 1,	Cottage Grove	73.06
Ninth Place	Division	No. 7,	Kedzie	72.76
Tenth Place	Division	No. 8,	North Avenue	71.96
Eleventh Place	Division	No. 12,	Devon-Limits	63.75
Twelfth Place	Division	No. 3,	Seventy-seventh	47.58

BY WILLIAM PASCHE

Supervisor, Accident Prevention

At the time this article goes to press the 1927 Accident Prevention Contest will have passed into history and the 1928 Contest will have started. At this time it is impossible to say who the winners are, but by analyzing the standing of the Divisions as printed in this number you will get a fair idea as to what the final standings will be.

Commencing as of May 1st, 1927, we have classified accidents into two classes, namely, Preventable and Non-Preventable. Accidents that could have been prevented or where doubt existed as to whether they could have been prevented were charged to the trainmen and the Contest was based on those findings.

In classifying the reports it has been necessary to mark many of them Doubtful or Questionable. All reports so marked, together with those marked Chargeable, are discussed with the trainmen in an effort to find what was or was not done to have prevented the accident. In other words, we are making a real effort to find what caused the accident and whether it was possible to have prevented it or not. After the accident has been discussed between the Division Superintendent and the trainmen involved, if the Superintendent has been satisfied that there was no fault on the part of the trainman he then discusses the accident with the Supervisor of Accident Prevention, bringing out all the facts obtained from the man involved in an effort to have the classification changed. In many cases we have changed the classifications from what would have been Chargeable cases into

Non-Chargeable cases and such changes are shown in the men's records.

We are making an effort to do two things—one is to find what really caused the accident so that our men may be properly instructed on how to prevent similar occurrences in the future, and, secondly, to keep out of the records anything for which our men are not to blame.

The 1928 Contest will be conducted along the lines described above and all trainmen should interest themselves in the disposition of their cases and if the decision reached is not satisfactory to insist that the matter be taken up again by the Division Superintendent with the Superintendent of Transportation, who will then pass on the case and if he is not satisfied with the decision will take the matter up with the Accident Prevention Advisory Council who will decide on the classification.

In conducting the work of Accident Prevention we are acting on the assumption that there is no mystery in connection with it, but that it enters into every phase of our daily duties. We believe that it is worth while and that it cannot be separated from the practical side of the job.

Everything connected with the operation of street cars, whether it is the calling of streets, looking out alongside of car before giving the go-ahead signal, being alert, looking for prospective passengers, sounding the gong, or courtesy to passengers, leads to the prevention of accidents.

There has been a splendid reduction in the number of accidents for 1927 as compared with 1926. This indicates a real effort on the part of every one and we hope with the co-operation already given to still further reduce the total number of accidents.

There are two outstanding classes of accidents connected with our work, namely Boarding and Alighting and Vehicle accidents. Both of these have shown a decrease in total numbers. Vehicle accidents have shown the greatest decrease. It is hard to understand why this should be so.

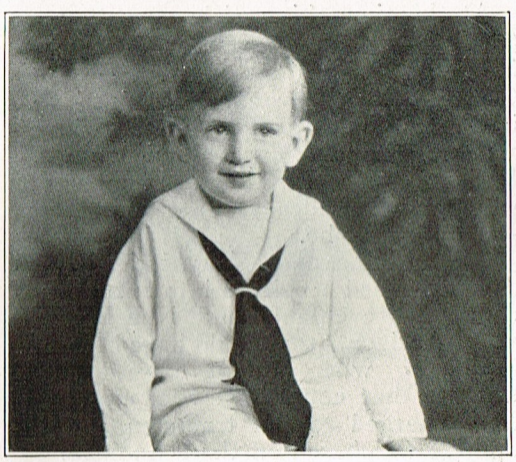
We find that quick starting complaints are still coming in and it seems that this may be the cause of Boarding and Alighting accidents. Conductors should always be on the alert looking for prospective passengers and be sure never to give the go-ahead signal until all who so desire have safely boarded or alighted. The motorman must also be on the alert for passengers. He should always be sure that any one he sees running toward the rear end of his car has safely boarded before starting his car, even though he has received the go-ahead signal.

Observation has shown in some instances that the conductor gives the signal to go just as the last alighting passenger has stepped down on to the step, and also just before the last passenger has boarded.

Your attention is called to Section A and B of Rule 36, Starting Car. (a) Motorman must never move car (whether stopped on signal or for any other reason) without signal from conductor, and then only when assured that no one is getting on or off front platform.

(b) Conductor must never give signal to move when passengers are boarding or alighting or are about to board or alight. Careful observation must be made before giving starting signal or closing doors.

When ten or more passengers are boarding a car the conductor should never give the go-ahead signal until he has given a verbal warning such as "We are ready to go," or "Is everybody on?" And even when some one on the street or steps says, "All right," or "Everybody is on," the conductor must satisfy himself that all is clear before giving the go-ahead signal.



This wide-awake chap is "Bob," the two-year-old son of Motormon Milton E. Fox of Limits

Praise from Superiors

An Interesting Group of Reports of Commendable Emergency Acts by Trainmen

Many instances of commendable operation in emergencies have been observed from time to time by division superintendents, supervisors and starters, and reports of these occurrences have been sent to the superintendent of transportation for his information. These official observations carry a gratifying recognition of good work well done by men who demonstrate that they have initiative and that when an emergency arises, they have the ability to act quickly and effectively in breaking traffic jams and accelerating the movement of our patrons.

SURFACE SERVICE is glad to be made the medium of recording such incidents as they reflect the highest credit upon the interest of these men in doing their work well.

Night Foreman George Tiegs of Cottage Grove sent a memorandum to Division Superintendent Bessette complimenting Conductor H. H. Ruebensam, badge No. 4044, and Motorman J. Suhr, badge No. 2761, for their presence of mind in summoning the station fire department when the canpoy of their car arced at 39th and Langley and avoided serious damage.

Division Superintendent O'Connell reports that at 11:12 A. M., January 6, North Avenue was blocked both ways at St. Louis Avenue for 20 minutes. Run No. 3, eastbound, was the third car delayed. The crew, Conductor E. Noelle, badge No. 6686, and Motorman J. Krause, badge No. 6649, acting on their own motion, switched in at Ashland Avenue and filled in the break in westbound headway. Both the men were commended.

Division Superintendent O'Connell also commends Conductor C. Delaney, badge No. 12648, and Motorman A. Jensen, badge No. 6675, for filling in a break on January 10 when there was a ten-minute delay, eastbound, on North Avenue. These men having Run No. 51, whose car was the fourth in the delayed line, switched eastbound at Cherry Street, waited for the break in the westbound headway and filled in. This was a highly commendatory voluntary act.

Division Superintendent Hays reports that Conductor Fehling, badge No. 11586, deserves commendation for his interest in calling his depot, following a delay due to a derailment of another car at 47th and Cottage Grove, advising the office of conditions in order that his relief might pull out on scheduled time.

Division Superintendent Altemeier offers the following instances of effective volunteer action by men in his division:

A large van and several automobiles were down on the tracks on Michigan Avenue between 97th and 98th Streets blocking the cars. Motorman J. E. McPhail, badge No. 11189, who had completed his day's work and was on his way home came upon the scene and seeing that assistance was needed, without saying a word to anyone pitched right in and helped to clear the delay. Such actions as these are greatly appreciated by everyone and great amount of credit is due to men of this type.

Operator J. J. Kane, badge No. 1309, was on his way home from work when he arrived at a fire at 59th and Halsted Streets. Without being asked he immediately started to assist Mr. Blakely in placing the hose bridges and clearing the blockade.

Conductors J. Clancy and T. Nolan showed exceptional interest in the Surface Lines when an 87th Street car manned by Operator E. Butler was struck by a bus. Through quick action of all three men thirty-three witnesses were obtained, injured parties taken care of, police and investigation departments notified and service resumed in a short time. The time to help your brother workman is when he needs it.

Division Superintendent Bowles specially commends Conductor Ed. Zieman, badge No. 4468, for his alertness in discovering that a passenger who had picked up a purse had extracted its contents before surrendering it. Conductor Zieman forced the finder to give up $10.83 which was subsequently identified by the loser, Regina Niekula of 4636 South Lincoln Street.

Division Superintendent McKinney commends Conductor O. Rogers, badge No. 4930, for his persistency in forcing the surrender of a pocketbook picked up by a lady passenger. It required the assistance of a police officer to induce the lady to give it up, but when she did, it was found to contain $111.70 in cash, a diamond stick pin, two pairs of diamond ear rings, two pairs of diamond cuff links, a diamond cigar cutter and one diamond stud together with a bank book. When the matter was brought to the attention of Chief Clerk Sonders, he called the Merchants Bank without being able to get trace of the owner. A postal car from a German Ladies' Society furnished another clue as to the whereabouts of a Mrs. Grundy who was the owner, but it took the co-operation of Assistant Division Superintendent Simpson and calls at several north side residences and the assistance of the president of the lodge finally to locate the owner. When she turned up at the Kedzie Avenue station, she wept with joy over the recovery of her jewels and money, thanked the office force, kissed the chief clerk and left a five dollar bill for Conductor Rogers.

Division Superintendent Bowles reports the following rather thrilling experience of Conductor J. P. Staska, badge No. 7206, operating an owl car on the 47th Street line: While westbound at Grand Boulevard early in the morning of January 6, when there were no police around, a cab driven north on Grand Boulevard at a high rate of speed through the lights, collided with the car, broke the

storm and inside window, and flying glass severely cut a colored passenger's face. The cabman also colored attempted to get away but Conductor Staska held on to him, although the cabman and several of his friends drew knives and threatened to cut his heart out. A call was made for the wagon and when the police arrived, they had to draw their guns before subduing the angry cabmen and taking their prisoners away. Plucky work!

Surface Lines crew Conductor C. E. Crowley, badge No. 966, and Motorman B. Landeweer, badge No. 9339, out of the 69th street station, got themselves pleasantly into the limelight January 6, 1928, at 5:00 P. M., when they thoughtfully saved a delay on Racine avenue at 39th street by temporarily taking matters into their own hands. Having discovered that their gear case was down and car could not get around the curve, Conductor Crowley returned to the corner of 41st street and directed cars another way around while motorman received assistance from Mr. Blakely in moving the disabled car into 39th street. Mr. Blakely promptly telephoned his commendations to Mr. Irvine as follows: "There was no delay at all. If there were more men like that t'would certainly be fine. Will keep them with car and let them come in with it after it's O. K."

A fire truck on the way back from a fire was mired in the prairie at 59th and Trumbull avenue. When Motorman C. L. Bayless and Conductor J. Beranek saw their need they suggested to the firemen they would tow them out, which they did, pulling the engine safely to the street.

Assistant Superintendent Simpson of the 12th Division submitted the following interesting example of commendable initiative:

On January 16, 7:58 A. M. at Menominee and Clark Streets, northbound, a lady fell after alighting from front end of car 3177, run 506, Broadway, in charge of Motorman C. Leaf, badge 6137, and Conductor P. Boyle, badge 9398. The conductor took the injured lady to the Augustana Hospital in a cab, the motorman transferred passengers to car behind and proceeded with car north on Clark to depot, cutting delay to eight minutes. Upon reaching Clark and Halsted Streets with his empty car, a crowd of people waiting, Supervisor Hubberts was anxious to use it but had no conductor. Conductor H. Lawson badge 3970, Devon Depot, going to work, volunteered his services. Supervisor Hubberts got him transfers and put car in service, picking up 132 passengers between there and Devon Depot. Supervisor Hubberts, the crew on car 3177 and Conductor Lawson are all to be commended.

