

SURFACE SERVICE MAGAZINE

VOLUME 5

JUNE, 1928

NUMBER 3





An Entrancing Vista at the Picnic Grounds



Surface Service Magazine

A Monthly Publication by and for Chicago Surface Lines Employees

VOL. 5

JUNE, 1928

NO. 3

Lawndale—Courtesy Winner

*Always Among the First Four They Climb to the Lead
and Hold It to the Finish*



Division Superintendent E. L. Maguire

Standing from May to April Inclusive

	Dis.	P.U.	Trns.	Q.S.	Total	Cmnd.
1 Lawnd.	56	21	24	12	113	16
2 Bl. Isl.	46	12	20	18	96	17
3 Archer	98	62	44	46	250	20
4 Elston	40	22	19	10	91	29
5 Lincoln	53	32	29	28	142	23
6 Limits	48	34	22	17	121	15
7 69th	128	58	45	44	275	29
8 N. Av.	175	106	81	70	432	67
9 Armtg.	69	37	28	10	144	18
10 Noble	44	16	19	10	89	8
11 Kedzie	171	77	71	36	355	49
12 Divisn.	94	32	29	32	187	14
13 77th	221	136	54	79	490	85
14 Burnsd.	77	48	31	21	177	38
15 Devon	187	70	45	53	355	65
16 Ct. Gv.	161	68	57	43	329	59
Total.	1668	831	618	529	3646	552

At the close of a year's earnest endeavor to bring out all that is best in us

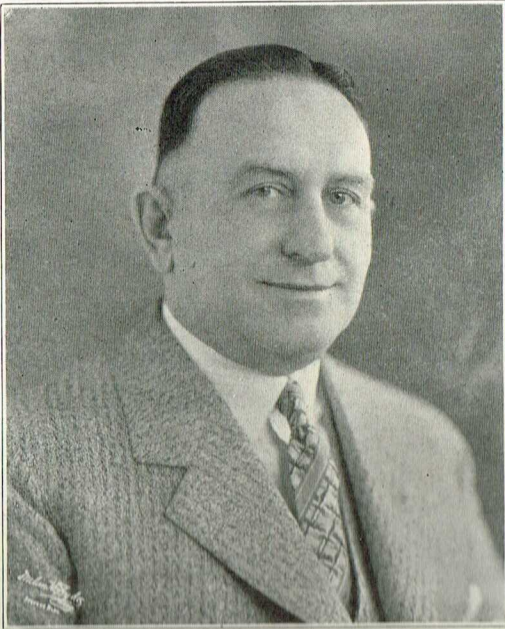
Standing of Depots Throughout Contest

	May (1927)	June	July	August	September	October	November	December	January (1928)	February	March	April
Lawndale.	3	2	3	3	3	2	3	4	3	1	1	1
Blue Isl.	5	4	4	7	4	3	4	1	2	2	2	2
Archer ...	10	3	1	1	1	1	2	3	1	3	3	3
Elston ...	8	10	9	8	9	4	1	2	4	4	4	4
Lincoln ..	1	1	2	2	2	5	7	5	5	5	5	5
Limits ...	12	8	5	9	5	7	5	7	6	6	6	6
69th	9	7	8	4	7	6	6	6	8	7	7	7
North	6	9	7	5	6	8	9	8	7	6	8	8
Armitage.	2	5	11	10	8	9	8	9	10	10	9	9
Noble	16	16	12	12	12	12	11	12	9	9	10	10
Kedzie ...	11	11	10	11	11	11	12	11	11	11	11	11
Division...	4	6	6	6	10	10	10	10	12	12	12	12
77th	15	15	14	14	13	14	13	13	13	13	13	13
Burnside..	14	13	13	14	13	14	14	14	14	14	14	14
Devon ...	13	12	15	15	15	15	15	15	15	15	15	15
Cot. Grove	7	14	16	16	16	16	16	16	16	16	16	16

in the way of courtesy to our passenger patrons, we find that both depots in one Division, the Sixth, have earned the coveted distinction of being the most courteous trainmen on the entire system covering, as it does, a district of over two hundred square miles and serving a population composed of representatives of every nationality and creed and of varying temperaments and habits. Verily, a huge melting pot.

Lawndale, winner of first place in the contest, has never been lower than fourth place since the start of the contest. Blue Island, which dropped to seventh place in August, 1927, led the contest in December, and during January went to second place where it dug in and held to the close of the first year's contest.

Above is the chart which shows the standing of each of the sixteen depots during each month of contest, the order in which they stood at the finish being



Assistant Division Superintendent
T. H. Eigelsbach

shown in the extreme right-hand column, under April:

The monthly analysis is as follows:

	Dis.	P.U.	Trns.	Q.S.	Total	Cmnd.
May, 1927	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., 1928	161	111	47	60	379	65
Feb.	147	81	52	40	320	77
Mar.	135	73	49	48	305	72
Apr.	108	56	35	37	236	41
Total..	1668	831	618	529	3646	552

The results obtained during the month of April were gratifying in that the total number of complaints received was less than in any of the preceding months. A total of two hundred and thirty-six came in, an average of eight per day, or, were it possible to cut them in two, a half a complaint per day for each of the sixteen depots. The average for the entire twelve months was ten per day, less than one per day per depot, and if the figures for the last month—April—are at all indicative, we shall better that average in the twelve months just starting.

Discourtesy complaints in April were

the lowest in that classification since the start of the contest and the same applies to complaints concerning transfers. Quick starting (always dangerous) complaints were low, having been beaten but once in the entire year.

Archer Depot, which finished third, made a plucky fight. Starting out in tenth place, it was never lower than third position in any of the months that followed, holding the lead for five months, second place for one month, and third place for five months.

The first year of courtesy competition with its results have passed and is now a matter of record. All slates have been wiped clean and all depots start anew on May 1st.

It might be well, at the start of the new year of courtesy campaigning, again briefly to outline the method used in determining the standing of each depot.

The total number of passengers carried on lines operating out of each individual depot during a calendar month is the basis upon which the contest stands. This total number of passengers carried by a depot divided by the number of complaints charged to that depot gives the actual number of passengers carried per complaint and is the measure by which the standing of each depot is determined. It is cumulative and a poor start may be overcome and the standing improved by a lessening in the number of complaints charged.

Let us not lose sight of the fact that a complaint **received** not necessarily means a complaint **charged**, for, if prompt investigation proves that charges are unfounded, that complaint is stricken both from the trainmen's and the depot's records.

On the other hand, complaints of a serious nature, proven on investigation to be true, have resulted in the discharge of the offending trainman. These latter cases fortunately have been few. Let's make it never. It costs nothing to be courteous.

"Yassar, dat hoss ob mine am de fastest hoss in de world! He cud run a mile a minute if it warn't fo' one thing."

"What's dat, brudder?"

"De distance am too long for de shortness ob de time."

Hey! Hey! Our Picnic!

This Is Where We All Renew Our Youth and Go in for a Good Time



Ready for Luncheon Under the Big Trees

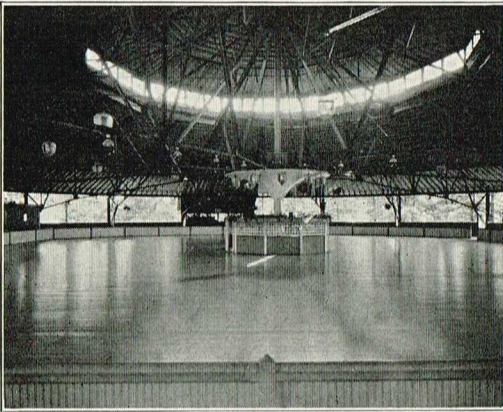
Now we come to the event of the year which probably comes as close to the heart of a child as our Annual Christmas party—the Surface Lines Picnic.

On this date we close shop and step out into the open with a full lunch basket and an anticipation of meeting old friends whom we do not meet face to face during our daily efforts to keep the Chicago Surface Lines at the top of the list as the World's Greatest Street Railway Company.

Some of our members who are involved in the arrangements for the picnic and carrying on the social and service events of the day work harder than on any other day of the year, but there is a pleasure in giving the other fellow a good time which is its own reward. The others who go to relax or to exercise—according to their bent—expect nothing but pleasure from this day, and we are sure with the

beautiful grounds chosen for the picnic this year and the efforts which are being made by the committees that no one will leave the grounds without feeling that they wish to give expression to their appreciation for a wonderful day.

The picnic will be held this year on July 7th, at Dellwood Park where two former picnics were held and while this beautiful park may not need adulation for the majority of the Surface Lines employees who will attend this year, because of their prior knowledge of this wonderful park, yet, it is only fair to say to them that the improvements made since our last picnic merit high praise and the picture contained in this issue will show the care taken with the improvements. The playing field where contests are held has been smoothed over and the ball diamond is in wonderful condition, and the conveniences for the audience are



The Dancing Pavilion

all that could be desired. Real music for the dancers, free ice for those desiring it and accommodations for obtaining supplies of every description are provided so that you may take half of your lunch or no lunch at all.

The children will be well taken care of with the tickets on concessions, with the amusements of a special nature as well as ice cream cones which "hit the spot" with the youngsters. Of course there will be contests for the children of various ages. The concessions that this park has are very complete and are placed in beautiful surroundings, and who can get more enjoyment out of a picnic than a



For the "Kids"—Big and Little

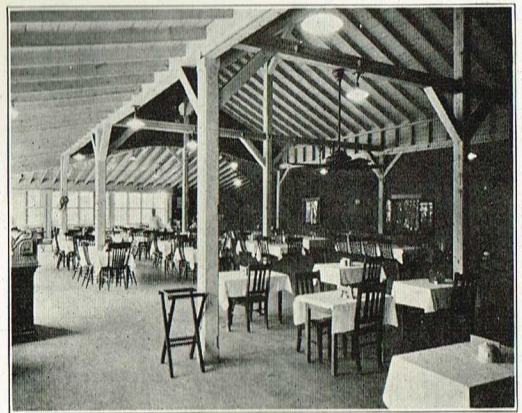
youngster "of any age." A lot of us are youngsters when it comes to going to a picnic.

Sports will be provided for all ages and probably inter-department five-inning

ball games will be arranged—using the indoor ball. This will give a lot of old as well as the young players a chance to show off and get warmed up so that they can cool off with the fine brand of drinking water provided at this park or lemonade.

Dr. Leeming is preparing for first aid, and a doctor and a trained nurse will be provided for any unfortunate indisposition that may come over the too enthusiastic picnicker.

The ride on the electric train to this park is for about 40 miles through a beautiful valley and the cars are boarded at 4800 Archer Ave., which is the terminal of the Archer Ave. line. The drive by auto is scenic and the road is good and well marked following the line of the electric road a good part of the way. And there's real parking space to take care of everybody's car.



For Those Without Baskets

The Committees for the picnic have been chosen with care and we expect 100% efficiency from each of them.

William Schenck, is general chairman, and what "Billy" doesn't know about arrangements for a picnic or any other general celebration is not known by anyone. "Billy" knows who to ask for help, and practically everyone who has been connected with the Surface Lines Club matters owes "Billy" some help, and as for ideas, just leave that to "Billy"!

Nicholas Deutsch, president of the club, and Miss Georgia Smith of the Public Relations Department are on the Reception Committee.

Clarence Heath of the Insurance De-

partment and Mildred Humes of the Executive Department will be in charge of the Headquarters Booth.

Gilbert Andrews of the Transportation Department is chairman of the Transportation Committee.

For the Children's Welfare, Mary Beatty of the Accident Investment Department and Georgia Smith of the Public Relations Department.

Children's Entertainment, Al Bollinger of the Lincoln Avenue Depot and Mrs. Myrtle Kinney of the Transportation Department.

On Publicity, J. G. Nattinger of the Accident Investigation Department and Georgia Smith from the Public Relations Department.

