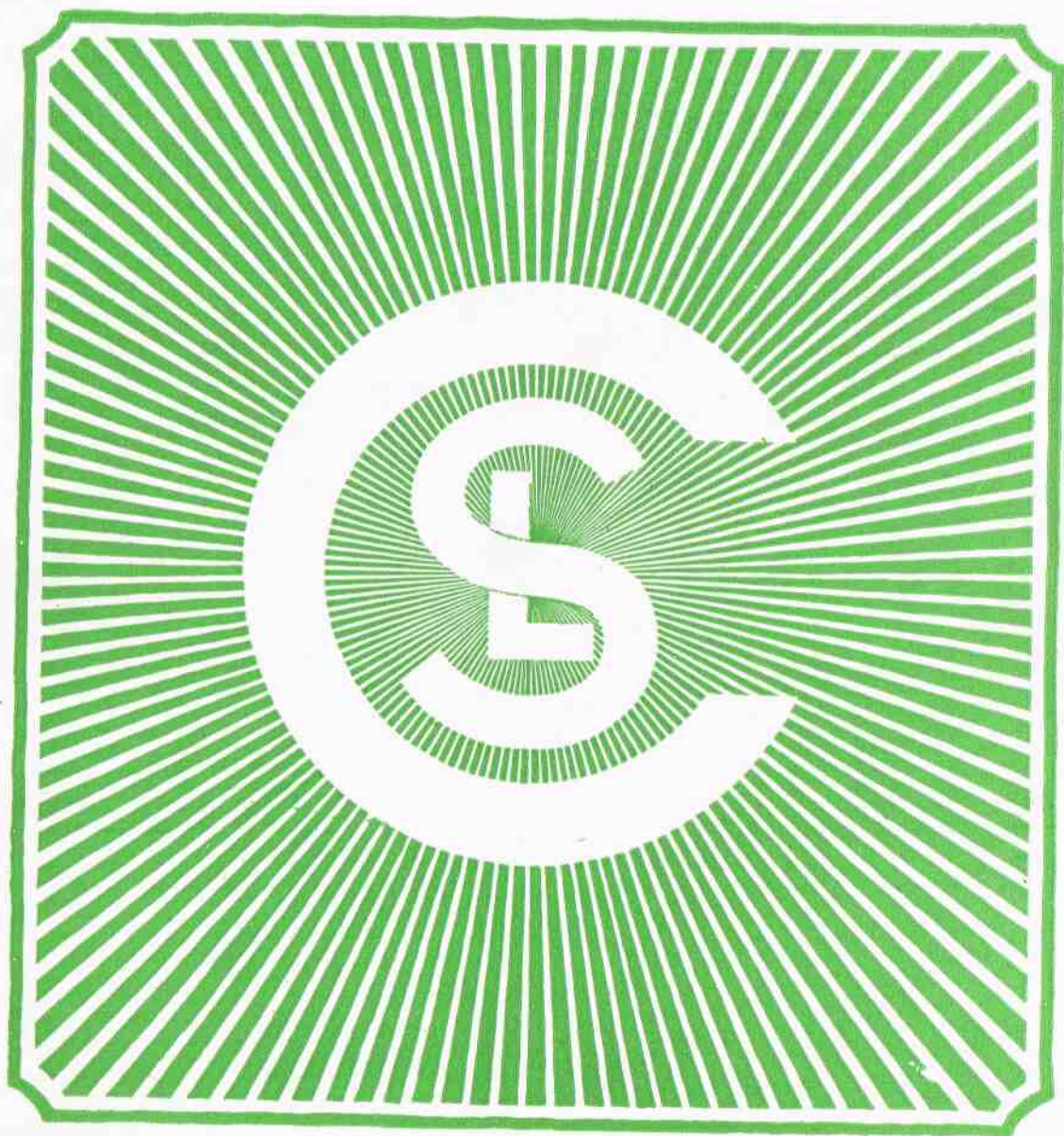


SURFACE SERVICE MAGAZINE

VOLUME 4

MARCH, 1928

NUMBER 12





The First \$1,000 Life Voucher

Prompt Settlement by the Insurance Department a Praiseworthy Feature

CHICAGO GROUP OFFICE			
Metropolitan Life Insurance Company			
GROUP POLICY NUMBER	SERIAL NUMBER	DATED AT CHICAGO	GROUP NUMBER
	Claimant - Frederick J. Burns	2-8-28	385
EMPLOYER	Chicago Surface Lines		
Pay to the order of	Emily Murray		\$1,000.00
PAY \$1,000.00 AND NO MORE		Dollars	
in full of all claims and demands under above numbered policy			
To The Chase National Bank OF THE CITY OF NEW YORK Metropolitan Branch		CHICAGO GROUP OFFICE METROPOLITAN LIFE INSURANCE COMPANY George M. Hydecker OFFICE MANAGER	

The Insurance Department handling group life, and accident and sick benefit insurance for Surface Lines employes, came into official existence on February 1. Among the cards turned in was that of Frederick Joseph Burns, a laborer in the Track Department. He was just under 50 years of age and had been with the Surface Lines since August, 1925, and apparently was in the best of health on January 28, when he filled out his

card. On February 2 he suddenly collapsed and in less than an hour passed away. It was a case of acute dilatation of the heart. He was unmarried and had named as his beneficiary a sister, Mrs. Emily Murray. The death was reported in the Insurance Department on February 3, Friday, and on the following Tuesday morning a check for \$1,000 was taken to Mrs. Murray and personally delivered by Mr. George Dunlap, assistant to Supervisor Hamilton.



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 4

MARCH, 1928

NO. 12

"PASSENGERS SHOULD BE SEEN AND NOT HURT"

Lincoln Wins Accident Contest

Review of a Race Marked by Fierce but Friendly Competition

Cumulative Record—February, 1927, to January, 1928, Inclusive

First Place.....	Division No. 11, Lincoln	78.447
Second Place.....	Division No. 6, Lawndale and Blue Island.....	76.332
Third Place.....	Division No. 9, Division & Armitage.....	72.310
Fourth Place.....	Division No. 7, Kedzie	71.144
Fifth Place.....	Division No. 10, Elston & Noble.....	70.405
Sixth Place.....	Division No. 8, North Avenue.....	70.321
Seventh Place.....	Division No. 2, Burnside	70.306
Eighth Place.....	Division No. 4, Sixty-ninth	69.832
Ninth Place.....	Division No. 1, Cottage Grove	68.122
Tenth Place.....	Division No. 5, Archer	67.860
Eleventh Place.....	Division No. 3, Seventy-seventh	62.602
Twelfth Place.....	Division No. 12, Devon-Limits	58.423

Monthly Record, January, 1928

First Place.....	Division No. 11, Lincoln	81.832
Second Place.....	Division No. 6, Lawndale & Blue Island.....	81.455
Third Place.....	Division No. 2, Burnside	78.598
Fourth Place.....	Division No. 8, North Avenue.....	77.580
Fifth Place.....	Division No. 10, Elston & Noble.....	77.320
Sixth Place.....	Division No. 9, Division & Armitage.....	75.664
Seventh Place.....	Division No. 7, Kedzie	74.975
Eighth Place.....	Division No. 4, Sixty-ninth	73.529
Ninth Place.....	Division No. 5, Archer	73.200
Tenth Place.....	Division No. 1, Cottage Grove.....	73.001
Eleventh Place.....	Division No. 3, Seventy-seventh	67.046
Twelfth Place.....	Division No. 12, Devon-Limits	66.219

By WILLIAM PASCHE

Supervisor, Accident Prevention

The 1927 Contest has now passed into history, Division No. 11, Lincoln Depot, being returned the winner. The work of the trainmen at Lincoln has been nothing short of phenomenal when we remember that in the first month of the Contest Lincoln went into the lead and stayed there for twelve consecutive months. Too much praise cannot be given to Messrs. Hays and Zage, who inspired their organization to do the work that was accomplished by the men at

Lincoln during this Contest. It is a remarkable feat to be the pacemaker for twelve consecutive months, knowing at all times that the other fellows are struggling just as hard as it is humanly possible to overtake the leaders in any Contest.

While too much praise cannot be given to the men at Lincoln for their wonderful teamwork, there is glory in the year's accomplishment for all trainmen and everybody connected with the operation of our cars. We have only to remember that the exceptionally fine work in Accident Prevention by all Divisions made it

possible to show at the end of fiscal year more than a 12½% decrease in the total number of accidents. That is something to make us all proud.

Messrs. Maguire and Eigelsbach, together with the men at Lawndale and Blue Island, stayed in the race up to the last minute, always forcing Lincoln to extend themselves and being followed for eleven months by that hard-working bunch of trainmen under the supervision of Messrs. McKinney and Fahey at Kedzie.

We find in the final results that Messrs. Bolger and Milz used all their influence to inspire the men at Armitage and Division in an effort at the last moment to overtake the leaders. While they did not accomplish this they did succeed in coming from fifth place into third place, crowding Kedzie into fourth position.

Messrs. Kroll and Victorsen at Elston and Noble, in the last month of the Contest, brought their men from seventh place to fifth place, forcing Messrs. O'Connell and Brookman and their crowd of hard-working trainmen into sixth place.

Messrs. Altemeier and Watson and their bunch wound up in seventh place with Messrs. Irvine and Walsh and their men holding eighth place.

Messrs. Bessette and Cricks finished with Cottage Grove Avenue organization in ninth place and Messrs. Bowles and Frank from "Archie Road" in tenth place and Messrs. Smith and Simpson and their men at Seventy-seventh in eleventh place, and Messrs. Smith and Simpson and their bunch of go-getters in twelfth place.

By studying the percentages you will find that seven of our Divisions wound up with a percentage of over 70% closely followed by the other five Divisions, so a fair sized blanket would cover the whole crowd at the finish of the Contest.

Mr. Evenson, Superintendent of Transportation, and his entire organization of more than 13,000 people are to be congratulated on this remarkable showing.

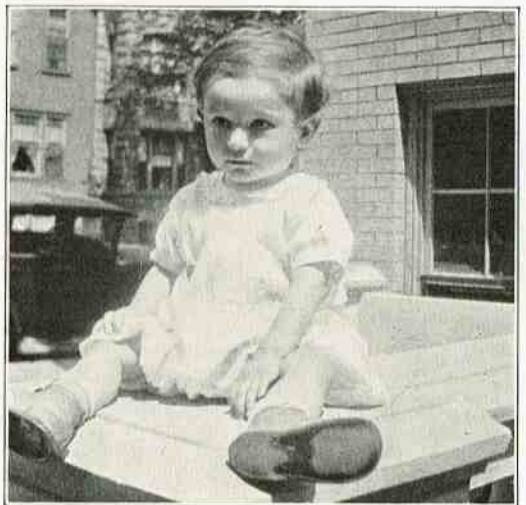
Nineteen twenty-seven has been the best year since 1921 in car riders carried per accident, and car miles traveled per accident.

Our Slogan for 1928 is "Passengers Must Be Seen But Not Hurt." Boarding and Alighting accidents can and must be

reduced. This is not asking too much when we know that with increased car miles, passengers carried, and with a greater number of vehicles on the streets than ever before, the motormen have reduced vehicle accidents over 18%. Surely, conductors are not going to admit that the motormen are better at their particular job than they are, especially, when we all know that all that is necessary to reduce Boarding and Alighting accidents is alertness on the part of the conductor. Any conductor who gives the go signal without first looking out alongside of the car for intending passengers is not doing his duty. Observation shows that some of our conductors do not move away from the heater to look out alongside of the car, but just give the signal to go when the step is clear, never thinking of any one who might be coming alongside of the car toward the rear end.

When an accident occurs under such circumstances the conductor says, "The car moved only about five or six feet when the passenger tried to board the moving car." He also usually says that when he gave the signal to go no one was in sight.

Remember that people must come from somewhere and that they must have been reasonably close to the rear end of the car when the signal to go was given. Looking out alongside of the car will avert that kind of an accident.



Here is Lester Greene, Jr., son of Conductor Greene of Limits

Here's Heart Interest for You

What Happened When a Lost Purse Was Restored to Its Owner Through Conductor Mahon

If O. Henry, that king of story tellers were alive, what a wonderful story he could weave about a lost and found case reported from North Avenue. Even the simple recital of the facts provides a thrill, and SURFACE SERVICE is glad to be the medium through which this incident is given to the public.

On January 28, Conductor Michael Mahon, of North Avenue, found a purse on his car and in accordance with the usual practice turned it in to his lost and found department. It contained a small sum in currency and some odds and ends of no particular value.

There it remained until February 8, when it was identified by the owner, a neatly dressed little woman who seemed overjoyed in finding it all safe, and was profuse in her thanks for its return.

Ten days later a letter was received by Supt. Evenson at the general office with an enclosure addressed to M. Mahon, Badge No. 11664. Supt. Evenson read it, blinked a few times and passed it on to a number of people in the executive department, all of whom were similarly affected. Here it is:

February 17, 1928.

M. Mahon, No. 11664,
Car No. 275.

Dear Sir:

I have been sick with heart trouble. I could not write you before this. Do you remember on the afternoon of January 28, 1928; you found a purse with about \$11.00 in it and keys and trinkets? It was all we had as we have a small income; it represented nearly two weeks pay. I make \$10.00 per week and keep up house and eats on it for myself, two children, ages seven and five, and my husband, who is unable to work at all. He is a heart case in charge of County Hospital—has done no work for nearly two years. So I can hardly find words to express my joy when I went to the car barns on February 8 and found my pocketbook there. Please accept this little token for the return of the purse and all it contained. Sorry I can do no more, but pray the Lord to reward you for your honesty.