Assistant Division Superintendent Simpson reports that on January 5 at 12:18 P. M. when cars were blocked by a fire at Lawrence and Central Park Avenue for 28 minutes, Conductor W. Woern, badge No. 13054, and Motorman D. Gillespie, badge No. 10731, having Run No. 377, westbound, saw a great many people waiting for cars and without orders or suggestion transferred their passengers to the following car, turned back eastbound from Crawford and cut the delay by 10 minutes.

Division Superintendent O'Connell commends Conductor J. Malone, badge No. 14272, and Motorman D. Hurley, badge No. 4143, having Run No. 507, on Crawford Avenue for taking their car out of a northbound delayed line, taking the switch at Elston Avenue and thereby cutting the 15-minute delay in half.

Division Superintendent O'Connell also reports the following case of excellent judgment:

On January 11, 1928, there was a car off the track at 16th and Cicero Avenue. Cicero was blocked both ways. Run 693, Conductor A. Hanson, badge No. 398; Motorman C. Kimmell, badge No. 10307, were northbound between 16th and 25th Streets when this happened. Of their own accord they immediately shuttled back to 25th Street on the northbound track, keeping the service running. Run 695, Conductor C. Svoboda, badge No. 10762, and Motorman R. Murphy, badge No. 13045, were southbound, they came back north to Roosevelt on the southbound track took the crossover and went to Montrose, thereby keeping the street running. Due to this good work on the part of these crews there was hardly any noticeable delay to Cicero Avenue service.

NO MISS IN OVER 35 YEARS

A Veteran of Forty-five Years With a Remarkable Record Talks of Quitting



SURFACE SERVICE is glad to present a very good picture of Joseph C. Irvine now nearly seventy-six years of age, who has been a familiar figure on the through Route 22 line for many years. He takes particular pride in the fact that for nearly thirty-five years he discharged his daily duties without a miss and he was very much disturbed when on Sunday, January 8, he was obliged to score his first miss since the days of horse cars. Conductor Irvine, whose badge number is 2972, and who works out of 77th Street, has a clean record in the matter of accidents with a single exception where a woman attempted to board his car while it was in motion and fell. He has never been sick a day in his life except when trying out a cigar in his childhood but he is beginning to think that he has worked long enough and is contemplating retirement at some date in the future which has not yet been fixed.

Dewey's Trip Abroad

One of Our Burnside Boys Writes His English Impressions —Left Handed Traffic

Six weeks abroad, spent arduously and hectically in London, Paris, Venice, Rome, Naples and Florence, present endless possibilities for written reminiscences; far too many to be recorded in short articles. With some stress on methods of transportation and some on the glamour of these marvelous cities I shall attempt a most concise report of the itinerary.

The ocean crossing on the R. M. S. Homeric, a mammoth floating palace, furnished the background for seven days of most perfect pleasure. The Homeric was the Columbus in pre-war days, and it was built for the private use of the Kaiser. As a trophy of war it was transformed into the sixth largest passenger liner in the world. The seven days aboard were filled with many and different pastimes. In mid-ocean we encountered two whales, spouting and spuming in the deep blue waves, and a school of porpoise. The most astonishing and most impressive phenomenon that we saw was the Aurora Borealis showing shortly after nine one evening; sparkling huge shafts of colored lights splitting the firmament from the northern horizon to the zenith.

After perfunctory excitement over the customs at Southampton there was much hustle and bustle to secure the compartments on the boat train to London. The day coaches have compartments accomodating six people, three riding forward and three backward. Smoking is permitted in these continental and English trains, a most contrasting departure from the etiquette of the American Pullman car.

Arriving at Waterloo station, London, for the first time is an experience that an American cannot forget. The usual chaotic confusion abounds, but I was immediately aware of monocles, canes, spats, and many derby hats (which the English call "bowlers").

Traffic conditions in London frighten a foreigner justly, for it is entirely lefthanded. There seems to be no speed limit, and the little cars (most of them are tiny roadsters) dash about madly. Huge busses, littered with signs advertising everything to be bought in London, from beer to theatre tickets, roll about endlessly, and one rides for miles and miles for six cents (threepence). In case one is in a hurry one resorts to the vast and efficient system of "tubes." This subway service is as extensive and rapid and cheap as that in New York, and saves much surface congestion. In the older parts of London I saw a few most antiquated surface cars with open vestibules, running along narrow-gauge tracks, and using single tracks for the most part.

In passing I should like to point out another contrast which I saw when I attended a concert at Queen's Hall with Sir Henry Wood conducting. The most expensive seats were in the mezzanine section which is called the Grand Circle. On the main floor one stands (there are no seats there) for the average fee of an American gallery. The Londoners seem to appreciate these concerts far more than Chicagoans; I can scarcely imagine an American audience standing voluntarily through three solid hours of Wagnerian music!

London is a city of ugly monuments placed frequently in the most surprising locations. One Sunday at dusk as I walked by Trafalgar Square I heard three separate radical speakers preaching anarchy and bolshevism to three separate crowds at the three sides of the Nelson Monument. The astonishing thing about these speeches is that having heard them the crowd disperses quietly and forgets about them, having been temporarily amused.

These are only points in passing, for about the things I saw in London, as all Americans see practically the same things at first, I could write on and on, for each thing, place, park, street, palace, and museum was full of historic interest and beauty. On the outskirts and neighboring districts I visited Windsor Castle, Stoke Poges, and Eton College.



A typical street front with a 600-year-old English inn at Colnbrook, England—a Dewey snap

The Other Cheek

The teacher had been trying to inculcate the principles of the Golden Rule and turning-the-other-cheek.

"Now, Tommy," she asked, "what would you do supposing a boy struck you?"

"How big a boy are you supposing?" demanded Tommy.

Keeping 'Em Rolling

Blue Island the December Winner—Increase in Pull-ins, Chargeable to Cold Weather



Blue Island Flag Winners

In upper circle, left: Assistant Day Foreman T. Hoey, Day Foreman H. Hale. Right, Assistant Night Foreman G. Edmonds and Night Foreman H. Sickert

H. Hale, T. Hoey, H. Siekert, G. Edmonds, J. Piantkowski, P. Cory, J. Hozek, C. Wilke, W. Hovak, J. Lennon, J. Murphy, T. Younski, A. Carline, W. Ginsbigler, T. Zak, E. Clark, A. Valantas, P. Remkins, C. Arconis, T. Kruzborski, P. Simpkus, W. Costello, T. Woitkus, T. O'Brien, F. Rohr, G. Cosenski, P. Adamwiz, P. Breslin, J. Martin, D. Caprongri, T. McCrea, S. Brath, A. Rodis, J. Jennings, H. Walters, P. Bubelis, G. Manos, M. Protopas, G. Telios, N. Grumpos, J. Verderber, M. O'Brien.

After being in second place last month and third the month before, Blue Island has come to the top this month with 39,531 miles operated per pull-in. Devon ran a close second with 39,187 miles, and Armitage third with 39,010 miles.

During December there were 50 pull-ins due to frozen air, which accounts for the increase in pull-ins over the previous months. This is an equipment failure which is hard to prevent.

While the average for December is 6.4% lower than November, it is 9,882 miles higher than December 1926, or an increase of 58%.

Division Carhouse made the highest increase in percent gain for the month—68.4.

The individual records are as follows:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Percent Inc. or Dec.
1	Blue Island	22	39,531	5.2
2	Devon	16	39,187	17.7
3	Armitage	20	39,010	32.8
4	Limits	22	36,893	52.0*
5	Archer	9	35,338	19.6
6	69th Street	8	35,301	19.6
7	77th Street	9	31,342	11.6*
8	Kedzie	7	30,907	4.7*
9	Division	18	30,056	68.4
10	Lawndale	16	27,759	44.3*
11	Lincoln	12	26,729	26.5*
12	Noble	18	26,632	14.7

13	North	7	24,189	.5*
14	Cottage Grove	7	21,957	4.8*
15	Elston	18	17,665	38.0*
16	Burnside	5	9,760	42.3*
		214	26,915	6.4*

*Decrease.

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

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

Shops & Equipment Dept.
January 25, 1928.

GOING AFTER WITNESSES

Elston-Noble Maintains Its Lead in Spite of North Avenue's Effort to Overtake It

The showing for December was not quite up to that of previous months, although a few of the stations improved their averages. The average for the system, however, dropped below four for the first time in many months. North Avenue increased its average from 5.08 in November to 5.20 in December, but at that was not able to overtake Elston. Burnside passed Lawndale, gaining fourth position and Armitage-Division moved up into tenth place from the bottom of the list which they occupied in November. The boys at Lincoln showed a slight slump dropping into the cellar, but rumors indicate that they were not satisfied to stay there.

Following are the detailed standings for four months:

	Dec.	Nov.	Oct.	Sept.
1. Elston-Noble	5.48	5.76(1)	5.01(2)	5.13(2)
2. North Avenue	5.20	5.08(2)	5.05(1)	5.37(1)
3. 77th Street	4.93	4.97(3)	4.73(3)	4.75(3)
4. Burnside	4.45	4.16(5)	4.07(5)	4.27(5)
5. Lawndale-Blue Isl..	3.85	4.39(4)	4.22(4)	4.62(4)
6. Cottage Grove	3.80	3.85(6)	3.89(7)	3.76(7)
7. Kedzie	3.53	3.73(7)	3.97(6)	3.97(6)
8. Archer	3.49	3.67(8)	3.78(9)	3.46(10)
9. 69th Street	3.31	3.61(9)	3.80(8)	3.65(8)
10. Armitage-Division ..	3.28	3.01(12)	3.34(11)	3.32(11)
11. Devon Limits	3.20	3.12(11)	3.04(12)	3.52(9)
12. Lincoln	2.83	3.25(10)	3.43(10)	3.21(12)
Average for the system.	3.92	4.03	4.04	4.10
Diversey Bus	2.23			

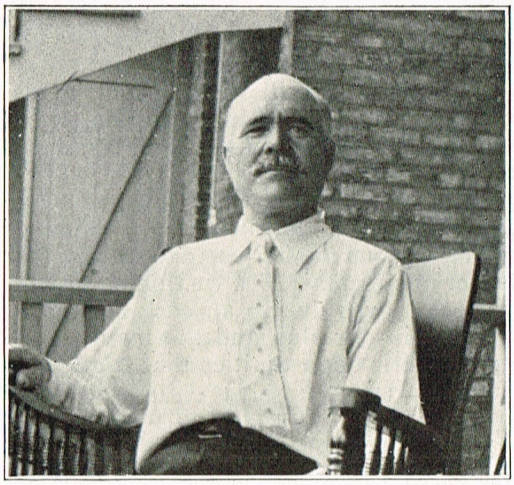
By Request

"You lead the orchestra, sir?" asked the tired business man in the cabaret.

"I do," replied Professor Jazzolo proudly.

"Then would you mind leading them out for a bit of air?"

OBITUARY



Olof Billsten

Olof Billsten, Section Foreman of Track in the Northern Division, known among his fellow workers as Oliver, died of heart trouble suddenly on the morning of Saturday, January 7, 1928. He reported for work at the usual hour, dispatched his men to the locations at which they were to work, and then collapsed in the yard of the Limits Station. An ambulance was called and he was hurried to the Chicago General Hospital but a few blocks away, but he was beyond medical aid on arriving there.

Oliver entered the service of the North Chicago Street Railroad Company in 1889 as a Blacksmith. In 1895 he was made Foreman in the Cable Crew and served continuously as Foreman, General Foreman and Section Foreman until his untimely death. Kindly to his men, loyal to his employers and courteous to the members of other departments with whom his work brought him in contact, Oliver will be missed by all who knew him. To his bereaved wife and children his co-workers extend their heartfelt sympathy.

Faith—the Keystone

The most important thing in our business life is confidence. Ninety per cent of our business operations are conducted on credit, and confidence is the bone and sinew of credit. Its ramifications extend from the biggest bank in New York City to Squirrel Corners, says The Nation's Business.

