SURFACE SERVICE MAGAZINE

VOLUME 5 NOVEMBER, 1928 NUMBER 8



"The Prayer Perfect"

DEAR Lord! kind Lord!
Gracious Lord! I pray
Thou wilt look on all I love
Tenderly today!
Weed their hearts of weariness;
Scatter every care
Down a wake of angel-wings
Winnowing the air.

Bring unto the sorrowing
All release from pain;
Let the lips of laughter
Overflow again;
And with all the needy
O divide, I pray,
This vast treasure of content
That is mine today!

—JAMES WHITCOMB RILEY.

Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employes

VOL. 5 NOVEMBER, 1928 NO. 8

Everybody's Night

First of This Season's Programs at the Club House—Should Test the Capacity of the Hall

Arrangements have been made for the first Company Night of the season—Wednesday, November 21st at the Clubhouse Hall,—and a program has been arranged which ought to pack the auditorium to its capacity. The committee has been fortunate in securing as the star of the evening Mr. Charles N. Wheeler, a widely known newspaper man who as reporter, war correspondent and special writer, occupies a conspicuous position in the newspaper world. For the last two years, he has been identified with the management of the Studebaker Utility properties and, therefore, has a perfect understanding of and sympathy with the accomplishments of our great industry.

Since Mr. Wheeler's entry into the utility field, he has devoted part of his time to a study of the remarkable discoveries in the research laboratories of the great electrical corporations; and in their disclosure of the secrets of nature and the effect these may have on the lives of this and coming generations, Mr. Wheeler has found a thrill that exceeds in intensity anything in his world-wide experience as a reporter. Inasmuch as he has the happy faculty of treating his subject in a popular way, he is able to carry his audience with him into a fairyland of scientific marvels and give them a glimpse of a new and astounding world.

The Surface Lines during the last year or so have been developing a series of moving pictures in which the hazards of modern traffic have been presented in a really sensational way, the purpose being to impress both automobile drivers and pedestrians with the importance of care and caution in moving about on public streets. The results of these studies which were prepared under the direction of Mr. Crews of our Public Relations Department and Mr. Pasche of the Accident Prevention Department, were so satisfactory that the American Electric Railway Association secured permission to reproduce the films and exhibit them all over the country in the interest of public safety. While these films have been shown at hundreds of clubs, school and community organization meetings, they never have been shown in the Surface Lines hall to our members and employes. This will be the first opportunity, therefore, of seeing what happens when a heedless automobilist drives his car between two Surface Lines cars moving in opposite directions. And it is needless to say that what happens is plenty! Collisions between automobiles and between automobiles and our cars, are presented in a manner that will make you sit up on the edge of your chair and wonder just how the participants in the wrecks escaped with their lives. This film with some others relating particularly to the Surface Lines activities will be introduced by Mr. Pasche, whose work in Accident Prevention has been particularly successful.

There will be incidental music which, with the other features, will provide a program of surpassing interest to everybody. The entertainment is open to all employes of all the departments of the Surface Lines and it will only be necessary to show your monthly ticket or your badge to secure admission.

Draw a ring around this date on your calendar, and as there will be no reserved seats, it will be found desirable to be on hand early. The formal program will start promptly at 8 o'clock.

Blue Island-Lawndale Still First

Division-Armitage After Them—Sixty-Ninth Takes a Spurt—A Pretty Race

Standing of Divisions—February to September, Inclusive

		Percent
First Place	Division No. 6, Lawndale & Blue Island	85.726
Second Place	Division No. 9, Division & Armitage	83.638
Third Place	Division No. 4, Sixty-Ninth	82.660
Fourth Place	Division No. 11, Lincoln	82.631
Fifth Place	Division No. 2, Burnside	82.371
Sixth Place	Division No. 7, Kedzie	81.652
Seventh Place	Division No. 10, Elston & Noble	81.388
Eighth Place	Division No. 1, Cottage Grove	80.927
Ninth Place	Division No. 5, Archer	80.314
Tenth Place	Division No. 3, Seventy-Seventh	79.759
Eleventh Place	Division No. 8, North Avenue	77.378
Twelfth Place	Division No. 12, Limits & Devon	74.780

Standing of Divisions—September

First Place	Division No. 6, Lawndale & Blue Island	88.520
Second Place	Division No. 4, Sixty-Ninth	84.471
Third Place	Division No. 1, Cottage Grove	83.574
Fourth Place	Division No. 11, Lincoln	83.169
Fifth Place	Division No. 10, Elston & Noble	83.163
Sixth Place	Division No. 7, Kedzie	82.750
Seventh Place	Division No. 2, Burnside	81.316
Eighth Place	Division No. 3, Seventy-Seventh	81.276
Ninth Place	Division No. 5, Archer	80.008
Tenth Place	Division No. 12, Devon-Limits	79.990
Eleventh Place	Division No. 9, Division & Armitage	79.550
Twelfth Place	Division No. 8, North Avenue	72,863

By WILLIAM PASCHE

Supervisor, Accident Prevention

Blue Island-Lawndale, Division No. 6, continues to lead in the Accident Prevention Contest, closely followed by Division-Armitage, Division No. 9. These two Divisions have been holding first and second places in the Contest for the entire year. This fact should not make them over-confident or believe that they cannot be forced out of the proud positions they now hold because a bad month or a little let-up on their part together with a good month for any other one Division might change the standings and give us a new leader. Division No. 4, Sixty-Ninth, is now in third place close on the heels of Division No. 9, and followed in fourth place by Lincoln Depot, Division No. 11, last year's winner. Both of these Divisions have slowly but surely improved their positions in the Contest until now they both are so close to the leaders that either one of them can go into the lead at any time.

Accidents in total numbers are now showing a slight decrease when compared with the figures of 1927, but the decrease is so small that it is safe to say that we are about even with last year's record. The motormen have been showing consistent decreases in vehicle collisions and in all other classes of accidents that have to do with the motormen's operation of street cars.

If the motormen were not showing a decrease in accidents we would now be showing a total increase because the conductors are having an increase in Boarding and Alighting accidents. We have said in previous articles that Boarding and Alighting accidents can be reduced by a little more alertness on the part of conductors. Alertness on the part of con-

ductors will prevent many accidents which now occur at the rear end of cars. Calling of streets, being courteous and looking out alongside of the car before giving the signal to proceed will surely have its effect.

A source of danger for Boarding accidents is starting from the terminal with the conductor giving the signal to go from the front platform or from the ground while standing near or at the front of car. Many times at terminals intending passengers who are coming up from the rear are left because the conductor was out of position and did not see them. It also sometimes happens that the intending passenger runs for the car, grabs the last grab handle and is thrown to the street. We also receive some complaints from patrons because of this kind of indifference.

If, when arriving at the terminal, your leader is there waiting for his time to leave you have a perfect right to be on the ground and smoke if you wish, but when your leader leaves and your car pulls over the crossover taking the place of the leader whose car has just left, you should and must consider your car en route. Your place then is on the rear platform and you should remain there unless some emergency arises which calls you to another part of the car. Remember also that a desire to talk with the motorman is not an emergency.

In some instances cars leave the terminals without the seats being turned. To turn the seats is part of your job and not the passengers.

In flagging your car across a railroad grade crossing it is not enough to just go to the first rail, but you must go to the center of the crossing or further if necessary, then look both ways, and toward the rear of the car for boarding and alighting passengers before giving the signal to the motorman to come ahead. It is the motorman's duty not to cross unless the conductor has flagged crossing correctly. When the motorman is satisfied that the crossing has been properly flagged he may proceed but only with such care that an accident will not occur.

Newspapers strewn along the floor of the car are also a hazard and should be picked up and put under the long seats, remembering at the same time that while the car is en route the conductor should not be reading the paper.

VAUDEVILLE FAVORITES

Three Daughters of an Old Time Employe on the Professional Stage

William Keenan, who for more than forty years, has been employed by the Surface Lines and is now at 69th and Ashland, has the unusual distinction of being the father of three beautiful daughters who have become favorites to vaudeville audiences in various parts of the country. Under the professional name of the "Keena Sisters," Frances, Florence and Loretta have been featured in some of the Broadway revues, and after three years on the vaudeville circuit, have been secured by the Balaban & Katz management for a tour of their picture houses, where they will be featured. Their Chicago engagement began October 27 at the Oriental Theatre.



Mr. and Mrs. Keenan, who reside at 7115 Michigan Avenue, are justly proud of this trio of professional entertainers.

The Courtesy Campaign

Maguire's Men Still in Lead—Anaylsis of September Complaints—Useful Hints

Completing the fifth month in the Courtesy Campaign, we find little change in the standing of the sixteen depots:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmnd.
1 Blue Is.	11	1	7	2	21	9
2 Lawnd.	15	7	9	2	33	2
3 69th	37	20	16	6	79	23
4 Noble	13	4	10	..	27	2
5 Elston	20	5	8	5	38	2
6 Armitg.	25	12	9	4	50	12
7 Archer	56	24	18	24	122	15
8 Kedzie	56	24	24	13	117	22
9 Lincoln	31	11	8	10	60	13
10 North	91	33	29	28	181	29
11 Limits	26	10	11	4	51	2
12 77th	80	49	24	16	169	29
13 Div's'n	36	14	16	9	75	15
14 Cot. Gr.	41	23	23	7	94	18
15 Burnsd	34	10	13	8	65	14
16 Devon	63	36	17	13	129	32
Total	635	283	242	151	1311	239

The record, by months, follows:

	Disc.	P.U.	Trns.	Q.S.	Total	Cmnd.
May	133	63	64	35	295	51
June	139	69	36	26	270	54
July	131	44	39	31	245	42
August	129	53	60	27	269	40
Sept.	103	54	43	32	232	52
Total	635	283	242	151	1311	239

The position each depot has held since the starting of this year's contest is shown on the following chart:

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

Sizing up the complaints, we find that the number of discourtesy compaints for any one month were never lower than in September, 1928, when they totalled 103. This applies to the seventeen months during which all of us in our various positions have been striving to be more courteous to our passenger patrons. Courtesy is an essential that cannot be shown by hanging a card around a man's neck (as a blind supplicant carries a placard announcing that he is unable to see) proclaiming to the world in general and his passengers in particular, that he is courteous. Courtesy can only be demonstrated by kindly and considerate acts.



Here Is an Old-Time Limits Wrecking Crew, Twenty-five Years Ago. Including Morrie E. Peterson, Carl Peterson, Jules Barry, George Capper and E. Gustafson.

A passenger who, for some unknown reason, has passed his street, rushes to the platform and probably incensed at himself for having allowed this to happen may irritably insist that the car be stopped at once—anywhere—he doesn't care, so that he can alight. Such a passenger should be courteously and quietly told of the danger to himself and following traffic occasioned by the car making a stop in an unaccustomed place. He will readily see the point.

Don't bark at him: "Why don't you do your sleeping at home?" or "Why don't you stay awake when you are on a street car?" Either of these remarks is just as inflammable as pouring kerosene into the old kitchen stove and the explosion is apt to be just as violent. Don't do either.

