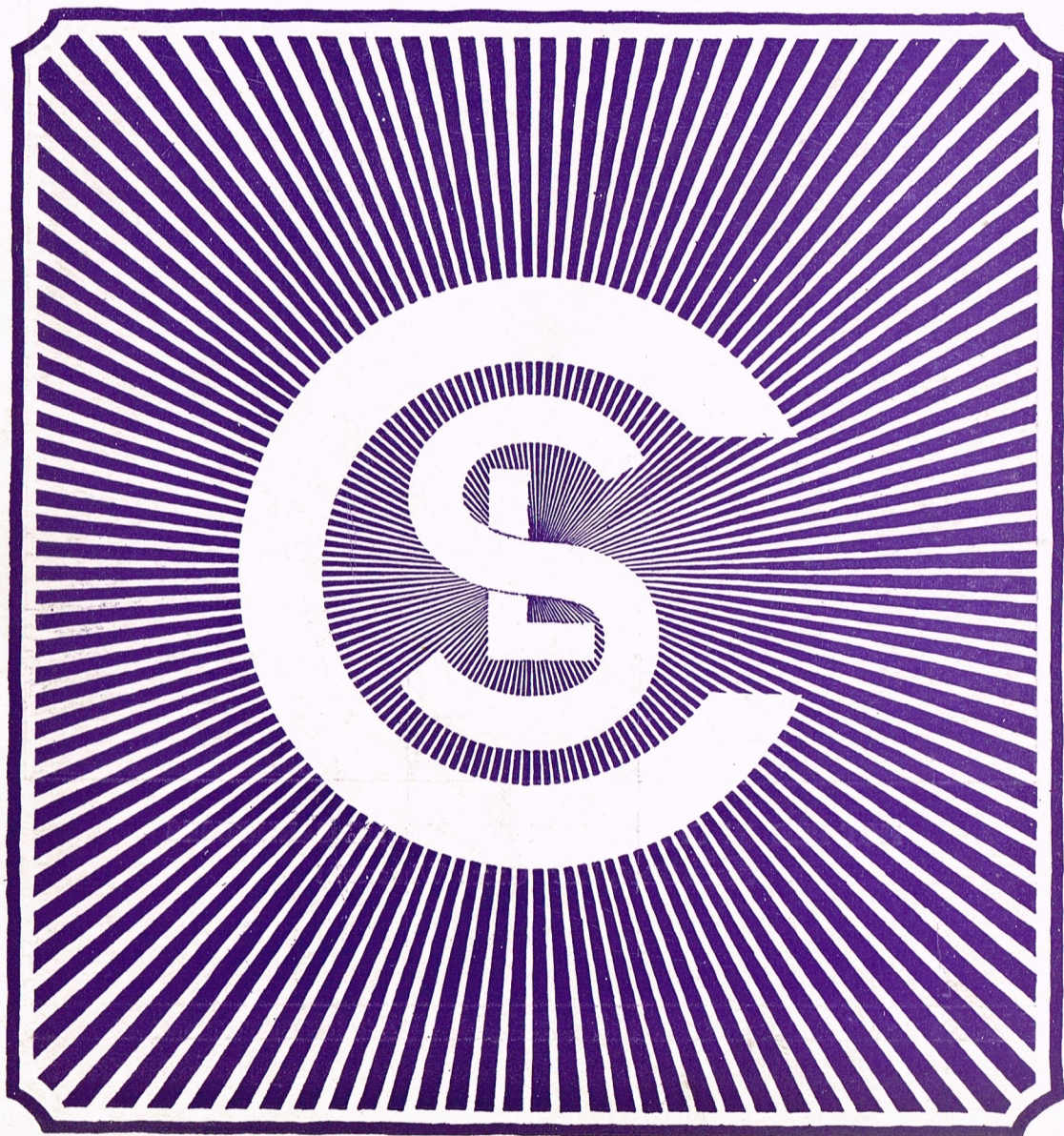


SURFACE SERVICE MAGAZINE

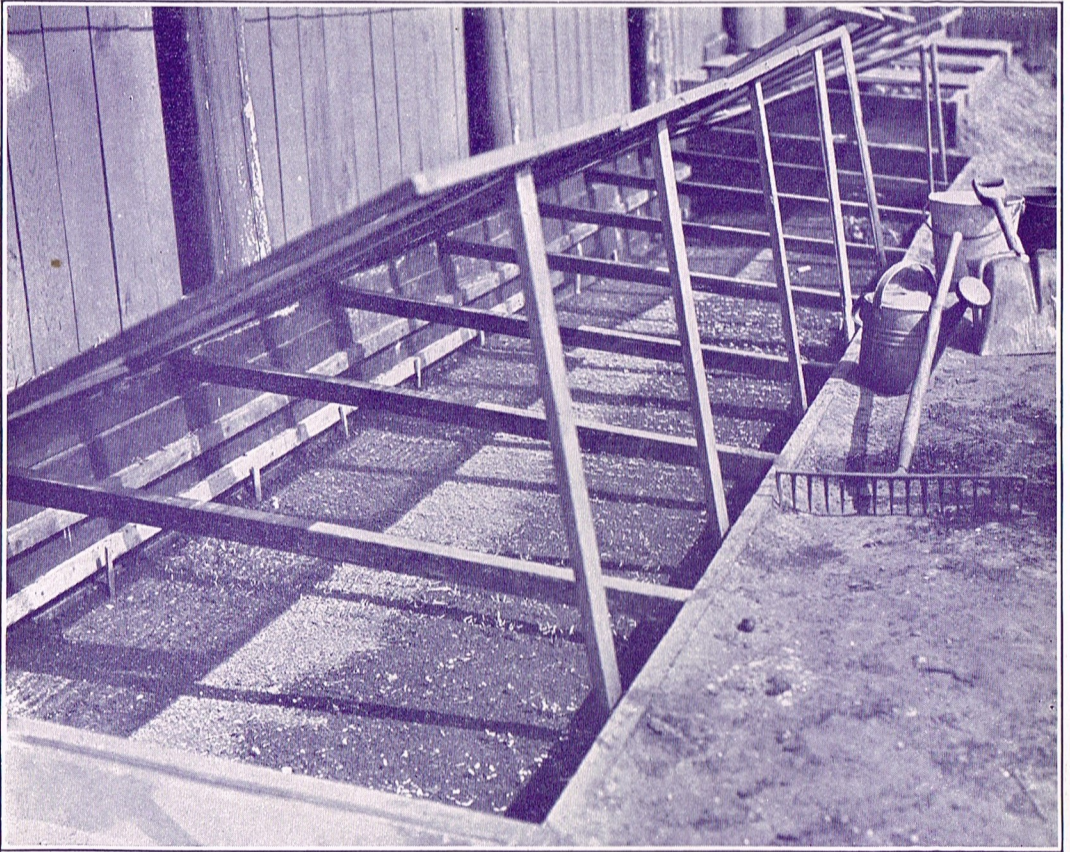
VOLUME 5

APRIL, 1928

NUMBER 1



OUR FLOWER GARDEN CONTEST



HOT BED AT ONE OF THE COMPETING CARHOUSES

Some Start, Eh? Guess Whoozizit!

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 5

APRIL, 1928

NO. 1

"PASSENGERS SHOULD BE SEEN AND NOT HURT"

Armitage-Division Jumps Into Lead

First Month of '28 Contest Shows New Line-Up—Lincoln Drops to Third Place

Standing of Divisions for February, 1928

		Percent
First Place	Division No. 9, Division & Armitage.....	84.550
Second Place	Division No. 10, Elston & Noble.....	83.767
Third Place	Division No. 11, Lincoln Avenue.....	80.730
Fourth Place	Division No. 6, Lawndale & Blue Island...	80.407
Fifth Place	Division No. 5, Archer	78.544
Sixth Place	Division No. 1, Cottage Grove	78.400
Seventh Place	Division No. 4, Sixty-Ninth	76.726
Eighth Place	Division No. 2, Burnside	74.885
Ninth Place	Division No. 8, North Avenue	74.205
Tenth Place	Division No. 7, Kedzie	73.480
Eleventh Place	Division No. 12, Limits-Devon	72.768
Twelfth Place	Division No. 3, Seventy-Seventh	70.984

By WILLIAM PASCHE

Supervisor, Accident Prevention

The 1928 Accident Prevention Contest is now on its way and the standings of the Divisions are shown above. For the first time in thirteen months Lincoln is not in first place. Division No. 9, Division & Armitage, is leading for the first month of the Contest with Elston & Noble, Division No. 10, in second place, and Lincoln, the winner of the 1927 Contest, in third place. Blue Island & Lawndale, Division No. 6, which came in second in last year's Contest, is in fourth place. Archer, Division No. 5, which finished in tenth place in the 1927 Contest, is now in fifth place. Cottage Grove, Division No. 1, which finished last year in ninth place, starts the new year in sixth place, with 69th, Division No. 4, in seventh place. Burnside, Division No. 2, is in eighth place. North Avenue, Division No. 8, the winner of the Contest in 1926, is in ninth place. Kedzie, Division No. 7, which finished fourth in the 1927 Contest is in tenth place, and Divisions Nos. 12 and 3, Devon-Limits,

and 77th, are in eleventh and twelfth place.

Boarding and Alighting and Vehicle accidents for the month of February showed an increase compared with February, 1927. If we were looking for an excuse for the increase we would say that the snowstorm of February 17th was responsible. But we can't blame the storm when we know that when riding on street cars we do not hear the gong sounded while passing through streets where machines are parked at the curb. Neither is the gong being sounded as it should be when approaching intersections. Each parked automobile is a potential hazard.

When passing through blocks where machines are parked at the curb the gong should be sounded at least once in every 300 feet. This will give notice to any one about to pull away from the curb that a street car is approaching. No motorman should drive his car past an intersection without having sounded the gong 100 feet from the nearest curb line.

When a vehicle is pulling toward our

"PASSENGERS SHOULD BE SEEN AND NOT HURT"



No conductor should give the go-ahead signal without first looking out along side of the car for a prospective passenger.

track it is not enough to just sound the gong in the hope of scaring the driver of the vehicle away. Under such conditions the motorman should sound the gong and apply enough air to take the slack out of the brake rigging. Then if the vehicle continues on across our tracks he will be in a position to make a stop without having a collision.

When passing streets that jog we must always strike the gong, also be prepared to stop almost instantly because any vehicle driven on such a street toward a street car line must turn one way or another on our car line. The driver of the vehicle may be reckless and not slow up when approaching the car line. This would make it necessary for him to swing or turn in a wider space than would be necessary had he slowed up. Even when the other fellow seems to have been wholly at fault for the accident, any one who may be injured is just as badly hurt as though both men were at fault.

The importance of sounding the gong may be better understood when we know that about the first question asked by the police is: "Was the gong sounded?"

It has also been noticed that all con-

ductors are not looking out alongside of car before giving the Go signal. Looking out alongside of car, calling streets where service stops are made and being sure that passengers have safely boarded and alighted before giving the Go signal will eliminate almost all of our Boarding and Alighting accidents.

Thrown in Car by Sudden Stop or Start. This class of accident has shown a slight decrease for the month of February. This is very encouraging, but it is also true that in the past month several letters have reached the general offices in which the writers complain about being jerked and thrown to the floor by rough operation. Just a little more care in starting and stopping will do away with this type of accident. Plenty of time is allowed in schedules for correct operation and service.

If you think it would be impossible to maintain the schedule if all the things we write about were done, just take a ride on almost any line and you will notice that the motorman generally slows up or loafs when about a quarter of a mile from a time-point where he expects to see a supervisor. So why not use the time allowed correctly from the time the car leaves the terminal? Then it will not be necessary to loaf when approaching a time-point and in all instances will also give time to allow passengers to board and alight safely. It will also give time to do all of the things we talk about in our Accident Prevention work and last, but not least, you will have time to wait for passengers who may be running for your car—something that is especially appreciated by the public late at night.

Jimmy—"My dad's awful smart."

George—"What does he do?"

Jimmy—"Why, he's a mechanic and makes locomotives."

George—"Gee, that ain't nothing; my father's a commuter and makes two trains every day."