A man boarded a street car, gave the conductor a dollar bill, and the conductor returned his change in nickels and dimes. The passenger put the money in his pocket without counting it.

"Hold on," said the conductor, "how do you know I gave you the right change?"

"Oh," replied the passenger, "how do you know the dollar bill I gave you is not counterfeit?"

What is worth doing is worth doing well.—Old Proverb.

Club Activities in 1927

A Long List of Attractions That Made the Year a Notable One

The past year will stand out in the history of the Surface Lines Club as one in which there were more members, more athletic and social events each with a greater attendance than any previous year. Perhaps the increased attendance at the various affairs was due in part to a larger membership, but we think a greater part of it was due to an ever increasing interest in our club and the many social and athletic opportunities that it offers.

Dance—The first social event of the year was a dance on February 26. Barney Richards' Collegians with the aid of some excellent colored lighting effects and a record crowd started the social ball rolling in the right direction. H. B. Storm was chairman of the committee.

Card Party—March 18 was a night set aside for the men only to enjoy their cards and smokes. Pinochle and Five Hundred were indulged in by the seventy present, and all reported a very enjoyable evening. This stag card party was the first of a series held throughout the year at the rate of one each month except during the summer. The standing committee for all card parties consisted of: Art Johnson, Chairman, C. B. Heath, S. D. Forsythe, E. Sigwalt, J. G. Nattinger, Al. Bollinger and Art Malmquist.

Dance—The second dance of the year took place at the Club House on March 26 in the form of a novelty affair. Favors, streamers and decorations lent gaiety and color to the setting. Chairman Rooks and committee received many compliments for their efforts.

Banquet—One of the most talked-of events of the year occurred on April 21, when four hundred members gathered at the Hotel Morrison for an excellent dinner and entertainment. W. H. Sawyer, president of the A. E. R. A. was the principal speaker, and it is needless to say that he delivered a real message for railway men. John E. Wilkie, with an ununusual amount of wit, served as toastmaster, and President Cammack announced the winning bowlers of the Club House and Big Leagues.

Card Party—Another stag card party occupied the evening of April 29. More than fifty men enjoyed bridge and pinochle, and those with highest scores also enjoyed proper remuneration for their efforts. A. E. Johnson handled this affair.

Bunco and Cards—A mixed, ladies and gentlemen, bunco and card party was enjoyed by 235 on May 20. This form of entertainment has become quite popular, exceeding even the dance when the weather is warm. Prizes were awarded and refreshments served to the satisfaction of all.

Billiard Tournament—The three-cushion billiard tournament closed with gratifying results and much interest. It is very evident that we have among us some very good talent along this line. E. Dineen as Chairman of the committee handled the tournament.

The Eleventh Annual Picnic was held at Glenwood Park near Batavia, Ill. Being outside of the city it was a real picnic in a beautiful picnic grove, and to say it was a success would be merely indicating a reality. It was the culmination of ceaseless efforts on the part of President Cammack and the Chairmen of the various committees.

Beach Party—On August 27, Billy Schenk performed again on the sands at Jackson Park. His hot dogs were well trained and not once did they disappoint a consumer. About 150 attended and enjoyed themselves immensely.

Tennis Tournament—This annual affair took place on August 27 and 28, with fourteen entries in the single contest and seven entries in the doubles. Much enthusiasm and interest was shown this event as our players had participated in some fast games with other leagues throughout the summer. Waddell took first place in the singles and Waddell and Farrow won the doubles. Mr. Nattinger was chairman of the Committee.

Dance. The first dance of the Fall social season occurred September 24th, when over three hundred young folks enjoyed "A Trip to Chicago-Land" with their railroad ticket programs. Chairman Raver deserves much credit for this affair.

Card Party. The Fall series of Men's card parties was opened September 27th with a large audience playing five hundred and pinochle.

Horseshoe Pitching Tournament. Suspecting some unusually good talent among the members in the art of tossing horseshoes, the Club held a tournament on October 1st and 8th, and was highly elated at the interest and results obtained. Twenty-eight men participated. Lee Carr took first prize in the singles event. Roy Rogers and Lee Carr won first in the doubles. J. W. Hewitt was Chairman of the Committee.

Card Parties. October 25th and November 29th were the dates of two regular monthly Stag Card Parties with good attendance and a good time on each occasion.

Halloween Dance. At the Club House on Saturday, October 29th, a Halloween Masquerade Dance was held. Two hundred and fourteen people attended. Many odd costumes were in evidence and Chairman N. Deutsch deserves much credit for the elaborate decorations and successful management of the affair.

Roller Skating Party. On Monday, November 21st a roller skating party was held at the Madison Gardens Rink. Nearly 500 members and friends attended. Many lively contests furnished plenty of merriment for everybody. J. Lynch was Chairman.

Christmas Party. Saturday, December 17th was set aside for the children to enjoy their annual visit from Santa Claus, and this much talked-about old gentlemen found more kiddies awaiting him than on any of his previous visits.

High class entertainment was offered and many, many presents distributed. Chairman Al Bollinger and his hard-working Committee deserves much credit.

The Bowling Leagues. Enthusiasm in this all-winter sport is growing every day. The Big League is now 12 teams strong, and the Club House League has six teams functioning.

Swimming and Wrestling. Swimming lessons are again being offered members this year with highly satisfactory results. Classes in wrestling have been meeting once each week under the able direction of Al. Chappelle. The average attendance has been fourteen. Our wrestlers are much in demand at stag affairs in Chicago and its suburbs.

W. C. Brandes.

Athletic Stag

The annual mid-winter athletic stag was held at the Club House on January 14 with a record attendance of 386 enthusiasts.

On the program were five boxing bouts, three of three rounds each and two of four rounds each, and every bout was well fought, indeed; also one wrestling bout featured our own Al Chappelle, who won a fall in a little more than sixteen minutes.

The College Four, instrumentalists and harmonists, rendered several numbers excellently and brought down the house at each appearance. The celebrated story teller, Ward McDonald, kept the crowd laughing with his easy-flowing wit and some clever tricks. Then Johnny Coulon, former bantam-weight boxing champion of the world, mystified us with his lifting stunt, or rather his non-lifting stunt. Though he weighs but 110 pounds the strenuous efforts of each of five of our own huskies failed to raise his feet off the floor. Mr. Coulon has travelled far and wide in the exhibition of his act and has mystified countless thousands by his uncanny powers.

After the program appetites for food and smokes were fully satisfied, and Chairman Andy Martin and his committee were complimented for the success of this popular event.

Cards and Bunco

A mixed card and bunco party was held at the Club House on Saturday, January 21, with 200 members and friends present. Pinochle, bridge and five hundred were indulged in by card players, and many tables of bunco furnished enjoyment for others. Delicious refreshments, strawberry shortcake and everything, were served. Everyone reported an evening happily spent. First prize winners in each game are as follows: Pinochle, Chas. Schieman; Bridge, men, C. B. Heath, women, Mrs. Alma Magnuson; five hundred, men, Geo. W. Hillard, women, Mrs. C. Casper; bunco, Mary Beatty.

Election Results

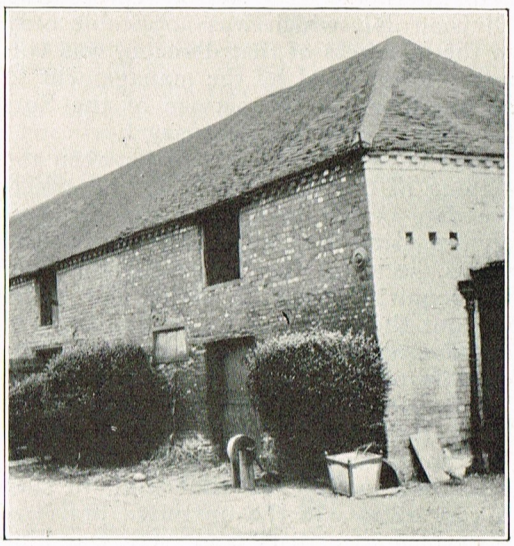
The election of Club Directors for 1928 was held on January 16 with the following results: Accident Investigation, N. Deutsch; Accounting, A. Johnson; Car Meter, G. Cassell; Electrical, T. E. Walsh; Engineering, R. Rumatz; Executive, H. B. Cammack; Legal, D. Colgan; Material and Supplies, west, C. J. Collins; Material and Supplies, south, M. Garrity; Purchasing, H. B. Storm; Shops and Equipment, west, H. Ebling; Shops and Equipment, south, Ed. Rooks; Schedule and Timetable, R. Sedlack; Secretary and Treasurer, C. Hosang.

New Zealand Night

A most delightful tour of New Zealand, the land beautiful, was enjoyed on Tuesday, January 17, by those who attended the "Know Your Own Company" night, given at the Club House under the auspices of the Woman's Auxiliary of the Surface Lines Club.

The speaker of the evening was Mrs. Leila M. Blomfield, of New Zealand, who is connected with the Public Service Speakers' Bureau, of the Illinois Committee on Public Utility Information. Mrs. Blomfield is an interesting speaker, and dressed in the native costume of her country, entered so wholeheartedly into the description of her land, its peoples and customs, its extraordinary scenic beauty, that everyone present felt as though they actually had seen the many beautiful spots shown in such vivid colors on the screen.

In addition to Mrs. Blomfield's illustrated lecture, Louis Bohlin's orchestra furnished several musical numbers, and Master Gilbert, seven-year-old star of the Chicago motion picture houses, sang and danced. Miss Syrinne Davis, of the auditing department of the company, also sang and danced.



A four-century-old barn at Colnbrook, the site of famous prize fights in the time of Queen Elizabeth—another Dewey snap shot

"See here," the Indian inspector declared, "it is a violation of the law now to have more than one wife and the law must be obeyed. When you get back home you tell all of your wives, except one, that they can no longer look upon you as their husband."

"You tell um," suggested the Indian after a moment's reflection.

SURFACE SERVICE MAGAZINE

Published Monthly by

Chicago Surface Lines

231 South La Salle St.
CHICAGO

Volume 4 **February, 1928** **No. 11**

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

GROUP INSURANCE

February 1, 1928, marked a red letter day for Surface Lines employes—the inauguration of a plan providing for life insurance and accident and sick benefits for the 17,000 men and women on our membership rolls. The insurance feature of the arbitration agreement of January 21, 1928, negotiated by Vice President Richardson representing the companies and Alderman Oscar Nelson representing Division 241, which was applicable only to the members of that division, was voluntarily extended by the management to all employes in the service of the Surface Lines, effective February 1.

Ten days only intervened between the signing of the agreement and the effective date of the insurance, and the task of preparing the necessary application forms, securing their execution, making the required duplicate copies and working out the details of an organization of doctors, nurses, clerks and stenographers capable of handling the activities of so large a department was entrusted to Mr. F. M. Hamilton, Supervisor of Insurance, Purchases and Supplies. He completed his labors within the time limit in such a way as to win the unstinted praise of insurance specialists who were watching developments. Floor plans involving numerous changes on the fourteenth floor of the Illinois Merchants Bank Building provide the new department with convenient connecting offices, and by the time this issue is in the hands of its readers, it should be functioning smoothly and efficiently.

While the plan is in full effect from Feb. 1, there may be some special questions to be solved in the practical application of the insurance plan. Doubtless some of these will have to be made the subject of individual negotiation with the insurance companies; and out of these conferences will come interpretations which will form precedents for future action on a given state of facts. It may require some weeks to clear up the technical inquiries but as soon as the proper procedure in certain special cases has been settled, it will be possible to present through Surface Service and by pamphlet the complete rules. These, conforming to the accepted practice of the insurance companies, will guide our insurance department and undoubtedly will answer any unusual questions now in the minds of some of our employes.

The protection now given to the members of the Surface Lines family, young and old, will enable them to face the future with an added sense of security and remove some of the uncertainties which may have disturbed their peace of mind.