Mrs. Iris Docherty,
3129 South Komensky Avenue.

"This little token" to which Mrs. Docherty referred consisted of two one-

dollar bills—one-fifth of her hard-earned weekly wages! No wonder Mr. Evenson and the others blinked a bit when they appreciated what this meant to that wife and mother of two with her responsibilities and problems.

After the letter had gone the rounds downtown, it was sent out to Division Superintendent O'Connell to be delivered to Conductor Mahon, one of the younger trainmen, who has been holding down a rear end job for eighteen months.

Mahon read it in the Division Superintendent's office, and when he had finished, looked at his Chief:

"Say, what do you know about that! A sick husband and two kids and \$10 a week to keep 'em going and \$2 to me as a token of appreciation; and me single and well! Nothing doing, Mr. O'Connell. Send the money back to the downtown office and let it be returned to her with my compliments and thanks. But you bet I want to keep that letter. That means more than money to me."

Mahon's request was complied with and following letter was mailed to Mrs. Docherty:

February 24, 1928.

Mrs. Iris Docherty,
3129 Komensky Avenue,
Dear Madam:

Conductor Mahon received your letter of February 14 and while he is deeply appreciative of your thanks, and is glad that he was able to be of service in the safe recovery of your purse, he asks that you accept the return of the "little token" you so generously enclosed with your letter to him with his compliments and regards. He is unmarried and, therefore, without domestic responsibilities, has his health and a good job. He honors you as do all of his fellow-employees for the brave struggle you are making and for your generous impulse in recognizing his turning in of your purse which was, after all, simply an incident in his day's routine.

Incidentally, a friend familiar with the facts in this case, requested the privilege of adding a trifle to the returned token, sending it with the respectful appreciation of a well wisher.

And it is hoped the bill enclosed found a welcome in the Docherty household.

Archer Courtesy Leader

Record for the System for January Not Pleasing—Somebody Seems to Have Slipped

Standing from May to January
Inclusive

	Dis.	P.U.	Trns.	Q. S.	Total	Cmd.
1 Archer	72	41	32	31	176	14
2 Bl. Isl	39	9	16	15	79	14
3 Lawnd.	52	18	21	10	101	8
4 Elston	27	15	14	8	64	22
5 Lincoln	44	23	26	22	115	15
6 Limits	36	25	20	13	94	12
7 N. Av.	131	74	61	56	322	38
8 69th	95	49	35	37	216	18
9 Noble	33	13	13	8	67	5
10 Armtg.	53	29	22	8	112	12
11 Kedzie	132	54	56	24	266	37
12 Divisn.	68	21	20	26	135	4
13 77th	166	106	37	61	370	57
14 Burnsd.	60	34	27	16	137	32
15 Devon	148	56	36	37	277	37
16 Ct. Gv.	122	54	46	32	254	37

Total..1278 621 482 404 2785 362

Following is the analysis by months:

	Dis.	P.U.	Trns.	Q. S.	Total	Cmd.
May	118	50	49	47	264	36
June	152	77	69	49	347	45
July	159	61	63	46	329	37
Aug.	140	47	57	27	271	28
Sept.	138	48	55	45	286	31
Oct.	143	51	50	42	286	48
Nov.	149	92	53	48	342	36
Dec.	118	84	39	40	281	36
Jan.	161	111	47	60	379	65

Total..1278 621 482 404 2785 362

By the Judge

Well—what happen and why?

Look over the discourtesy (not courtesy) record for January, as compared with the previous eight months and try and answer that question.

The increase has occurred in spite of Division Superintendents careful scrutiny and investigation of all complaints. Therefore, while it is not commendable and is deplorable, it is nevertheless, the plain unvarnished truth that we were worse, much worse in January, 1928, than in any of the preceding months, and this in spite of the fact that following personal investigations and upon the Division Superintendents' recommendations many complaints were cancelled as being unjustified or overdrawn.

Why? In December, when we were operating approximately 300 extra cars and carrying thousands of additional passengers we actually improved our courtesy standing. It was as distinctly praise-

worthy as the January record is a black mark in the campaign. Can't blame the weather for it, for, outside of the snow storm that hit us on December 30th, and all melted away during the first week in January, we had ideal winter weather. Some folks actually held off going to Florida or California, saying, "What's the use? this weather suits us." In spite of this, some of the complaints showed a vicious attitude on the part of offenders, and resulted in the extreme penalty—discharge from the service.

We now have life, sick and accident insurance underwritten by reputable companies engaged in that business, but to obtain results from these sources you must first insure your job and "job insurance" is something that rests entirely on your individual efforts. Why risk the job and all that goes with it by losing your temper and making a few nasty discourteous remarks? What if the other fellow is cranky and discourteous? Do you have to lower yourself to keep him company? If you saw a drunken man rolling around in the mud, would you join him just to be companionable? Well, hardly.

Discourtesy complaints in January distinctly topped any previous record, numbering 161.

"Passing up" complaints, 111, scored the worst record of running by passengers that we have made since the start of the campaign last May. The rules are so clear on running by passengers that violations can mean but one thing—Discharge. Our business is that of carrying passengers and not whizzing by them.

Transfer complaints held their own. The average per month for the first eight months was 54. In January we received forty-seven.

Quick starting complaints which averaged 43 per month up to January in that month jumped up to 60. Quick starting means nothing else than careless, premature giving of the go-ahead signal without having first made sure that no passenger is about to board or alight and

means possible injury or loss of life to that passenger.

Total complaints, naturally, hit the roof by totaling 379, the average for the previous months being 301.

Up to January, the average number of commendations per month was 37½. In January we received 65. That indicates that some of the boys are really courteous, and considerate toward their passengers. Wish you fellows could realize what a genuine, wholesome commendation means.

On January 31st, we find, not a new leader, but a former leader, Archer Depot, forced down in second place by Elston Depot in November and then down to third place in December when Blue Island took the lead, has again regained the top. Archer held that position during July, August, September and October and now again for January—five months out of nine. Good work, Archer.

LITTLE THINGS MAKE FRIENDS

"Electric Railway Journal" Comments on an Omaha Experiment

"Wait for Passengers," a wise edict of an even wiser management, issued recently during a persistent stretch of cold weather in Omaha, had telling effect as letters to the newspapers of that city testify. In this instance motormen and conductors were instructed to hold cars for those hurrying to catch them and were told that under the unusual circumstances prevailing "a few seconds lost in schedule time in this way are compensated by the appreciation the passenger shows for the friendly act." Not long before this order was issued the same railway opened a bureau to receive patrons' complaints and suggestions for the improvement of service and gave proof of its good faith by co-operating with a worthy idea—that of supplying extra railway service for the convenience of workers in a packing plant.

There are, of course, many companies with officials sufficiently progressive and far-seeing to evaluate highly the countless little acts of service and courtesy that make the patron feel the company is something more than a machine. And these little acts are bound up with the

personal equation, so that if John Jones and Mary Brown benefit today and not on some future day, perhaps after a franchise ordinance has passed through its various stages, necessarily some advantage accrues to the railway. Even if the letter of the law is observed in matters of physical equipment and other details, the spirit must be present in that railway management whose chief concern is winning riders and making friends.

When the motorman who has passed up a passenger becomes to the man left waiting in the street a fiend laughing in ghoulish glee at his discomfiture, then a potential friend of the company all too often becomes irascible and articulate in his condemnation of the public servant and of the entire system. Here then is a liability that even the newly upholstered seat in the modern car can not convert into an asset. Even the request of the company to inspect new facilities may bring something of a reproach rather than approval. To bring back the esteem of persons whose friendship has been lost is far more difficult than to establish good repute in the first place, for it is infinitely easier to make friends than to convert enemies into friends.

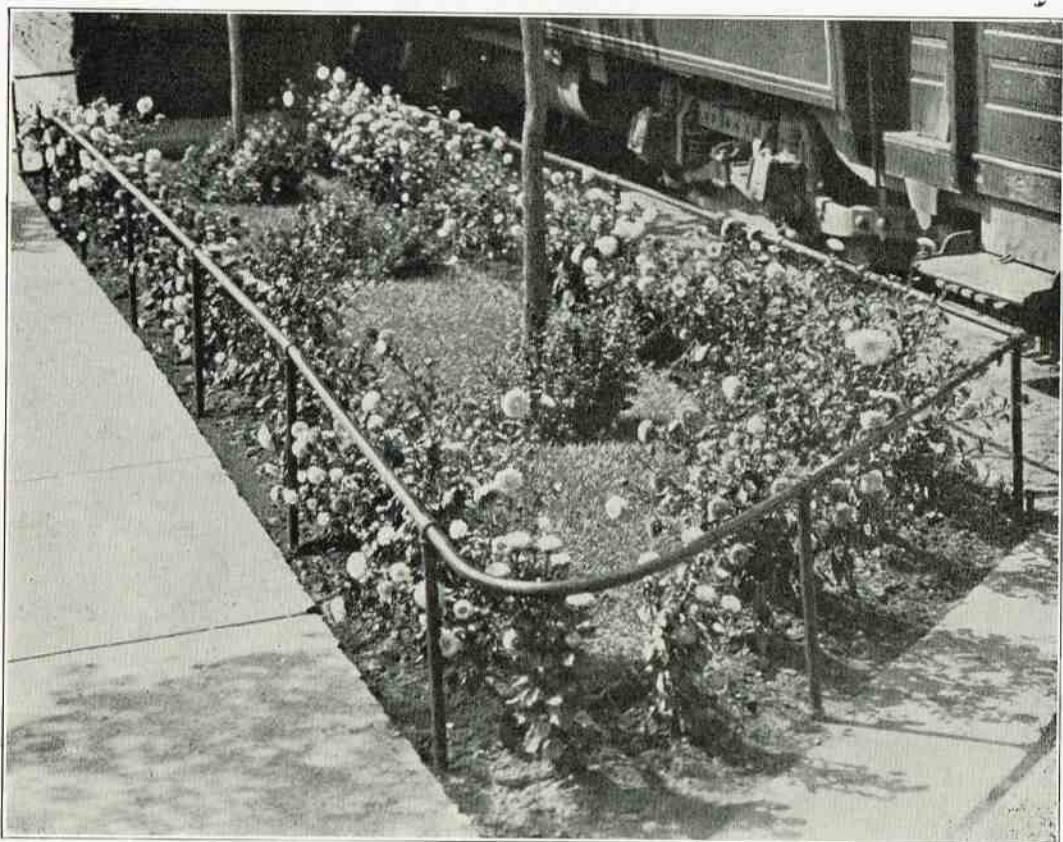
PRACTICAL OPERATING HINTS

A Motorman Offers a Suggestion for Braking on a Slippery Rail

There are several ways that are used to stop and you can keep all in mind using the one you think best and suited to your personality by practice. Remember that sanding the rails after wheels have locked is of no avail. The sand should be put on rails and front trucks of car will pack it down on rail. When you think the rear trucks have come to sanded rail then and then only apply brakes. Using power to keep wheels rolling is a waste of power, energy and equipment. A motorman that uses this method is tired out when through, high on kilowatt consumption and is not efficient. The main trouble, I have seen, is the mania to catch your leader and this inspiration coming from men that want to give as little in return for wages as possible. The company would rather you were late than be subject to a fifty thousand dollar lawsuit.

Spring Is Coming

*Garden Contest Will Stir the Interest of Flower Lovers
at Car Stations*



A Corner at Elston Car Station Which Was Once Neglected and Unightly.

There was a great deal of highly creditable work done in beautifying waste spaces around the car station properties during the season of 1927. The accompanying cut of a once neglected corner at Elston shows what a little time and care can accomplish. Other cultivated spots have been presented in pictures in *SURFACE SERVICE* from time to time, and it is quite evident that there is a great deal of gardening and landscaping talent among the car-house and trainmen. A car station architecturally can hardly be classed as a thing of beauty, but it is quite possible to make it much easier on the eye by the judicious and artistic installation of well-kept parkway lawns, flower beds in odd corners and window boxes filled

with flowers where such decorations are practicable.

The management would like to see a more general development of the gardening idea and a competitive contest is suggested open to all division forces—car house and transportation.

To get the matter started in a practical way a committee of two or three men whose floral interest is recognized in each Division, should be appointed at once to look over the availing property under their control and lay a general decorative plan. When they have determined about what will be required, and what plants will be most suitable for their purposes, a list of the kind and quantity of seeds required should be pre-

pared and forwarded through the regular channels—foreman or superintendent—to SURFACE SERVICE MAGAZINE, 1479 Illinois Merchants Bank Building. The character of the seeds and bulbs required by a station will not be disclosed to any other station. The requisitions for supplies up to a value of \$25.00 will be approved for each contestant and secured through the best of local seed merchants, and arrangements can also be made for the necessary top dressing of loam.

A committee consisting of expert amateur florist gardeners like Mr. Hamilton, of the Insurance Department, or Mr. Excell, of the Schedule Department, will judge the various exhibits and suitable and desirable prizes will be awarded at the end of the season, due consideration being given to the best use of the available space.

Now, all you flower and garden wizards get busy!

THE MOTORMAN AND HIS PASSENGERS

The Difference Between Handling a Car Right and Handling It Wrong

Here are some very important points of car operation that have a very noticeable effect on the traveling public.