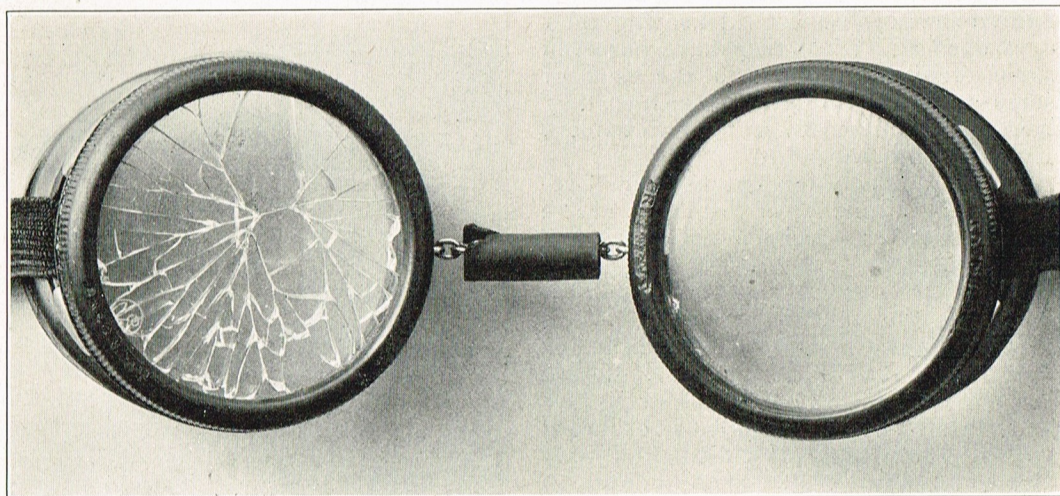
Two gentlemen were uncertainly flivvering their way home from a party.

"Bill," said Henry, "I wancha to be very careful. Firs' thing y' know you'll have us in a ditch."

"Me?" said Bill, in astonishment, "why, I thought you was drivin'."

Another Goggle Victory

Trackman Migliorosi, the Latest One to Have an Eye Saved by Protective Glasses



These Saved a Track Laborer's Eye

Is there anybody in the employ of the Surface Lines who would willingly put a price upon an eye? When you come to think of it, two eyes are mighty useful in every walk of life, and it seems almost inconceivable that anyone would deliberately subject himself to the possible loss of one or both of his eyes by failing to use proper protective methods.

Supervisor Pasche, of the Department of Accident Prevention, has been specializing recently in an effort to have the goggles, which are supplied by the company, universally worn as the only sensible protection against eye injury on the street and in the shops. Goggles carried in the case in one's pocket are not particularly useful as eye savers, he points out, and everybody from the foreman down in justice to himself should take no chances. Mr. Kelly and all of his division superintendents have had numerous conferences with Mr. Pasche on this subject and they are in full accord with his view that goggles are provided to be worn and not simply left reposing in the pocket of a coat hanging on a tool box.

While one of these conferences was in session on March 12, a report was received that A. Migliorosi, while working

at Lake and Pine streets, was struck by a piece of flying concrete which, but for the goggles would have destroyed one of his eyes. The effect on the goggles is shown in the accompanying cut. It is safe to say that it will not require any argument with Mr. Migliorosi to induce him to continue his practice of wearing his goggles when busy on a job.

Repentant "Central"—

O Lord, for all I done to-day
To cause annoyance and delay
To make a person rant and rave,
For all wrong numbers I have gave
And gave and gave when I'd been cryin'
For five three seven, thrree seven ni-yun,
For all the needless irritation
When I cut off a conversation,
The cusses—calls for information
Because of me—the slaps and slams,
The smashed receivers—darns and damns
I've caused this day—O Lord, for these
And all my sins,
Excuse it, Please!

—Oliver Herford in Life.

Jones was astounded on reading the morning paper to see a notice of his death. He immediately called a friend.

"Jim," he said, "did you see my death notice in the paper this morning?"

"Sure," replied Jim, "where are you speaking from?"

Bouquets Official and Otherwise

Evidences that Surface Lines Representatives Are Serving the Public Well

As usual the division superintendents and supervisors have been keeping their eyes open and when they have observed some creditable action on the part of some trainman in an emergency, they have not hesitated to let Superintendent Evenson know about it.

Division Superintendent O'Connell reports quite a number of instances. Here was a case on Cicero avenue where a southbound car, Run No. 696, jumped the track at 16th street and struck a rock buried in the mud. The run following was 697 with Conductor Kozelka, badge No. 13304, and Motorman H. Lyons, badge No. 11045. They went as far south as 16th street, then doubled back north on the southbound track to Roosevelt Road, crossed over and continued north on the northbound track to Montrose avenue. This example was followed by Run No. 704, Conductor W. Albro, badge No. 3688, and Motorman W. Gokenholz, badge No. 10793.

Then Run No. 698, Conductor F. Ryan, badge No. 540, and Motorman E. Gneck, badge No. 6193, with the southbound service in mind took the crossover at Roosevelt Road, ran south on the northbound track and as all the cars ahead of the derailed car had made their trip to the southern terminal and had gone back north, Run No. 698 had a clear run south stopping at 16th street to pick up all of the passengers from the derailed car and carrying them on to their destination and then making the return run on the northbound track.

Run No. 705, southbound, Conductor C. Smith, badge No. 4662, and Motorman W. Finnegan, badge No. 4187, also took the crossover at Roosevelt Road single tracked south on the northbound track to 25th street, worked back north on the southbound track to 16th street coupled on to the derailed car and pulled it back on to the track. This crew then traded cars with Run No. 698 and went on their way north on scheduled time.

Another example demonstrating interest in maintaining service was that of the crew of Run No. 490 on Crawford avenue, Conductor H. Malo, badge No.



Probably you would never suspect it but Division Superintendent Altemeier looked like this 29 years ago when he was a motorman on Indiana Avenue.

12154, and Motorman J. Bell, badge No. 11567. There had been a seven-minute delay by a truck and this crew noticing the tie-up switched in at Roosevelt Road, went north and thus was instrumental in keeping the street running during the evening rush hour.

On Sunday, March 18, at 1:36 p. m., North avenue cars were blocked eastbound at the railroad at Cherry street. Run No. 21, the second car, Conductor P. Casserly, badge No. 1054, and Motorman T. Parker, badge No. 6125, transferred its load to the first car, took the crossover at Kingsbury street and later went west filling up the resultant gap in the service.

On March 16, Motorman Loftus, badge No. 13545, and Conductor R. Gray, badge No. 12924, southbound, on Crawford avenue with Run No. 532 noticed that no cars were going north as they approached 26th street. Discovering that a milk wagon had tipped over on the track south of that point, they used the crossover on 26th street and went back north, cutting a twelve-minute delay to six minutes.

Supervisor Balfanz sent a memorandum to Division Superintendent Kroll reporting the fact that Motorman W. Andrews, badge No. 3663, westbound, on Irving Park with Run No. 151 at Elston at 2:00 p. m., helped a blind man from the car to the cross walk.

Division Superintendent Bessette sent to Superintendent Evenson a memorandum commending Conductor R. J. Connelly, badge No. 3644, of Cottage Grove, under the following circumstances: March 12, 1928, at 6:29 p. m., his leader had an accident at 28th and Cottage Grove avenue in which a man was severely injured. When Connelly got there, the motorman on the car which had the accident had gone to the hospital at 29th and Calumet with the injured party, and the conductor was busy getting witnesses, so he instructed his own motorman to take care of his passengers while he operated the car ahead, taking it to 18th street and Wabash and turning it over to the supervisor at that point who put it out of the way. The other cars moved on with about six minutes' delay which would probably have been at least thirty minutes had Connelly not measured up to expectation.

Division Superintendent Jones sent the following report to Superintendent Evenson commending the spirit of service manifested by Motorman T. W. Rafferty, badge No. 817 under the following circumstances:

On March 13, 1928, about 5:30 p. m., a fire broke out at 79th and Halsted street, and Motorman Rafferty was standing on the corner waiting to make a relief.

Seeing the situation when they put hose across the tracks at this point and that the 79th street cars were at a standstill, he went to the west side of Halsted street when given consent by Assistant Superintendent Becker and switched back the westbound cars, helped get



Little John J. Ryan, son of Motorman J. Ryan of Devon.

them over the switch and load, and start back west. He continued at this until other supervisors arrived. On another occasion, this man came to the terminal at 111th and Sacramento about twenty-seven minutes late and gave up his supper time, which consisted of twenty-nine minutes, and left on time to carry the street back north and ate a short lunch on the next trip.

Division Superintendent Bessette received a letter from Nathan Kramer, of 5311 Woodlawn avenue enclosing a check with the request that it be handed to Motorman A. J. Becker, badge No. 1457, as an expression of Mr. Kramer's appreciation of the trouble taken to locate him and return to him a bunch of keys bearing a tag of the Illinois Commercial Men's Association.

Conductor N. M. Bengtson, badge No. 1260, of 77th street, is very proud of a letter received from Mr. L. V. Orsinger, a representative of the Illinois District Telegraph Company, Room 828, 29 South LaSalle street. Mr. Orsinger was a

passenger on Conductor Bengtson's car and found himself without money. When he explained the situation, Conductor Bengtson advanced him a quarter which later was returned with the following acknowledgment: "I want you to know that I certainly appreciate the courtesy you extended to me, a stranger to you. I hope that some day, I may be favored with a chance to do a favor of some kind to you."

Conductor Louis C. W. Poths, badge No. 310, of Archer, is made the subject of a letter of praise from Mrs. C. E. McLain, 5600 South Artesian Avenue, for his helpfulness and consideration for all his passengers. Mrs. McLain says in her letter that Conductor Poths "is one of the best we have ever had on the Western Avenue line."

Mr. H. D. Waller, of the Textile World, 14 East Jackson Boulevard, is the writer of a highly commendatory letter involving Conductor Charles Hedin, badge No. 554, of Burnside, for the kindness and courtesy extended to his wife when she fell and broke her ankle while running to catch his car, carrying her into a nearby drug store and seeing that she was well taken care of. Mr. Waller wants us to know that such kindness is much appreciated by him.

Conductor Michael Dardis, badge No. 1282, of Cottage Grove, is complimented by Mr. T. J. Hart, Manager, Dashiell Motor Company, 2542 South Michigan Avenue, for changing a twenty dollar bill when he found himself without any small change. Such an act was much appreciated and worthy of praise, thinks Mr. Hart.

Mrs. Swanson, 1275 West 72nd Street, telephoned the office to commend Conductor Harry W. Leach, badge No. 2048, of 77th, for the courteous assistance he rendered her with two small children in boarding her car. Conductor Leach is also commended by Miss Louise M. Douglas, 4514 Lake Park Avenue, for his helpfulness in directing her to her destination.

Conductor James Lane, badge No. 2212, of Cottage Grove, is the recipient of a letter of commendation from Mr. P. J. O'Keeffe, 4700 Kenwood Avenue, for his cheerful manner and the courtesy shown to a lady passenger.

Miss Laura F. Robinson, 6627 Vernon Avenue, writes a letter of praise involving Conductor Mot J. Locke, badge No. 3116, of 69th, for turning in so promptly a five dollar bill inadvertently handed the conductor for a one. "I cannot help mentioning the fact that I find the Surface Lines men very courteous and those of the 67th Street line exceptionally so," states Miss Robinson in her letter.

Conductor Arthur W. Johnson, badge No. 3844, of North Avenue, is thanked by Mr. James Gresham, 5117 Barry Avenue, for waiting for transferring passengers and for his efficiency and courtesy.

Mr. Jack Sparks, 5103 West 21st Street, commends Conductor Louis E. Johnson, badge No. 4094, of North Avenue, for the kindness he bestowed upon his aged mother, which he appreciates very much.



Mary Ann and Emmett Jr. of whom Motorman C. E. Martin of Lawndale is very proud.

Conductor George J. Hillgoth, badge No. 4848, of 69th, was made the subject of a letter of praise from Mr. E. H. Vanderlee, Illinois Interior Finish Company, 7519 Greenwood Avenue, for helpfulness and consideration shown an old lady when she boarded his car, treating her the way he would his own mother.

Miss G. Knowles, 7427 Ingleside Avenue, writes a congratulatory letter in behalf of Conductor Joseph A. Pentridge, badge No. 6954, of 77th, for the kind assistance he rendered to an unfortunate blind man—in seeing that he was properly seated and guiding him to the curb and heading him in the direction he wished to go. Such actions are both noticeable and commendable, thinks Miss Knowles.

Conductor Gerald M. Elkins, badge No. 6812, of Limits, is thanked by Mr. W. T. Drennen, 4623 North Robey Street, for turning in a battery left on his car.