"Passing up" complaints, some of

which were not charged to either the trainman or the depot, when it was shown that it was the first car following a blockade and was closely followed by another, number 54. The 54 complaints were as distinctly chargeable as they were a breach of faith both with the public and the company. Street cars are on the streets for the sole purpose of transporting people to and from their destination. Passing up a prospective passenger is comparable to a storekeeper who slams his door in your face and shouts through the glass, "Go and buy your stuff somewhere else." How many more times would you give him an opportunity to do that? You would walk a quarter or even a half mile to patronize a competitor. A satisfied passenger is always a booster.

Transfer complaints, amounting to 43 over the entire system for a month can not be considered as a bad record, but it must be remembered that the entire 43 were chargeable after a thorough investigation of each case.

Quick starting, dangerous at all times to life and limb, added another depot to its column. Blue Island Depot which for four months did not have a quick starting complaint charged to it, can no longer boast of that distinction, having had two such complaints in September. To Noble Depot alone now rests the distinction of having had none of these dangerous complaints this year.

The total number of complaints numbering 232, is also the lowest for any of the seventeen months, and now we will soon swing into the increased holiday riding. Last year, during the peak of the holiday rush, when for four days we operated every one of our 3,639 cars, our courtesy record was better than in the preceeding months. If the other fellow is a crank, let him enjoy that distinction, other passengers are quick to see who the real gentleman is and appreciate the fact.

Let's be courteous without having to paint it on our chests.

Tommy, very sleepy, was saying his prayers.

"Now I lay me down to sleep. I pray the Lord my soul to keep—

"If," his mother prompted.

"If he hollers, let him go, eeny, meeny, miney, mo!"

FOREMEN CONFERENCES

Practical Subjects Considered Under the Direction of Mr. A. F. Dodge



F. W. Meyers, 77th; H. Hale, Blue Island; P. Radtke, Devon; G. Chamberlin, Limits; W. Krueger, Kedzie; C. W. Simpson, Lawndale; W. Goodard, Elston; A. F. Dodge, Conference Leader; E. Phillips, Noble; R. W. Short, Archer; J. Keane, 69th; A. Bollinger, Lincoln; J. Gamen, Cottage Grove; J. Schwartz, Division; J. Gillen, North.

Mr. A. F. Dodge was with the Shops & Equipment Department from June 15th to September 15th, devoting his entire time to the six Foremen Conference groups, as a continuation of the work carried on by the department for the past few years. In addition to the group pictured above, there were three other carhouse groups, one each for the Night Foremen, Assistant Day and Assistant Night Foremen, and two shop groups, one for the South and one for the West Shops. These conferences are devoted to a discussion of topics of interest of either a practical or educational nature and are so arranged that meetings are held regularly according to schedule.

With the exception of the past summer season these meetings are conducted under the leadership of W. C. Wheeler, Engineer of Equipment, and the subjects outlined for discussion for the coming year include: Company Organization and Functions; Departmental Organization and Duties, such as Transportation, Electrical, Purchases & Stores, etc.; Departmental Accounting (Shops & Equipment Dept.); Departmental Engineering (Shops & Equipment Dept.).

Keeping 'Em Rolling

Cottage Grove Takes the Lead for the First Time—Every Car House Scores Over 21,000 Miles



HERE ARE THE COTTAGE GROVE HUSTLERS:

Day Foreman, J. Gamen; Night Foreman, C. Winzenholler; Assistant Day Foreman, E. Eyer; Assistant Night Foreman, L. Keane; Clerk, A. Suma. Car Repairers: C. Hallquist, A. Vitkus, M. Shernis, G. Glinz, A. Cuculich, S. Baranoskas, A. Yasas, T. Casey, J. Griffin, J. Gudjonis, P. Jaksiboga, N. Meyers, S. Petrosius, G. Girdzush, E. Timpe, S. Ukso, M. McGroarty, T. Cronin, M. Kazlauskas, G. Chernak, J. Wozlik, A. Schvagzdys, J. Gotautas, F. Simon, M. Kelly, J. Yurgait, C. Pitun, J. Chrabaszcz, W. Gorska, J. Drigot, F. Egitis, C. Margetic, P. Barone, J. Bakshis, S. Szinakis. Car Placers: A. Yuske, S. Londos. Car Cleaners: W. Johnston, A. Patton, G. Kladis, S. Pappas, S. Costanzo, L. Manus, F. Wenslow, J. Lyons, A. Yuszkewitch, D. Gleason, M. Jelinski, C. M. Chapell, W. Schiller E. Danhour, P. Fotopoulas, G. Lemka, W. Lamont, W. Proudfoot, N. Newcomb, W. Demas, P. J. O'Gorman, G. Stacey, M. Crosley, J. Shaughnessy, A. Kalantzopoulas, D. Griffin, C. Richerme, G. Brand, J. Russell.

This is the first time that Cottage Grove Carhouse has won the Pull-In Flag, which was accomplished by operating their increase of 54.8 per cent over last month. Seventy-seventh Street still holds second place, and indications at this time are that the South Division is going to hold on to the Flag for a few months.

The carhouse making the greatest percent increase this month was Noble, being 73.9 per cent, also moving up to 12th place from 16th last month. Other carhouses making creditable records were North, who moved from 12th place last month to 5th this month; Lawndale from 10th to 6th, and Devon from 11th to 7th.

Twenty-three (23) zero days was the record for the month, and was made by Limits Carhouse.

It will also be noted that every carhouse operated their cars over 21,000 miles per pull-in, and the average mileage for the system was 30,735, an increase of 15.5 per cent over the preceding month.

Below are the individual records:

Rank	Carhouse	Zero Days	Miles Per Pull-In Sept.	Pct. Inc. or Dec.
1	Cottage Grove	18	54,421	54.8
2	77th St.	12	46,541	12.4*
3	Limits	23	44,776	16.7*
4	Archer	12	37,546	16.9
5	North	9	34,893	47.3
6	Lawndale	18	32,391	32.6
7	Devon	9	29,922	28.3
8	Division	17	29,543	12.0
9	69th St.	7	29,517	13.0
10	Elston	21	28,144	27.4*
11	Blue Island	17	26,927	38.4
12	Noble	21	24,647	73.9
13	Lincoln	13	24,272	2.9
14	Burnside	13	23,089	8.8*
15	Armitage	13	21,882	22.2*
16	Kedzie	11	21,657	20.9
		234	30,735	15.5

*Decrease.

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

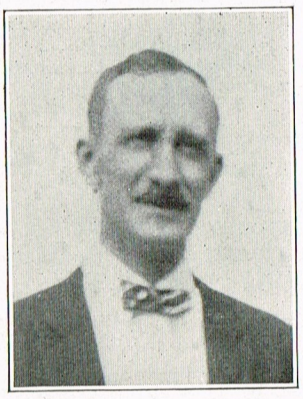
Carhouse	Sept.	Aug.	July	June	May	April
Cottage Grove	1	4	6	8	4	12
77th Street	2	2	3	6	9	7
Limits	3	1	2	1	1	3
Archer	4	5	7	5	5	8
North	5	12	9	9	12	13

Lawndale 6	10	14	10	14	11
Devon 7	11	10	3	6	1
Division 8	7	11	13	13	10
69th Street 9	8	8	7	10	6
Elston 10	3	1	4	3	2
Blue Island.....11	14	16	11	11	14
Noble 12	16	12	16	15	15
Lincoln 13	13	5	12	7	9
Burnside 14	9	15	14	16	16
Armitage 15	6	4	2	2	5
Kedzie 16	15	13	15	8	4

PERSONNEL CHANGES

C. C. Cricks Promoted to Division Superintendent—Harry Hooper Becomes Assistant





C. C. Cricks, who started with the Chicago City Railway Company thirty years ago and who, for the last five years, has been an Assistant Division Superintendent at Cottage Grove, was made Division Superintendent by a General order dated October 16. He succeeds Division Superintendent W. A. Bessette, who was transferred from the First to the Third Division to fill the vacancy at 77th caused by the death of Division Superintendent C. E. Jones. Mr. Cricks came to Chicago in the Spring of 1898 and in June of that year started as a conductor at the old Wallace Street Depot of the South Side Company. In the Fall of that year, he was transferred to 69th Street and after seven years of service on the rear platform, was appointed supervisor and transferred to Cottage Grove in 1906 on the day that the electric cars were started on that line. SURFACE SERVICE has been fortunate in getting two pictures of Mr. Cricks, one taken recently and the other shortly after he was employed as a conductor. It is easy to understand why Mr. Cricks was as popular in his earlier experience as he was in later years.

The same general order moved Harry T. Hooper from the Department of Accident Prevention and promoted him to the position of Assistant Division Superintendent at Cottage Grove to assist Mr. Cricks. While the downtown office is sorry to lose his smiling face, he has the sincere good wishes of all of his associates who are confident that he will make good in his new field of activity.

GOING AFTER WITNESSES

North Avenue Regains the Lead—Burnside Shoots Up From Seventh to Second Place

After having trailed in second place for two months, North Avenue again moved up into first position with a score of 5.12. The surprise of the September report from the Department of Accident Investigation came in Burnside's advance from seventh place to second, its score of 4.85 being an increase of one passenger per accident. Elston-Noble, which has consistently held an average of better than five for a number of months, dropped more than one witness per accident and fell into third position. There are still five divisions with averages better than four and the average for the system still runs above four. The Diversey bus operators were not quite as active in securing witnesses as they have been heretofore, and they dropped to 1.14 per accident.

The following table gives the standard of the respective stations for June to September, inclusive:

	Sept.	Aug.	July	June
1. North Ave.....	5.12	4.94(2)	5.00(2)	5.19(1)
2. Burnside	4.85	3.86(7)	4.06(7)	3.96(6)
3. Elston-Noble	4.69	5.86(1)	5.28(1)	5.11(2)
4. 77th Street.....	4.49	4.26(4)	4.30(4)	4.31(5)
5. Lawndale-Blue Isl...	4.37	4.32(3)	4.38(3)	4.77(3)
6. 69th Street	3.91	3.80(8)	3.95(8)	3.85(7)
7. Cottage Grove	3.87	4.10(5)	4.17(6)	3.96(6)
8. Kedzie	3.86	3.96(6)	4.23(5)	4.40(4)
9. Archer	3.56	3.71(9)	3.75(9)	3.83(8)
10. Armitage-Division ...	3.41	3.60(10)	3.04(11)	3.42(9)
11. Lincoln	3.21	3.49(11)	3.22(10)	3.24(10)
12. Devon-Limits	3.08	3.12(12)	3.04(11)	2.93(11)
Average for the system..	4.03	4.05	4.02	4.06
Diversey Bus.....	1.14	2.00	3.43	1.37

A New Yorker, on a rainy day, hurrying up from the subway, slipped on a brush left by a street-cleaner and fell right into a puddle. As he got up, with fire in his eye, he saw in front of him a tooth paste advertisement—"Comes out of the tube and lays flat on the brush."

Forgetful Passengers

Many Patrons Made Happy by Recovery of Lost Articles—A Roll of Honor

While there is a traveling public it seems inevitable that there will be forgetful passengers. The duty of rendering a definite service to these, our customers in distress, is a regular part of the routine of our employes who come in direct contact with the public. Unfortunately for the loser, we are not always the finder of all goods left on the cars; but when we are able to uphold our reputation for honesty and integrity, this service is rendered by the rank and file of the Surface Lines as a matter of personal pride and satisfaction. The records show that much actual cash and many valuables have been saved to the riding public of Chicago through the alertness and honesty of its wide-awake employes. The following gives some idea of what this means during an average month, showing articles turned in during July, 1928:

Eighty-six pocketbooks containing $592.62 in currency, numerous brief cases, wrist watches, umbrellas, raincoats, fur neck pieces, eyeglasses, bathing suits, boxes of cigars, a bushel of apples, a live chicken, dressed chicken, dressed goose, camping and fishing outfits, etc.