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For Races and Field Events, Charles Ebeling of the West Shops and Miss Erma Jahn of the Purchasing Department and for Prizes and for Prize awarding, H. M. Essington of the Electrical Department and Miss Marie Sullivan of the Financial Department.

Broadcasting and Dancing, Andy Martin of the West Shops and Esther Sandstrom of the Schedule Department.

Ground and Road, R. E. Buckley, Material and Supplies Department.

Club Property, Harold Hoger, of the Stores Department and R. Rumatz.



Real Parking Accommodations—Not Like Last Year

AND REMEMBER! THE PICNIC IS FOR ALL DEPARTMENTS

Asking Favors

Many people are so accustomed to asking favors that they often take it for granted that the person so asked regards it as a compliment. This helps us to understand the nature of the request sometimes made.

Just as a young woman on a southbound street car rang the bell preparatory to leaving the car, the other day, a woman seated beside her asked: "Pardon me, but will you be going near a telephone?"

The girl said she would; whereupon the other said: "Well, will you please call up Westport XYZ and tell whoever answers to please take the potatoes off the fire, water the plants and

leave the laundry on the side porch? And thank you, so much."

And so far as the other passengers know the young woman did.—Kablegram.

"Where do you bathe?"

"In the spring,"

"I didn't ask you when, I asked you where."

No Argument

"Josh, the way you stare at the limbs of these shameless hussies, one would think you had never seen legs before."

"Jes what I been thinkin' myself, Maria," agreed Josh.—The Frisco Employers' Magazine.

"PASSENGERS SHOULD BE SEEN AND NOT HURT"

Division-Armitage Hold Lead

*Lawndale-Blue Island Second and Leaders for the Month of
April—Nine Divisions Above 80 Percent for April*

Cumulative, February to April Inclusive

			Percent
First Place	Division No. 9,	Division & Armitage.....	84.336
Second Place	Division No. 6,	Lawndale & Blue Island....	83.224
Third Place	Division No. 2,	Burnside	81.353
Fourth Place	Division No. 10,	Elston & Noble.....	79.910
Fifth Place	Division No. 1,	Cottage Grove	79.875
Sixth Place	Division No. 11,	Lincoln	78.760
Seventh Place	Division No. 4,	69th	78.614
Eighth Place	Division No. 7,	Kedzie	77.264
Ninth Place	Division No. 8,	North Ave.	77.263
Tenth Place	Division No. 3,	77th	76.388
Eleventh Place	Division No. 5,	Archer	75.721
Twelfth Place	Division No. 12,	Devon-Limits	72.896

Monthly Record for April

First Place	Division No. 6,	Lawndale & B. I.....	87.029
Second Place	Division No. 9,	Division & Armitage.....	83.683
Third Place	Division No. 2,	Burnside	82.850
Fourth Place	Division No. 1,	Cottage Grove	82.750
Fifth Place	Division No. 5,	Archer	82.376
Sixth Place	Division No. 11,	Lincoln	81.408
Seventh Place	Division No. 7,	Kedzie	81.086
Eighth Place	Division No. 4,	69th	80.333
Ninth Place	Division No. 3,	77th	80.275
Tenth Place	Division No. 8,	North Ave.	78.209
Eleventh Place	Division No. 10,	Elston & Noble.....	75.986
Twelfth Place	Division No. 12,	Devon-Limits	73.565

By WILLIAM PASCHE

Supervisor, Accident Prevention

Division and Armitage, Division No. 9, continues to lead in the contest with Blue Island and Lawndale, Division No. 6, right on their heels. Burnside, Division No. 2, has moved into third place. Elston and Noble, Division No. 10, has dropped from second to fourth place. Cottage Grove, Division No. 1, continues in fifth place with Lincoln, Division No. 11, following closely in sixth place. Sixty-ninth, Division No. 4, is in seventh place close on the heels of Lincoln with Kedzie, Division No. 7, in eighth place, having moved up from tenth place. North Avenue, Division No. 8, continues in ninth place. Seventy-seventh, Division No. 3, has moved up from eleventh to tenth

place. Archer, Division No. 5, has dropped from eighth to eleventh place with Limits and Devon, Division No. 12, still in last place.

Now, with the celebration of the 1927 record out of the way, let's all set in and make the record for 1928 so good that our next celebration will be much larger and better than the one of May 3rd this year.

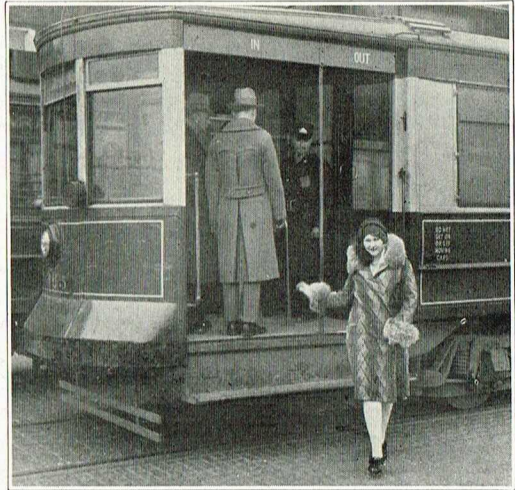
This we know is possible because in the month of April Chicago Surface Lines motormen had enough of a decrease in traffic accidents to wipe out all of the increase for the months of February and March. To be exact motormen on the Surface Lines system had 390 less vehicle collisions than in the month of April, 1927. We are now about even in the total number of accidents as compared with

last year. With the summer ahead of us we should show a decided decrease before the bad weather sets in again.

more vehicles on the streets than ever, and the motormen are constantly showing a decrease in vehicle collisions.



Do not give the go-ahead signal when an alighting passenger is in this position.



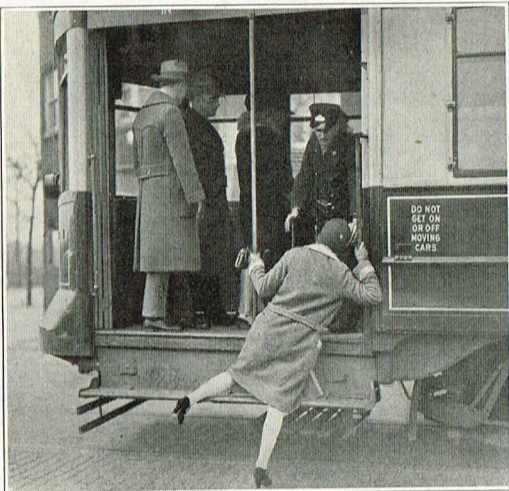
This is the proper time to give the go-ahead signal when the passenger has safely alighted.

Conductors can help a great deal by being alert and preventing more Boarding and Alighting accidents. This, of course, is not unreasonable when we know that motormen are showing a decrease in traffic accidents and conductors are showing an increase in Boarding and Alighting accidents. It is especially true when we all know that there are now

The figures show that conductors are having a steady increase in Boarding and Alighting accidents. Now, Mr. Conductor, this type of accident can be decreased by being sure your passenger has boarded or alighted before you give the Go-ahead signal. You should also look out alongside of your car for prospective passengers before you give the signal to go. All trainmen should interest themselves in how any accident they may have is entered on their record sheet.

In classifying accidents into Chargeable and Non-Chargeable, we are making a real effort to be of service to the trainman and he can help in this work by showing an interest in it. In doing this work we are applying thought brought to us by practical experience and we believe that in classifying accidents for accident prevention purposes, the practical mind developed by years of experience is capable of determining whether or not an accident is Chargeable.

With your help and interest in this work we feel sure that this year will show more than 5,441 names on the Accident Prevention Honor Roll.



When the conductor looks out, there is no danger that this may happen.

Customer—"Are you showing your spring underwear?"

Saleslady—"Goodness, I hope not."

Keeping 'Em Rolling

Devon First for the Second Month—Within 1,540 Miles of 100,000 Per Pull-in



Devon's Trouble Shooters Again Win the Flag

P. Radtke, E. Anderson, J. Dore, A. Sandberg, L. Billsten, H. Beghyn, B. Jonkowski, A. Enarson, J. Weber, N. Schaul, F. Thomaller, E. Mann, E. Luttrell, P. Joyce, E. Tholen, G. Galch, L. Skemales, J. Janizura, J. Stopa, J. Rolling, C. Draxnek, J. Duffy, C. Baker, F. Carlson, H. McQuinn, L. Pulit, S. Prus, H. McDonagh, Wm. Kruppa, R. Evans, F. Ptasinski, B. Martens, J. Doyle, T. Carolan, F. Sheehan, G. Peterson, E. Braeckman, J. Vlaminch, P. Walsh, N. Thill, H. Feeley, L. Lemienx, M. Breen, C. Kelley, J. Finnegan, Wm. Gothens, E. Schmit, E. Dykinga, J. Aerens, J. Tobola, F. Nelson, J. Grolig.

Devon operated 98,460 miles per pull-in during April, which is the highest record made, being only 1,540 miles short of the 100,000 miles per pull-in which has been our goal for some time. Elston was second with 74,031 miles, which would have been good for first place for the last several months, as November, 1927, was the last month which exceeded this mileage.

The average for the month was 37,217, also the highest mileage ever obtained for the average pull-ins on the system. There are only 3 carhouses which are below 30,000 miles per pull-in.

Devon and Limits again operated their cars for a week without a pull-in. Consistent work of this sort must keep them in the first division

and it is not surprising that they should be at the top or very near the top.

The record made by each carhouse follows:

Rank	Carhouse	Zero Days	Miles Per Pull-In for April, 1928 Chargeable to Equipment Failure	Per Cent Inc. or Dec.
1	Devon	24	98,460	43.0
2	Elston	25	74,031	13.1
3	Limits	25	64,220	4.5*
4	Kedzie	18	59,984	28.6
5	Armitage	21	53,387	14.2
6	69th Street	14	47,673	4.4
7	77th Street	7	41,152	10.2
8	Archer	13	39,425	19.7*
9	Lincoln	17	38,595	7.5
10	Division	20	34,425	21.4

11	Lawndale	18	33,615	23.7*
12	Cottage Grove ..	13	32,761	17.8
13	North	7	30,657	4.9
14	Blue Island	19	29,274	12.7*
15	Noble	17	16,668	16.3
16	Burnside	10	14,934	19.1*
		268	37,217	3.2

*Decrease.

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

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

LOWER THE COST WITH A COAST

Importance of Coasting Should Not Be Overlooked—Monthly Standings

Ways and means to lower the cost of an essential commodity without disturbing the economic foundation is a subject well worth the efforts and consideration of everyone connected with the industry.

To operate a street car is an essential part of the transportation business, to operate it safely — economically — and courteously, are really only refinements of the foundation knowledge obtained when you first learn to run a car.

These refinements, every one being a vital factor in your business today, are such that when neglected, it leaves the business open to the criticism of public opinion. Lower the cost with a coast.

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 ranks of the Depot on this system:

Division	March	Per Cent Saving or Loss
Burnside	1	8.36
Armitage	2	6.85
Cottage Grove	3	6.25
Devon	4	4.32
Limits	5	4.18

69-Ashland	6	4.11
Archer-Rockwell	7	3.86
Lincoln	8	3.76
77-Vincennes	9	3.29
Lawndale	10	2.02
Division	11	*0.31
Elston	12	*0.32
North	13	*1.22
Noble	14	*1.55
Blue Island	15	*4.46
Kedzie	16	*5.72

Total points	33.42
February points	5.99
March gain	27.43
	or 45.7%

*Loss.

Per Cent Saving or Loss

Division	April	Per Cent Saving or Loss
Burnside	1	6.75
Armitage	2	6.53
Cottage Grove	3	5.55
69-Ashland	4	4.93
Limits	5	4.18
Lincoln	6	3.76
77-Vincennes	7	3.59
Devon	8	3.51
Archer	9	1.38
Lawndale	10	1.15
Elston	11	*0.31
North	12	*0.72
Division	13	*0.92
Noble	14	*1.24
Blue Island	15	*4.45
Kedzie	16	*6.27

Total points	27.42
March points	33.42
April loss	6.00
	or 18%

*Loss.