Mr. C. O. Frisbie, 408 Roslyn Place, has some nice things to say of Motorman Castro H. Dahmer, badge No. 11637, of 77th, after he had ridden on the front platform with him. Mr. Frisbie observed the extreme care he showed to alighting passengers, in one instance where a passenger was about to step in the path of an oncoming Checker taxicab.

Conductor Martin Olsen, badge No. 7832, of Armitage, received a word of praise from Mrs. C. Jahn, 5606 Leland Avenue, for his extreme politeness not only to women but also to men.

Mr. W. A. Krafft, General Manager of the Buck & Rayner Store at 111 North Canal Street, writes a letter of commendation in behalf of Conductor Edward Cooke, badge No. 7856, of Kedzie, in appreciation of the courteous service he renders to the business men of the Loop.

Conductor Walter J. Hurley, badge No. 8326, of Cottage Grove, is thanked by Mr. G. S. Adams, 1621 East 55th Street, for permitting him to ride his car without carfare. Conductor Hurley was rewarded for this kind favor.

Mrs. George Victor telephoned the office to commend Conductor Henry W. Reichardt, badge No. 8590, of Kedzie, for his kind assistance to her and her three small children in boarding and alighting from his car. This was done in such a manner as to mark him as being an efficient conductor.

Conductor Edward F. Leahy, badge No. 8686, of Armitage, is very highly complimented for his honesty in returning a one dollar bill folded in with another bill unnoticed. The writer of the letter is Mr. C. C. Schaul, 5415 Pensacola Avenue. His courtesy as well as his honesty was much appreciated by the writer.

Mr. Frank VerKoulen, 5457 North Mansfield Avenue, finds it a pleasure to bring to the attention of the Surface Lines management the kindness which Conductor William J. Ryan, badge No. 9034, of North Avenue, showed toward a blind couple, escorting them from his car safely to the sidewalk.

Conductor Otto S. Cullen, badge No. 10060, of Division, is the recipient of a congratulatory letter from Miss Elsie J. Ferrari, 1746 Altgeld Street, who has been a daily observer for over four years of his unfailing courtesy, neatness and cheerfulness to everyone. Miss Ferrari's letter was also signed by many of her friends, who joined with her in the nice things she had to say about Conductor Cullen.

Mr. W. R. Simpson, Devoe & Raynolds Company, 825 West Chicago Avenue, boarded a car in charge of Conductor Martin Foley, badge No. 10214, of North Avenue, who, upon being asked to change a five dollar bill, replied: "Surely; I would be glad to change any number of them." Conductor Foley is thanked for this favor.

Conductor William Marwede, badge No. 11838, of North Avenue, was the subject of a letter from Rev. F. Markert, Manager of The Mission Press, Techy, Illinois, who observed the diplomatic manner in which the conductor conducted himself when three young men boarded his car with invalidated transfers, pouring out a flow of abusive language. "While their behavior was a disgusting sight, the perfect self-control of this conductor stood out as a real example of perfect self-discipline," states Rev. Markert in his communication.

Mr. Joseph Kahn writes to thank Conductor Michael H. Tierney, badge No. 12092, of 77th, for ringing up a fare for him when he found himself on his car with no small change. Mr. Kahn wishes to say a good word for this accommodating and courteous conductor.

Conductor Ernest F. Kops, badge No. 12214, of North Avenue, was observed by Mr. L. J. Benson, General Superintendent of Police for the Chicago, Milwaukee & St. Paul, Railroad, Chicago, when he accompanied a lady passenger with two small children to the sidewalk one afternoon.

Mr. Charles Gersten, 2744 Pine Grove Avenue, writes us of a meritorious act involving Conductor Charles G. Haznedl, badge No. 12264,



Richard, the son of Motorman E. Naecker of Lawndale, with the smile that won't come off.

of Lawndale, when he doubtless saved the life of a seven-year-old girl by lifting her into his car just as a Yellow Cab at a high rate of speed was about to pass the street car.

Conductor Paul J. Lasky, badge No. 12316, of Archer, is highly complimented by Mrs. T. W. Holden, 4340 South Sawyer Avenue, for the courtesy he showed her when boarding his car by mistake. She states in her letter that he is the most courteous conductor she has ever met.

Mrs. C. Vrzal, 2744 South Millard Avenue, thanks Conductor Charles R. Gurscke, badge No. 12742, of Blue Island, for his assistance when boarding and alighting from his car with her little daughter and a small bicycle.

Conductor Leo J. Schramm, badge No. 12824, of Archer, is made the subject of a letter of praise from Mrs. H. H. Crock, stating that he is very patient and courteous and that such service is appreciated by the traveling public. He is also commended for his efficiency during the evening rush.

Mrs. C. Harlik, 1453 North Springfield Avenue, wishes to thank Conductor Edward J. Daley, badge No. 13670, of North Avenue, for turning in her purse containing currency and other articles of value to her. She appreciates his honesty.

Motorman Fred M. Marsh, badge No. 599, of 69th, is commended for his alertness in averting

what might have been a serious collision with an automobile when the car was filled with Englewood High School students, among them William H. Drumm, 1315 West 98th Street, the writer of the letter.

Mrs. L. C. Martin, 5535 Kimbark Avenue, is the writer of a letter of high praise for Motorman William Thom, badge No. 547, of Cottage Grove, expressing her appreciation for his thoughtfulness, alertness and courtesy one afternoon while she was a passenger on his car.

Conductor Charles E. Norcott, badge No. 586, and Motorman Grant R. Hartle, badge No. 3047, of Elston, comprised the crew of a car that waited long enough for a few men to board the car one cold morning. The observer in this instance was Mr. M. E. Loftus, 4210 North Albany Avenue.

Mrs. J. J. Ahearn, 9321 Elizabeth Street, greatly appreciated the fact that Motorman John A. Burgeson, badge No. 3115, of 69th, waited for her and her small daughter to board his car.

Conductor Stephen B. Sommers, badge No. 10118, and Motorman John J. Kelly, badge No. 5613, of 77th, are highly commended by Miss Tracey, 4930 Indiana Avenue, when she called at the office to report the protection they both gave her when she was annoyed by a drunken passenger who was finally ejected from the car in a very expeditious manner.

Motorman Floyd G. Sanford, badge No. 13375, of Devon, is highly commended by Supervisor J. H. Rau, of the Central District, for his co-operation during a fire, thus preventing a delay to the service. Motorman Sanford was off duty at the time.

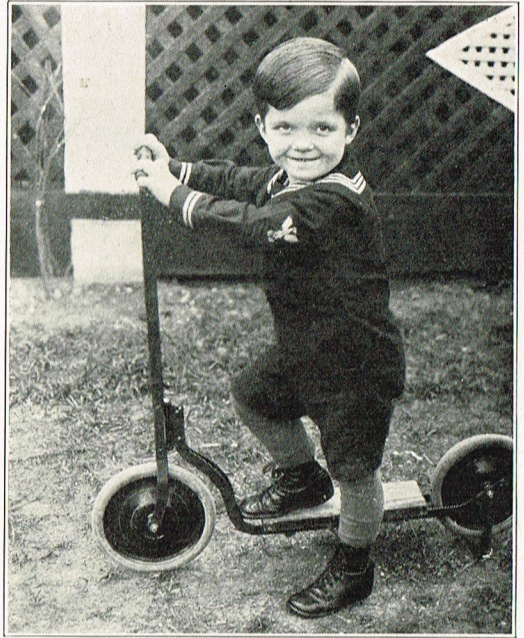
Miss Julian J. Brador, 2482 Estes Avenue, writes a complimentary letter involving the motormen and conductors of the Western Avenue line for the convenience they render the traveling public by waiting for all intending passengers between Lawrence and Howard.

Conductor Fred C. Jacobs, badge No. 6100, of North Avenue, is commended by Mrs. Lillian Preston, 2020 West Iowa Street, for his consideration and kindness to elderly passengers and for calling the streets so distinctly. Conductor Bernhard A. Cola, badge No. 14054, and Motorman Bert A. Heinemann, of Armitage, are a "prize team," quotes Mrs. Preston in her letter.

Mr. John J. Nolan, Room 1200, 100 West Monroe Street, very highly commends Motorman Edward H. Withner, badge No. 8429, of Kedzie, for his unfailing courtesies, in one particular case assisting a feeble old lady passenger to the curb. Mr. Nolan's trip with Motorman Withner impressed him very deeply.

Conductor Benjamin E. Hancock, badge No. 11142, of Devon, is the subject of a letter of praise from Mr. G. E. Gustafson, 140 South Dearborn Street, after riding on the back platform during the morning rush. The writer described Conductor Hancock as being the most calm and courteous trainman he had ever come in contact with and the interest in the welfare of his company is to be commended.

Mrs. H. Gustafson, 3830 Ward Street, commends Motorman Henry C. Koehler, badge No. 13011, of Noble, for holding his car long enough to give her an opportunity to board.



Donald, the 4½ year old son of Conductor A. E. Woelfle of 69th Street ready to go on his pushmobile.

Conductor Harold F. Goetz, badge No. 12848, of North Avenue, is the recipient of a complimentary letter from Mr. Robert F. Connely, 1100 Sedgwick Street, for turning in to the lost and found department his wife's purse containing twenty dollars in bills and several pieces of valuable jewelry. Mr. Connely commends Conductor Goetz for his honesty.

Miss Josephine Dee, 502 East 74th Street, was an observer of an act of consideration involving Conductor Ernest H. Fifer, badge No. 10492, of Burnside, when he escorted an elderly lady patron to the curb, who seemed to be somewhat bewildered.

Conductor Leo J. Kapcih, badge No. 6134, of Archer, is made the subject of a letter of commendation from Mr. Fred Kirby, 748 South Oakley Boulevard, for the politeness he rendered to all his passengers and also for the way he assisted an elderly woman to the sidewalk and saw that she was safe.

Mr. C. E. Brandenburg, 808 North Lawler Avenue, wishes to compliment Conductor Fred C. Jacobs, badge No. 6100, of North Avenue, for his pleasant smile and always being on the job.

Conductor Lewis F. Monckton, badge No. 2280, of Lincoln, is commended for his consideration and courtesy by Mrs. Sue O'Donnell, 1370 East 47th Place. as Mrs. O'Donnell is moving, she trusts that she may meet as accommodating trainmen as Conductor Monckton.

Mr. John J. Donovan, 8734 South Justine Street, wishes to thank Conductor John J. Maloney, badge No. 256, of 69th, for his assistance and courtesy when he helped him off the car with the baby and his mother.

Lawndale Leads Courtesy Race

Climbs Up from Third Position in January—Better Showing on System

Standing from May to February Inclusive

	Dis.	P.U.	Trns.	Q. S.	Total	Cmnd.
1 Lawnd.	54	19	23	10	106	11
2 Bl. Isl.	42	11	19	15	87	15
3 Archer	81	49	36	35	201	16
4 Elston	31	19	15	8	73	28
5 Lincoln	47	24	27	26	124	19
6 N. Av.	145	85	67	59	356	49
7 69th	105	54	38	40	237	20
8 Limits	40	30	20	16	106	14
9 Noble	36	15	15	8	74	6
10 Armtg.	60	30	24	9	123	15
11 Kedzie	146	66	60	25	297	41
12 Divisn.	76	23	22	29	150	6
13 77th	187	116	46	66	415	66
14 Burnsd.	67	38	30	19	154	34
15 Devon	167	61	40	40	308	49
16 Ct. Gv.	141	62	52	39	294	50
Total..	1425	702	534	444	3105	439

The monthly analysis is as follows:

	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
Jan.	161	111	47	60	379	65
Feb.	147	81	52	40	320	77
Total..	1425	702	534	444	3105	439

The standing of the sixteen depots shows some significant changes during the month of February. Two depots went up, Lawndale and North Avenue; three dropped in their standing—Archer, 69th and Limits, and the remaining eleven marked time and remained as they were.

Again we see a new face looking over the world in general from the top round of the courtesy ladder, out on the West Side "Where the West stops and the South begins." No other than Lawndale Depot and Lawndale has been a consistent contender since the start of the campaign last May. Never lower than fourth place, they held third place for six of the ten months and second place for two months. Blue Island Depot having led the squad in December has held second place in January and Febru-

ary while their team-mate was going up and over.