Articles of exceptional value were turned in by the following:

Division Superintendent S. G. Irvine, 69th Street; Conductors George P. Murphy, Limits; G. Enger, Armitage; D. Mulvihill, Kedzie; F. Maines, Kedzie; H. McGowan, Blue Island; P. F. Gerard, 69th Street; F. E. Riecke, 77th Street, and J. P. Weber, 77th Street.

The following is a list with their badge numbers of those who found and turned in pocketbooks containing various amounts over one dollar, watches, jewelry and other valuables—over 200 names—during July, 1928:

Cottage Grove

L. Buckner	4212	P. E. Marron	11952
S. Costanzo	Barnman	P. McMahon	3281
D. A. Durkin	4476	E. T. Moore	4048
T. Daly, No. 2	12321	P. J. Rafter	4206
J. A. Dorval	14012	A. F. Sorenson	4072
E. Danhour	Barnman	C. E. Thompson	3992
J. Fuchs	1060	D. Westerhouse	10135
A. C. Lodwick	2580	A. Yuszkewitch	Barnman
E. S. Miller	4300		

Burnside

H. F. Brennan	10768	T. J. Leahy	4942
E. Fenstermacher	3328	H. O'Connor	604
A. J. Jacobson	594	J. A. Parker	9891
L. J. Kennedy	2050	A. G. Speelman	8992
J. Kasjewski	9699	R. H. Underwood	10986

69th Street

T. Boland	12672	P. J. Ging	1522
O. Davis	552	J. J. Manion	7544
R. Duffy	7639	J. E. McGuire	11460
P. F. Gerard	3068	P. McGuire	787
H. F. Gannon	12582	H. J. McGuire	10300
M. J. Herbert	1584	J. McClelland	260
T. Hueston	9628	M. J. Seifried	7476
C. F. Hochstadt	3306	C. Wrubel	13510
S. G. Irvine	Division Supt.		

77th Street

C. R. Austin	3204	L. Gaffen	3388
O. Buchanan	1862	T. J. Hopkins	11274
J. Bogan	Barnman	J. Hogan, No. 3	3338
N. M. Bengston	1260	J. T. Hogan, No. 2	12210
F. G. Campaigne	12072	F. J. Lang, No. 1	7023
B. J. Connor	5357	W. E. Lawler, No. 2	11290
A. R. Curtis	8296	R. Loomis	2081
J. J. Donnelly, No. 2	4786	M. Malonis	Barnman
G. B. Dwyer	3596	A. A. McBroom	11032
W. J. Glardon	1616	T. L. Nicholson	14282

O. O'Rourke 4297
E. J. O'Malley 2424
G. R. Payton 14392
J. A. Pentridge 6954
C. J. Rolander 3952
F. E. Riecks 264
W. H. Shivenane 13604
G. L. Smith 3104
J. P. Simpson 1688
H. F. Sandstrom 3817
S. Tovey 2149
B. F. Tracy 2662
W. Wolf 11896
G. J. Watson 814
J. P. Weber 10370

Archer

G. R. Black 9879
Thos. Collins 12315
E. J. Carney 452
W. H. Hoskins 13189
D. Hurley 2767
Jas. Hanlon 9399
F. G. Hayes 5845
John Kleidon 3458
A. LaBun 4383
J. K. Marks 3090
L. A. Martin 6366

Lawndale

P. Boschan 7685
W. Engelman 13306
J. Holland 3360
J. Jerman 2297
J. Krinstat ..... Barnmen
A. McGreal 12943
Tim Murphy 10972
H. Van Holt 4659

Blue Island

T. Dolan 10412
A. Gash 8906
M. Kalal 6550
H. McGowan 12826
John Novak 8243
G. Sides 13110
M. Thelin 6738
J. Wernert 9484
M. Webster 1976

Kedzie Avenue

R. Farrell 3364
F. Fremer 8021
P. Hanley 1782
C. Hester 9458
J. Hester 5160
J. Harrington 11678
C. Kristan 1105
W. Kelly 5560
F. Maines 4732
D. Moore 7269
D. Mulvihill 13822
B. Nash 7404
B. Quinn 11788
G. Rea 5524
G. Saylor 7680
E. Smalley 382
W. Staunton 4763
M. Tribble 9106
B. Wendorf 5681

North Avenue

H. Albrecht 6806
R. Brindisi 2246
C. Curtis 2100
H. Coan 4811
J. Forslin 10971
J. Graham 5806
L. Johnson 1394
C. Mobley 11919
J. Meyer 8064
F. Morrison 13276
P. Neugebaur 13490
T. Philepauski ..... Barnman
J. Riddell 9501
E. Reckness 10612
L. Shepard 11208
A. Scalpone 3522

Armitage

C. Christoffel 11044
F. Carter 7989
G. Enger 3810
W. Harrington 8106
J. Joyce 4290
N. Kells 1750
E. Mogge 8814
J. Naborowski 12050
M. Warren 10073

Division

N. Andriuzzo 6259
F. Arriva 1170
C. Ness 8332
T. Pembroke 7307
S. Simonson 5298
R. Scott 13596

Elston

J. Killeen 5057
H. Kleyer 5033
P. Seelenbinder 389
E. Wendt 13662

Noble

H. Baker ..... Barnman
P. Busch 2912
T. Corkle 4404
R. Daluga 9334
C. DeMoure 5399
E. Domack 4537
C. Harders 4842
A. Kurth 13544
J. Kotowski 6923
E. Mader 431
C. Nelson 10178
J. Pukinskas ..... Barnman
F. Rimnac 9548
L. Rees 2447
P. Totszke 5892
P. Wade 9289

Lincoln

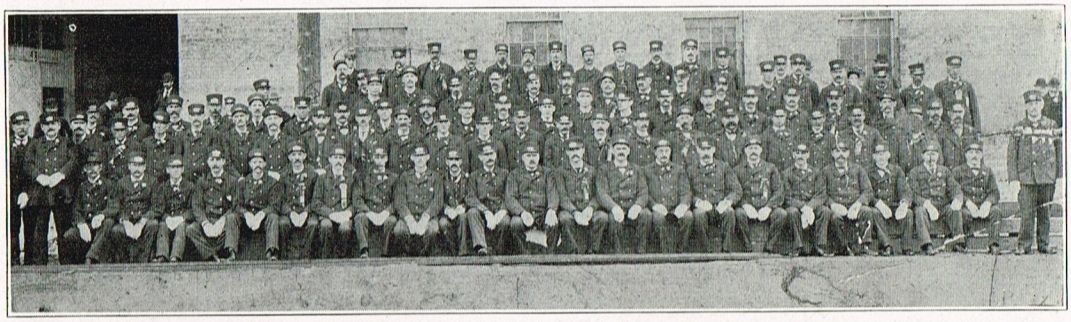
J. C. Dress 12804
F. Flanders 5897
J. Klein 7426
S. J. Walsh 8794

Limits

J. Gilligan	275	A. Lewand	12014
C. Hundrieser	7662	L. Penny	2164
W. J. Kangan	5590		

Devon

H. Cartwright	6650	J. Nelson	5944
C. Friedman	9082	R. Patrick	9796
T. Horrigan	1476	F. Staschick	6024
J. Harte	6558	R. Shiffermiller	13874
A. V. Johnson	10818	J. Sullivan	12518
F. Kundert	12642	G. Storms	5070
G. Kuefner	4318	J. Sheehy	5300
W. Loftus, No. 2	14324	M. Sullivan	4346
F. Lonquist	6068	H. Western	2808
P. Martin	7646		



This Old-Time Picture of Trainmen at 61st and State Streets Taken in 1899 Is Owned by Conductor Jerry Casey, Badge No. 1760, of 77th Street Who Sits in the Front Row of the Group, the Third Man From the Left.

HEY! HEY! ROLLER SKATERS!

Here's a Big Night for You at Madison Gardens—Fun and Prizes

Through the courtesy of the Madison Gardens Roller Rink management, arrangements have again been made for a Roller Skating Party. Monday evening, November 19th, has been set aside for Surface Lines' employes, their friends and families, exclusively. Mr. C. H. Evenson, who has agreed to act as Chairman of this occasion, suggests that we show our appreciation to the Madison Gardens management by as many as possible attending and he assures us that there will be plenty of fun and prizes. Admission by 62-ride ticket or badge card.

"Well, what are you looking for now?" old Diogenes was asked.

"I'm trying to locate a family that won't insist on buying things if the old man thinks they can't afford them."

We take pleasure in reporting that little Joe Peavey, who swallowed a nickel last week, has entirely recovered from his financial difficulties. —Barrie Payne, Associated Editors, (Chicago).



Arlene Ada, Daughter of Starter A. Lockwood, of Armitage.

CHARLES EDWARD JONES

Born September 24, 1859, Died October 6, 1928

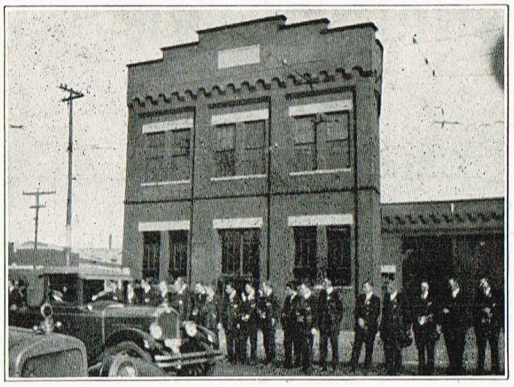
Mr. Jones was born on a farm at Richmond, Indiana, and spent the early years of his life on the farm, coming to Chicago in 1879 and obtaining employment as a fireman with the Chicago and Eastern Illinois Railroad. He remained in that position until February 1, 1882, when he entered the service of the Chicago City Railway Company as gripman.



Strict observance of his duties soon gained him promotion to the position of starter. He then continued upward as Supervisor, Assistant Division Superintendent, and Division Superintendent, and on May 25, 1921, he was appointed Assistant Superintendent of Transportation. He filled this position capably until ill health, on October 1, 1925, forced his return to 77th Street Depot as Division Superintendent.

Mr. Jones was the last to pass away in a family consisting of three sisters and two brothers. He was married on May 14, 1884, to Miss Margaret Lund, who survives him.

A touching last tribute to a man, loved and respected by all who knew him, was presented by several hundred trainmen of 77th Street Depot, who stood on either



side of Vincennes Avenue with bared heads as the funeral procession passed on the way to Mount Greenwood Cemetery.

Patrick H. Grady, Oldest Employee, Passes

The oldest employe of the company, Patrick H. Grady, passed away October 23, 1928.

Mr. Grady was born in Chesterton, Indiana, on January 25, 1840, and entered the employ of the Chicago City Railway Company in 1862. With the exception of a period when he served as Muleteer in the Civil War under General Phil Sherman, Mr. Grady worked continuously for the company consecutively as a Feed Chopper, Horse Car Driver, Motorman and Watchman.