ROBERT BELDAM

Robert Beldam, who recently passed into eternity, endeared himself to all, particularly his loved ones, by that resigned, resolute courage that he possessed through the long siege of illness that finally resulted in his death. Mr. Beldam was associated with the executive department of the Chicago Surface Lines for a great many years, and the many friends of this department who paid their last respects was a splendid tribute to his memory.

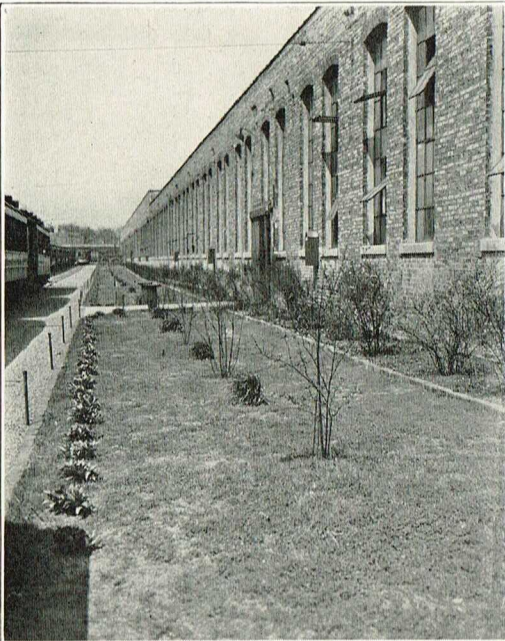
The services at the chapel and cemetery were beautiful and impressive. Mrs. Beldam and Mr. and Mrs. Frank Drake wish to extend to their many friends, their heartfelt gratitude for the kindly interest and sincere sympathy extended to them during the recent severe and fatal illness of their dear one and especially to those whose kind ministrations and cheerful words buoyed them up and aided them in their deep bereavement. May God be as good to all in like sorrow.

James Calder.
6723 Eberhart Ave.

Gardens Coming Along

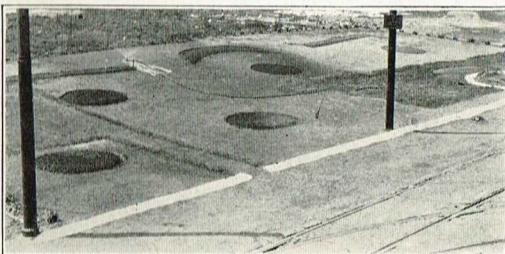
Beauty Spots Being Developed at Many Stations—Gay Window Boxes

During the present month an inspection committee from the General Office will visit the car stations for the purpose of sizing up the results of the early work in the Garden Contest. There have been many evidences of the widespread interest in the beautification of the car-house properties.



The South Wall of Devon Car Station

It isn't an easy job to start with the sort of unpromising material consisting of a bare structure like one of our car houses with unattractive surroundings in



A Bit of Preliminary Work at North Avenue

most cases and bring about a transformation that will excite the enthusiasm of a landscape artist. But that is just what some of the men have started out to do—and they are getting away with it most creditably. The camera man who took a few preliminary shots a few weeks ago says he sees evidences of future beauty that will be worth going miles to see.

Window boxes have taken away the stark bareness of forbidding brick walls and parkways where there was once a litter of rubbish now glory in long stretches of lawn and graceful masses of foliage.



A Promising Layout at Noble

The interest in the improvement of these places is not confined to the men who make their headquarters at the stations. Here is a letter that was received by Mr. Adams, Superintendent of Equipment and Car-Houses from Mr. Edward Laska of No. 1922 North Hermitage avenue:

Permit me to congratulate you for your trying efforts to improve the appearance of the Noble barns, with trees and shrubbery. I, as the spokesman for the residents of Hermitage Ave., between Cortland St. and Armitage Ave. feel that whatever has been done, is really appreciated by the said residents.

Hoping that your work and time will not be wasted; as for us you can rest assured that whatever will be done in the future, will be looked upon as a special favor to us.

"Do you believe in the survival of the fittest?"
"I don't believe in the survival of anybody. I am the undertaker."

BASKET BALL C. S. L. CHAMPIONS

Husky Youngsters from the West Shops
Who Outplayed Their Rivals



Left to right: Kuta, R. F.; Hager, R. G.; Carlson, L. G.; Anton, G.; Hasto, C.; Icens, F.; Coates, L. F.

Here is a picture of the winning Basketball team from our West Shops, which took the Championship in the play-off game with the Engineers, after a most exciting contest by a score of 27 to 19. Our Basketball members were very enthusiastic, and if we had had a hall to play in which was more easily reached by people from all sections of the city, we would, no doubt, have had as large and enthusiastic audiences at all of the games as we did at the final game.

Some of the teams were very green at the start of the season, but improved wonderfully and when the Basketball season opens next year, if a better playing field can be obtained, there will, no doubt, be more entries. The winning team was presented with the jerseys, which they wear in the picture.

Standing of the teams:

	W	L
West Shops	9	2
Engineers	8	3
Accident Inv.	3	7
Accounting	1	9

The Point of View

"What's this place called?" asked a passing motorist, leaning from his car.

The native shifted his quid. "All depends," he answered. "Do you mean by them that has to live in the dad-blamed, moth-eaten, dust-coated, one-hoss dump, or by them that's merely enjoyin' its quaint an' picturesque rustic charms fer a short spell?"

The Spirit of '28

Elderly Gentleman—"Why don't you pick up that poor man? Can't you see he's drunk?"

Morris—"He can't be. I just saw his arm move."

SUPERVISOR KANE'S CLOSE CALL

Desperate Bank Bandit Takes a Shot at
Him but Fortunately Misses and
Later Is Captured

During the last week of May, a lone negro bandit held up a private bank at East Chicago, shot the proprietor and was wounded by a shot from the revolver of the banker's daughter. The daily newspapers carried a story of the holdup and the chase which resulted in the eventual capture of the bandit in the yards of the Illinois Steel Company. There was one thrilling incident in connection with his temporary escape that was missed by the newspaper reporters. The accompanying report of Supervisor C. Kane to Division Superintendent Altemeier supplies the missing details. The chances are that our supervisors' uniforms, bearing a remote resemblance to those of the police caused the bandit to mistake Supervisor Kane for a traffic cop. Fortunately the bandit's aim was bad and aside from the momentary scare, Supervisor Kane suffered no injury:

May 23, 1928. Mr. E. H. Altemeier: I was standing at 95th and Ewing beside the "Stop and Go" lights waiting for a street car to go to 92nd and Commercial. The automobiles stopped for the red light and as they did there was a colored man driving a bakery truck looking at me as if I had done something to him, and just as the automobiles started on the green light a man came running up to me from one of the automobiles behind him. He said: "Come on, catch that truck!" and as I turned around to ask the man what the trouble was the colored man fired a shot from a revolver he had in his hand. I jumped back beside the truck and it started up at a good rate of speed.

People came running out, wanting to know what had happened. I stayed there and in a few minutes the police patrol came down the street and I stopped them and told them the truck went north on Ewing Ave. I then flagged the squad car and gave them the same information.

About an hour later the police told me to come over to the police station where I found that he had held up a place in East Chicago, Indiana, and that he had taken the truck from the driver and was trying to get to Chicago. They caught him in the Illinois Steel Company plant in South Chicago with a bullet hole in his back and one in his hand.

C. Kane,
Supervisor.

The world is full of starters—it's the finishers that count.

SURFACE SERVICE MAGAZINE

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Chicago Surface Lines

**231 South La Salle St.
CHICAGO**

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

MAGUIRE'S MEN

Division Superintendent Maguire, of the Sixth Division, is to be congratulated upon the success scored by his men in the Courtesy Contest recently concluded. It must be a gratification to this veteran of the Transportation Department to know how his representatives responded to his leadership and enabled him to make good in his challenge to the other Divisions. We all remember that it was the Maguire forces that gave Division Superintendent Hays and the Lincoln crews a hot run for the Silver Car Trophy; and that Lawndale and Blue Island should have ranked first and second respectively in the Courtesy Race is a striking illustration of sympathetic and effective team work. Mr. Maguire had an able assistant in Mr. Eigelsbach, and it is quite evident that they expect to be well up in front in the race this year. They have taken the lead in the Accident Prevention race and have set a pace that will make the other Divisions hustle to stay in their company.

THE SILVER CAR

No trophy awarded in a public utility contest ever aroused the interest displayed everywhere in the beautiful sterling car won by Lincoln; and no contest has been the subject of such widespread comment, particularly in the technical journals devoted to our industry. A recent issue of the Electric Railway Journal reported the banquet proceedings to the extent of several columns, but the most impressive feature of the comment on the contest has been the tribute to the men who participated in the contest. That 5,441 trainmen—nearly half of the

total on active duty, should have been able to operate through the year in a city with Chicago's traffic congestion, and qualify for the "No Accident" emblem, was regarded as an amazing achievement creditable alike to the men and the divisional leaders who stimulated the enthusiasm and interest that carried through under high pressure.

Publications specializing in Safety in every form have been congratulating our industry on the growing interest in the great movement for the conservation of life and limb, and observe with gratification that the labor leaders of the advanced type are giving their support to safety programs in industrial and utility fields. They realize the fact that public recognition of accomplishment in the reduction of accidents by their members is a direct tribute to their organizations; and that whatever they may be able to do in honoring men whose accident records are clean is an evidence of progress.

Congratulations are extended to the army of 5,441 awarded the blue emblem of "No Accident—One Year," who are striving to maintain a record that will entitle them to the silver car emblem for two years of success, and to the other thousands whose service reports show a determination to make the honor group for 1928.



Try It Yourself

A man with an uncanny mania for juggling with figures placed a pad of paper and a pencil in his friend's hands and said: "Put down the number of your living brothers. Multiply it by two. Add three. Multiply the result by five. Add the number of living sisters. Multiply the result by ten. Add the number of dead brothers and sisters. Subtract one hundred and fifty from the result." The friend did as directed. "Now," said the other with a cunning smile, "the right figure will be the number of deaths, the middle figure the number of living sisters, and the left-hand figure the number of living brothers." So it was!—Tit-Bits.

What you do counts for a great deal more than what you say.

OUR 5,441 HONOR MEN

An Appreciative Editorial From the "Electric Railway Journal"

Guiding a street car successfully through the intricacies of traffic in a city such as Chicago day in and day out is a real achievement. And when 5,441 men do it for a whole year without a single accident the performance takes on an unusual aspect. Yet this is the record that men in the employ of the Chicago Surface Lines achieved last year.

On its part it would seem that the general public is disposed too much to accept meritorious service as its right. Trains whirl through the night at high speed, boats plough the seas beset by storm and fog and many other dangers, street cars speed through city streets encompassed at all times by a thousand hazards. It is true that on the common carrier rests the obligation to get the passenger through safely to his destination, but the hazards are great and the likelihood of human failure is always present. A child killed in the street, a passenger maimed or a pedestrian injured can mean only woe in some household somewhere.

Only at the occasional occurrences of man-failure is the public aroused, often negatively rather than positively. This is a tendency from which even the railways, the Chicago system among them, have not been free. In fact, the former plan of keeping accident records in use by that company tended to focus attention on the few men who were in trouble rather than on the many who were satisfactorily performing their daily duties. That point of view has now been reversed.

Heroic or spectacular achievement deserves its reward, but after all it is the day-by-day work accomplished, often with great celerity but with none of the aspects of the spectacular, that counts. It is never pleasant to contemplate the theory of chances as applied to the matter of hazards to which everyone always is subject. The obligation to be careful is lightly accepted by public service corporations, but it would be reassuring to know that all drivers of vehicles had been subjected to tests comparable in their severity to the ones to which all motor-

men and conductors must first submit before they are accepted as being qualified for their tasks.