Against such team work, Archer Depot which held first place in July, August, September and October, second place in November, third place in December and climbed back in first place in January, was forced back into third place in February. Plenty of milling around at the top of the list while the fellows in the anchor place (you generally find an anchor at the bottom) stay put. Why? Cottage Grove, at the bottom since last July, claims to have a difficult population to deal with, while Devon, which apparently can't get to the bottom, only because Cottage Grove is in the way, has just as distinctly a "silk stocking" community to serve. Remember—Lawndale, Blue Island and Archer are all on exactly the same footing in computing complaints as Devon and Cottage Grove. The number of passengers carried, divided by the actual number of complaints, gives the yardstick by which all are measured.

Although we know what courtesy really means, our old friend Webster to whom we all turn when stumped by a word, says courtesy is "politeness combined with kindness." What could be more direct or more easy to understand? Politeness does not mean an unintelligent grunt when some passenger inquires how to reach a certain destination. Kindness does not mean "bawling out" a passenger who through ignorance of our regulations may have erred in his conception of just what rights are his. Even make a mistake yourself? Ever go to a strange city and have to ask the "connie" how to get to a certain place? Fine when he tells you just how to go and where to transfer. On the other hand, if he is surly and says, "Aw—all I got to do is ring up the fares," you can still taste that "Aw" for supper.

In the March issue of SURFACE SERVICE MAGAZINE, Conductor Spears in "Twenty Rules for Losing a Job," says in Rule No. 1, "Wait on each passenger with

an independent and disgusted manner, just as if they are boring you to death"; and again in Rule No. 2, "Try to impress the cash passenger that you know everything and they don't know what they are talking about." Neither of these "Rules for Losing a Job" contains any of the elements of courtesy—politeness or kindness. The Judge.

SAFE HOUSEKEEPING

Something for Fathers and Mothers to Think About—Costly Carelessness

"Miss Kay Smith, eighteen years old, of the East Side, went to the bath room last night to take some cough medicine. Instead she accidentally swallowed some iodine in the darkness. Her screams attracted the attention of a policeman who gave her an antidote and called a surgeon from St. Mark's Hospital."

This story appeared in a recent issue of a metropolitan evening paper. The next column contained a brief article telling of a little two-year-old boy who had obtained some matches from the table while his mother was out of the room. While playing with them, one became ignited, setting fire to his rompers and causing him to be burned to death.

Every day the newspapers of the country tell some new story, showing the results of unsafe housekeeping measures practiced in the average home. Many hazards exist even in well regulated houses, and most of us at times indulge in some careless practice while at home. There is, for instance, the woman who stands on the rocking chair to fix the pictures or curtains, and falls, injuring herself. If she recovers, the doctor's bills are much higher than the cost of a good step-ladder would have been.

Then there is the child who slips on the loose rug on the top of the stairs and is badly hurt, when a few tacks and a little time would have eliminated the hazard. Or the man who smokes in bed, "just to be comfortable," and sets the house on fire. Or the small boy who steps on a rusty nail and gets lock-jaw because someone left an upturned nail in a board, or because his parents did not teach him to "turn down the nail." Or, again, the careless housekeeper who

leaves the current on in her electric iron while she gossips with her neighbor over the back fence and comes home to find her kitchen in flames. Or the person who receives an electric shock by turning on the electric light while standing in a bathtub of water. Or the slovenly housewife who leaves a boiler of scalding water unguarded on the laundry floor for a child to toddle into, or the broom on the top cellar step for her laundress to fall over.

Innumerable accidents occur every day because parents and supposed adults are slovenly and negligent about providing the little devices which would save lives and money, or fail to teach their children, from early ages, the most important of all lessons—how to preserve their lives and limbs. The saddest part of it is that small children, who are too young to understand, or who have not been taught the hazards and who should be protected from falls, burns, scalds, etc., are in large numbers the victims. A study recently made by the Metropolitan Life Insurance Company of the accident experience of its policyholders shows that 26.4 per cent of children's accidental deaths during a year were the results of accidents happening in the home, and that 13 per cent of the accidental deaths of adults, during the same year happened in the same place.

One of the most outstanding causes of accidents in the home, as well as outside of it, is fires. The National Safety Council, in a booklet recently issued on safety in the home, gave the figures that 1,500 persons were burned to death each year and many thousands injured, many of them permanently from this cause. Every minute during the day and night there is a fire in the United States. The principal cause of fires in the home is careless use of matches and cigarettes, according to the National Safety Council figures.

Accidents in the home can be reduced. Carelessness is evidently the main reason for home accidents. A little caution on the part of grown-ups, and the purchase of a few of the simpler safety devices, such as guards for the stairs and good step-ladders, and safety education of children would undoubtedly cut down the number of accidental deaths and injuries in the home.

Keeping 'Em Rolling

Blue Island Back in First Place—Average for the System Over 30,000 Miles Per Pull-in



Pretty Husky Looking Bunch, What?

H. Hale, H. Sickert, T. Hoey, G. Edmonds, J. Piantkowski, O. Cory, J. Hozek, C. Vilke, W. Havak, J. Lenon, J. Murphy, T. Janusauski, A. Carlino, J. Bolton, W. Genbigler, T. Zak, E. Clark, A. Valantas, P. Remkins, C. Aucunas, T. Skarzenski, P. Simkus, W. Costello, J. Jennings, J. Kohaut, J. Solis, T. Waitkus, T. O'Brien, F. Rohr, G. Casenski, P. Adamoicz, P. Breslin, J. Marten, W. Jankauski, D. Caprongri, T. McCrea, S. Broth, M. O'Brien, A. Radic, J. Cremin.

The flag flies at Blue Island again this month. They operated their cars 50,555 miles per pull-in, Devon running a close second with 48,013 miles.

Twelve of the carhouses increased their mileage over the preceding month, Elston showing the biggest increase, 176.5%, and moving from 16th to 7th position. The next best record was made by Limits, showing an increase of 90.1%.

The average was increased 4,769 miles, or 18% over last month, and 13,713 miles or 80% over February a year ago.

It appears that Lawndale is making a special effort to win the flag, having occupied third place for the last two months.

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

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

The individual records are as follows:

Rank	Carhouse	Zero Days	Miles Per Pull- In	Percent Inc. or Dec
1	Blue Island	21	50,555	55.3
2	Devon	16	48,013	2.3
3	Lawndale	20	44,531	12.9
4	North	9	43,129	67.8
5	Kedzie	13	42,504	4.5*
6	Limits	22	41,578	90.1
7	Elston	22	40,619	176.5
8	69th Street	7	35,353	16.4
9	Noble	23	32,831	27.9
10	Armitage	18	32,541	74.3
11	77th Street	5	30,409	8.9
12	Lincoln	13	29,489	32.3
13	Archer	10	22,626	7.1*
14	Cottage Grove ...	5	22,389	2.4*
15	Division	10	16,940	28.2*
16	Burnside	9	15,574	.5
		<hr/> 223	<hr/> 30,715	<hr/> 18.4

*Decrease.

A small boy strolled into a New Mexico drug store and said to the clerk: "Give me a nickel's worth of asafoetida."

The proprietor wrapped it up and passed it over.

"Charge it," said the boy.

"What name?" queried the druggist.

"Hunnyfunkle."

"Take it for nothing," retorted the languid druggist. "I wouldn't write asafoetida and Hunnyfunkle for no nickel."—Exchange.

SURFACE SERVICE MAGAZINE

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

AN HONOR ROLL OF 5,441

For many years, the only men in the rank and file in the Transportation Department who got into the limelight were those who were unfortunate enough to be identified with accidents of one kind or another, and it goes without saying that the experience was not a pleasant one either for the Superintendent of Transportation, who had to apply the penalties or to the trainman who was responsible.

While each day brought its grist of unfortunate occurrences that seemed to be inseparable from the operation of a system as great as the Surface Lines, there were thousands of men in the train service who, through care, alertness and skill, were ending their daily runs with absolutely clean records as to accidents and who, therefore, never had to be called before their superiors for explanation of "how it happened." All they got out of it was the self-satisfaction of knowing that they were doing their work well and that they were safeguarding the thousands entrusted to their care each day.

In surveying the whole situation, the management was impressed with the belief that the men of this type were entitled to recognition, and measures were adopted to identify and group those responsible for the reputation of the Surface Lines as the safest form of transportation. The Transportation Department and the Department of Accident Prevention, therefore, undertook an analytical study of the records of all conductors and motormen on duty during the twelve months beginning with February 1, 1927, to determine who, during the year, had been involved in no chargeable accident. It took months to complete

this study; but when their labors were ended, it was found that 5,441 trainmen were entitled to be classified as "no accident" men. These included 1,747 motormen and 3,694 conductors.

This forms an honor roll of which the men and management may well be proud, and as recognition of this meritorious type of service, each one of these honor men will be awarded a decoration in the form of a button of appropriate design which will identify him to all with whom he comes in contact on and off duty as a member of the "no accident" group of 1927.

The actual distribution of these decorations will be made on May 3rd, this date having been set aside with a program appropriate to accident prevention activities. Arrangements have been made with the Stevens Hotel for the Accident Prevention Banquet at which the trophy won by Lincoln Avenue will be presented with appropriate formalities. Of course, it is not practicable to have all of the men on the honor roll present on that occasion; but the tentative program contemplates the attendance of about 1,800 of those on the list, the selection to be based upon seniority, each division to furnish its proportionate number of the total that can be accommodated in the great banquet hall. The program is in the hands of Mr. Pasche and his associates, and the night will be an historic one in every particular.

OUR MAY ISSUE

The May SURFACE SERVICE MAGAZINE will be an Accident Prevention number. There will be the complete story of the banquet at the Hotel Stevens on May 3rd; there will be a picture of the trophy awarded to Lincoln; there will be a cut of the decoration won by the "no accident" army of 5,468; and there will be a complete list of those who are on the honor roll—their names, badge numbers and stations.

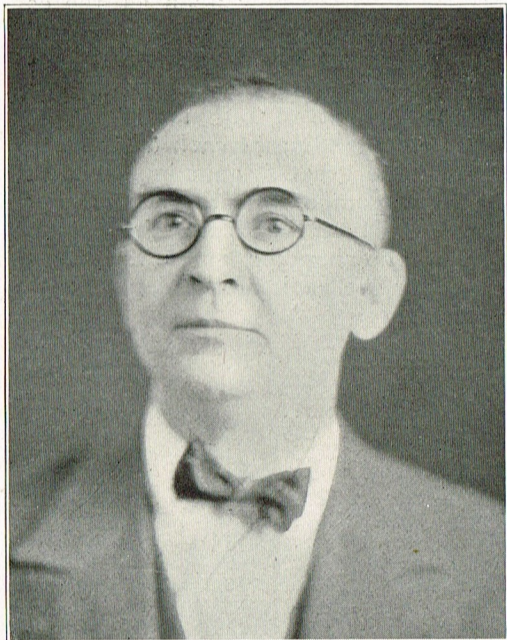
The trophy awarded in the Accident Prevention Contest is now being worked out in sterling silver by a group of skillful and artistic silversmiths at Marshall Field's. Its exact character will not be disclosed until the night of the presentation; but SURFACE SERVICE is sufficiently well advised to be able to state that it is

not a cup or plaque; that it is unique; and that it will represent more than three months of continuous work by the most skillful craftsmen in the silversmith's art. Marshall Field & Company have been so impressed with its beauty that they have requested the privilege of putting it on exhibition in their establishment for a short period following the formal presentation on the night of May 3rd.

It is understood that the committee having the matter in charge and which has drafted the conditions have provided that the trophy will become the permanent property of the division which wins the Accident Prevention Contest three times in a period to be named by the committee.

RIX, SLOGAN MAKER

Receiver at Kedzie Gives Us a New Line for Accident Prevention



Frank J. Rix

There has been a good deal of comment on the slogan, "Passengers Should Be Seen and Not Hurt," which appeared at the top of the Accident Prevention story in the March issue of SURFACE SERVICE. It was a new line, and seems to have appealed to everybody as par-

ticularly pat. While "Safety First" and "Always Be Careful" are recognized the country over as two of the great slogans in the vastly important movement to conserve and preserve life and limb, this new paraphrase of a very familiar quotation is a particularly happy catch line, provocative of thought and, therefore, valuable in keeping everyone's mind on the great subject of protection and prevention.

Frank J. Rix, Receiver at Kedzie, is the originator of the new slogan, and in chatting with him, he was asked to tell SURFACE SERVICE how he came to think of it.