Mr. Grady has told with a droll humor many incidents of the pioneer days of street railroading; the hard winters when they fought snow with horse-drawn plows that could not make the trips fast enough to keep the streets open, and break-downs on the track which he passed by pulling around with his horse car.

He had been confined by a broken leg since July 5th of this year, and, when seen about three weeks ago, his eyes twinkled as he said, "I don't know how in the world I slipped, I must be getting old." So the stout old heart that carried him through all of the turbulent days of the Civil War, the Chicago Fire and the daily trials of the early days, never failed him to the very last.

Mr. Grady is survived by a son and two daughters, to whom we extend our heartfelt sympathy in their bereavement.



A Souvenir of Other Days—22 Rides for a Dollar.

SURFACE SERVICE MAGAZINE

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CHICAGO

Volume 5 **November, 1928** **No. 8**

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

THANKSGIVING

The Surface Lines' family has every reason to join most heartily in the observance of this National holiday. This has been a year of progress and accomplishment. We have led the whole country in the volume of business; the management, confronted by difficulties and conditions of the most unusual character, has carried on with undaunted spirit, permitting nothing to stand in the way of its obligations to the public; we have improved the character of our service, both in operation and equipment; the efforts of our Department of Accident Prevention have been backed up by the rank and file with such success that there has been a substantial reduction in the number of accidents, and many members of our track gangs, whose eyes have been saved from destruction by the protective goggles, have special reasons for gratitude; we all enjoy the comfortable security afforded by group insurance; there has been a marked development of the friendly interdepartmental relations that count so heavily in effective team-work; there also has been a demonstration of personal interest in carrying out the policies of the management as reflected in the hundreds of letters of commendation from observing patrons. In brief, we find reason for gratitude in our definite progress toward making the Surface Lines the best as well as the greatest system in the world.

GIVE THEM LIGHTS

Our cars were recently equipped with a new and improved electric bulb which provided much better illumination. The additional expense involved in the substitution of the new lamps was more than justified by the appreciative reaction of our patrons. The illumination not only gave great satisfaction to those who read while they ride, but made the brightly lighted cars attractive and inviting.

With this equipment we shall be able to add immeasurably to the comfort of our patrons during the dark mornings and early evenings of the Fall and Winter, and the train crews who make a special effort to have the lights on at such times will be making friends for themselves and the management.

COMPANY NIGHT

Wednesday night, Nov. 21, has been set aside at the Club House for the first program of the season of 1928-29. A program has been prepared that will appeal to everybody. Mr. Charles N. Wheeler, a newspaper man of international reputation, who talks as informally, convincingly and entertainingly as he writes, will tell us what he believes to be the greatest story in his experience. And there will be presented for the first time to our members a number of moving pictures prepared under the direction of our own people that have created a country-wide interest and are being shown in all large cities by the American Electric Railway Association. Our own Mr. Pasche, who had much to do with the production of the most sensational of the films, will talk to us briefly about what we have been able to accomplish in the way of safety for the public and our own employes. The entertainment will be open to all employes of all Departments and a badge or monthly ticket will secure admission.

"Hurrah," shouted Sammy, as he danced in from school. "At last I got 100 in my studies."

"Fine!" said his mother. "What study did you get 100 in?"

"I said 'studies,' not 'study,'" said Sammy. "Sixty in readin' and forty in spellin.'"

She—Freddie hasn't been out for an evening or taken a drink for three weeks.

He—Turned over a new leaf?

She—No, he turned over a new car.—Everybody's Weekly.

Personal Tributes

Unsolicited Commendation of Our Trainmen and Service from Observing and Appreciative Patrons

On Saturday, October 13th the Loop of Chicago was so crowded as to remind one of the vast multitude that assembled for the Army and Navy Game or the Dempsey-Tunney fight. Thousands of automobiles passed through the loop during the afternoon and evening, with pedestrians fighting their way to get across the streets, dodging between street cars and automobiles in an effort to get home.

During this great excitement the Chicago Surface Lines was again called upon to carry the greatest percentage of these people home, and again they responded to the call, as they always have and pushed every car available into service, for the relief of those homeward bound. The revenue passengers that day numbered 2,815,105. Conductors, Motormen, Supervisors, and, in fact, all employes are to be commended for their very efficient work in connection with helping out at this time.

The writer of this little message stood at the corner of Washington and State streets for about an hour, observing every car that passed. Mothers with children; girls and boys had to stand for considerable time waiting for a car with enough room for them to get on. I noticed that while each car had persons hanging on the step, the front part of the car was almost empty. Many conductors failed to ask the passengers to step forward in the car in order to help render the maximum amount of service at the time when it was most needed. This is an important matter and I feel that if every conductor who reads this will pay special attention to the loading in the forward part of his car the next time an unusual crowd gathers in the loop, we will be able to improve greatly our already wonderful service.

—Observer.

A Foreign Visitor's View

Miss Johanna Ulbrik, a visitor from Switzerland wrote to The Daily News of this city that she was much impressed by the courtesy of Surface Lines employes. She said: "It is rather difficult for a total stranger to find his way about here in Chicago, but I found the street-car conductors most helpful, always patient and anxious to direct one. In spite of my imperfect English and somber dress, I always received a clear description of where to change cars and what to do. When I seemed confused the conductor motioned me to a seat near him and called to me the right time and place to change cars."

Motorman W. W. Rye of Cottage Grove Wins a Friend

Gentlemen—Today, I was running for a car at 111th and Cottage Grove and I want to tell you how I appreciate having Motorman No. 11903 wait a second or two for me. He was very pleasant about it too. I ride on the surface cars almost every day and if I had time I could tell you almost every day of a courteous act I have seen conductor or motorman do. Once in a while there is a man all out of sorts but sometimes I don't blame them. I ride mostly from 111th and Cottage Grove but find the other lines have pleasant trainmen, too.

I am just one of the public who appreciates the street cars.

Sincerely,
Mrs. Joseph Novy,
10929 South Park avenue.

Conductor Edward Stevens, badge No. 1712, of Noble, is commended by Mrs. Haumesser, 2858 Arthington street, for his efficiency in calling every stop street distinctly and for the consideration he showed all his passengers when boarding and alighting.

Mr. W. R. Pitt, 4212 North Central avenue, thanks Conductor Ioy A. Bloyd, badge No. 2690, of Kedzie, for his honesty in turning in a music roll left on his car by Mr. Pitt's daughter. He also mentions the courteous service he received at our Lost and Found Department.

Conductor Charles Schmock, badge No. 2904, of Archer, is made the subject of an appreciative letter from Mr. R. E. Schubel, Room 611, 105 West Monroe street, who witnessed an act of kindness and thoughtfulness in assisting a lady with three small children safely to the sidewalk, although he had the "Go" lights. Mr. Schubel states in his communication that "Conductor Schmock is to be commended for a simple deed which means so much to the safety of your passengers."

Mrs. M. A. Clarizis, 9648 Escanaba avenue, sends to the management a letter of high praise for the courteous service she received from Conductor Donald A. Kline, badge No. 3218, of Burnside, when alighting from his car with her baby.

Conductor Raymond P. Loying, badge No. 4296, of Kedzie, is commended by Mr. D. J. Ray, 2484 North Clark street, for the courtesy extended to his wife when a passenger on his car and who found herself two cents short in

her fare. Mr. Ray thanks Conductor Loying.

Miss Vera Kalinsky, 929 West 33d street, writes to express her appreciation for the return of a purse left on one of our cars containing money and valuables and tenders her sincere thanks.

Conductor Arthur L. Halford, badge No. 5866, of Lawndale, is made the subject of a congratulatory letter from Mrs. N. S. Rule, Front Royal Remount Depot, Front Royal, Virginia, praising him for his courtesy and efficiency.

Mr. Enrest N. Kahn, Fairbanks Tailoring Company, Oakley at Wabansia, writes to commend Conductor John McGreevy, badge No. 6654, of Limits, for the promptness with which he turned in two cases of samples left on a State street car by one of their salesmen.

Conductor Patrick F. Kirawn, badge No. 6844, of Kedzie, is highly commended by Mr. B. Lesstma, 4828 North Bernard street, for holding his car thus avoiding what might have been an accident when Mr. Lesstma lost his balance while carrying three large packages of glass slides and a lantern.

Mrs. Elizabeth Steiber, 4931 North Oakley avenue, makes Conductor Rudolph Kepler, badge No. 8352, of 69th, the subject of a letter of praise for his honesty in turning in four dollars, Mrs. Steiber handing the conductor a five dollar bill under the impression that it was only a one. She writes to express her sincere appreciation for this act.

Conductors Robert Harrison, badge No. 3960, Matthew Wall, badge No. 4782, and John Robinson, badge No. 8406, all of Elston, are commended by Mr. Will A. Stailey, 4320 North Kostner avenue, for their courtesy, efficiency and gentlemanly acts.



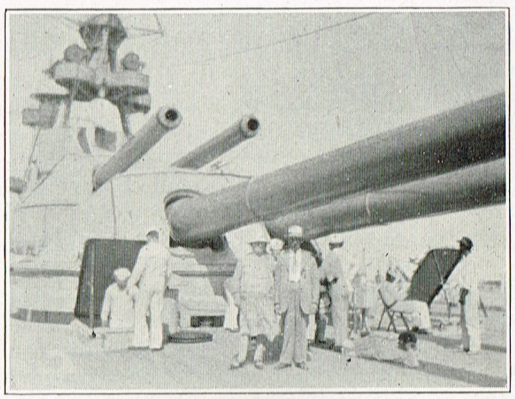
Supervisor Doherty of the Central Division, Mrs. J. W. Bennett, Conductor Bennett of Limits Depot, Mrs. McCarthy and Conductor McCarthy of the Blue Island Depot, Snapped in a Group at Havana, Cuba, During the Spanish War Veterans' Convention.

Starter Arthur J. Jordan, of Elston, is highly complimented by Mr. R. L. Fiddler, Assistant Superintendent, John Hancock Mutual Life Insurance Company, for his unusual courtesy and helpfulness, assisting women on and off the cars and in seeing that children get safely across the street. All this he does in a cheerful manner.

Mr. Otto Tampera, John Mohr & Sons, 96th and Calumet River, expresses his gratitude for the return of a package left on a street car in charge of Motorman Patrick S. Ward, badge No. 2627, of Burnside.

Conductor Joseph J. Foster, badge No. 14350, of Division, is congratulated by Miss Mary C. Edelmann, Vassar Swiss Underwear Company, 2545 Diversey Avenue, for his helpfulness to a blind passenger, assisting him off his car and on to the sidewalk.

Mr. H. Derane, 3633 South Racine Avenue, writes a complimentary letter involving Conductor Michael H. Tierney, badge No. 12092, of 77th, for his general courtesy to all of his passengers and for his pleasant smile. Conductor Tierney is also commended by Mr. James E. Davis, H. Schultz & Company, 519 West Superior Street, for his efficiency and courtesy, adding that "he is a prince."



Conductor and Mrs. C. J. McCarthy on the Battleship Texas in Havana Harbor at the Exact Spot Where the Maine Was Blown Up.