WHAT GERMANY THINKS

Chief Engineer of the Cologne System Expresses Admiration for Our Surface Lines

During November, 1927, Assistant Directing Engineer Schwanter of the Cologne Municipal Railway, was a visitor in Chicago where he made a detailed study of the Surface Lines system and operating methods. Later, after returning to Germany, he wrote to Editor Charles Gordon of the Electric Railway Journal in reply to a request for a detailed outline of his impressions formed while here. As will be observed, he found many reasons for placing this organization in the lead among transportation companies. Here is the most significant part of his observations:

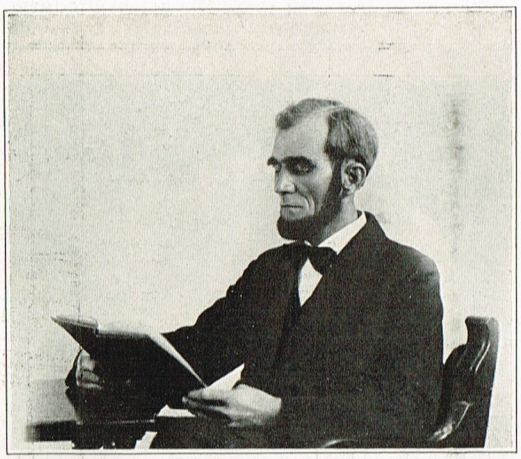
I had heard in Germany that the Chicago Surface lines handle by far the most people in an area with a population of about 3 millions with insufficient rapid trainsit lines. When I reached Chicago in the most congested area I have ever seen, the loop, there was street car after street car running sometimes even faster—especially in acceleration—than competing double-deck buses. I found skillful and very polite trainmen. Other interesting features were that famous co-ordinated traffic-signal system—we say in Germany "the Green wave"; the systematic avoidance of

disturbing left-hand turns; the highest average scheduled speed I know; the densest train schedules maintained like clockwork without trouble; cars in very good condition; a high standard of maintenance, a fair fare system with its allowance of several changes, and last but not least the best buses (twin coaches).

I got the impression that there must be excellent co-operation between management, employes and the public. The Chicago Surface Lines have convinced me that the day of the last street car will be farther away than ever, if management and employes don't lose their courage and energy.

"OUR" LINCOLN

A 77th Street Motorman with a Striking Resemblance to the Martyred President



The friends of Motorman Arthur Dunham, badge No. 3097, of the 77th Street Car Station, discovered that with the addition of a beard, he was transformed into a marvelous likeness to the beloved president, whose anniversary will be observed this month. The pose in this picture is one that was characteristic of President Lincoln and provides an interesting study in character makeup.

Business Judgment

A railroad had paid a claim for injuries to Mandy. Her husband demanded half of the money.

"Sam, you don't get none of dis yere money. It was mah face dat was wrecked and ruined, not yours. Ah did all de sufferin', not you."

"Ah's entitled to mah share, Mandy. Why, after the wreck dere you was a lying alongside de track, stunned and senseless wif nothing de matter with you and ah had de good business judgment to go over and kick you in de face."—Forbes.

AN UNEXPECTED RESPONSE

New Year's Greetings of the Surface Lines Family Brings an Interesting Letter

When the New Year's cards were hung up in the cars, we, of course, hope that they would result in a pleasant reaction on the part of our patrons, but we were wholly unprepared for the sincerity with which one of our riders regarded this expression of friendship. This patron, Mr. Charles W. Sheets of 4238 North Paulina Street, wrote us as follows:

Gentlemen: Noting your New Year's greeting to the public suspended in the surface cars, the thought came to me what have we, the public, to offer the surface lines.

I remembered that I had been grateful on cold mornings for comfortable cars in which to ride to work. And when one looks back on the service of former years, when there were no heaters, few cars, tough conductors, etc., and compares the present day service of comfortable cars, fast and frequent service—even in bad weather—and the courteous employers, always at the post, should we not extend our thanks to your company?

Let me here express my appreciation for the thousand and one little services that your employes (conductors especially) are performing. Their looking after and helping women and children (and their defence if need be) amounts to gallantry at times. Their courtesy and willingness to direct strangers and others to unfamiliar parts of the city, as well as to points of interest, is always refreshing.

These things and many others may not be heralded in the press, but they are continually going on and I take it that they are but the reflection of your company's desire to serve the public of Chicago.

With all good wishes to the Surface Lines family, I am,

Sincerely yours,
Chas. W. Sheets.

There Are Others

If times are hard, and you feel blue,
Think of others, worrying, too.
Just because your trials are many,
Don't think others haven't any.

Life's made up of smiles and tears,
Joys and sorrows, mixed with fears;
And though to you it seems one-sided.
Trouble is pretty well divided.

If we could look in every heart,
We'd find that each one has its part,
And those who travel Fortune's road
Sometimes carry the biggest load.

—Exchange.

Never do things by halves.—Old Proverb.

Bouquets for the Boys

Mr. R. A. Crenshaw of the Graphic Arts Company, 710 South Clark Street, writes to commend Starter Arthur J. Jordan of Elston, stationed at Irving Park and Broadway, for his courtesy to the public he comes in contact with.

Supervisor Joseph M. Hamm, of Limits, is highly complimented in a letter from Mrs. Pauline Winters, 3135 Edgewood Avenue, for his courteous manner in dealing with the traveling public, and for his interest in seeing that everybody is accommodated. In Mrs. Winters' letter she states a specific instance where Supervisor Hamm assisted an elderly lady on her car and instructed the conductor to see that she got off at her destination. This was favorably noted by several of onlookers.

Miss Helen F. Griffin, Chicago Surface Lines, commends Conductor Nile M. Bergtson, badge No. 1260, of 77th, for his consideration in helping her on his car with a heavy grip, and for his politeness. This was before she had shown her transportation ticket.

Conductor Alfred W. Pearce, badge No. 2066, of 77th, is made the subject of a commendatory letter from Mrs. E. A. Warfield, 10300 Longwood Drive, for his courtesy and patience in handling the passengers during a cold, stormy day.

Mr. J. L. Murphy, 8528 South Carpenter Street, praises Conductor Jerome Foley, badge No. 2068, of 69th, for the manner in which he discharges his daily duties, always looking out for the comfort of his passengers. Conductor Foley is also commended for his neat appearance and fine manners.

Mrs. H. Droese, 4734 Polk Street, commends Conductor Joseph E. Henning, badge No. 2846, of North Avenue, for his exceptional courtesy and consideration for her in traveling on his car with her two small children by assisting them off the step and holding his car for them.

Conductor Anscar T. Lindquist, badge No. 3062, of Burnside, is highly complimented by Mrs. H. F. Potter, 6737 Paxton Avenue, for five specific instances cited in her letter where this conductor proved himself a worthy employe. Two were explicit directions to passengers on how to reach a certain destination; once going to the middle of the car to instruct two passengers where to get off; getting off his car to assist a lame woman in alighting; getting off and helping an old feeble man to board his car. Mrs. Potter states in her letter that he is always wide-awake and alert and deserves a word of praise.

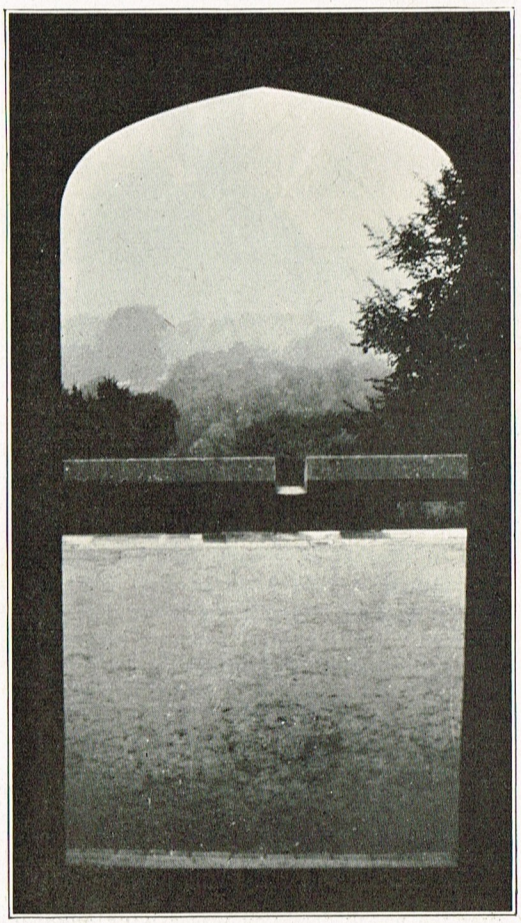
Mrs. E. Fanell, 2624 West 55th Street, witnessed an act of kindness by Conductor Joseph E. Connors, badge No. 3802, of Limits, who assisted a crippled man in a wheel chair in boarding and alighting from his car and also on to the next car. Mrs. Fanell thinks that such actions deserve worthy mention.

Conductor John R. Kelly, badge No. 3880, of Cottage Grove, is commended by Mr. Karl K. Jensen, Hotel Flanders, Buena at Broadway, for his kindness and courtesy to an elderly gentleman.

Miss Dorien Adkin, 1120 East 54th Street, wishes to compliment Conductor John P. McCune, badge No. 4294, of Cottage Grove, for the assistance he rendered her. This act was appreciated as Miss Adkin is somewhat lame.

Conductor Michael Caron, badge No. 4862, of Kedzie, is made the subject of a commendatory letter by Miss Alice M. Dummer, 3439 Wisconsin Avenue, for aiding her from the curb to his car on a slippery morning. She thanked Conductor Caron personally but writes the letter to let his employers know about it.

Mr. Irving D. Fish, Guaranty Company of New York, 120 West Adams Street, thanks Conductor John H. Summerford, badge No. 5026, of 77th, for paying his fare when he boarded the car and found himself without change. Mr. Fish enclosed the fare with his letter and appreciated this little act of kindness.



Looking across the English landscape from a window in Windsor Castle. Snapped by Langdon Dewey on a recent European trip

Conductor Harry Anderson, badge No. 5618, of Elston, is thanked by Mrs. E. Scholz, 4528 North Keystone Avenue, for assisting her in boarding and alighting from his car when her arms were full of bundles.

Mr. Gerald E. Beatty, 2443 Lincoln Avenue, thanks Conductor Samuel Rasmussen, badge No. 6516, of Lincoln, for the consideration he showed to all of his passengers by seeing that there was plenty of illumination and also for his politeness to everyone.

Conductor Raymond W. Berckes, badge No. 7536, of Devon, is made the subject of a highly commendatory letter by Mr. Clyde M. Brown, 1231 Norwood Street, for assisting him to his feet after having fallen on the icy pavement, helping him on to his car and to a seat. Mr. Brown states in his letter, "this act was certainly one of the most commendable that I have ever experienced."

Miss Bessie Lowenmeyer, Room 605, 203 South Dearborn Street, reported an act of kindness and courtesy by Conductor Paul Payne, badge No. 7838, of 77th, when he aided a woman who was taken ill on his car.

Conductor James F. Dailey, badge No. 8196, of Kedzie, is thanked by Mr. C. V. Krupp, Sargent & Company, Wacker Drive at Randolph Street, for his honesty in turning in a ring to the lost and found department.

Miss Alice Swanson, 7619 Rhodes Avenue, commends Conductor James Behan, badge No. 9704, of North Avenue, for his honesty in calling her attention to the fact that she had handed the conductor a five-dollar gold piece inadvertently.

Conductor Thomas E. Purtell, badge No. 20244, of 77th, is made the subject of a letter of thanks for forwarding the fare of a young lady and carrying her to her destination on a cold and rainy day. Mr. G. E. Killie, 10883 Prospect Avenue, enclosed the amount of the fare in his letter to Conductor Purtell.