"It was rather sudden and simple," said Receiver Rix. "I was on my way downtown one morning sitting on one of the seats in the front vestibule and two or three times little incidents occurred which impressed me with the importance both to the motorman and conductor of actually seeing their passengers—that is seeing them when they were boarding the car and also seeing them safely off before starting. Of course, like everybody else, I was familiar with the old saying: 'Children should be seen and not heard,' and the variation 'Passengers should be seen and not hurt' just seemed to pop into my head. When I got out to the station, I mentioned it to Mr. Sonders, who looks after the Kedzie Avenue correspondence for SURFACE SERVICE, and he included it as one of the paragraphs in his contribution to the March issue. I noticed afterwards that it had been left out of the Kedzie correspondence, but that the slogan itself had been honored with a place at the top of the column on the first page. Of course, I am pleased to have contributed something to the work that Mr. Pasche and Mr. Hooper are pushing so vigorously, and I shall be only too happy too if this little thought is helpful and proves the direct or indirect means of preventing accidents."

Mr. Rix may indeed be proud of his phrase, and there is no doubt that it will play an important part in stimulating care and caution in the minds of the men to whom are entrusted daily the millions of Surface Lines patrons.

The flowers that brighten
Life's rugged way
Are the things we do
And the things we say.

MOTORMEN'S RECORDS

Individual Cards Evidence of Operating Efficiency Are Most Desirable

The motormen's individual meter record cards covering the last period of 1927 may now be obtained by sending in the usual request through your Superintendent or Motorman Supervisor.

To get these records is a privilege which should be every motorman's desire to exercise, for what next to a good name listed in the archives of a great Street Railways System is more important than a good operating record? Here is your Opportunity to know what it is in such form that you may preserve it for future reference.

These cards directly and truthfully show whether you are improving, standing still, or slipping. Indirectly indicate other qualifications pertaining to your adherence to the best methods of car operation.

A series of cards over each six-month period that you have worked here since 1924, should, to the motorman interested in his own welfare, if for no other reason, be a valuable asset in helping him to maintain it.

On a large transportation system such as the Chicago Surface Lines and others whether they be surface, elevated, or steam railroads where the policy of the company is to present and maintain the finest and most up-to-date equipment in the matter of material things, it behooves the trainmen and especially the motorman, to know and at all times practice the very best methods of car operation, for after all, if the car is not operated safely, comfortably, and courteously, it matters not whether it be of the finest equipment; for the service rendered is the test of the policy, the equipment, and the motorman.

The part that the Motorman plays in this subject of service is very clearly shown and proven by the Kilo Watt Hour Meter, and this little buff card showing your record, properly signed, is the answer.

Get your cards and study them. If you have a good record, keep on with the good work and if it is not so good, now is an opportune time to bring it up as



This chubby chap is Leonard, the year-old son of Conductor Patrick Deasey of Devon.

the fair days are now upon us, the cold snowy and sleety days, the arch-enemies of power saving having past.

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

Division	Feb	Per Cent Saving or Loss
Armitage	1	6.54
Burnside	2	6.43
Cottage Grove	3	4.86
Limits	4	3.99
Archer-Rockwell	5	3.31
69-Ashland	6	3.29
Devon	7	2.43
Lincoln	8	1.88
77-Vincennes	9	1.50
Lawndale	10	0.86
Elston	11	2.55*
Division	12	3.07*
North	13	3.60*
Noble	14	4.95*
Blue Island	15	5.40*
Kedzie	16	9.53*
Total Points		5.99
January Points		20.08

February Loss ... 14.09
or 70.0%.

*Loss.

GOING AFTER WITNESSES

North Avenue Climbs Back to First Place—
Lawndale Coming Up

The North Avenue boys evidently got tired of playing second fiddle and during February worked so hard at witness-getting that they forged to the first with an average of 5.31 per accident—their highest record for a number of months. Elston-Noble also held above five—high enough to hold second place but not good enough to maintain their lead.

There was a gratifying improvement over past averages by Lawndale, Burnside, Kedzie, Lincoln, Sixty-Ninth, Devon-Limits and Armitage Division, and with two divisions better than 5 each and four others scoring better than 4 each, the average for the system was raised above 4 which helps a whole lot when the Legal Department gets to work on its cases.

Someday the Surface Lines will score an average for the system better than 5. When that day comes we can all draw a long breath and feel we have really accomplished something.

Following are the standings for four months:

	Feb.	Jan.	Dec.	Nov.
1. North Avenue	5.31	4.94 (2)	5.20 (2)	5.68 (2)
2. Elston-Noble	5.22	5.37 (1)	5.48 (1)	5.76 (1)
3. Lawndale-Blue Island	4.50	4.09 (4)	3.85 (5)	4.39 (4)
4. 77th Street	4.33	4.86 (3)	4.93 (3)	4.97 (3)
5. Burnside	4.11	3.39 (8)	4.45 (4)	4.16 (5)
6. Kedzie	4.10	3.32 (9)	3.53 (7)	3.73 (7)
7. Lincoln	3.88	3.41 (7)	2.83 (12)	3.25 (10)
8. Cottage Grove	3.75	3.95 (5)	3.80 (6)	3.85 (6)
9. Archer	3.64	3.66 (6)	3.49 (8)	3.67 (8)
10. 69th Street	3.60	3.31 (10)	3.31 (9)	3.61 (9)
11. Devon-Limits	3.15	3.11 (11)	3.20 (11)	3.12 (11)
12. Armitage-Division	3.13	3.10 (12)	3.28 (10)	3.01 (12)
Average for the system.....	4.02	3.87	3.92	4.03
Diversey Bus	1.75	0.91	2.23	

BOTHERED BY HER CONSCIENCE

An interesting letter from a lady, whose identity need not be disclosed, carries more than the average interest in such matters. Two weeks or more ago, the editor received an inquiry from this lady in Waukesha asking who was the present owner of the Ashland Avenue street car line. She was informed that the Chicago Railways Company had acquired ownership of that line with others of the Union Traction Company. Then there followed another letter from this lady which read as follows:

"I thank you for the information. While a young girl, 40 years ago, I rode on the Ashland car from Division to Chicago and sometimes the conductor didn't get around to collect before I was ready to get off, so I put the five cents in my pocket.

"So I humbly ask the company to forgive me for not paying my fare anyway. Enclosed find check for \$2.00. I do not know how many times it happened but am sorry it happened at all.

"I feel God has forgiven me and hope the Company will also. I hope this is satisfactory with you; if not kindly let me hear from you."

Her communication with its enclosure was acknowledged with the assurance that the Company freely forgave her and highly appreciated the action she had taken.



Evelyn Miller and Randal Marsh, grandchildren of William Rump of Lawndale.

A GARAGE MYSTERY SOLVED

Conductor Ed. Kelly of North Avenue Assists
a Worried Tenant

'Twas three o'clock in the morning. At Conductor Ed. Kelly's door came a clamor and a clatter. Ed jumped from his bed to see what was the matter. "My car is stolen from your garage," wailed his garage tenant.

"Sad, if true," said Ed, "wait until I get my clothes on and we will have a look." 'Twas true, the garage was very empty.

On the way to the police station to report the case Ed and his motorman-tenant stopped at the restaurant to bolster up their courage and waning hopes with "Coffee Ann." Ed fell to meditating.

"Sure you put your car in my garage?" he queried.

"Sure did," answered George, every day for the last five months I've taken that car out and put that car in your garage and I ought to know the right garage. You've got a new green chair on your back porch."

"Your can-ary doth nestle in the wrong coop," said Ed to George, "for the green chair is on my next door neighbor's porch."

"By George, you're right!" said George to Ed. "Have another cup of coffee."

"But what will I tell my wife?" asked George of Ed. "She has been waiting for me two hours, we were going to get an early start for Kenosha."

"Go west, young man," said Ed.

"I did one charitable act today," remarked a merchant as he sat down to dinner.

"I am glad to hear it, dear," said his wife. "Tell me about it."

"Oh, one of my clerks wanted an increase in salary, so that he could get married, and I refused to give it to him."

FRESH AIR FOR CLEAR HEADS

Modern Ideas Show Marked Change from Olden Times

More than 150 years ago Benjamin Franklin tried to persuade timid folks that fresh air was perfectly safe—even healthful. Fresh air was one of his hobbies.

Franklin also defied tradition by venturing the opinion that people caught colds from each other when shut in close rooms and coaches, rather than from drafts and from exposure to weather.

It took a long time, however, for these ideas to become accepted. Even today there are people who are afraid of drafts but never worry about badly ventilated rooms and careless sneezers and spitters.

Most of us can remember "way back when" night air was considered positively dangerous. If the evening was a trifle damp or chilly the bedroom window stayed down all night.

Night air, the doctors assure us, is perfectly safe. At any rate, it is the only kind we can breathe at night. It is dangerous only when it is confined indoors and becomes overheated and vitiated through fires and breathing. Plenty of bed clothes, an open window, and eight hours' sleep are the best aids to a clear head when the alarm clock breaks the bad news in the morning.

Forestalling the Annual Spring Colds

Chilly days when ventilation is difficult and clothing hard to adjust bring up annually the ever recurring matter of colds and how to avoid them. This set of suggestions from the Travelers Insurance Company might well be framed for the bathroom wall:

1. Take regular exercise daily. Simple setting-up exercises for a few minutes night and morning are beneficial. Spend as much time as possible outdoors.

Get Plenty of Sleep

2. Put in regular hours of sleep. This is important during epidemics of colds. Sleep restores spent energy and builds up body resistance.

3. Keep the feet dry. If they have become wet, change to dry shoes and stockings at the earliest opportunity. A hot foot bath when the feet have been wet or chilled will often help to ward off a cold.

4. When colds are prevalent, avoid crowded public places, such as motion picture theatres, as much as possible.

Dodge the Sneezes of Others

5. Do not get the direct breath from persons having colds. They should protect you by covering the mouth with a handkerchief when they cough or sneeze.

6. Wash your hands frequently; use clean towels and other toilet articles. Avoid putting the fingers in mouth or nose.

7. Keep the nose, mouth and throat clean. Brush the teeth at least twice a day. Gargle the throat, especially after having been to the theatre. Do it every night before retiring. Common table salt, a rounded teaspoonful to a pint of warm water, makes an excellent cleaning gargle.—Au Sable News.

CLUB SPARKS

Track and Field Meet

Through the courtesy of the athletic officials of Sears Roebuck Y. M. C. A., we again have been able to obtain their athletic field for our annual Track and Field Meet, Saturday, June 9, 1928. This generous offer includes the use of lockers, showers, swimming pool and athletic equipment, and no better accommodations can be secured anywhere.

The meet this year is open to all club members. There will be an event for everyone interested. The program of events is shown below:

100 Yard Dash.
220 Yard Dash.
880 Yard Run (Half Mile).
Running High Jump.
Running Broad Jump.
Hop, Step and Jump.
Twelve Pound Shot Put.
100 Yard Dash (Novice).
Running High Jump (Novice).
880 Yard Relay (4 Men).

Gold, silver and bronze medals will be awarded the first three places in each event and a beautiful shield goes to the department scoring the most points.

The management has heartily endorsed this meet and anyone able to run or jump at all should begin training now. Previous track experience is unnecessary, as proven by the fact that the majority of our previous winners had never competed anywhere else.

Great Night on Green Night

On the evening of St. Patrick's day anyone stepping into our clubhouse would have been impressed by the freshness of the decorations—which, of course, were green and white—with much emphasis on the green. Andy Martin and his committee had been very busy before the evening in question and were "all over the floor" the eve of St. Patrick's and the nine-piece orchestra furnished by L. Bohlin staccatoed the air with appropriate rhythms peculiar to the dances of the day. About 250 merry makers kept themselves away from the many other entertainments of the evening to enjoy the pleasures furnished by the Surface Lines Club, and when they got through the general sentiment was "That's that"—"When is the next one?"

Swimming Notice

Beginning Monday evening, April 16th, the Swimming Class will open for a series of eight lessons. Mr. John Grieg of the Y. M. C. A. will be in charge. He specializes in instruction for beginners, and if you are able to swim he will help improve your form. Keep the date in mind—April 16th, and every Monday thereafter for eight weeks. Two classes each evening—6:00 to 7:00 and 7:00 to 8:00.