Secretary Wermich of the North Center Lions Club in a recent communication to Superintendent Evenson reported the activities of his organization in a Fall festival that attracted thousands of visitors to the Lincoln Avenue-Irving Park Boulevard intersection. In connection with the usual congestion at that point, Secretary Wermich compliments Supervisor Van Dee upon the efficiency with which he discharged his duties during the festival.

Mr. H. J. Seeger, 230 Franklin Road, Glencoe, Illinois, forwarded five dollars to be turned over to Conductor R. A. Evers, badge No. 13682, of 77th, for the promptness with which a valuable box belonging to Mr. Seeger was turned in.

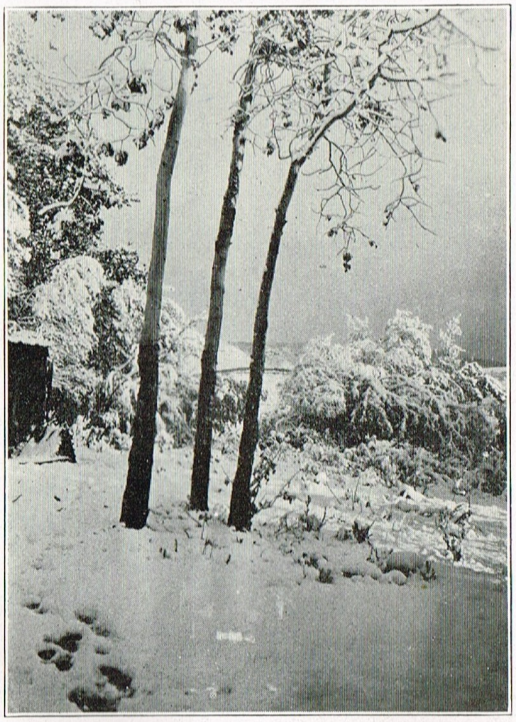
A representative of the Nash Sales Company inadvertently left in one of our cars a corporation seal of a new company which was subsequently discovered by Motorman Brady, badge No. 2841, of Cottage Grove. An impression of

the seal taken at the station identified the owner and it was back in the hands of the Nash Company within less than two hours of the time it was lost. This incident was the subject of a complimentary letter from the Nash people.

Conductor M. Deanes, badge No. 3658, of Lincoln, recently lost a small roll of bills in the trainmen's assembly room which was found and turned in by Motorman P. Burke, badge No. 1817, of the same station. The incident drew from Conductor Deanes a very sincere letter of thanks and gratitude which was addressed to Division Superintendent Hays and has been made a part of the official record of Motorman Burke.

Mr. O. P. Powell, Assistant General Manager of the Pullman Company, writes to acknowledge their indebtedness to Conductor Patrick Haggerty, badge No. 3168, of Cottage Grove, for the prompt recovery of a record-of-payments book lost by one of their representatives.

Mrs. J. T. Murtaugh, 7700 North Marshfield Avenue, lost a fox neck piece on a Cottage Grove car on September 14th and as it was worth nearly $500 she never expected to see it again. It was found by Conductor E. P. Sullivan, badge No. 7934, of Cottage Grove, was promptly turned in and was restored to its owner on September 20th. A five dollar reward was left by Mrs. Murtaugh for Conductor Sullivan.



A Summer Snow Scene on the Colorado Ranch of Mr. and Mrs. R. Sherman, Son-in-Law and Daughter of Operator A. J. Jacobson of Burnside.

Mr. H. J. Cross, of the Provident Mutual Life Insurance Co., lost a pocket book which was returned to him through the lost and found department at Cottage Grove. He expresses his appreciation of the promptness with which the matter was handled.

Conductor Narcissus D. Goedert, badge No. 3492, of Devon, is commended by Mr. B. Briniacomb, 60 West Schiller Street, for the pleasant manner in which he discharged his duties —courtesy to elderly passengers and those who are physically handicapped. "His general conduct is worthy of merit," states Mr. Briniacomb in his letter.

Mr. D. G. Brown, Martin & Fitzgerald Real Estate, 1370 West 79th Street, makes Motorman John F. Sullivan, badge No. 2089, of 69th, the subject of a letter of praise for his efficiency and alertness during a tieup caused by fallen wires on 63rd Street.



While Motorman J. Gorski of Noble and His Wife Were in Poland Recently, They Were Snapped in One of the Beauty Spots of That Picturesque Country.

Conductor Einar G. Kristensen, badge No. 3978, of Armitage, made riding a pleasure for the wife and baby and crippled aunt of Mr. Ralph J. Gatitz, 5222 North Luna Avenue, who made the incident the subject of a letter of praise.

Conductor Frank W. Gunsolus, badge No. 3904, of 77th, is thanked for his courtesy and gentlemanly manner when Miss Kate B. Brown, of the Coroner's Office, boarded his car, finding that she only had six cents. Miss Brown enclosed a stamp with her letter for Conductor Gunsolus in reimbursement.

Mr. E. F. Denison, Field Secretary, 300 West

Adams Building, was the observer of a commendable incident while a passenger with Conductor John Furlong, badge No. 1970, of Devon, who averted what might have been a serious accident when an intoxicated man was about to fall off the car, and the conductor quickly pulled him back to safety.

The Fifth Avenue trainmen are thanked for their help in reducing the noise on Fifth Avenue during the illness and death of the wife of Mr. M. Monroe, 3641 West Fifth Avenue, who wishes to extend his appreciation for their careful operation of cars.



Friends of August Wessel, Storeroom Clerk at Archer, Will Have Difficulty in Recognizing This Picture of Him Taken When He Was Seven Years of Age.

Mr. H. C. Morrell, 5730 Honore street, writes to express his apreciation of the maner in which Conductor George Kehoe, badge No. 9018, of Devon, furnished information. This was done in such a pleasant and efficient manner as to prompt Mr. Morrell to write and let us know about it. "He is the most courteous conductor I have ever come across in the thirty years I have lived in Chicago," states Mr. Morrell in his communication to the management.

Conductor Edward L. Laechelt, badge No. 9290, of North avenue, is made the subject of a letter praising his honesty in returning a purse belonging to Mrs. C. Przybyski.

Mrs. A. J. Barrett, 7630 West 62d place, thanks Conductor Roman F. Daluga, badge No. 9334, of Noble, for his assistance when he instructed her on how to reach a certain part of Chicago with which she was not familiar. Such service was appreciated.

Conductor Michael Koss, badge No. 10888, of Blue Island, is favorably commented upon in a letter from Mr. F. L. Kunes, Room 818, 165 West Wacker drive, for his consideration for a blind passenger in assisting him safely to a Halsted street car.

Miss Lottie Szywata, 2854 North Avers avenue, writes a letter to thank Conductor Patrick J. Griffin, badge No. 10962, of Armitage, for the prompt return of her purse and to express her sincere appreciation of this act of honesty.

Conductor Clarence J. Lattimore, badge No. 11042, of 77th, is highly complimented for his efficient service in the discharge of his duties and for his pleasant smile even when the car becomes over-crowded and difficult to handle. The observer in this case was Mr. Stephen C. Ryan, 7828 Lowe avenue, who took the time to write us in detail.

Mr. A. Wardenburg, Illinois Central System, 135 East 11th street, sends the management a note of appreciation involving Conductor Frank Zind, badge No. 12144, of Burnside, who paid his fare when he boarded his car with nothing less than a ten dollar bill.

Conductor Paul J. Hauserman, badge No. 12160, of Elston, is the recipient of a congratulatory letter from Mr. A. C. Keely, western manager, Jacobsen-Forbes Corporation, 130 North Wells street, thanking him for answering various questions and suggesting that he obtain the booklet, "Seeing Greater Chicago," which was a great help.

Mrs. E. E. Hendrickson, 1456 East 69th street, commends Conductor William A. O'Neil, badge No. 12238, of Burnside, for his courtesy and kindness and for his pleasant smile and patience at all times. "Much credit is due him," states Mrs. Hendrickson in her letter.

Conductor William J. Youts, badge No. 12734, of 77th, is made the subject of a letter of praise complimenting him for his concern over the safety of his passengers and for his clear enunciation of all stop streets. The writer of the communication was Miss Elizabeth Brosemer, 7350 South May street, who feels such service should be appreciated and wanted to management to know about it.

Miss O. Darrow, 2922 Lyndale avenue, noted an act of courtesy on the part of Conductor John J. Sullivan, badge No. 12916, of Kedzie,



Carl, Jackie, Lorraine, children of Motorman E. L. Peterson, No. 2, of Devon, at Dowagiac, Michigan.

for the recovery of a bag left on his car by an old lady passenger.

Conductor Edward E. Thacher, Jr., badge No. 12974, of Devon, receives favorable comment from Mrs. Bessie K. Roth, 3317 Flournoy street, the calling of all stop streets which is a great benefit to the traveling public.

Mr. Oliver Karwaski, 1803 Superior street, writes a letter of high praise involving Motorman Patrick J. Madigan, badge No. 425, of 77th street, for the kind assistance he rendered to an elderly lady passenger in escorting her safely from his car to the sidewalk.

Motorman George D. Goff, badge No. 481, of 77th street, is the recipient of an unusual letter of commendation by Mr. Edward Runner, Mitchell-Faust Advertising Company, 7 South Dearborn street, who rode on the front platform one morning and was impressed by his gentlemanly manner and consideration for pedestrians, track repairmen and truck drivers, who seemed to respond instantly to his single signal of the gong.



Morrie Peterson Has Dug Up This 25-Year-Old Picture of the Limits Ball Team. Top Row: M. Peterson, Fred Shumacher, Lloyd Miller, George Hoppe, Seated: Dick Dall, George Curtis, Jim Drisckel, Sig Nutter, and one unknown.

Mrs. Mary R. Ricketts, 7256 Yates avenue, is the writer of a note of appreciation with reference to Motorman C. W. Rowland, badge No. 589, of Burnside, who treated her so courteously when she was alighting from his car with bundles and several of her children.

Conductor Axel Heyden, badge No. 6112, and Motorman Patrick J. O'Connor, badge No. 1189, of Burnside, have been made the subject of a letter of commendation from Mr. C. Weightman, 3414 Elaine place, who witnessed an act of courtesy which was worthy of honorable mention when they assisted an old colored lady passenger from the car to safety.

Mr. C. E. Brandenberg, 808 North Lawler avenue, wishes to express his gratitude to Conductor Joseph O'Leary, badge No. 11866, and Motorman Louis Miller, badge No. 2647, of North avenue, for their thoughtfulness and assistance to him.

Motorman Burtus H. Rood, badge No. 5081, of Devon, is praised by Mr. M. K. Dixon, 189 West Madison street, for the smooth operation of his car. His note states that it is a pleasure to ride with such a motorman and congratulates the management on having him in the service.

Mr. Elmer C. Harland, 738 Euclid avenue, Glen Ellyn, highly compliments Motorman Floyd A. Brooks, badge No. 6107, of North avenue, for his pleasant reminder to "Watch the Autos"—a friendly warning to alighting passengers.

Miss Jennie R. Gourley, 5520 Iowa street, says of Motorman Frank Dreckman, badge No. 7865, of North avenue: "His perfect manipulation of the brakes of his car makes riding with him a pleasure." Motorman Dreckman is also commended for his unfailing courtesy to passengers.