A car piloted by a motorman who knows his business and practices it:

1. The car approaches the stopping place at a high, COASTING speed, coming to a smooth, gentle rest without the screeching of brakes and the jerking of the car, thus pleasing the passengers within the car and those wishing to board.

2. The car starting, glides away, gaining speed evenly and quickly.

3. The speed of the car is so controlled by the intelligent use of the power and the true application of the principles of COASTING, as to keep it on time.

4. The car is stopped long enough to allow passengers coming solely within the vision of the motorman to board the car safely.

A car piloted by a motorman who know his business and does not practice it:

1. The car approaching the stopping place at a high speed, with full power on, coming to a noisy, jerky stop, creating a feeling in the minds of the people that there is something wrong.

2. The car starts with a jump and a jerk, a method that certainly may be eliminated by always allowing the first point of the controller to start the car.

3. The speed of the car is so controlled by the misuse of the power and brakes that when time points are approached it is necessary to crawl along and resort to the making of unnecessary stops in an attempt to arrive on time.

4. The car standing, the second tap of the bell is anticipated and it starts away without heeding the wishes of passengers making their way to the conductor's entrance platform, unknown to the conductor.

These are only a few of the many points that come within the duties of the motorman in performing his daily work, but they are of such a nature that when he gives some thought to acquiring the habit of performing them correctly, it leaves no room for unjust criticism by the public.

A motorman rendering good service runs on time by practicing the scientific principles, coasting and power saving, because a good KWH:CM record tells the story.

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

Division	Jan.	Per Cent Saving or Loss
Armitage	1	7.17
Cottage Grove	2	6.25
Burnside	3	6.11
69th-Ashland	4	5.21
Archer-Rockwell	5	4.41
Limits	6	3.89
Lincoln	7	3.50
Devon	8	2.97
77th-Vincennes	9	1.80
Lawndale	10	0.29
Division	11	0.61*
Elston	12	1.91*
North	13	3.23*
Noble	14	3.72*
Blue Island	15	4.14*
Kedzie	16	7.90*

Total points20.08

December points21.08

January loss 1.00
or 0.47%.

*Loss.

Judge (sentencing murderer): "I sentence you to be hanged by the neck until dead on the morning of July 26, and to spend the intervening time in jail. However, with time off for good behavior you should reach the scaffold by the middle of the month at the very latest."

"What did he do when the doctor told him he would have to give up smoking?"

"Began smoking the cigars his wife gave him for Christmas."

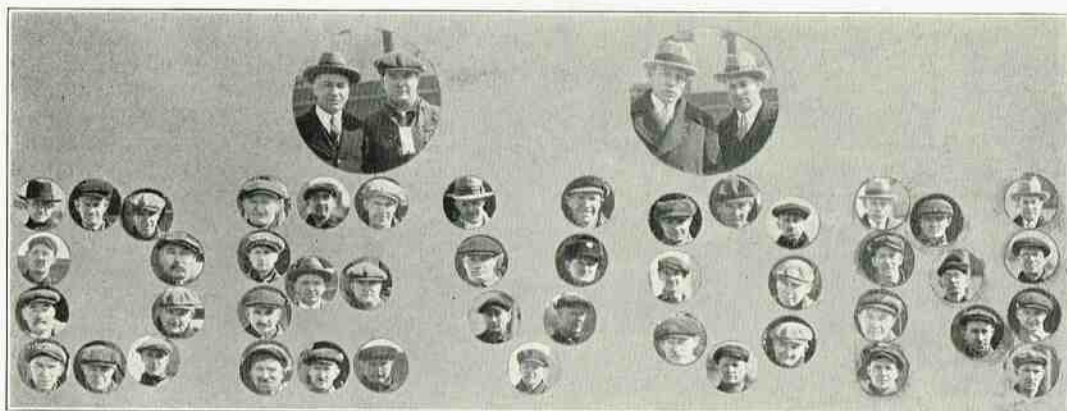
"I am very tired," said the lady at the head of the boarding house table one Monday morning, to a good-natured minister, who sat at the other end.

"You should not be," said the parson, "you didn't preach a sermon yesterday."

"No," said the lady almost unconsciously, "but I listened to one."

Keeping 'Em Rolling

Devon Wins the Flag, Operating 46,951 Miles Per Pull-in—Kedzie Second



P. Radtke, J. Dore, E. Anderson, A. Sandberg, F. Billstron, H. Beghyn, B. Jonkauskis, A. Enarsen, J. Weber, N. Schanl, F. Thomallan, E. Mann, E. Luttrell, P. Joyce, E. Tholen, G. Galik, L. Shemoles, J. Janizma, J. Stopa, J. Rolling, C. Draznek, J. Duffy, C. Baker, F. Carlson, H. McQuinn, L. Pulit, S. Prus, H. McDonough, W. Kruppa, R. Evans, F. Ptasinski, B. Martens, J. Doyle, T. Carolan, E. Braechman, J. Vlamnick, P. Walsh, N. Thill, H. Feeley, L. Lemienf, M. Breen, C. Kelley, J. Finnegan, W. Gothan, E. Schmit, E. Dykinga, J. Aerens, J. Tobola, T. McGlory, T. Hildebrand, D. O'Donnell, J. Maloney, F. Nelson.

Devon has been making noted progress the last few months. In August and September this carhouse was in 16th place, moving up to 4th in October, and has been near the top ever since.

Kedzie moved from 8th place last month to 2nd this month, Lawndale from 10th to 3rd, and North Avenue from 13th to 7th.

The average mileage for the system was 25,946 miles per chargeable pull-in, compared with 13,924 for January, 1927, an increase of 12,022 miles or 86.3%.

The individual records follow:

Rank	Carhouse	Zero Days	Miles Per Pull-In	Percent Inc. or Dec.
1	Devon	17	46,951	19.9
2	Kedzie	15	44,527	44.1
3	Lawndale	21	39,435	42.1
4	Blue Island.....	22	32,533	17.7*
5	69th Street.....	12	30,377	13.9*
6	77th Street.....	6	27,920	10.9*
7	North	5	25,698	6.2
8	Noble	23	25,669	3.6*
9	Archer	10	24,359	2.8*
10	Division	16	23,606	21.5*
11	Cottage Grove....	8	22,930	4.4
12	Lincoln	15	22,284	16.6*
13	Limits	20	21,868	40.7*
14	Armitage	16	18,667	52.1*
15	Burnside	11	15,493	58.7
16	Elston	14	14,692	16.8*
		231	25,946	3.6*

*Decrease.

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

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

Requires Labor

Customer—"Have I the pleasant expression you require?"

Photographer—"Perfectly, sir."

Customer—"Then shoot quick; it hurts my face."

A newspaper publisher in another state offered a prize for the best answer to the conundrum:

"Why is a newspaper like a woman?"

The prize was won by a woman who sent in this answer:

"Because every man should have one of his own and not run after his neighbor's."

General News of the Industry

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

Chasing the Ambulance Chaser Out of Business

Efforts to drive ambulance chasers out of business have been renewed recently, and there is every reason to believe that they will meet with considerable success. Following closely on the heels of the successful campaign by the Lawyers Club in Milwaukee, a sweeping investigation of ambulance chasing attorneys and activities of casualty agencies has been ordered by the Supreme Court of New York.

The investigation in Milwaukee disclosed that the activities of the ambulance chasers were not only unethical but actually illegal. The courts went over their records and in many instances where there was evidence of malpractice, the cases were either thrown out or the plaintiffs were required to employ new counsel. So great was the publicity given to these proceedings that the practice now has virtually ceased to exist.

Action in New York has been taken in response to a petition of the bar associations presented by no less a person than Charles Evans Hughes, former Chief Justice of the United States Supreme Court. The petition points out that ambulance chasing lawyers have so systematized their business that they are enabled through the help of hospital employees, ambulance and taxicab drivers and others, to obtain immediate information of accidents. Claims involving large amounts have got into the control of unscrupulous lawyers who have proceeded to settle them for their own benefit rather than that of their clients. Many poor and ignorant people have been victimized. To help them to relieve court congestion, and to aid the good name of the legal profession, the New York bar associations hope to have the practice stamped out. If this is done the local transportation companies will also benefit greatly.

The investigation has already been formally opened. The Supreme Court has appointed one of its justices to conduct the inquiry and has armed him with power to summon witnesses, compel testimony, and investigate the books of attorneys and accident insurance companies. This proceeding is based on the right of the Supreme Court to exercise control over attorneys and counsellors at law. Many prominent lawyers in New York City have volunteered to give their time to further the purposes of this investigation. Owing to the well entrenched position of the ambulance chasers it is expected that the campaign against them will meet with strenuous opposition and may require as long as a year for its completion. No doubt exists, however, concerning the final outcome. In the end the practice will be stamped out as effectively in New York as it has been in Milwaukee.—Electric Railway Journal.

Strange Features of Holland Street Cars

Twenty new motor-equipped cars and twenty trailers were purchased a short time ago by The

Hague Tramways, The Hague, Holland. Several new features have been embodied with the object of enabling a higher average speed, reduced maintenance costs and reduced weight. These features include lower mounting step, quieter running, better ventilation and lighting, larger windows, leather upholstered seats and more comfort for the passengers generally.

The motor-equipped cars carry 67 passengers and the trailers 71. However, seating accommodations are provided for only 23, fifteen passengers being allowed to stand in the center aisle of the cars and 29 on the front and rear platforms, with an extra four on the trailers owing to the extra space provided by the absence of the control levers.

Platforms are 25 in. from the ground and entrance is afforded by mounting steps on each side at front and rear and through double sliding doors. At each end and on each side are longitudinal seats for two passengers. The remaining passengers face forward, the back rests being reversible. There are five rows of two-passenger seats on one side and five single seats on the other. The domed roof of the vehicle is 9 ft. 11 in. from the ground. The pantograph for the reception of the current is adjustable for overhead conductors ranging in height above the roadway from 12 ft. 5 in. to 22 ft. 11 in.

All the vehicles are of the four-wheel type, fifteen of the motor-equipped cars having a wheelbase of 12 ft. 5 in. and five having 13 ft. 2 in. The length over buffers is 35 ft. 3 in.

The electrical equipment of the motor cars comprises two Siemens-Schuckert self-ventilating motors, which with current at 550 volts have an hourly capacity of 43 kw. at 700 r.p.m. Controllers are provided at each end of the motor-equipped vehicles. The sliding doors are provided with a device by which they can be electrically opened and closed. Fully equipped, but without passengers, the motor-equipped cars weigh approximately 12 tons and the trailers about 8 tons.

Safety Results in Providence

Total accidents on the lines of the United Electric Railways, Providence, R. I., in 1927 decreased 8.9 per cent from 1926 or 641. Collisions with autos decreased, during the same period, 14.8 per cent or 549, this latter in the face of an increase, in round figures, from 112,000 to 120,000 in automobile registrations. In the large proportion of major accidents the trend was downward as it has been since 1923. In 1927 the cars ran an average of 3,811 miles per accident each month, and the buses an average of 9,509 miles.

Although the company regrets the increase in fatal accidents and collisions between its cars, it is gratified that employees' accidents in 1927 decreased 11.9 per cent over 1926.

SURFACE LINES POST

The American Legion

Membership Campaign

The Membership Campaign is already showing results. At the meeting on February 17th, in spite of the fact that it was held in the most severe blizzard of the year, sixteen new members were initiated and forty applications were balloted on for the first time. At the present writing this year promises to exceed all previous years on the point of membership. However, we have but scratched the surface as to the number of eligible men in the train service and any man who holds an honorable discharge from any branch of the service should make it his business to apply for membership at once. If you served in '17 and '18 you belong in the American Legion today.

Beginning this month, we are showing the standing of the carhouses of the system according to the number of members in the Post. Here they are:

Blue Island	Division
Cottage Grove	Lawndale
North Avenue	Burnside
Kedzie Avenue	Noble
77th Street	69th Street
Elston Avenue	Limits
Lincoln Avenue	Archer
Devon	Armitage

Who will replace Blue Island next month.

It has been decided to give a membership in the 40 and 8 to any member of the Post bringing in 75 members (either new or renewal) during the year. In addition, a membership card in the post for 1929 will be given to any member of the Post who is responsible for bringing in 25 members during the present year.

There is also to be an American Legion ring (diamond) given to the member in Cook County who brings the largest number of members into his Post during the year. This prize is to be given by a member of the Cook County Council.

The winners of the prizes offered for obtaining members during the Membership Campaign will be announced in the next issue.

Service Department

The Service Department presented a very encouraging report in that all seven of our patients in the hospital are showing signs of improvement and we look for an early reduction in their number.

Valentine Party and Orchestra

On Thursday, February 16th, the Ladies Auxiliary held their annual Valentine party, which had a very large attendance. Entertainment was furnished by the Entertainment Committee under Chairman Overbay and on this occasion our orchestra made its first official appearance and was very enthusiastically received. The orchestra meets every Wednesday evening for practice at the club rooms and any-

one who is musically inclined is welcome to meet with them.

Bunco Party

The Ladies' Auxiliary is planning on holding a Bunco Party at the club rooms on Thursday, March 15th. Preparations for the party have been going on for the past few months and a very fine party is assured.

Rifle Club

Arrangements have been made whereby the Rifle Team will practice Friday evenings instead of Wednesday evenings, as in the past. The location is the same, 132nd Infantry Armory, Madison and Rockwell Streets.