First of the Season

On February 25th the new directors of the Surface Lines' Club had the first dance of the season. Eddie Rooks was chairman of the committee, and a very pleasant evening was spent dancing to the music furnished by Herbie Mintz' orchestra. Refreshments were served to about 250 people, and the thought was general that the new directors have ideas when it comes to presenting dance entertainments.

Successful Auxiliary Party

The Executive Department scored a huge success when they entertained the Club on Thursday evening, March 15th, and made of their party one of the gala events of the club year.

The ever popular Bridge, 500 and Bunco were played—each girl choosing her own particular form of entertainment. Shouts of laughter were heard from the Bunco tables when some player threw "bunco" and somewhat relieved the tense moments when a Bridge foresome was bidding. Between these two extremes came the 500 tables which served as a happy medium to keep the party balanced.

The Hall was beautiful in its shimmering green festoons of fringe which hung gracefully from corner to corner to meet in the center, and the side lights carrying out the same motif. Many thanks to the Surface Lines Club who had the Hall decorated. Of course, it was for their own St. Patrick's dance but it was a gracious act to have it ready for Thursday night, and proves again the splendid feeling of co-operation that exists between their Club and the Women's Auxiliary.

The white and green refreshments were delicious and carried out the expression of the season. Whether the spirit of St. Patrick or the beginning of Spring was responsible for the happy combination of food and color makes little difference, but all agreed that the harmony of the whole party did much to make an evening of perfect relaxation from the rather strict—or shall we say, "strenuous"—lenten regulations.

Miss Agnes Hume made a charming Chairman, ably assisted by her little coterie of fellow workers. The committee radiated such warm welcome we sensed their sincere desire to make a happy party, and, judging from the smile that everyone wore as they left the Club House, they must have realized that their work was well done and sincerely appreciated.

Women's Swimming Meet

Miss Nau, our swimming instructor at the clubhouse, has instilled so much enthusiasm into the girls interested in swimming that a swimming meet is to be held on Thursday night, May 3, for Women's Auxiliary Club members and their guests. Several of the girls in this department are competing for the Red Cross Life Saving honors to be awarded. Miss Nau has made many friends among the girls of the organization and has accomplished a thing heretofore unknown—that is, interesting the girls in the wonderful advantages offered by the swimming tank at the clubhouse. Come on in, girls, the water's fine!



Earl, 2-year-old Son of Motorman Henry Klick, Noble.

What It Costs

What does it cost to operate an automobile? The experts of Iowa State College have an answer. These gentlemen took eleven cars of makes that range in price from \$400 to \$1,800. They studied and observed their operation and they checked carefully the cost of every item that went to make up the total expense.

After which they struck an average and found that it cost:

- 1.61 cents a mile for gasoline.
- .31 cents a mile for oil.
- .98 cents a mile for tires.
- 1.24 cents a mile for service.
- 3.16 cents a mile for depreciation.
- 1.24 cents a mile for interest.
- .31 cents a mile for insurance.
- .59 cents a mile for license fee.
- .83 cents a day for garage costs.

A total cost of 10.27 cents a mile.

These costs were, of course, based on Iowa prices. Illinois costs may differ, but the variation won't be much. Make your own calculation and see!

All of which leads us, as interested in street car operation, to remark, with what we think is justifiable pride, that there is no form of transportation as cheap as street car transportation, and that, considering street congestion and parking trouble, there's none so safe, convenient and comfortable.—*Exchange*.

Departments and Divisions

Accounting

We wish to extend our most sincere sympathy to Mr. P. W. Sears, Asst. Chief Clerk, in his bereavement by the death of his mother, also Miss V. Kamholz of the Pay Roll Dept. by the death of her father.

Mr. Howard Dahl was the first on our vacation list for this season, spending a week at Kansas City, Mo., where his basketball team, of which he is captain, was entered in the N. A. A. U. championship tournament.

All the members of the Women's Auxiliary are anticipating a grand and glorious time on Thursday, April 19th, at the Stevens Hotel where the annual banquet and election of officers is to be held.

We have heard of a lot of things that people sometimes see, but the one that takes the prize is one told by B. A. Hall. He saw a "blind man" driving an automobile with a sign on it reading, "Here comes the blind man." He thought for a moment that we had the solution of why it is so hard to cross Michigan Blvd., but upon inquiry gleaned the fact that this (blind) man installs window shades, and then we saw it all.

Misses Hedstrom and Berger are back with us again after a short period of illness.

If anybody wishes information regarding basketball games at the 8th Regiment Armory just ask M. Vojtas or L. Melody.

Now that the Stenographic Department is in its new studio quarters, they are broadcasting on a new wave length, thereby causing no static in the office.

T. F. Coan.

Engineering

Mr. C. C. Chambers, Division Superintendent of the Northern Division in the Track Department, was confined to his home for a week during the early part of March with an attack of the "flu." Good nursing and care brought him around quickly and he is back on the job again with all his usual vigor.

Fred Acker struck his knee a short time ago and the Doctor advised that the only serious complication might be water on the knee, so he bought himself a pair of pumps.

Introducing Miss Gladys Pederson, the new stenographer in the Track Department office; a very useful and ornamental addition to the office.

Congratulations to Captain John Ruzich and his basketball team. They are now in first place in the Surface Lines' League and we all hope they will hold that position.

The Engineering Team in the Club House Bowling League finished first this season with Vitalie second and Lewis fourth in the individual standing. The Track Team is in a tie for second place at this writing with Hewitt first and Schlachter third in the individuals. The Track Team also has high team average and high team game to its credit.

Hugo Schmidt kept a box of Christmas cigars to smoke during Lent. Some sacrifice.

We extend our sincere sympathy to William and John McFarlane, whose wife and mother died on March 10th; also to Albert Becker, whose boy died March 15th; and to the friends and relatives of Mrs. A. Mueller and Wm. Erickson, who recently passed away.

Transit.

Legal and Accident Investigation

We are glad to announce the addition of a new girl in this department. Miss Marguerite Goacher, who assures us she will become a club member, interested in swimming.

We notice Dorothy See wearing a perfect gem of a tiny wrist watch, a gift from the boy friend on her birthday. Congratulations, Dorothy!

We also notice Sylvia Oppenheim wearing a diamond on the third finger of the left hand. Who is the lucky man, Sylvia? We may have more to say about this in the next issue.

Mr. and Mrs. Clarence Russell Kelly (our Mrs. Kelly on the switchboard) were the victims of robberies twice within a fortnight. On the last occasion their apartment was thoroughly ransacked and silverware and many beautiful gowns were carried away. We understand that several of the lost articles have been recovered.

Blackstone.

Shops and Equipment—North and West

West Shops: Playing a tight defense, featuring Hager and Anton, the West Shops basketball team defeated the heretofore unbeatable, league-leading Engineers 22-19. The game was complete with thrills and action, with the score see-sawing back and forth, until Ted Kuta's basket in the closing minute of play clinched the game for the West Shops. John Hasto, our whirlwind center, was high scorer with nine points. Flynn and Isaacson played well for the Engineers.

We extend our sympathy to the family of Charles Weber, watchman, who passed away February 27th.

Peter Sincky, blacksmith, has been on the sick list for the past two weeks. We hope to see him back on the job soon.

M. J. Pare of the Drafting Room is back at work, sporting a new pair of horn-rimmed spectacles. Mike suffered an infection of his right eye about Christmas time and has been experiencing difficulty with it ever since. The specialist that was treating it finally recommended medication every half hour and complete rest, which secured results in about a week's time. We hope no further difficulty will be encountered.

The notice of the coming track meet June 9th was heartily welcomed by the boys of this department. They have won the meet every year it has been held and will stubbornly defend their laurels this year. Here's to their success!

Limits: Our Night Foreman, C. Holzschuh, is the proud daddy of a bouncing baby boy, who arrived March 8th. Mother and baby are doing fine. Congratulations!

Division: Our sympathy is extended to Mr. Briglio in the loss of his brother-in-law and sister-in-law during the same week.

J. Laing is off with a bad burn. We hope he will soon be well.

Have you noticed the big smile L. Demzien is wearing lately? Increased expenses and less sleep. It's a boy! Thanks for the cigars.

Blue Island: We extend our sympathy to Henry Walters, whose mother passed away February 27th.

Joe Willuski has been on the sick list since January. We hope to see him back at work soon.

John Cramin's wife is back after a 5-month visit among relatives and friends in Ireland.

Lincoln: Mr. Anderson, our Night Foreman, who is confined at the Keystone hospital, is getting along very nicely, and would be glad to have visitors call. Jane V. McCarthy.

South Shops and Carhouses

We are glad to see P. Burke, stationary engineer, back on the job after a brief illness.

Willie Cameron, clerk, Blacksmith department, is a regular attendant at the social functions at the Club House.

B. Oschatz and E. Leonard of Archer Depot are still on the sick list. The boys are anxious for a speedy recovery.

Pete Eckert, repairman, Burnside, had so many blow outs he decided to buy some new tires for his Essex.

Frank Hayel, 77th Street, says that June is the month.

If anybody wants to know about Harris Brothers Bungalows, ask Joe Wagner, Archer Depot.

Henry Quinn, 77th Street, certainly looks nice handling the crane.

We are told that Henry McTigue, 77th Street, can now be listed among the married men. Congratulations.

We are sorry to report that Charles Ross, who was employed as handyman at the South Shops for the past 10 years, died on March 17th.

J. P. McCauley.

Material and Supplies

We wish to extend our sincere sympathy to Mary Topolinski in her bereavement over the death of her mother.

Our condolence is also offered to E. Bruckner upon the loss of his mother, and to T. Duffy for the loss of his sister.

Ned Sweeney is confined to his home on account of sickness. We wish him a speedy recovery.

Since Jerry Page started smoking a corn cob pipe, Ed Hoyer threw his away and bought a briar. He was afraid someone might mistake him for Jerry.

There is an old saying that "Love will find a way." This was proved at the South Shops lately. A certain young lady in the M. & S. Department discovered a convenient method of corresponding with her beloved in the Shops Department was to pin a note to his time card.

Edith Newton and Don Sterling were very much engrossed in each other's company at the St. Patrick's dance.

Joe Muth knows considerable regarding law. He has just recently served on a jury.

We would like to know the young lady named "Margaret" that interests Al Febey so much.

F. Rothman is wearing a sparkling new wrist watch, and is willing to give the time to anyone.

We are watching closely for future events from Chuck Batterson.

Jesse Williams is still hitting on all six. Jess quotes "You can't keep a good man down."

R. E. Buckley.



Alexander and Betty Lee Malick, children of Motorman John P. Malick of Devon.

SURFACE LINES POST

The American Legion

Surface Lines Post passed the quota set by the State Department for March 1st, and is off to a flying start to reach the goal of 700 members by Convention Time this year. Let's go. Every member get a member and the job is done—no hardship in that—just put the shoulder to the wheel and everyone push a little and we will exceed all expectations. Now all together—push for that member.

As announced in the last issue of the magazine a 1929 membership card would be given

to any member of the post who would obtain 25 members during 1928. Comrade M. J. Hybl of Blue Island is the first to obtain 25 members, but we look for more this month.

The prizes offered for obtaining members during the state membership campaign were won by Comrades M. J. Hybl, W. C. Krull of the West Shops, and M. J. Hickey of Cottage Grove Avenue Carhouse. The prizes will be awarded at the meeting on April 20th. At this meeting in addition to honoring the comrades who obtained members for the post, we plan on honoring our Past Commanders for the work they have done in bringing the Post to its present high standing.

A large party has been arranged and the Committee on Arrangements promise that nothing will be overlooked to make the affair a huge success. All ex-service men, whether a member of the post or not are invited to attend and we look for a capacity house. Everybody welcome—everything free. Don't forget the date—April 20th, and place—40 South Clark Street.

The Ladies' Bunco Party of March 15 proved to be a brilliant success; the hall was filled to capacity; the prizes were up to the usual high standard and the play spirited. Refreshments were served at the end of the party.

Our orchestra is practicing faithfully every Wednesday evening and is making wonderful progress. In fact, they will be ready for engagements at a very early date. The interest and enthusiasm shown is certainly wonderful, and it is very encouraging to the officers.

The match between the Rifle Teams of our Rifle Club and that of Bell Post is still in progress. The first stage went to Bell Post by a slight margin, but our boys are out to even up the score during the next two stages.

The sympathy of the Post and the Auxiliary is extended to the family of Comrade J. F. Macfarlane on the death of his mother. Suitable resolution conveying the sentiments of the Post were ordered sent to the family of Comrade Macfarlane.