Motorman Joseph E. Griffin, badge No. 8007, of Kedzie, is praised for his honesty in turning in a silk umbrella left on his car by Miss Carplan E. Shannon, C-O Murphy Varnish Company, 6540 South Laramie avenue.

Miss M. Better and Miss N. Sloma, employes of the Trico Inc., Kolmar and Grand avenue, commend Conductor Edward Simons, badge No. 3134 and Motorman Nels Madsen, badge No. 8137, of North avenue, for their prompt, efficient and courteous service rendered during the past few months.

Motorman John W. Lane, badge No. 11547, of Cottage Grove, receives the sincere thanks of Miss Betty Rodurck, 3125 West 65th place, who is somewhat physically handicapped, for holding his car long enough to enable her to board in safety.

Mrs. F. Mason, 6518 Normal boulevard, is the writer of an appreciative letter commending Conductor James J. Bruin, badge No. 12350, of 69th, for his honesty in turning in a bag containing money and very valuable articles.

Conductor Harry W. Hansen, badge No. 9286, of Burnside, is the recipient of a congratulatory letter from Mrs. Herbert W. Swanson, 13427 Burley avenue, who inadvertently handed the conductor a five dollar bill assuming that it was a one. She says she never would have missed it and when Conductor Hansen brought it to her attention she very emphatically said that she handed him a one dollar bill. It took argument and an examination of her purse to convince her.

Mr. Zephyr Acrel, 5622 Lake Park avenue, commends Supervisor S. E. Turley, of Cottage Grove, stationed at 56th and Lake Park avenue, for finding his money and expresses his sincere thanks for his honesty and kindness.

Supervisor John H. Franz, of the Central District, is made the subject of a letter of high praise from Miss Mary X. Ferguson, 1347 Dearborn parkway, for the assistance he rendered in locating her purse which she had left on one of the Indiana avenue cars. She appreciates the courteous and personal attention she received.

Mr. Christ Licht, 4821-23 West Chicago avenue, says a good word for Supervisor Charles J. Doherty, of the Central District. Mrs. Licht became separated from her two children while boarding a crowded street car, and appealed to Supervisor Doherty through whose assistance the children were located. Both Mr. and Mrs. Licht wish to express their appreciation for this kindly act.

POWER SAVING IN WINTER

Not So Easy But It Can Be Done by Proper Operating Methods

The cold wintry days accompanied by snow, low temperatures and sleet, together with bad rails, air freezing and other interferences resulting in congestion are rapidly approaching. These natural conditions are bound to come and it logically follows that the power necessary to operate a car will increase.

In the warmer months of the year the power requirements are the lowest. As the cold months of fall and winter approach, the demand will be greater as compared with those of the spring and summer months. Cold weather with its disturbances naturally affects all car operation and transportation activities. It is, therefore, most important that all the motormen and conductors of this system apply the very best methods of good car operation throughout this period of the year, in order that the business of power saving may be maintained.

By the strict adherence to and practice of the rules of good car operation many of the troubles causing unnecessary tie-ups and the disarrangement of the schedules may be avoided, as these are often traced to the failure of some part of the equipment, due to being repeatedly subjected to abuse beyond its limits.

A car crew knowing and practicing the rules of good car operation and good judgment, barring unforeseen accidents may be relied upon to bring the car in on time and in good operating condition in bad as well as fair weather.

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 operation period of the Depot, the per cent column showing the amount, thus determining the rank of the Depot on this system:

Division—	September	Per Cent Saving or Loss
Cottage Grove	1	5.55
Armitage	2	5.29
Lincoln	3	4.83
Burnside	4	4.17
Lawndale	5	2.59
Devon	6	2.43
69-Ashland	7	1.64
Archer	8	0.55
77-Vincennes	9	0.30
Limits	10	0.00
Elston	11	*2.23
Blue Island	12	*2.86
Noble	13	*3.70
North	14	*4.31
Division	15	*7.75
Kedzie	16	*9.53

Total points	27.35
August points	*13.35
September gain	10.32

*Loss.



Operator A. J. Jacobson of Burnside and a Chicken-Hawk Trophy Shot on His Son-in-Law's Ranch Near Dunkley, Colo.

Oh! I See

Professor—Your pneumatic contrivance has ceased to function.

Bus Driver—Er—What?

Professor—I say, your tubular air container has lost it rotundity.

Bus Driver—I don't quite—

Professor—The cylindrical apparatus which supports your vehicle is no longer inflated.

Bus Driver—But—

Professor—The elastic fabric surrounding the circular frame whose successive revolutions bear you onward in space, has not retained its pristine roundness.

Small Boy—Hey, Mister, you got a flat tire.

Departments and Divisions

Engineering

The Engineering Bowling Team is leading the Gold Coast League at the present writing with the veteran Alexander their heavy pin getter.

R. J. Rumatz of the Track Department was chairman of the Halloween party, given at the club house on the night of October 27th. The party was a great success due to Rudy's able management.

Tom McCarthy is back at work after a hard siege with a collection of carbuncles on the back of his neck. Tom looks a little pale and worn, but his voice is as strong as ever.

Harry Debus is convalescing after a minor operation. He finds it difficult not to fall into a reminiscent mood when he thinks of a certain little nurse.

Charles Kuehl has recovered from his recent sickness of several days, and is back again with a more enticing smile than ever.

Harvey Hoover recently made a flying trip with his family down where the corn grows tall. On the return trip Harvey carried an additional passenger. Anyone desiring a real Bar-b-q sandwich had better look up Hoover's address.

V. McAllister has found his ideal. Out-of-town residents have probably noted the unusual amount of incoming and outgoing Chicago daily mail. Let us know in advance when it is going to happen Mac.

Transit.

Material and Supplies

We are glad to have Edith Newton back after her recent illness.

Say, what would you think of a fellow who was seen at one of the fashionable shops at 63rd. and Halsted looking at women's lingerie and did everything but try it on? We do not know what this young man was looking for but we hope he found it. You might ask Marty Garrity at 78th and Vincennes who the gentleman was.

Tom Garrity's great ambition is to be an athlete. He was around the shop in his track suit last week and announced that he was training. The question is, for what.

R. E. Buckley.

Electrical

Tom Walsh, club director who has been under treatment at the North Shore Health Resort is now at his home in Summit. We are glad to report that Tommy's health is vastly improved.

Paul Brown has left the company to return to high school. He is attending Hyde Park High.

Marshall Rowe is the new office boy.

Douglas Morton has left the company to return to the University of Illinois.

Phil O'Shaughnessy is now working in Substations, at present at 82nd and Halsted Streets.

H. M. Essington.

Legal and Accident Investigation

We are sorry to note that Arthur L. Ketchum, who had been off for some time, now reports that by doctor's order he must not work for a long time.

The Legal Department is "working" top speed. One Superior Court judge made a complete call of all his cases for the year on the 15th of October. Needless to say he did not try his 834 cases. A good many of the other judges have called half way through their calendars. The 1st of January is about the date one might expect a judge to call the cases half way through his calendar. Our lawyers are not sleeping very well, and our investigators have something to "think" about—that is, when they have time to think.

Evelyn Primus, Louise Eland and Dorothy See have been taking advantage of the wonderful fall weather and putting in their noon hour on roller skates. Good pastime girls! We are glad to see you enjoy yourselves, but watch out, don't put any dents in the sidewalks!

Accounting

It is with much regret that we report the death of Miss Frances Straka's mother, who passed away Saturday, September, 12th, 1928. The department sent a very beautiful floral offering to the funeral as an expression of deepest sympathy.

Miss L. Carlson resigned Saturday, October 6th, 1928.

Vacation time is speeding by and there are many who have had their vacations and a few who have not. At this period Mrs. Grace Gunther of the Stenographic Department is away.

Shops and Equipment—North and West

West Shops: We are glad to see our Machine Shop Foreman, Mr. G. F. Smith, back on the job and looking so well, after his illness.

Mildred Habeger has returned from a vacation spent in Cadillac, Michigan, and reports having had a delightful time. We surely enjoyed the apples she sent us from there.

Our bright-faced switchboard operator, Charles (Shorty) Longley, has been transferred to the Armature Room. He looks like a hard working man too, with those nice overalls that almost fit him.

We extend our sympathy to Peter Wilp, carpenter, whose brother John passed away recently, after being operated upon for appendicitis.

The following young men have been added to our office force: Marvin L. Rauscher, switchboard operator, and Frank Norton, order writer.

News Item: Ted Kuta is learning to dance.

John Loris, curtain maker, was married September 30th at Holy Trinity Church. Congratulations and thanks for the cigars. John even supplied the matches.

A baby boy, weighing 10 lbs. 6 oz. arrived at the home of Charles Finlay, painter, on September 28th. Mother and baby getting along fine.

Martin Latro of the Paint Shop, who has been on the sick list since September 26th, is convalescing, and we hope to see him back at work in the near future.

Division: W. Wightman is the proud father of a 9-lb. baby boy. A future heavyweight champion. Thanks for the cigars.

T. O'Neill has a new Walberg Special radio. Tom says if he ever gets Ireland on it, he is going over and inspect the broadcasting station.

We hope that H. Collas, who underwent an operation a few weeks ago, will soon be well and back to work.

Have you noticed the new wrist watch F. Pelzmann is wearing? We wonder if Lillian presented it to him on his birthday.

J. Volanius, who burned his hands a few weeks ago, is back to work again.

Kedzie: Our foreman, Mr. Wm. Krueger, was seen pushing a big Studebaker car off the tracks at North and California about three weeks ago. Why don't you trade her in for a Buick?

Devon: Steve Prus, repairman, is the proud daddy of a baby girl, born October 12th. Weight 10 pounds. Mother and baby are doing fine. Don't forget the cigars, Steve, old boy!

Limits: Mr. George Chamberlin, our foreman, returned recently from the American Electric Railway Convention, and reports having seen some very interesting exhibits.

Blue Island: A modern hot bed has been constructed under the supervision of Messrs. Hale and Hoey. Our ever-ready carpenter and artist, Cory and Moreland respectively, applied themselves diligently to produce the above. Tom McCrea, our gardener, had a tough job preparing the hot bed, as he claims the automobile has replaced the horse in Chicago.

Ginsbigler, who eats bananas for his health, also practices safety. "Wear your goggles and throw your peels in the garbage can," says he.

Mr. Siekert spent his vacation touring the city, but kept away from the bathing beaches.

Since McCrea has taken to the air, Murphy will not be outdone, but insists that when he goes up he will come down in a parachute, landing on the depot roof. Look out for the flagpole, Jim!

Armitage: Mr. H. Keller, our Day Foreman, is the proud daddy of a baby boy, born October 21st, and weighing 12½ pounds. Mother and baby doing fine. Congratulations! Mr. Keller says the cigars are coming.

Jane V. McCarthy.

South Shops and Car Stations

South Shops: Martin Stanek of the Motor Repair Department suffered two broken ribs in a recent bus collision at Chicago Heights. We hope to see him back on the job real soon.

We were sorry to hear of the injury of A. Nevin, auto mechanic. We hope his arm will be back in shape in the very near future.

Frank Dewitt vacationed with relatives in New York City, and from reports which he brought back, it must be quite a place. We have reasons to believe that at least a part of his time was spent over in New Jersey.