The preponderance of men on the Chicago Surface Lines who have won the right to wear the insignia of merit which stamps them as being most careful should be reassuring to all users of the company's service who do not take life with a spirit that is carefree. Certainly the Chicago Surface Lines has every reason to be proud of its record. And the citizens of Chicago have every reason to be proud of the organization which established the record. It is an unusual accomplishment. The results attained were achieved only by constant vigilance sustained by a properly aroused sense of individual responsibility.—Electric Railway Journal.

SURFACE CARS CARRY THE LOADS

In New York 7 Out of 10 Surface Riders Use the Electric Trolleys

Street cars of Greater New York carried last year more than 1,035,000,000 fare passengers, approximately 4 out of every 10 of the total fare passengers transported on all the subway, elevated and surface street cars of the City combined. The street cars carry yearly over 7 out of every 10 persons (70%) transported by surface vehicular methods within Greater New York, and use less than one-tenth of the utilizable space of the street over which they operate; the daily street car-riders equal about half the total population.

The surface street cars also showed a 11.5 per cent increase in passengers carried during the last ten-year period, notwithstanding the competition of 127 per cent increase in rapid transit facilities, 621 per cent increase in taxicabs, 630 per cent increase in pleasure automobiles, and 381 per cent increase in omnibusses, commercial cars, etc., during same ten-year period.—*Beeler News and Facts*.

Boomerang

Browne—"Did you give your wife that little lecture on economy you talked about?"

Baker—"Yes."

"Any result?"

"Yes—I've got to give up smoking."

It's easy enough to be pleasant
When your wife signs your name to a check;
But the guy worth while
Is the one who can smile
When she's shaving the back of his neck.

Bill Jones started home in his lizzie,
All liquored and feeling quite dizzy,
On the highway somehow, he ran into a cow;
Now his friends are all asking howizzie.

Bouquets, Official and Otherwise

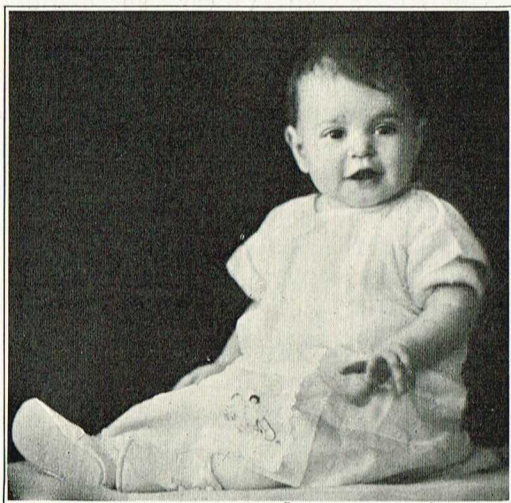
Evidences That Trainmen Are Using Their Heads in Operating Emergencies and Also Treating the Public Fairly

It is quite evident from the communications that have reached the desk of the Editor of SURFACE SERVICE that Division Superintendent O'Connell is keeping a close watch on the character of the service rendered by the men operating out of North Avenue. We would like to give the details of a score or more of instances in which train crews handled operating emergencies promptly and intelligently, minimizing traffic delays due to accidents and demonstrating a whole-hearted interest in their work. We want to congratulate Division Superintendent O'Connell on the showing made by the men of his division. One of the reports turned in by Mr. O'Connell is typical of many of the others:

On April 27, 1928, at 7:16 A. M. on Crawford Avenue at Division Street, a young girl running from the east side of the street was struck by a northbound automobile. The crew of Run No. 506 southbound at that time and place took the girl in charge and cared for her. Eleven subsequently arriving cars and crews all traded cars and in each case took the standing car and went through to the south terminal. When this girl had been appropriately attended and sent away in an ambulance, the crew of Run No. 506 were left with the car left by Run No. 520. During all this trading and changing, some motorman went off with two reverse keys so the motorman of 506 turned the staff with his hand and proceeded south to the end of the line. Due to this action on the part of these crews, our southbound service was uninterrupted during this fourteen minute period.

The following men were personally commended by him in this case:

Conductors—L. Deering, No. 1676; A. Stanke, No. 1012; W. Smith, No. 13792; G. Reck, No. 14358; L. Schmidkamp, No. 10248; E. Burt, No. 11398; W. Waccholz, No. 8756; O. Sorenson, No. 838; J. Shaver, No. 3424; T. Zabloutney, No. 12540; J. Granahan, No. 9924; F. Reis, No. 7216; and Motormen E. Hoffman, No. 10525; J. Dolan, No. 12149; E. Zenaty, No. 13035; R. Sinclair, No. 12927; J. Devine, No. 13003; A. Olufs, No. 12963; F. Ellis, No. 5269; C. Landes, No. 12637; S. Kilburg, No. 11351; K. Demerest, No. 2483; T. Carey, No. 8815, and W. Nohelty, No. 12339.



Eileen Mary, the Bright-eyed Ten-month-old Daughter of Conductor Roy Mack of Limits

The following have been personally commended for special efficiency:

Conductor M. Masterson, No. 14424; Motorman D. Hurly, No. 4143; Conductor J. McCabe, No. 8566; Motorman H. Whitney, No. 3829; Conductor P. Johnson, No. 5996; Motorman A. Bigoness, No. 11445; Conductor O. Osterlinck, No. 7038; Motorman M. Cummings, No. 4449; Conductor J. N. Jacobs, No. 9780; Motorman J. Gleason, No. 1517; Conductor E. Bremmer, No. 1284; Motorman D. Keuhl, No. 7389; Conductor H. Smith, No. 5726; Motorman J. Ensworth, No. 317; Conductor F. Kinsky, No. 9158; Motorman L. Busse, No. 9951; Conductor E. Fitzgerald, No. 5980, and Motorman J. Brokamp, No. 857. Conductors—J. Hoyem, No. 12978; W. Klinghofer, No. 13386; D. Fitzpatrick, No. 4114; J. Kalal, No. 8394; H. Neeley, No. 14444; E. Burt, No. 11398, and H. Pass, No. 8008. Motormen—F. Braman, No. 13455; H. Nelson, No. 12323; J. Greeley, No. 1865; P. Carey, No. 12599; R. Mathes, No. 1925; J. Dier, No. 4963; H. Meece, No. 13429, and H. Shoemaker, No. 405. Conductor J. Henning, No. 2846; Motorman J. Skelnick, No. 3135; Conductors W. Jahrke,

No. 1948; E. Voss, No. 12646; P. Pischaw, No. 5476; C. Gokenholz, No. 12366, and R. Gray, No. 12944. Motormen—A. Juehlke, No. 7081; G. Kraft, No. 11599; T. Loftus, No. 5883; H. Meyers, No. 7583, and J. Osolin, No. 12233. Conductor J. Lefevour, No. 13872; Motorman H. Laurenson, No. 12373; Conductors S. Neklas, No. 13820; J. Kinahan, No. 7364; A. O'Connor, No. 11888, and J. O'Leary, No. 11866. Motormen—A. Jensen, No. 6675; O. Miller, No. 13139, T. Ukleja, No. 10891, and G. Piper, No. 1953. Conductor W. Malczewski, No. 11736; Motorman P. Diebolt, No. 8915; Conductor J. Pflum, No. 5906; Motorman J. Underwood, No. 6409; Conductors P. Cassely, No. 1054; D. Walsh, No. 10966; J. Shaver, No. 3424; Motormen C. Bilotick, No. 719; E. Linnane, No. 7919; G. Kraft, No. 11599. Conductors C. Noble, No. 8744, and F. Vraney, No. 1964. Motormen C. Haerle, No. 767, S. Kilburg, No. 11351; M. Rauen, No. 625; W. Becker, No. 3101, and C. Haerle, badge No. 767.



Robert, Son of Conductor Otto Dode of Armitage, Ready for a Pony Ride

Conductor Albert W. Merker, badge No. 368, of North Avenue, is thanked by Mr. C. E. Brandenburg, 808 North Lawler Avenue, for his helpfulness in boarding and alighting from his car and wishes to express his appreciation.

Mr. F. A. Lindeman, 10238 Charles Street, commends Conductor Andrew J. Jacobsen, badge No. 594, of Burnside, for his courtesy and assistance to women and children and

states that such service is much appreciated by all the patrons of the Surface Lines.

Conductor Sigvard C. Josephsen, badge No. 766, of Armitage, is complimented by Miss Ruth Arnold, 5820 Niccollet Avenue, who states the conductor is "very pleasant and nice to everyone."

Mrs. Hall, 2531 West Charleston Street, writes a pleasant letter in behalf of Conductor Gerald J. Kalal, badge No. 1214, of Archer, for the consideration he extended to a blind couple, assisting them safely to the sidewalk. This act of courtesy was witnessed by several passengers riding on Conductor Kalal's car.

Conductor Thomas J. Carroll, badge No. 1318, of Archer, is the recipient of praise from Mrs. Margaret Long, 3829 Archer Avenue, for the assistance rendered two blind women off his car and onto a cross line car.



A Brother and Sister Act by John and Alice, the Children of Receiver O Connor of Armitage

Mr. Carl Tolin, Jr., 1940 Rhodes Avenue, commends Conductor Walter Powell, badge No. 1744, of 77th, for his courteous conduct and his efficiency in the performance of his duties. "He is indeed worthy of your trust," states Mr. Tolin in his letter.

Conductor Michael W. Neumann, badge No. 1790, of 77th, is praised by Mr. Andrew Sorenson, 4501 North Lawndale Avenue, for his courtesy in giving him some information.

Mr. F. L. McCabe, District Manager, Manning, Bowman & Company, 216 North Michigan Avenue, appreciates the courtesy extended him by Conductor Rineheart A. Post,

badge No. 1858, of 77th, when he boarded his car with nothing less than a ten dollar bill.

Conductor Frank I. Smith, badge No. 1864, of North Avenue, is thanked by Miss Ruth D. Seymour, 228 North Elmwood Avenue, Oak Park, for his honesty in returning her handbag to the lost and found office. Miss Seymour enclosed a reward to Conductor Smith with her heartfelt gratitude for the return of her purse.

Mrs. Ella Kobler was an observer of an act of courtesy and consideration by Conductor James E. McVay, badge No. 2622, of Archer, when he helped two blind passengers from his car and onto the sidewalk to safety.

Conductor Cornelius M. Maze, badge No. 3098, of 69th, receives honorable mention in a letter from Miss Estel H. Newell, 250 West 71st Street, for his politeness and courtesy in furnishing information as to the proper transfer point and car to board. This little act of kindness was very much appreciated by the writer.

Mrs. S. Byrnes, 1807 Grand Avenue, writes commending Conductor Edward Simons, badge No. 3134, of North Avenue, for the consideration he showed toward a woman passenger carrying a crippled boy by carrying the child to the sidewalk and placing him in his mother's arms. This incident was observed from Mrs. Byrnes' window in her home.

Conductor Edward Kowalski, badge No. 3504, of Devon, is the recipient of a letter of praise from Miss Ruth Hanna, 2616 Hampden Court, for returning her purse which contained several articles of value. This act of honesty was appreciated by Miss Hanna.

Mr. Edward Kehoe, 9126 Exchange Avenue, in a letter calls our attention to the honesty of Conductor August Swenson, badge No. 3906, of Burnside, in returning a dime inadvertently handed the conductor, and thinks he deserves a credit mark.

Conductor William J. Coleman, badge No. 4406, of Kedzie, received favorable mention in a letter from Mr. S. L. Tarro, Hope Webbing Company, 608 South Dearborn Street, for the prompt turn-in of a valuable umbrella left on Conductor Coleman's car. "It is very gratifying to know that the Chicago Surface Lines has such a man in their employ," states Mr. Tarro in his communication.