The standing of the carhouses this month is as follows.

Last Month	Last Month
1. Blue Island ...1	9. Devon8
2. Cottage Grove.2	10. Lawndale ...10
3. North Ave....3	11. Noble12
4. Lincoln7	12. Burnside11
5. 77th Street ...5	13. 69th Street...13
6. Elston6	14. Limits14
7. Kedzie4	15. Archer15
8. Division9	16. Armitage16

We notice a few changes in the lineup but the "Big 3," Blue Island, Cottage Grove and North Avenue, remain intact. Let's see a little more enthusiasm among the tail-enders.

Too Kind

Wife (with tears in her voice): "You don't seem to like my mince pies, George. I would not allow the cook to make them, but made them myself."

Hubby (with tears in his eyes): "Darling, you shouldn't. You're killing me with your little kindnesses."

Around the Car Stations

Cottage Grove

In a recent issue of the magazine Mr. Pasche supervisor of accident prevention, gave a great deal of credit to the employees for making a substantial reduction in accidents last year and hoped for better co-operation to further reduce accidents this year. So let the trainmen at Cottage Grove get organized and win a contest this year.

Some improvement has been shown in the witness contest which is very gratifying to our superintendent, Mr. Bessette and his assistant, Mr. Crick.

We are still at the bottom of the Courtesy Contest, whilst we have quite a different class of passengers to carry in this division, we can reduce the number of discourtesy complaints sent in if the trainmen will not give sarcastic answers to questions asked. Civility will make friends for us all.

We regret to report the death of Conductor N. K. Pohle who passed away March 1 at the home of his sister and was interred at Mount Greenwood Cemetery under the auspices of Golfat Lodge I. O. O. F..

Kort Pohle came to work for the Surface Lines in 1906. Our sympathy is extended to his family who had been so patient during his four years of illness.

It is with deep regret we report the death of Motorman Charles Thomas who passed away March 20 after an illness of three months and was laid to rest in Beverly Cemetery, March 23. He leaves to mourn his loss, his wife, five daughters and one son, Daniel, who is employed at Cottage Grove Depot. The Trainmen extend their heartfelt sympathy to the family.

Other deaths reported in families are: Motorman Peter McGuinness, death of his wife; Motorman H. D. Foley, death of his mother; Motorman George Powers, death of his son, Roland. To all these motormen and their families we extend our sympathy.

The following trainmen who have been sick are reported convalescing and will shortly resume work: Conductor Charlie Shons, operated on at St. Bernard Hospital. Motorman Al Huftile, operated on at Jackson Park Hospital. Motorman W. Lorenz, operation, and Conductor Jim Brown, we are glad to see at work again.

Our old friend Motorman P. Denash is with us again having been absent for several months. With his wife and auto they took a trip to Ireland. More details of his trip in another issue.

J. H. Pickin.

Burnside

For a number of years Conductor P. H. Peterson has been on our records as an honest-to-goodness bachelor forever. But alas, he, too, fell by the wayside. On February 28, 1928, at

7:30 P. M., the Pastor of the Ravenswood Church announced that Paul and Martha were made husband and wife. Congratulations from the boys.

Operators on the 103rd Street Line have repeatedly noticed good deeds committed by the regular crew on Run No. 349 on the Halsted Street Line. They are Conductor S. J. Greig, badge No. 2288, and Motorman J. J. Quilty, badge No. 1771. When passengers are transferring from the 103rd to Halsted car they wait for both old and young. This is real street car operation and these men are well deserving of credit.

Have you noticed Scotty Anderson's swell dress shoes? One of Scotty's passengers on 103rd Street gave him a pair of SPATS, but seeing he had no use for such articles he took them to the shoemaker and had soles put on them.

Motorman G. J. Quinn was on the job during the snow storm with his brand new Buick, assisting in every way possible. His good work was not forgotten and was greatly appreciated.

A baby boy arrived at the home of Motorman P. McKenna, badge No. 10963, on Thursday, February 23, 1928. Mother and baby doing fine. Congratulations.

Operator A. J. Jacobson, badge No. 594, showed exceptional interest in his work when he phoned for a wreck wagon on account of a truck down on the opposite track. Upon the arrival of the car, which would have been blocked by this truck, the wrecker had cleared the way.

W. F.

Seventy-seventh

Somebody reported that a firm was starting a brick yard in the vicinity of 79th and Ashland Avenue, but upon investigation they found it was Receiver George Miller removing black dirt for his new home.

A communication from California to Motorman John Fay from his old Townie, Motorman Pat Davis, states: "I am having a great time and remember me to the boys."

Motorman George Zimmer was married last month. We extend our congratulations to Mr. and Mrs. Zimmer.

Conductor Lou Miller has returned from Michigan and brought back with him a Wampus which he intends to have mounted and presented to Motorman J. J. Quilty as a token of his friendship.

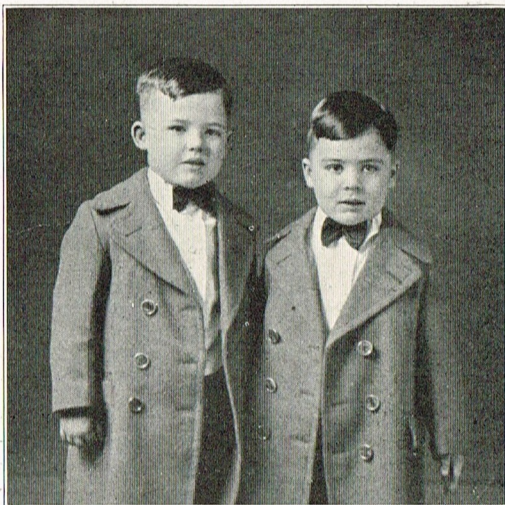
Motorman Charles Sarther is still convalescing, and from all reports it will be some time before Charlie is able to work again.

Motorman J. Leonard is still on the sick list, and at present is confined at the Municipal Sanitarium.

Conductor Willie O'Brien is a staunch supporter of Willetts' Gym. Willie has shrunk 22 pounds since joining the 1, 2, 3, 4's. Paddy Skerrett take notice.

Motorman Dick Walsh states that since his initiation into calisthenics his asthma has been relieved about 100%. Look out for Dick if he is able to raise the ante to 150%.

In regard to the witness contest, here is a chance to help a crew that is not as fortunate as yourself. If it is possible to get 10 witnesses,

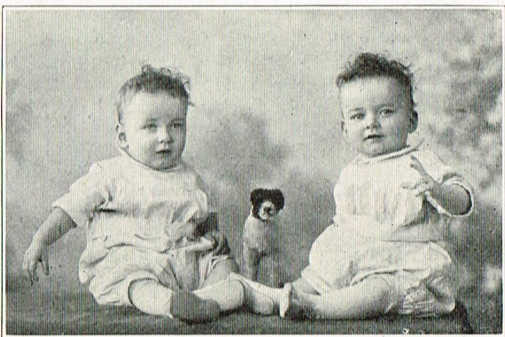


John and Francis Reddington, twin sons of Motorman M. Reddington of 77th.

get them; your buddie may not have had as much luck in his accident. Thereby you help yourself first, your buddie second, and your Division third. To say that four witnesses for this or that kind of an accident is enough is as much out of place as a horse car at Madison and State Streets at noon today.

Conductor W. N. Anderson, Motorman James Rafferty and Motorman Thomas Freney report the arrival of boys at their homes. Kindly accept our congratulations.

Don't forget our annual entertainment and dance, to be held Saturday evening, April 28, 1928, at the South Side Masonic Temple, situated at 6400 South Green Street. Come out and have a good time. Those not having tickets see Chief Clerk O. T. Duncan.



Here is a lively pair of twins and Conductor John Colles of 77th is the proud daddy.

Motorman George Dydman has returned to work again feeling as fine as a fiddle. Glad to see you back again, George, old top.

We wish to congratulate Supervisor J. B. Becker and Conductor H. J. Gleason on their promotion and wish them a world of success.

Conductor Charles Stevens is on the sick list, and from all appearances will be off for some time to come. A little visit to Charlie by some of you old-timers will help to lighten many a heavy hour.

We are now starting a clean sheet in the Courtesy Contest. This contest covers these five things, namely: Discourteousness, Passing Up Passengers, Arguments Over Transfers, Starting the Car Too Fast, and, last but not least, Commendations. Think these over and let's make a better showing this coming year.

Conductor R. H. Johnson has joined the ranks of the benedicts. Here's wishing Mr. and Mrs. Johnson a world of prosperity.

To the following trainment of this division we extend our profound sympathy in their bereavement in the loss of their relatives, namely: Supervisor R. M. Jenkins in the loss of his father, Conductor C. F. Kleutgen in the loss of his daughter, and Conductor P. J. Carney in the loss of his brother.

C. A. Gylling.

Sixty-Ninth

Mr. Thomas King is back from his visit of one month in El Paso, Texas, reporting a good time. (Says he went to Juarez, Mexico, quite a bit.)

Sympathies are extended to Trainmen J. F. Hansen and P. B. Dutton in the loss of their wives; to W. Elwood and E. Tiess who each lost a mother; to V. P. Chekala whose father passed away in February and to Harry and James Norton upon the death of their brother, March 20.

Warning: If you should see Motorman M. J. Keane driving an automobile get out of the way as quick as possible for he is learning to drive a Chevrolet.

Motorman W. Phenegar died suddenly while in trainroom Sunday, February 26, 1928. Sympathies are extended to his bereaved family, by his many friends.

The cradle roll department seems to be on the increase, the following reporting babies lately: An 8 lb. boy, J. Monohan, Jan. 24; a 10½ lb. boy, F. P. Plattner, March 3; a 6 lb., 9 oz. girl, Conductor T. J. Regan, Feb. 18; a 7 and 10¾ oz. girl, Conductor T. J. O'Shea, March 4; an 8½ lb. girl, Conductor S. McKibbin, March 11; a 7½ lb. boy, Conductor J. W. Murray, March 17 and a 7 lb., 14½ oz. boy, Clerk W. L. Pence, Feb. 14.

Something our forefathers didn't do: Kill a young pig and shave it with a Gillette safety razor as did Motorman E. M. Olsen and Conductor J. P. Taylor. (Swift and Company should hear of this.)

It is reported that Conductor C. E. Casper died in El Paso, Texas, March 21, 1928. Mr. Casper last worked on January 23, 1928, and for the past few weeks has been suffering with heart trouble. Sympathies are extended to relatives by his many friends.

Conductor J. M. Ditsch has been observed wearing spats while on duty, with pretty red buttons on them but found out that the ladies

made so many comments on them that he decided he would only wear them at the ball room.

Conductor J. J. Moloney, to keep himself in training, is wrestling big bales of hay to keep up his strength.

Mr. Irvine expressed himself as more than pleased by action of trainmen in co-operating so effectively in relieving congestion at the fire at 63rd and Ashland avenue on March 19, 1928. Also the assistance rendered by Supervisors Schultz of Burnside and Zeiber of Archer.

W. L. Pence.

Archer

Conductor L. H. Stehno is the proud daddy of a baby boy, 9½ pounds, born March 12. Daddy doing nicely.

The boys of Archer depot extend their sympathy to Conductor F. S. Bielski whose father died on Sunday, March 11.

Conductor William P. Spraul takes a furlough to visit his brothers at Los Angeles, Calif. This is Bill's first trip away from home and he takes this opportunity to visit the Golden state of California.

Another stork story, a bouncing baby girl, La Verne by name, arrived at the home of Motorman A. S. Rybacki on Thursday morning, March 15. Tony always wears a smile, but you should see him today.

Motorman Jas. Kane, known to the boys as Butch, one of Archer old timers, has been off for the past year, he is now confined to his bed in a critical condition. We are all wishing Butch a speedy recovery.

P. F. Crinnion, our executive board member, was called upon Tuesday, March 6, to part with his mother who crossed the Great Beyond and was laid to rest Monday, March 19. Our sympathy is extended to Mr. Crinnion and family in their sorrow.

The first sign of spring is here, Motorman M. R. Shattuch has his whiskers shaved off.

We are very sorry to learn of the death of Conductor J. P. Falsey's father, who died March 15. Our sympathy is extended to Jim and family.