W. Donaldson of the Motor Repair Department suffered a broken collar bone while playing football.

A couple of the boys in the Paint Shop went on a hunting expedition recently and we are told that the results of the hunt were not very satisfactory.

Mrs. Stoffle has returned after an automobile tour to Florida. She reports having had a very enjoyable trip.

Mrs. Willard Carlock (Ethel Johnson) was at the South Shops recently with her baby daughter. We were all glad to see them.

Herman Weilert of the Car Repair Department is at home with a very painful injury to his hand.

Cottage Grove: We congratulate Mr. Gamen upon bringing the the Pull-in-Flag back to the South Division. Now that we have it again, we hope to keep it for several months. The picture of the boys at Cottage Grove will be found on another page.

Burnside: Pete Eckert was seen riding home in a new Hudson the other night. It looks like he will soon be trading in the Essex.

77th Street: R. McClelland and D. Mangan are the proud daddies of baby boys.

Congratulations are now in order for M. Scahill, who is now a married man.

69th Street: Dominick Krivich is the proud daddy of an 8 pound boy. Mother and baby are getting along just fine.

Al Jones in his recent visit to South Bend found out that it is not a curve, but a fair sized city, so we'll take Al's word for that.

A few of the boys took a trip out to 175th Street recently and uprooted some beautiful trees. These combined with flower boxes, will make 69th Street Carhouse a beautiful Garden of Eden next spring.

Archer: We are told that August Wessel, clerk, Archer Depot, was in the trucking business in his younger days. His photo which will be found elsewhere is good evidence.

J. P. McCauley.



Motorman Charles Baker of Archer Taking a Rest After a 10,000-Foot Climb to the Top of Table Mountain in Southern California.

Around the Car Stations

Cottage Grove

To Mr. C. Cricks we congratulate you; To Mr. H. Hooper we congratulate you and welcome you back to Cottage Grove Ave. Depot, where you started 17 years ago.

Motorman L. Franconer has returned from his vacation. With his wife and family he left Chicago in his Hudson automobile, visiting several places of interest in Michigan, then across the border into Canada, stopping at some of the larger cities in the province of Ontario; then to Buffalo, visiting the falls at Niagara. Returning via Pennsylvania, Ohio and Indiana, Louis says he had a wonderful trip. His wife and family enjoyed every day of it and are much enthused with the sights they saw.

Motorman T. J. Mitchell and his wife returned from an extended trip to the old country.

Conductor H. L. Spivey spent several weeks vacation at his old home town down in old Virginia and returned very much improved in health.

Conductor G. McPolin has just returned from a trip to Ireland and Great Britain. Ye Scribe has not yet seen him, but the trainmen are glad of his safe return. More details of his trip in the next issue.

Conductor Charley Bauer returned from his farm in Michigan and reports a plentiful supply of fruit this season.

We have a number of trainmen on the sick list, some of whom are: Motormen Tom Kennedy, Andrew G. Swanson, John Hogan, George Miskell and Fred Theile; Conductors Charles Brantigan, and H. Duvick. To each of these trainmen we wish a speedy recovery. A visit to any of them will be appreciated.

We are pleased to see Conductor R. Byrnes back at work, after a sickness of four weeks. The trainmen of this depot, and the passengers on the 55th Street owl car are glad to see Dick back again.

The grim reaper has again visited this depot and taken from our midst one of our old time motormen. Patrick McMahon started in the train service of the Chicago City Railway Co., in 1890 and worked faithfully and conscientiously until a few months ago when he was taken sick. He passed away October 9th and was laid to rest in Holy Sepulchre Cemetery. To his widow and immediate family we extend our sympathy. J. H. Pickin.

Burnside

On Monday, October 22, 1928, Mrs. C. H. Evenson, Superintendent of Transportation, and Mr. Wm. Pasche, Supervisor of Accident Prevention, gave their annual talk in the interest of accident prevention. Credit was given the men at the Burnside Depot in the way of helping to decrease the number of accidents in all classes. The boys at the depot believe these meetings are very helpful, which certainly proved so when a check was finished which showed an exceptionally good attendance.

Conductor E. F. Boehm sailed for Germany October 17, 1928. Eddie has been away from home for more than twenty years and is now returning to put his two feet under the table well filled with real old fashioned sauerkraut and a good big stein of—you say it!

Motormen Downs, Egan and Stahl have been off sick for some time but reports inform us they are getting along fine and hope to be back to work soon. We wish you boys a speedy recovery. W. D. F.

Seventy-Seventh

Conductor A. J. Goss has returned from a tour of the West. Denver was one of his many stopping places.

Motorman Ed. Fitzgerald is back on his run after an extended vacation. Ed. said he is fine as a fiddle.

Motorman Grant Martin is now convalescing at the Woodlawn Hospital after undergoing an operation. We wish Grant a speedy recovery.



Eleanor Purtell, Aged Four Years and Four Months, Daughter of Conductor Purtell of 77th Street.

Superintendent W. A. Bessette is back at our division again. We extend our congratulations and our whole-hearted cooperation to help make his work as successful as it has been in the past.

Conductor Ed. Lynk has been operated on and Eddie's friends will be pleased to hear he is doing nicely.

Did you notice our place in the power saving contest? A smoother start and stop will show its results in both the power saving and courtesy contests as well as the individual records.

Motorman Toney Klarick is now at home and will be pleased to receive a visit from some of the boys.

Motorman Frank Gillooley and Conductor R. M. Maher report the arrival of a youngster at their home. Congratulations, boys.

Motormen M. W. Smith No. 2, W. J. Trinen and F. J. Brown No. 1 decided to become benedicts this past month. We extend our best wishes for a long and prosperous married life.

Witnesses! How can we get more of them? For the pride we take in our Division let us see if we can pass the 5 per accident mark. To do this it will be necessary to obtain all we can in each and every accident, no matter how trifling it may be. The more the merrier. So let's go.

Conductor Willie Manley is back again after being confined at the Speedway Hospital. Glad to see you back again, Willie, Old Top.

The past months has witnessed the passing away of three of our oldest motormen, namely, Ed. Zick, L. M. Minnick and Wm. Hall No. 1; also the mother of conductor J. L. Haynes and the daughter of conductor J. E. Donahue No. 1. To the bereaved parents and relatives this division extends its profound sympathy in their bereavement.

C. A. Gylling.

Sixty-Ninth

Conductor P. J. King and wife welcomed a brand new 10-pound baby boy to their home on September 14, 1928. Our congratulations.

It is becoming quite customary for 69th street crews to manage street tie-ups with prompt efficiency and all of their own accord. The latest demonstration was given by Conductors C. M. Maze and F. P. Curran and Motormen D. E. Radke and J. J. Callaghan No. 1, who changed cars at 10:40 a. m., October 15th, at 69th and Wentworth avenue, when a supply car became derailed. Also on October 10th, at 1:00 a. m., when a fire broke out at 59th and Loomis street and cut off traffic, Conductors J. J. McAllister and J. T. Herbert and Motormen J. J. Neal and J. E. Coons changed cars and continued the service with v ry slight delay. Two motormen from 77th street depot, who happened along at this fire deserve particular mention for volunteering their services, namely, L. J. Madden, badge No. 4399, and J. Warren, badge No. 10755.

Our sincerest sympathy is extended to Martin Neehan, whose father passed away on September 28th, after a brief illness.

We regret to learn of the death of the sister of Conductor J. McFarlane on October 2, 1928.

A written appreciation of courtesy was received by Conductor G. H. Kiehl from Miss Frieda J. Janssen, 7124 Greenwood avenue, accompanied by stamps to reimburse him for having paid her fare.

Mr. George Horath, who operates a butcher shop at 7136 S. Ashland avenue and resides at 1245 W. 69th street, has kindly donated the trees which now grace our newly planted parkway along Marshfield avenue.

W. L. Pence.

Archer

Our sympathy is extended to conductor M. McCormick, who was called upon to part with his dear wife, who has been ill for several years and passed away September 26, 1928. Funeral September 29, 1928.

Have you noticed the smile Conductor Alexander Y. Ainsworth is wearing these days. He now answers to the name of "Daddy" a couple of times. A second son, Thomas John, arrived at his home on October 9, 1928. Congratulations, Alex.

Here's a secret. Motorman Charles Anthony Fraser quietly slipped away Tuesday, October 9, 1928, and entered into matrimonial harness. Wedding celebrated at St. Justine's Church, 71st and Honore street. Best wishes and a speedy recovery.



Gene, Son of Motorman Harris of 77th.

Our sympathy is extended to motorman W. A. Tobin on the death of a son, who died on the operating table Thursday, October 17, 1928.

The "NO SMOKING" signs in car house bays are being observed more closely.

The many friends of Conductor C. S. and Motorman C. T. Streysman extend their sympathy in the loss of their sister, who died October 17, 1928.

Dusty.

Blue Island

Motorman H. Pontarelli was presented with an 8¾-pound girl on October 2, 1928. Henry says she's a queen.

We all extend our sympathy to the following and their families in their recent bereavements: J. Alm in the loss of his uncle, T. Dolan in the loss of his mother-in-law and J. Smutny in the loss of his father.

C. P. Starr.

Elston

We wish to extend our sympathies to the following and their families in their recent bereavement: M. Coleman in the loss of his wife, L. Golombiewski in the loss of his mother, C. Pierschel in the loss of his father, and C. Giles in the loss of his wife.

Another one of our old timers has answered the call. Martin Kelly, one of our oldest motormen, passed away October 8, 1928. We wish to extend our sympathy to his family in their bereavement.

Lest we forget, boys, our standings in the Accident Prevention, Courtesy and Witness Contests have not improved. Let us get busy and show that we benefited by the visit of Mr. Evenson and Mr. Pasche.

E.

North Avenue

July 19th saw Conductor E. Krause No. 2 united in marriage to Miss Eleanor Gross, daughter of Motorman George Gross of North avenue. All in the depot. Congratulations.

A nine-pound boy arrived at the home of Motorman A. Helm August 15th.

Conductor W. Abraham was married Saturday, October 27th. Best of luck to you, "Cowboy."

A husky boy weighing ten pounds arrived to bless the home of Walt Hansen August 17th. Walt being a rabid Cub fan, will no doubt name the lad Wrigley or McCarthy.

Conductor Ray Ebel became a benedict Saturday, October 20. Congratulations to you and your bride, Ray.

Conductor Joe Griffen is daddy to a seven-pound girl born October 15th. How's that for Joe?

Conductor Harry Henningsen was married October 6th. Motorman Frank Healy took unto himself a bride the same day. Good luck to you, lads.

C. A. Knautz.

Noble

Motorman John Gorski and wife have just returned from a visit to Europe. John is now spending his time taking in the scenery on Ashland avenue.

Conductor E. Bosworth is the proud father of a seven-pound baby boy born October 16th at St. Anne's Hospital. Mother and baby doing well.

Conductor G. Patt is also the proud father of a baby girl.

The Accident Prevention meetings were started at this depot October 6th with splendid talks by Mr. Evenson and Mr. Pasche. Both afternoon and evening meetings were well attended. Conductor E. Blaige and his orchestra furnished music for the evening session.

C. De Moure.

Lincoln

F. W. Mertens, one of our extra conductors, joined the married men's ranks when on Wednesday, October 3rd, he went to Antigo, Wisconsin, and was married to Miss Lillian M. Zangl of that city. After a large reception given at the home of the bride, the happy couple left for their honeymoon, which was spent at Bass Lake, Wisconsin. Hearty congratulations from the boys.