A three stage shoot has been arranged with Bell Post of The American Legion to take place on the nights of March 9th, 23rd and 30th. The first stage is to take place at the galleries of the Bell Post, 212 W. Washington Street, the second stage at the 132nd Infantry Armory and the third stage to be held at the gallery of the team leading at the close of the second stage. Teams to be composed of five men, three high scores to count. Any iron sight. A. R. A. rules to govern.

Any members of the Rifle Club and any member of the Post interested in shooting are requested to report at the Armory Friday nights for practice, as our team to oppose the Bell Team will be made up of members securing the highest score during these practice nights.

Obituary

Death has again called one of our members. Comrade John H. Reid of the Building Department died on February 11, 1928, as a result of injuries he received while at work at the 77th Street Carhouse. Comrade Reid serviced in the United States Navy and has been a member of the Post for the past three years.

Burial took place on February 14, 1928, from his late residence, 10558 Oakley Avenue. Interment was at Mount Greenwood. Representatives of the Post attended the funeral and were guided by the wishes of the family in not having a military funeral.

Our deepest sympathy is extended to the widow, Mrs. Mary Reid, and her two small children; the mother, brothers and sisters of our late comrade.

It Lacked Permanency

"Well, my wife has divorced me."

"And I remember the time when she used to wave her hand to you every morning when you left the house."

"Well, you see, it wasn't a permanent wave."

Synonymous

"Your steak," remarked the young man to the butcher, "is like the weather today, rather tough."

"Yes," replied the quick-witted butcher, "and your account is also like the weather, unsettled."

Not Color Blind

Rose's are red

Pearl's are white.

Saw 'em on the clothes line

Just the other night.

GOING AFTER WITNESSES

Elston-Noble Holds the Lead for January, North Avenue Second—Some Changes

Although Lawndale-Blue Island, Cottage Grove, Archer and Lincoln made a fractional improvement in their averages, the average for the system was slightly below that of December, Elston-Noble being the only depot to score an average of over five. North Avenue dropped below five for the first time in several months. Lincoln made one of the notable improvements, moving up from twelfth to seventh position. The fact that they had won the Accident Prevention Contest may have stimulated their determination to do a little climbing in witness-getting and it looks as if they might be going to attempt to take a leading position in this as in the other contest.

Following are the detailed standings for four months:

	Jan.	Dec.	Nov.	Oct.
1. Elston-Noble	5.37	5.48(1)	5.76(1)	5.01(2)
2. North Avenue	4.94	5.20(2)	5.08(2)	5.05(1)
3. 77th Street	4.86	4.93(3)	4.97(3)	4.73(3)
4. Lawndale-Blue Is.	4.09	3.85(5)	4.39(4)	4.22(4)
5. Cottage Grove	3.95	3.80(6)	3.85(6)	3.89(7)
6. Archer	3.66	3.49(8)	3.67(8)	3.78(9)
7. Lincoln	3.41	2.83(12)	3.25(10)	3.43(10)
8. Burnside	3.39	4.45(4)	4.16(5)	4.07(5)
9. Kedzie	3.32	3.53(7)	3.73(7)	3.97(6)
10. 69th Street	3.31	3.31(9)	3.61(9)	3.80(8)
11. Devon Limits	3.11	3.20(11)	3.12(11)	3.04(12)
12. Armitage-Division	3.10	3.28(10)	3.01(12)	3.34(11)

Average for the system ..	3.87	3.92	4.03	4.04
Diversey Bus.	0.91	2.23		

TWENTY RULES FOR LOSING A JOB

Conductor Spears, North Avenue, Contributes Interesting and Suggestive List

1. Wait on passenger with an independent and disgusted manner just as if they are boring you to death.
2. Try to impress the cash passenger that you know everything and they don't know what they are talking about.
3. If a passenger doesn't pay his fare tell him to get off and come back when he is ready to pay.
4. If you do get a fare forget to ring it up.
5. Do as little work as possible.
6. Disrespect your superiors; you always know more than they do.
7. Miss and don't come down until you are ready.
8. Remember always that the car can't run without you.
9. Give your friends a ride free because they are your friends.
10. Don't pay any attention to your leaving time, go when you like.
11. If you do leave ahead of time don't pay any attention to your follower; he will do your work.
12. Ignore the rules of the company; they aren't for you.
13. Walk off the car whenever you please and tell nothing.
14. If you find dishonesty among the employees neglect to report it; you should worry.
15. Destroy as many transfers as you can; they are not yours.

16. Drink all the booze you can find and treat all the fellows that work with you; they are regular fellows.

17. If any trouble starts, blame the other fellow; it's much easier.

18. Forget to act like a gentleman in the presence of ladies—you're not in society.

19. Take home anything you find on the car; it's yours; you found it.

20. If everything else fails, blame the boss for firing you.

—Selected and submitted by Conductor Wm. E. Spears, North Avenue.

CLANG! CLANG!

We have listened to praise of the doughty explorer,
Who penetrates jungles, and flags both the Poles;

We have heard of the virtue of captain and sailor,
Who stick to the ship while the sea heaves and rolls;

We know about cowboys who ride bucking mustangs,
Over dry, dreary prairies a-herding their steers;

We've learned about firemen, detectives and hoboes,
Soldiers of Fortune and good engineers—

Now listen, you he-men who stalk the wild places,
There's one who belongs in your honorable clan,

You see him each day all steady and patient,
Here's one hearty hail to the poor motorman!

Unlike a Ford-Arrow, his trolley's four wheels
Must stay on the tracks no matter what comes!

Tragedy, Romance, Adventure and Fear,
All season his work while the gay traffic hums!

Fear grips him when some drunken driver swings out
Of a little side street, despite warning signs;

And Tragedy stares when a dim-eyed old lady,
Bent under vast bundles, gets too near the lines;

There's Adventure at dawn in hearing the clanking
Of steel upon steel rolling through city streets;

And isn't there Romance when pretty young girls
Step close up beside him, regardless of seats!

No chance for monotony—change every minute!
His hand on the brake and his eye on the mob,

He pilots his ship, that beats what I'm doing,
I think I'll go down and apply for a job!

—Peter A. Lea in the Argosy.

Brute

"This horse is a wonderful animal."

"How come?"

"No matter how hungry he is, he won't eat a bit."

SURFACE SERVICE MAGAZINE

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

LINCOLN'S VICTORY

Lincoln Avenue carried off the honors in a great contest. The result was in doubt up to the last month, but by sticking gamely to the standard it had set Lincoln refused to "fall down" and Lawndale, the nearest competitor, had to be satisfied with second honors. There is much that might be said about the spirit with which the contest was conducted and the satisfaction that must have come to every participant who shared in the substantial reduction of various types of accidents. The efforts of the men of all Divisions to win a place of honor contributed to the gratifying general results and there is glory enough to go round when the year's records are analyzed and studied.

Mr. Pasche and his associates are now busy with the plans for the "great night" when the award of the first prize and special recognition of the men who went through the year without a chargeable accident. SURFACE SERVICE hopes to be able to make a complete announcement in the April issue. Meanwhile Division Superintendent Hays has had to content himself with doing the cheering for his boys from a hospital cot, where he is recovering from a number of fractures suffered when he was run down by an automobile one night on his way home. He is receiving congratulations from his friends on the victory of his Division and expects to take an active part in the program on Accident Prevention Night.

A Cottage Small

Henry Newson—"When will you promise to share my lot, dearest?"

The Girl—"Just as soon as you build a house on it, Big Boy."

A MEMORABLE PAY DAY

February 23 Will Not Soon Be Forgotten
by the Trainmen—Some Interesting
Comments

The announcement on the inside cover of the February SURFACE SERVICE that the cash payments provided for under the recent agreement would be distributed on February 23 and 24 aroused keen anticipation as pay day rolled around, and when the paymasters actually got to the point of distributing the checks, they observed a good many interesting reactions on the part of the men. Naturally, all were in a smiling mood. The following remarks are just a few samples of how the pay appealed to the various men.

"This looks good to me. It is the first check over \$100 I ever owned."

"I wonder if I could get this check back after I cash it. I would like to frame it."

"Is this the berries! One dollar and forty cents added to this check takes up the balance due on my home."

"I'll just plank this on my winter's coal bill."

"My wife always gets my check. I had hoped I would get two checks and split with her, keeping the thirty-five. Oh, well! I might as well be on the square with her. She can use every cent of it better than I can. I guess I will give her the whole d—— thing."

"If my wife comes in and asks how much I drew, tell her seventy-five bucks."

"That's exactly the right amount to the cent. Now for a new uniform."

"Oh Boy! Does that look good to papa? That will just clean the slate. No more debts for me."

"This is a peach of a check, but it has one drawback. My wife will never be satisfied unless I duplicate it."

One Consolation

Mrs. Murphy—"An' do ye think he looks loike his father?"

Mrs. Flanigan—"Oj do but don't ye mind that, Mrs. Murphy, just so long as the child is healthy."

Very Good Reason

Doctor (examining a negro, very much under the influence of liquor): "Why, this man's been drugged!"

Mose: "Yas, suh, I knows it. I drugged him all de way from de saloon."

"Kid" Bags Two Bandits

Sixteen Year Old Lad Wins Praise for Single-Handed Capture of Hold-Up Men

Sunday, February 12, was a memorable one for four people who got the thrill of their lives on that quiet Sunday afternoon. First, there was Conductor Ed. Hammond, Badge No. 3948, of Blue Island. He was quietly attending to his duties on the rear end of his car when he found himself surrounded by three hard looking citizens, one of whom jabbed the muzzle of a "gat" at about the line of his solar plexus and ordered him to "stick 'em up"! Up they went and after relieving him of what cash they could find they leaped from the car.



Frank Pusateri

Then there was Frank Pusateri. Frank has just turned sixteen, was brought up in that part of the West Side where every fellow has to look out for himself even if he has to lick all the other kids in the parish. Frank saw the trio leap from the car and heard Ed's yell "Get those men!"

Nobody seemed inclined to take the job on so Frank moved along to a doorway, where he waited the few seconds that brought the leading bandit—the one with a gun—opposite where he stood. The flying tackle he used brought the hold-up man down with a crash, but he still held on to the gun. He tried to use it, too, but a properly delivered punch behind the ear put him out. Frank grabbed the gun, handed it to one of the crowd that had joined the foot-race, with instructions to "hold this guy when he comes to" and then took up the chase of

the fleeing pair ahead. One of them lost himself in the neighborhood, but Frank ran the other into a warehouse where he cornered him, "and," says the report of Attorney John Golden, who handled the later legal aspects of the case, "although this man was probably three times the weight of the boy, overpowered him and marched him back to where the first man was being guarded."

The two prisoners, who are the other members of the four mentioned as experiencing unforgettable thrills on this February Sunday, studied their five-foot-two captor with puzzled looks all the way to the station, and are now in jail under bonds of \$25,000 each, without having satisfied themselves just what happened.

Johnny Coulon or Mike Mullen might find in this lad likely material for a featherweight scrapper who could give a good account of himself.

LET US SMILE

Anonymous

The thing that goes the farthest
Toward making life worth while,
That costs the least and does the most
Is just a pleasant smile.

The smile that bubbles from the heart
That loves its fellow men,
Will drive away the cloud of gloom,
And coax the sun again.

It's full of worth and goodness too,
With manly kindness blent;
It's worth a million dollars
And doesn't cost a cent.

There is no room for sadness
When he sees a cheery smile,
It always has the same good look,
It's never out of style.

It nerves us on to try again
When failure makes us blue;
The dimples of encouragement
Are good for me and you.

It pays a higher interest,
For it is merely lent;
It's worth a million dollars
And doesn't cost a cent.

—Selected and submitted by Wm. E. Spears,
North Avenue Depot.

AN APPRECIATIVE PUBLIC

February Bouquets Almost Break the
Record—Companies and Individuals
Complimented

There are enough bouquets this month to make this department look like a florist's shop; and when the weather conditions during last month are considered, it is quite clear that any courtesies and special attention were doubly appreciated by those who had to be out during or after the storms. There are two letters we are printing in full because of their specially interesting character. The first of these pats everybody on the back and is from John Pahl, President of the Dunning Park Improvement Club of 6232 Cornelia avenue:

Chicago Surface Lines, Gentlemen:

In the good old days when street cars ran as they darned pleased. I used to be one of those fellows who hated the street cars and all went with it; that is some years ago.

I had less and less chance to kick and became satisfied and things roll. You folks were doing your duty and that settled it.

But about our last snowstorm. That is another story. I left the house a half an hour earlier and ready for anything, only hoping that I would get to work somehow, for the snow was deep and drifting. When I got to Irving Park Blvd. I was very much surprised to see the cars running on schedule. I entered a nice, cozy, warm car, after paying a smiling conductor my fare, and got downtown way ahead of time. I don't understand yet how in the world you managed to have things in such wonderful shape, but you did, and I want to thank you.

Sincerely yours,

JOHN PAHL, Pres.,

Dunning Park Improvement Club.

The other letter relates to three trainmen—Conductor Henry Uhl, badge No. 10188 of Lincoln, Conductor John J. Kenny, badge No. 4324 and Motorman William Doyle, badge No. 12601 of 77th:

Chicago Surface Lines, Gentlemen:

The public are always ever ready to write letters of complaint, but unfortunately, very slow in giving consideration to words of commendation.

The following cases I wish to call to your attention, for they are deserving of the greatest amount of praise.