Mr. C. E. Brandenburg, 808 North Lawler Avenue, who is physically handicapped, writes a letter of thanks involving Conductor Erwin E. Knapp, badge No. 10698, and Conductor Charles A. Tegar, badge No. 2222, of 77th, for the assistance they both rendered him on the 119th-Morgan line. The saying, "he hath a stern look but a gentle heart," applies to Conductor Tegar, says Mr. Brandenburg.

Conductor Helmer E. Holloway, badge No. 10978, of Devon, is commended by Mr. William Delehanty, Ransom, Illinois, for the explicit directions he gave him on how to reach his destination.

Mrs. Frank Morrow, 3249 West Madison Street, thanks Conductor Edward H. Miller, badge No. 11554, of North Avenue, for assisting her father when he fell on the icy sidewalk, fracturing his hip. Conductor Miller said to her that his assistance was only what the company expected of him and his fellow employes.

Conductor Michael H. Tierney, badge No. 12092, of 77th, is commended for his kindness and cheerfulness toward all of his passengers both young and old by Mr. Theodore A. Hoffmann, 4214 North Lincoln Street. "He always has a kind smile for everyone," writes Mr. Hoffmann.

Mr. Bernard Young of the Peoples Gas Light & Coke Company, 122 South Michigan Avenue, telephoned the offices to compliment Conductor Richard J. Styles, badge No. 12230, of Noble, for the manner in which he handled an intoxicated passenger.

Conductor William J. Youts, badge No. 12734, of 77th, is made the subject of a letter of praise from Mr. E. W. Hartney of the Liverpool and London and Globe Insurance Company, Insurance Exchange Building, for the clear enunciation of all street intersections and for his politeness to everyone on his car.

Mr. William F. Jungles, Fort Wayne, Ind., witnessed a praiseworthy act by Conductor James O'Gara, badge No. 14505, of Devon, when he prevented a lady with a baby in her arms from being pushed off the car by the crowd of passengers attempting to board his car.

Motorman Oscar Gunderson, badge No. 1423, of Elston, is commended by Mr. L. Sidner, 5030 Henderson Avenue, for his cheerfulness in directing passengers asking for information and for the assistance he renders to disabled patrons.

Mr. T. J. O'Connell, 229 West 65th Street, thanks Motorman Thomas M. McCann, badge No. 6507, of 77th, for stopping his car and waiting long enough to allow him and wife to board his car. When they left the car Mr. O'Connell thanked him and he replied, "Not at all, that was no trouble; be careful of the machines and slippery steps."

Conductor Nathan B. Abrams, badge No. 4116, and Motorman Glen L. Hanson, badge No. 7731, of Burnside, are made the subject of a highly complimentary letter from Mr. Charles P. Root, 2207 East 84th Street, owing to the fact that they held their car on New Year's Eve long enough to allow Mr. Root and his family to board it. Such an act was highly appreciated, especially on account of it being a very cold night.

Miss Mary George, 6056 Harper Avenue, thanks Motorman August Nelson, badge No. 11453, of Burnside, for holding his car long enough to give her an opportunity to board.

Conductor Lee Lamar, badge No. 1510, and Motorman Logan W. Davis, of Cottage Grove, are complimented by Mr. Joseph R. Gerlich, 608 South Dearborn Street, for the care they took of his sister's two little children and in putting them off the car at the proper street. Mr. Gerlich also commends the company for the return of his camera lost on one of our cars sometime ago.

Mr. Nat. Sternberg, 1238 Lawndale Avenue, was very much gratified by the consideration of Conductor Anton J. Vircinis, badge No. 4028, and Motorman Benjamin R. Hardie, badge No. 13173, of Blue Island, who gave a group of friends and himself an opportunity to board the car in the early morning of January 1, after the car had already started.

Conductor Julus D. Eskridge, badge No. 916, Cottage Grove, is complimented for the diplomatic manner in which he handled a situation with some colored passengers. The writer of

the letter is Mr. Walter W. Fetter, University Hotel, 5517 Blackstone Avenue.

Mr. W. Tyrrell Sullivan, 6208 North Claremont Avenue, commends Supervisor Robert Sinnott, stationed at Lawrence and Western Avenues. Mr. Sullivan states in his letter that "'Bob', as he is known to the great majority of us, seems to be the right man in the right place".

Conductor Carl E. Memsen, badge No. 4118, of Burnside, is made the subject of a highly commendatory letter from Rev. Joseph H. Finegan, of The Paulist Fathers, 911 South Wabash Avenue, for the expeditious handling of the transfer crowds and also for his courteousness during such times.

Mrs. Grace B. Gentzler, 5233 Ingleside Avenue, commends Conductor John H. Pickin, badge No. 1174, of Cottage Grove, for his unusual consideration to a blind passenger and for his politeness to all other patrons on his car.

Conductor Stanley Jacek, badge No. 2170, of Lawndale, is the subject of a letter written by Mr. William Wilkins, 2010 west Madison Street, Commenting on his assistance of a blind man to the sidewalk.

Mr. William R. Shelt, 847 North Cuyler Avenue, Oak Park, Illinois, commends Conductor Otto E. Falk, badge No. 4886, of North Avenue, for his unfailing courtesy to him at all times. Mr. Shelt says that he is never too busy to answer questions asked of him and always calls all streets clearly.

Conductor Edward C. Olsen, badge No. 8900, and Conductor Arthur C. Bartholomew, badge No. 9122, of Lawndale, are both complimented by Miss Helen Stronski for their unfailing courtesy and good work.

Dr. N. G. Desenis, 2850 Armitage Avenue, noted the favorable actions of Conductor Frederick F. Rapp, badge No. 9572, of Armitage, in the daily discharge of his duties. He waited for an old man hurrying for his car, assisted an elderly lady in alighting and helped a mother with three children alight. Dr. Desenis states that it is a pleasure to ride with such a conductor.

Conductor Edward J. Brown, badge No. 11850, and Motorman Wilbur T. Davis, badge No. 3177, of Armitage, are made the subject of a letter of praise by Mr. Eugene Lamparter, 2635 Best Avenue, for their unusual courtesy. "Their treatment to the traveling public is better than that accorded them," quotes Mr. Lamparter.

Written on Asbestos

The fire-eating Colonel had received a letter which consumed the greater part of his rage. His noble reply was this: "Sir, my stenographer, being a lady, cannot transcribe what I think of you. I being a gentleman, cannot think of it. But you, being neither, will understand what I mean." —Flamingo.

Getting Even

Teacher—"And why did Methuselah live to such a ripe old age?"

Blond Child—"Oh, probably just to spite some poor girl who had married him for his money."—Chicago Phoenix.

Departments and Divisions

Accounting

On Thursday evening, January 19, there was a splendid attendance of girls at the Leap Year party given by the girls of this department. The entertainment was furnished by the following; Misses Kamholz, Zwach, Davis, Romano and H. Simek. Games were played and many beautiful prizes awarded the lucky ones. There was a game played called "Get Your Man." (Not having any men present, potatoes were used. Some substitute!) From all reports everyone had a pleasant time.

The Stenographic Department can now dispose of their dictionaries, for they have in their department a stenographer who won a prize in a spelling bee at her night school class. Miss Sylvia Novotny, we are proud of your success.

Now that we are into 1928 we hope that this year will find our department in the lead with news items when it closes, and the only way this can be accomplished is by those interested in the department column furnishing the correspondent with news items.

Now that the shopping season is over, so is the great bundle race between Otto Stach and Ed. Marks, which was won by Ed. Marks by two packages. Better luck next year, Otto.

Misses Emma Miller and Anne Simek are back with us again after a spell of sickness.

T. F. Coan.

Engineering

R. J. Rumatz of the Track & Roadway Department at the Clark & Division office is the new Director for the Engineering Department in the Surface Lines Club.

Mike Doljamin and Steve Ivich, two of the strongest men in the WORLD, tried to lift little Johnny Coulon at the Club Stag. Steve almost burst a blood vessel trying, but Johnny stuck to the floor until Steve became exhausted and gave up the job.

Johnny Jones, the shiek of Grand & Leavitt, is sporting some new gold store teeth.

Art Janke recently traded his antique Dort for a Chevrolet. Art boasts of the good trade and the spare power of the new Chevy. He has been a little under the weather. Wonder if it's the **Chevy?**

The real battle of the century took place on the night of January 20th at the Gold Coast Bowling Alleys. Engineering Department Team No. 2 took three games away from Engineering Department Team No. 1 and stepped into third place.

Joe Westman has completed overhauling his Hudson. Joe complains that he can't hold 'er down. 'Tis rumored that he has applied for entrance in the Indianapolis speed classic on Memorial Day.

Mike Doyle, who has been confined to bed with the "flu," is back with us again.

Transit.

Traffic and Schedule

The Bowling Team of this department is going right along. It looks like first place for them in a short time.

There is no use trying to beat Fred Excell to it. Every time we have cold weather, Fred comes along with about five degrees colder in West Hinsdale. That is a good place to live, Fred. Next summer he will come in with a count of a couple of million more mosquitos than we have in Oak Park.

W. C. Brandes tried living on the far south side, also on the far north side. At the present writing, the issue has not been settled. Better come to Oak Park to live, Brandes, then you will not want to move again.

Just to get the New Year started right, this department elected Robert Sedlack Director. Now Bob is wearing grey spats. Good thing for Bob that he did not start that before election.

G. Weidenfeller.

Car Meter

The Club House has become a popular place for the girls of this Division on Thursday noons. Evelyn Schiemann and a few others have been practicing some collegiate steps to pull off at the Annual Reception and Dance to be held at the Club House on Saturday, January 21.

Catherine Miller was at home for a week on account of illness. We are glad to have her back with us now and to see that she is as well as ever again.

Did you all know that Mr. H. H. Jones was married? This great event happened over a year ago, and we're just beginning to find out about it now. Why the secrecy, Mr. Jones?

We have a new bowler in our office now and we don't mean if. Elsie Kalabza went bowling for the first time at the Club and made a fine record for a beginner. She claims not to have felt the effects of bowling the next day, but her actions proved otherwise. You'll get used to the strenuous exercise, Elsie.

Well, this is Leap Year and we believe that explains why Allene Heath has been looking so down-hearted. You see that means we have one more day of work in February and she is worrying about it already. Mr. Anger doesn't seem to begrudge us that extra day's work, though.

While on her way to work the other rainy morning, Dorothy Cronk ran in front of a street car and slipped and fell. Fortunately she was not seriously injured.

Much efficiency was displayed by Mary Voss when she took charge of the work of the Chief Clerk who was at home for one day on account of illness. Ahem! Mary.

Evelyn Patersen.

Shops and Equipment—North and West

West Shops: We extend our sympathy to William A. Stegemen, Car Wireman, whose father passed away January 2nd.

M. Dundevitch of the Paint Shop is on the sick list, and we hope for his speedy recovery.

We sympathize with C. Kamin in the loss of his mother, who passed away January 12th, at the age of 93.

S. Lapine, Painter, is visiting relatives in Quebec, Canada.

Blue Island: Mr. Quinn, fireman, has been on the sick list since December 18th. We hope he will soon be well.

M. J. O'Brien, who was off 6 months on account of sickness, is now back and taking care of the boiler.

Santa Claus harnessed up the stork and paid a visit to the home of Mr. and Mrs. Loui Statopolas during the Christmas rush. The present this time was a 9-pound boy. Congratulations! Loui passed the cigars.

After 18 years of faithful car placing, Mike Shappelle asked to have the switch iron traded in for a broom. The request was granted and Dan Sullivan is now lining them up.

Our picture appears on another page, as winners of the pull-in contest.

Elston: P. Treweiler, after a long illness, passed away January 5th. Our sincere sympathy is extended to his family.