Mr. A. C. McClaughry, 5511 Kenmore Avenue, writes a highly commendatory letter in behalf of Conductor William Linden, badge No. 5068, of Devon, for the consideration shown a blind man, assisting him off his car and escorting him to the sidewalk.

Conductor Oscar J. Spivey, badge No. 5356, of Division, is thanked by Mrs. A. D. Grignon, 369 East 58th Street, for his politeness and interest in her safety in reaching the elevated station one dark night.

Mr. A. R. Peterson, Loucks, Eckert & Peterson, 10 South LaSalle Street, writes a highly congratulatory letter involving Conductor William Sabath, badge No. 5460, of Division, for his alertness in averting what might have been a serious accident when a child tried to alight from his car while in motion.

Conductor John J. Manning, badge No. 5498,



Wonder What Dotty, the Daughter of Conductor Louis Klauser of North Avenue Is Hiding Behind Her Back

of 69th, is the subject of a letter of commendation from Mrs. E. S. Roger, 6330 Ingleside Avenue, for the helpfulness and courtesy he showed to her mother when boarding and alighting from his car. Such an act of consideration is much appreciated.

Miss Mary Elizabeth Chandler, 3234 West 66th Street, praises Conductor John M. Tuohy, badge No. 6156, of Kedzie, for his kind assistance to a blind man alighting from his car.

Conductor John P. Conlon, badge No. 6760, of Kedzie, is complimented for his honesty in returning a dime handed to him by mistake by Miss M. B. Stewart, Hotel Majestic, Quincy Street near State. Miss Stewart thinks that Conductor Conlon deserves a word of appreciation.

Mr. Benjamin Allaun, Modern Art Studios, 431 North Clark Street, writes a letter of commendation regarding Conductor Edward Iversen, badge No. 6900, of 77th, for the assistance he rendered two blind passengers in seeing that they were conducted safely to the sidewalk.

Conductor Gustav L. Willms, badge No. 7412, of Kedzie, is made the subject of a letter of high praise by Mr. R. Adelsperger, 1437 West Congress Street. Conductor Willms made an error of a quarter in making change and when it was brought to his attention, he corrected it, adding: "It wasn't intentional."

Miss Lydig Troike, 3115 South Wall Street,

writes a note of commendation in behalf of Conductor William Arundel, badge No. 8450, of Archer, for his honesty in returning her spectacles left on his car, and enclosed a reward with her letter to the conductor.

Conductor Anton J. Winkler, badge No. 8796, of Lawndale, is the recipient of a letter of favorable mention from Miss Barbara Gollamb, 2248 West 21st Place, for the assistance he rendered a blind man, escorting him safely across the street and directing him on his way.

Miss Viola Moss, 4842 South Elizabeth Street, writes a letter of appreciation about Conductor Joseph L. Minkel, badge No. 9434, of 69th, for his kindness and consideration of her safety when an automobile containing three men was following her. Conductor Minkel held the car and waited until she reached her home a short distance from the car line in safety.

Conductor John Wach, badge No. 11,242, of 69th, is thanked by Mrs. H. G. Hart, 6408 Drexel Avenue, for holding his car long enough to permit her to board late one evening. His kind consideration and assistance was a gratification states Mrs. Hart in her letter.

Mrs. A. Damiani, 1346 Mohawk Street, extends her sincere thanks to Conductor Ewald R. Anderson, badge No. 11676, of Lincoln, for aiding her in alighting from his car with her two small children.

Conductor August W. Bergeson, badge No. 11908, of 77th, is made the subject of a letter of thanks by Miss Anne Mae C. Kovitz, 8740 South May Street, for promptly turning in her purse containing a week's salary. This act was thoroughly appreciated by the writer of the letter.

Dr. C. C. West, 1915 Irving Park Boulevard, commends Conductor John J. M. Kuebler, badge No. 12258, of Lincoln for the immediate recovery of a leather bag containing valuable articles.

Conductor Arthur L. Swanson, badge No. 12748, of 77th, is given special credit for holding his car to enable Miss Rose Blocker, 27 East 112th Street, with two friends, to board it late one night for which they wish to thank him.

Mrs. M. L. Goodrich, 8306 Elizabeth Street, is the writer of a letter of praise in behalf of Motorman, badge No. 1263, of 69th, for his pleasant manner to everyone especially to the aged and mothers with children, and also for his kindly smile.

Motorman Harry J. Boedecker, badge No. 3507, of Limits, is commended by Mr. W. S. Cochrane, 7929 Avalon Avenue, for his consideration toward a boy who was taken ill on his car. At a street car intersection Motorman Boedecker called a policeman to see that he was safely placed on the right car.

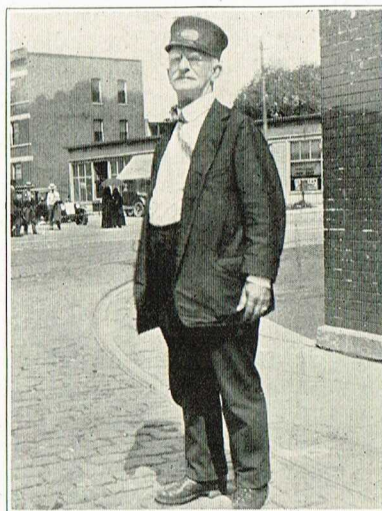
Mr. R. L. Jackson, 4659 Drexel Boulevard, writes a congratulatory letter with reference to the quick thinking in averting an accident by Motorman Joseph A. Bronseil, badge No. 3699, of Archer, when a woman stepped back into the path of his car in order that she might not be hit by a truck. Mr. Jackson states in his letter that he has no hesitancy in saying that

Motorman Branseil saved her from what might have been a serious accident.

Motorman John Millar, badge No. 4191, of Cottage Grove, is commended for his interest in attending passengers by Mr. J. W. Pearl, 30 North La Salle Street.

Miss Genevieve Cook, Juvenile Home School, 2240 Roosevelt Road, commends Motorman Lionel H. Lees, badge No. 9217, of Kedzie, for the skillful operation of his car.

Conductor Rudolph J. Soukup, badge No. 9870, and Motorman Steven Pollock, badge No. 10783, of Blue Island, are thanked for waiting long enough to permit Mr. F. G. Pancou, 4215 South Albany Avenue, to board safely thus enabling him to make connections and avoiding the crowds. Mr. Pancou states in his letter that he thinks the trainmen running out of Blue Island Station, with a few exceptions, are very courteous and considerate of the comfort and convenience of their passengers.



"Foxy," the Popular Starter at 77th and Vincennes

New Styles

An old-fashioned girl who believes in **safety first** is the one who takes the cigarette out of her mouth before pulling her night gown over her head.—Community Booster.

The Lady—"Hobo, did you notice that pile of wood in the yard?"

"Yes'm, I seen it."

"You should mind your grammar. You mean you saw it."

"No'am. You saw me see it, but you ain't see me saw it."

"So you met Alice today."

"Yes, I hadn't seen her for ten years."

"Has she kept her girlish figure?"

"Kept it? She's doubled it."

A SNAPPY CLUB DINNER

Four Hundred Members of the Surface Lines Club Have a Great Night

A new pace for happy entertainment was set at the thirteenth annual dinner of the Surface Lines Club, held at the La Salle Hotel on the evening of April 19. About 400 members of the club were present, and the spirit of the occasion was indicated by the fact that official distinctions were forgotten and department heads and office boys were seated at the same tables. All were treated alike—just members of the club and good fellows for the evening.

From the first grand chorus of "America" to the last strains of the radio music, the program did not lag. The dinner itself was worthy of mention and the occasional interruptions by community singing under the peppy leadership of Bill Madden gave time for digestion. With the last course of "bombe Africain" and coffee, the feast was ended and President Nick Deutsch announced that Toastmaster A. R. Peterson would take charge. "Abe" didn't use a gavel but sounded a large car gong which started the fun on its way. His introductory talk was right to the point and he gave a line on what was to follow by some "kidding" of his own directed at the club members. He presented the "speaker of the evening," Harry McEvoy, who was not introduced as a humorist but turned out to be a keen wit. His stories "took" with the crowd, and by the time he got through pulling decks of cards out of pockets of certain officials who had not been suspected of being "sharks" he had the room in an uproar. The College Four followed with a line of up-to-date songs which called for several encores, well supported by the Marigold Syncopators who had furnished the music throughout the evening.

Then came the surprise event. The toastmaster announced that arrangements had been made to have station KYW broadcast a special program to let the outside world know what kind of members the Surface Lines Club had. A radio set with amplifiers was in view of all, and soon the familiar static noises

indicated that a real hook-up had been made with a "chain" program. This ended and the KYW local studio was cut in. For a half hour following, the announcer had the audience in an uproar with his line of stories and pointed hits at many of the club members. Few were spared in his remarks, and everyone had a good laugh as he referred to a certain member whose bald head needed "Simonizing" or to another who is an authority on "operations."

Another surprise of the evening was the presentation of a token of appreciation to Gus Andersen, and his witty acknowledgment. All of the guests were given appropriate souvenirs of the dinner which had been such a real success.

The Girls Also Eat and Jollify

The annual banquet of the Woman's Auxiliary of the Surface Line Club was held on Thursday evening, April 19, at the Stevens Hotel. One hundred and five members of the club and twenty-two guests were in attendance. Johnnie Mulaney's orchestra furnished music and everyone present entered into the spirit of having a good time. Community singing was enjoyed during the dinner, after which a program of dances was given by six clever little dancers from Miss Hoffman's studio.

A short business meeting was held and reports from the various chairmen were read. The report of the House Committee showed that 1,400 girls had been entertained at the clubhouse during the year.

Election of the president and directors of departments resulted as follows: Georgia M. Smith, president; Directors: Florence Pierce, Executive; Frances Canny, Insurance; Dorothy Peacock, Schedules; Erma Jahn, Purchasing; Myrtle A. Kinney, Transportation; Ann Simmek, Auditing; Loretto Melody, Auditing; Edna Hieronymous, Accident Investigation; Lydia Bresin, South Shops; Jane McCarthy, West Shops; Viola Jacobson, Material and Supplies; Evelyn Schiemann, Car Meter.

A meeting of the new board was held on Friday, April 27, and Frances Canny was elected Vice President and Ann Simmek treasurer for the coming year.



There is some consolation in being sick—you receive a call from one of these attractive young nurses, Helen Flatley, Margaret Campion or Dora Wilson

GOING AFTER WITNESSES

Elston-Noble Maintains Its Lead, North Avenue Second—New High for the System

For the first time since the contest in securing witnesses, seven divisions averaged above four witnesses per accident. There were six divisions better than four in February and March, but Cottage Grove made the grade for the first time. Unfortunately, 69th Street which was among the first five in March, slipped a bit and dropped back to ninth place, but speaking generally, there was a marked improvement all around and the average for the system, 4.16, was the highest thus far scored. Burnside lost a fraction as compared with its March record, but still managed to stay in the 4-column, indicating beyond a doubt that the men of that station are making a serious and effective effort to maintain a high average. Lawndale's score of 4.95 was the best it has done this year and Cottage Grove came up smiling with 4.20 thus moving up from seventh to fifth place.

The gentlemen over in the legal department, whose troubles begin where those of the train crews leave off in accidents are manifesting a very keen interest in the helpful co-operation they are receiving from our crews.