The succeeding lines will, I trust, explain the situation.

My mother, who is partly paralyzed and feeble, therefore, quite difficult to handle in getting on and off the cars, has had only the greatest courtesy extended in the way of assistance to her, as well as myself, by your

conductors and motormen. Speaking for them in a general way, I can only say words of praise.

However, most particularly do I wish the following men traced, for they are deserving of the greatest amount of praise. Indeed, your organization should be proud to have in your employ men of such fine caliber, for they are perfect gentlemen.

If your organization had a system of classifying they certainly should be promoted to higher ranks and greater futures.

I am very late in writing this letter, but on account of other interferences, have been hindered from giving it immediate attention.

I trust you will be able to get in personal touch with these men, and, while I thanked them most heartily for their courtesy, I wanted your company to know about them.

On the 18th of January, coming home from downtown, conductor on No. 3 route, car No. 933, was just wonderful to us both, helping mother directly into the car and seating her very gently. Arriving at our destination, Fullerton and Lincoln Aves., at, if I remember exactly, about 6:20 P. M., this conductor came right forward and took entire charge of mother, lifting her right up in his strong arms and putting her safely on the ground. He was rather light of complexion and sort of heavy set.

Then, on the 8th of February, returning from up north and transferring at Grace and Broadway and boarding a Halsted and 79th street car, or in other words, car route No. 8, both the motorman and the conductor were superfine. The motorman, who was about ready to start the car, taking in the situation at a glance, said promptly: "Lady, we will let you on at the front entrance of the car, so as to help you along more." Then he immediately put out his hands to assist. I replied, "If it is all right with the conductor, that is splendid of you both." The conductor, who was about to give the starting bell, grasping the conditions, also said very kindly "That is all right, lady."

Again arriving at our stop, Fullerton and Halsted, at 7:10 P. M., the conductor to whom I had said, "Please stop at Fullerton Ave." indeed did so, and furthermore, he put himself out to come through the full length of the car to the front platform and both he and his good pal, the motorman, rendered me the greatest assistance; in fact, they also lifted her off entirely and I had not one bit of anxiety or effort with her. On this day her locomotion was a little worse than usual, as is sometimes the case with a paralytic.

Certainly, I think you will agree with me when I state I believe that I have every reason to be grateful for such treatment and indeed the courtesy is entitled to commendation. In closing I might say I am a business woman and fully realize what it all means. With best wishes to these men and to the Surface Lines. I am,

Respectfully yours,

MISS EFFIE H. ELSNER.

2454 Burling Street.

An Incident of the Storm

The mid-February snowstorm was responsible for a number of specially complimentary comments on the character of the service rendered by the men of the Surface Lines.

An interesting illustration of how the public regards the importance of keeping the Surface Lines in operation is reported by Division Superintendent Altemeier. At two o'clock on the afternoon of February 18, when a snowplow gang with a tank plow was engaged in opening up 106th street, Supervisor Kane, who was in charge of the crew, was approached by Mr. Ira Jones, General Superintendent of the Wisconsin Steel Company, who stated that he had been watching the activities of this gang since ten o'clock in the morning, and the work was being done so enthusiastically as to arouse the special interest of his office. He extended an invitation on behalf of his company to the crew of the plow and to a gang of ten trackmen who were also doing snow cleaning on 106th street, to come to the company's cafeteria whenever it was convenient, where they would find substantial lunches, coffee and a good smoke. The invitation was accepted gratefully, and Supervisor Kane, Motorman W. White, badge No. 541, and M. Kogas, badge No. 11581, and Conductors R. Stephens, badge No. 12576, E. Swift, badge No. 4436, and Supervisor Kane with the group of trackmen returned to their work with renewed vigor after having been thawed out, fed and smoked up by Mr. Jones. Supervisor Kane not only reports this act of assistance by the Wisconsin Steel Company, but also the fact that that organization had a snow tractor detailed to clean the least snow off the track thus supplementing the work of the Surface Lines snow fighters. Mr. Jones' hospitality was made the subject of a very appreciative letter from Superintendent Evenson.

A Tourist in Rome was standing admiring the vast and towering Arch of Titus, when he saw a man who was walking under it stoop as a tall person might while passing through a low doorway.

"Who was that man?" he inquired of a native.

"That?" the native answered. "That is Mussolini."

Bouquets for the Boys

Conductor H. B. Clemons, badge No. 584, of Burnside, is highly commended by Mr. E. W. Rogers, 1333 East 50th street, for his honesty and thoughtfulness in stepping into the car and handing an elderly lady passenger the correct change from a dollar which he inadvertently at first failed to do. Mr. Rogers states in his letter that it is indeed gratifying to note an expression of the Golden Rule.

Mr. A. C. McArthur, 128 South Long Common Road, witnessed an act of courtesy involving Conductor George E. Wyers, badge No. 1162, of Kedzie, assisting a woman and two small children safely to the sidewalk before starting his car. Mr. McArthur took the occasion to thank the conductor for the attention he gave his passengers and hopes that his wife will be accorded similar treatment when she rides the Surface Lines cars.

Conductor Richard Davis, badge No. 1190, of Cottage Grove, is the recipient of a letter of praise from Mr. E. A. Farvour, 3516 Lake Park Avenue, for his assistance and courtesy when riding on the back platform with a heavy load of boards full of nails for window frames in an orphan home. Conductor Davis helped him off the car with the lumber and waved his hand, although he was unaware of the charity errand he was on.

Mr. L. Minton writes to commend Conductor James A. Boal, badge 1528, of 69th, for the manner in which he handled a controversy with a young lady passenger over a transfer. The young lady became very abusive to the conductor, but he kept his temper and was very polite and courteous about it.

Conductor Clarence W. Chittenden, badge No. 1974, of Devon, is made the subject of a letter of commendation from Mrs. Phyllis Spangler, 418 North Payson street, Baltimore, Maryland, for the specific information as to her destination and also for the manner in which he directed his other passengers as to their whereabouts and proper transfer points in reaching a particular point. Mrs. Spangler also witnessed an incident worthy of praise when Conductor Chittenden ejected a man from his car when found annoying a lady passenger who thanked him for what he had done. Mrs. Spangler states in her letter that the conductor was of very neat appearance. She quotes in her letter that "this may seem rather flattering, but I mean all of it and then some."

Mr. W. E. Rylander, 2055 Cuyler Avenue, commends Conductor Harvey Crain, badge No. 2202, of Elston, for the courteous assistance he gave a blind passenger when alighting from his car, helping her safely to the sidewalk.

Conductor Louis G. Paluch, badge No. 2532, of Devon, is highly complimented by Mrs. E. Kennedy, 2340 Cleveland Avenue, for his unusual politeness and assistance he rendered his passengers and for his clear enunciation of all

street intersections. Conductor Paluch took the pains to push to the middle of the car during the rush hour to inform a gentleman that the car was at his destination. When Mrs. Kennedy was alighting from his car the conductor advised her to take hold of the handle of the sliding door instead of the outside bar which was wet with rain. The writer of the letter also commends Conductor Clarence J. Munch, badge No. 1692, of Limits, for his courteousness.

Mr. A. P. King, Room 906, 30 North La Salle street, writes a letter of gratitude thanking Conductor George L. Lennartz, badge No. 2572, of Devon, for the clear enunciation of every stop street, for the specific information as to directions and for his courtesy to all his passengers.

Conductor Richard J. Barry, badge No. 2782, of Cottage Grove, is commended and thanked by Mrs. F. E. Marshall, 4310 Greenwood avenue, for the prompt return of a purse left on his car with contents intact.

Mr. Franklin S. Allen of the Barron G. Colier Corporation, 231 South La Salle street, writes a letter of commendation relating to Conductor Walter H. Kortmann, badge No. 2940, of North avenue, for his courtesy and efficiency.

Conductor William J. Sturtz, badge No. 4138, of Elston, is the subject of a complimentary letter from Miss Anna Elias, 2502 Logan boulevard, for his politeness and smile to everybody boarding his car. "He is a good example for many other employes of the Surface Lines," writes Miss Elias.

Mrs. R. E. Fraser, 5963 West Huron street, wishes to commend Conductor Peter A. Johnson, badge No. 4198, of North avenue, for his pleasant manner during the rush hour and thinks he deserves a word of praise.

Conductor Charles W. Dentinger, badge No. 6378, of Kedzie, is highly commended by Mrs. F. A. McMahon, General Outdoor Advertising Company, Harrison and Loomis streets, for the return of her purse. This meritorious act is deeply appreciated by Mrs. McMahon.

Mr. Charles W. Carlson, 2242 North Nagle avenue, writes a note of praise involving Conductor Hagen Paulsen, badge No. 7830, of North avenue, for the efficiency and good judgment he used in clearing the track after an accident, thus saving time to all concerned.

Conductor George Cox, badge No. 7850, of Devon, is the subject of a good word from Mr. F. A. McMorrow, 561 Surf street, for his politeness and clear enunciation of streets.

Mr. C. E. Brandenburg, 808 North Lawler avenue, commends Conductor John Lambert, badge No. 8090, of North avenue, for his courtesy, kindness and helpfulness not only to him, a cripple, but to all other passengers who ride on his car.

Conductor Donald A. Cooke, badge No. 9416, of Lawndale, is praised for the correct and courteous information given to Mr. George O. Marek, 5510 West 26th street, and he wishes to voice his appreciation.

Mr. Theodore O. Bartholomae, 7126 Princeton avenue, writes a letter of appreciation in behalf of Conductor Frank G. Hendricks, badge No. 9460, of Devon, for his kindness in calling

every street on a dark night. When Mr. Bartholomae thanked him, he replied, "I only try to do my duty to my fellowmen and my company."

Conductor Fred E. Mayes, badge No. 9498, of Lincoln, is commended by Mrs. A. Arnold, 3509 Dickens avenue, for his pleasant manner and for calling streets in a clear and distinct tone.

Mrs. E. Schagn, 3311 West North avenue, thanks Conductor William J. Case, badge No. 9646, of North avenue, for holding his car to enable her and her blind husband to board it.

Conductor Alfred Vandermeche, badge No. 10094, of Burnside, receives a letter of commendation from Mr. H. H. Kiernan, 5114 Cornell ave, for assisting an afflicted woman passenger from his car and placing her safely on the pavement.

Mr. J. Ferguson writes to thank Conductor Leo. J. Zarek, badge No. 11282, of Lawndale, for the return of nine cents, a dime being given the conductor inadvertently in place of a cent. He was so courteous about it that Mr. Ferguson thought it should be reported.

Conductor Carl E. Johnson, badge No. 11310, of Devon, is congratulated by Miss Harriet L. V. Hebert, 6343 Magnolia avenue, for the kindness and consideration he showed a young lady passenger who had fainted on his car, taking her to a nearby hospital and then escorting her back to the car. Such meritorious actions are appreciated by the public, thinks Miss Hebert.

Conductor Michael H. Tierney, badge No. 12092, of 77th, is again commended by one of his daily riders, this time being Mr. Wilbur P. Robinson, 5643 Magnolia avenue, for his uniform courtesy and for apologizing to him when carried a stop beyond his destination.

Mrs. E. J. Hoffman, 6939 Michigan avenue, commends Conductor Christopher S. Williams, badge No. 12170, of Limit, for the pleasant manner in which he performs his daily duties to all of his passengers, this being observed when she sat near the door.

Conductor John C. Shaw, badge No. 12222, of 77th, is the recipient of a letter of praise from Mr. Frank J. MacKeon, 3805 Pine Grove avenue, for his efficiency and courtesy.

Mrs. Fanny Blank wishes to thank Conductor Emmett Higgins, badge No. 12502, of Lincoln, for the assistance he rendered her in boarding and alighting from his car and for his gentlemanly manner.

Conductor John A. Kugler, badge No. 13446, of 77th, received a letter from the manager of the music department of The Fair commending him for his honesty in returning a bracelet lost by his wife and asked Conductor Kugler to call at his office at The Fair.

Major Milo Lucas writes a very highly complimentary letter about Conductor Martin Huska, badge No. 14296, of Kedzie, for his efficiency. He is commended for his neat appearance, the clear enunciation of streets, for kind consideration for a blind man and correct information to a foreign woman passenger. "I feel very happy in bringing such a valuable employe to your attention," writes Major Lucas.

Motorman Fred M. Elrick, badge No. 135, of Devon, is commended by Miss Blanche Wang,

3616 Wilton avenue, for making a stop at a non-stop street to avoid a walk during a rain-storm.

Conductor John L. O'Donnell, badge No. 1554, and Motorman Julius A. Pallulia, badge No. 1633, of Cottage Grove, are both thanked by Mrs. Anna Soucek, 7520 Maryland avenue, for the assistance they rendered her when she fainted on their car.

Mr. Wallie G. Lorentz, 742 East 80th street, expresses his gratitude and appreciation for the return of a package containing a coat and vest left on a car, thanking Conductor Russell A. Rodden, badge No. 5274, and Motorman Henry Gottsch, of Cottage Grove, for their services.

Motorman Burley F. Allgood, badge No. 5973, of Devon, received favorable comment from Mr. Andrew R. Schmucker, 3453 North Oakley avenue, for his courtesy, Mr. Schmucker stating that men of his type are a credit to the Chicago Surface Lines.

Mr. J. W. Turner, Pacific Steel Boiler Corporation, Waukegan, Illinois, is the writer of a letter commending Motorman John Brennan, badge No. 6051, of Kedzie, for taking the trouble to open his car door and direct a man with his family to a particular destination, noticing their apparent confusion while on the street.