J. Pezwinski's wife recently underwent a serious operation. We hope for her speedy recovery.

North: We are glad to see the following men back on the job after being on the sick list: S. Greco, J. Collins, S. Dauksas, and P. Stankas.

Our sympathy is extended to J. Cahill, whose sister passed away January 15th.

A. Tarbolski, J. Strand, C. Waskielis, M. Walsh, and M. Devine, are off sick. We hope they will all soon be well.

Jane V. McCarthy.

Shops and Equipment—South

Charles Ross, Machinist, has been on the sick list for the past few weeks. We hope to see him back on the job soon.

Elmer Sapper of the Machine Department is taking dancing lessons on Tuesday evenings, and on Thursday evenings he rehearses at the Trianon.

We were sorry to hear of the death of Joe Birmingham's father.

It is with sincere regret that we report the death of Charles F. Collins who worked as Machinist at the South Shops for several years. Mr. Collins passed away on January 9. We extend our sincere expressions of sympathy to the bereaved family.

After close observation we are commencing to believe that Frank Dewitt has very near reached the point of either changing or placing another lady friend on his 1st.

Mrs. C. Drummer of the Printing Department unfortunately broke her arm on New Year's Eve. We hope for a rapid recovery.

We are told that Miss Bresin did not fare so well on one of her recent shopping expeditions, but that the matter has been satisfactorily adjusted.

Burnside: T. R. Carson, Assistant Night Foreman is the proud daddy of an eleven pound boy born on December 3. Mother and baby are doing fine.

W. A. Malloy also reports a new arrival at his house. Another boy born December 30th. Congratulations.

H. Kramp. the new clerk, is getting along nicely. Former Clerk Chester Buckley was

promoted to car cleaner and is now wearing a big smile.

77th Street: John Hanrahan, one of the night men was married recently. Apparently he did not sleep every day.

We are wondering what happened to Quinn's eye. He said that it was a cinder.

The boys at 77th Street were glad to see T. Madigan promoted to Repairman.

We are told that Martin Riedy is a frequent traveler on 79th Street with a lady.

Archer: George Pelesipis, Trolleyman, was married on January 14, 1928. Thanks for the cigars George. All the boys at Archer wish you luck.

Cottage Grove: C. Winzenholler, formerly General Electrical Inspector has been appointed Night Foreman at Cottage Grove Carhouse.

J. P. McCauley.

Electrical

Mr. Thos. E. Walsh was elected director of the Surface Lines Club to represent this department for the next term.

Mr. John Rietz was surprised at his home in a rather novel manner by fifty of his neighbor friends. The guests arrived in automobiles and brought all the eats and other necessities for a real party with them. On the day following all of the ladies of the crowd returned and washed dishes and put the house back in order. Mr. Rietz was presented with a Parker pen and pencil desk set.

Mr. R. G. Rogers was again elected president of the Wilson Park Association.

H. M. Essington.

Materials and Supplies

Viola Ficks surprised us right after Christmas by announcing that she has been married since October 29th to Edward Jacobsen, formerly of the company. Congratulations and best wishes.

We hear that J. Grimes in Storeroom "D" invested in a little round thing you wear on your finger but it is not for his own finger. Let us in on it, Jim.

J. Allcard is working with us at 78th St. for the time being, while the crusher at 100th St. is closed. We are glad to have him with us.

In addition to his many other claims to fame, Jim Sefsick has the most wonderful Mohawk radio ever built. He lives in Berwyn and can get everything between London and San Francisco with the exception of Chicago. But Jim doesn't think much of Chicago anyway.

Andy Martin has been transferred from the West Shops to the Purchasing Dept. We congratulate him and wish him success in his new work.

Storeroom "H" are the fashion setters in dress, which was proven when Jerry brought his gang down to the Stag at the Clubhouse.

The Stag at the Clubhouse was well attended by the M. & S. South, numbering about 25. Some work, Herb.

Two of the notables who also attended and were given a hearty applause when they appeared in the hall were none other than F. Rothman of Storeroom "J" and C. Gottschalk of Storeroom "I." Both smoking (What price glory cigars.)

R. E. Buckley.

Around the Car Stations

Cottage Grove

Through the co-operation of Division Superintendent W. Bessette and his able assistant, C. Crick, and the trainmen of Cottage Grove depot we were able to operate 100 per cent of the cars of this division after the recent snowstorm which started on the afternoon of Dec. 30. The sweepers were immediately started on all lines and we kept going two days and nights keeping the tracks clear from snow. Then the Winged Plows were sent out and cleared the side of the streets for other vehicles and our runs were kept on schedule all the time. Many thanks to the trainmen of Division No. 1 who assisted in making this record.

The following trainmen are on the sick list: Conductor A. G. Roy, since last August; Motorman John Holmberg, since October; Conductor James Keaveney has been suffering from an infection of his eye for the past two months; Conductor Chas. Brautigan had an attack of pneumonia and has been confined to his home since November; Motorman Wm. Crawford, who recently underwent an operation, is progressing favorably; Conductor Hy. Duvick, since November; Motorman E. Mitchell has been sick several months and is now at the Washington Park Hospital and would be glad if some of the trainmen would visit him; Conductor Ashby has been sick for about two years and would appreciate a visit from some of the boys, address 2241 Calumet Ave.; Motorman Wm. Collins has been sick several weeks, but hopes to be around again in a few weeks; a New Year's card was received from Conductor Kort Pohle who has been in a sanatorium for the past five months. He would be pleased to hear from some of the trainmen. Address Kort Pohle Royal League Sanatorium, Black Mountains, North Carolina; Conductor J. Demarais was sick for several weeks with intestinal flu; Clerk P. Atkinson is convalescing at the home of Conductor J. O'Donnell after his recent operation at the Illinois Central Hospital and hopes to be with us again soon. To all of the trainmen we wish a speedy recovery and hope they will soon be restored to health again.

The sympathy of the trainmen is extended to Conductor Helenius on the death of his father and Conductor L. Redelan on the death of his brother-in-law , Conductor J. F. Howe.

J. H. Pickin.

Burnside

Conductors J. Clancy and T. Nolan showed exceptional interest in the Surface Lines when an 87th Street car manned by Operator E. Butler was struck by a bus. Through quick action of all three men thirty-three witnesses were obtained, injured parties taken care of, police and Investigation Departments notified and service resumed in a short time. The time to help your brother workman is when he needs it.

The boys from the "Old Sod" say the new

oil station at 93rd and Commercial Avenue resembles the Dublin Parliament House, but Motorman Baldy Nick says it looks like the home of Pat Looram. Jerry Durack says it resembles the Limerick Railroad station. Ask our starter "Tommy" what he thinks about it.

Sympathy is extended to Motormen L. Nichols and M. Schroeder in their late bereavement.

Some men are anxious to get the job. Other men go one step farther. For example, Martin bought his uniform cap two months before he got the job. Pat says that's the height of optimism.

Twin boys, Bobbie and Billie, arrived at the home of Mr. and Mrs. F. E. Olson December 30th, 1927. Conductor Olson now works every day. Congratulations.

Motorman E. J. Burke reports the arrival of Patricia Gene Burke. Mother and baby doing fine. Congratulations.

For courtesy over the telephone try Limits Depot. On a number of occasions it has become our duty to call Limits. Our last call topped the climax. Mr. F. Murbarger with his clear, melodious voice and courteous manner deserves credit.

W. D. F.

Seventy-Seventh

Conductor Tom Malone in calling for his pay from the paymaster called his run number. The paymaster informed Tom to get his run at the clerk's window but Tom said I want my money. It must be a pretty good run at that, Tom, old boy.

Conductor Maurice Seaberg has had quite a siege of sickness but from latest reports is well again.



Lois Bonnie Lamb, the year-old daughter of Motorman J. H. Lamb of 77th

To the following trainmen we extend our congratulations upon the arrival of little ones in their homes: Motorman L. F. Breen, a girl; Motorman C. H. Mathieson, a girl; Motorman B. J. Berry, a girl; Motorman M. Grady, a boy, and Motorman J. Coyne, a boy.

Conductor Frank Blum is to work again after suffering a severe and painful injury to his index finger.

Starter Volkart has been promoted to the position of Supervisor and here's wishing him success in his new position.

It is indeed a pleasure to announce the marriage of Motorman F. W. Gillooley and Conductor J. B. Costello and also Conductor O. L. Naumann. To the above trainmen we wish a long and prosperous life of married bliss.

Our new operator, Joe O'Connor, is on the job. This boy is the son of Motorman Mike O'Connor.

Motorman Jimmy McComb was run down by an auto and removed to a hospital and for a short time his case appeared quite serious. Latest reports state Jimmy is getting around again.

Motorman Ruddy Tappenbeck is still on the sick list but is picking up nicely. A little visit works wonders with a sick person. How about it?

The Club Gymnasium equipment has now been installed and a word of timely advice to beginners is, be careful, make progress slowly. See Motorman Ed. Willette for expert instructions.

Another month and we are still in the third place in the witness contest. A pleasant request for a witness' name will bring the desired results even though it causes a few moments of cold fingers. Try it.

Receiver Gus Ahrendt of Burnside depot and an ex-conductor of our division, states that his son Albert is now a practicing dentist. Old timers will remember this boy around the depot years ago.

Mr. Meyers states he had a collision last month with a number of depots which bumped him into fifth place. He says with the co-operation of our trainmen he is going to recover that flag for our trainroom and also states it is not going to be an accident either. So let's go for Our stand by Mr. Meyers.

The following trainmen have suffered the loss of relations in the past month by being called to the Great Beyond: Sister of Conductor Joe Matern, father of Motorman C. Gramberg, brother of Conductor B. J. McGuire, father of Conductor G. R. Payton, son of Motorman P. Roche and also Motorman J. F. Ford. To the relatives this division extends its sincere sympathy in their bereavement.

C. A. Gylling.

Sixth-Ninth

Goldblatt Brothers, managers of the department store at Ashland and Chicago Avenues in expressing their appreciation of the services rendered to their customers by the Ashland Avenue trainmen during the past year, emphasize their appreciation by sending some very good smokes to the boys which were enjoyed both by the regular men and extra men. While the smokes were excellent the trainmen appeared to put more value on the recognition accorded them as salesmen of transportion by a business house such as Goldblatt Brothers.

Motorman H. Sieloff has decided to finish the

winter in California, leaving Chicago the latter part of January. Motorman S. Caldwell writes in letter from 606 N. Olive Avenue, Alhambra, Caifornia, stating roses and geraniums are in full bloom and the trees are beginning to bloom. Says he looks upon fields of cauliflower, lettuce and celery. He thinks "no wonder" people are moving out there. Motorman W. J. Frank has arrived at 316 Kings Court, West Palm Beach, Florida, and has sent in the most beautiful cards picturing scenes of enchantment.

Due to the sad mishap of Conductor C. Curtis, who fell and broke his hip, he is visiting with relatives in Michigan while he recuperates.

Motorman W. Kasper challenges W. J. Walsh, G. E. Boedecker or M. J. Collins to a game of handball to be played in the club gym.



Rita Rose Gillespie, the five-year-old daughter of Conductor Gillespie of 69th, with her prize-winning decorated doll buggy entered in the Englewood contest

Conductor W. Handlon announces the arrival of twin girls, born November 30, 1927, while Conductor W. G. Brownley announces a boy, 8 pounds, 7 ounces, born January 18, 1928.

We are glad to see Conductor A. B. Hedburg back on the job fully recovered from his severe injury. Motorman E. H. Gollnick is still on the injured list. We hope for his speedy recovery.

We wish to extend our sympathies to Conductors J. W. Murray and J. Clinton in their bereavement over the death of their fathers, and to T. J. Doran upon the death of his brother, the Reverend J. M. Doran.

Motorman E. S. Hoff and Miss Florence Lawler were married January 14 and we wish them much joy and success in the years to follow.