The following table presents the standing for the first four months of 1928:

	April	March	Feb.	Jan.
1. Elston-Noble	5.63	5.68(1)	5.22(2)	5.37(1)
2. North Avenue	5.33	4.73(2)	5.31(1)	4.94(2)
3. Lawndale Blue Isl.	4.95	4.45(4)	4.50(3)	4.09(4)
4. 77th Street	4.55	4.45(4)	4.33(4)	4.86(3)
5. Cottage Grove	4.20	3.79(7)	3.75(8)	3.95(5)
6. Burnside	4.19	4.54(3)	4.11(5)	3.39(8)
7. Kedzie	4.08	3.76(8)	4.10(6)	3.32(9)
8. Archer	3.87	3.83(6)	3.64(9)	3.66(6)
9. 69th Street	3.77	4.10(5)	3.60(10)	3.31(10)
10. Lincoln	3.43	3.39(9)	3.88(7)	3.41(7)
11. Devon-Limits	3.25	3.20(10)	3.15(11)	3.11(11)
12. Armitage-Division ..	3.21	3.03(11)	3.13(12)	3.10(12)

Average for the system	4.16	4.04	4.02	3.87
Diversey Bus	1.30	1.20	1.75	0.91

Co-ed Medic—"How long could I live without brains?"

Cruel Prof.—"Time will tell."

Departments and Divisions

Legal and Accident Investigation

Grace Loretta McCann was one of three of the C. S. L. girls who won the Red Cross Life Savings Corps medal, passing the test given the girls at the West Side Y. W. C. A. by a Red Cross examiner, arranged by Miss Nau, our swimming instructor. We are proud of you, Grace, for having had this distinguished honor awarded you.

Olga Geisler came away with "flying" honors at the swimming meet given by Miss Nau, our swimming instructor, at the club house on May 3rd. Olga won four first prizes and one second prize. She had to call the boy friend with his auto to help her home with all her prizes.

Mrs. Jack Veltman (our own little Sylvia) is back on the job after a short honeymoon trip to Milwaukee. Sylvia was presented with a beautiful set of 72 pieces of silverware by her co-workers. Best wishes to the Veltmans.

Our sympathies are extended to Mr. James A. Watson, who lost his mother on April 17th, and to Bessie Michaels, who lost her mother on May 4th.

Blackstone.

Car Meter

We are happy to say that Evelyn Schiemann has been re-elected as Club Director for this Division. We all appreciate your good work, Ev.

Owing to the fact that Miss Ella Gehrke, Chief Clerk, arranged the work for the girls differently, and that Mary Voss is her new Assistant, the girls are all up to the minute with their work. This not only boosts our Department but is an accomplishment of the girls, too. While waiting for their work to arrive each day, many have exercised the opportunity of learning to operate our Burroughs machines or to do other parts of meter work outside their own.

We have another improvement in our office, too—a Punctuality Chart. It is a monthly record of all the times we come late or are absent. Maybe you've noted the wild leaps made by some in attempting to reach the top floor and "punch in" before 8 o'clock. You see, we're all striving to reach the top of the ladder where Marie Kmetz is perched, heading the list the first two months, not being late or absent once.

Evelyn Andersen certainly has been making the keys on her adding machine sizzle lately. Good work, Ev, seeing you never operated a machine of this kind before you were employed here six months ago.

Mr. Jones' wife recently left the city for Texas to attend the funeral of her father. We wish to extend our sympathy to Mr. and Mrs. Jones in their sorrow.

The mystery is solved at last—the measurements George Clayton Cassel received from his

"private tailor" recently resulted in a new suit—red and white stripes in it, too. At first, we thought the background for the stripes was blue and we were under the impression that George was preparing in advance for a Decoration Day parade, but closer scrutiny proved otherwise.

We really can't understand that mustache of yours, Frank Burke. Now we see it, and now we don't, but anyway, that's a nice ring you're wearing.

Evelyn Petersen.

Accounting

Miss C. McCormick left the Company's service on Saturday, April 14, 1928, to take up her other duties with a firm in Waukegan, Ill. The department wishes her the best of luck in her new ventures.

Mr. and Mrs. O. F. Stack announce the birth of a daughter on Saturday, April 7, 1928. We extend congratulations and best wishes to the happy couple.

Miss A. Kreps of the Pay Roll Department has been transferred to the Material and Supplies Department, and we all hope she will enjoy her new work in which we wish her success.

According to the report of Miss M. Dickhart and Mrs. G. DeCola, who have returned from their vacations, they had a pleasant time.

An epidemic of colds has swept through the force, and we are glad to report the office is in full swing again.

Miss Anna Atols of the Pay Roll Department received a handsome pair of hose as a reward, returning to its owner a lost ring.

We introduce with pleasure the following members transferred to this department: Misses C. Cunningham, F. Wolke, L. Spencer and C. Reinhardt. Let's get acquainted.

A Scotchman owned a store. For several weeks his business was not what it had formerly been. He decided to give a gift to each customer on a certain day and placed a sign in his window on the appointed day: "Coat hanger and cigar lighter given free with each purchase." The people swarmed his store and each customer received a nail and a match.

Mrs. L. Melody of the Stenographic Department and Miss Anna Simek of the Trip Sheet Analysis Department were elected directors of the Women's Auxiliary. Congratulations.

We wish to extend our most sincere sympathy to Miss D. Scully in the loss of her brother.

We are all glad to see Misses A. Kerruish, O. Tidler, M. Winholt and A. Johnson back after their recent sickness.

Have you noticed the smiles on Mr. W. F. Lange's and L. J. Francoeur's faces lately? Mrs. Lange presented Walter with a bouncing baby boy May 7th and Mrs. Francoeur presented Lawrence with a baby boy May 20, 1928. The department extends congratulations and best wishes to the happy parents.

T. F. Coan.

Electrical

Dan Caldwell passed away on March 4, 1928. The deepest sympathy is felt in the passing of this genial friend.

We mourn the loss of Michael Murphy, who

passed away March 19 at the West Side Hospital. Mr. Murphy has been employed for the past 28 years at Grand and Leavitt Storeroom. Our sincere sympathy is extended to his family.

Richard J. Cummings, operator at Grand Ave. Substation, died March 20th. Mr. Cummings had been with the company since May 28, 1909. To his family we extend our sincere sympathy in their bereavement.

Frank Massisso's home was robbed one evening while the folks were out. The loot consisted of \$75.00 in cash, a fur cap and a pair of pants. Frank felt the loss of the cap more than he did the money.

Jim Urquhart reports that his wife, who has undergone an operation for appendicitis, has entirely recovered.

Leo Bahrent is back on the job after a trip to Cuba.

Bill Nelms of Van Buren Street Substation is confined to his home on account of illness.

L. Boisacq has a new Pontiac brougham. Between the broad highways and Wrigley Field Louis is now a busy man.

Homer H. Geymer is on his vacation.

E. Peterson of Mr. Roper's department has been promoted to general foreman.

C. Weighart, who has been ill with influenza, is back at work.

H. Essington.

Engineering

Harry Hitchins, who was confined to bed with the flu, is back on deck again.

Mike Doyle has again returned to his duties after a long rest on account of an injured knee. Watch your step, Mike!

Our humorist, Harold Busch, says "college bred" is a four-year loaf made out of father's dough.

Korosy was questioning an applicant seeking a position as draftsman. The young man stated that he had had four years of college. Mike said: "Oh, that's all right, we won't hold that against you."

The Angel of Death entered the home of Joseph O'Connor, Division Superintendent of Track in the Southern Division, on the morning of May 7th, and claimed one of his little darlings for its own, leaving an aching void in the hearts of the bereaved family which time alone can heal. The sincere sympathy of all of his fellow employees is extended to Joe and his family.

Ray Ambler is sponsoring a movement which provides that in future wars all uniforms shall have an elastic waistband, thus permitting the veterans to wear them at least five years after the war is over.

"Level" John Carlson of the Western Division returned from a trip to Sweden recently. John made an exhaustive study of track and subway construction during his sojourn abroad, and is prepared to give any one who will listen to him the benefit of his valuable data.

Fred Borg has a new flivver. He says it has five good points, so it must be a star.

Harry Leaders has completed his spring housecleaning.

Ed Birns has acquired a new Pontiac two-door sedan after trading off his Ford sedan to Operator P. J. McCarthy. Evidently Ed has outgrown the four-cylinder class and is following the old adage so often quoted by automobile enthusiasts: "When bigger and better cars are built I will buy one."

Transit.

Material and Supplies

Fred Getz and Joe Bumford have been reading "The Life of Leif Ericson," and fired with the spirit of this great man have started on a career as model shipbuilders. To all appearances, it is a very profitable enterprise, for Fred is now sporting a new diamond ring.

Misses L. Spencer, C. Reinhardt, F. Wolke and C. Cunningham have been transferred to the Accounting Department. We wish them success in their new work.

We wish to extend the sympathy of the M. & S. Department to family and friends of Ned Sweeney, who passed away on May 3, 1928. He entered the services of the Company June 2, 1918, and was known as a loyal and conscientious employee. His many friends will miss him.

Miss Alice Carlson surprised everyone recently by wearing a wedding ring and announcing her marriage to David Swanson.

Carl Erickson is also in line for congratulations. He was married on May 3rd to Agnes Christiansen.

L. J. Page has been experimenting on repairing his shell rim glasses. The following methods were tried, but in vain: Vulcanizing, welding, soldering, cementing, etc. Let's get together.

F. Rothman is the proud grower of a new mustache. Send for your pictures early.

Hearing that there was to be a tag day in Chicago on May 14th, James Gillispie left for Louisville, Kentucky, May 12, 1928.

R. E. Buckley.

Shops and Equipment—North and West

West Shops: We sympathize with the family of P. Finucane, watchman, who passed away May 26th after a brief illness.

You cannot keep good men down. The West M & S Bowling Team, composed entirely of West Shops and Equipment men, won the championship of the Surface Lines Club Bowling League at the Gold Coast Alleys. The team is composed of G. Zang, A. Siers, W. Hauptert, H. Figge and D. O'Brien, captain. The West S. & E. team finished in third place, so all in all it was a good season for the West Shops.

The town musician—Louis W. Pluta. He is now practicing to blow a bugle, as he is contemplating the purchase of a second-hand waffle wagon.

The boys in the Machine Shop are wondering how George Zang holds his ball. Just lately he succeeded in hitting the pins for a 110 game.

Our very dignified bachelor, Carl Gerlach, is making himself conspicuous by his absence at all socials and meetings. We wonder if there could be a woman in the case.

Congratulations are in order. After a great uphill fight, the West Shops basketball team finally annexed the championship of the Surface Lines Club. Off to a poor start, they spurred in the second half of the schedule and finished in a tie with the Engineers. They won the play off 25 to 19 and now the West Shops are sporting another championship. The boys deserve credit for turning a hopeless outfit into a championship team. Hats off to Ted Kuta, Walter Hager, Eddie Coates, John Hasto, Frank Anton, "Red" Icen and Art Hoencke.

West Shops: John Bjornsen of the Carpenter Shop passed away May 9. Our sympathy is extended to his family.

Stanley Icen lost faith in the police and did his own detective work, recovering his motorcycle in time to go on his vacation.

B. Mae of the Paint Shop resigned May 4th, returning to Russia for an indefinite stay.

It has been officially announced that Don Sterling now shaves every day.

We are glad to see Sam Lepine of the Paint Shop back to work after being sick for a month, and we hope for the speedy recovery of E. Boska who is now on the sick list.

Division: J. Janco is improving after undergoing an operation, and we hope to see him back to work soon.

We regret to learn that A. Begdon had an accident, breaking his leg, but glad to know that he is getting along fine.

John Mosnicka lost a son a few weeks ago, but gained a daughter. John says it was a nice wedding.

G. Pantelakis is on the sick list. We hope for his speedy recovery.

At last we found out the reason for that far-away look in Glen Cooley's eyes. He had been flat hunting and was married June 2nd. Congratulations!

Elston: We are glad to see F. Jensen and W. Halpin with us again after being on the sick list for some time, and hope that M. O'Brien who is now ill, will soon be well.

W. Geller says that he is going to have a little garden this year, but he cannot decide whether to plant oranges or onions.