Motorman William T. Colledge, badge No. 6505, of Cottage Grove, is made the subject of a letter of commendation from Mr. John H. Hetreed, 5459 Ingleside avenue, for the skillful application of his brakes which he could not help notice. He is also commended for the courteous manner in which he answered a question asked of him, but when the passenger started a conversation he very politely told him that all his attention must be devoted to his car in order to avoid accidents. Hr. Hetreed thinks that it would be safe and a pleasure to ride on cars if all motormen were like Motorman Colledge.

Mr. Ray Congdon, 5858 North Kenton avenue, writes a congratulatory letter involving Motorman Calvin E. Boden, badge No. 6939, of Limits. Mr. Congdon cited an incident where an elderly lady somewhat confused was assisted across the street by Motorman Boden, who left his car at State and Washington to perform this meritorious act. "That street car man ought to have a medal," stated Policeman No. 2712, stationed at this intersection, and Mr. Congdon agrees with him.

Motorman Angelo Tagler, badge No. 7197, of 69th, is thanked by Mrs. F. Hood, 7023 South Campbell street, for holding his car long enough to enable her to board it.

Mr. Eston V. Tubbs, principal, Salmon P. Chase School, 2021 Point street, writes a highly commendatory letter for the unfailing courtesy of Motorman Charles Clausen, badge No. 7617, of Noble, to all of his passengers.

Motorman Edgar C. Johnson, badge No. 7813, of Cottage Grove, is complimented by Mrs. A. P. Hess, 3652 Wallace street, for his presence of mind in averting an accident when a young woman ran directly in front of his car.

Miss Lottie M. Sapp, 3221 Belmont avenue, writes an unusual letter of commendation in behalf of Conductor Alfred F. Dornacher,

badge No. 13342, and Motorman Henry I. Carr, badge No. 8791, of North avenue, on the night of the tieup on Chicago avenue when a cable burned out. After an unusually long wait, Miss Sapp was finally left alone on the car and she took particular notice of their courtesy. "When I leave Chicago for Africa to make my home, my mind shall place these men as an example of the courtliness of Chicago men," states Miss Sapp in her letter.

Motorman Herman L. Becker, badge No. 9999, of Cottage Grove, is commended by Mr. Conrad Lemester, Super-service Station, 86th and Oglesby, for bringing his car to an emergency stop, thus enabling an old gentleman to board.

Mrs. J. Prossir, 1305 Barry avenue, wishes to congratulate Motorman Harold N. Harder, badge No. 10549, of North avenue, for the assistance he rendered to a blind man, aiding him across the street to the sidewalk, looking back to see if the man was safe.

Conductor John J. Dwyer, badge No. 6678, and Motorman Mason S. Fitts, badge No. 10597, of Cottage Grove, are commended by Mr. A. A. Scherer, 836 East 82nd street, for helping him in arriving to work on time.

Mr. W. C. Copeland, of the British American Company, 542 South Dearborn street, commends Motorman Jens C. Nielsen, badge No. 10955, of Cottage Grove, for waiting for transferring passengers in a number of instances.

Motorman John K. Schanz, badge No. 11815, of Devon, is complimented by Miss Genevieve H. Stevenson, 6013 Winthrop avenue, for his courtesy. "It is a pleasure to meet such gentlemanliness in transportation," states Miss Stevenson.

Mr. Benjamin P. Huston, 5017 Prairie avenue, commends Motorman Earl L. Burchfield, badge No. 12629, of Lawndale, for his efficiency in avoiding what might have been a serious accident when an elderly woman fell in front of his car.

Motorman Raymond A. Baumgartner, badge No. 13167, of Lincoln, is the subject of a letter of praise from Mrs. K. Hadden, 2058 Cleveland avenue, for the excellent manipulation of his car in starting and stopping.

Mr. G. W. Grant, Station Passenger Representative, Pennsylvania Railroad, Union Passenger Station, writes to commend Conductor William E. Lawler, badge No. 12080, of 77th, for being so accommodating as to change a dollar for him, asking him what kind of change he desired. Mr. Grant also commends Motorman Michael Reddington, badge No. 11161, of 77th, for holding his car long enough to enable he and Mrs. Grant to board.

Motorman Samuel L. Potesta, badge No. 6253, of North avenue, is highly complimented by Mr. W. H. Childs, 5408 Crystal street, for his alertness and cool headedness in averting an accident when a large delivery truck shot out in front of the car.

Mr. Ralph Woodfield congratulates Conductor Edward Baston, badge No. 6240, of Devon, for the kindly assistance to an old lady in boarding his car and also in finding her a seat.

Departments and Divisions

Accounting

We have had considerable trouble in determining the correct time from the clock in the office from where some of us are sitting, but this has all been done away with since Messrs. Marks and Praitner have acquired new wrist watches.

The department wishes to extend to Mrs. L. Winkler of the Pay Roll Department its deepest sympathy in her bereavement by the loss of her daughter who died February 9, 1928, at the age of sixteen.

We are looking forward to the speedy return of Mr. Ralph Luebkmann, Misses Wiley and A. Helein. Mr. R. Luebkmann is at the Columbus Hospital convalescing from an attack of appendicitis and Misses Wiley and Helein are confined to their homes by sickness.

Our boys surely played a fine game of basketball on Wednesday evening, February 8, against the West Shops at Dvorak Park. As well as they played they did not show all they have in them. The game ended with a score in favor of our boys. Keep up the good work, we certainly are proud of you.

We are pleased to note that Misses V. Lemker, M. Vojtas, and H. Ruberry have recovered from their recent illness.

It is with pleasure that we report the recovery of Mrs. A. Johnson, wife of Mr. Arthur Johnson, secretary of the Surface Lines Club, who has undergone a complicated operation.

T. F. Coan.

Engineering

Our suburbanites can give radio or golf bugs some lessons in telling the truth. For instance, when it snows here the robins are hopping around in Wheaton. When it rains they have a draught in Wilmette, and when it doesn't rain here they are putting in drain tile in Franklin Park, etc., ad libitum.

Paul J. Raver, Estimating Engineer for the Track Department, left the service of the company on January 31st to join the staff of the Northwestern University where he is to engage in research work in land economics and public utilities. He will also lecture on public utilities to the School of Commerce classes of the University. During his six years of service with the Track Department Paul made friends of all his co-workers and it is with a feeling of sincere regret that they see him go from among them, but they all wish him every success in his new field.

Dave McCauley of Racine and Center has been taking elocution lessons from a plumber for several years, and is about ready to make his professional debut. Dave entertains the boys occasionally with a rendition of the "Shooting of Dan McGrew," and everybody who listens in wonders why Dave wasn't shot, too.

Another good man gone wrong. Pat Doran,

emergency chauffeur at 62nd and Wabash, received a lifetime valentine on Valentine Day. Congratulations, Mr. and Mrs. Doran.

We welcome M. Lang into our ranks as stenographer in the Utility Department to fill the position left vacant by G. Matkovic, who has returned to school.

A 7½-lb. baby girl arrived at the home of Mr. and Mrs. Harvey Hoover on January 21, 1928. Congratulations; cigars lacking.

K. J. Kumatz of the Track Department was elected vice-president of the Surface Lines Club at the annual election of officers held on February 7th.

Miss Mary Ruth Riley, for the past four years stenographer in the Track Department office, resigned on February 15th.

The heartfelt sympathy of the department is extended to the widows and families of the late John H. Reid and Charles Watson.

The sympathy of all of his fellow employees is extended to Charles Koller, timekeeper at Burnside, whose father died recently.

Transit.

Car Meter

George Cassell is the new club director for the Car Meter Division. We expect this accounts for the very noticeable chest expansion.

Marie Kmetz was at home several days on account of illness. We are glad to have you back with us again, Marie.

Several from this division attended the dance at the club house on February 25th. Everyone reported that they had a good time.

Have you noticed how full of smiles Frank Burke has been since receiving his \$35.00 award for good work, I mean for back pay in February?

Every afternoon about 2:30 we hear some very odd noises in our office. After much questioning we find out that it's the Harmony Girls, Katherine McGill and Dorothy Birney. (They call it singing.)

Wasn't it keen having two half-days off this month? It's too bad there weren't more Lincolns and Washingtons.

Evelyn Petersen.

Shops and Equipment—North and West

West Shops: Another one of the old gang fell! J. W. Landeck was married to Mrs. Georgiana Mabie, a native of New England, on February 11th. Being leap year, we do not know who "popped" the question. We congratulate them and wish them a long and happy union. The honeymoon was spent in putting their new home in shape. All social activities suspended indefinitely. What say, John!

What's happened to the West Shops bowling team of the Surface Lines league? Several of the stars have been making some bush league scores lately. Maybe the abolition of certain side bets would prove beneficial to the team.

Evidently Ed Wendt thinks his Dodge is speedier than our street cars, but he learned different when he tried to pass a Crawford Avenue car.

Earl E. McCreedy was married Monday, January 30th. Congratulations, Earl.

We hope for the speedy recovery of Pat Finucane's wife, who is ill.

Donald Sterling is another one of our ship-builders, but he is making very slow progress. Who is responsible, Don?

Our speed king, S. Icen, was not discouraged when he wrecked his motorcycle. He has now invested in a new motorcycle and side car.

Elston: Frank Wesbey's mother-in-law passed away February 17th. We extend our sympathy to the bereaved family.

H. Cunningham and J. Hildebrandt are on the sick list, but we hope they will soon be back on the job.

This being leap year, it is keeping our bachelors, J. Ryan, C. Jeffers and S. Geller, worried and home nights.

G. Baker is the proud owner of a brand new Chevrolet coupe, J. Glab an Essex and T. Brownell a Locomobile. Some class!

Blue Island: Mike O'Brien named his little dog Lindy, but he says that it will take more than two sandwiches a day to bring him up to amount to anything.

Cory says that the best carpenters come from Sweden and Sigurd Brath tells us that the average Norwegian can make anything, from a wooden shoe to a fisher boat.

McCarthy, on his way home recently, was stopped by three men, who took some change and a pocket knife from him.

Lincoln: We are glad to welcome back to work S. Lasko and P. Nelson after a long absence.

J. J. Murray announces the arrival of an 8-pound baby girl. Congratulations!

North: The boys are glad to see Stanley and Pete back to work again, after a few months on the sick list.

Hot Box Stanley was asked how his Oldsmobile was and he said, "Oh, I tighten him up a little, put it in the box and leave him stand."

If Pete, the yardmaster, got a tool box for a Christmas present with a full set of tools in it, he would not care a snap for it, if it didn't have a doorhandle in it. How about that, Wagner?

Hank Wagner said the best thing about a cork tip cigarette is that the cork always stays on top.

Limits: Pete Irvin is the proud daddy of an 8½-pound baby boy. Mother and son doing well. Congratulations, Pete!

Devon: Please take notice of our picture on another page. We are the proud winners of the pull-in flag this month.

Jane V. McCarthy.

South Shops

We hear the bowling team won three games Friday night, which was quite a surprise, but keep it up, boys.

Since Lindbergh has made the name of "Lindy" famous, A. C. Lindquist, whose nickname around the office always was Lindy, has become interested in aviation and has taken up a course in flying. We can't figure how he can fly very high with his dislike of "Blue Heaven."

Embarrassing moments for Irene when she

went to get on a 79th Street car and lost her slipper.

P. Koch of the Motor Repair Department is the proud daddy of a baby girl. Cigars were enjoyed by all.

J. P. McCauley.

Materials and Supplies

We are all glad to see Charlie Matthews back on the job after an illness of three months.

Jimmy Barton surprised everyone by announcing that he had been married last January. Congratulations.

Mary Topolinski received a very quaint valentine. The moment she opened it, its sweet fragrance permeated the air.

We have heard, from very good authority, that Ed Hoyer has had a demonstration in a new Ford. From the information we gather, it seems as though Ed is still boosting the Lizzie.

We understand that Florence Hochleutner has been making so many trips to Park Ridge lately that she is going to purchase a commutation ticket.

We welcome our newcomer, Charles Jung, to the South Shops. Charles was transferred from Clark and Division.

We have a very wonderful water fountain at Clark and Division. Evelyn Sals received an electric shock from it. Maybe the water is charged.

Frank Justin is holding high individual game average (three games) in the Club House Bowling League. Atta boy! Frank, bring home the bacon.

Waiting for a surprise. Miss Viola Eger comes in singing every morning. It won't be long now.

We believe that a young man should be thrifty, but evidently Marty Garrity does not believe likewise. Of course he may believe it is worth 14 cents to ride with a beautiful Auburn haired young lady, or perhaps he lost his ticket.

We understand the only objection Jimmy Gillispie has to his radio is that the tubes do not burn bright enough to read the paper while listening in on a program.

One of the seven wonders (Jerry's corn-cob pipe).

Have you noticed the dust flying around the premises since the Inventory Department stirred things up. The once bright smocks are covered with dirt, smudges on smiling faces, hands like lumps of coal, and in the midst of all this, Lucky Spencer, while gayly galloping up the stairs, her hand lightly on the banister to guide her, suddenly to the admiration of all, displays a sliver about two inches long, sticking out of the palm of her hand. She survived.

Mildred Vaulman has a disheartened look the last few weeks. Of course, we realize that it is a long ride to 71st street alone, after being used to companionship.