Mr. Edward Suma, our rubber band speed artist, was recently invited out to tea. What's the new girl's name, Eddie?

After an illness of little more than 2 months, Motorman U. S. Gillis died December 7, 1927. Also, after a brief illness of less than three weeks, Motorman E. O. Daemicke died January 21, 1928. Each of these men had a great number of friends, all of whom will mounr their loss. On Saturday evening, January 22, 1928, on way home, Conductor C. Larson was struck and fatally injured by a motorist who has not been apprehended. Our sincere sympathies to the bereaved families.

W. L. Pence.

Archer

Motorman Frank Hansen signed off sick Friday, January 13, on account of a cold which developed into pneumonia, and died on Thursday, January 19. Frank entered the train service May 4, 1903, and had been a very faithful worker, was well known and had many friends among his fellow workers. Funeral services from St. Bazil's Church, January 21. This is the second of the three Hansen brothers, all motormen of Archer depot, who within the last year have been called away by death. Joseph J. mourns their loss. The boys of Archer depot extend their deepest sympathy to his family and brother in their sorrow.

Conductor George J. Oakley strolled away and took upon himself a wife. Wedding took place from Saint Rita Church on December 28, 1927, at 5 o'clock P. M. A very elaborate dinner at the bride's home took place to celebrate the happly occasion.

Conductor Stanley M. Churylo reports the addition of a bouncing nine pound baby girl, Elenor by name, who arrived at his home on Wednesday, December 21, 1927. Daddy doing nicely.

Our sympathy is extended to Motorman V. J. Fernett who lost his sister by death on January 17.

After many years of married life Conductor Larry Mulrooney reports the arrival of a 10-pound baby boy who made his appearance on December 18, 1927. Larry passed the cigars and we all smoked to the baby's health.

Motorman Michael Patrick Monahan is the proud father of a 9½-pound baby boy, arriving December 24. The boy was given a good old Irish name, so the daddy says, Michael Patrick. Mike says this is the second boy and we congratulate you on your progress in married life.

Dusty.

Blue Island

By the time this issue comes from the Press we want to be the winner of the Accident Prevention Contest and come out First Place.

Blue Island won the flag for having the least Pull-Ins for the month of December, 1927.

Get busy on the witnesses and get back to first place and not fifth place as we are. Also keep up the good work on power saving and get up higher than you did.

We all extend our Sympathy to Conductor G. Chvatal in the loss of his wife who had been ill for some time.

An 8 pound baby girl was born to Mr. and Mrs. G. Washack on January 5th. Congratulations George.

C. P. Starr.



This is the way Motorman Tony Jaslowski of Blue Island looked after he came back from the Wisconsin lumber camps

Elston

Our boys did very good work during the recent snowstorm, all equipment being out. The family sweeper, with "Leatherneck" Schroeder at the helm, was very much in evidence.

Conductor W. F. Griese passed away suddenly on January 2, 1928, after completing his day's work. Bill left a host of friends behind both in the riding public and the train service as well. Our deep and heartfelt sympathies are extended to the members of his family.

Boys, we slumped a bit in the Courtesy Campaign, but we hope that it is only temporary, so let us get busy and regain the place we lost.

Night Clerk Arnier has returned to his duties at Elston Depot after an absence of one month, doing relief duty at Noble Depot. Frank celebrated his return by standing treat for the boys, furnishing coffee and cake.

We are still in first place in the witness contest, but do not forget that we must keep plugging as our ancient rival, North Avenue Depot, is pressing us rather closely.

E.

Noble

The boys of this depot sure did very noble work during the recent snow storm.

Motorman Dries and a pal are again traveling to Peoria. There must be some big attraction there.

Trainmen of this depot know that courtesy pays, and they appreciate the cigars that were donated as a token of appreciation by the Goldblatt Bros. for the courtesy our trainmen had shown to their customers during the past year. Keep the good work up, boys, bearing in mind that it is first place in the contest that we must strive for.

V.

North

Received a letter from Conductor Corwin Weidler enclosing a clipping from a La Crosse paper. The clipping says in part: "Seven passengers of a sedan, bound for La Crosse, had a narrow escape Saturday afternoon when their machine jumped from an icy rut, leaped into a ditch and burst into flames before its occupants could extricate themselves. Mr. Weidler kicked out a door, crawled outside and then opened other doors to permit the others to escape. Mrs. Weidler, although her clothes were saturated with gasoline, was not burned. The car was a total wreck." We are happy to say that the Weidlers have returned safe and sound to Chicago.



The complete wreck of Conductor Corwin Weidler's car

Sympathy is extended to Conductor Ed Rogers and family in the loss of his mother, who passed away Dec. 25. And to Conductor W. Ollenquist, who lost his father January 20. Also to Motorman Oscar Zewer whose father passed away January 21.

Conductor P. McNally is papa to a little boy born January 5. He weighed 8 pounds on arrival. Motorman Charles Hearle is daddy to a big boy born November 21. Weight 11 pounds.

We understand that Clerk Myles Harrington is traveling beat at Dickens and Hamliin Avenues. What's the attraction, "Red?"

Well, Elston-Noble bumped us out of the lead in the witness getting contest, neatly, very neatly. They are after a six average too and will get it before we do if we don't speed up. It is on the seemingly inconsequential accidents that we lose. These reports come in with one, two and sometimes no witnesses. If we could get a few more names on each of this class of reports we would increase our average greatly.

Forbes says that all reports to the contrary that new pearly grey hat did not blow off a train going through Aurora.

We came through the last snow storm nicely. Everybody seemed to know what to do and did it. The result was very little delay to service and satisfied passengers.

C. A. Knautz.

Armitage-Division

We expect improved operation now that Mr. Johnson has been in this division. Carlin and Gagler have helped to bring it up. Courtesy helps get witnesses.

We are on top on the power saving list; try

and get on top on the accident prevention list. Fifth is a long way from first.

Our chief clerks have new record sheets for all trainmen for the year of 1928. All nice and clean. Let's keep them that way.



Conductor F. A. Rohde of Division Street and his nine-month-old daughter Gladys

Courtesy costs nothing, but makes your job easier. Try it for this year. Watch Uncle Watt and Smiling Joe for tips on how to make your job more pleasant.

R. L. M. O'C.

Lincoln

Our extra conductor, F. Hilgert, put one over on the boys by getting married Dec. 17.

It will never be very hard for extra Motorman C. McElroy to remember New Year's, as this year on that day he was made the proud father of a 9-pound baby boy.

Motorman R. E. Hoskins enjoyed a very Merry Christmas by going to his home in Cleveland, Ohio, for a vacation. He had a wonderful time, he says, as he was entertained very highly, a party being given most every evening in his honor while he was there.

We always thought that April 1st was the day for practical jokes, but the boys played one on Pete Schornack, our baseball pitcher, on New Year's morning. One of his friends called him at 4 a. m., and told him he was to report at once for the snow plow. Pete arrived at the depot only to be told it was a joke. At first he was a bit angry. But Pete, being such a good fellow, took it, and put on his regular smile. But the old saying, "He laughs best who laughs last," proved true in Pete's case, as he was given a good day car.

Motorman C. Hansen who was taken sick on the car, but finished his run on Jan. 7th has been home ever since with a touch of pneumonia, but we are told he is improving gradually and we hope to see him back at work soon.

The Lincoln boys are all very sorry to hear that our Supt. Mr. Hayes met with such a serious accident Jan. 19th while on his way home for lunch. Mr. Hays while stepping from an Irving Park car at Oakley Ave. near his home, was struck by a truck and suffered a broken hip and a serious injury to his head. He was taken to the Montrose Hospital. A speedy recovery is wished him by all the Lincoln men.

Conductor Lant Maloney, one of the old time boys, passed away and was buried from Queen of Angels church where three masses were held for him, and laid to rest in All Saints Cemetery Monday, Jan. 9. Sympathy to the family.

H. Spethman.



Shirley Johnson, the attractive daughter of Conductor G. E. Johnson of Division

Limits

The wife of Cond. Chas. Reynolds died January 15th and was buried Wednesday, Jan. 18th, from Arnold's Mortuary, 2843 N. Clark St. Charley is well known among the old timers, having had about thirty years' service, and we extend to him the heartfelt sympathy of those who these many years have enjoyed his friendship and good-fellowship.

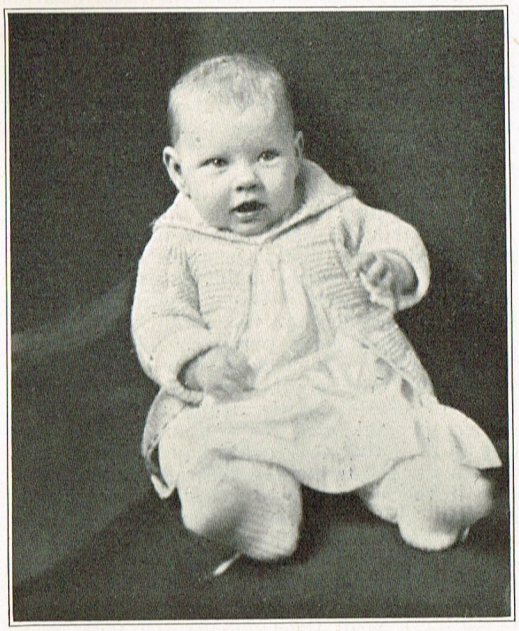
Frank Young was very pleased inasmuch as his fiancee, Miss Ruth Riesen, came from Detroit, Mich., to visit him over the holidays. He regrets the fact that it is necessary for her to return to Detroit to terminate her engagement as instructress in one of the leading business colleges of that city, after which we may look for wedding bells for Frank.

Pete Mochan and Bob "Big" Webster were discussing the advisability of going into busi-

ness, Pete explaining to Bob that if he went down to Lincoln Park and caught the English sparrows they could dip them in peroxide and sell them to the public for canary birds. Bob is seriously considering the proposition.

F. Sivenson and fiancee were married the first week in January.

E. G. Rodgers.



Miss "Patsy," the four-month-old daughter of Conductor Walter Kinsella of North Avenue

Devon

We offer our congratulations to our latest newly-weds—Mr. and Mrs. H. McMasters, who were recently married in Winnipeg, Manitoba.

After a lingering illness, Louis Malinowski passed away January 2, 1928. He had thirty-four years service, during which time he made many friends among the trainmen and the passengers. We are sorry to lose Louis.

Another veteran, L. Lowry, who had been gassed overseas, passed away at Rochester, Minn., and was buried at Elmore, Minn.

The wife of Chas. Noren passed away December 25, last, after a long illness.

On January 16, the wife of John Suffel passed away very suddenly. Interment was at Colo, Iowa.

Our sympathy is offered to these bereaved families.

H. Lawson reports a New Year's gift of a girl weighing eight pounds and three ounces. G. Anderson also reports a new arrival—a boy. The mothers and babies are reported doing nicely.

James King has returned from a trip to Ireland and reports having had a good time.

The last report in regard to Mr. F. J. Smith, our Superintendent who is ill, states that he is getting well slowly and hopes to return to work soon.

C. E. Roy.



This lively youngster is Dorothy Mae Green, whose proud daddy works out of the Limits

Twin Coach Section

Operator Ed. Golding has purchased one of the new Chevrolet Coaches which he uses on Sundays. His old Ford is still good enough for week days.

Our Operators have had many compliments on the neat appearance and natty uniforms, the latest coming from the President of the Northwest Business Mens' Association.

Operator P. Raypholtz has forsaken the south side for the rising subdivision of Westwood.

Operator V. Mainock who has been suffering from the "flu" for several weeks is convalescing. We hope for a speedy recovery.

Operator C. Russell has returned to work and is thereby happy. He didn't seem to like the Canadian North-West.