Devon: You will see our picture on another page, as winners of the Pull-In Flag again this month.

Jane V. McCarthy.

South Shops: Andy Draus of the Painting Department is the proud father of an eight pound boy. As Andy is not of Scotch descent, the boys enjoy fair ropes the next evening. Congratulations and keep it up.

It is a little late, but we are very happy to report the wedding of Charlie Westcott and Lydia Bresin (no they did not marry each other)—Charlie married Lydia's sister Ella, and Lydia married "Midge" Matheny.

Mrs. Horn took a vacation early this year, as she wanted to attend the Kentucky Derby. As this is written, we are not sure whether she got that far—if she did, we are sure that she got wet—outside.

Cottage Grove: Pete Fotopoulos has returned from the Old Country bringing with him a bride. No wonder he was so happy when he came back to work.

Leo Keane has purchased a new eight tube radio, but when he tried it out, he found he could not get farther than Cicero. After Dan gets through overhauling it, we hope he can get Oak Park.

Joe Gamen, Repair Foreman, is the proud daddy of a baby boy. Congratulations.

Burnside: J. McElwee, car cleaner, has a new baby girl in his family.

77th Street: We are told that F. Rodovicz had a big party at his home recently.

69th Street: Car Placer W. Vincent was seen trying out his new bicycle. He is getting in trim for the Chevrolet season.

Night Switchman M. Kurkus is recovering from injuries received several months ago. The boys all hope he will be back on the job soon.

J. P. McCauley.

SURFACE LINES POST

The American Legion

The turn-out for the Annual Memorial Day Parade was very satisfactory. It is very encouraging to see the members turn out in such good number to take care of their patriotic duty.

The Post Rifle Club could use a few more members. It is planned on visiting one of the rifle ranges in the near future. Any member interested in this activity is asked to get in touch with Comrade McCarthy.

On May 23, 1928, the Post entertained the members of the Second District at the Surface Lines Club House. A movie and boxing was enjoyed by the assembled ex-service men and guests.

Some of the members of the Post have indicated a desire to change our meeting night. If it is general opinion that some other night would be more desirable we will make the change. Write Adjutant Page, South Shops, letting him know what night you would prefer and we will be guided by the wishes of the majority.

The Post Membership is increasing satisfactorily, but there are still a large number of ex-service men who are eligible who have not taken advantage of the opportunity of joining the American Legion. It is much easier to be a member than to explain why you are not. Application blanks may be obtained from any member of the Post, or write Adjutant L. J. Page, South Shops.

The Second District Auxiliary held a bunco and card party at the Post Club Rooms, on Thursday, May 17th.

The Post Club Rooms are located at 40 South Clark Street, and at present regular meetings are held on the 1st and 3rd Fridays.

"So you're looking for a job in a musical comedy," inquired the theatrical manager. "What can you do?"

"I can sing," modestly replied the pretty applicant.

"Go on, girl! This ain't no church!"

Around the Car Stations

Cottage Grove

The Cottage Grove Social and Athletic Club held a pool tournament in their club rooms at which there was a large gathering of pool fans.

It is very evident we have amongst us some good pool players and it would be well for our club officers to encourage more of these tournaments. The following were declared the winners: 1st prize, Motorman John Duncker; 2nd prize, Conductor Joe Kuhnlein; 3rd prize, Conductor Earl Hitchcock; 4th prize, Conductor E. Fay. The high run prize was won by Conductor Joe Kuhnlein with a run of 29.

The first baseball game was played on Cottage Grove Ave. baseball park, Union Ave. and Root St., between the trainmen of Indiana Avenue and the trainmen of Cottage Grove Avenue. The pitching of Conductor Joe Villiers for Indiana and Conductor Buckler for Cottage Grove was both fast and furious, and the catchers, Conductor Gillion for Indiana and Conductor Joe Kuhnlein for Cottage Grove, showed remarkable skill. Cottage Grove trainmen were victors by a score of 7 to 6.

Congratulations to Motorman J. Burke on the arrival of a baby boy at the Lying-in Hospital. Mother and baby are doing well.

We are all pleased to see Conductor Geo. Elliott back at work again. He had been ill for three months.

The sympathy of the trainmen is extended to Conductor J. M. Richardson on the death of his wife and to Conductor W. R. Webber on the death of his infant son, Richard.

J. H. Pickin.

Burnside

We are glad to see Conductor M. Hand back on the job after a brief illness due to a fall while walking home after work.

The other day Mike was asked if he was any relation to Pat O'Rourke. His answer was, "Only very distant. I was my mother's first child and Pat was the thirteenth."

Our old friend, J. J. Smith, has just completed five years of daily work with the exception of Wednesdays. Wednesday is Smith's day. Hence he is known as Wednesday Smith. Why the Wednesday, J. J.?

Ex-Motorman F. Murray passed away at his home, May 8, 1928. Mr. Murray entered the service of the Chicago City Railway Company at the 61st Street Depot July 8, 1892. In 1905 he transferred to the Cottage Grove Avenue Depot and in 1925 came to the Burnside Depot. The many friends made by Mr. Murray at Burnside express their sympathy.

During a recent accident Conductor P. J. Walsh, badge No. 9028, of the Cottage Grove Avenue Depot assisted Conductor E. Fifer, badge No. 10492, in obtaining witnesses and clearing a delay. An expression of gratitude

is hereby extended to Conductor Walsh.

Mr. Johnson was at this depot last week with the instruction car. Much was learned in the way of general street car operation. The boys at Burnside were well pleased with his instructions and invite his return again next year.

W. F.

77th Street

Conductor Jerry Gleason has been on the sick list for some time and from latest reports is improving. We wish him a speedy recovery.

Conductor J. O'Donnell, No. 2, and J. J. Norris state the arrival of girls at their homes. Kindly accept our congratulations.

Traveling Motorman Jack Natelborg in regard to power saving advises motormen to coast when possible and to ring gong repeatedly approaching intersections, also at all congested places along the right of way.

Our new Operator Frank Hartman is some Beau Brummell.

Congratulations are in order for Motorman and Mrs. D. F. Hayes, who were married last month.

To Motorman G. J. Doyle we extend our sincere sympathy in his bereavement in the untimely death of his young son.

Conductor W. J. Casey states he is looking for recruits to join the Veterans of Foreign Wars. Motorman F. J. Knoblauch is commander of the post, which is designated as Paul Zimmerman Post No. 513. Any trainman interested kindly get in touch with Buck Private Casey.

Conductor Joe Barry has returned to work after a few weeks' illness.

Instructor J. M. Johnson has been at our depot for the past two weeks imparting some very interesting facts in regard to successful operation. Let us try and follow his advice and watch us climb in the courtesy contest.

Motormen E. B. Gillooley and E. H. Simpson, our professional golfers, are practicing on the links most every morning. They are open to challenge from anyone employed by his company.

O. A. Autenreith is a proud papa of a baby boy.

Mike McKenna, our smiling clerk with the dimples, says the day work agrees with him better than the night work.

Ed Willette says his athletic class is now in condition to accept a challenge from any class in the city in wrestling, boxing and exhibition calisthenics. Let's hear from other depots.

The smile on Clerk Art Liphart's face is because June is the month and the day is not far off. Let us in on the secret, Art.

In the past two months two of our oldest motormen have been called to the Great Beyond, namely, Charlie Stevens and J. Leonard, also the father of Conductor J. D. Sullivan and brother of Motorman Tim Moriarty. To the relatives of these men we extend our condolence in their bereavement.

C. A. Gylling.

Sixty-ninth

We wish to extend congratulations to the town of Wadsworth, Ill., for having acquired a new and estimable citizen—none other than ex-

Supervisor Charles Lambrecht, who with his family has taken up residence there. We wish the Lambrechts continued success in their new home.

Ninety-nine and 93-100th percent of the 69th street depot trainmen have just completed their post graduate course in trainmanship under the tutelage of that thorough and able instructor, Mr. J. M. Johnson, who enlightened us as to many points upon which we were in need of knowledge.

Mr. W. R. Hansen, conductor, a patient at the Lakeside hospital, is getting along nicely and will be at home soon at 4417 S. Wentworth Avenue, and would be glad to have visitors call.

We extend our most sincere sympathy to the family of the late Mr. Sam Caldwell, whose death occurred suddenly on April 8, 1928.

Conductor E. Day and bride received congratulations from the boys on their wedding day, April 18, 1928. They also received a carriage ride.

A baby girl weighing 7 pounds arrived March 25, 1928, at the home of Conductor E. G. Bruin. Conductor J. T. Heraty is the proud daddy of a seven pound and one ounce boy born March 27th. Clerk F. J. Simpson reports a seven pound and 10 ounce girl April 8, 1928, and Motorman M. Glynn reports a seven and one-half pound boy on March 28, 1928. Conductor C. W. Beckman says the stork visited him on Friday, April 13th, and left an eight pound girl. Motorman J. Looney announces a boy weighing nine pounds born April 8, 1928. All doing fine.

Motorman J. Bremner was the first to start on his vacation to Gartly, Scotland, April 1.

Division four extends sympathy to Conductor James Kenny in the loss of his wife, who passed away May 11, 1928. Also to Motorman J. Magee, whose wife passed away May 18, 1928.

C. P. Kill is getting along nicely after having an operation for appendicitis at the Englewood hospital.

Motorman T. D. Sullivan is convalescing at the Speedway Hospital in Maywood. We hope for a speedy recovery.

W. L. Pence.

Archer

Easter Sunday was very disagreeable in weather conditions even at that many new uniforms made their appearance. Most of the boys believe in starting early for spring uniform inspection.

Conductor Chris Stegmeyer is the proud daddy of a baby girl, Violet by name, who arrived in time for breakfast April 1st. Chris says while his wife ordered a baby girl, he was in hope that April 1st would bring a boy.

In the last issue of SURFACE SERVICE our sympathy was extended to P. F. Crinnion, our Executive Board member, on the death of his mother. Today we are again called upon to extend our deepest sympathy to Mr. Crinnion and family on the death of his brother, who passed out Wednesday, April 18.

Congratulations to Motorman J. F. Block, who is very happy over the arrival of a baby

girl, seven pounds, Elenore by name, who landed safe and sound at the Block home on April 2nd.

Another of our number, Motorman Pat Casey No. 2, has been called upon to part with his beloved daughter, who, after five months in Michael Reese Hospital, passed out on April 3rd. The boys of Archer extend their sympathy to Mr. and Mrs. Casey in their sorrow.

We are glad to report Motorman Chris Rause back to work after his trip to Florida, where he has been enjoying the sunny south. Says he is in good trim and good for another hundred years.

Spring is here. We should say so, and you would think so if you saw Dan'l F. Bowles sowing his usual amount of grass seed and planting trees in the parkway along Rockwell side of Archer Depot.

Motorman C. Klassins is the proud father of little Doris, six pound baby daughter, who arrived April 19th. Congratulations extended to Mr. and Mrs. Klassins.

A postal from Conductor W. P. Spraul reporting his arrival in Los Angeles, Cal., where he and his wife have migrated for sixty days to enjoy the mountainous country of the west and the temperature, which Bill says he would like to split with us, and best of all, the reunion of three brothers who have not been together since the war.

Our deep sympathy is extended to Conductor W. Holmstrand, who parted with his best friend, his mother, who died April 2nd.

Yes, another stork story. Motorman M. Carey is the proud and happy father of a nine pound boy. Mother and baby doing nicely.

The sister of Conductor F. E. Lang and Joseph Lang died April 3rd and we can only extend our deepest sympathy in their bereavement.

Conductor T. J. Coughlin, No. 2, is the proud father of an 11 pound baby boy, James by name, who arrived Wednesday, May 14, 1928. The new arrival makes four boys in the Coughlin family.

Motorman Frank Meszkowski, World War veteran, died April 26th at the Speedway hospital, buried April 30th with military honors by James J. Zientek Post No. 419 American Legion.