R. E. Buckley.

Electrical

Mr. John Rietz recently received an honorary membership in the 69th Community Improvement Association.

Peter, our stenographer, came in the other day with his car all black and blue. He said

he bumped it against the door. That's an old story, Pete.

Mr. P. R. Murray returned from Pennsylvania where he attended his mother's funeral. Deepest sympathy is extended.

Mr. H. Bauer is an entry in the Lincoln Park Ice Carnival.

H. M. Essington.

Legal and Accident Investigation

The February entertainment for the girls was in charge of this department, Julia Lelling acting as chairman, and a committee comprising Misses Geissler, McCann, Tremel, Kelly, See, Hieronymous, Schontgen, Beatty, Eland, and Johnson "stepping on it" every minute. Now, we ask you, how could a party fail of success with such a committee? It was a patriotic entertainment, apropos of the month, and many were the delighted ejaculations of the girls at the beauty of the table decorations and favors (the credit for these goes to Florence Tremel and Josephine Kelly). Guessing games in keeping with the occasion, prizes, and carefully prepared "eats" contributed to the success of the evening, and as no complaints have been received a nice time must have been had by all.

Oh, Helen, how could you? Helen Johnsen must be getting tired of our long cold winter, for she is flitting West to the golden shores of California the first of March. She says she is going to stay. She surely will show those slow Californians (ahem!!) some Chicago pep when it comes to stenogging, but oh, Helen, we "hate to lose you, we're so used to you now." There may be a tinge of envy mixed with that regret—heigh ho!—won't you take us with you, Helen?

When N. J. Deutsch of this department was elected President of the Surface Lines Club we appreciated with Mr. Deutsch the honor conferred upon him. It is needless to say that this department will give Mr. Deutsch every assistance possible in helping him make this a highly successful year for our Surface Lines Club. When Nick was called upon for a speech and handed a bouquet as a little expression of the feeling of the members of our department, he was a bit staggered, but we think that was the last time that this job is going to stagger Nick, as he has surely "been through the mill."

Mr. John May was the first member of this department to find it necessary to make a report in connection with the new accident insurance given to Surface Lines' employees. He speeded up so fast in the basketball game of February 8th against the West Shops in an effort to catch up with his man that he sustained a blister on his big toe which developed into blood poisoning and fortunately through prompt treatment was stopped before it became a serious matter.

Blackstone.

Offer Declined

Dad (angrily entering room)—"I'll teach you to kiss my daughter, young man!"

Modern Youth (coolly)—"Thanks, awfully, sir; but I don't think the parental way of kissing would be at all appropriate in my case."

Around the Car Stations

Cottage Grove

Spring is almost here, the time when the cars are thoroughly cleaned, painted and varnished and you often hear some passenger remark: "Oh, what a nice clean car." But after making a trip or two the floor is covered with dirty and torn newspapers and there is nothing that looks more untidy than this. The following has been suggested to remedy this newspaper untidiness: When a passenger throws a newspaper on the floor, if the conductor will walk inside and pick it up and put it on one side, the passenger will soon learn that this conductor does not like an untidy car. He will fold it up and either leave it on the seat or else hand it to the conductor. Why not try this remedy?

Since our last issue the grim reaper has again visited this depot and taken from our midst Motorman E. Mitchell and Wreck Wagon Man Gus Nelson. Both had a large number of friends who mourn their loss.

We have had brought to our attention the deaths of relatives of the following trainmen: The sister of Motorman John Shaw, the wife of Motorman Peter McGuinness, and Mr. J. Sullivan of Indianapolis, Ind., brother of Conductor E. Sullivan. To these trainmen we extend our sincere sympathy in their bereavement.

Motorman John Dunkle, 7136 Prairie Ave., has been on the sick list for several weeks with a slight attack of pneumonia.

Motorman John Duggan was seen near the depot a few days ago. John has been sick since May, 1926.

Conductor Charles Thomas underwent a serious operation at St. Bernard's Hospital on Feb. 13 and we are informed the operation was successful and he is improving and expects to be at work again in a few weeks.

Motorman A. Huftile underwent an operation at Jackson Park Hospital on Feb. 14th, which has been pronounced a success. Al is doing well and expects to be home in a few weeks. To all of these trainmen we wish a speedy recovery.

We are all pleased to see our clerk, Percy Atkinson at work again feeling 100 per cent after his operation.

The following trainmen report the arrival of little ones at their homes: Motorman R. Norris, a boy on Jan. 31 and Motorman Jack Saunders a boy on Feb. 11. Congratulations.

J. H. Pickin.

Burnside

Keep up the good work, boys. We are nearing the top of the Witness Contest. Only a few months ago we were in seventh place and today only three depots are ahead of us. Remember courtesy at all times is the best medium in securing witnesses.

Attention, boys! Take notice of the hair comb on Operator Stewart. Ask him if you

can see it. And then what? Oh, that Quaker Oat smile. There's a reason.

Conductor Joe Carney, badge No. 10746, deserves commendation for calling his depot in the hope of avoiding an accident when he noticed a passing car with the front trolley up. The accident was avoided and Joe was complimented for his good work.

Operator J. W. Anderson is now wearing a wrist watch. When asked why all the style, Scotty answers: "Ye know, Jock, I dislike to take anything out of my pocket."

We who have already entered marital benediction through the channels of matrimony hereby extend our most heartfelt sympathy for Conductor M. J. Shanley. Congratulations, Mr. and Mrs. Shanley.

Conductor L. Tyler, badge No. 13264, just received the good news that he is a daddy. The news is so new that at the present time we cannot announce the name. At any rate, Leslie says his prayers were answered. It is a boy.

F.

Seventy-Seventh

Our gymnasium teacher, Professor Ed Willette, states his pupils are progressing in great style. The professor says physical culture and calisthenics are a sure cure for what ails you. But Conductor Tom Beggan says this "1, 2, 3, 4" stuff sounds like the army. Tommy wants to know if Ed. can't find some other way to drill them.

Conductor Joe Matern is getting so frisky in his lessons that the other pupils threaten to put a martingale on Joe to hold him down. Seeing in believing, here's proof! Conductor Bill Burke, while going through the "1, 2, 3, 4s," tried to drop by the wayside, but Professor Ed. just took Bill in hand and brought him through in fine condition. Administering some very fine professional advice. You should see the results.

Well, boys, in the witness contest it seems to be a game of endurance, the results being the same for a number of months. One or two careless days will break the camel's back, so let's be on our toes and not be caught napping.

Conductor Mike Tierney, No. 12092, seems to have a mortgage on the bouquet list, as his name appears in nearly every issue. I dare say Mike holds the record for the system.

Our Superintendent, Mr. C. E. Jones, wishes to thank the trainmen and especially the snow plow and sweeper men, for their hearty support and co-operation during the blizzard of Feb. 17th and 18th by keeping the lines open for service and removing the snow. A great deal of credit is also coming to Mr. Meyers, carhouse foreman, and his gang of wrench swingers for their speed in the necessary repairing of the various snow equipment, thereby allowing our crews to keep up with the storm.

Motorman Owen McVerry has returned to work after an extended sickness as spry as ever. Welcome back again, Ownie, old top.

Motorman Nels Olson and family have returned from Bricelyn, Minn., where they attended the funeral of a sister of Mrs. Olson.

Conductor Earl Bedore is doing some of his daily dozen pushing the perambulator and

states: "It ain't all honey and it ain't all jam."

Conductor M. M. Finefrock has had a great misfortune in the past month in the calling to the great beyond of both his wife and mother. To Conductor Finefrock we extend our profound sympathy in this his hour of extreme bereavement.

Motorman C. E. Westerman reports the arrival of a boy at his home. Boys, that's the reason for all the chest expansion, not physical culture.

In the past month three of our oldest men have passed away, namely: Supervisor Andy McGrory, Conductor Robert Mercer and Motorman James Regan, also Conductor Henry J. Gaskin, who had been sick for an extended period.

The following trainmen have also suffered the loss of a relative, namely: Motorman M. Scally, a brother, and Conductor J. Barber, a sister. To the relatives of the above this division extends its sincere sympathy.

C. A. Gylling.

Archer

Just arrived, a boy, who sings as lustily as his granddaddy, no less than our Executive Board member, Myles P. Callahan. Here's wishing the grandson a great future. Congratulations, Myles.

February 21st records the first day of actual service for Conductor Chester Earl Doonan with the Surface Lines. It also records the arrival of a 9-pound baby boy who made his arrival in time for breakfast on the same day. Chester says they were not figuring on a boy, so at this time the boy goes unnamed.

Motorman E. O. Skrine slipped away on Thursday, February 16th, and took upon himself a wife. The happy occasion was celebrated at the bride's home.

Born too late for the last issue of SURFACE SERVICE, a bouncing baby boy 8½ pounds, Robert by name, who arrived at the home of Conductor E. Plikuhun. Ed is now wearing the smile that won't come off.

Two souls melted as one, Motorman Joe Fregeau and his sweetie exchanged congratulations on January 26th when Joe (known to the boys as "Pipes"), took four days off and made a trip to Mokena, Ill., returning tied by the bonds of matrimony. Best wishes for you and yours.

Another stork story. A bouncing baby girl, weighing nine pounds, made her appearance at the home of Conductor George Grindler on Tuesday, February 20th. George is now wearing a third smile. Here's wishing you a speedy recovery.

Motorman J. F. Sauerzoff is now convalescing after the effects of January 16th when Joe agreed by bonds of matrimony to sign a life contract and took to himself a wife, the joys and pleasures of a happy home. Wedding celebrated at the home of the bride, honeymoon by auto. Congratulations now in order.

Dusty.

Kedzie

Motorman T. Sippey is the proud father of a 7-pound baby girl born February 4th, and Conductor J. P. Ryan reports the arrival of

an 8-pound baby boy at his home February 10th.

Conductor Chas. Seebock and Motorman E. Karvanek, while south bound on Kedzie avenue, crossing over the drainage canal bridge, saw a man who was despondent and was in the act of climbing over the rail to commit suicide. They hurried over to him, grabbed him, and, after having a talk with him, convinced him he was doing the wrong thing, got him to ride on their car and started him on a new journey in life.

Motorman George Gooney came to the depot the other day with a broad smile on his face, passed around the cigars and informed us that he had got married February 16th. Congratulations, old boy.

C. Sonders.

North Avenue

One hundred parents and Boy Scouts of Troop 398 attended a banquet at North Austin Methodist church, Waller and Potomac, on Friday evening. Mr. O'Connell of the Chicago Surface Lines gave an interesting illustrated talk on "Safety First," telling how accidents happen and how to avoid them.—Austinite.

Conductor J. R. Wagley received a nice letter from a mother thanking him for the recovery of her little daughter's wrist watch and enclosing a dollar bill as a token of her appreciation.

Conductor Albro is father to William Dixon, who arrived Feb. 10 weighing 8 pounds. Conductor Albert Peterson has a girl born Jan. 16, 9 pounds. Conductor Tommy Hitchcock announces the arrival of Vincent Allen Dec. 2, weight 7 pounds. A clipping from "Here and There" says "Mr. Hitchcock, who is a conductor for the C. S. L., passed out his best brand of cigars."

Jan. 25 brought Rose Marie to the home of Conductor John Golwitzer. Rose Marie weighed 8 pounds on arrival.

Sympathy is extended to the following men in bereavement suffered through loss of loved ones during the past month: The three Dibern brothers, Paul, Edward and Theodore, in the loss of their motor; to the Schlack brothers in the death of their father; to Motorman V. Krueger, whose father died Feb. 8; to Motorman W. Klotz, whose wife passed away Feb. 12; also to Motorman T. Graham, who lost his father.

One of our oldtimers, Conductor John Sowers, passed away during the month. John had many years of faithful service to his credit and his passing is mourned by his fellow workers.

Receiver Hank Schwabe is grandpa again, a son being born to his daughter. Mrs. Albert Enloe, Feb. 12. Mother and baby are doing well.

The question is sometimes asked as to who turns in the best trip sheet in the depot. It would be hard to pick the best, but for neatness, accuracy and general appearance the sheets of Charles Schaefer, Peter Petersen and Stack are hard to beat. Also it is very seldom that these men appear on the correction list.

A new accident prevention contest is starting.



This bright looking youngster celebrated her anniversary on Lincoln's birthday. She is Margarette, daughter of Conductor Jerry Scannell of Elston.

Let's get right off in the lead and let the other divisions take our dust in this new contest and show them that North Avenue is still there. Also that we are the proper occupiers of first place in bringing in the witnesses. We haven't been slipping, only letting the other boys encourage themselves a bit. Now that they have enjoyed the sensation of being "high man" for a while, let's go out and set a new average.

Born to Mr. and Mrs. J. B. O'Connell of Austin, a son, Feb. 15. Mother and baby doing well. Weight 10 pounds net. South side papers please copy.

C. A. Knautz.

Elston

Another aspirant for Colonel Lindbergh's laurels has appeared in the person of Conductor McQuaide, who has taken up aviation. "Safer in the air than on the street as long as the wings hold up," says Mac.