He'll Understand

Betty: "Have you any green lip stick?"
Drug Clerk: "Green lip stick!"
Betty: "Yes, a railroad man is taking me out tonight."

She-sez: "I have no sympathy for a man who gets drunk every night."
He-sez: "A man who gets drunk every night doesn't need sympathy."

A bachelor says that if he had to choose between two evils he would marry the one that had the most money.

SURFACE LINES POST

The American Legion

Posters depicting the progress of The American Legion during the first decade of its life will appear on the billboards of the city during the month of February. Arrangements have been made for the use of billboard space here during the month in order that the ideals and aims of the Legion may be placed before the people of the city.

The posters will depict in a vivid way the real spirit of the Legion. They will be symbolical of the Legion ideal of service to country in peace time as in war, which the Legion is carrying out in its Americanism, child welfare and similar activities.

The poster has been made up from a sketch drawn especially for the Legion by Chester A. Bratten, a well known artist of Chicago. It has a decorative background in which the main figure is the Goddess of Liberty standing with arms uplifted in consecration of the sacrifices made by the fighting men of America in the World War. In the foreground is a panoramic scene depicting the city, agriculture and industry. At the top is the name "The American Legion" and at the bottom the slogan, "In peace, as in war—we serve."

Similar posters will be displayed in almost every city and town in America during February, to give national emphasis to the service which the Legion is now rendering to community, state and nation. More than 17,000 of the posters are being sent out from National Headquarters of the Legion at Indianapolis to be posted throughout the country.

Surface Lines Post No. 146 will begin an intensive membership campaign which will reach its climax during the month the posters are on the boards.

Any inquiries addressed to Post Headquarters, 40 S. Clark St., will receive prompt attention.

J. P. McCauley,
Commander.

Discovered

He: "I see they are publishing the statistics of all the women who have never married. Simply amazing figures."

She (rather bored): "Yes, I expect that's the reason."

The new stenog looked like a million dollars. "Class" was written all over her. The office force in accord acclaimed her. "Some Dame."

Then she opened her velvet lips and said to the office boy, "Say Boozo, ain't there no carbon paper around this dump!"—Exchange.

The meanest man today is the husband who'll shave the back of his wife's neck with the razor she uses to sharpen pencils with—Exchange.

Loud Speakers

"Is your wife still at home?"

"Hell no, she's louder there than anywhere else."

Getting the Most Out of Scrap Material

Efficient handling and disposal of scrap material from electric railways have been long neglected. Only during the last few years has the disposition of such material been conducted along effective lines in a systematic manner. The scrap pile has been one of the greatest sources of waste in railway shops. In many places all parts, regardless of the material of which they are constructed, which had outlived a period of usefulness were thrown indiscriminately into ungainly heaps. No attempt was made to discover any additional value that might be left or to grade the material so as to obtain a higher price for it as scrap. That the various parts were worn out and no longer useful for the original purpose settled the matter. All was considered scrap, just so much waste that must be disposed of.

A scrap pile is never a thing of beauty. Nothing about it adds to the orderly appearance of the yard. These heaps of dead material take up space which could be used for more profitable purposes. When the space is required it is felt that the scrap must be removed as quickly as possible. This condition always made the junk business profitable. Railways that were continually having accumulations of waste matter were approached by dealers in junk, and for a nominal price they got all of it that they could handle. The junkman made the terms and the railway was satisfied if the piles were removed as quickly as possible. In these piles of iron and steel parts everything was considered as iron and bought by the dealers as such. On some properties accumulations amounted to as much as twenty tons a week. If this were sold at $3 per ton, or $3,120 a year, the company felt quite satisfied.

The more progressive properties, however, have realized that there is a considerable demand at the rolling mills for scrap iron and steel, so that now they not only sort the different materials but also place the several grades of steel in different piles, and each is sold at a price more nearly proportionate to its real value. Often the junkman has been done away with entirely, the purchasing department dealing directly with the steel mills. Non-ferrous metals, such as copper and brass, are also graded and sold to neighboring brass foundries. This method has not only increased the income of the railways but it has also improved the appearance of the property, as the materials are kept in neater condition and can be disposed of at such frequent intervals that large accumulations never occur.

Electric Railway Journal.

"Look heah, you niggah," shouted Rastus. "Ef you-all don't play dis heah game hones', I'se a-gwine ter climb your frame. Dem cards what you just laid down da, ain't de ones I done dealt you."

Percy—"What do you think of Brown?"

Patrick—"He is one of those people that pat you on the back before your face and hits you in the eye behind your back!"

General News of the Industry

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

Detroit Finances Mixed Up Again

Detroit people are witnessing the annual comedy of two sets of auditors trying to determine what are the facts about the finances of the Municipal Railway Company. One set of experts working for the municipally owned line finds figures that are one and one-third million dollars at variance with the figures of Price, Waterhouse & Co., a nationally known accounting firm. The Detroit Free Press says of the situation:

"The rules of auditing are pretty well established and there should not be a difference of nearly a million and a third of dollars between the findings of two experts who have been working independently to ascertain the financial condition of the Detroit Street Railway, and disagree principally over the way accepted facts are to be interpreted. In such a situation there should not be a variation involving a tenth or a hundredth part of the amount in dispute.

"The lack of harmony between the report made by Price, Waterhouse and Company and William M. Hauser, auditor for the D. S. R., is a particularly serious matter because it involves the difference between a material loss through the maintenance and operation of the municipal street car lines and a small surplus; and that difference in turn, has a direct bearing upon the whole financial prospect of municipal ownership.

"Unfortunately, the less optimistic finding seems to be the one more nearly in harmony with general business usage. The D. S. R. has had a bad year. If it were a private concern it would be considered in a dangerous condition with regard to solvency. Perhaps the condition is temporary. We hope so. But meanwhile nothing is to be gained by indulging in roseate coloring of the situation. The more directly and honestly it is faced, the better for everybody in the end."

Appreciate Street Cars

Spokane had a nice snow storm the other day, and thus the citizens came to appreciate the street car company's service. This is what the Spokane Daily Chronicle had to say about it.

"There may have been a few impatient ones who chafed under the delays of street car service during the bad weather Tuesday, but the great majority appreciated the unusual handicap against operation and accepted the situation graciously.

"Many who seldom use the street car left their automobiles at home Tuesday. This taxed the service capacity to the limit. The cold rain and sleet, and the heavy coating of ice, made street car operating conditions the worst in years.

"In spite of the best the operating department could do, there were long delays, many minutes of waiting for a car, cars stalled and held up by snow and ice. But the service was maintained and every one was safely taken to and from the city center.

"The person who seldom rides in the street car may have growled about the service, but he was glad to have the street railway to fall back on. Spokane was thankful for street cars Tuesday."

Tickets With Bread Wrappers

The Southern Grocery Stores, Incorporated, of Atlanta, now are in the street car business. For five cents and two wrappers from one ten cent loaf of bread the one hundred and fifty stores comprising the chain give customers a seven and a half cents street car ticket.

Wanted—A Judge, Not Hangman

Not the fear of investigation, but a reasoned distrust of the methods and motives of investigators is exercising the directors of public utility companies, The Nation's Business declares. Representative of their state of mind is a statement by Philip H. Gadsden, vice chairman of the Joint Committee of National Utility Associations. He said: "I do not hesitate to state that in my judgment we should welcome a comprehensive and thoroughgoing investigation of all the phases of the public utility business conducted by investigators qualified by training and experience to develop all the complex facts of the second largest industry in the United States without partisan or sectional prejudice and free from political bias."

The resolve of the companies to make their case with the people signifies an aggressive faith in the integrity of their business. Nor is appreciation of the public interest found wanting in the determination to carry the explanation of utility operation beyond the million or so employes and the five million security holders. And as its mysterious complexities—common to every industry—fade out, unscrupulous politicians will find it more difficult to get hearings.

The Code of a Good Sport

1—Thou shall not quit.
2—Thou shalt not alibi.
3—Thou shall not gloat over winning.
4—Thou shalt not be a rotten loser.
5—Thou shalt not take unfair advantage.
6—Thou shalt not ask odds thou are not willing to give.
7—Thou shalt always be ready to give the opponent the shade.
8—Thou shalt not underestimate an opponent, not overestimate theyself.
9—Remember that the game is the thing, and that he who thinketh otherwise is a mucker and no true sportsman.
10—Honor the game thou playest, for he who playest the game straight and hard, wins even when he loses.—Contributed.

A Smile or Two from Everywhere

Enemies Now

"What's the difference between vision and sight?"

That's easy, my girl is a vision, yours is a sight."

Mr. Callahan: "Did you protest against showing the movie that represents the Irish as disorderly?"

Mr. Murphy: "Did we? We wrecked the place!"

Oh, Man!

Country Visitor—"Tell me, have any big men been born in this village?"

The Village Half-Wit—"Nope; only babies."

Just Right

Wife—"I see by this paper that in certain parts of India a wife can be bought for two dollars. Isn't that perfectly awful?"

Husband—"Well, I don't know! A good wife would be worth that."

A Thoughtful Youngster

Mother: "Bobby, when you were eating nuts in the street car, I hope you didn't throw the shells on the floor."

Bobby: "No mother, I put them in the pocket of the man who sat beside me."

Want ad in the Wichita Falls Times—"For Sale—a full-blooded cow, giving milk, three tons of hay, a lot of chickens, and several stoves."

Millionaire—"I owe all my success to only one thing. Pluck, just pluck."

Sagacious Questioner—"How do you find the right people to pluck?"

Bill—Say, George, I dreamt of you last night.

George—What was it?

Bill—I dreamt you were coming down Hollywood Boulevard leading a jackass, singing "Me and My Shadow!"

George— *!"*"*")!!!

Counsel: "The cross-examination didn't seem to worry you. Have you had any experience in that line?"

Client: "Married three times."

None to Clean

Salesman—Let me demonstrate this vacuum cleaner to you.

Mrs. Coveloski—I don't want it, I ain't got no vacuums in the house.

"London is the foggiest city in the world."

"But I've been to a foggier place than London."

"Where was that?"

"I don't know where it was, it was so foggy."

Suicide Note

Green Clerk (to Bride and Groom): "I ain't got no room with twin beds, but I kin giv ya two nice rooms on different floors with single beds in 'em!"

Once

Mike: "Did ye ever speak before a large audience, Pat?"

Pat: "Fairly large, I did."

Mike: "And what did you say?"

Pat: "Not guilty."

The Professor Again

Every time the bell on his typewriter tinkles, the absent-minded Professor writes: "Come in!"

Doctor: "Young man, you owe your very remarkable recovery to your wife's tender care."

"It's kind of you to tell me, doc. I shall make out the check to my wife."

"Whaffo' you lookin' so unnecessary, Glutinous?"

"Ah feels like a dumb owl, Predicament,"

"Reveal yo' meanin', man."

"Ah jes' don't give a hoot."

Young Son (to shoe clerk waiting upon his fastidious mother)—"No use showing her the first ten pairs—she won't take them."—Life.

Curtain!

Sue: "This picture doesn't do me justice."

Sam: "You want mercy, not justice."

Lost or Strayed

"Your ticket," said the conductor to the slightly befuddled passenger, "is for Decatur, and this train is on the St. Louis line."

"Goodn'ss grashush!" said the passenger, "dosh th' eng'neer know he'sh on wrong railroad?"—Exchange.

Expensive Touch

Bricklayer: "I would not touch this job for less than $500."

Property Owner: "Well, and how much would you charge to give the chimney a friendly pat on the back?"

Asking Plenty

Bobby had been reading Treasure Island and other pirate stories, and his mother was quite surprised when he went to say his prayers to hear him say:

"Give us this day our daily bread, Yo, ho! and a bottle of rum."

The Way to Tell

Teacher—Use "cauterize" in a sentence.

Billy—I knew she was mine the moment I caught her eyes.