Motorman J. G. Anderson one of our oldest pioneers, having a train service record dating September 11, 1889, resigned February 22, after thirty-eight years of faithful service, taking compensation allotted by Division No. 241. While Mr. Anderson has relinquished his rights in the train service, we hope to see him often at Archer depot. Here's wishing you many years of pleasure on the retired list.

Motorman A. H. West now enjoys retired life after twenty-six years of continuous train service, having a seniority dating September 11, 1902. Resigned March 14, 1928, taking compensation allotted by Division No. 241. Andy has many friends among his fellow workers all of whom wish you well and comfortably situated to enjoy retired life.

Dusty.

Blue Island

The stork visited the home of Conductor Geo. VanLoan and presented him with a baby boy on March 16th. Congratulations and good luck, George.

Conductor Charles Dox, who entered the Serv-

ice on December 25th, 1920, passed away at the West Side Hospital on March 18th, 1928, after a short illness of one week. Charles was well liked at Blue Island and is mourned by his many friends who extend their sympathy to his bereaved family.

We all wish to extend our sympathy to the following and their families in their recent bereavements: R. Struwe in the loss of his father; E. Vlach in the loss of his sister; J. Hodel in the loss of his father; J. Miderski in the loss of his mother, and John Cavanaugh in the loss of his daughter, and James Cavanaugh in the loss of his wife.

What happened? We fell back to fourth place in the Accident Prevention Contest for the month of February. Get busy and get back to first place.

Motorman W. Collins is on the sick list and would like a visit from some of the boys. We hope that he will be back on the job soon.

Thomas Heffernan, for many years Starter at Leavitt and Blue Island, was transferred to Flagman at 21st and Sangamon St. Railroad Crossing and Flagman J. McLaughlin was transferred to Starter at Leavitt and Blue Island Ave. We all wish them success in their new Posts. C. P. Starr.

Armitage-Division

No doubt you have all noticed that Division Nine leads in Accident Prevention for the month of February, 1928. Just eleven more months to go. Now cautiously for the eleven more.

Read over those fine letters Courteous Service brought to the Armitage Depot during the past month. Here are the boys whose conduct commended them: Conductors E. P. Leahy, E. Brown, M. L. Olsen, A. Cola. Motormen, B. Heinmann, W. T. Davis.

O. B. Olsen will be out with the early birds April 1. He can't stand those banker's hours and he don't understand how the bankers do. He says there's nothing like riding down Milwaukee avenue on an early spring morning.

Krehl picks 'em to get through before the game and Schreiber, so they start after. So there you are.

The last run Mack says was picked for him. How do you figure,—picked for you?

Motorman Charley Eastman resigns after twenty years of service to take it easy. Good luck to you, Charley.

Bill Heilbuth wants to know where's the bats and balls? Who's the manager? When they going to get started? And he says his wife will still root for Division Nine.

L. M. O'C.

North Avenue

Well, we didn't win the last accident prevention contest but that doesn't mean we won't win the next one. Are we downhearted? No! We are going to step on it and make a strong bid for the trophy this year. We realize that we have to do some steady, consistent work to gain the coveted first position but we think we have the stuff to do it. Let's go!

Conductor John Behnke and wife have returned from a month's auto tour to Florida and back. He sent us a card from Palm Beach telling how he was enjoying the swimming.

Conductor Charles Gordon also has returned from the land of grapefruit. He says he enjoyed his trip immensely.

Conductor Thomas Walsh No. 2 was married Saturday, March 17. Conductor D. Kelly was best man. Congratulations Tom and good luck to you and your bride. It was an Irish wedding.

Conductor George Wendell is papa to a young man who arrived at his house (get this) February 29, 1928. Weight 8¾ pounds. George knows his algebra.

Conductor Joe Kenny No. 2 is the proud father of a girl born Feb. 16. Weighed 6 lbs. on arrival. Conductor Joe Kenny No. 1 is grandfather to the young lady.

Conductor M. O'Grady is father of a 7 lb. girl born March 6.

A young lady weighing 7 lbs. arrived at the home of Conductor F. Ries, March 6. That is the first complaint about Fred we have heard on that score.



Little Eleanor giving the stop sign to her daddy, Conductor W. Freeman of Elston.

Our two wandering boys, Conductor Tom Cannon and Motorman Mike Kennedy, have returned from the south. They attended the Mardi Gras carnival in New Orleans.

We are still taking Elston-Noble's dust in the witness getting contest and will admit it is hard to take after holding first place for so many consecutive months but we are out to grab the premier position again and we are

going to give the other divisions a real fight for the honors.

C. A. Knautz.

Elston

Charles Norcott has a new position, keeping mushroom buttons polished in the loading zone at Irving Park & Cicero Ave. Charles does this during the lull in his regular duties.

Congratulations are in order for our new Assistant Superintendent W. Byron Whitney. Good luck and best wishes, Bill, from all.

Well, boys, the latest bulletins show that we are still leading in the witness contest and have advanced to second place in Accident Prevention but have slipped in the Courtesy Campaign. Get together, boys, and put our Depot in first place in all events where Elston Ave. belongs.

Night Clerk Arnier evidently thinks Spring is here, as he had donned his new spring hat. Some class to our Night Clerk.

Have you seen the Letter of Commendation in the Bulletin Board relative to the efforts of the Trainmen in our Division in keeping Service open during the last snow storm? Very gratifying, was it not?

E.

Lincoln

The new popular song "Henry Made a Lady Out of Lizzie," seems to be wrong in some way, according to the story Conductor J. A. Miller of run 44 Lincoln tells of her actions. As he was about to go for a little spin on March 6 his Lizzie acted kind of spunky about starting, so he got out to crank her. She kicked and he suffered a broken arm, which as he says is no way for a lady to act. We all hope he won't be laid up long with the accident.

John B. Puetz, who passed away, was buried Monday, March 5 from Schmidt's Funeral Chapel thence to Queen of Angels Church and laid to rest in Montrose Cemetery. Our sincere sympathy is extended to his family.

H. Spethman.

Limits

Supervisor Fred Stickter is confined in Alexian Bros. Hospital where he underwent an operation for hernia. Fred is on the road to recovery, and we hope to see him back on the job again in the very near future.

Conductor Martin McGinn was caught between two cars on Clark street, near Wrightwood, March 3, 1928, sustaining a broken collar bone and fractured ribs. Martin is now at St. Joseph's hospital and under the tender and efficient care of the good nuns and hospital staff. His chance of recovery is good. Martin is a World War veteran and member of Harold A. Taylor American Legion Post. We hope to see him back soon.

Motorman Homer Thornton was struck by an auto and was confined to the Illinois Masonic Hospital for two weeks. Homer wishes to state the treatment at the hospital was excellent, and we are glad to see him back on the job again.

Mrs. Ruth Young, wife of Conductor Frank Young, is at the Keystone Hospital, and is making progress toward recovery. We can expect her home in about three weeks.

An 8½ lb. baby was born to the wife of Motorman Edwin Eberlien, February 4, 1928,



This young Indian is Clarence, the 5-year old son of Motorman Clarence Haelen of Limits depot.

at the Montrose Hospital. Daughter and mother doing fine. Congratulations.

We regret to report the death of the newly born baby daughter of Motorman Kirchberg, March 1, 1928. We extend our sympathy.

Motorman S. B. Holzschuh has been sick for about a month and does not expect to be back for another month. Our friend S. B. (Horshoe) Holzschuh is one of our old timers, and his son is night foreman of the car repair men.

Motorman J. F. Nunn has just returned from an extended tour of Tennessee, Alabama, and Mississippi. Visiting relatives in Birmingham en route. Mr. J. F. Nunn is now back on the job much improved in health, to the satisfaction of his many friends.

E. G. Rodgers.

Devon

J. Fiesterman reports that Shirly Louisa arrived at his home weighing 8½ pounds on February 29, and is our only leap-year baby reported. Mother and baby doing nicely.

H. F. Boers answered the call of our Master at the age of twenty-six, and was laid away at St. Lucas Cemetery. He left a wife and baby to mourn his departure. His fellow trainmen acted as pallbearers.

J. McHale has returned from Mayo Brothers' Sanitarium at Rochester, Minn.

F. Marburger, our relief clerk, is on the sick list.

H. J. Carlson suffered from an accident recently but expects to be back to work soon.

C. E. Thomas is spending his furlough at Minooka, Ill.

A. Naumann and wife left recently for St. Petersburg, Fla.

Supervisor Joe Hubbards says that accidents at intersections could be avoided if intersections were taken at a slower rate of speed and the gong used more. Among the new things noticed for the month are the new "22" signs with Route marked plainly; a new time card for Lawrence avenue, and a new set of checkerboards. What is better than a good old game of checkers while waiting for your calling time?
C. E. Roy

Twin Coach Section

Operators Bailey and Russell have had an early attack of "buck fever" and are again back at work after a short vacation.

Michael Dore, former car cleaner at Noble Depot, has been transferred to the Bus Department as greaser in place of Patrick O'Connor who returned to Devon Depot.

Harry Mooney, night clerk, is proving to be a real "Ladies' Man." Consider the year Harry and proceed with caution.

Repairman H. Henry now owns a Packard (sick) sedan, which according to Henry, was repossessed by himself.

It is a shame to see H. (Strangler) Karadimos wrestling with the fragile steering wheel of this Earl towing car. A Mack Bulldog would be more suitably fitted for his tender embrace.

Fag.

A Smile or Two

Wants Car Ads to Keep Men's Gaze Off Knees

GLASGOW, Scotland, By Associated Press —It is less embarrassing to gaze at advertisements in a tramcar than to gaze at women passengers' stockings, declared Labor Councillor John Stewart when urging the Corporation's acceptance of an offer of advertisements in the Corporation tramcars.

"If it is a question of a passenger having to stare boldly into a lady's eyes or gaze at an artistic advertisement," he said, "I prefer the latter. It is embarrassing for gentlemen in these days of short skirts to be compelled to stare at lady passengers. It is better that their attention should be occupied with advertising matter."

In the Melting Pot

"Next."—"Who me?" "Born?"—"Yes, sir." "Where?"—"Russia." "What part?"—"All of me." "Why did you leave Russia?"—"I couldn't bring it with me." "Where were your forefathers born?"—"I only got one father." "Your business?"—"Rotten!" "Where is Washington?"—"He's dead." "I mean the capital of the United States?"—"They loaned it all to Europe." "Now, do you promise to support the Constitution?"—"Me? How can I? I've got a wife and six children to support."—Open Road.

Modern English Interpreted

Two flappers meet on Hill Street. One greets the other:

"Mi gah shedna, whar yah ben slong?"

Being interpreted:

"My gosh, Edna, where have you been so long?"

To which the second flapper replies:

"Well fer lovamike it spurl. Ain't seen ya coonsage. Ca mon leseet."

Edna is simply greeting her friend with:

"Well, for the love of Mike, if it isn't Pearl. Haven't seen you in a coon's age. Come on, let's eat."

They enter the cafeteria. They jabber their way down the line as they jam their trays along the steaming service counter.

At the tea and coffee urns Edna orders ice tea without ice after this fashion:

"Gimme sa mice tea—doan wanoice nit."

And as they clear at the checker's stand Pearl exclaims:

"Aint's she the red head ban dit," meaning that the charge is excessive.

Which Edna confirms with:

"Ban dit sright," implying that the auburn-haired lady cashier is following the avocation of one Jesse James and brothers.—*Three Minutes.*

Adam was not only the first man; he was the first man to have no mother-in-law. That's how we know he lived in Paradise.—*Judge.*

Not So Good

I have a car.

It never breaks down.

It never skids.

It never gets a puncture.

It never gives me bother up steep gradients.

It never gets overheated.

It has never got me into a collision or an accident of any kind since I got it.

I wish to goodness I could start it.

—Dublin Opinion.

Write It on Water

Say it with flowers,

Say it with sweets,

Say it with kisses,

Say it with eats,

Say it with jewelry,

Say it with drink,

But always be careful

Not to say it with ink.

—Denison Flamingo.

A Practical Answer

"If I cut a beefsteak in two," asked the teacher, "then cut the halves in two, what do I get?"

"Quarters," returned the boy.

"Good. And then again?"

"Eighths."

"Correct. Again?"

"Sixteenths."

"Exactly. And what then?"

"Thirty-seconds."

"And once more?"

"Hamburger," cried the boy impatiently.

INSIDE LOOKING OUT



This Interior View of One of Our Diversey Twin Coaches Partially
Explains the Popularity of These Easy-Riding Vehicles