Motorman Herbert Phipps, who has been sick a long time with a lingering illness, died Thursday, October 18th, and was laid to rest in Rosehill Cemetery, October 20th.

Motorman M. Philbin passed away at his home, 2139 Sheffield avenue. The funeral was held Monday, October 22nd, from St. Vincent's Church, and interment in All Saints' Cemetery. Our sympathy is extended to both families.

H. Spethman.

Limits

Mrs. Peter Swanson, wife of Mot. Swanson, died on October 15th. Funeral was held from her late residence, 1339 Catalpa avenue, on the 18th at 2:00 p. m. The boys of the Limits sent a beautiful floral piece which expressed their sentiment and sympathy to our old friend, Pete.

Chas. Kestener took unto himself a bride, Minnie Fuchs, on September 22nd. They are at home now at the corner of Eddy street and Racine avenue, after having taken a short honeymoon trip. Charley, we extend to you our best wishes for a long and happy matrimonial career.

The wife of Conductor Pete Conti presented him with a baby girl, 7 pounds and 2 ounces, on October 12th at St. Mary's Hospital. Mother and daughter doing fine. Pete is looking forward to the time when he can take his young daughter for a ride in that new Nash of his.

E. G. Rodgers.

Devon

The Accident Prevention meetings held recently by Superintendent Evenson and Mr. Wm. Pasche were well attended. The talks were inspiring and will tend to keep everyone from becoming careless.

Conductor W. Hansen took the "long trail" September 27th. J. Beary, who was Hansen's pal, was killed in an auto accident returning to Chicago from a hurried visit to Kalamazoo, Michigan, to attend Conductor Hansen's funeral. Conductor Frank Brudy's mother was fatally hurt by an auto at Devon and Claremont avenues. These bereaved families have our sympathy.

Thos. Nolan was around to see us the other day, and wishes to thank the men who thought to call on him during his recent illness. Clifford Whalen has almost entirely recovered from his recent illness. We hope by the time this is printed that Motorman J. Borne will be out of the hospital and feeling better.

C. E. Roy.

CLUB SPARKS

Goodbye to Miss Shipley

Miss Gertrude Shipley, formerly of the stenographic force of the executive department, was the guest of honor Thursday night, September 13, at a "round-table" dinner party given at the Tip-Top Inn by her Surface Lines associates. Miss Shipley, who has been with us for five years, resigned from the employ of the company to enter an engineering office in the Straus Building.

The table was attractively decorated with ferns and in the center was a large bouquet of pink roses which were presented to Miss Shipley following the dinner.

Those present were: Misses Mildred Humes, Helen Griffin, Henrietta Fisler, Marie Krausman, Agnes Hume, Estelle Kuntzner, Frances Canny, Ruth Soutter, Florence Pierce and Georgia Smith.

Regret at losing Miss Shipley was expressed and the heartiest best wishes were given her for success in her new position.

Opening Dance Attracts Capacity Attendance

September 29th marked the passing of the hot summer months and the club house became the scene of the first of the many successful dances held throughout the year. About 400 dancers spent a very enjoyable evening dancing to the music furnished by the famous Red Coats. There were also tempting refreshments which were enjoyed by all present.

M. Garrity, South Shops, Chairman.

SURFACE LINES POST
The American Legion

At the annual meeting held on Friday, October 19th, the following post officers were elected for the year 1929: B. H. Lindstrom, Engineering Department, Commander; M. J. Hybl, Transportation Department, Blue Island Depot, Senior Vice Commander; H. P. Brady, Transportation Department, Kedzie Depot, Junior Vice Commander; J. Gillespie, Material and Supplies Department, South Shops, Finance Officer; J. M. Moore, Shops and Equipment Department, West Shops, Service Finance Officer; Rev. J. E. Nellis, Chaplain; E. Roesler, Shops and Equipment Department, West Shops, Sergeant-at-Arms; A. Hjortsvang, Transportation Department, Cottage Grove avenue, Sergeant-at-Arms; R. Dooley, Transportation Department, Blue Island, Sergeant-at-Arms; R. W. Ambler, Engineering Department; R. F. Overbay, 1302 Wellington street; E. E. Anderson, Transportation Department, Division street; A. F. Vogel, Transportation Department, North avenue, Members of Post Executive Committee; B. H. Lindstrom, L. J. Page, U. G. Lee, H. Loeb, Delegates to Cook County Council and 2nd District; M. J. Hybl, D. Ferguson, L. P. Gasper, E. E. Victorson, Alternates to Cook County Council and 2nd District; J. P. McCauley, Retiring Commander, will take the title Past Commander, and will also be a member of the Post Executive Committee.

The above officers and the Adjutant, Assistant Adjutant, Service Officer, and other appointive officers will be installed by the Commander of the Second District at the regular post meeting on December 21, 1928.

The following committee has been appointed to arrange the Armistice celebration, to be held at the Post Club Rooms on Saturday, November 10, 1928: Past Commanders Lee, McCarthy and Ambler; Comrades Hybl, Page, Moore and Roesler.

On Saturday, November 17, 1928, the well-known Quantico Marines will play a football game with Loyola University of Chicago at Soldier Field. Anyone desiring tickets in the American Legion Section can obtain complete information from Commander McCauley at the South Shops.

The Annual Inaugural Dinner and Dance, given by the Cook County Council, will be held on November 24, 1928. The location is not known at this time.

The Adjutant is having considerable mail returned from the post office due to the fact that members move and leave no forwarding address; and fail to notify him so that he can change address on the Post Mailing List, as well as notify The American Legion Monthly. If you move, please drop a postal card in the mail box, addressed to L. J. Page, 7749 Vincennes avenue, giving your new address so that you will receive your American Legion mail promptly.

Mrs. J. Gillespie, Service Officer of the Auxiliary attached to the post, makes two visits each week to the U. S. Veterans Bureau Hospital at Maywood. All employes of the Surface Lines, whether members of the post or not, are visited by the Auxiliary, who are endeavoring to make their stay as pleasant as possible. It is possible that an ex-service man employe is confined in the hospital and we are not aware of it. If the fact is reported to Comrade McCarthy, Post Service Officer, he will see that Mrs. Gillespie is notified.

It is planned on having a squad, color bearers, color guard and bugler man at the corner of Clark and Jackson boulevard on Armistice Day.



Little Tommy Welby, Son of Conductor Welby of Devon Started for Ireland on September 27 with His Mother.

Veterans of Foreign Wars Looking for Members

Northwesttown Pioneer Post No. 1583, Veterans of Foreign Wars of the United States, invites all veterans who have served on foreign soil and sea to join the post. Help to put the great northwest side on the map. For information, Harold Seaton, 1620 Central avenue. Merrimac 6338.



Young Robert Joseph VanLoan, Son of Conductor George VanLoan of Blue Island Taking a Sun Bath.

A Smile or Two from Everywhere

Tagged

"Didn't some brainless idiot propose to you before we were married?"

"Yes."

"I wish to goodness you'd married him."

"I did."

Judge—"Have you anything to offer to the court before sentence is passed on you?"

Prisoner—"No, judge. I had ten dollars, but my lawyer took that."

Visitor in a printing office: "What is your rule for punctuating?"

The Apprentice (lately promoted to the case): "I set as long as I can hold my breath and then put in a comma; when I yawn I put in a semi-colon, and when I want a chew of tobacco I make a paragraph."

A nervous old lady was traveling on a line where there was a steep grade. She called a porter and asked him if it was safe. To which he replied:

"Certainly, the engine has a powerful vaccum brake."

"But supposing that broke, where should we go?"

"Oh," replied the porter, "that would depend on what sort of life you had been leading."

At Denver some time ago a colored woman presented herself at a registration booth with the intention of enrolling and casting her first vote in the ensuing election.

She gave her name, her address, and her age; and then the clerk of registration asked this question:

"What party do you affiliate with?"

The woman's eyes fairly popped out of her head.

"Does I have to answer dat question?" she demanded.

"That is the law," he told her.

"Den you just scratch my name offen de books," she said. "Ef I got to tell his name I don't want to vote. Why, he ain't got his divorce yit."

And out she stalked.

When the train stopped at the little Southern station the tourist from the North sauntered out and gazed curiously at a lean animal with scraggy bristles, which was rubbing itself against a scrub oak.

"What do you call that?" he asked a native.

"Razorback hawg, suh."

"What is he doing rubbing himself against that tree?"

"He's stropping hisself, suh, just stropping hisself."

Sandy bought two tickets for a raffle and won a $1,500 car.

His friend rushed up to his house to congratulate him, but found him looking miserable as could be.

"Why mon, what's the matter wi' ye?" he asked.

"It's that second ticket, laddie. Why I ever bought it, I cannot imagine!"

Bandit (to bank teller): Get a move on you. Don't you know I can't park my car out here any longer than 15 minutes.—Exchange.

A cub reporter, frequently reprimanded for prolixity and warned to be brief, turned in the following:

"A shocking affair occurred last night. Sir Edward Hopeless, a guest at Lady Panmore's ball, complained of feeling ill, took a highball, his hat, his coat, his departure, no notice of his friends, a taxi, a pistol from his pocket and finally his life. Nice chap. Regrets and all that."

He: "Would you object if I kissed you?"
She: (No answer).
He: "Would you mind if I kissed you?"
She: (No answer).
He: "Say, are you deaf?"
She: "No, are you dumb?"

A man went into a Scotchman's drug store and ordered 15c worth of quinine. A second later the man screamed, "Help, I'm poisoned!"

The Scotchman looked at the box and said: "You're right, it's strychnine, that'll be 10 cents extra. Pay me quick, laddie, it works fast!"

Passer-by: "Dear me, my good man, did you fall down the steps?"

Inebriate: "Yes, but it's all right. I was goin' down anyway."

"Are you bothered much with things dancing in front of your eyes?" inquired the eye doctor.

"Yes," admitted the plumber, "and those new garters bother me some, too."

Visitor: "Sonny, what's the noise upstairs?"
Sonny: "Maw's dragging Paw's pants over the floor."
Visitor: "That shouldn't make much noise."
Sonny: "I know, but Paw's in 'em."

Okla. Whirlwind.

"Say, Saul, you ought to buck up and show your wife who's running things at your house."

"There's no use—she knows."

In order not to show anything brutal on the screen, most movies end just as the couple are about to be married.

Everybody's Night

A SPECIAL PROGRAM

Has Been Arranged for

Wednesday, November Twenty-First

at 8 o'clock

AT THE CLUB HOUSE HALL
1126 North Dearborn Street

CHARLES N. WHEELER, ESQ.

War Correspondent, Reporter, Utility Executive

Will Tell Us of

HIS GREATEST THRILL

William Pasche, Supervisor of Accident Prevention

Will Introduce

Surface Lines Moving Pictures That Have Been Adopted for National Display and Shown Here for the First Time

HEAD ON COLLISIONS!
AUTO WRECKS!
NARROW ESCAPES!
WHAT HAPPENS WHEN FOOLS DRIVE!

MUSIC—ENTERTAINMENT—THRILLS

ALL EMPLOYES INVITED

ADMISSION BY MONTHLY TICKET OR BADGE