Motorman James Kane, known to the boys of Archer depot as Butch Kane, died May 1, 1928, at the age of 71 years, after an illness of nearly two years. Funeral Friday, May 4th, interment Calvary Cemetery. To the family the boys of Archer extend their sympathy.

Our sympathy is extended to Conductor F. J. Ryan on the death of his mother, who passed out May 12th, buried from St. Agnes Church May 15, 1928.

We extend our deepest sympathy to Conductor M. Phelan, who was called on to part with his mother, who died May 13th. Services were held from St. Bridget's church on Friday, May 18th.

Conductor J. F. Kent had the misfortune of parting with his dear wife on the birth of a child, Sunday May 20th. Our sympathy is extended to John in his sadness.

Sadness also comes to the home of Motor-

man F. Kopping on the death of his wife, who passed out Tuesday, May 15th, after a short illness. The sympathy of your co-workers is extended to you and your family in your bereavement.

Conductor Harvey J. Walker on April 2nd found a boy seven years old in his car at terminal fast asleep. The boy claimed to have no home and was hungry. Harvey took the boy home with him, fed and housed him over night, gave him a bath and clean clothes and safely landed the boy at the Juvenile Home on the following day.

Dusty.

Lawndale

Ask Motorman J. Reidy what happened to him on Saturday, April 14, when he was so deeply interested about those flyers coming across the pond that he thought it was time for daylight saving time and set his watch one hour ahead. Reidy must be thinking very much about taking up aviation. Better stay on the ground, Reidy, you will not fall so far.

Congratulations to the Lawndale boys for their great team work in staying in first place in the courtesy contest. Now, boys, that you have accomplished this feat, let's get up in the Accident Prevention and Witness Contest in which we are still trailing the leaders.

We wish to extend our sympathy to Supervisor Ford and Conductor Bidwell and families in their recent bereavement when Mr. Girard, father of Mrs. Ford and Mrs. Bidwell, died April 15th.

Lawndale baseball players are thinking very seriously this year about getting started to play ball, but have lost their managers. McGinnis resigned, Cielenski, "Yes, maybe," because he has a mascot dog which will chase the ball.

On Saturday evening, May 19, 1928, midnight, Assistant Division Superintendent Eigelsbach received a telephone call from a lady asking him for his assistance to help find the key to her house, which she lost on a west bound Roosevelt road car. The lady told him that she had a small baby in her arms and could not remain outdoors very long. Mr. Eigelsbach then took her address and told her to remain in front of her home and then he set out to locate the crew, getting them at Roosevelt Road and Crawford Ave. He asked the motorman if he found a key on his car and the motorman said "No, but my conductor did," and Mr. Eigelsbach got the key and took it over to the lady, who was very thankful to Mr. Eigelsbach, as she was then able to enter her home. Again Division Six delivers 100 per cent service.

Wm. H. Hackbarth.

Blue Island

We have notices of the following new arrivals: J. Vujtech was presented with a 11½ pound boy on April 3; L. Mussared was presented with an 8 pound boy on April 12 and S. Barton was presented with a 10 pound girl on April 17. J. Brhel was presented with a 7 pound boy on May 12 and E. Gron was presented with an 8 pound girl on May 19. Con-

gratulations, boys. All mothers and babies are doing fine and all daddies have a great big smile.

We all extend our sympathy to C. McCarthy in the loss of his sister and G. Kouba in the loss of his grandmother.

Tom Kelly has been on the sick list for some time and we hope to see him back on the job soon.

We moved up one point over last month in the Accident Prevention Contest. Let us move into first place next month.

C. P. Starr.

North Avenue

Here they are—that well known and popular team, King and Kingsland. Conductor Harold King, the efficiency kid, is papa to a 7 pound girl born April 12. Conductor M. H. Kingsland is the proud daddy of a 6 pound boy born February 17. Mothers and babies doing fine.

At the time we first received our pay in check form there was considerable grumbling, but the general opinion now is that the new system is better all around. Many of the boys who had never had a bank account have got into the habit of putting a little in each pay day and watching the balance grow is very gratifying.

Conductor Martin Sinnott came in to turn in the other evening and discovered that his roll of bills was missing. After a fruitless search through his pockets he hurried out into the yard to his car. He met Repairman Peter Oliszewski, who asked him if he had lost anything. Martin told him the circumstances, whereupon Peter produced the bills, which he had found and was on his way to turn in. Martin thanked Peter and gave him a dollar as a token of gratitude. Martin has been married but a short time and needless to say was overjoyed at the recovery, for as he says they say in Shakespeare: "Twelve bucks is twelve bucks."

C. A. Knautz.

Kedzie

The cradle roll department seems to be on the increase, the following reporting babies lately: R. Booten an 8 pound boy April 6; E. Gapinski also an 8 pound boy April 8; E. Donovan a 7 pound girl, April 9; D. Mulvihill a 10 pound boy April 18; F. Coffey an 8 pound girl May 11; E. Kreutz an 8 pound girl May 13, and M. Mulligan a 7 pound girl May 14. Congratulations.

Conductor M. Hart took a 90-day leave of absence to visit friends in Ireland.

Conductor F. Geraghty died May 11 after a brief illness of the flu. His many friends extend their sympathy to the bereaved family.

Motorman J. Horan, still on the sick list suffering from a severe case of rheumatism, would like a visit from the boys.

We are sorry to learn of the death of Thomas Pierce's wife, who died May 18. Our sympathy is extended to him and his children.

Our erstwhile receiver, R. C. Schultz, has been on the sick list with the flu. Here is hoping a speedy recovery.

One motorman was heard to say to another on the night of the banquet that they could

run ahead of time, as Supervisor Andy Ure was at the banquet. The other motorman says: "Nothing doing. Andy is liable to come out on the street between courses."

Our sympathy is extended to Conductor John Cahill and son of this station in the loss of their wife and mother, who died May 11th.

Charlie Sorenson, starter at Madison and Springfield, is back on the job after spending a month in the Golden State of California. Says he had a wonderful time and sure did enjoy eating oranges from the trees. Charlie also made a trip into Mexico. Seems he got over the border unnoticed, but on coming back he encountered a little trouble from the Mexican authorities. He did not have his citizen papers along with him and on questioning him as to where he was born, he informed them Sweden, so then it looked as though he and his wife were going to be stranded there. Guess Charlie must have given them some of those oranges he likes to tell us about.

C. Sonders.

Elston

We extend our sympathy to the family of Motorman Frank Johnson, who passed away April 1, 1928.

Motorman A. Suralski was operated on for appendicitis recently and is now at home convalescing. From reports he is doing nicely.

Motorman Richard Voeltz resigned from the service recently to take up farming on a small scale in Marengo, Ills. Good luck and best wishes, Dick.

Conductors A. Schuster and J. Mueller report increases in their families. Congratulations.

Well, boys, our old rival, North Avenue, nosed us out of first place in the witness contest. Let us get busy and regain first place not only in witnesses, but also accident prevention and courtesy. It can be done and let us put our shoulders to the wheel and put out depot on top.

E.

Noble

We were shocked to learn of the death of Motorman James Tracey March 20. He will be missed by everyone.

Everyone is very much enthused over the Cubs. One of our enterprising conductors is always willing to take bets, but nothing less than 10 to 1.

The family of Supervisor Neurauter was saddened by the death of Mrs. Neurauter's mother, who was eighty years old. We extend our sympathy.

C. F. DeMoure.

Lincoln

Motorman J. Callaghan, while on a short visit to Roscommon, Michigan, March 13, met with an automobile accident, injuring his hand. Just how serious the injury is is not known, but someone said the hand was broken.

Our superintendent, Mr. Hays, is slowly but surely recovering from his accident and the boys are all glad to know he has been removed to his home and is getting around on crutches.

Congratulations to Sam Scanlon and wife, who are the proud parents of a baby born

April 7th and also Conductor H. Scanlon, who celebrated his twenty-seventh wedding anniversary recently and is now the proud grandfather of a 7½ pound baby girl born March 26. We wish to add that H. Scanlan is certainly one of the youngest looking grandpas we've met. Come across, Scanlan, and tell us how you do it?

Not so good, boys. In 1926 we held second place in Accident Prevention, in 1927 we won first place, but now for some reason we are slipping. Records show us in third place in February, 1928, and way down in sixth place in March, which is, as you know, not so good. So let us work together, find out where and what the trouble is and beat it back to first place where we were and where we should be.

H. J. Ziemann, conductor 13642, run 176, is the proud father of a 11½ pound baby boy, born May 2nd. Mother and baby are reported as doing well.

H. Spethman.

Limits

Motorman Gus Nelson, an oldtimer of 30 years, is at the Augustana Hospital. This is the first time Gus has been really sick in the past twenty years, and we hope for his speedy recovery.



Charles Holmberg and Charles Warren, Limits Motormen, in a Captive Automobile at River-view Park in 1908. "Them was the days."

Conductor Henry (Handsome Harry) Durr was hit by an auto Sunday morning, April 15, 1928, in front of the barn. Henry suffered a broken shoulder and was taken to the Columbus Hospital. We trust he will soon recover.

Motorman S. Culloton welcomed a 7½ pound baby boy into his home April 20, 1928. Mother and baby are doing nicely.

Conductor P. O. Keane took unto himself a wife. This was the culmination of a romance that started in Dublin, Ireland. We regret the lack of detail, but are pleased to congratulate our old friend.

E. G. Rodgers.

Devon

On May 11, 1928, Alvera Antônia Witt came to stay with Joe Witt and weighed 9½ pounds.

Otto Hildebrandt is reported as being a grandpa on April 17, 1928.

Our sympathy is extended to John O'Heron, who lost his wife. She was laid away at Kanakee on April 25, 1928.

S. Tarrant and Hugo Johnson are reported as being in the hospital facing operations.

A. Peterson has returned to the farm in Wisconsin after a severe illness.

J. Hofferth was nicely rewarded for a purse he turned in to the lost and found.

C. E. Roy.

Twin Coach Section

Operator LeRoy Schoenfeld is the proud daddy of a 7½ pound baby boy born March 28th at the Oak Park Hospital. Congratulations, Mr. and Mrs. Schoenfeld.

Tom Foley can't quite be classed as an optimist. It is noticed that he carries a box of matches with his trick cigar lighter. (Barnum was right.)

Fag.

CLUB SPARKS

Successful Swimming Party by Women's Auxiliary

Red Cross emblems and pins, Woman's Auxiliary, Surface Lines Club, emblems for advanced and beginners, and many beautiful prizes were all awarded on Thursday night, May 3, as a feature of the swimming party given by the Swimming Committee, of which Miss Lenea Carlson is chairman.

Winners of the Red Cross life-saving contest were: Esther Sandstrom, Schedules Department; Gizella DeLorme, Auditing Department; Grace McCann, Accident Investigation.

The services of Miss Forrest Nau were secured by the club the first of the year, and an immediate improvement in both attendance and work of the swimming classes was noted. Miss Nau at once informed the girls of her plan of awarding emblems, but made them understand that they must be earned, and devoted herself to the task of teaching them every phase of the art of swimming. The prizes awarded as results of the races were painted by Miss Nau. After the presentation of emblems and prizes, Miss Nau was given a beautiful brown purse by members of the swimming classes.

Women's Auxiliary Installs Officers

Newly elected officers of the Woman's Auxiliary were installed on Thursday, May 17, as follows: Georgia M. Smith, president, re-elected; Frances Canny, vice-president; Lydia Bresin Matheny, secretary; Ann Simek, treasurer.

Following the installation of the officers a program of dances and readings was given by two tiny pupils of Miss Emily Hoffman, after which refreshments were served. Miss Smith was presented with a huge basket of beautiful flowers by the Club, and members of the retiring board presented her with a beautiful black leather overnight bag.