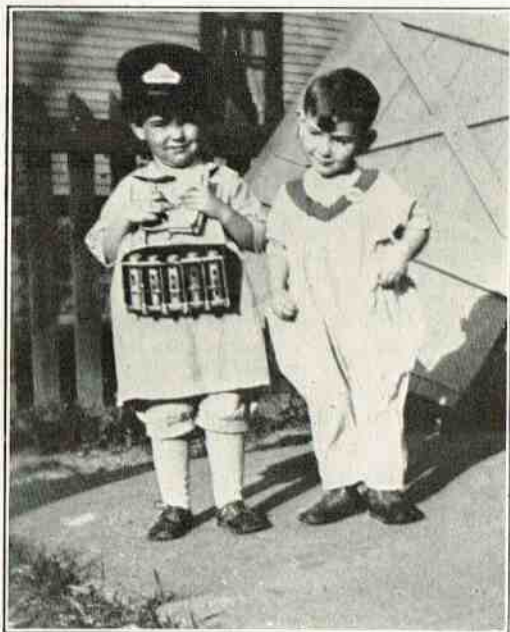
We extend our sympathy to Conductor Robert Versema in the loss of his mother, who had been ill for some time.

We extend our congratulations to Conductor J. Romberg and Motorman K. LaPointe for the recent additions to their families.

We are glad to see Motormen M. Landers, R. Miloyevich and D. Paul back on the job again after a long siege of illness.

Members of the Elston Avenue Gun Club have been very quiet of late, probably planning a hunt for big game in Africa.

Boys, we are still in second place in the Courtesy Campaign. "First place is what we want; let us go and get it." Also keep our place



This young conductor belongs to J. N. Fitzgerald of the Division Street Station

in the Witness Contest. Do not slow down, as our rivals are pressing us hard.

Noble

Another good man has joined the ranks of benedicts. Motorman George Patt was married January 21, 1928. A. Remack was best man and was very sober and solemn about same. Good luck, George. This is Leap Year, boys, so watch your step.

Our chief clerk, A. Keag, was seen dressed up in a new cap and we are told that he had a date with some lady's journal of some sort, but that is strange for Andy, as he is a bachelor of renown.

Our motto in the contests is "First place and be champions," as to witnesses remember 10 or more to a report and we'll boost the average. The leading witness getters are Con. P. Banaul and Mot. J. Wagner, obtaining 17 to one report. Boost your courtesy by remembering to always give the passenger the benefit of any doubt.

We have seen the first sign of spring. Supervisor A. Neurauter was caught in the act of looking over the fence at one of the ball parks.

We regret to report the death of Mr. P. Sarnecki, who met with a fatal accident on Saturday, Jan. 21, 1928, when he was struck by a speeding auto. Mr. P. Sarnecki left a host of friends behind in the train service and in the riding public as well. The boys of Noble Depot extend their deepest sympathy to his family in their great sorrow.

Lincoln

R. L. Jones, motorman, after a long illness passed away Feb. 22nd. Dennis Monahan, after

a long illness, died at the Tuberculosis Hospital, was buried from Coombs Chapel, thence to St. Vincent's Church and was laid to rest in Mount Carmel Cemetery. Our sympathy to the families. The boys also extend their sympathy to Motorman E. Neuendorff, who lost his sister recently.

Our superintendent, Mr. Hays, who met with an accident Jan. 19, is still at the Montrose Hospital and the reports are he is improving.

We want to congratulate Night Car Conductor H. Scanlan and his wife, who were given a surprise party Sunday, Feb. 26, in honor of their 27th wedding anniversary. About fifty of their friends and relatives helped to celebrate the event and a pleasant time was enjoyed by all.

The Lincoln boys can feel very proud in winning first place in the year's contest for accident prevention. Last year they were second. Very good work, boys, but don't get puffed up too much and forget to keep up the good work. In courtesy they have a fair showing, but in going after witnesses they are at the bottom. Why not make an extra effort and go after this contest and make a better showing.

H. Spethman.

Limits

Our division superintendent, Phil Smith, has entirely recovered from the accident to his eye and is now back on the job, much to the satisfaction of the rank and file of the men.

Motorman Theo. Kirchberg is the proud father of a 9 $\frac{3}{4}$ -pound baby girl, born Jan. 31, 1928, at the Grant Hospital. Mother and baby are doing nicely. We extend our congratulations.

Miss Ruth Riesen was able to terminate her engagement as instructress at a Detroit business college, and Conductor Frank Young took advantage of the fact to marry the young lady, but he kept the matter a secret for a while. The Young couple are at home at Edgcombe Place and Broadway. We wish to congratulate our good friend Frank.

The men of our station met the snow situation and conquered it in record-breaking time, manning the plows and sweepers and keeping the road open with their usual efficiency. It is this co-operation and loyalty to duty that keeps up the morale of the Division and adds to its efficient record in car miles. We feel that these are the men that are the backbone of the Division in a crisis: Wm. (Slim) Carey, Bob (Big) Webster, Frank Young, C. G. Matson, M. Fox, Al. Levinsky, G. Preston, Earl Mack, C. Kramer, J. Brennan, Van Sanker, Tim Leahy, J. Maul, H. Wilhausen, H. Richmond, R. Mack, Al. Smith, T. J. Miller, T. D. Trout, S. Gakowski and C. Straus.

Elmer G. Rodgers.

Devon

The following proud papas are reported: George Orlick, a baby boy, born February 9, 1928. J. Hoban No. 2 says it is a girl named Elenore. I. Peters tells us little Walter arrived at the Murphy Hospital, February 7, 1928. A. O. Jacoby tried to keep it a secret like his wedding, but it is known to be a 9 $\frac{1}{2}$ -pound boy.

V.



Little Phyllis Anne Thomas, the seven months' old daughter of Motorman Charles E. Thomas of Devon, ready to go bye-bye with her daddy

We are glad to report the mothers and little ones doing nicely.

The following marriages were reported: Earl Foster and Miss Florence Andress; P. Coleman and Miss Gilligan; Jas. Philbin and Miss Morrissey; Martin Gibbons and Miss Corrigan. These newly-weds have our best wishes for a long, happy life.

H. Hofstedt, whose mother passed away recently, wishes to thank the men of this Depot for their sympathy.

A. Moeller also buried his mother, who was ninety-four years old, and who left twenty-one grandchildren and twenty-five great grandchildren.

Chas. Watson passed away February 11, 1928. Our sympathy is extended to these bereaved families.

The other day A. C. Wagner turned into Chief Clerk Cook, a lost lad, and after a bit of investigation he was restored to his anxious mother.

C. E. Roy.

Twin Coach Section

A persistent rumor to the effect that Operator P. J. McCarthy is soon to join the order of Benedicts has been fervidly denied by Pat.

J. Weber, bus repairman, has returned to Devon Depot, where he was formerly employed as car repairer. W. Tiechner, formerly of Limits Depot Repair Department, has taken his place.

Operator W. Newman shows that he has not been very deeply impressed by the new Ford by the fact that he recently overhauled the "Old Reliable." Judging by the amount of new parts he purchased, the rejuvenated "Lizzie" should withstand many more years of severe punishment to which Walt will surely subject it. He has also had his uniform cleaned.

Fag.

CLUB SPARKS

At the regular meeting of the Board of Directors of the Surface Lines Club held Tuesday, February 7th, the following officers were elected to serve for the year ending Jan. 31, 1929: H. B. Cammack, President; R. Rumatz, Vice President; N. Deutsch, Second Vice President; A. Johnson, Secretary; C. Hosang, Treasurer.

The first of the series of six Stag Card Parties was held at the Club House, Tuesday night, February 21st, with an attendance of sixty-five. The following won the prizes: Bridge: First, C. M. Smith; second, A. W. Malmquist.

500: First, W. Hillard; second, F. Stoll; third, P. Nelson.

Pinochle: First, W. Luedtke; second, F. Felinski; third, G. Zaug. The next of these parties will be held on Tuesday evening, March 27th. Cigarettes and cigars will be smoked. Refreshments will be served after you have won your prize.

The March Dance will be held Saturday night, March 17th, in celebration of St. Patrick's Day. From the attendance at the last two dances it is easy to see that this form of entertainment is becoming more and more popular.

The basketball league under the chairmanship of Al Grage of the Accident Investigation Department is developing into an interesting contest. Six games have been played thus far and the Engineers stand at the top of the list with .1000.

Schedule of Games Played

Feb. 1—Accounting 4, Engineers 18; Acc. Invest. 11, West Shops 39.

Feb. 8—Acc. Invest. 1, Engineers 28; Accounting 26, West Shops 8.

Feb. 15—Engineers 20, West Shops 11; Acc. Invest. 2, Accounting 8.

Schedule of Games to Be Played

Feb. 29—Acc. Invest. vs. West Shops; Accounting vs. Engineers.

March 7—West Shops vs. Accounting; Acc. Invest. vs. Engineers.

March 14—Acc. Invest. vs. Accounting; West Shops vs. Engineers.

March 21—Accounting vs. Engineers; Acc. Invest. vs. West Shops.

March 28—Acc. Invest. vs. Engineers; West Shops vs. Accounting.

April 4—West Shops vs. Engineers; Acc. Invest. vs. Accounting.

April 11—Acc. Invest. vs. West Shops; Accounting vs. Engineers.

The only thing lacking now is a large crowd of rooters. Every Wednesday night, 6:30 to 8:00, at the Dvork Park Gymnasium, 21st and May street.

The following letter was read to the Board of Directors at their Special Meeting held Monday, February 20th:

"Board of Directors,
Surface Lines Clubs,
Chicago, Illinois.

Gentlemen: Due to the fact that I am leaving the employ of the Chicago Surface Lines, I wish to tender to you my resignation from the Board of Directors of the Chicago Surface Lines Club.

I wish to express my thanks to the members of the Board and the Club for the support you have given me during the past year. It has been a pleasure to work with you at all times.

I appreciate very much the confidence the Board has shown in me by re-electing me as President of the Club and it is with a great deal of regret that I find it necessary to tender you this resignation.

Yours very truly,

H. B. Cammack."

President Cammack's resignation was accepted and Mr. N. Deutsch of the Accident Investigation Department was elected to fill the chair. Mr. H. Ebeling of the West Shops was elected Second Vice President.

THE JOY OF LIVING

Anonymous

If nobody smiled and nobody cheered,
And nobody helped us along;
If each, every minute looked after himself,
And the good things all went to the strong.

If nobody cared just a little for you
And nobody cared for me,
And we all stood alone in the battle of life,
What a dreary old world it would be.

Life is sweet just because of the friends
And the things which in common we share;
We want to live on, not because of ourselves
But because of the people who care.

It's giving and doing for somebody else,
On that all life's splendor depends;
And the joy of this world when we've summed
it all up

Is found in the making of friends.

—Selected and submitted by William E. Spears, North Avenue.

The Cop Cut In

Judge: "I'm surprised at your going to law over a pig. Why don't you settle it out of court?"

"We was goin' to settle it out of court, yer honor, only a cop come and pulled us apart."—Team Work.

Little-Girl-Next-Door—"What's the new baby at your home, Jimmie, a boy or a girl?"

Disgusted-Little-Brother—"Aw it's a girl. I saw 'em putting powder on it."

A Woman's Reason

Mother—"What are you crying for, darling?"

Beryl—"Cos Dowis won't play with me."

Mother—"Why won't Doris play with you?"

Beryl—"Cos I'm crying."



Outdoor life as enjoyed by Kenneth W. Ogan, son of Conductor Arthur Ogan of Devon.

Howdy Do

When a fellow comes up smiling
With a friendly howdy-do,
It's just a form of greeting.
He's not a-quest'ning you.

So don't come back an answer
That your stomach's working bad,
Or your rheumatiz's awful,
Or all the things you've had.

For the fellow's spreadin' sunshine
And it's strictly up to you
To return his pleasant greeting
With a friendly howdy-do.

And I swear you'll feel lots better,
Notwithstanding daily strife,
If you add, although you're lying,
"Never better in my life."

—R. D. Flood.

High Society

Profiteers' Lady: "I shall certainly send Fido to the dog show next year. Not of course that he would win anything, but I would like him to meet some really nice dogs.—Punch, London.

"Ben, I'll give you \$10 to have your picture made in the cage with that lion."

"No, suh, boss, not me."

"He won't hurt you; he hasn't any-teeth."

"Mebbe so, but Ah doesnt want to be gummed to death by no old lion."

The husband was showing his wife over the new home in which they were to live.

"Do you like it, dear?" he asked.

"Oh, it's perfectly wonderful," she replied. "Those beautiful windows! The wonderful floors! The fine furniture—why it's almost as nice as a filling station."

My Friend, the Conductor!

By James Edward Hungerford

MY FRIEND, the conductor, he works might and main—
Always "on duty," in sunshine or rain!
Many years now he has spent on his "run";
Taking in fares by the bushel and ton!
People all know him and hail him as "Jim,"
And they would "bank" their last dollar on him!
Years he has traveled and miles without end—
My friend, the conductor, is ev'ryone's friend!

Always he's *smiling* and shedding *good cheer*!
Never is frowning, or doleful, or drear;
Folks tell their troubles to him on each trip;
Some on their shoulders are packing a "chip";
Some are plain "grouchy" and wearing a sneer;
Some are in sorrow, with hearts that are drear;
"Jim" makes them feel life is *worth-while* again—
My friend, the conductor's, a brother to men!

Friend to the children, and friend to the old,
Giving the love from a heart that's pure gold!
Soft-voiced and gentle, with sympathy deep;
Sowing kind deeds for a harvest he'll *reap*;
Giving the *best* that is in him to give;
Loving—and knowing to *love* is to *live*;
Upright and honest, sincere and true blue—
My friend, the conductor's, a *man* through and through!

—Courtesy New Central Lines Magazine.

